

Civil Aviation Authority



CAA Monthly Statistics

April 1974

up to and including January 1974

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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 Authority

CAA Monthly Statistics

APRIL 1974

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.

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.

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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

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.

Units of measurement Metric measurements are used throughout *CAA Monthly Statistics*.

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

Conversion factors (foot/pound system to metric system)

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

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

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Activity at UK Airports

Although air transport movements in January were still below 50 000 a growth of 2.2 per cent was achieved on January 1973. A comparison of the two three month periods ending January 1973 and January 1974 shows growth of 4.9 per cent. In the London area movements in January 1974 declined fractionally compared with the month of January 1973, although when comparing the three month periods as above a growth of 1.5 per cent is evident. The greatest increase in actual movements was recorded at Heathrow (310 additional ATMs per month; 1.6 per cent growth) followed by Gatwick (185 ATMs; 3.9 per cent growth) and Southend (60 ATMs; 7.6 per cent growth) which also had the greatest percentage growth amongst the London area airports. The declines at Luton and Stansted continued over this period at 8.0 and 7.0 per cent respectively. At airports elsewhere in the UK there was an aggregate growth of 5.1 per cent between January 1973 and January 1974 and 9.3 per cent when comparing the monthly averages of the two November-January periods. Scottish airports presented the greatest increases in actual movements; Glasgow recorded the highest (332 additional ATMs per month; 11.5 per cent growth) and was followed by Aberdeen (311 ATMs; 64.5 per cent growth) and Sumburgh, which replaced East Midlands in third place, with 206 ATMs and 80.2 per cent growth. During the November-January periods referred to above, there was a growth in ATMs of 6.6 per cent in charter services and 4.5 per cent in scheduled services. UK operators increased their share of scheduled traffic movements by 1.6 percentage points to 73.3 per cent, but their share of charter traffic movements fell by less than one percentage point to 88 per cent.

The monthly average of 2.7 million passengers handled over the three month period November 1973 to January 1974 was 8.0 per cent greater than in the corresponding period one year earlier. London area airports reported a combined growth of 8.7 per cent over this period. Heathrow had both the greatest actual increase in passengers and the greatest growth rate (152 296 additional passengers per month and 11.9 per cent growth) while Luton and Stansted both reported declines (6.5 per cent and 22.1 per cent respectively). Over both the three month period November 1973/January 1974 and the month of January airports elsewhere in the United Kingdom reported a lower rate of growth than the London area (6.4 per cent and 2.8 per cent respectively). The greatest percentage growth was reported by Sumburgh (79.1 per cent) whilst Glasgow achieved the largest actual increase in passengers (16 348 additional passengers per month; 11.9 per cent growth) followed by Edinburgh (6 784 passengers; 13.4 per cent growth) and Aberdeen (6 723 passengers; 47.8 per cent growth). The 8.0 per cent growth in total terminal passengers at UK airports comprised a 12.3 per cent increase in passengers travelling by scheduled services and a decrease of 5.0 per cent in those using charter services. UK operators' share of scheduled service passengers grew slightly from 66.8 per cent to 67.6 per cent whilst their share of charter service passengers decreased by 1.7 percentage points to 87.3 per cent.

During the November/January 1973/74 period, of the

monthly average 2.7 million terminal passengers who used UK airports, 1.9 million travelled by international services and 0.8 million by domestic services. These figures represent growths of 6.4 per cent and 13.0 per cent respectively against the corresponding period of the year before.

Over this three months period November/January 1973/74 a monthly average of 1.3 million international passengers travelled by scheduled services, an increase of 13.2 per cent on the corresponding period a year earlier, whilst 0.6 million travelled by charter services, a decline of 6.5 per cent. The most heavily used scheduled services continued to be those to and from the USA carrying 13.3 per cent of total scheduled passengers, followed by those to and from France carrying 12.5 per cent of the total. The growth of these services since the November/January period 1972/73 was 5.4 per cent and 1.9 per cent respectively. Services to and from the Irish Republic were again the third most heavily used; 9.0 per cent of total passengers were carried representing a growth of 9.8 per cent. Services to Spain continued to carry the greatest proportion of charter traffic, although a decline of 9.0 per cent was recorded against the corresponding period the year before. Services to Germany and Italy maintained their previous order in popularity; the former carrying 8.2 per cent of total charter passengers (with a fractional growth on last year) the latter carrying 7.3 per cent (with a decline of 9.5 per cent on the corresponding period the year before).

During the November/January period 1973/74 the monthly average number of passengers flying on domestic routes amounted to over 435 000; a 14.8 per cent growth on the corresponding period 1972/73. Over this period both the Scottish and non-Scottish routes into and out of London shared a similar growth rate with the London routes as a whole (17.2, 17.0 and 17.1 per cent respectively). The rate of growth in passengers on services between London and the Channel Islands was slightly less at 16.2 per cent but on services between the Channel Islands and the rest of the UK it reached 27.4 per cent.

Over 57 000 tonnes of cargo was picked up or set down at UK airports during January 1974 and this represented a growth of 7.7 per cent on January 1973. Over the November/January period 1973/74 a growth of 9.1 per cent on the corresponding period a year earlier resulted in a monthly average of almost 60 000 tonnes being handled. The London area airports reported the movement of a monthly average of 46 000 tonnes (8.7 per cent growth); Heathrow continued to report the greatest increase in actual volume (2135 additional tonnes a month) whilst Gatwick and Stansted reported the largest growth (27.3 and 42.6 per cent respectively). Outside the London area a higher growth rate was reported; 9.3 per cent for the month of January, 10.2 per cent over the three month period. Prestwick again recorded the largest increase in actual tonnes handled (658 additional tonnes per month) followed once more by Glasgow and Manchester (315 and 294 tonnes respectively). Cargo carried during the November/January period 1973/74 by scheduled services grew by 6.6 per cent and that by charter services by 27.8 per cent, growth in the former declining and in the latter increasing from the last period published.

The UK operators' share of cargo carried by scheduled services declined by 1.6 percentage points to 50.7 per cent and 4.1 percentage points to 69.7 for charter services.

Output of UK Airlines

In January 1974 the output of UK airlines for all services was 573.9 million available tonne-kilometres, a decline of over 6 per cent on January 1973 and of nearly 16 per cent on December 1973.

The scheduled service output of over 392 million available tonne-kilometres showed an unchanged position from January 1973, but passengers and cargo uplifted at 1.1 million and over 23 600 tonnes respectively were both higher than January 1973 thus achieving an overall load factor of 54.6 per cent compared with 52.2 in January 1973. The seat factor on domestic services was 66.8 per cent compared with 58.3 per cent in January 1973 and that on international services was 57.6 per cent compared with 54.9 per cent.

The output for non-scheduled services in January 1974

was over 180 million available tonne-kilometres compared with over 204 million in December (a decrease of 11.6 per cent) and over 219 million in January 1973 (a decrease of 17.7 per cent). Inclusive tour charters accounted for 36.8 per cent of the total non-scheduled output, a slight increase on both December and January 1973; Advance Booking Charters, accounting for 2.2 per cent of the total non-scheduled output, retained their share of the total non-scheduled output. The seat factor on inclusive tour charters in January 1974 was 74.3 compared with 73.7 in December 1973 and 77.2 in January 1973, while Advance Booking Charters carried 4827 passengers providing a seat factor of 73.1 per cent.

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 arising because airlines are not asked to report non-revenue passengers and cargo.

Size Structure of UK

Table 1

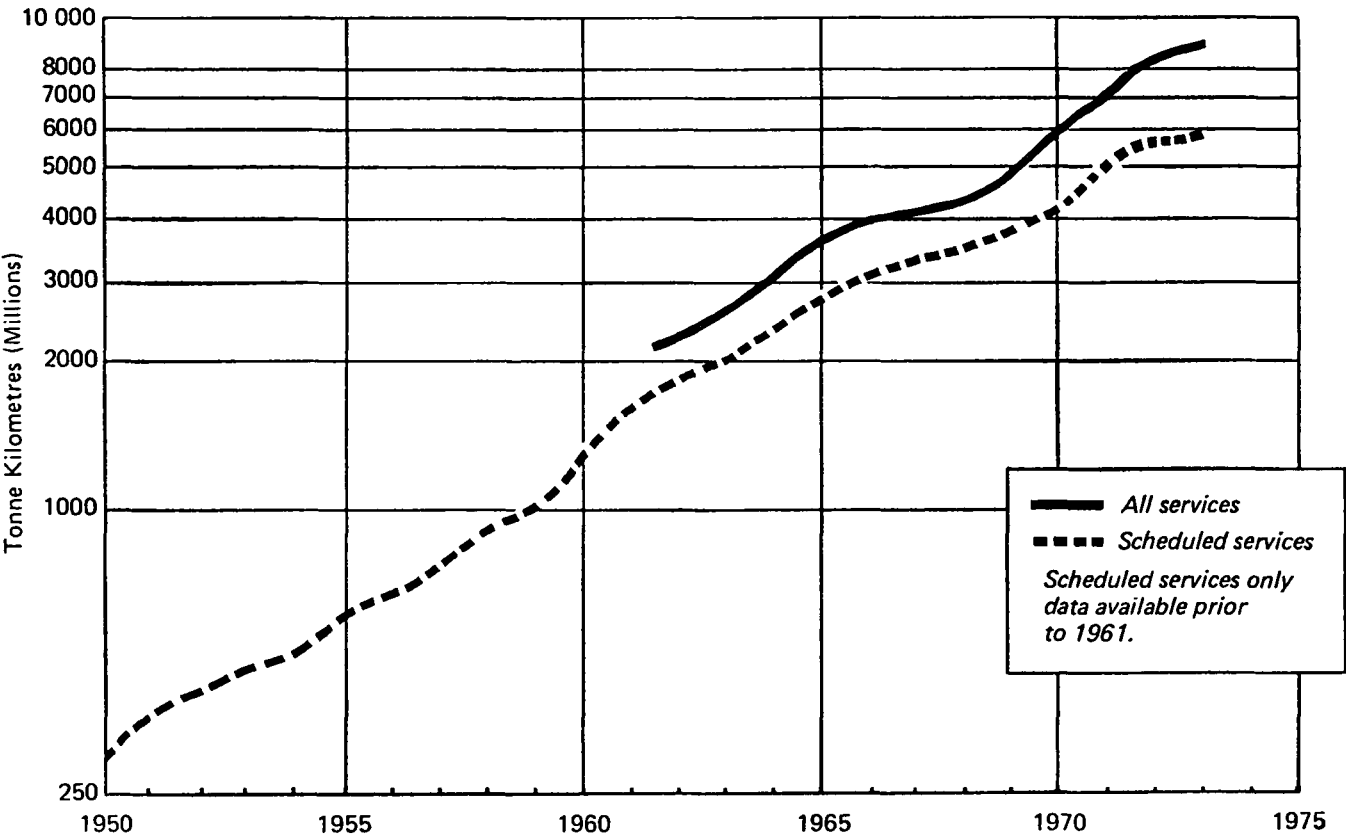
Airports and Airlines Year ended 31 December 1973

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of all UK passengers at airports this size and smaller
Heathrow	20 288	47.05	100	100.00
Gatwick	5 728	13.28	98	52.95
Luton	3 217	7.46	96	39.67
Manchester	2 574	5.97	93	32.21
Glasgow	2 142	4.97	91	26.24
Belfast	1 313	3.04	89	21.27
Birmingham	1 132	2.62	87	18.23
Edinburgh	877	2.03	84	15.61
Newcastle	620	1.44	82	13.57
Liverpool	556	1.29	80	12.13
East Midlands	516	1.20	78	10.85
Isle of Man	465	1.08	76	9.65
Prestwick	386	0.90	73	8.57
Southend	385	0.89	71	7.67
Southampton	308	0.72	69	6.78
Bristol	289	0.67	67	6.07
Glamorgan	284	0.66	64	5.40
Leeds/Bradford	280	0.65	62	4.74
Aberdeen	260	0.60	60	4.09
Tees-side	189	0.44	58	3.49
Stansted	173	0.40	56	3.05
Blackpool	143	0.33	53	2.65
Others (23 reporting airports)	1 000	2.32	51	2.32

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—BOAC	4 481	49.78	100	100.00
British Airways—BEA	1 269	14.10	98	50.22
British Caledonian Airways	1 035	11.50	97	36.13
Dan-Air Services	324	3.60	95	24.63
Britannia Airways	283	3.14	93	21.03
Court-Line Aviation	250	2.78	92	17.89
Laker Airways	241	2.68	90	15.11
British Airtours	174	1.93	88	12.43
Tradewinds Airways	128	1.42	86	10.50
Trans-Meridian Air Cargo	126	1.40	85	9.08
Monarch Airlines	119	1.32	83	7.68
British Midland Airways	111	1.23	82	6.35
Donaldson International Airways	77	0.86	80	5.12
British Airways—Cambrian Airways	64	0.71	78	4.27
British Airways—Northeast Airlines	62	0.69	77	3.56
International Aviation Services	61	0.68	75	2.87
British Airways—Channel Islands Airways	45	0.50	73	2.19
Invicta International Airlines	35	0.39	72	1.69
British Island Airways	22	0.24	70	1.30
British Airways—Scottish Airways	22	0.24	68	1.06
British Air Ferries	16	0.18	67	0.81
Dan-Air/Skyways	15	0.17	65	0.63
Others (32 airlines)	42	0.47	63	0.47

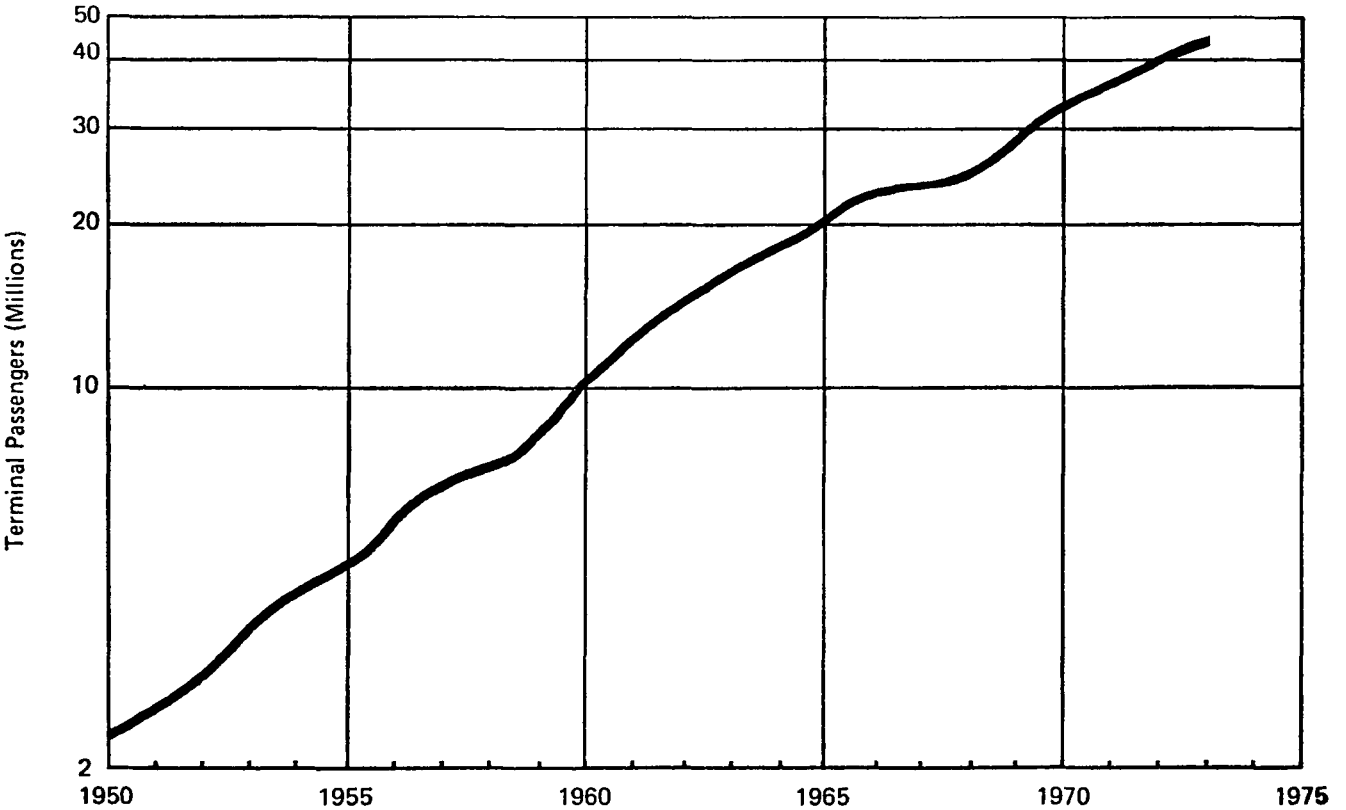
Output of UK Airlines

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)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)	
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
Year ended						
January 1973	1 755	674	39 461	8 308	5 425	2 883
January 1974	1 880	720	43 205	8 965	5 953	3 012
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)						
	7.1	6.8	9.5	7.9	9.7	4.5

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

		Total		UK Operators				Foreign Operators			
		A.T. movements (000)	Terminal passengers (000)	Scheduled		Non-scheduled		Scheduled		Non-scheduled	
				A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)
1965		42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966		46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967		47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968		46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969		49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970		50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971		52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972		55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973		59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972	1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
	2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
	3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
	4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973	1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
	2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
	3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
	4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1972	July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
	August	73.5	4 675	40.4	2 083	15.3	1 278	14.5	1 034	3.3	280
	September	67.1	4 433	37.6	2 021	13.2	1 164	13.6	1 017	2.7	231
	October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
	November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
	December	45.9	2 533	26.8	1 282	7.3	529	10.7	649	1.1	73
1973	January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
	July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334
	August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 084	3.2	343
	September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
	October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
	November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97
	December	46.5	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974	January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport (000)	Other (000)	Total	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
	(000)	(000)			(000)			
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1972 July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
August	186.4	83.1	73.5	9.6	103.3	79.0	17.4	6.9
September	172.1	74.0	67.1	6.9	98.1	70.9	16.8	10.4
October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
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
October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.3
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0

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
1972 July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
August	40 315	7 344	3 135	1 523	1 658	5 323	6 989	2 952	4 298	12 223
September	37 173	7 053	2 345	1 326	1 537	4 553	6 397	2 487	3 755	10 458
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
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	7 443	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
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647

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
1972 July	3 087	375	177	82	62	117	384	62	216	260
August	3 227	375	160	84	65	121	358	68	217	285
September	3 101	357	153	76	60	116	330	58	182	256
October	2 461	272	128	59	45	77	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
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	185	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61

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
1972 July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
August	53 019	6 531	3 062	1 082	292	5 321	3 472	487	4 464	6 024
September	43 135	4 782	843	160	139	1 052	3 178	316	1 991	1 802
October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948
December	41 637	4 839	662	137	72	1 473	3 150	279	1 854	1 555
1973 January	41 020	4 636	734	150	82	1 341	2 960	250	1 858	1 785
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
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	250	1 443	1 584
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823

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
1972 July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
August	485.6	268.8	8.0	60.4	200.4	55.4	3 770.0	2 325.8	61.7
September	559.9	314.8	9.1	69.8	235.9	56.2	4 252.9	2 687.8	63.2
October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	253.9	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3

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
1972	July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
	August	35.9	22.5	0.3	2.2	20.0	62.7	360.7	243.5	67.5
	September	33.4	21.5	0.3	1.9	19.3	64.4	337.0	234.1	69.5
	October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
	November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
	December	24.1	13.8	0.3	1.8	11.7	57.3	228.6	141.5	61.9
1973	January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
	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
	October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
	November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
	December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974	January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8

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
1972 July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
August	449.7	246.4	7.7	58.3	180.4	54.8	3 409.2	2 082.3	61.1
September	526.5	293.3	8.8	67.9	216.6	55.7	3 915.9	2 453.8	62.7
October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
December	447.8	240.1	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
July	502.1	273.3	8.2	60.1	205.0	54.4	3 351.6	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	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.8	1 582.2	57.6

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
1972 July	325.0	40.8	..	..	..	..	..	..
August	324.5	40.1	..	..	..	..	..	..
September	313.8	35.9	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1

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
1972 July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640

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
1972 July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
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
October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

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
Nov 1972—Jan 1973	1 283	53	28	178	169	28	92	45	99	13	32	20	341	15	71	7	92
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
Nov 1973—Jan 1974	1 312	52	32	178	172	31	97	47	109	16	34	34	326	17	71	11	85
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						
Nov 1972—Jan 1973	400.0	15.6	20.4	50.1	14.1	17.6	5.2	15.2	185.1	8.5	68.2						
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
4th quarter	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7						
Nov 1973—Jan 1974	442.6	20.2	19.9	56.0	11.8	24.2	7.6	19.4	193.6	10.3	79.0						

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 January 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	6 672	4 601	—	413	8	162	90	—	1 324	—	74
+Heathrow	21 485	19 836	—	40	—	144	245	—	1 189	5	26
+Luton	2 792	1 398	—	336	32	65	28	439	488	—	6
+Southend	3 854	769	—	—	—	323	—	1 965	791	6	—
+Stansted	2 343	131	—	28	—	1 424	34	155	484	87	—
TOTAL (London Area)	37 146	26 735	—	817	40	2 118	397	2 559	4 276	98	106
Westland Heliport (Battersea)	504	136	2	135	20	—	—	—	177	2	32
Other UK Airports											
+Leeds/Bradford	1 890	556	—	46	53	26	16	927	250	10	6
+Liverpool	5 145	1 046	—	71	23	45	17	3 325	574	14	30
+Manchester	4 301	3 215	—	180	24	85	96	236	451	4	10
+Birmingham	3 732	1 203	—	36	6	17	25	1 658	771	—	16
+Coventry	2 384	2	—	3	—	685	—	1 360	334	—	—
+East Midlands	2 916	568	2	128	22	429	22	1 089	634	2	20
+Newcastle	1 503	827	—	41	134	47	—	156	276	—	22
+Tees-side	3 377	378	161	27	9	970	—	907	278	6	641
+Bristol	1 970	344	—	—	—	—	16	430	1 163	—	17
+Glamorgan	2 480	426	—	42	40	507	—	1 296	157	6	6
Swansea	413	8	—	4	43	4	—	204	56	—	4
+Ashford	1 012	253	—	12	39	17	25	342	322	—	2
+Blackpool	4 454	211	—	9	—	42	—	3 868	324	—	—
+Bournemouth	3 181	362	—	47	—	1 093	—	949	647	51	32
+Cambridge	1 358	17	—	2	16	234	2	274	236	—	577
+Exeter	1 396	99	—	7	125	27	—	635	440	—	63
Gloucester/Cheltenham	2 615	117	—	—	2	840	—	1 236	416	—	4
Hawarden	884	—	—	—	—	44	—	576	245	—	19
Isles of Scilly	144	126	—	4	4	—	—	—	6	—	4
+Lydd	554	50	—	—	—	48	—	426	24	—	6
+Manston	354	107	—	15	50	131	—	—	51	—	..
+Norwich	1 769	290	2	100	48	178	19	527	605	—	—
Penzance Heliport	108	98	—	—	—	6	—	—	4	—	—
+Southampton	2 021	487	1	17	12	1 165	6	22	309	—	2
+Edinburgh	3 141	983	—	2	—	1 685	3	31	369	12	56
+Glasgow	5 100	3 091	—	80	—	128	—	1 024	417	4	356
+Prestwick	3 540	584	—	15	—	2 413	10	46	94	4	374
Aberdeen	3 630	1 179	—	3	615	393	—	1 180	—	4	256
Benbecula	201	102	—	—	93	—	—	—	—	2	4
Inverness	825	362	—	3	215	72	—	96	73	—	4
Islay	152	121	—	3	—	—	—	—	22	6	—
+Kirkwall	736	496	—	22	75	—	10	98	29	—	6
Stornoway	172	150	—	12	2	—	—	—	2	—	6
+Sumburgh	948	739	—	69	96	40	—	—	—	—	4
Tiree	74	59	—	8	5	—	—	2	—	—	—
Wick	249	212	—	9	10	—	—	2	8	—	8
+Belfast	5 122	1 676	—	4	28	2	—	852	149	—	2 411
+Isle of Man	831	524	—	45	2	88	—	126	46	—	—
TOTAL (Incl. London Area)	112 332	47 939	168	2 018	1 851	13 579	664	26 549	14 235	225	5 104
Channel Islands Airports											
Alderney	421	421	..	..	..	..	..	..	..	..	..
Guernsey	1 753	1 753	..	..	..	..	..	..	..	..	..
Jersey	2 473	2 473	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	4 647	4 647	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator January 1974

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	4 601	31	2 288	150	180	1 749	203
+Heathrow	19 836	9 784	319	9 208	338	18	169
+Luton	1 398	—	42	—	—	1 309	47
+Southend	769	—	557	—	—	187	25
+Stansted	131	—	—	—	—	47	84
TOTAL (London Area)	26 735	9 815	3 206	9 358	518	3 310	528
Westland Heliport (Battersea)	136	—	—	—	—	136	—
Other UK Airports							
+Leeds/Bradford	556	290	124	22	—	117	3
+Liverpool	1 046	747	117	53	8	79	42
+Manchester	3 215	1 456	328	751	43	616	21
+Birmingham	1 203	685	251	80	4	169	14
+Coventry	2	—	—	—	—	2	—
+East Midlands	568	15	422	—	—	129	2
+Newcastle	827	274	431	—	14	103	5
+Tees-side	378	2	339	—	11	18	8
Bristol	344	172	36	28	48	54	6
Glamorgan	426	112	147	33	54	80	—
Swansea	8	—	—	—	—	8	—
+Ashford	253	—	253	—	—	—	—
+Blackpool	211	—	181	—	—	30	—
+Bournemouth	362	1	325	—	—	29	7
+Cambridge	17	—	—	—	—	—	17
Exeter	99	—	91	—	—	8	—
Gloucester/Cheltenham	117	—	16	—	—	101	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	126	126	—	—	—	—	—
+Lydd	50	—	—	—	—	50	—
Manston	107	—	—	—	—	105	2
Norwich	290	—	150	—	—	135	5
Penzance Heliport	98	98	—	—	—	—	—
+Southampton	487	115	349	—	—	16	7
+Edinburgh	983	651	292	32	1	5	2
+Glasgow	3 091	1 711	864	255	—	229	32
+Prestwick	584	396	2	138	7	10	31
Aberdeen	1 179	488	59	—	—	632	—
Benbecula	102	102	—	—	—	—	—
Inverness	362	315	17	—	—	30	—
Islay	121	92	—	—	—	29	—
+Kirkwall	496	152	—	18	—	326	—
Stornoway	150	102	44	—	—	4	—
+Sumburgh	739	109	92	—	30	498	10
Tiree	59	54	—	—	—	5	—
Wick	212	200	—	—	—	12	—
+Belfast	1 676	1 279	327	26	—	8	36
+Isle of Man	524	400	124	—	—	—	—
TOTAL (Incl. London Area)	47 939	19 959	8 587	10 794	738	7 083	778
Channel Islands Airports							
Alderney	421	—	388	—	—	33	—
Guernsey	1 753	106	1 494	—	—	153	—
Jersey	2 473	501	1 571	50	—	351	—
TOTAL (Channel Islands Airports)	4 647	607	3 453	50	—	537	—

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	November 1973 —January 1974	November 1972 —January 1973	Percentage Change
London Area Airports			
+Gatwick	4 904	4 719	3.9
+Heathrow	19 502	19 192	1.6
+Luton	1 578	1 715	-8.0
+Southend	852	792	7.6
+Stansted	187	201	-7.0
TOTAL (London Area)	27 023	26 619	1.5
Westland Heliport (Battersea)	176	99	77.8
Other UK Airports			
+Leeds/Bradford	555	523	6.1
+Liverpool	1 175	1 257	-6.5
+Manchester	3 254	3 235	0.6
+Birmingham	1 372	1 414	-3.0
+Coventry	10	53	-81.1
+East Midlands	684	549	24.6
+Newcastle	813	771	5.4
+Tees-side	401	215	86.5
+Bristol	433	519	-16.6
+Glamorgan	459	392	17.1
Swansea	9	10	-10.0
+Ashford	320	323	-0.9
+Blackpool	246	139	77.0
+Bournemouth	350	273	28.2
+Cambridge	61	41	48.8
+Exeter	126	126	—
Gloucester/Cheltenham	126	99	27.3
Hawarden	—	—	—
Isles of Scilly	187	95	96.8
+Lydd	28	18	55.6
+Manston	120	116	3.4
+Norwich	320	..	—
Penzance Heliport	176	76	131.6
Portsmouth	66	29	—
+Southampton	559	664	-15.8
+Edinburgh	1 019	1 025	-0.6
+Glasgow	3 226	2 894	11.5
+Prestwick	622	783	-20.6
Aberdeen	793	482	64.5
Benbecula	97	103	-5.8
Inverness	350	318	10.1
Islay	129	65	98.5
+Kirkwall	468	412	13.6
Stornoway	177	153	15.7
+Sumburgh	463	257	80.2
Tiree	63	65	-3.1
Wick	206	212	-2.8
+Belfast	1 829	1 892	-3.3
+Isle of Man	554	515	7.6
TOTAL (Incl. London Area)	49 045	46 833	4.7
Channel Islands Airports			
Alderney	498	638	-21.9
Guernsey	1 966	1 877	4.7
Jersey	2 914	2 735	6.5
TOTAL (Channel Islands Airports)	5 378	5 250	2.4

Portsmouth Airport closed with effect from 31 December 1973
Exeter Airport included with effect from 1 January 1973

Air Transport Landings Diverted to UK Reporting Airports January 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	15	2Ma	1Lu						3He	1Li 1Em 2Ma	1Ma 2Pr			1He			1He															
Heathrow	35						1Li			10Bi 10Ma 6Ga	4Ma 1Pr						1Lu 1Ga											1Bi				
Luton	14	4Ma							1Bi 1Ma	5Bi 1Em 1Ga	1Ma																					
Leeds/Bradford	15		1Em	1Ma 6Em				1Te 1Em	2Em		2Em						1Em															
Liverpool	2					2Ma																										
Manchester	2				1Bi									1Bo																		
Birmingham	1				1Ma																											
East Midlands	2								1Bi		1Ma																					
Bristol	13			1Bi	1Lu 4Gm				1Gm		1Gm 1Gm	1Gm					1Gm 1He											1Gm		1Gm		
Ashford	1														1Ga																	
Southampton	1																1Bo															
Edinburgh	26										3Gl	1Gl	1Gl			1Gl	1Bo	1Gl	6Gl					1Gl					7Gl 1Em		5Gl 1Pr	
Glasgow	4		1Lu						1Sw								1Gl															
Aberdeen	5												1In				2Ed							1Ed								
Stornoway	1							1Gl																								
Isle of Man	1																				1Li											
Other UK	2								1Lb																							
Overseas	14		1He		1Em						1He 1Pr	1Ki	1He	1Lu				1He		1He		1He	1Ga		1Ab			2He		1Wi	1He	
All Aerodromes	154	6	4	8	8	2	1	3	11	37	18	3	3	3	1	1	10	2	6	—	2	1	—	2	1	—	2	2	9	2	6	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator
January 1974

Table 15

Total				Scheduled Services						Charter Flights					
Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators		
			British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit	
			Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit			
London Area Airports															
+ Gatwick	282 364	281 602	762	1 349	—	88 732	172	1 799	—	26 010	—	143 917	66	19 795	524
+ Heathrow	1 410 038	1 384 081	25 957	705 695	56	13 574	—	614 283	25 366	36 080	—	527	—	13 922	535
+ Luton	127 126	126 468	658	—	—	636	38	—	—	—	—	123 757	619	2 075	1
+ Southend	9 746	9 746	—	—	—	8 949	—	—	—	—	—	685	—	112	—
+ Stansted	6 329	6 278	51	—	—	—	—	—	—	—	—	—	—	6 278	51
TOTAL (London Area)	1 835 603	1 808 175	27 428	707 044	56	111 891	210	616 082	25 366	62 090	—	268 886	685	42 182	1 111
Westland Heliport (Battersea)	328	328	—	—	—	—	—	—	—	—	—	328	—	—	—
Other UK Airports															
+ Leeds/Bradford	18 637	18 131	506	14 412	—	2 285	498	950	—	—	—	477	8	7	—
+ Liverpool	31 983	30 264	1 719	26 025	1 151	1 295	561	2 256	—	360	—	246	—	82	7
+ Manchester	151 940	147 463	4 477	77 097	611	5 747	1 052	20 308	2 552	3 653	101	39 143	161	1 515	—
+ Birmingham	53 775	51 121	2 654	26 195	1 085	2 752	1 471	5 441	94	276	—	15 690	4	767	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	17 647	17 403	244	675	—	10 843	9	—	—	—	—	5 885	235	—	—
+ Newcastle	40 699	38 801	1 898	23 832	—	8 204	1 898	—	—	775	—	5 734	—	256	—
+ Tees-side	15 148	13 441	1 707	19	45	12 312	1 052	—	—	249	242	463	—	398	368
+ Bristol	13 333	10 466	2 867	2 522	1 994	436	121	803	242	1 422	510	4 929	—	354	—
+ Glamorgan	16 778	14 467	2 311	2 935	605	1 268	1 096	798	342	2 235	268	7 231	—	—	—
Swansea	62	62	—	—	—	—	—	—	—	—	—	62	—	—	—
+ Ashford	3 602	3 602	—	—	—	3 602	—	—	—	—	—	—	—	—	—
+ Blackpool	2 478	2 472	6	—	—	2 469	6	—	—	—	—	3	—	—	—
+ Bournemouth	4 582	4 477	105	27	—	2 858	—	—	—	—	—	918	105	674	—
+ Cambridge	125	125	—	—	—	—	—	—	—	—	—	—	—	125	—
+ Exeter	2 347	1 994	353	—	—	1 777	353	—	—	—	—	217	—	—	—
Gloucester/Cheltenham	448	448	—	—	—	52	—	—	—	—	—	396	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 129	1 129	—	1 129	—	—	—	—	—	—	—	—	—	—	—
+ Lydd	18	18	—	—	—	—	—	—	—	—	—	18	—	—	—
+ Manston	263	263	—	—	—	—	—	—	—	—	—	253	—	10	—
+ Norwich	5 156	5 156	—	—	—	4 383	—	—	—	—	—	679	—	94	—
Penzance Heliport	918	918	—	918	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	11 438	11 420	18	3 076	—	8 285	5	—	—	—	—	48	—	11	13
+ Edinburgh	59 522	58 425	1 097	44 746	823	11 990	—	1 159	274	73	—	333	—	124	—
+ Glasgow	148 049	146 254	1 795	97 001	46	27 178	—	7 554	1 550	—	—	11 437	—	3 084	199
+ Prestwick	25 982	14 544	11 438	9 784	5 910	24	104	1 669	4 122	235	306	825	145	2 007	851
Aberdeen	26 386	25 414	972	17 069	961	1 283	—	—	—	—	—	7 062	11	—	—
Benbecula	2 735	1 503	1 232	1 503	1 232	—	—	—	—	—	—	—	—	—	—
Inverness	12 072	10 909	1 163	10 781	1 163	35	—	—	—	—	—	93	—	—	—
Islay	1 246	1 246	—	1 182	—	—	—	—	—	—	—	64	—	—	—
+ Kirkwall	5 974	5 012	962	3 576	577	—	—	68	199	—	—	1 368	186	—	—
Stornoway	3 157	2 885	272	2 818	272	67	—	—	—	—	—	—	—	—	—
+ Sumburgh	9 097	8 577	520	2 991	—	332	—	—	—	347	9	4 626	511	281	—
Tiree	346	213	133	202	132	—	—	—	—	—	—	11	1	—	—
Wick	5 106	2 262	2 844	2 227	2 843	—	—	—	—	—	—	35	1	—	—
+ Belfast	88 653	88 563	90	74 129	25	10 819	—	541	—	—	—	609	54	2 465	11
+ Isle of Man	16 382	14 113	2 269	11 151	2 050	2 962	219	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 633 144	2 562 064	71 080	1 165 066	21 581	235 149	8 655	657 629	34 741	71 715	1 436	378 069	2 107	54 436	2 560
Channel Islands Airports															
Alderney	1 992	1 992	—	—	—	1 932	—	—	—	—	—	60	—	—	—
Guernsey	16 925	16 925	—	4 095	—	12 504	—	—	—	—	—	326	—	—	—
Jersey	42 632	41 696	936	19 677	86	20 394	750	925	14	—	—	700	86	—	—
TOTAL (Channel Is. Airports)	61 549	60 613	936	23 772	86	34 830	750	925	14	—	—	1 086	86	—	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	November 1973 —January 1974	November 1972 —January 1973	Percentage change
London Area Airports			
+ Gatwick	320 569	307 441	4.3
+ Heathrow	1 431 390	1 279 094	11.9
+ Luton	145 982	156 181	-6.5
+ Southend	15 578	14 484	7.6
+ Stansted	10 472	13 437	-22.1
TOTAL (London Area)	1 923 991	1 770 637	8.7
Westland Heliport (Battersea)	469	226	107.5
Other UK Airports			
+ Leeds/Bradford	16 510	14 089	17.2
+ Liverpool	33 711	33 954	-0.7
+ Manchester	155 450	152 138	2.2
+ Birmingham	64 070	67 088	-4.5
+ Coventry	169	161	5.0
+ East Midlands	25 447	26 216	-2.9
+ Newcastle	38 491	34 045	13.1
+ Tees-side	14 328	8 397	70.6
+ Bristol	14 214	18 227	-22.0
+ Glamorgan	16 015	14 534	10.2
Swansea	52	33	57.6
+ Ashford	5 468	6 935	-21.2
+ Blackpool	4 086	4 192	-2.5
+ Bournemouth	5 871	7 063	-16.9
+ Cambridge	397	283	40.3
+ Exeter	2 829	2 556	—
Gloucester/Cheltenham	541	347	55.9
Hawarden	—	—	—
Isles of Scilly	1 336	1 457	-8.3
+ Lydd	69	385	-82.1
+ Manston	424	412	2.9
+ Norwich	5 726	—	—
Penzance Heliport	1 259	1 325	-5.0
Portsmouth	343	178	—
+ Southampton	14 603	14 423	1.2
+ Edinburgh	57 529	50 745	13.4
+ Glasgow	153 253	136 905	11.9
+ Prestwick	14 672	19 831	-26.0
Aberdeen	20 802	14 079	48.7
Benbecula	1 580	1 755	-10.0
Inverness	9 974	8 944	11.5
Islay	1 242	1 259	-1.4
+ Kirkwall	4 847	4 492	7.9
Stornoway	3 073	3 108	-1.1
+ Sumburgh	6 190	3 456	79.1
Tiree	219	211	3.8
Wick	2 307	2 333	-1.1
+ Belfast	92 727	89 188	4.0
+ Isle of Man	15 640	14 800	5.7
TOTAL (Incl. London Area)	2 729 922	2 530 407	7.9
Channel Islands Airports			
Alderney	2 600	2 912	-10.7
Guernsey	20 026	18 293	9.5
Jersey	54 585	44 765	21.9
TOTAL (Channel Islands Airports)	77 211	65 970	17.0

Portsmouth Airport closed with effect from 31 December 1973

Exeter Airport included with effect from 1 January 1973

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Nov. 1973- Jan. 1974	Nov. 1973- Jan. 1974	Nov. 1972- Jan. 1973	Per- centage change	Nov. 1973- Jan. 1974	Nov. 1972- Jan. 1973	Per- centage change
London Area Airports							
+ Gatwick	320 569	272 655	267 612	2	47 914	39 829	20
+ Heathrow	1 431 390	1 189 147	1 069 288	11	242 243	209 806	15
+ Luton	145 982	144 300	154 955	-7	1 682	1 226	37
+ Southend	15 578	14 707(a)	14 246(a)	3	871	238	266
+ Stansted	10 472	10 472	12 924	-19	—	513	—
TOTAL (London Area)	1 923 991	1 631 281	1 519 025	7	292 710	251 612	16
Westland Heliport (Battersea)	469	—	—	—	469	226	108
Other UK Airports							
+ Leeds/Bradford	16 510	2 932	2 536	16	13 578	11 553	18
+ Liverpool	33 711	9 463	8 762	8	24 248	25 192	-4
+ Manchester	155 450	100 366	104 474	-4	55 082	47 664	16
+ Birmingham	64 070	45 153	48 860	-8	18 916	18 228	4
+ Coventry	169	81	39	108	88	122	-28
+ East Midlands	25 447	16 238	18 312	-11	9 209	7 904	17
+ Newcastle	38 491	13 513	11 556	17	24 978	22 489	11
+ Tees-side	14 328	3 729	1 830	104	10 599	6 567	61
+ Bristol	14 214	11 501	15 686	-27	2 713	2 541	7
+ Glamorgan	16 015	11 990	10 502	14	4 025	4 032	—
Swansea	52	29	—	—	24	33	-27
+ Ashford	5 468	5 468	6 935	-21	—	—	—
+ Blackpool	4 086	779	925	-16	3 307	3 267	1
+ Bournemouth	5 871	2 300	4 508	-49	3 571	2 555	40
+ Cambridge	397	383	244	57	14	39	-64
+ Exeter	2 829	459	638	—	2 370	1 918	—
Gloucester/Cheltenham	541	—	—	—	541	347	56
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 336	—	—	—	1 336	1 457	-8
+ Lydd	69	46	370	-88	23	15	53
+ Manston	424	424	412	3	—	—	—
+ Norwich	5 726	3 832	..	—	1 894	..	—
Penzance Heliport	1 259	—	—	—	1 259	1 325	-5
Portsmouth	343	—	—	—	343	178	—
+ Southampton	14 603	513	760	-32	14 090	13 663	3
+ Edinburgh	57 529	2 174	1 899	14	55 355	48 846	13
+ Glasgow	153 253	30 257	29 221	4	122 997	107 684	14
+ Prestwick	14 672	12 690	15 175	-16	1 982	4 656	-57
Aberdeen	20 802	2 004	35	5 626	18 798	14 044	34
Benbecula	1 580	—	—	—	1 580	1 755	-10
Inverness	9 974	15	56	-73	9 959	8 888	12
Islay	1 242	—	—	—	1 242	1 259	-1
+ Kirkwall	4 847	112	109	3	4 735	4 383	8
Stornoway	3 073	1	—	—	3 072	3 108	-1
+ Sumburgh	6 190	1 151	4 28 675	—	5 039	3 452	46
Tiree	219	—	—	—	219	211	4
Wick	2 307	—	—	—	2 307	2 333	-1
+ Belfast	92 727	3 754	3 754	—	88 973	85 434	4
+ Isle of Man	15 640	390	367	6	15 251	14 433	6
TOTAL (Incl London Area)	2 729 924	1 913 028	1 808 274	6	816 896	723 413	13

(a) Includes Channel Islands Traffic.

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

Portsmouth Airport closed with effect from 31 December 1973
Exeter Airport included with effect from 1 January 1973

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	November 1973— January 1974			November 1973— January 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	10.5	7.1	3.3	8.5	6.2	2.4	23
London – Vienna	8.0	6.3	1.7	6.6	5.6	1.0	21
Other Routes	2.5	0.8	1.7	1.9	0.5	1.4	29
Belgium	58.7	58.1	0.6	52.5	51.1	1.4	12
London – Brussels	43.5	43.2	0.3	36.5	36.3	0.2	19
Other S.E. England – Belgium	11.1	11.1	0.1	12.2	11.5	0.7	–9
Other Routes	4.2	3.9	0.3	3.9	3.3	0.5	8
Denmark	31.8	25.9	6.0	27.8	22.5	5.3	14
London – Copenhagen	26.1	21.1	5.0	21.8	18.1	3.6	20
Other Routes	5.7	4.7	1.0	6.1	4.3	1.7	–6
Finland	5.5	4.5	1.0	4.2	3.6	0.6	30
France	178.9	165.0	13.9	178.5	161.9	16.6	—
London – Nice	6.2	4.7	1.5	5.2	4.5	0.7	19
– Paris	140.4	134.0	6.4	134.5	127.5	7.0	4
– N. France (a)	6.5	6.3	0.2	6.4	5.7	0.7	—
– Other France	10.2	8.2	2.1	5.7	5.2	0.5	79
Manchester – Paris	5.1	5.0	—	5.2	5.1	0.2	—
Other UK – Paris	7.3	5.7	1.6	7.6	5.2	2.4	–5
Luton – Other France	0.9	—	0.9	3.2	—	3.2	–72
Other S.E. England – France	0.8	0.8	—	9.2	8.5	0.7	–91
Other Routes	1.5	0.3	1.2	1.3	0.2	1.1	5
Germany (Fed. Republic)	162.0	115.4	46.6	160.6	114.1	46.5	1
London – Dusseldorf	20.9	19.4	1.6	19.4	18.8	0.6	8
– Frankfurt	39.2	36.6	2.6	39.1	36.6	2.5	—
– Hamburg	16.0	16.0	—	15.6	15.5	0.1	2
– Munich	34.0	19.9	14.1	26.2	12.1	14.1	30
– Other Germany	20.1	15.3	4.8	27.3	23.0	4.4	–26
Luton – Germany	17.0	—	17.0	14.3	—	14.8	15
Manchester – Germany	7.9	5.9	2.0	8.5	5.4	3.1	–7
Other Routes	6.9	2.3	4.6	9.7	2.6	7.1	–29
Gibraltar	6.5	6.4	0.1	5.0	4.8	0.2	31
Greece	30.9	16.5	14.4	28.0	13.8	14.3	10
Iceland	1.8	1.7	0.1	1.7	1.6	0.1	4
London – Reykjavik	1.0	0.9	0.1	1.0	0.9	0.1	6
Glasgow – Reykjavik	0.8	0.8	—	0.7	0.7	—	4
Other Routes	—	—	—	—	—	—	–87

Table 18 cont.

	November 1973— January 1974			November 1973— January 1974 ³			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	120.4	118.5	1.9	109.6	107.9	1.8	10
London – Cork	9.3	9.3	—	8.1	8.1	—	15
– Dublin	64.7	64.0	0.7	56.3	56.1	0.2	15
– Shannon	5.7	5.6	0.1	6.1	5.9	0.2	–6
Manchester – Dublin	10.8	10.6	0.1	10.5	10.3	0.1	3
Birmingham – Dublin	8.3	8.3	—	7.9	7.9	—	6
Glasgow – Dublin	4.3	4.3	—	4.1	4.1	—	5
Liverpool – Dublin	5.1	5.1	—	4.7	4.7	—	9
Leeds/Bradford – Dublin	2.0	2.0	—	1.9	1.9	—	9
Edinburgh – Dublin	1.3	1.3	—	1.1	1.1	—	20
Bristol – Dublin	1.7	1.6	0.1	1.9	1.9	—	–15
Other Routes	7.1	6.3	0.9	7.1	5.9	1.2	–2
Italy	97.1	55.9	41.2	92.3	46.7	45.5	5
London – Genoa (g)	0.5	—	0.5	0.2	—	0.2	193
– Milan	28.9	20.4	8.6	20.9	15.9	4.9	39
– Rimini (g)	—	—	—	0.2	—	0.2	–83
– Rome	34.7	24.9	9.8	29.8	21.8	8.0	16
– Venice	3.5	2.1	1.4	4.0	1.6	2.4	–13
– Other Italy	16.1	7.5	8.6	18.4	6.9	11.5	–13
Luton – Rimini	0.2	—	0.2	1.3	—	1.3	–84
– Other Italy	10.7	—	10.7	14.7	—	14.7	–27
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	0.8	—	0.8	1.0	—	1.0	–19
Other Routes	1.7	1.0	0.7	1.8	0.4	1.4	–7
Luxembourg	4.3	4.1	0.1	3.2	3.1	0.1	34
London – Luxembourg	4.3	4.1	0.1	3.2	3.1	0.1	35
Other Routes	—	—	—	—	—	—	–55
Netherlands	112.0	107.8	4.2	98.5	94.5	4.0	14
London – Amsterdam	71.1	68.8	2.3	67.1	64.1	3.1	6
– Rotterdam	15.5	15.4	—	15.1	15.0	0.1	2
Other S.E. England – Netherlands	3.5	3.2	0.3	3.2	3.0	0.2	10
Manchester – Amsterdam	8.0	8.0	0.1	6.4	6.3	0.1	26
Other Routes	13.9	12.4	1.5	6.7	6.1	0.6	109
Norway	15.9	12.9	2.9	12.6	11.1	1.5	26
London – Oslo	11.3	9.4	1.9	9.1	8.1	1.0	24
Other Routes	4.6	3.6	1.0	3.5	3.0	0.5	32
Portugal	33.7	15.1	18.7	32.3	13.5	18.8	5
London – Lisbon	19.5	11.9	7.6	16.9	10.9	6.1	15
Other Routes	14.2	3.2	11.0	15.3	2.6	12.7	–7
Soviet Union and Eastern Europe (b)	21.9	12.7	9.1	15.8	11.7	4.1	39
London – Moscow	4.8	3.2	1.6	3.3	3.2	0.1	45
– Prague	1.9	1.9	—	2.0	1.9	0.1	–3
Other Routes	15.2	7.7	7.5	10.5	6.6	3.9	45

Table 18 cont.

	November 1973— January 1974			November 1973— January 1974 ²			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	326.3	58.9	267.4	341.3	47.5	293.9	-4
London – Barcelona	11.9	9.8	2.1	10.2	6.9	3.3	16
– Ibiza	5.1	0.4	4.7	4.9	0.3	4.6	4
– Madrid	25.7	21.7	4.0	19.1	17.2	2.0	34
– Malaga	16.7	9.4	7.3	14.4	6.1	8.3	16
– Palma	44.6	8.2	36.3	59.0	7.8	51.2	-24
– Other Spain	31.3	8.5	22.9	25.6	7.0	18.5	23
Luton – Alicante	18.8	—	18.8	17.5	—	17.5	7
– Barcelona	2.1	—	2.1	3.5	—	3.5	-41
– Gerona	4.0	—	4.0	2.5	—	2.5	61
– Ibiza	5.8	—	5.8	6.3	—	6.3	-8
– Palma	21.5	—	21.5	28.7	—	28.7	-25
– Other Spain	10.5	—	10.5	12.8	—	12.8	-18
Other S.E. England – Spain	0.1	—	0.1	0.2	—	0.2	-62
Manchester – Barcelona	1.4	—	1.4	2.0	—	2.0	-32
– Palma	20.1	—	20.1	24.7	0.3	24.4	-19
Other N. England – Spain	33.2	0.6	32.6	25.9	1.4	24.5	23
Scotland – Spain	17.7	—	17.7	18.1	0.1	18.0	-2
Other Routes	56.1	0.4	55.7	66.0	0.2	65.8	-15
Sweden	16.7	12.0	4.7	14.7	12.4	2.3	13
London – Stockholm	10.4	8.5	1.8	9.3	8.0	1.3	11
Other Routes	6.3	3.4	2.9	5.4	4.4	1.0	17
Switzerland	71.6	58.3	13.3	71.2	57.9	13.3	1
London – Basle	4.8	4.4	0.5	4.8	4.2	0.6	1
– Geneva	30.1	23.6	6.5	27.6	23.8	3.8	9
– Zurich	32.6	27.7	4.8	31.9	26.7	5.2	2
Luton – Switzerland	1.1	—	1.1	3.0	—	3.0	-62
Other Routes	3.0	2.6	0.4	3.9	3.2	0.7	-24
Yugoslavia	10.9	5.1	5.8	6.6	4.0	2.6	65
London – Dubrovnic	3.8	—	3.8	0.3	—	0.3	1 380
– Ljubljana	1.4	0.3	0.6	0.6	0.4	0.2	143
Luton – Yugoslavia	0.3	—	0.3	1.3	—	1.3	-80
Other Routes	5.5	4.3	12.4	4.5	3.6	0.9	24
Other Europe	52.7	37.6	15.1	33.7	24.0	9.7	56
WESTERN HEMISPHERE							
Canada	56.0	47.6	8.4	50.1	40.6	9.5	12
London – Montreal	12.2	12.1	—	8.9	8.7	0.2	36
– Toronto	22.4	17.4	5.0	19.4	16.0	3.4	15
– Other Canada	9.9	8.0	2.0	9.5	7.0	2.6	4
Other U.K. – Montreal	2.0	2.0	—	3.1	3.0	0.1	-36
– Toronto	8.1	7.1	1.0	7.3	4.9	2.4	10
Other Routes	1.5	1.0	0.4	1.8	1.0	0.8	-17

Table 18 cont.

	November 1973— January 1974			November 1973— January 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	193.8	174.6	19.2	185.6	165.6	20.0	4
London — New York	81.1	75.1	6.0	76.9	71.5	5.4	5
— Other East Coast U.S.A.	52.0	49.0	3.0	50.5	46.5	4.0	3
— Chicago and Detroit	19.8	16.7	3.1	20.9	18.5	2.4	-5
— West Coast U.S.A.	36.9	24.4	2.4	24.4	21.7	2.8	51
— Other U.S.A.	7.9	5.4	2.5	3.7	1.6	2.1	113
Other U.K. — New York	3.8	3.5	0.3	5.6	5.2	0.4	-32
Other Routes	2.3	0.5	1.8	3.4	0.6	2.8	-32
West Atlantic and Caribbean Islands	20.4	17.2	3.2	21.3	16.9	4.5	-4
Central and South America	7.3	7.0	0.3	6.6	6.2	0.4	10
REST OF THE WORLD							
Canary Islands	26.5	4.2	22.2	23.1	3.3	19.8	15
North Africa (c)	26.2	6.1	20.1	48.8	5.3	43.4	-46
East Africa (d)	11.8	8.6	3.2	14.1	10.7	3.4	-16
Central Africa (e)	6.0	6.0	—	5.2	5.2	—	15
West Africa (d)	10.3	9.0	1.3	8.5	7.6	1.0	21
South Africa	19.4	18.5	0.9	15.2	14.9	0.3	28
Middle East (f)	46.7	45.2	1.6	44.9	41.9	3.0	4
India	17.5	17.3	0.1	10.4	8.4	2.0	68
Pakistan	4.0	3.8	0.2	4.5	3.9	0.6	-11
Far East	39.6	28.3	11.3	33.0	20.9	12.1	20
Australia and New Zealand	20.3	20.3	0.6	15.6	15.3	0.3	34
Other Routes n.e.i.	11.7	6.4	5.3	6.6	4.1	2.5	78
ALL ROUTES	1 888.1	1 319.7	568.4	1 773.8	1 166.1	607.7	6

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		November 1973 —January 1974 (000)	November 1972 —January 1973 (000)	Percentage change
London (a)	Aberdeen	9.0	6.6	36
	Belfast	47.3	44.3	7
	Birmingham	1.6	2.6	-38
	Channel Islands	30.2	26.0	16
	Edinburgh	44.7	39.5	13
	Glasgow	74.8	63.5	18
	Isle of Man	1.7	1.0	70
	Leeds/Bradford	8.6	6.8	26
	Liverpool	9.0	8.8	2
	Manchester	29.6	25.1	18
	Newcastle	18.8	17.2	9
	Tees-side	9.4	6.0	57
	Other airports	5.5	0.4	1275
Belfast	Birmingham	5.7	5.3	8
	East Midlands	3.0	2.7	11
	Edinburgh	1.6	1.3	23
	Glasgow	9.7	9.8	-1
	Isle of Man	1.0	1.1	-9
	Leeds/Bradford	2.3	2.6	-12
	Liverpool	3.3	3.8	-13
	Manchester	9.8	9.5	3
	Newcastle	1.6	2.0	-20
	Other airports	3.7	2.3	61
Channel Islands	Bournemouth	2.0	1.3	54
	Birmingham	2.4	1.5	60
	Bristol/Glamorgan	2.0	1.5	33
	East Midlands	1.5	0.9	67
	Glasgow	0.8	—	—
	Leeds/Bradford	—	0.1	—
	Liverpool	1.6	1.4	14
	Manchester	1.5	0.7	114
	Newcastle	—	—	—
	Southampton	10.9	11.0	-1
	Other airports	1.6	0.6	167
Edinburgh	Birmingham	3.0	2.4	25
	Glasgow	0.5	0.5	—
	Manchester	3.2	2.8	14
	Other airports	2.4	1.9	26
Glasgow	Birmingham	5.3	5.5	-4
	East Midlands	3.7	3.3	12
	Isle of Man	0.5	0.4	25
	Leeds/Bradford	2.1	1.6	31
	Liverpool	2.4	2.9	-17
	Manchester	6.1	5.6	9
	Southampton	2.4	1.7	41
	Other Scottish airports	12.8	12.5	2
	Other airports	2.8	0.8	250
Isle of Man	Blackpool	2.8	2.6	8
	Liverpool	6.9	6.5	6
	Manchester	2.0	2.2	-9
	Newcastle	—	—	—
	Other airports	0.3	0.6	-50
Penzance	Isles of Scilly	1.3	1.5	-13
Other Routes		19.0	17.0	12
TOTAL		435.7	379.5	—

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

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

Cargo by Type and Nationality of Operator January 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	4 880·0	—	—	747·2	1 078·1	11·2	4·5	—	—	1 130·5	1 883·3	11·8	13·4	
+ Heathrow	36 028·8	6 795·0	7 236·7	87·4	83·8	9 224·1	11 543·6	95·7	9·6	42·9	30·2	175·7	704·1	
+ Luton	412·5	—	—	0·2	—	—	—	—	—	42·8	290·5	49·8	29·2	
+ Southend	1 720·0	—	—	1 027·0	626·0	—	—	—	—	8·0	31·0	—	28·0	
+ Stansted	925·8	—	—	—	—	—	—	—	—	257·9	667·6	—	0·3	
TOTAL (London Area)	43 967·1	6 795·0	7 236·7	1 861·8	1 787·9	9 235·3	11 548·1	95·7	9·6	1 482·1	2 902·6	237·3	775·0	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	75·0	17·4	15·9	0·2	1·4	13·2	8·5	—	—	—	13·3	—	5·1	
+ Liverpool	1 424·6	124·9	632·4	1·9	0·2	114·5	38·9	—	—	220·5	3·4	58·6	229·3	
+ Manchester	3 550·5	790·6	665·6	8·5	5·0	964·7	997·0	4·5	—	24·7	7·3	18·9	63·7	
+ Birmingham	240·5	58·1	57·4	13·8	2·1	47·5	55·6	—	—	6·0	—	—	—	
+ Coventry	4·1	—	—	—	—	—	—	—	—	—	4·1	—	—	
+ East Midlands	455·1	0·5	—	171·7	224·2	—	—	—	—	4·3	35·1	17·6	1·7	
+ Newcastle	346·0	24·5	43·7	29·0	25·2	—	—	—	—	213·0	0·4	—	10·2	
+ Tees-side	125·9	—	—	8·5	7·7	—	—	—	—	109·7	—	—	—	
+ Bristol	42·0	5·3	3·8	—	—	21·0	11·3	—	—	—	—	—	—	
+ Glamorgan	14·7	0·7	7·7	0·9	0·6	0·3	3·0	—	0·3	—	1·2	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Ashford	320·0	—	—	124·1	195·9	—	—	—	—	—	—	—	—	
+ Blackpool	50·2	—	—	5·2	26·6	—	—	—	—	1·5	16·9	—	—	
+ Bournemouth	417·0	—	—	292·3	124·7	—	—	—	—	—	—	—	—	
+ Cambridge	68·9	—	—	—	—	—	—	—	—	—	—	39·5	29·4	
+ Exeter	31·5	—	—	1·9	9·6	—	—	—	—	20·0	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	19·3	4·2	15·1	—	—	—	—	—	—	—	—	—	—	
+ Lydd	5·3	—	—	—	—	—	—	—	—	—	5·3	—	—	
+ Manston	345·9	—	—	—	—	—	—	—	—	163·3	124·9	35·2	22·5	
+ Norwich	36·6	—	—	12·6	12·6	—	—	—	—	0·6	10·8	—	—	
Penzance Heliport	18·5	3·5	15·0	—	—	—	—	—	—	—	—	—	—	
+ Southampton	77·2	2·5	12·2	12·9	33·1	—	—	—	—	—	—	7·0	9·5	
+ Edinburgh	170·5	41·6	56·0	26·8	38·3	1·6	6·2	—	—	—	—	—	—	
+ Glasgow	2 053·5	652·1	479·5	77·0	89·2	196·0	245·1	—	—	278·2	9·5	1·0	25·9	
+ Prestwick	1 411·6	530·8	167·5	—	—	312·1	244·5	—	1·0	—	—	50·2	105·1	
Aberdeen	166·9	19·2	33·7	3·2	1·6	—	—	—	—	21·2	88·0	—	—	
Benbecula	15·6	11·4	4·2	—	—	—	—	—	—	—	—	—	—	
Inverness	37·2	10·7	26·5	—	—	—	—	—	—	—	—	—	—	
Islay	4·6	1·8	2·8	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	34·6	25·3	6·3	—	—	—	—	—	—	0·1	2·9	—	—	
Stornoway	26·9	8·1	2·9	13·6	2·3	—	—	—	—	—	—	—	—	
+ Sumburgh	93·3	15·2	8·3	—	—	—	—	0·9	1·9	33·5	32·5	1·0	—	
Tiree	0·7	0·6	0·1	—	—	—	—	—	—	—	—	—	—	
Wick	6·2	4·2	2·0	—	—	—	—	—	—	—	—	—	—	
+ Belfast	1 163·7	790·9	234·6	89·6	39·8	4·9	2·4	—	—	—	1·2	—	0·3	
+ Isle of Man	267·9	168·9	50·4	41·9	6·7	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	57 089·1	10 108·0	9 780·3	2 797·4	2 634·7	10 911·1	13 161·6	101·1	12·8	2 578·7	3 259·4	466·3	1277·7	
Channel Islands Airports														
Alderney	14·6	—	—	9·5	1·5	—	—	—	—	2·7	0·9	—	—	
Guernsey	729·2	71·7	42·5	179·2	272·5	—	—	—	—	73·7	89·6	—	—	
Jersey	1 078·7	233·6	191·2	258·3	195·0	4·5	9·7	—	—	108·5	77·9	—	—	
TOTAL (Channel Islands Airports)	1 822·5	305·3	233·7	447·0	469·0	4·5	9·7	—	—	184·9	168·4	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	November 1973 –January 1974 (tonnes)	November 1972 –January 1973 (tonnes)	Percentage change
London Area Airports			
+Gatwick	4 748·9	3 729·7	27·3
+Heathrow	37 743·1	35 608·5	6·0
+Luton	325·6	357·6	–8·9
+Southend	1 762·0	1 618·2	8·9
+Stansted	1 428·8	1 001·7	42·6
TOTAL (London Area)	46 008·4	42 315·7	8·7
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	60·8	75·2	–19·1
+Liverpool	1 424·6	1 322·6	7·7
+Manchester	3 712·8	3 418·8	8·6
+Birmingham	279·9	261·9	6·9
+Coventry	14·4	251·6	–94·3
+East Midlands	520·8	312·6	66·6
+Newcastle	265·4	121·4	118·6
+Tees-side	92·3	43·8	110·7
+Bristol	62·3	58·8	6·0
+Glamorgan	30·3	14·4	110·4
Swansea	—	—	—
+Ashford	381·2	298·4	27·7
+Blackpool	50·1	60·8	–17·6
+Bournemouth	316·7	135·6	133·6
+Cambridge	186·5	97·3	91·7
+Exeter	25·2	15·9	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	13·0	6·6	97·0
+Lydd	13·2	3·4	288·2
+Manston	349·9	608·1	–42·5
+Norwich	31·8	—	—
Penzance Heliport	12·8	6·4	100·0
Portsmouth	2·9	1·9	—
+Southampton	65·4	113·2	–42·2
+Edinburgh	262·3	307·6	–14·7
+Glasgow	1 979·0	1 664·1	18·9
+Prestwick	1 916·1	1 258·1	52·3
Aberdeen	111·0	75·2	47·6
Benbecula	17·3	18·7	–7·5
Inverness	38·8	40·1	–3·2
Islay	5·1	12·6	–59·5
+Kirkwall	36·8	39·4	–6·6
Stornoway	36·0	39·2	–8·2
+Sumburgh	58·2	38·7	50·4
Tiree	1·2	1·5	–20·0
Wick	7·0	7·5	–6·7
+Belfast	1 248·7	1 563·4	–20·1
+Isle of Man	289·4	353·4	–18·1
TOTAL (Incl. London Area)	59 927·8	54 964·1	9·0
Channel Islands Airports			
Alderney	17·7	17·9	–1·1
Guernsey	710·6	777·2	–8·6
Jersey	1 007·5	967·4	4·1
TOTAL (Channel Islands Airports)	1 735·8	1 762·5	–1·5

Portsmouth Airport closed with effect from 31 December 1973
Exeter Airport included with effect from 1 January 1973

All Scheduled Services January 1974

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	8 992	2 905	10 502	170 867	1 816 797	1 120 171	61.7	4 711	236 867	134 443	5 988	27 232	101 223	56.8
British Airways European Division	6 642	9 624	13 473	607 645	738 261	402 115	54.5	3 622	75 193	37 538	886	2 060	34 593	49.9
British Airways Helicopters	8	130	42	1 052	109	64	59.0	19	9	7	—	1	5	70.8
British Airways Regional Division—														
Channel Islands Airways	359	1 078	1 187	43 635	25 842	15 269	59.1	228	2 344	1 363	25	56	1 283	58.2
Scottish Airways	365	1 465	1 417	49 314	22 269	14 088	63.3	283	1 920	1 239	13	39	1 186	64.5
Cambrian Airways	298	1 202	946	40 238	19 748	11 579	58.6	846	2 020	1 130	5	199	926	55.9
Northeast Airlines	266	677	806	42 612	24 703	16 781	67.9	118	2 432	1 578	—	46	1 532	64.9
British Caledonian Airways	2 471	2 208	4 053	75 700	295 770	141 210	47.7	1 086	34 099	16 173	220	3 315	12 638	47.4
Air Anglia	50	190	181	4 104	2 183	1 326	60.7	22	222	141	—	7	134	63.4
Alidair	8	16	22	125	370	124	33.6	1	50	11	—	1	10	22.4
Aurigny Air Services	61	1 157	357	8 820	736	445	60.4	32	65	36	—	1	35	55.5
British Air Ferries	109	511	421	7 588	3 241	1 458	45.0	1 615	739	474	—	341	133	64.2
British Island Airways	100	610	411	14 103	5 017	2 610	52.0	123	464	244	1	21	222	52.7
British Midland Airways	286	813	954	24 834	20 973	9 323	44.5	146	1 620	812	—	55	758	50.1
Brymon Airways	15	74	71	333	120	66	54.7	—	10	5	—	—	5	54.0
Dan-Air Services	188	788	699	13 333	8 936	4 102	45.9	12	729	337	—	3	335	46.2
Intra Airways	8	84	45	870	136	69	51.1	—	12	5	—	—	5	41.1
Loganair	28	364	190	1 380	225	94	42.0	—	20	9	—	—	9	42.1
TOTAL Passenger Services	20 254	23 716	35 777	1 106 553	2 985 435	1 740 895	58.3	12 864	358 815	195 544	7 138	33 376	155 031	54.5
Cargo Services														
British Airways Overseas Division	762	275	2 808					2 199	24 118	13 481	210	13 274		55.9
British Airways European Division	543	822	1 022					6 109	7 574	3 947	207	3 740		52.1
British Caledonian Airways	52	18	69					150	1 495	947	16	931		63.4
Air Freight	36	142	147					320	122	81	—	81		66.6
Air-Bridge Carriers	17	56	64					483	172	133	—	133		77.7
British Air Ferries	3	8	16					28	23	12	—	12		52.2
British Island Airways	111	407	445					1 324	492	244	39	205		49.5
Intra Airways	11	61	54					131	34	23	—	23		66.9
TOTAL Cargo Services	1 535	1 789	4 625					10 744	34 029	18 868	472	18 399		55.4
GRAND TOTAL	21 788	25 505	40 402	1 106 553	2 985 435	1 740 895	58.3	23 608	392 843	214 413	7 611	51 775	155 031	54.6

International Scheduled Services January 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	8 982	2 831	10 460	169 605	1 816 258	1 119 992	61·7	4 711	236 809	134 427	5 988	27 232	101 207	56·8
British Airways European Division	5 736	7 668	11 323	438 088	632 392	322 416	51·0	3 178	64 529	30 625	825	1 920	27 882	47·5
British Airways Regional Division— Channel Islands Airways	99	220	319	7 980	7 750	3 507	45·3	71	757	333	—	32	301	44·0
Cambrian Airways	106	272	271	6 596	8 607	4 051	47·1	26	749	339	—	15	324	45·3
Northeast Airlines	100	184	297	7 437	8 958	4 292	47·9	35	839	408	—	16	392	48·5
British Caledonian Airways	1 999	1 148	3 043	37 483	254 962	120 385	47·2	744	30 128	14 232	211	3 142	10 879	47·2
Air Anglia	25	106	97	2 599	1 115	621	55·7	18	113	66	—	4	62	58·8
Alidair	8	16	22	125	370	124	33·6	1	50	11	—	1	10	22·4
Aurigny Air Services	49	1 079	298	8 191	556	348	62·6	29	52	29	—	1	28	55·8
British Air Ferries	109	511	421	7 588	3 241	1 458	45·0	1 615	739	474	—	341	133	64·2
British Island Airways	40	134	151	3 709	2 017	967	47·9	38	188	93	—	11	82	49·6
British Midland Airways	106	288	347	5 171	7 808	2 361	30·2	49	571	215	—	26	190	37·7
Brymon Airways	7	32	32	128	52	26	50·4	—	4	2	—	—	2	50·2
Dan-Air Services	77	195	244	4 738	3 615	1 584	43·8	—	295	129	—	—	129	43·8
Intra Airways	5	75	32	833	112	58	52·3	—	10	4	—	—	4	42·1
TOTAL Passenger Services	17 449	14 759	27 358	700 271	2 747 812	1 582 191	57·6	10 514	335 831	181 387	7 025	32 740	141 624	54·0
Cargo Services														
British Airways Overseas Division	762	275	2 808					2 199	24 118	13 481	210	13 274		55·9
British Airways European Division	440	584	747					3 953	5 682	2 984	60	2 924		52·5
British Caledonian Airways	52	18	69					150	1 495	947	16	931		63·4
Air Freight	36	142	147					320	122	81	—	81		66·6
British Air Ferries	3	8	16					28	23	12	—	12		52·2
British Island Airways	45	88	158					167	206	84	8	76		40·8
TOTAL Cargo Services	1 337	1 115	3 945					6 818	31 645	17 589	293	17 298		55·6
GRAND TOTAL	18 787	15 874	31 303	700 271	2 747 812	1 582 191	57·6	17 332	367 476	198 976	7 318	50 038	141 624	54·1

Domestic Scheduled Services January 1974

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				
										Total (000)	Mail (000)	Passengers (000)	As percentage of available	
Passenger Services														
British Airways Overseas Division	10	74	42	1 262	539	180	33.4	—	58	16	—	—	16	27.7
British Airways European Division	905	1 956	2 150	169 557	105 869	79 699	75.3	444	10 664	6 912	62	140	6 711	64.8
British Airways Helicopters	8	130	42	1 052	109	64	59.0	19	9	7	—	1	5	70.8
British Airways Regional Division—														
Channel Islands Airways	260	858	868	35 655	18 092	11 762	65.0	158	1 588	1 030	24	24	982	64.9
Scottish Airways	365	1 465	1 417	49 314	22 269	14 088	63.3	283	1 920	1 239	13	39	1 186	64.5
Cambrian Airways	193	930	674	33 642	11 141	7 528	67.6	820	1 271	791	5	184	602	62.2
Northeast Airlines	166	493	509	35 175	15 744	12 489	79.3	83	1 593	1 170	—	30	1 140	73.5
British Caledonian Airways	472	880	1 009	38 217	40 809	20 824	51.0	343	3 971	1 941	9	173	1 760	48.9
Air Anglia	24	84	84	1 505	1 068	705	66.0	4	109	75	—	2	72	68.2
Aurigny Air Services	12	78	59	629	180	97	53.9	3	13	7	—	—	7	53.8
British Island Airways	60	476	260	10 394	3 000	1 643	54.8	85	276	151	1	10	140	54.8
British Midland Airways	180	525	608	19 663	13 165	6 962	52.9	96	1 049	597	—	29	568	56.9
Brymon Airways	8	42	39	205	68	40	57.9	—	5	3	—	—	3	56.8
Dan-Air Services	110	593	455	8 595	5 321	2 518	47.3	12	434	208	—	3	206	47.9
Intra Airways	3	9	14	37	24	11	45.7	—	2	1	—	—	1	37.0
Loganair	28	364	190	1 380	225	94	42.0	—	20	9	—	—	9	42.1
TOTAL Passenger Services	2 804	8 957	8 419	406 282	237 623	158 703	66.8	2 351	22 984	14 157	114	636	13 407	61.6
Cargo Services														
British Airways European Division	103	238	275					2 156	1 891	964	148	816		50.9
Air-Bridge Carriers	17	56	64					483	172	133	—	133		77.7
British Island Airways	67	319	287					1 157	286	160	31	129		55.8
Intra Airways	11	61	54					131	34	23	—	23		66.9
TOTAL Cargo Services	197	674	680					3 926	2 384	1 280	179	1 101		53.7
GRAND TOTAL	3 001	9 631	9 099	406 282	237 623	158 703	66.8	6 277	25 368	15 437	292	1 737	13 407	60.8

All Non-scheduled Services January 1974

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo† uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	787	234	1 065	13 426	129 432	105 736	81.7	—	15 481	9 964	354	9 610	64.4
British Airways European Division	390	287	580	21 440	44 131	31 854	72.2	78	4 106	2 719	58	2 661	66.2
British Airways Helicopters	104	890	630	7 510	2 243	932	41.5	67	210	83	13	70	39.8
British Airways Regional Division—													
Channel Islands Airways	11	112	40	3 686	673	492	73.1	1	63	37	—	37	59.4
Scottish Airways	1	8	5	—	—	—	0.0	21	10	4	4	—	38.3
Cambrian Airways	109	177	211	6 240	8 944	6 082	68.0	—	790	487	—	487	61.6
Northeast Airlines	138	116	217	10 449	16 948	12 157	71.7	—	1 598	1 110	—	1 110	69.5
Baird Airtours	414	214	594	29 513	88 587	65 409	73.8	—	7 142	4 990	—	4 990	69.9
British Caledonian Airways	1 652	886	2 528	54 192	172 091	132 055	76.7	1 983	33 687	20 574	8 933	11 641	61.1
Air Anglia	27	76	110	1 804	909	618	68.0	8	97	68	7	62	69.9
Air Freight	5	9	44	—	—	—	0.0	21	15	11	11	—	72.1
Air-Bridge Carriers	8	15	28	—	—	—	0.0	51	55	25	25	—	45.2
Alidair	28	78	86	365	367	208	56.6	139	197	84	67	18	42.7
Beecham Imperial	25	60	69	162	191	82	42.7	—	17	8	—	8	47.2
Bristow Helicopters	228	2 169	1 368	13 132	3 843	1 672	43.5	276	376	170	41	129	45.2
Britannia Airways	1 596	1 121	2 531	109 013	206 576	151 319	73.3	55	17 628	12 883	47	12 836	73.1
British Air Ferries	15	12	79	—	—	—	0.0	49	105	70	70	—	66.5
British Island Airways	80	244	321	5 171	2 929	1 602	54.7	38	363	157	20	137	43.2
British Midland Airways	304	225	447	11 683	44 335	17 262	38.9	91	4 427	1 429	79	1 350	32.3
Brymon Airways	1	27	7	202	9	7	77.8	—	1	1	—	1	100.0
Cabair	6	32	21	51	37	10	26.9	—	6	2	—	2	27.4
Cedar Management Services	5	11	12	33	43	20	46.0	—	4	2	—	2	50.6
Court Line Aviation	884	605	1 390	63 054	150 579	120 672	80.1	43	13 221	10 635	16	10 619	80.4
Dan-Air Services	1 330	965	2 217	73 084	154 675	114 370	73.9	471	12 811	9 358	213	9 146	73.0
Donaldson International Airway	281	92	253	6 230	32 959	30 611	92.9	285	8 129	5 438	2 165	3 273	66.9
Eagle Flying Services	7	16	27	44	38	21	54.2	—	3	2	—	2	66.5
Fairflight Charters	31	99	141	296	180	113	62.5	18	31	17	8	8	54.8
Haywards Aviation	1	1	3	—	8	—	0.0	1	1	—	—	—	50.0
Humber Airways	3	13	20	93	31	22	73.3	—	3	2	—	2	62.5
International Aviation Service	356	143	762	—	—	—	0.0	944	5 929	4 123	4 123	—	69.5
Intra Airways	2	10	10	178	46	41	87.9	—	4	3	—	3	81.1
Invicta International Airlines	207	120	479	2 536	2 025	1 738	85.8	1 211	3 600	3 053	2 906	146	84.8
Laker Airways	1 061	458	1 569	38 038	147 597	106 783	72.3	—	14 300	10 238	—	10 238	71.6
Loganair	70	548	208	2 587	545	331	60.8	—	50	30	—	30	60.9
McAlpine Aviation	104	248	210	755	814	306	37.7	—	62	24	—	24	39.8
Macedonian Aviation	2	6	12	18	40	5	13.5	2	8	1	1	—	17.0
MAM Aviation	25	41	56	89	221	68	30.6	—	17	5	—	5	27.9
Merlot International Airlines	12	22	29	45	73	31	42.4	—	6	3	—	3	50.9
Monarch Airlines	760	322	1 266	17 146	101 130	66 142	65.4	17	11 819	7 229	1 233	5 997	61.2
Moseley Aviation	9	26	33	84	51	38	74.6	—	5	4	—	4	74.6
Northern Air Taxis	64	124	199	440	391	235	60.1	—	32	19	—	19	59.8
Northern Executive Aviation	5	21	22	61	40	14	34.9	—	4	1	—	1	33.7
Peters Aviation	16	38	71	199	222	75	33.7	1	24	6	1	6	25.4
Rank Organisation	9	22	23	58	47	25	52.6	—	6	2	—	2	37.9
Thurston Aviation	14	68	56	180	90	40	44.2	—	7	3	—	3	43.7
Trader Airways	64	21	32	68	446	176	39.5	—	44	17	—	17	39.1
Tradewinds Airways	377	83	747	—	—	—	0.0	982	13 058	8 062	8 062	—	61.7
Trans-Meridian Air Cargo	400	150	802	—	—	—	0.0	1 517	11 552	8 731	8 731	—	75.6
Vernair Transport	3	12	13	37	22	12	56.7	1	3	2	—	2	62.1
TOTAL	12 033	11 276	21 642	493 392	1 314 558	969 385	73.7	8 371	181 104	121 885	37 186	84 699	67.3
Class 5A Licence TOTAL	217	218	477	7 541	27 176	19 660	72.3	..	3 175	2 051	944	1 107	64.6
TOTAL Excludes Class 5A Licence	11 816	11 058	21 165	485 851	1 287 382	949 725	73.8	8 371	177 929	119 834	36 242	83 592	67.4

†Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services January 1974

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km—used		Cargo† uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	787	234	1 065	13 426	129 432	105 736	81.7	—	15 481	9 964	354	9 610	64.4
British Airways European Division	390	287	580	21 440	44 131	31 854	72.2	78	4 106	2 719	58	2 661	67.2
British Airways Helicopters	104	890	630	7 510	2 243	932	41.5	67	210	83	13	70	39.8
British Airways Regional Division—													
Channel Islands Airways	11	112	40	3 686	673	492	73.1	1	63	37	—	37	59.4
Cambrian Airways	96	89	160	4 791	8 289	5 865	70.8	—	728	469	—	469	64.4
Northeast Airlines	138	116	217	10 449	16 948	12 157	71.7	—	1 598	1 110	—	1 110	69.5
Airtours	414	214	594	29 513	88 587	65 409	73.8	—	7 142	4 990	—	4 990	69.9
British Caledonian Airways	1 651	885	2 526	54 113	172 047	132 011	76.7	1 983	33 683	20 570	8 933	11 637	61.1
Air Anglia	10	20	36	612	313	257	82.3	5	39	30	5	26	77.7
Air Freight	5	9	44	—	—	—	0.0	21	15	11	11	—	72.1
Air-Bridge Carriers	7	11	24	—	—	—	0.0	33	43	18	18	—	43.2
Alidair	11	12	28	130	150	125	83.3	21	77	32	22	11	42.0
Beecham Imperial	21	40	50	103	164	71	43.3	—	14	7	—	7	48.2
Bristow Helicopters	228	2 169	1 368	13 132	3 843	1 672	43.5	276	376	170	41	129	45.2
Britannia Airways	1 596	1 121	2 531	109 013	206 576	151 319	73.3	55	17 628	12 883	47	12 836	73.1
British Air Ferries	14	9	66	—	—	—	0.0	30	94	60	60	—	63.3
British Island Airways	41	108	151	1 625	1 281	585	46.4	8	179	56	5	51	31.3
British Midland Airways	291	191	409	11 149	43 864	17 103	39.0	—	4 354	1 376	40	1 336	31.6
Cedar Management Services	5	11	12	33	43	20	46.0	—	4	2	—	2	50.6
Court Line Aviation	881	597	1 383	62 632	150 424	120 538	81.1	—	13 191	10 608	—	10 608	80.4
Dan-Air Services	1 300	896	2 146	73 053	154 654	114 356	73.9	—	12 546	9 145	—	9 145	72.9
Donaldson International Airway	281	91	253	6 230	32 959	30 611	92.9	285	8 129	5 438	2 165	3 273	66.9
Eagle Flying Services	7	15	26	34	37	20	53.3	—	3	2	—	2	65.8
Fairflight Charters	20	41	82	251	156	105	67.2	2	17	10	2	8	58.9
Haywards Aviation	1	1	3	—	—	—	0.0	1	1	—	—	—	50.0
Humber Airways	3	5	13	40	23	17	73.3	—	2	1	—	1	62.5
International Aviation Service	356	143	762	—	—	—	0.0	944	5 929	4 123	4 123	—	69.5
Intra Airways	2	8	9	160	46	40	87.7	—	4	3	—	3	80.7
Invicta International Airlines	207	120	479	2 536	2 025	1 738	85.8	1 211	3 600	3 053	2 906	146	84.8
Laker Airways	1 061	458	1 569	38 038	147 597	106 783	72.3	—	14 300	10 238	—	10 238	71.6
McAlpine Aviation	68	101	109	254	547	175	32.0	—	41	14	—	14	35.2
MAM Aviation	23	34	50	78	205	64	31.5	—	16	5	—	5	28.9
Merlot International Airlines	11	14	22	36	64	28	44.2	—	5	3	—	3	53.0
Monarch Airlines	760	322	1 266	17 146	101 130	66 142	65.4	17	11 819	7 229	1 233	5 997	61.2
Moseley Aviation	3	4	10	18	16	14	87.8	—	2	2	—	2	88.5
Northern Air Taxis	2	4	8	17	13	8	59.6	—	1	1	—	1	52.9
Northern Executive Aviation	1	2	2	2	5	—	11.0	—	—	—	—	—	0.0
Peters Aviation	6	15	27	103	80	34	42.1	1	9	3	—	2	32.7
Rank Organisation	9	22	23	58	47	25	52.6	—	6	2	—	2	37.9
Thurston Aviation	5	20	23	76	41	20	48.3	—	3	2	—	2	45.5
Trader Airways	63	18	30	55	441	173	39.2	—	44	17	—	17	38.8
Tradewinds Airways	377	83	747	—	—	—	0.0	982	13 058	8 062	8 062	—	61.7
Trans-Meridian Air Cargo	399	149	801	—	—	—	0.0	1 517	11 536	8 717	8 717	—	75.6
TOTAL	11 667	9 691	20 373	481 542	1 309 101	966 510	73.8	7 538	180 094	121 264	36 816	84 448	67.3
Class 5A Licence TOTAL	184	75	326	3 793	25 519	18 646	73.1	..	3 022	1 960	940	1 020	64.9
TOTAL Excludes Class 5A Licence	11 483	9 616	20 047	477 749	1 283 582	947 864	73.8	7 538	177 072	119 304	35 876	83 428	67.4

†Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services January 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo† uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
						(000)	As percentage of available			Total (000)	Cargo (000)		
British Airways Regional Division—													
Scottish Airways	1	8	5	—	—	—	0·0	21	10	4	4	—	38·3
Cambrian Airways	12	88	51	1 449	655	217	33·1	—	61	17	—	17	28·3
British Caledonian Airways	1	1	1	79	44	44	100·0	—	4	4	—	4	97·1
Air Anglia	17	56	74	1 192	596	361	60·6	3	58	38	2	36	64·8
Air-Bridge Carriers	1	4	4	—	—	—	0·0	17	12	6	6	—	52·1
Alidair	17	66	58	235	217	83	38·1	117	120	52	45	7	43·1
Beecham Imperial	4	20	19	59	27	11	38·6	—	3	1	—	1	41·0
British Air Ferries	2	3	13	—	—	—	0·0	19	10	10	10	—	95·9
British Island Airways	39	136	170	3 546	1 648	1 007	61·1	30	184	101	15	86	54·7
British Midland Airways	12	34	38	534	471	158	33·5	91	73	53	39	14	72·0
Brymon Airways	1	27	7	202	9	7	77·8	—	1	1	—	1	100·0
Cabair	6	32	21	51	37	10	26·9	—	6	2	—	2	27·4
Court Line Aviation	3	8	8	422	155	134	86·3	43	30	27	16	11	89·3
Dan-Air Services	30	69	71	31	21	14	64·6	471	265	214	213	1	80·6
Eagle Flying Services	—	1	1	10	1	1	100·0	—	—	—	—	—	100·0
Fairflight Charters	11	58	59	45	24	8	32·0	15	14	7	6	1	49·8
Humber Airways	1	8	7	53	7	5	73·2	—	1	—	—	—	62·5
Intra Airways	—	2	1	18	1	1	100·0	—	—	—	—	—	100·0
Loganair	70	548	208	2 587	545	531	60·8	—	50	30	—	30	60·9
McAlpine Aviation	35	147	101	501	267	131	49·0	—	21	10	—	10	48·9
Macedonian Aviation	2	6	12	18	40	5	13·5	2	8	1	1	—	17·0
MAM Aviation	2	7	6	11	17	3	19·7	—	1	—	—	—	15·6
Merlot International Airlines	1	8	6	9	9	3	29·9	—	1	—	—	—	35·5
Moseley Aviation	6	22	24	66	35	24	68·6	—	4	3	—	3	68·4
Northern Air Taxis	62	120	191	423	378	227	60·1	—	30	18	—	18	60·1
Northern Executive Aviation	4	19	20	59	35	13	38·0	—	4	1	—	1	36·2
Peters Aviation	10	23	44	96	142	41	29·0	—	15	3	—	3	21·3
Thurston Aviation	9	48	33	104	49	20	40·8	—	4	2	—	2	42·1
Trader Airways	1	3	2	13	5	3	59·7	—	—	—	—	—	75·4
Trans-Meridian Air Cargo	1	1	2	—	—	—	0·0	—	16	14	14	—	90·0
Vernair Transport	3	12	13	37	22	12	56·7	1	3	2	—	2	62·1
TOTAL	365	1 585	1 270	11 850	5 458	2 874	52·7	830	1 010	622	370	252	61·6
Class 5A Licence TOTAL	33	143	151	3 748	1 657	1 014	61·2	..	153	91	4	87	59·5
TOTAL Excludes Class 5A Licence	332	1 442	1 119	8 102	3 801	1 860	48·9	830	857	531	366	165	62·0

†Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations January 1974

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)		percentage of available	Available (000)	Tonne—km used (000)	percentage of available
				ABC	Other							
International Services												
British Airways Overseas Division	62	11	79	1 368	—	9 829	7 676		78·1	1 186	712	60·0
British Caledonian Airways	23	6	31	473	—	4 356	2 573		59·1	598	230	38·5
Dan-Air Services	23	6	38	927	—	4 368	4 163		95·3	349	333	95·4
Laker Airways	69	12	87	2 059	—	17 308	11 808		68·2	1 772	1 181	66·7
TOTAL	177	35	235	4 827	—	35 861	26 221		73·1	3 905	2 456	62·9

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	percentage of available	Available (000)	Tonne—km Used (000)		Percentage of available	Number of IT passengers uplifted	
												Class 2	Class 4
International Services													
British Airways European Division	313	207	408	19 170	38 870	29 148	75·0	3 487	2 424		69·5	—	—
British Airlines Regional Division—													
Cambrian Airways	96	89	160	4 791	8 289	5 865	70·8	728	469		64·4	—	—
Northeast Airlines	134	112	209	10 128	16 423	11 737	71·5	1 549	1 072		69·2	—	—
Airtours	279	145	401	20 166	52 760	38 370	72·7	4 806	3 313		68·9	—	497
British Caledonian Airways	653	540	1 120	45 699	73 608	53 370	72·5	6 653	4 573		68·7	—	1 473
Britannia Airways	1 464	920	2 243	88 315	190 306	138 015	72·5	16 180	11 706		72·3	—	—
Court Line Aviation	736	501	1 162	50 747	110 357	87 198	79·0	9 603	7 630		79·5	—	148
Dan-Air Services	1 098	727	1 809	62 176	131 569	96 837	73·6	10 700	7 744		72·4	—	5 025
Invicta International Airlines	3	4	6	438	381	281	73·8	38	24		62·7	—	—
Laker Airways	679	334	1 023	28 317	76 817	55 439	72·2	7 234	5 224		72·2	—	—
Monarch Airlines	319	164	529	9 830	52 705	43 069	81·7	5 113	3 905		76·4	—	—
TOTAL International Services	5 774	3 743	9 071	339 777	752 086	559 329	74·4	66 092	48 084		72·8	—	7 143
Domestic Services													
British Airways Regional Division—													
Cambrian Airways	12	88	51	1 449	655	217	33·1	61	17		28·3	—	—
British Caledonian Airways	1	1	1	79	44	44	100·0	4	4		97·1	—	—
TOTAL Domestic Services	13	89	52	1 528	699	261	37·4	65	21		32·5	—	—
GRAND TOTAL	5 786	3 832	9 123	341 305	752 785	559 590	74·3	66 157	48 105		72·7	—	7 143

All Class 4 Licence Operations January 1974

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	475	121	638	—	8 607	84 306	74 140	87.9	9 852	6 806	69.1
British Airways Airtours	62	46	98	497	5 380	11 785	7 798	66.2	1 067	702	65.7
British Caledonian Airways	216	112	311	1 473	1 657	35 209	30 192	85.8	4 520	2 705	59.8
Britannia Airways	14	16	23	—	1 055	1 798	900	50.1	153	77	50.1
British Midland Airways	2	2	4	—	141	126	122	96.6	10	10	100.0
Court Line Aviation	93	72	138	148	6 323	23 137	17 449	75.4	2 043	1 534	75.1
Dan-Air Services	146	139	238	5 025	3 296	14 903	10 685	71.7	1 192	854	71.7
Donaldson International Airway	97	27	120	—	2 293	18 291	16 880	92.3	2 613	1 779	68.1
Intra Airways	2	10	10	—	178	46	41	87.9	4	3	80.8
Invicta International Airlines	7	10	17	—	1 379	999	950	95.1	100	81	80.8
Laker Airways	180	76	284	—	5 070	21 017	13 942	66.3	1 967	1 302	66.2
Loganair	38	353	60	—	2 075	306	226	73.9	28	21	74.0
Monarch Airlines	16	4	30	—	188	1 959	1 520	77.6	197	137	69.6
TOTAL	1 348	988	1 971	7 143	37 642	213 882	174 844	81.7	23 747	16 010	67.4

International Class 4 Licence Operations January 1974

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	475	121	638	—	8 607	84 306	74 140	87.9	9 852	6 806	69.1
British Airways Airtours	62	46	98	497	5 380	11 785	7 798	66.2	1 067	702	65.7
British Caledonian Airways	216	112	311	1 473	1 657	35 209	30 192	85.8	4 520	2 705	59.8
Britannia Airways	14	16	23	—	1 055	1 798	900	50.1	153	77	50.1
British Midland Airways	2	2	4	—	141	126	122	96.6	10	10	100.0
Court Line Aviation	93	72	138	148	6 323	23 137	17 449	75.4	2 043	1 534	75.1
Dan-Air Services	146	139	238	5 025	3 296	14 903	10 685	71.7	1 192	854	71.7
Donaldson International Airway	97	27	120	—	2 293	18 291	16 880	92.3	2 613	1 779	68.1
Intra Airways	2	8	9	—	160	46	40	87.7	4	3	80.5
Invicta International Airlines	7	10	17	—	1 379	999	950	95.1	100	81	80.8
Laker Airways	180	76	284	—	5 070	21 017	13 942	66.3	1 967	1 302	66.2
Monarch Airlines	16	4	30	—	188	1 959	1 520	77.6	197	137	69.6
TOTAL	1 310	633	1 910	7 143	35 549	213 576	174 617	81.8	23 719	15 989	67.4

Domestic Class 4 Licence Operations January 1974

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Intra Airways	—	2	1	—	18	1	1	100.0	—	—	100.0
Loganair	38	353	60	—	2 075	306	226	73.9	28	21	74.0
TOTAL	38	355	61	—	2 093	307	227	73.9	28	21	74.0

All Class 6 Licence Operations January 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	6	12	15	37	93	23	24.7
British Caledonian Airways	398	120	563	1 939	13 453	8 665	64.4
Air-Bridge Carriers	8	15	28	51	55	25	45.2
Britannia Airways	9	9	4	55	68	47	68.8
Court Line Aviation	1	4	4	43	17	16	92.6
Donaldson International Airway	11	4	16	38	365	192	52.5
International Aviation Service	276	106	583	531	4 608	3 115	67.6
Invicta International Airlines	177	93	352	1 212	3 115	2 641	84.8
Tradewinds Airways	204	48	312	983	9 542	4 687	49.1
Trans-Meridian Air Cargo	200	71	399	816	5 807	4 393	75.6
TOTAL	1 293	482	2 275	5 703	37 123	23 802	64.1

International Class 6 Licence Operations January 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	6	12	15	37	93	23	24.7
British Caledonian Airways	398	120	563	1 939	13 453	8 665	64.4
Air-Bridge Carriers	7	11	24	33	43	18	43.2
Britannia Airways	9	9	4	55	68	47	68.8
Donaldson International Airway	11	4	16	38	365	192	52.5
International Aviation Service	276	106	583	531	4 608	3 115	67.6
Invicta International Airlines—	177	93	352	1 212	3 115	2 641	84.8
Tradewinds Airways	204	48	312	983	9 542	4 687	49.1
Trans-Meridian Air Cargo	200	70	397	816	5 792	4 379	75.6
TOTAL	1 289	473	2 265	5 644	37 078	23 766	64.1

Domestic Class 6 Licence Operations January 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	1	4	4	18	12	6	52.1
Court Line Aviation	1	4	4	43	17	16	92.6
Trans-Meridian Air Cargo	1	1	2	—	16	14	90.0
TOTAL	3	9	10	61	45	36	80.6

All Class 7 Licence Operations January 1974

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	41	10	53	327	10 126	9 334	92.2	—	1 179	803	—	803	68.1
British Airways Helicopters	104	890	630	7 510	2 243	932	41.5	67	210	83	13	70	39.8
British Airways Regional Division—													
Northeast Airlines	5	4	8	321	525	420	80.1	—	49	38	—	38	78.0
Airtours	1	1	1	122	142	92	64.6	—	13	9	—	9	70.6
British Caledonian Airways	106	46	157	936	13 044	6 906	52.9	44	2 212	880	261	620	39.8
Air Anglia	27	76	110	1 804	909	618	68.0	9	97	68	7	62	69.9
Alidair	28	78	86	365	367	208	56.6	140	197	84	67	18	42.7
Beecham Imperial	25	60	69	162	191	82	42.7	—	17	8	—	8	47.2
Bristow Helicopters	228	2 169	1 368	13 132	3 843	1 672	43.5	276	376	170	41	129	45.2
British Air Ferries	15	12	79	—	—	—	0.0	50	105	70	70	—	66.5
British Island Airways	10	28	41	—	—	—	0.0	39	40	14	14	—	34.2
British Midland Airways	7	23	23	583	525	187	35.7	9	36	20	3	17	55.6
Cabair	6	32	21	51	37	10	26.9	—	6	2	—	2	27.4
Cedar Management Services	5	11	12	33	43	20	46.0	—	4	2	—	2	50.6
Court Line Aviation	2	5	5	522	241	206	85.5	—	21	18	—	18	85.3
Dan-Air Services	63	93	132	1 660	3 835	2 685	70.0	472	570	428	213	215	75.0
Donaldson International Airway	91	33	104	—	—	—	0.0	248	2 915	1 849	1 849	—	63.4
Eagle Flying Services	7	16	27	44	38	21	54.2	—	3	2	—	2	66.5
Fairflight Charters	31	99	141	296	180	113	62.5	18	31	17	8	8	54.8
Haywards Aviation	1	1	3	—	8	—	0.0	1	1	—	—	—	50.0
International Aviation Service	80	37	180	—	—	—	0.0	413	1 322	1 008	1 008	—	76.3
Laker Airways	72	20	95	612	11 332	10 974	96.8	—	1 183	1 076	—	1 076	90.9
Loganair	15	90	58	324	171	74	42.9	1	16	7	—	7	43.7
McAlpine Aviation	104	248	210	755	814	306	37.7	—	62	24	—	24	39.8
Macedonian Aviation	2	6	12	18	40	5	13.5	2	8	1	1	—	17.0
Merlot International Airlines	12	22	29	45	73	31	42.4	—	6	3	—	3	50.9
Monarch Airlines	5	2	9	233	763	568	74.4	—	73	51	—	51	70.1
Northern Executive Aviation	5	21	22	61	40	14	34.9	—	4	1	—	1	33.7
Peters Aviation	16	38	71	199	222	75	33.7	1	24	6	1	6	25.4
Rank Organisation	9	22	23	58	47	25	52.6	—	6	2	—	2	37.9
Thurston Aviation	14	68	56	180	90	40	44.2	—	7	3	—	3	43.7
Trans-Meridian Air Cargo	153	54	304	—	—	—	0.0	701	4 403	3 328	3 328	—	75.6
TOTAL	1 291	4 315	4 140	30 354	49 890	35 616	71.4	2 490	15 193	10 074	6 882	3 192	66.3

International Class 7 Licence Operations January 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	41	10	53	327	10 126	9 334	92.2	—	1 179	803	—	803	68.1
British Airways Helicopters	104	890	630	7 510	2 243	932	41.5	67	210	83	13	70	39.8
British Airways Regional Division—													
Northeast Airlines	5	4	8	321	525	420	80.1	—	49	38	—	38	78.0
Airtours	1	1	1	122	142	92	64.6	—	13	9	—	9	70.6
British Caledonian Airways	106	46	157	936	13 044	6 906	52.9	44	2 212	880	261	620	39.8
Air Anglia	10	20	36	612	313	257	82.3	5	39	30	5	26	77.7
Alidair	11	12	28	130	150	125	83.3	22	77	32	22	11	42.0
Beecham Imperial	21	40	50	103	164	71	43.3	—	14	7	—	7	48.2
Bristow Helicopters	228	2 169	1 368	13 132	3 843	1 672	43.5	276	376	170	41	129	45.2
British Air Ferries	14	9	66	—	—	—	0.0	30	94	60	60	—	63.3
British Island Airways	3	8	15	—	—	—	0.0	8	8	3	3	—	37.7
British Midland Airways	1	2	3	50	54	29	54.0	—	5	3	—	3	63.8
Cedar Management Services	5	11	12	33	43	20	46.0	—	4	2	—	2	50.6
Court Line Aviation	1	1	1	100	86	72	84.0	—	8	7	—	7	85.7
Dan-Air Services	33	24	61	1 629	3 814	2 671	70.0	—	305	214	—	214	70.1
Donaldson International Airway	91	33	104	—	—	—	0.0	248	2 915	1 849	1 849	—	63.4
Eagle Flying Services	7	15	26	34	37	20	53.3	—	3	2	—	2	65.8
Fairflight Charters	20	41	82	251	156	105	67.2	3	17	10	2	8	58.9
Haywards Aviation	1	1	3	—	8	—	0.0	1	1	—	—	—	50.0
International Aviation Service	80	37	180	—	—	—	0.0	413	1 322	1 008	1 008	—	76.3
Laker Airways	72	20	95	612	11 332	10 974	96.8	—	1 183	1 076	—	1 076	90.9
McAlpine Aviation	68	101	109	254	547	175	32.0	—	41	14	—	14	35.2
Merlot International Airlines	11	14	22	36	64	28	44.2	—	5	3	—	3	53.0
Monarch Airlines	5	2	9	233	763	568	74.4	—	73	51	—	51	70.1
Northern Executive Aviation	1	2	2	2	5	—	11.0	—	—	—	—	—	11.1
Peters Aviation	6	15	27	103	80	34	42.1	1	9	3	—	2	32.7
Rank Organisation	9	22	23	58	47	25	52.6	—	6	2	—	2	37.9
Thurston Aviation	5	20	23	76	41	20	48.3	—	3	2	—	2	45.5
Trans-Meridian Air Cargo	153	54	304	—	—	—	0.0	701	4 403	3 328	3 328	—	75.6
TOTAL	1 111	3 624	3 500	26 664	47 626	34 549	72.5	1 820	14 577	9 688	6 592	3 097	66.5

Domestic Class 7 Licence Operations January 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
Air Anglia	17	56	74	1 192	596	361	60.6	4	58	38	2	36	64.8
Alidair	17	66	58	235	217	83	38.1	118	120	52	45	7	43.1
Beecham Imperial	4	20	19	59	27	11	38.6	—	3	1	—	1	41.0
British Air Ferries	2	3	13	—	—	—	0.0	20	10	10	10	—	95.9
British Island Airways	7	20	26	—	—	—	0.0	31	32	11	11	—	33.3
British Midland Airways	6	21	20	534	471	158	33.5	9	31	17	3	14	54.4
Cabair	6	32	21	51	37	10	26.9	—	6	2	—	2	27.4
Court Line Aviation	1	4	4	422	155	134	86.3	—	13	11	—	11	85.1
Dan-Air Services	30	69	71	31	21	14	64.6	472	265	214	213	1	80.6
Eagle Flying Services	—	1	1	10	1	1	100.0	—	—	—	—	—	100.0
Fairflight Charters	11	58	59	45	24	8	32.0	16	14	7	6	1	49.8
Loganair	15	90	58	324	171	74	42.9	1	16	7	—	7	43.7
McAlpine Aviation	35	147	101	501	267	131	49.0	—	21	10	—	10	48.9
Macedonian Aviation	2	6	12	18	40	5	13.5	2	8	1	1	—	17.0
Merlot International Airlines	1	8	6	9	9	3	29.9	—	1	—	—	—	35.5
Northern Executive Aviation	4	19	20	59	35	13	38.0	—	4	1	—	1	36.2
Peters Aviation	10	23	44	96	142	41	29.0	—	15	3	—	3	21.3
Thurston Aviation	9	48	33	104	49	20	40.8	—	4	2	—	2	42.1
TOTAL	179	691	639	3 690	2 264	1 065	47.0	670	621	387	290	96	62.3

All Exempt Operations January 1974

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	71	68	158	2 270	5 261	2 707	51.4	42	526	272	35	236	51.6
British Airways Regional Division— Channel Islands Airways	11	112	40	3 686	673	492	73.1	2	63	37	—	37	59.4
Scottish Airways	1	8	5	—	—	—	0.0	22	10	4	4	—	38.3
British Caledonian Airways	229	43	306	3 316	42 966	36 876	85.8	—	5 889	3 322	—	3 322	56.4
Air Freight	5	9	44	—	—	—	0.0	21	15	11	11	—	72.1
Britannia Airways	106	172	250	19 209	13 727	11 784	85.8	—	1 167	1 002	—	1 002	85.8
British Midland Airways	6	13	18	—	—	—	0.0	82	42	36	36	—	85.0
Court Line Aviation	1	1	1	78	83	54	65.5	—	7	5	—	5	66.7
Humber Airways	3	13	20	93	31	22	73.3	—	3	2	—	2	62.5
Invicta International Airlines	4	6	9	712	604	491	81.3	—	60	42	—	42	69.1
Laker Airways	61	16	80	1 980	21 122	14 621	69.2	—	2 143	1 455	—	1 455	67.9
Loganair	17	105	90	188	67	31	46.4	—	6	3	—	3	46.2
MAM Aviation	25	41	56	89	221	68	30.6	—	17	5	—	5	27.9
Monarch Airlines	82	42	175	1 622	3 806	1 984	52.1	17	991	485	307	178	49.0
Moseley Aviation	9	26	33	84	51	38	74.6	—	5	4	—	4	74.6
Northern Air Taxis	64	124	199	440	391	235	60.1	—	32	19	—	19	59.8
Trader Airways	64	21	32	68	446	176	39.5	—	44	17	—	17	39.1
Vernair Transport	3	12	13	37	22	12	56.7	1	3	2	—	2	62.1
TOTAL	761	832	1 531	33 872	89 471	69 591	77.8	186	11 023	6 721	393	6 328	61.0

International Exempt Operations January 1974

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	71	68	158	2 270	5 261	2 707	51.4	42	526	272	35	236	51.6
British Airways Regional Division— Channel Islands Airways	11	112	40	3 686	673	492	73.1	2	63	37	—	37	59.4
British Caledonian Airways	229	43	306	3 316	42 966	36 876	85.8	—	5 889	3 322	—	3 322	56.4
Air Freight	5	9	44	—	—	—	0.0	21	15	11	11	—	72.1
Britannia Airways	106	172	250	19 209	13 727	11 784	85.8	—	1 167	1 002	—	1 002	85.8
Court Line Aviation	1	1	1	78	83	54	65.5	—	7	5	—	5	66.7
Humber Airways	3	5	13	40	23	17	73.3	—	2	1	—	1	62.5
Invicta International Airlines	4	6	9	712	604	491	81.3	—	60	42	—	42	69.1
Laker Airways	61	16	80	1 980	21 122	14 621	69.2	—	2 143	1 455	—	1 455	67.9
MAM Aviation	23	34	50	78	205	64	31.5	—	16	5	—	5	28.9
Monarch Airlines	82	42	175	1 622	3 806	1 984	52.1	17	991	485	307	178	49.0
Moseley Aviation	3	4	10	18	16	14	87.8	—	2	2	—	2	88.5
Northern Air Taxis	2	4	8	17	13	8	59.6	—	1	1	—	1	52.9
Trader Airways	63	18	30	55	441	173	39.2	—	44	17	—	17	38.8
TOTAL	663	534	1 174	33 081	88 940	69 285	77.9	82	10 925	6 654	353	6 302	60.9

Domestic Exempt Operations January 1974

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
						(000)	As percentage of available				Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division— Scottish Airways	1	8	5	—	—	—	0.0	22	10	4	4	—	38.3
British Midland Airways	6	13	18	—	—	—	0.0	82	42	36	36	—	85.0
Humber Airways	1	8	7	53	7	5	73.2	—	1	—	—	—	62.5
Loganair	17	105	90	188	67	31	46.4	—	6	3	—	3	46.2
MAM Aviation	2	7	6	11	17	3	19.7	—	1	—	—	—	15.6
Moseley Aviation	6	22	24	66	35	24	68.6	—	4	3	—	3	68.4
Northern Air Taxis	62	120	191	423	378	227	60.1	—	30	18	—	18	60.1
Trader Airways	1	3	2	13	5	3	59.7	—	—	—	—	—	75.4
Vernair Transport	3	12	13	37	22	12	56.7	1	3	2	—	2	62.1
TOTAL	99	298	357	791	531	306	57.7	105	98	66	40	26	67.6

Class 5 Operations for UK Operators January 1974

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Airtours	54	16	72	2 270	19 452	14 884	76.5	..	938	685	—	—	685	73.0
Britannia Airways	4	4	10	434	746	620	83.1	..	60	52	—	—	52	86.7
British Island Airways	32	116	144	3 546	1 648	1 007	61.1	..	152	90	—	4	86	59.2
Brymon Airways	1	27	7	202	9	7	77.8	..	1	1	—	—	1	100.0
Court Line Aviation	5	6	9	577	606	490	80.9	..	52	42	—	—	42	80.8
Monarch Airlines	120	47	233	512	4 715	2 652	56.2	..	1 940	1 167	—	926	241	60.2
Trans-Meridian Air Cargo	1	2	3	—	—	—	0.0	..	32	14	—	14	—	43.8
TOTAL	217	218	477	7 541	27 176	19 660	72.3	..	3 175	2 051	—	944	1 107	64.6

Class 5 Operations for Non-UK Operators January 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	208	92	295	3 124	25 171	14 586	57.9	..	3 265	1 644	26	328	1 290	50.4
British Airways Airtours	18	6	21	1 078	4 448	4 266	95.9	..	318	282	—	—	282	88.7
British Caledonian Airways	25	18	39	559	2 864	2 093	73.1	..	359	196	1	7	188	54.6
British Island Airways	38	100	136	1 625	1 281	595	46.4	..	171	53	—	2	51	31.0
British Midland Airways	289	187	402	10 958	43 683	16 952	38.8	..	4 339	1 363	—	40	1 323	31.4
Court Line Aviation	46	16	71	4 659	16 155	15 275	94.6	..	1 478	1 390	—	—	1 390	94.0
Donaldson International Airway	82	27	12	3 937	14 668	13 731	93.6	..	2 236	1 619	—	125	1 494	72.4
Invicta International Airlines	16	7	94	—	—	—	0.0	..	286	265	—	265	—	92.7
Monarch Airlines	219	63	290	4 761	37 182	16 349	44.0	..	3 504	1 483	—	—	1 483	42.3
Tradewinds Airways	173	35	436	—	—	—	0.0	..	3 516	3 375	—	3 375	—	96.0
Trans-Meridian Air Cargo	45	23	97	—	—	—	0.0	..	1 309	996	—	996	—	76.1
TOTAL	1 159	574	1 892	30 701	145 452	83 847	57.6	..	20 781	12 666	27	5 138	7 501	60.9

Aircraft Type and Utilisation — All Airlines January 1974

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended 31 December 1973
		Passenger	Cargo	Passenger	Cargo			
Aviation Traders Carvair	127	511	20	421	96	7 588	1 458	7
Aviation Traders Merchantman	536	—	815	—	1 020	—	—	9
AW 650 Argosy	25	—	71	—	92	—	—	2
BAC Britannia 300	592	71	182	323	958	4 351	9 137	8
BAC Vanguard V951/953	245	246	7	396	24	22 489	22 691	5
BAC Vanguard 952	207	21	99	37	442	2 536	1 738	4
BAC VC10 Standard	1 694	628	78	1 553	971	24 884	113 622	13
BAC VC10 Super	3 136	986	24	3 292	876	40 376	263 465	16
BAC Viscount 700	12	88	—	51	—	1 449	217	2
BAC Viscount 700D/800/810	1 332	4 501	89	4 544	95	164 498	51 478	46
BAC 111-200	448	867	—	958	—	42 607	18 082	7
BAC 111-300/400	1 314	1 012	—	2 182	—	49 792	79 169	14
BAC 111-500	3 458	5 396	20	7 053	24	287 029	210 123	4
Beagle 206	64	124	—	199	—	440	235	4
Beechcraft B55, C55, Baron	3	4	—	12	—	44	8	4
Beechcraft B65/80 Queen Air	3	12	—	13	—	37	12	1
Beechcraft 185	—	—	—	—	—	—	—	1
Bell Twin 212	10	217	—	62	—	993	50	2
BN Islander	159	1 593	30	714	8	7 640	705	15
BN 2A Trislander	36	654	—	206	—	6 258	327	5
Boeing 707-120/120B	170	58	—	234	—	4 694	22 066	2
Boeing 707-320/320B	281	27	64	120	133	7 131	126 024	4
Boeing 707-320C/336	4 359	925	415	4 205	1 698	43 785	89 818	24
Boeing 707-420	1 575	579	22	2 098	93	51 186	301 003	18
Boeing 720/720B	517	134	72	400	328	12 218	56 144	3
Boeing 727-100	275	155	—	416	—	16 554	30 501	3
Boeing 727-200	1 596	1 108	13	2 517	14	109 083	151 319	11
Boeing 747	2 978	757	—	3 884	—	85 564	626 986	15
Canadair CL 44	777	—	233	—	1 549	—	—	13
Cessna 340	2	11	—	11	—	20	4	1
DC3 Dakota/Pionair	82	74	288	74	332	969	348	12
DC10	162	58	—	217	—	12 700	39 305	2
DH 104 Dove	17	35	12	47	28	145	60	4
DH 106 Comet 4B/C	693	483	67	1 120	68	41 492	58 395	13
DH 114 Heron	30	68	23	109	32	350	127	4
Fokker Friendship 100/600	56	198	2	197	5	5 215	1 525	2
HP Herald 100/200	278	610	577	411	685	19 274	4 212	13
HP Herald 700	4	10	—	14	—	1 154	89	1
HS 121 Trident 1E	242	335	—	437	—	31 155	21 584	4
HS 121 Trident 2E	1 561	936	—	2 381	—	44 148	73 884	15
HS 121 Trident 3B	2 237	2 774	—	4 441	—	222 948	170 504	26
HS 125	219	301	—	338	—	778	606	18
HS 161 Trident 1C	1 472	2 460	—	3 153	—	169 000	96 493	20
HS 748	191	792	1	708	1	13 505	4 198	7
Lockheed L1011 Tristar	186	56	16	179	71	16 693	58 034	2
PA 31 Navajo	15	58	—	54	—	135	48	5
PA 123 Aztec/Apache	20	97	—	76	—	208	44	7
Short SC7 Skyvan	44	334	—	252	—	3 542	495	2
Sikorsky S61N	256	1 432	—	1 453	—	12 682	2 232	16
Westland Wessex	74	1 540	—	525	—	8 019	387	7
TOTAL	33 782	33 402	3 240	52 129	9 644	1 597 662	2 709 022	479

Aircraft Type and Utilisation—Individual Airlines Table 31.2

January 1974

	Aircraft-km (000)	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended 31 December 1973
British Airways Overseas Division								
BAC VC10 Standard	1 332	509	70	1 071	943	19 824	90 621	11
BAC VC10 Super	3 136	986	24	3 292	876	40 376	263 465	16
Boeing 707-320C/336	1 924	333	273	1 594	1 036	15 454	104 423	11
Boeing 707-420	1 160	387	—	1 597	—	21 673	140 182	11
Boeing 747	2 978	757	—	3 884	—	85 564	626 986	15
TOTAL	10 530	2 972	367	11 438	2 855	182 891	1 225 677	64
British Airways European Division								
BAC 111-500	1 517	3 483	—	3 583	—	170 500	70 397	18
HS 121 Trident 2E	1 561	936	—	2 381	—	44 148	73 884	15
BAC Vanguard V951/953	245	246	7	396	24	22 489	22 691	5
Aviation Traders Merchantman	536	—	815	—	1 020	—	—	9
HS 161 Trident 1C	1 472	2 460	—	3 153	—	169 000	96 493	20
HS 121 Trident 3B	2 237	2 774	—	4 441	—	222 948	170 504	26
TOTAL	7 569	9 899	822	13 954	1 044	629 085	433 969	93
British Airways Helicopters								
Sikorsky S61N	107	882	—	644	—	7 900	971	7
Bell Twin 212	5	138	—	29	—	662	25	1
TOTAL	111	1 020	—	673	—	8 562	996	8
British Airways Regional Division								
Channel Islands Airways								
BAC Viscount-700D/800/810	317	1 088	—	1 055	—	43 586	13 877	11
BAC 111-300/400	53	102	—	116	—	3 735	1 884	1
TOTAL	370	1 190	—	1 171	—	47 321	15 762	12
Scottish Airways								
Short SC7 Skyvan	44	334	—	252	—	3 542	495	2
BAC Viscount-700D/800/810	322	1 131	8	1 177	5	45 772	13 593	7
TOTAL	366	1 465	8	1 429	5	49 314	14 088	9
Cambrian Airways								
BAC Viscount-700	12	88	—	51	—	1 449	217	2
BAC Viscount-700D/800/810	198	970	—	721	—	28 339	6 778	8
BAC 111-300/400	196	321	—	385	—	16 690	10 666	3
TOTAL	407	1 379	—	1 157	—	46 478	17 662	13
Northeast Airlines								
BAC Viscount-700D/800/810	162	458	—	586	—	21 906	7 353	6
HS 121 Trident 1E	242	335	—	437	—	31 155	21 584	4
TOTAL	405	793	—	1 023	—	53 061	28 938	10
Airtours								
Boeing 707-420	414	192	22	501	93	29 513	65 409	7

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 31 December 1973
British Caledonian Airways								
BAC 111-200	448	865	—	956	—	37 391	18 071	7
BAC 111-500	1 242	1 390	10	2 342	11	70 168	77 087	13
BAC VC10 Standard	362	119	8	482	28	5 060	23 001	2
Boeing 707-320C/336	2 123	399	142	2 171	662	17 347	155 107	9
TOTAL	4 175	2 773	160	5 951	701	129 966	273 265	31
Air Anglia								
DC3 Dakota/Pionair	11	32	1	46	2	245	265	2
Fokker Friendship 100/600	56	198	2	197	5	5 215	1 525	2
TOTAL	67	230	3	243	7	5 460	1 789	4
Air Freight								
DC3 Dakota/Pionair	41	—	151	—	191	—	—	4
Air-Bridge Carriers								
AW650 Argosy	25	—	71	—	92	—	—	2
Alidair								
BAC Viscount-700D/800/810	37	26	68	37	72	490	332	2
Aurigny Air Services								
BN2A Trislander	29	630	—	177	—	6 096	282	3
BN Islander	32	527	—	180	—	2 724	163	2
TOTAL	61	1 157	—	357	—	8 820	445	5
Beecham Imperial								
HS 125	23	49	—	59	—	142	77	2
Cessna 340	2	11	—	11	—	20	4	1
TOTAL	25	60	—	70	—	162	82	3
Bristow Helicopters								
Sikorsky S61N	149	550	—	809	—	4 782	1 261	9
Westland Wessex	74	1 540	—	525	—	8 019	387	7
Bell Twin 212	5	79	—	33	—	331	25	1
TOTAL	228	2 169	—	1 368	—	13 132	1 672	17
Britannia Airways								
Boeing 737-200	1596	1 108	13	2 517	14	109 083	151 319	11
British Air Ferries								
Aviation Traders Carvair	127	511	20	421	96	7 588	1 458	7
British Island Airways								
DC3 Dakota/Pionair	14	—	72	—	79	—	—	3
HP Herald 100/200	278	610	577	411	685	19 274	4 212	13
TOTAL	291	610	649	411	764	19 274	4 212	16

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 31 December 1973
British Midland Airways								
HP Herald 700	4	10	—	14	—	1 154	89	1
BAC Viscount-700D/800/810	296	828	13	968	18	24 405	9 544	12
Boeing 707-320C/336	289	187	—	402	—	10 958	16 952	2
TOTAL	590	1 025	13	1 384	18	36 517	26 584	15
Brymon Airways								
BN Islander	16	74	27	71	7	535	73	2
Cabair								
PA31 Navajo	6	32	—	21	—	51	10	1
Cedar Management Services								
HS 125	5	11	—	12	—	33	20	1
Court Line Aviation								
BAC 111-500	699	523	10	1 128	13	46 361	62 639	9
Lockheed L1011 Tristar	186	56	16	179	71	16 693	58 034	2
TOTAL	884	579	26	1 307	84	63 054	120 672	11
Dan-Air Services								
HS 748	191	792	1	708	1	13 505	4 198	7
BAC 111-300/400	336	249	—	565	—	13 939	21 216	5
DH 106 Comet 4B/C	693	483	67	1 120	68	41 492	58 395	13
Boeing 727-100	275	155	—	416	—	16 554	30 501	3
Boeing 707-320C/336	23	6	—	38	—	927	4 163	2
TOTAL	1 518	1 685	68	2 847	69	86 417	118 472	30
Donaldson International Airway								
Boeing 707-320/320B	281	27	64	120	133	6 230	30 611	4
Eagle Flying Services								
Beechcraft B55, C55, Baron	3	4	—	12	—	44	8	4
Fairflight Charters								
DH 114 Heron	15	30	23	38	32	151	52	1
DH 104 Dove	16	34	12	44	28	145	60	3
TOTAL	31	64	35	82	60	296	113	4
Haywards Aviation								
DH 104 Dove	1	1	—	3	—	—	—	1
Humber Airways								
BN Islander	3	13	—	20	—	93	22	1
International Aviation Service								
BAC Britannia-300	356	—	143	—	762	—	—	4

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 31 December 1973
Intra Airways								
BN Islander	6	54	1	33	1	342	32	1
DC3 Dakota/Pionair	14	39	61	21	54	706	78	2
TOTAL	20	93	62	54	55	1 048	110	3
Invicta International Airlines								
BAC Vanguard 952	207	21	99	37	442	2 536	1 738	4
Laker Airways								
BAC 111-300/400	729	342	—	1 118	—	20 644	45 413	5
DC10	162	58	—	217	—	12 700	39 305	2
Boeing 707-120/120B	170	58	—	234	—	4 694	22 066	2
TOTAL	1 061	458	—	1 569	—	38 038	106 783	9
Loganair								
BN2A Trislander	7	24	—	29	—	162	45	2
BN Islander	91	888	—	368	—	3 805	380	1
Beechcraft 185	—	—	—	—	—	—	—	8
TOTAL	98	912	—	397	—	3 967	425	11
McAlpine Aviation								
HS 125	81	145	—	127	—	343	210	9
PA 23 Apache/Aztec	10	47	—	42	—	108	25	4
PA 31 Navajo	13	56	—	41	—	304	70	1
TOTAL	104	248	—	210	—	755	306	14
Macedonian Aviation								
DC3 Dakota/Pionair	2	3	3	7	6	18	5	1
MAM Aviation								
HS 125	25	41	—	56	—	89	68	1
Merlot International Airlines								
HS 125	12	22	—	29	—	45	31	3
Monarch Airlines								
BAC Britannia-300	236	71	39	323	196	4 351	9 137	4
Boeing 720/720B	517	134	72	400	328	12 218	56 144	3
TOTAL	753	205	111	723	524	16 569	65 281	7
Moseley Aviation								
PA31 Navajo	9	26	—	33	—	84	38	1
Northern Air Taxis								
Beagle 206	64	124	—	199	—	440	235	4
Northern Executive Aviation								
BN2 Islander	5	19	2	20	2	61	14	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 31 December 1973
Peters Aviation								
DH 114 Heron	16	38	—	71	—	199	75	3
Rank Organisation								
HS 125	9	22	—	23	—	58	25	1
Thurston Aviation								
BN2 Islander	5	18	—	22	—	80	21	1
PA23 Aztec/Apache	10	50	—	34	—	100	19	3
PA31 Navajo	—	—	—	—	—	—	—	1
TOTAL	15	68	—	56	—	180	40	5
Trader Airways								
HS 125	64	21	—	32	—	68	176	1
PA31 Navajo	—	—	—	—	—	—	—	1
TOTAL	64	21	—	32	—	68	176	2
Tradewinds Airways								
Canadair CL 44	377	—	83	—	747	—	—	5
Trans-Meridian Air Cargo								
Canadair CL 44	400	—	150	—	802	—	—	8
Vernair Transport								
Beechcraft B65/80 Queen Air	3	12	—	13	—	37	12	1
GRAND TOTAL	33 782	33 402	3 240	52 129	9 644	1 597 662	2 709 022	479

Operations Subject to Variable Charge[†] by Type of Licence, and Non-Chargeable Operations January 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	392 738	214 374	59 385	154 992	54.6
Class 2	3 905	2 456	—	2 456	62.9
Class 3	66 093	48 044	—	48 044	72.7
Class 4	23 739	16 005	—	16 005	67.4
Class 5	23 956	14 717	6 109	8 608	61.4
Class 6	37 123	23 802	23 802	—	64.1
Class 7	15 160	10 050	6 881	3 169	66.4
TOTAL	562 714	329 448	96 177	233 274	58.6
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	3	2	1	1	77.9
Exempt Services	10 996	6 704	393	6 311	61.0
TOTAL	10 999	6 706	394	6 312	61.0
GRAND TOTAL	573 713	336 154	96 571	239 586	58.6

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

Output by Type of Licence and Aircraft Ownership January 1974

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	Tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	392 738	103	1	392 842
Class 2	3 905	—	—	3 905
Class 3	66 093	64	—	66 157
Class 4	23 739	8	—	23 747
Class 6	37 123	—	—	37 123
Class 7	15 160	31	2	15 193
Exempt Services	10 996	27	—	11 023
TOTAL	549 754	233	3	549 990
Class 5 hired to UK Airlines	3 175			
Non UK Airlines	20 781			
TOTAL	23 956			
GRAND TOTAL	573 710			

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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.

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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.