

Civil Aviation Authority



CAA Monthly Statistics
(up to and including June 1974)

CAA Monthly Statistics

(up to and including June 1974)

© Civil Aviation Authority, 1975

ISSN 0306 3577

The Civil Aviation Authority has no objection to the reproduction of extracts of information contained in this document if the Authority is acknowledged as its source.

Printed in England by D. Greenaway & Sons Ltd.,
and distributed by Civil Aviation Authority, Greville House, 37 Gratton Road, Cheltenham.

Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

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

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

The series comprise:

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

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

Contents

Foreword

Civil Aviation Statistics—June 1974	1
--	----------

Graphs

Output of UK Airlines: Tonne-kilometres made available	4
UK Airports: Terminal passengers arriving or departing	4

Tables

1	Size Structure of UK Airports and Airlines	3
2	Main Outputs of UK Airports and Airlines	5
3	Use of UK Airports: Main Categories of Operator and Service	6
4	Movements at UK Airports by Purpose	7
5	Air Transport Movements by Airports	8
6	Terminal Passengers by Airports	9
7	Cargo Taken Up and Set Down by Airports	10
	<i>Scheduled Services by UK Airlines</i>	
8.1	All Services	11
8.2	Domestic Services	12
8.3	International Services	13
	<i>Non-scheduled Services by UK Airlines</i>	
9.1	By Main Type of Service	14
9.2	Load factors and distances: Inclusive Tours	15
9.3	Load factors and distances: Advance Booking and Other Separate Fare Charters	16
10	UK Passenger Movement by Air Analysis by Countries of Landing and Embarkation	17

Airport Activity

11	Aircraft Movements June 1974	18
12	Air Transport Movements by Type and Nationality of Operator June 1974	19
13	Air Transport Movements Comparison with a Year Earlier	20
14	Air Transport Landings Diverted to UK Reporting Airports June 1974	21

Air Passengers

15	Air Passengers by Type and Nationality of Operator June 1974	22
16	Terminal Air Passengers	23
17	International and Domestic Passenger Traffic May 1974	24
18	International Air Passenger Traffic to and from UK Airports	25–28
19	Domestic Passengers by Main Routes	29

Contents *continued*

Air Cargo

20	Cargo by Type and Nationality of Operator June 1974	30
21	Cargo Comparison with a Year Earlier	31

Airline Operations

	<i>Scheduled Services</i>	
22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34
	<i>Non-scheduled Services</i>	
23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37
24	Class 2 Licence Operations June 1974	38
25	Class 3 Licence Operations June 1974	38
26.1	All Class 4 Licence Operations June 1974	39
26.2	International Class 4 Operations June 1974	39
26.3	Domestic Class 4 Operations June 1974	39
27.1	All Class 6 Licence Operations June 1974	40
27.2	International Class 6 Licence Operations June 1974	40
27.3	Domestic Class 6 Operations June 1974	40
28.1	All Class 7 Licence Operations June 1974	41
28.2	International Class 7 Licence Operations June 1974	42
28.3	Domestic Class 7 Licence Operations June 1974	43
29.1	All Exempt Operations June 1974	44
29.2	International Exempt Operations June 1974	44
29.3	Domestic Exempt Operations June 1974	44
30.1	Class 5 Operations for UK Operators June 1974	45
30.2	Class 5 Operations for Non-UK Operators June 1974	45
	<i>Aircraft Type and Utilisation</i>	
31.1	All Airlines	46
31.2	Individual Airlines	47-51
32	Operations Subject to Variable Charge June 1974	52
33	Output by Type of Licence June 1974	52
34	Passenger Analysis by Type of Licence and Fare Category June 1974	53

Appendix A	Definitions	54
-------------------	--------------------	----

Appendix B	Classes of Licence	58
-------------------	---------------------------	----

Civil Aviation Statistics—June 1974

Activity at UK Airports

UK air transport movements during June 1974 declined only marginally against June 1973 to a level of almost 69 000. Over the three-month period April to June 1974 there was a monthly average of 64 000 movements, 1·1 per cent less than over the corresponding period in 1973. This overall decline was again due to the fall in movements at London area airports – 4·1 per cent between the months of June 1973 and 1974, and 4·9 per cent between the two three-month periods referred to above. Movements at Gatwick declined only marginally during April-June 1974 compared with a year earlier, but Heathrow recorded a monthly average of 569 fewer movements (2·4 per cent decline) followed by Stansted (7 fewer movements; 2·5 per cent decline), Luton (734 fewer movements; 24·6 per cent decline), and Southend (386 fewer movements; 24·8 per cent decline). Activity elsewhere in the UK in June 1974, however, showed a 3·9 per cent growth on June 1973 and 3·3 per cent between the two three-month periods. Aberdeen achieved the greatest actual increase in movements (948 additional movements per month; 138·8 per cent growth) followed by Sumburgh (661 movements; 188·9 per cent growth) and Glasgow (236 movements; 6·4 per cent growth). Swansea continued to report the highest growth rate of almost three-fold its April-June 1973 level.

The 1·1 per cent decline in air transport movements at all UK airports between the April to June periods comprises a marginal increase in scheduled movements and an 8·0 per cent decline in charter movements. The UK operators increased their share of charter traffic 2·3 percentage points to 87·0 per cent, whilst their share of scheduled services declined marginally to 74·5 per cent.

UK airports handled just over 4 million terminal and transit passengers during June 1974. The number of terminal passengers declined by 7·3 per cent on June 1973 and by 8·5 per cent when comparing the April-June periods for the two years. Within the London area the decline in June-April 1974 was 8·4 per cent compared with a year earlier and with the exception of Stansted (15·8 per cent growth) each airport reported a decline. The drop of 4·3 per cent at Heathrow was the lowest (77 637 fewer passengers per month), followed by Gatwick (7·1 per cent decline; 34 856 fewer passengers), Luton (31·2 per cent decline; 96 956 fewer passengers) and Southend (38·6 per cent decline; 16 940 fewer passengers).

Airports in the rest of the UK reported an aggregate decline of 8·7 per cent between April-June 1974 and the corresponding period of 1973. Aberdeen handled the greatest increase in actual passengers (13 421 additional passengers per month; 61·6 per cent growth) followed by Sumburgh (5 980 additional passengers; 99 per cent growth) and Bournemouth (2 162 additional passengers; 24·7 per cent growth). Swansea reported the highest rate of growth of over three-fold, and Coventry the largest decline (98 per cent).

The 8·5 per cent aggregate decline in the number of terminal passengers handled in the UK between April and June 1974 compared with 1973 comprises a 20·7 per cent decline in those carried by charter services and a 3·7 per cent decline in those carried by scheduled services. The UK operators' share of charter passengers

fell marginally to 84·0 from 84·2 per cent and their share of scheduled passengers declined 1·4 percentage points to 67·0 per cent.

During the April-June period of 1974 a monthly average of 3·5 million terminal passengers were handled at UK airports; 2·5 million being carried on international services (10 per cent less than in 1973) and 1·0 million on domestic services (4 per cent less than in 1973). Of the international passengers 66·7 per cent travelled by scheduled services (3·5 per cent less than the previous year) and 33·3 per cent by charter services (21·8 per cent less than 1973). The most important scheduled service markets continued to be those to the USA (13·4 per cent of the total), France (12·9 per cent) and the Netherlands (8·5 per cent). In each case, however, the number of passengers declined – by 12·5, 14·3 and 5·7 per cent respectively. Services to Spain again carried the greatest proportion of charter passengers (39·9 per cent of the total) followed by Italy (11·6 per cent) and Germany (6·2 per cent). Again the number of passengers carried was less – by 22·0, 11·6 and 19·5 per cent respectively. Passengers flying on domestic routes declined by 3·1 per cent between the April-June periods of 1974 and 1973. During this period passengers carried on each of the main route groupings (table 19) with the exception of those on the Channel Islands services (6·1 per cent growth) experienced a decline: London routes by 3·9 per cent, Belfast by 10·3 per cent, Edinburgh by 20·3 per cent, Glasgow by 8·3 per cent and the Isle of Man by 8·1 per cent.

The amount of cargo handled at UK airports in June 1974 was almost 64 000 tonnes, 10·0 per cent more than a year earlier, the monthly average for April-June over the period of 1974 being 9·5 per cent higher than in the same period of 1973. London area airports reported a combined growth rate of 11·2 per cent, which was greater than elsewhere in the UK (3·7 per cent). Southend was alone amongst the London area airports in reporting a decline (11·8 per cent). Heathrow recorded the greatest increase in actual tonnage (2 857 additional tonnes per month; 7·6 per cent growth) followed by Gatwick (1 279 additional tonnes) which showed an unusually high rate of growth (41·7 per cent) due to a rather depressed 1973 figure. Outside the London area Manchester recorded the greatest increase in actual tonnage (393 tonnes; 11·4 per cent growth) whilst Exeter as a result of the unprecedented activity of two French charter operators achieved almost a five-fold increase. The 9·5 per cent growth in cargo carried during the April to June period represents a 5·2 per cent increase in cargo carried on scheduled services and 56·8 per cent on charter services, most of the increase of which was handled by foreign operators. The UK operators' share of charter cargo declined by 10·7 percentage points to 64·0 per cent and their share of scheduled cargo by 5·3 percentage points to 48·0 per cent.

Output of UK Airlines

The output of UK airlines for all services in June 1974 was 853 million available tonne-kilometres, a decline of nearly 6 per cent on June 1973.

The scheduled service output of 595 million available

tonne-kilometres was nearly 2 per cent less than a year earlier. The overall load factor of 51·7 per cent was slightly less than the 51·9 per cent achieved in June 1973. Seat kilometres used were 53·5 per cent of those available compared with 55·7 per cent a year earlier. Seat factors on domestic and international scheduled services were 62·1 and 52·8 per cent respectively compared with 62·4 and 55·0 per cent in June 1973. The non-scheduled out-put in June 1974 was nearly 258 million available tonne-kilometres, a decline of nearly 14 per cent on June 1973. Advance Booking

Charters and Inclusive Tour Charters accounted for 40·5 and 118·0 million available tonne-kilometres respectively, compared with 31·7 and 141·5 million in June 1973.

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

Size Structure of UK

Table 1

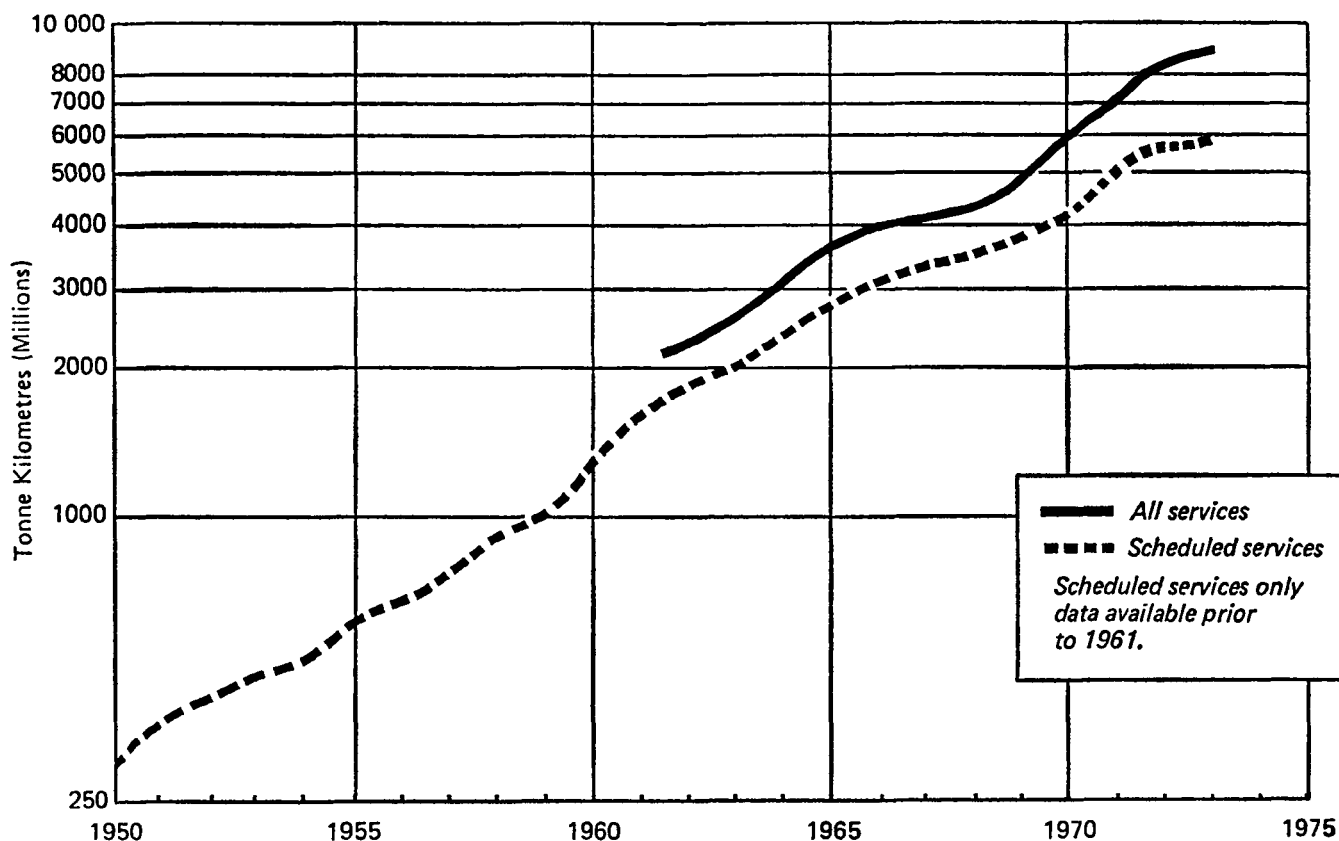
Airports and Airlines Year ended 30 June 1974

Airports				
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 274	48.10	100	100.00
Gatwick	5 537	13.14	98	51.90
Luton	2 831	6.72	95	38.76
Manchester	2 487	5.90	93	32.04
Glasgow	2 108	5.00	91	26.14
Belfast	1 282	3.04	89	21.14
Birmingham	1 066	2.53	86	18.10
Edinburgh	847	2.01	84	15.57
Newcastle	611	1.45	82	13.56
Liverpool	525	1.25	80	12.11
East Midlands	488	1.16	77	10.87
Isle of Man	452	1.07	75	9.71
Prestwick	364	0.86	73	8.64
Aberdeen	332	0.79	70	7.77
Southend	327	0.77	68	6.98
Southampton	310	0.74	66	6.21
Leeds/Bradford	284	0.67	64	5.47
Glamorgan	259	0.61	61	4.80
Bristol	238	0.57	59	4.18
Tees-side	200	0.47	57	3.62
Stansted	184	0.44	55	3.15
Blackpool	137	0.33	52	2.71
Others (22 reporting airports)	1 004	2.38	50	2.38
Airlines				
	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways Overseas Division	4 165	48.59	100	100.00
British Airways European Division	1 223	14.27	98	51.40
British Caledonian Airways	939	10.95	96	37.13
Dan-Air Services	329	3.83	94	26.17
Britannia Airways	282	3.29	92	22.33
Laker Airways	248	2.89	91	19.04
Court-Line Aviation*	246	2.87	89	16.14
British Airtours	168	1.96	87	13.27
Trans-Meridian Air Cargo	155	1.80	85	11.32
Tradewinds Airways	135	1.57	83	9.51
Monarch Airlines	129	1.50	81	7.93
British Midland Airways	90	1.05	79	6.43
Donaldson International Airways*	74	0.86	77	5.38
International Aviation Services	67	0.78	75	4.52
British Airways—Northeast Airlines	63	0.73	74	3.73
British Airways—Cambrian Airways	56	0.65	72	3.00
British Airways—Channel Islands Airways	51	0.59	70	2.34
Invicta International Airlines	40	0.46	68	1.75
British Airways—Scottish Airways	32	0.37	66	1.28
British Island Airways	24	0.28	64	0.91
British Air Ferries	14	0.16	62	0.63
Others (32 airlines)	40	0.46	60	0.47

*Estimated

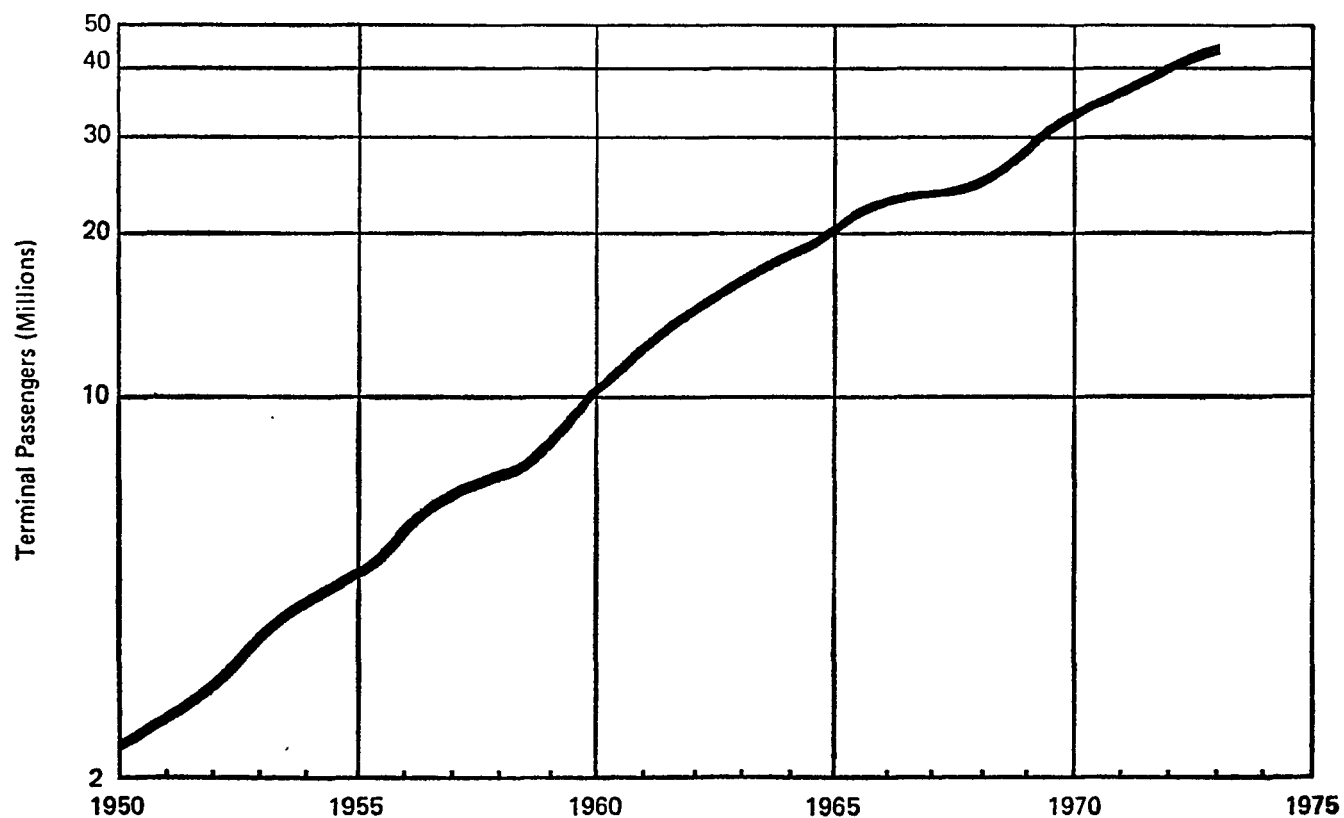
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
Year ended						
June 1973	1 854	698	41 320	8 701	5 678	3 023
June 1974	1 849	717	42 162	8 565	5 746	2 819
Mean rates of growth (percentages) to 1973						
20 years	6.4	5.4	13.2		14.3	
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7
Latest year's growth (percentages)						
	-0.3	2.7	2.0	-1.6	1.2	-6.7

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 A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 231	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	720	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport (000)	Other	Total	Non-commercial Aero club and private (000)	Test and training (000)	Other
	(000)	(000)		(000)	(000)			(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.9	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.6	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.7	49.6	5.1	83.6	57.0	19.0	7.6
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.0	99.5	77.4	12.8	9.3

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	2 962	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 487	6 762	2 806	3 782	10 658
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 569	4 845	3 809	9 268

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	41	31	34	195	37	88	56
March	1 979	233	101	54	47	47	243	50	106	85
April	2 535	267	136	62	51	100	254	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 531	186	67	48	24	35	193	55	90	61
March	1 940	210	97	52	30	53	227	64	104	93
April	2 332	232	110	56	34	85	225	67	134	165
May	2 325	263	122	67	33	99	250	77	123	199
June	2 647	318	152	79	45	111	303	81	166	231

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months											Tonnes
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965		22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966		25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973		45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1972	1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
	2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
	3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
	4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973	1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
	2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
	3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
	4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974	1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
	2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
1973	January	41 020	4 636	734	150	82	1 241	2 960	250	1 858	1 785
	February	40 628	4 748	917	174	54	1 431	3 084	226	1 774	2 017
	March	45 752	5 849	1 226	284	79	1 636	3 855	287	2 170	3 077
	April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
	May	44 469	5 099	1 066	201	83	1 382	3 482	287	2 094	2 647
	June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
1974	January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
	February	45 222	4 888	863	238	85	1 745	3 657	339	1 406	2 444
	March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
	April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
	May	49 236	5 411	1 053	179	108	1 613	3 595	496	1 759	1 910
	June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 608.1	2 608.1	55.7
1974 January	392.8	214.4	7.6	51.3	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 803.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 553.2	1 960.3	55.1
April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
1973 January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966		225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967		236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968		246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969		288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970		318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971		356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972		421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973		464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972	1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
	2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
	3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
	4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973	1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
	2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
	3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
	4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974	1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
	2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
1973	January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
	February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
	March	457.3	239.3	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
	April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
	May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
	June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
1974	January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
	February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
	March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
	April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
	May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
	June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	220.1	24.6	101.2	11.3	44.1	4.9	74.8	8.4
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	196.1	38.9	91.7	18.2	35.1	7.0	69.3	13.7
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1

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
1974	1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
	2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
1973	January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
	February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
	March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
	April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
	May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
	June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 433
1974	January	752.8	559.6	74.3	341.3	3 882	5 786	1 510	1 640
	February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 543
	March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
	April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
	May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
	June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966		128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967		124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968		154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969		228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970		411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971		531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972		549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973		506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1972	1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
	2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
	3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
	4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973	1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
	2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
	3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
	4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974	1st quarter	192.5	149.5	78.7	43.7	959	1 220	1 272	3 421
	2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
1973	January	331.2	259.8	77.4	58.6	1 159	1 921	1 657	4 433
	February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
	March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
	April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
	May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
	June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
1974	January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
	February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
	March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
	April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
	May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
	June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area(b)			Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968			914	61	24	157	98	14	79	28	86	12	14	13		188	12	65	8	54
1969			1 089	61	28	180	117	19	94	31	97	14	18	16		255	13	73	11	61
1970			1 275	68	32	197	156	24	119	36	109	16	25	21		289	15	88	16	63
1971			1 498	69	35	208	169	40	139	44	120	17	33	23		394	16	92	24	73
1972			1 702	69	37	234	203	52	158	49	126	20	40	29		458	20	94	24	88
1973			1 872	78	40	244	210	62	169	65	145	23	48	36		498	23	98	33	100
1972	1st quarter		1 103	48	27	162	180	19	82	38	85	11	29	12		262	12	75	4	57
	2nd quarter		1 791	78	40	265	213	59	175	47	161	26	37	28		433	23	103	26	79
	3rd quarter		2 421	91	50	298	258	87	262	64	147	32	56	51		693	27	130	53	121
	4th quarter		1 493	60	31	210	162	42	114	46	110	13	39	24		443	16	70	15	97
1973	1st quarter		1 272	59	29	155	191	26	95	44	99	12	34	19		323	15	82	7	83
	2nd quarter		2 040	87	42	297	220	70	199	58	184	28	48	33		497	27	111	38	101
	3rd quarter		2 601	97	51	305	252	106	268	111	162	35	68	57		746	30	127	68	117
	4th quarter		1 575	68	36	219	179	47	114	46	133	18	44	34		426	20	73	19	89
1974	1st quarter		1 216	56	32	178	180	27	89	46	102	15	32	30		266	14	76	6	68
	2nd quarter		1 778	78	44	241	199	62	167	61	157	26	39	35		413	26	94	32	103
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	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2							
1972	1st quarter		327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5							
	2nd quarter		524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8							
	3rd quarter		760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1							
	4th quarter		437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9							
1973	1st quarter		375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8							
	2nd quarter		573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2							
	3rd quarter		808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0							
	4th quarter		483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7							
1974	1st quarter		384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9							
	2nd quarter		537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7							

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 June 1974

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	10 393	7 177	—	589	4	308	109	—	2 132	—	74
+ Heathrow	26 338	24 384	—	90	—	100	248	—	1 394	29	93
+ Luton	5 072	2 288	194	446	61	53	63	924	1 029	—	14
+ Southend	5 806	1 225	18	—	—	307	—	2 404	1 835	17	—
+ Stansted	3 003	281	—	64	—	1 634	49	92	750	127	6
TOTAL (London Area)	50 612	35 355	212	1 189	65	2 402	469	3 420	7 140	173	187
Westland Heliport (Battersea)	1 533	447	16	419	4	—	—	—	493	12	142
Other UK Airports											
+ Leeds/Bradford	4 931	936	—	57	63	82	43	3 228	482	6	34
+ Liverpool	6 974	1 387	—	67	40	42	50	4 346	966	18	58
+ Manchester	6 282	4 380	92	253	41	40	103	454	891	4	24
+ Birmingham	6 268	2 007	—	74	20	164	49	2 588	1 308	—	58
+ Coventry	4 385	5	—	5	396	484	105	1 576	1 814	—	—
+ East Midlands	5 861	1 157	28	152	29	843	47	2 479	1 020	16	90
+ Newcastle	2 379	1 196	18	15	443	42	7	279	310	—	69
+ Tees-side	2 808	485	445	30	2	89	—	942	611	—	204
+ Bristol	2 707	723	—	2	—	2	19	904	1 033	—	24
+ Glamorgan	3 981	711	—	64	78	426	—	2 453	235	—	14
Swansea	1 059	52	—	21	72	78	4	664	150	—	18
+ Ashford	3 672	469	284	13	77	14	26	1 414	1 345	—	30
+ Blackpool	7 568	673	260	22	42	264	—	5 270	975	2	60
+ Bournemouth	6 942	618	—	74	1	1 571	—	2 192	2 167	35	284
+ Cambridge	2 929	52	—	22	18	40	6	1 166	462	—	1 163
+ Exeter	3 440	452	—	95	143	470	—	1 315	650	—	315
Gloucester/Cheltenham	3 742	131	—	—	32	476	—	2 172	907	—	24
Hawarden	1 709	—	—	—	—	42	—	1 320	327	—	20
Isles of Scilly	597	496	—	—	—	12	—	—	71	—	18
+ Lydd	1 140	26	—	—	—	14	—	947	133	—	20
+ Manston	420	114	—	21	75	60	—	—	150	—	—
+ Norwich	1 836	421	6	191	92	218	21	23	862	2	—
Penzance Heliport	398	388	—	—	—	8	—	—	2	—	—
+ Southampton	3 660	1 060	—	27	41	1 854	4	121	545	—	8
+ Edinburgh	5 100	1 520	—	8	—	601	4	2 062	691	4	210
+ Glasgow	8 185	4 044	4	124	—	139	1	2 711	748	2	412
+ Prestwick	3 764	1 003	—	22	—	1 540	43	319	313	—	524
Aberdeen	6 564	1 742	—	19	1 029	375	—	2 557	13	6	823
Benbecula	184	150	—	—	6	—	21	1	—	—	6
Inverness	1 125	664	—	52	96	38	—	257	12	2	4
Islay	190	125	—	7	4	4	—	20	30	—	—
+ Kirkwall	1 249	613	—	49	62	—	12	469	42	—	2
Stornoway	296	161	—	13	25	—	—	75	—	6	16
+ Sumburgh	1 592	1 136	—	100	186	158	—	—	—	—	12
Tiree	102	54	—	—	—	—	—	12	—	—	36
Wick	316	200	—	10	23	—	—	57	8	—	18
+ Belfast	7 027	2 213	—	9	41	6	—	1 351	373	—	3 034
+ Isle of Man	3 002	1 596	4	219	2	202	—	650	261	13	55
TOTAL (Incl. London Area)	176 529	68 962	1 369	3 445	3 248	12 800	1 034	49 814	27 540	301	8 016
Channel Islands Airports											
Alderney	786	786	..	..	..	..	..	..	..	..	..
Guernsey	2 923	2 923	..	..	..	..	..	..	..	..	..
Jersey	5 559	5 559	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	9 268	9 268	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator June 1974

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	7 177	72	3 289	303	455	2 412	646
+ Heathrow	24 384	11 887	399	11 327	503	11	257
+ Luton	2 288	—	169	—	—	1 985	134
+ Southend	1 225	—	877	—	—	310	38
+ Stansted	281	—	8	1	—	69	203
TOTAL (London Area)	35 355	11 959	4 742	11 631	958	4 787	1 278
Westland Heliport (Battersea)	447	—	—	—	20	427	—
Other UK Airports							
+ Leeds/Bradford	936	486	268	33	10	133	6
+ Liverpool	1 387	897	106	60	134	151	39
+ Manchester	4 380	1 702	403	880	143	1 067	185
+ Birmingham	2 007	964	354	154	53	437	45
+ Coventry	5	—	—	—	—	5	—
+ East Midlands	1 157	—	814	—	10	323	10
+ Newcastle	1 196	384	584	—	45	170	13
+ Tees-side	485	2	425	—	8	40	10
+ Bristol	723	348	69	54	145	95	12
+ Glamorgan	711	294	164	10	130	103	10
Swansea	52	—	20	—	—	28	4
+ Ashford	469	—	469	—	—	—	—
+ Blackpool	673	—	669	—	—	2	2
+ Bournemouth	618	4	517	—	—	65	32
+ Cambridge	52	—	29	—	—	13	10
+ Exeter	452	—	351	—	—	21	80
Gloucester/Cheltenham	131	—	38	—	—	93	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	496	388	108	—	—	—	—
+ Lydd	26	—	8	—	—	18	—
+ Manston	114	—	—	—	—	106	8
+ Norwich	421	—	271	—	—	146	4
Penzance Heliport	388	388	—	—	—	—	—
+ Southampton	1 060	124	893	—	—	23	20
+ Edinburgh	1 520	999	442	52	1	13	13
+ Glasgow	4 044	2 109	1 030	360	5	410	130
+ Prestwick	1 003	549	33	248	9	92	72
Aberdeen	1 742	721	222	—	—	774	25
Benbecula	150	150	—	—	—	—	—
Inverness	664	432	43	—	1	188	—
Islay	125	96	—	—	—	29	—
+ Kirkwall	613	206	—	16	—	391	—
Stornoway	161	151	1	—	—	9	—
+ Sumburgh	1 136	206	118	—	219	593	—
Tiree	54	52	—	—	2	—	—
Wick	200	188	—	—	—	12	—
+ Belfast	2 213	1 656	454	36	1	8	58
+ Isle of Man	1 596	655	928	—	—	9	4
TOTAL (Incl. London Area)	68 962	26 110	14 573	13 534	1 894	10 781	2 070
Channel Islands Airports							
Alderney	786	—	721	—	—	65	—
Guernsey	2 923	342	2 302	—	—	279	—
Jersey	5 559	1 153	3 630	202	5	508	61
TOTAL (Channel Islands Airports)	9 268	1 495	6 653	202	5	852	61

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	April 1974 —June 1974	April 1973 —June 1973	Percentage Change
London Area Airports			
+ Gatwick	6 497	6 531	-0.5
+ Heathrow	23 499	24 068	-2.4
+ Luton	2 249	2 983	-24.6
+ Southend	1 170	1 556	-24.8
+ Stansted	275	282	-2.5
TOTAL (London Area)	33 690	35 420	-4.9
Westland Heliport (Battersea)	357	318	12.3
Other UK Airports			
+ Leeds/Bradford	854	783	9.1
+ Liverpool	1 316	1 319	-0.2
+ Manchester	3 998	4 275	-6.5
+ Birmingham	1 850	1 910	-3.1
+ Coventry	4	76	-94.7
+ East Midlands	1 022	1 049	-2.6
+ Newcastle	1 067	1 090	-2.1
+ Tees-side	450	426	5.6
+ Bristol	657	760	-13.6
+ Glamorgan	619	672	-7.9
Swansea	79	21	—
+ Ashford	496	640	-22.5
+ Blackpool	522	429	21.7
+ Bournemouth	634	441	43.8
+ Cambridge	44	81	-45.7
+ Exeter	335	272	23.2
Gloucester/Cheltenham	126	130	-3.1
Hawarden	—	—	—
Isles of Scilly	449	431	4.2
+ Lydd	14	22	-36.4
+ Manston	109	105	3.8
+ Norwich	411	560	-26.6
Penzance Heliport	356	357	-0.3
+ Portsmouth	—	290	—
+ Southampton	1 029	1 062	-3.1
+ Edinburgh	1 355	1 407	-3.7
+ Glasgow	3 908	3 672	6.4
+ Prestwick	762	995	-23.4
Aberdeen	1 631	683	—
Benbecula	154	99	55.6
Inverness	534	394	35.5
Islay	140	115	21.7
+ Kirkwall	582	506	15.0
Stornoway	164	174	-5.7
+ Sumburgh	1 011	350	—
Tiree	59	57	3.5
Wick	210	218	-3.7
+ Belfast	2 079	2 176	-4.5
+ Isle of Man	1 159	1 188	-2.4
TOTAL (Incl. London Area)	64 231	64 976	-1.1
Channel Islands Airports			
Alderney	852	1 080	-21.1
Guernsey	3 003	3 169	-5.2
Jersey	5 199	5 961	-12.8
TOTAL (Channel Islands Airports)	9 054	10 210	-11.3

Portsmouth Airport closed with effect from 31 December 1973

Air Transport Landings Diverted to UK Reporting Airports

June 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	2																					1Lu			1St								
Heathrow	2						1St				1Ga																						
Luton	20															2Bi 2Em	1Em										2Bi 2Em	3Bi 2Em	4Bi 1St	1Em			
Leeds	2																	1Ne			1Bl												
Manchester	1	1Ga																															
Birmingham	5				1Lu										1Lu														1Lu	1Em 1Lu 2Gm			
Bristol	4	1Lu																1Gm 1St															
Southampton	1																	1St															
Edinburgh	8	1Gl	1Gl							1Gl							1Gl	1Gl				3Gl											
Glasgow	1																								1Em								
Aberdeen	2																	1Gl 1Ed															
Inverness	1																					1Ab											
Kirkwall	1																	1Sw															
Wick	3																	1In															
Isle of Man	6	3Li 3Bl																															
Other UK	21	4Ex	6Ex									1Ti												2Bo	1He	1Lu						1Sh 5Bo	
Overseas	13								1Lu	1Pr							1Ga					1Ki	1Gl		2He 1Gl	1He 2Gl			1Lu	1St			
All Aerodromes	93	13	7	—	1	—	1	—	1	2	1	1	—	—	—	5	3	8	—	—	3	7	—	6	5	1	4	6	7	5	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

June 1974

Table 15

Total				Scheduled Services						Charter Flights					
Airport	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit				
London Area Airports															
+ Gatwick	527 397	522 340	5 057	3 210	—	133 209	—	3 198	—	66 937	—	233 144	1 477	82 642	3 580
+ Heathrow	1 891 309	1 854 789	36 520	896 182	1	13 936	—	872 124	32 079	51 942	—	759	—	19 846	4 440
+ Luton	223 804	223 001	803	—	—	5 759	337	—	—	—	—	210 070	392	7 172	74
+ Southend	27 385	27 385	—	—	—	24 763	—	—	—	—	—	941	—	1 681	—
+ Stansted	20 291	20 065	226	—	—	179	46	68	—	—	—	678	—	19 140	180
TOTAL (London Area)	2 690 186	2 647 580	42 606	899 392	1	177 846	383	875 390	32 079	118 879	—	445 592	1 869	130 481	8 274
Westland Heliport (Battersea)	1 321	1 321	—	—	—	—	—	—	—	70	—	1 251	—	—	—
Other UK Airports															
+ Leeds/Bradford	31 017	29 904	1 113	22 018	—	5 105	1 066	1 263	16	696	—	791	31	31	—
+ Liverpool	51 031	49 462	1 569	33 367	833	1 002	715	2 907	—	7 016	—	5 137	—	33	21
+ Manchester	248 641	238 547	10 094	92 364	911	6 765	1 541	25 320	4 121	13 932	—	82 205	2 113	17 961	1 408
+ Birmingham	104 427	101 611	2 816	36 251	748	8 833	1 448	7 537	467	3 395	—	41 831	153	3 764	—
+ Coventry	2	2	—	—	—	—	—	—	—	—	—	2	—	—	—
+ East Midlands	50 333	50 108	225	—	—	28 147	225	—	—	366	—	21 593	—	2	—
+ Newcastle	63 596	60 127	3 469	28 142	—	12 394	3 408	—	—	4 317	—	14 255	61	1 019	—
+ Tees-side	19 914	19 010	904	240	—	14 290	799	—	—	715	—	3 185	—	580	105
+ Bristol	26 751	21 062	5 689	6 381	3 057	1 077	208	2 216	55	2 941	2 369	7 783	—	664	—
+ Glamorgan	26 198	22 985	3 213	7 882	1 074	1 787	962	169	199	4 454	844	7 859	—	834	134
Swansea	684	684	—	—	—	536	—	—	—	—	—	81	—	67	—
+ Ashford	7 578	7 578	—	—	—	7 578	—	—	—	—	—	—	—	—	—
+ Blackpool	18 234	18 103	131	—	—	17 990	131	—	—	—	—	6	—	107	—
+ Bournemouth	12 537	12 267	270	213	—	9 261	269	—	—	—	—	2 024	1	769	—
+ Cambridge	682	682	—	—	—	512	—	—	—	—	—	46	—	124	—
+ Exeter	9 830	8 910	920	—	—	7 543	920	—	—	—	—	765	—	602	—
Gloucester/Cheltenham	1 373	1 373	—	—	—	885	—	—	—	—	—	488	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	9 926	9 926	—	9 290	—	636	—	—	—	—	—	—	—	—	—
+ Lydd	196	196	—	—	—	179	—	—	—	—	—	17	—	—	—
+ Manston	341	341	—	—	—	—	—	—	—	—	—	319	—	22	—
+ Norwich	9 291	9 264	27	—	—	7 982	27	—	—	—	—	1 131	—	151	—
Penzance Heliport	9 290	9 290	—	9 290	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	32 014	31 936	78	5 466	—	26 304	62	—	—	—	—	130	5	36	11
+ Edinburgh	79 445	77 729	1 716	56 309	1 116	17 036	576	2 912	—	67	—	338	24	1 067	—
+ Glasgow	187 763	183 987	3 776	96 106	436	32 981	—	12 689	3 177	224	1	31 923	—	10 064	162
+ Prestwick	66 845	41 329	25 516	21 899	9 801	1 224	—	6 035	7 681	523	281	6 815	4 516	4 833	3 237
Aberdeen	38 943	37 834	1 109	23 949	1 109	3 378	—	—	—	—	—	9 657	—	850	—
Benbecula	4 155	2 973	1 182	2 973	1 182	—	—	—	—	—	—	—	—	—	—
Inverness	12 513	10 976	1 537	10 574	1 537	85	—	—	—	2	—	315	—	—	—
Islay	1 406	1 406	—	1 166	—	—	—	—	—	—	—	240	—	—	—
+ Kirkwall	8 704	7 304	1 400	5 545	1 121	—	—	165	141	—	—	1 594	138	—	—
Stornoway	3 965	3 656	309	3 610	309	15	—	—	—	—	—	31	—	—	—
+ Sumburgh	15 286	13 646	1 640	6 154	52	507	—	—	—	2 597	—	4 388	1 588	—	—
Tiree	358	345	13	344	12	—	—	—	—	1	1	—	—	—	—
Wick	5 470	2 817	2 653	2 742	2 652	—	—	—	—	—	—	75	1	—	—
+ Belfast	106 109	106 008	101	83 302	93	15 168	4	1 046	1	—	—	512	—	5 980	3
+ Isle of Man	60 828	59 700	1 128	28 810	700	30 165	428	—	—	—	—	472	—	253	—
TOTAL (Incl. London Area)	4 017 183	3 901 979	115 204	1 493 779	26 744	437 211	13 172	937 649	47 937	160 195	3 496	692 851	10 500	180 294	13 355
Channel Islands Airports															
Alderney	6 230	6 230	—	—	—	6 043	—	—	—	—	—	187	—	—	—
Guernsey	58 475	55 477	2 998	15 715	—	36 947	2 998	—	—	—	—	2 815	—	—	—
Jersey	170 443	168 936	1 507	61 885	366	94 104	1 069	5 183	7	208	—	4 380	2	3 176	63
TOTAL (Channel Islands Airports)	235 148	230 643	4 505	77 600	366	137 094	4 067	5 183	7	208	—	7 382	2	3 176	63

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	April 1974 —June 1974	April 1973 —June 1973	Percentage change
London Area Airports			
+ Gatwick	456 143	490 999	-7.1
+ Heathrow	1 718 908	1 796 545	-4.3
+ Luton	213 607	310 563	-31.2
+ Southend	26 928	43 868	-38.6
+ Stansted	19 034	16 436	15.8
TOTAL (London Area)	2 434 620	2 658 411	-8.4
Westland Heliport (Battersea)	1 015	898	13.0
Other UK Airports			
+ Leeds/Bradford	26 376	25 750	2.4
+ Liverpool	43 492	48 496	-10.3
+ Manchester	201 060	230 441	-12.7
+ Birmingham	86 545	98 215	-11.9
+ Coventry	32	1 641	-98.0
+ East Midlands	41 283	47 399	-12.9
+ Newcastle	50 925	55 606	-8.4
+ Tees-side	16 299	16 391	-0.6
+ Bristol	17 507	26 437	-33.8
+ Glamorgan	18 988	24 157	-21.4
Swansea	771	187	
+ Ashford	8 422	15 341	-45.1
+ Blackpool	13 161	14 184	-7.2
+ Bournemouth	12 587	10 425	20.7
+ Cambridge	515	774	-33.5
+ Exeter	7 578	7 907	-4.2
Gloucester/Cheltenham	1 034	928	11.4
Hawarden	—	—	—
Isles of Scilly	8 607	8 654	-0.5
+ Lydd	80	289	-72.3
+ Manston	375	411	-8.8
+ Norwich	7 996	6 963	14.8
Penzance Heliport	8 125	8 270	-1.8
+ Portsmouth	—	1 898	
+ Southampton	29 122	29 448	-1.1
+ Edinburgh	68 532	78 667	-12.9
+ Glasgow	164 686	178 060	-7.5
+ Prestwick	26 354	30 009	-12.2
Aberdeen	35 219	21 798	61.6
Benbecula	2 415	1 894	27.5
Inverness	10 636	11 320	-6.0
Islay	1 428	1 535	-7.0
+ Kirkwall	6 825	6 337	7.7
Stornoway	3 519	3 837	-8.3
+ Sumburgh	12 023	6 043	99.0
Tiree	333	383	-13.1
Wick	2 629	2 851	-7.8
+ Belfast	98 750	108 676	-9.1
+ Isle of Man	41 998	46 993	-10.6
TOTAL (Incl. London Area)	3 511 864	3 837 924	-8.5
Channel Islands Airports			
Alderney	5 950	6 400	-7.0
Guernsey	48 046	46 048	4.3
Jersey	144 100	142 649	1.0
TOTAL (Channel Islands Airports)	198 096	195 097	1.5

Portsmouth closed with effect from 31 December 1973.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

London Area Airports	Total	International			Domestic		
	April-June 1974	April-June 1974	April-June 1973	Per- centage change	April-June 1974	April-June 1973	Per- centage change
+ Gatwick	456 143	395 299	430 065	-8	60 844	60 934	—
+ Heathrow	1 718 908	1 450 033	1 514 105	-4	268 875	282 440	-5
+ Luton	213 607	208 483	304 746	-32	5 124	5 817	-12
+ Southend	26 928	26 496(a)	43 561 (a)	-39	432	307	41
+ Stansted	19 034	18 762	16 267	15	272	169	61
TOTAL (London Area)	2 434 620	2 099 073	2 308 744	-9	335 547	349 667	-4
Westland Heliport (Battersea)	1 015	1	—	—	1 014	898	13
Other UK Airports							
+ Leeds/Bradford	26 376	3 907	4 394	-11	22 469	21 356	5
+ Liverpool	43 492	12 929	14 992	-14	30 563	33 504	-9
+ Manchester	201 060	134 186	162 115	-17	66 874	68 326	-2
+ Birmingham	86 545	58 564	67 960	-14	27 981	30 255	-8
+ Coventry	32	32	907	-96	—	734	—
+ East Midlands	41 283	20 282	26 488	-23	21 001	20 911	—
+ Newcastle	50 925	20 245	23 641	-14	30 680	31 965	-4
+ Tees-side	16 299	4 073	5 798	-30	12 226	10 593	15
+ Bristol	17 507	12 306	20 409	-40	5 201	6 028	-14
+ Glamorgan	18 988	11 807	17 208	-31	7 181	6 949	3
Swansea	771	535	13	—	236	174	36
+ Ashford	8 422	8 011	15 084	-47	411	257	60
+ Blackpool	13 161	609	524	16	12 552	13 660	-8
+ Bournemouth	12 587	2 919	2 490	17	9 668	7 935	22
+ Cambridge	515	189	364	-48	326	410	-20
+ Exeter	7 578	1 827	1 598	14	5 751	6 309	-9
Gloucester/Cheltenham	1 034	—	—	—	1 034	928	11
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	8 607	—	—	—	8 607	8 654	-1
+ Lydd	80	60	—	—	20	289	-93
+ Manston	375	375	411	-9	—	—	—
+ Norwich	7 996	4 449	4 342	2	3 547	2 621	35
Penzance	8 125	—	—	—	8 125	8 270	-2
+ Portsmouth	—	—	—	—	—	1 898	—
+ Southampton	29 122	585	1 680	-65	28 537	27 768	3
+ Edinburgh	68 532	4 317	6 397	-33	64 215	72 270	-11
+ Glasgow	164 686	39 619	45 071	-12	125 067	132 989	-6
+ Prestwick	26 354	22 890	26 391	-13	3 464	3 618	-4
Aberdeen	35 219	9 327	568	—	25 892	21 230	22
Benbecula	2 415	—	—	—	2 415	1 894	28
Inverness	10 636	25	27	-7	10 611	11 293	-6
Islay	1 428	—	—	—	1 428	1 535	-7
+ Kirkwall	6 825	119	162	-27	6 706	6 175	9
Stornoway	3 519	—	—	—	3 519	3 837	-8
+ Sumburgh	12 023	3 448	75	—	8 575	5 968	44
Tiree	333	—	—	—	333	383	-13
Wick	2 629	—	—	—	2 629	2 851	-8
+ Belfast	98 750	4 451	5 260	-15	94 299	103 416	-9
+ Isle of Man	41 998	1 229	1 344	-9	40 769	45 649	-11
TOTAL (Incl. London Area)	3 511 862	2 482 389	2 764 457	-10	1 029 473	1 073 467	-4

(a) Includes Channel Islands Traffic.

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

Portsmouth Airport closed with effect from 31 December 1973.

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	April 1974— June 1974			April 1973— June 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	13.0	9.6	3.4	13.9	10.7	3.2	-7
London — Vienna	10.3	8.7	1.6	10.7	9.2	1.4	-3
Other Routes	2.7	0.9	1.8	3.3	1.5	1.8	-17
Belgium	78.5	76.2	2.3	87.2	80.3	6.9	-10
London — Brussels	48.4	48.3	0.2	45.9	45.5	0.4	6
Other S.E. England — Belgium	24.1	23.3	0.8	34.4	30.8	3.6	-30
Other Routes	5.9	4.6	1.3	6.9	4.0	3.0	-15
Denmark	43.7	32.7	10.9	41.8	33.2	8.6	4
London — Copenhagen	33.7	26.4	7.3	32.6	26.9	5.7	3
Other Routes	10.0	6.3	3.7	9.2	6.3	2.9	9
Finland	8.4	6.1	2.3	8.1	5.2	2.9	3
France	241.5	212.5	29.0	296.5	248.0	48.5	-19
London — Nice	13.8	12.9	0.9	15.7	14.7	1.0	-12
— Paris	156.7	148.4	8.3	185.1	172.4	12.7	-15
— N. France (a)	11.2	10.7	0.4	11.4	10.1	1.3	-2
— Other France	21.2	15.9	5.2	20.3	13.2	7.1	4
Manchester — Paris	6.3	6.2	—	7.9	7.3	0.6	-21
Other UK — Paris	9.2	8.0	1.2	14.9	10.2	4.7	-38
Luton — Other France	5.8	0.0	5.7	8.4	0.0	8.4	-31
Other S.E. England — France	9.7	9.5	0.2	19.3	19.1	0.2	-50
Other Routes	7.7	0.7	7.0	13.5	1.0	12.5	-43
Germany (Fed. Republic)	185.4	134.3	51.2	209.3	145.7	63.6	-11
London — Dusseldorf	25.7	22.8	3.0	26.0	25.4	0.6	-1
— Frankfurt	45.1	39.9	5.2	47.6	44.6	2.9	-5
— Hamburg	18.6	18.5	0.1	20.8	20.6	0.3	-11
— Munich	26.6	13.4	13.2	26.9	14.3	12.6	-1
— Other Germany	32.4	30.5	1.9	36.6	30.7	5.9	-11
Luton — Germany	19.0	—	19.0	27.2	—	27.2	-30
Manchester — Germany	9.0	6.2	2.8	10.5	6.1	4.4	-14
Other Routes	9.0	3.0	6.0	13.8	4.0	9.7	-35
Gibraltar	7.1	7.1	—	6.5	6.4	0.1	9
Greece	62.4	23.3	39.1	70.1	27.5	42.5	-11
Iceland	4.1	4.0	0.1	3.3	3.1	0.2	25
London — Reykjavik	2.7	2.7	0.1	2.1	2.1	—	31
Glasgow — Reykjavik	1.4	1.3	0.1	1.1	1.0	0.1	22
Other Routes	—	—	—	0.1	—	0.1	—

Table 18 cont.

	April 1974— June 1974			April 1973— June 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	137.6	135.7	1.9	137.6	134.5	3.1	—
London – Cork	11.0	10.8	0.2	10.1	9.8	0.3	9
– Dublin	67.7	66.6	1.1	67.0	66.8	0.2	1
– Shannon	9.1	9.0	0.1	9.1	8.4	0.7	—
Manchester – Dublin	11.5	11.5	—	11.6	11.5	0.1	-1
Birmingham – Dublin	9.3	9.3	—	9.3	9.3	—	1
Glasgow – Dublin	7.5	7.5	—	7.7	7.7	—	-2
Liverpool – Dublin	5.8	5.8	—	6.1	6.0	0.1	-5
Leeds/Bradford – Dublin	2.4	2.4	—	2.8	2.7	—	-13
Edinburgh – Dublin	2.0	2.0	—	2.3	2.2	0.1	-15
Bristol – Dublin	2.2	2.2	—	2.1	2.1	—	3
Other Routes	9.1	8.7	0.5	9.6	8.0	1.6	-5
Italy	167.3	72.3	95.0	199.4	76.7	122.7	-16
London – Genoa (g)	0.8	—	0.8	1.6	—	1.6	-49
– Milan	38.2	25.1	13.1	38.2	26.0	12.2	—
– Rimini (g)	3.7	—	3.7	4.2	—	4.2	-12
– Rome	15.9	8.7	7.2	37.0	28.3	8.7	-57
– Venice	10.1	4.5	5.6	11.9	5.3	6.7	-16
– Other Italy	48.3	32.0	16.2	32.6	15.6	17.0	48
Luton – Rimini	4.7	—	4.7	8.2	—	8.2	-43
– Other Italy	28.8	—	28.8	45.2	—	45.1	-36
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	8.6	—	8.6	10.9	1.3	9.7	-22
Other Routes	8.3	2.0	6.3	9.6	0.2	9.4	-13
Luxembourg	5.3	5.0	0.3	4.6	4.3	0.4	15
London – Luxembourg	5.1	5.0	0.1	4.4	4.3	0.1	16
Other Routes	0.2	—	0.2	0.2	—	0.2	-13
Netherlands	156.9	140.3	16.6	184.2	148.8	35.4	-15
London – Amsterdam	93.5	89.6	3.9	101.3	96.1	5.2	-8
– Rotterdam	22.0	20.0	2.0	27.2	21.3	6.0	-19
Other S.E. England – Netherlands	10.0	4.8	5.2	14.8	7.0	7.8	-32
Manchester – Amsterdam	8.7	8.7	—	9.0	8.7	0.3	-4
Other Routes	22.6	17.1	5.5	31.8	15.7	16.1	-29
Norway	25.7	18.6	7.1	28.1	18.6	9.4	-8
London – Oslo	14.6	12.0	2.7	13.8	11.4	2.4	6
Other Routes	11.1	6.7	4.4	14.2	7.2	7.0	-22
Portugal	38.5	19.5	19.0	47.7	22.1	25.6	-19
London – Lisbon	15.4	11.8	3.6	20.5	14.4	6.1	-25
Other Routes	23.1	7.7	15.4	27.2	7.7	19.5	-15
Soviet Union and Eastern Europe (b)	29.1	17.4	11.7	26.9	16.7	10.2	8
London – Moscow	4.8	4.2	0.6	3.8	3.7	0.1	28
– Prague	2.5	2.5	—	2.7	2.7	—	-6
Other Routes	21.7	10.6	11.0	20.4	10.3	10.1	6

Table 18 cont.

	April 1974— June 1974			April 1973— June 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	413.1	85.9	327.1	497.0	77.5	419.5	-17
London — Barcelona	17.1	13.2	3.9	16.4	11.9	4.5	4
— Ibiza	11.5	1.9	9.6	14.7	1.9	12.7	-22
— Madrid	29.4	24.6	4.8	26.3	23.1	3.3	12
— Malaga	23.3	14.1	9.3	19.9	11.1	8.8	17
— Palma	54.6	14.7	39.9	62.8	13.2	49.5	-13
— Other Spain	53.8	16.1	37.7	56.5	14.9	41.6	-5
Luton — Alicante	12.5	—	12.5	20.4	—	20.4	-39
— Barcelona	9.2	—	9.2	10.0	—	10.0	-8
— Gerona	10.4	—	10.4	15.4	—	15.4	-33
— Ibiza	12.3	—	12.3	23.1	—	23.1	-47
— Palma	24.9	—	24.9	38.7	—	38.7	-36
— Other Spain	14.1	—	14.1	21.0	—	21.0	-33
Other S.E. England — Spain	0.2	—	0.2	0.2	—	0.2	-9
Manchester — Barcelona	2.9	—	2.9	2.4	0.1	2.4	20
— Palma	19.7	—	19.7	24.5	0.1	24.4	-20
Other N. England — Spain	43.0	0.9	42.1	54.1	1.0	53.2	-21
Scotland — Spain	15.5	—	15.5	19.8	—	19.8	-22
Other Routes	58.6	0.4	58.2	70.9	0.3	70.6	-17
Sweden	25.8	16.6	9.2	27.3	17.8	9.5	-5
London — Stockholm	15.8	11.4	4.5	16.2	11.5	4.7	-2
Other Routes	10.0	5.2	4.7	11.1	6.3	4.8	-10
Switzerland	93.8	69.3	24.5	110.6	73.0	37.6	-15
London — Basle	8.3	7.0	1.3	11.4	7.0	4.4	-27
— Geneva	32.2	27.0	5.2	34.1	28.7	5.3	-5
— Zurich	39.7	31.7	8.0	43.5	33.3	10.2	-9
Luton — Switzerland	8.5	—	8.5	13.6	—	13.6	-38
Other Routes	5.1	3.6	1.5	8.1	4.0	4.1	-37
Yugoslavia	31.7	11.2	20.5	37.5	8.5	29.0	-16
London — Dubrovnic	5.4	1.4	4.0	6.0	0.9	5.1	-10
— Ljubljana	2.2	2.0	0.1	1.4	1.2	0.2	51
Luton — Yugoslavia	4.5	—	4.5	9.0	—	9.0	-49
Other Routes	19.5	7.2	11.8	21.1	6.4	14.7	-8
Other Europe	69.0	49.4	19.6	55.6	41.6	14.0	24
WESTERN HEMISPHERE							
Canada	110.0	69.7	40.2	112.0	67.4	44.6	-2
London — Montreal	16.5	15.5	1.0	15.0	13.5	1.5	10
— Toronto	42.6	24.0	18.6	46.8	24.6	22.2	-9
— Other Canada	28.7	16.3	12.5	27.1	14.3	12.8	6
Other UK — Montreal	1.4	1.4	—	2.2	2.1	0.2	-38
— Toronto	17.3	10.4	6.9	18.0	10.9	7.0	-4
Other Routes	3.4	2.2	1.2	2.8	1.9	0.9	21

Table 18 cont.

	April 1974— June 1974			April 1973— June 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	259.0	220.2	38.8	308.6	251.8	56.8	-16
London — New York	101.3	84.9	16.4	105.1	86.1	19.0	-4
— Other East Coast U.S.A.	70.8	65.8	5.0	76.0	65.8	10.2	-7
— Chicago and Detroit	28.2	25.1	3.1	28.5	22.2	6.3	-1
— West Coast U.S.A.	43.4	36.0	7.3	63.0	53.3	9.7	-31
— Other U.S.A.	4.0	1.8	2.2	20.2	14.5	5.7	-80
Other U.K. — New York	9.0	6.0	3.0	12.6	9.6	3.0	-28
Other Routes	2.4	0.5	1.8	3.3	0.3	3.0	-27
West Atlantic and Caribbean Islands	19.2	16.6	2.6	19.0	17.6	1.4	1
Central and South America	7.0	6.5	0.5	7.8	7.7	0.1	-11
REST OF THE WORLD							
Canary Islands	17.6	3.9	13.7	17.3	3.0	14.2	2
North Africa (c)	16.6	7.8	8.7	25.8	5.7	20.0	-36
East Africa (d)	9.0	7.3	1.7	10.4	8.1	2.2	-14
Central Africa (e)	5.9	5.8	—	5.4	5.4	—	10
West Africa (d)	8.8	8.6	0.2	7.5	7.3	0.3	16
South Africa	16.7	16.7	—	12.8	12.6	0.1	31
Middle East (f)	60.9	59.3	1.6	58.1	55.3	2.9	5
India	12.2	12.0	0.1	9.9	9.1	0.8	23
Pakistan	3.7	3.7	—	4.7	3.6	1.1	-21
Far East	38.9	29.8	9.1	35.4	25.0	10.4	10
Australia and New Zealand	19.6	19.6	—	16.2	16.0	0.2	21
Other Routes n.e.i.	20.2	7.6	12.6	6.9	5.0	1.9	194
ALL ROUTES	2 462.7	1 642.1	820.6	2 750.9	1 700.8	1 050.0	-10

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		April 1974 —June 1974 (000)	April 1973 —June 1973 (000)	Percentage change
London (a)	Aberdeen	11.1	10.1	10
	Belfast	46.5	50.1	-7
	Birmingham	1.9	3.4	-44
	Channel Islands	50.9	50.1	2
	Edinburgh	51.2	56.2	-9
	Glasgow	71.9	76.7	-6
	Isle of Man	2.9	3.4	-15
	Leeds/Bradford	10.8	10.2	6
	Liverpool	10.2	10.2	—
	Manchester	33.9	33.8	—
	Newcastle	22.0	23.5	-6
	Tees-side	9.6	8.4	14
	Other airports	7.2	7.5	-4
	Belfast	6.1	6.6	-8
Belfast	Birmingham	2.9	2.7	7
	Edinburgh	1.7	1.8	-6
	Glasgow	9.9	10.9	-9
	Isle of Man	3.6	4.7	-23
	Leeds/Bradford	3.2	3.5	-9
	Liverpool	1.9	3.4	-44
	Manchester	9.5	10.8	-12
	Newcastle	1.9	2.1	-10
	Other airports	7.0	6.7	4
	Channel Islands	7.6	6.2	23
	Birmingham	10.1	9.2	10
	Bristol/Glamorgan	7.6	6.9	10
	East Midlands	12.5	11.7	7
	Glasgow	1.8	1.2	50
Channel Islands	Leeds/Bradford	3.9	3.5	11
	Liverpool	3.8	4.1	-7
	Manchester	5.9	5.7	4
	Newcastle	1.5	1.5	—
	Southampton	25.3	24.3	4
	Other airports	12.5	12.9	-3
	Edinburgh	3.0	2.9	3
	Glasgow	0.5	0.8	-37
	Manchester	3.4	3.6	-6
	Other airports	4.5	7.0	-36
	Glasgow (b)	5.5	6.8	-19
	Birmingham	4.1	3.9	5
	East Midlands	2.4	2.2	9
	Leeds/Bradford	2.0	1.7	18
Edinburgh	Liverpool	1.7	3.2	-47
	Manchester	5.5	5.7	-4
	Southampton	2.6	2.5	4
	Other Scottish airports	15.9	15.6	2
	Other airports	3.2	5.2	-38
	Isle of Man	10.2	11.3	-10
	Blackpool	11.3	11.9	-5
	Manchester	5.5	5.9	-7
	Newcastle	0.8	0.6	33
	Other airports	4.1	5.0	-18
	Penzance	8.1	8.7	-7
	Other Routes	21.9	16.8	30
	TOTAL	586.5	605.3	-3

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

The figures show the uplift and discharge of passengers according to the destination and origin of the route. Because of the method of collection of this information these 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 June 1974

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+ Gatwick	4 259·9	—	—	719·1	1 349·4	12·8	1·6	—	40·0	571·0	1 429·4	51·7	84·9	
+ Heathrow	41 654·6	7 282·2	7 689·7	10·1	97·8	11 274·9	13 666·7	128·4	39·3	14·4	2·3	280·6	1 168·2	
+ Luton	325·6	—	—	0·2	0·1	—	—	—	—	51·4	68·0	100·6	105·3	
+ Southend	1 958·0	—	—	1 068·0	776·0	—	—	—	—	1·0	1·0	31·0	81·0	
+ Stansted	1 662·6	—	—	—	—	0·1	—	—	—	310·1	905·0	9·5	437·9	
TOTAL (London Area)	49 860·7	7 282·2	7 689·7	1 797·4	2 223·3	11 287·8	13 668·3	128·4	79·3	947·9	2 405·7	473·4	1 877·3	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	73·3	19·1	23·9	1·2	3·9	10·3	10·1	—	—	—	—	—	—	4·8
+ Liverpool	1 216·8	91·8	637·6	0·6	0·1	111·3	47·3	1·0	—	8·7	—	60·2	258·2	
+ Manchester	3 854·2	811·7	561·4	12·1	2·0	1 084·2	1 210·6	0·1	—	0·2	143·1	1·5	27·3	
+ Birmingham	273·1	61·9	72·1	10·7	1·8	51·5	72·7	—	—	—	2·4	—	—	
+ Coventry	6·6	—	—	—	—	—	—	—	—	—	6·6	—	—	
+ East Midlands	724·2	—	—	150·9	256·1	—	—	—	—	53·3	127·4	21·1	115·4	
+ Newcastle	112·0	15·5	45·5	14·5	28·1	—	—	5·0	—	3·4	—	—	—	
+ Tees-side	18·0	—	—	7·5	9·0	—	—	—	—	—	1·5	—	—	
+ Bristol	57·2	8·3	7·4	0·5	0·8	16·4	23·6	—	—	—	—	0·2	—	
+ Glamorgan	22·4	3·2	12·4	1·5	0·7	—	—	—	0·3	4·3	—	—	—	
Swansea	6·1	—	—	—	—	—	—	—	—	4·2	1·9	—	—	
+ Ashford	525·1	—	—	170·1	355·0	—	—	—	—	—	—	—	—	
+ Blackpool	64·2	—	—	4·9	59·3	—	—	—	—	—	—	—	—	
+ Bournemouth	348·4	—	—	218·8	129·6	—	—	—	—	—	—	—	—	
+ Cambridge	26·7	—	—	—	—	—	—	—	—	—	—	—	—	
+ Exeter	244·4	—	—	3·3	9·4	—	—	—	—	—	—	11·2	15·5	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	231·7	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	9·0	8·6	0·4	—	—	—	—	—	—	—	—	—	—	
+ Lydd	36·4	—	—	—	—	—	—	—	—	12·1	24·3	—	—	
+ Manston	307·2	—	—	—	—	—	—	—	—	149·2	118·7	21·8	17·5	
+ Norwich	21·0	—	—	8·7	8·7	—	—	—	—	2·9	0·7	—	—	
Penzance Heliport	9·0	0·4	8·6	—	—	—	—	—	—	—	—	—	—	
+ Southampton	82·7	0·7	2·6	14·1	39·1	—	—	—	—	0·6	1·3	13·8	10·5	
+ Edinburgh	293·8	166·4	40·9	26·8	53·3	4·2	2·2	—	—	—	—	—	—	
+ Glasgow	1 964·8	533·8	548·3	92·4	74·9	258·1	333·0	—	—	18·7	0·1	23·6	81·9	
+ Prestwick	1 319·1	485·3	223·3	—	—	345·0	152·4	0·6	0·7	1·1	—	—	110·7	
Aberdeen	220·8	31·0	56·3	9·4	8·4	—	—	—	—	35·0	73·2	6·1	1·4	
Benbecula	31·1	16·3	14·8	—	—	—	—	—	—	—	—	—	—	
Inverness	23·9	8·2	15·7	—	—	—	—	—	—	—	—	—	—	
Islay	8·5	6·9	1·6	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	35·4	27·3	6·1	—	—	—	—	—	—	0·3	1·7	—	—	
Stornoway	45·1	30·0	14·7	0·4	—	—	—	—	—	—	—	—	—	
+ Sumburgh	79·0	20·2	8·9	0·2	0·1	—	—	8·4	12·8	19·4	9·0	—	—	
Tiree	2·0	1·2	0·8	—	—	—	—	—	—	—	—	—	—	
Wick	5·0	3·1	1·8	—	—	—	—	—	—	0·1	—	—	—	
+ Belfast	1 396·2	816·9	346·6	101·9	57·6	13·8	9·3	—	18·4	—	26·8	0·6	4·3	
+ Isle of Man	305·9	180·1	52·6	62·9	6·1	—	—	—	—	4·2	—	—	—	
TOTAL (Incl. London Area)	63 629·3	10 630·1	10 394·0	2 710·8	3 327·3	13 182·6	15 529·5	143·5	111·5	1 265·6	2 944·4	865·2	2 524·8	
Channel Islands Airports														
Alderney	22·3	—	—	12·8	2·0	—	—	—	—	4·0	3·5	—	—	
Guernsey	803·5	73·6	35·0	213·8	251·4	—	—	—	—	104·4	125·3	—	—	
Jersey	883·8	149·0	81·3	498·4	124·3	3·7	0·2	0·1	5·4	6·7	14·1	—	0·6	
TOTAL (Channel Islands Airports)	1 709·6	222·6	116·3	725·0	377·7	3·7	0·2	0·1	5·4	115·1	142·9	—	0·6	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	April 1974 —June 1974 (tonnes)	April 1973 —June 1973 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 348.3	3 069.2	41.7
+ Heathrow	40 318.5	37 461.3	7.6
+ Luton	194.7	140.4	38.7
+ Southend	1 887.7	2 140.3	-11.8
+ Stansted	1 710.9	752.8	
TOTAL (London Area)	48 460.1	43 564.0	11.2
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	69.3	76.1	-8.9
+ Liverpool	1 223.9	1 380.3	-11.3
+ Manchester	3 835.2	3 442.4	11.4
+ Birmingham	307.2	285.1	7.8
+ Coventry	4.8	184.9	-97.4
+ East Midlands	667.5	571.0	16.9
+ Newcastle	125.4	151.1	-17.0
+ Tees-side	25.9	23.3	11.2
+ Bristol	66.3	75.5	-12.2
+ Glamorgan	20.3	18.2	11.5
Swansea	3.2	—	
+ Ashford	445.6	367.8	21.2
+ Blackpool	65.0	64.4	0.9
+ Bournemouth	450.6	207.2	
+ Cambridge	22.2	88.3	-74.9
+ Exeter	119.2	20.0	
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	10.1	11.4	-11.4
+ Lydd	12.1	9.4	28.7
+ Manston	334.0	339.7	-1.7
+ Norwich	25.2	36.6	-31.1
Penzance Heliport	10.1	11.4	-11.4
+ Portsmouth	—	5.9	
+ Southampton	92.6	91.1	1.6
+ Edinburgh	284.9	306.1	-6.9
+ Glasgow	2 081.4	1 844.1	12.9
+ Prestwick	1 144.6	1 217.4	-6.0
Aberdeen	222.9	87.1	
Benbecula	28.9	19.2	50.5
Inverness	24.6	38.7	-36.4
Islay	6.2	6.8	-8.8
+ Kirkwall	40.8	34.6	17.9
Stornoway	46.0	41.5	10.8
+ Sumburgh	76.3	39.7	92.2
Tiree	1.3	2.1	-38.1
Wick	6.2	8.0	-22.5
+ Belfast	1 301.9	1 567.6	-16.9
+ Isle of Man	316.5	363.1	-12.8
TOTAL (Incl. London Area)	61 978.1	56 601.4	9.5
Channel Islands Airports			
Alderney	19.9	27.0	-26.3
Guernsey	881.0	954.5	-7.7
Jersey	1 004.5	1 461.2	-31.3
TOTAL (Channel Islands Airports)	1 905.4	2 442.7	-22.0

Portsmouth Airport closed with effect from 31 December 1973.

All Scheduled Services June 1974

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	13 858	4 075	23 524	247 373	3 100 867	1 588 840	51.2	7 500	399 722	200 051	8 982	47 619	143 451	50.0
British Airways European Division	8 040	10 934	15 348	735 708	894 600	553 969	61.9	3 360	90 484	51 037	954	1 920	48 164	56.4
British Airways Helicopters	24	389	125	8 929	647	545	84.1	10	60	42	—	1	41	69.7
British Airways Regional Division—														
Channel Islands Airways	723	1 877	2 109	85 600	53 720	32 110	59.8	239	4 947	2 796	18	79	2 698	56.5
Scottish Airways	510	2 010	1 707	53 202	34 183	18 617	54.5	276	3 055	1 645	17	57	1 572	53.8
Cambrian Airways	475	1 854	1 486	71 198	33 873	20 692	61.1	850	3 239	1 858	4	199	1 655	57.4
Northeast Airlines	405	1 000	1 104	55 249	37 699	23 399	62.1	123	3 417	1 981	—	49	1 933	58.0
British Caledonian Airways	3 006	2 968	4 991	122 732	344 043	174 234	50.6	1 377	39 392	19 716	259	3 981	15 477	50.1
Air Anglia	187	506	608	9 608	8 229	3 947	48.0	28	842	408	—	13	395	48.4
Aurigny Air Services	102	1 657	569	15 412	1 341	979	73.0	40	127	80	—	2	78	63.1
British Air Ferries	151	710	680	14 545	5 446	2 650	48.7	1 812	1 029	654	—	413	241	63.6
British Island Airways	405	2 101	1 577	63 351	20 257	12 494	61.7	167	1 868	1 091	—	29	1 062	58.4
British Midland Airways	666	1 891	2 190	65 626	46 323	25 029	54.0	129	3 629	2 008	—	55	1 952	55.3
Brymon Airways	60	365	254	2 344	852	447	52.4	—	75	33	—	—	33	43.6
Dan-Air Services	495	1 547	1 404	31 857	33 193	13 386	40.3	—	2 710	1 094	—	—	1 094	40.4
Intra Airways	51	314	261	5 531	1 563	786	50.3	—	129	54	—	—	54	41.4
Loganair	37	524	221	2 116	361	129	35.7	—	33	12	—	—	12	35.7
TOTAL Passenger Services	29 195	34 722	58 157	1 590 381	4 617 197	2 472 251	53.5	15 912	554 757	284 557	10 233	54 415	219 910	51.3
Cargo Services														
British Airways Overseas Division	828	260	1 059					2 668	27 134	16 207	301	15 906		59.7
British Airways European Division	704	1 034	1 410					6 965	10 367	4 933	211	4 722		47.6
British Caledonian Airways	69	23	91					192	1 842	1 180	17	1 163		64.1
Air Freight	55	221	238					524	190	131	—	131		69.0
Air-Bridge Carriers	24	68	87					387	229	154	—	154		67.4
British Island Airways	129	435	474					926	594	262	40	222		44.1
Intra Airways	6	34	33					74	20	13	—	13		64.6
TOTAL Cargo Services	1 816	2 075	3 392					11 736	40 376	22 880	569	22 311		56.7
GRAND TOTAL	31 011	36 797	61 548	1 590 381	4 617 197	2 472 251	53.5	27 648	595 133	307 438	10 803	76 726	219 910	51.7

International Scheduled Services June 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	13 858	4 075	23 524	247 373	3 100 867	1 588 840	51.2	7 500	399 722	200 051	8 982	47 619	143 451	50.0
British Airways European Division	6 976	8 620	12 947	560 876	769 425	471 799	61.3	2 890	78 175	43 868	910	1 757	41 203	56.1
British Airways Regional Division—														
Channel Islands Airways	215	367	482	13 317	16 707	7 394	44.3	99	1 608	685	1	47	637	42.6
Cambrian Airways	139	338	339	12 252	11 795	6 521	55.3	37	1 029	539	—	17	522	52.4
Northwest Airlines	117	225	270	9 468	12 044	5 518	45.8	31	1 049	469	—	15	454	44.7
British Caledonian Airways	2 466	1 930	3 821	71 564	297 675	149 048	50.1	1 034	34 877	17 429	258	3 795	13 376	50.0
Air Anglia	111	244	334	5 009	4 889	1 866	38.2	28	500	199	—	13	187	39.9
Aurigny Air Services	68	1 433	401	12 519	824	534	64.8	37	79	44	—	1	43	55.9
British Air Ferries	151	710	680	14 545	5 446	2 650	48.7	1 812	1 029	654	—	413	241	63.6
British Island Airways	124	458	462	12 573	6 204	3 233	52.1	25	571	282	—	7	275	49.4
British Midland Airways	156	397	512	6 886	10 722	3 258	30.4	43	784	278	—	24	254	35.4
Brymon Airways	10	55	44	228	127	45	35.2	—	11	3	—	—	3	29.5
Dan-Air Services	274	541	582	11 376	20 045	7 890	39.4	—	1 637	644	—	—	644	39.3
Intra Airways	29	238	153	4 138	774	333	43.1	—	65	23	—	—	23	35.9
TOTAL Passenger Services	24 694	19 631	44 550	982 124	4 257 543	2 248 928	52.8	13 536	521 134	265 169	10 150	53 708	201 311	50.9
Cargo Services														
British Airways Overseas Division	828	260	1 059					2 668	27 134	16 207	301	15 906		59.7
British Airways European Division	585	750	1 115					4 947	8 204	4 000	89	3 910		48.8
British Caledonian Airways	69	23	91					192	1 842	1 180	17	1 163		64.1
Air Freight	55	221	238					524	190	131	—	131		69.0
British Island Airways	58	98	197					170	265	98	10	88		37.0
TOTAL Cargo Services	1 595	1 352	2 700					8 522	37 635	21 616	417	21 199		57.4
GRAND TOTAL	26 289	20 983	47 250	982 124	4 257 543	2 248 928	52.8	22 037	558 769	286 785	10 567	74 907	201 311	51.3

Domestic Scheduled Services June 1974

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)		Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services															
British Airways European Division	1 064	2 314	2 401	174 832	125 174	82 170	65·6	470	12 309		7 169	44	163	6 961	58·2
British Airways Helicopters	24	389	125	8 929	647	545	84·1	10	60		42	—	1	41	69·7
British Airways Regional Division—															
Channel Islands Airways	508	1 510	1 627	72 283	37 013	24 716	66·8	140	3 340		2 111	17	32	2 061	63·2
Scottish Airways	510	2 010	1 707	53 202	34 183	18 617	54·5	276	3 055		1 645	17	57	1 572	53·8
Cambrian Airways	336	1 516	1 147	58 946	22 078	14 171	64·2	813	2 211		1 320	4	182	1 134	59·7
Northeast Airlines	288	775	834	45 781	25 655	17 881	69·7	92	2 368		1 512	—	34	1 478	63·8
British Caledonian Airways	540	1 038	1 170	51 168	46 369	25 185	54·3	343	4 516		2 287	1	185	2 101	50·6
Air Anglia	76	262	274	4 599	3 340	2 082	62·3	—	342		208	—	—	208	60·9
Aurigny Air Services	34	224	168	2 893	517	446	86·1	3	48		36	—	1	36	74·7
British Island Airways	281	1 643	1 115	50 778	14 053	9 261	65·9	143	1 297		809	—	21	787	62·3
British Midland Airways	510	1 494	1 678	58 740	35 601	21 770	61·2	86	2 845		1 730	—	32	1 698	60·8
Brymon Airways	49	310	210	2 116	725	402	55·5	—	64		29	—	—	29	46·0
Dan-Air Services	221	1 006	822	20 481	13 148	5 496	41·8	—	1 073		450	—	—	450	41·9
Intra Airways	22	76	108	1 393	789	452	57·3	—	64		30	—	—	30	47·0
Loganair	37	524	221	2 116	361	129	35·7	—	33		12	—	—	12	35·7
TOTAL Passenger Services	4 501	15 091	13 607	608 257	359 654	223 323	62·1	2 376	33 623		19 388	83	707	18 599	57·7
Cargo Services															
British Airways European Division	119	284	295					2 018	2 163		933	121	812		43·1
Air-Bridge Carriers	24	68	87					387	229		154	—	154		67·4
British Island Airways	72	337	277					756	329		164	31	134		49·9
Intra Airways	6	34	33					74	20		13	—	13		64·6
TOTAL Cargo Services	221	723	692					3 235	2 741		1 264	152	1 112		46·1
GRAND TOTAL	4 721	15 814	14 298	608 257	359 654	223 323	62·1	5 611	36 364		20 653	235	1 819	18 599	56·8

All Non-scheduled Services June 1974

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	1 135	260	1 520	22 712	199 786	160 757	80.5	57	22 686	15 282	567	14 715	67.4
British Airways European Division	721	640	1 380	34 978	58 347	43 755	75.0	1 650	8 379	5 393	1 642	3 751	64.4
British Airtours	946	511	1 376	72 825	177 576	137 523	77.4	—	16 184	11 765	—	11 765	72.7
British Airways Helicopters	104	983	487	9 356	2 231	990	44.4	82	209	85	10	76	40.7
British Airways Regional Division—													
Channel Island Airways	7	97	36	3 572	460	246	53.6	13	42	23	2	21	54.6
Scottish Airways	2	10	6	134	38	20	53.2	16	10	4	3	2	44.3
Cambrian Airways	374	521	705	19 133	32 807	22 929	69.9	—	2 878	1 833	—	1 833	63.7
Northeast Airlines	327	245	513	24 192	39 832	32 635	81.9	—	3 397	2 554	—	2 554	75.2
British Caledonian Airways	1 481	789	2 240	55 960	187 312	148 277	79.2	461	27 619	17 078	3 928	13 150	61.8
Air Anglia	73	240	254	2 181	1 091	671	61.5	—	120	67	—	67	55.8
Air Freight	9	15	44	—	—	—	—	19	29	12	12	—	41.3
Air-Bridge Carriers	8	19	27	—	—	—	—	47	77	22	22	—	28.1
Alldair	75	176	219	4 865	5 718	1 870	32.7	167	503	253	91	162	50.4
Beecham Imperial	18	37	43	101	136	67	49.2	—	12	6	—	6	48.1
Bristow Helicopters	256	2 166	1 454	15 633	4 454	2 483	55.8	300	428	239	47	192	55.8
Britannia Airways	2 576	1 753	4 143	173 228	336 578	251 729	74.8	—	28 613	21 395	—	21 395	74.8
British Air Ferries	14	17	56	275	137	113	82.0	30	94	41	31	10	43.8
British Island Airways	113	332	425	7 413	4 526	2 455	54.3	—	519	267	58	209	51.4
British Midland Airways	241	296	601	21 505	32 760	18 708	57.1	16	3 336	1 521	63	1 459	45.6
Brymon Airways	4	9	17	56	32	25	76.6	—	3	2	—	2	77.9
Cabair	20	82	69	188	122	51	42.0	—	21	9	—	9	42.0
Court Line Aviation*	1 865	1 281	3 083	144 992	301 271	233 562	77.5	—	25 884	20 043	—	20 043	77.4
Dan-Air Services	3 263	2 114	5 260	186 198	413 607	326 692	79.0	22	33 088	26 026	9	26 018	78.7
Donaldson International Airways*	96	32	134	—	—	—	—	236	3 084	1 847	1 847	—	59.9
Eagle Flying Services	4	15	13	30	25	10	38.6	—	2	1	—	1	39.2
Fairflight Charters	77	153	294	766	505	353	69.9	21	60	40	13	26	66.2
Calliford Aviation	6	21	17	77	43	24	55.1	—	5	3	—	3	53.1
Green Shield Stamp	10	19	20	78	96	46	48.1	—	10	5	—	5	48.1
Haywards Aviation	8	32	44	226	87	59	67.8	—	8	4	—	4	50.9
Humber Airways	9	34	43	85	35	22	63.2	1	6	3	1	2	50.9
I D S Aircraft	57	214	195	404	320	107	33.4	—	26	9	—	9	35.5
International Aviation Service	305	114	646	—	—	—	—	511	5 113	3 383	3 383	—	66.2
Intra Airways	5	62	31	2 021	173	157	90.8	—	13	11	—	11	82.3
Invicta International Airlines	134	132	331	4 980	5 517	3 795	68.8	542	2 884	1 852	1 482	370	64.2
Laker Airways	1 660	789	2 451	76 581	300 539	222 933	74.2	—	29 889	21 852	—	21 852	73.1
Loganair	65	607	236	2 547	550	304	55.7	—	50	28	1	28	56.9
Macedonian Aviation	24	61	114	976	698	402	57.6	5	77	31	2	30	40.4
MAM Aviation	33	45	69	140	293	108	36.9	—	26	11	—	11	40.5
McAlpine Aviation	240	552	454	1 513	1 882	722	38.4	—	142	57	—	57	40.1
Merlot International Airlines	30	59	81	167	217	119	54.7	—	23	12	—	12	52.2
Monarch Airlines	850	487	1 335	54 658	131 190	90 352	68.9	24	13 684	8 775	577	8 198	64.1
Moseley Aviation	9	32	33	139	54	43	79.4	—	5	4	—	4	79.4
Northern Air Taxis	54	111	184	466	329	241	73.4	—	27	19	—	19	73.1
Northern Executive Aviation	11	40	47	210	80	53	67.2	2	9	6	1	5	66.4
Peters Aviation	16	50	69	272	220	82	37.4	1	21	6	—	6	30.3
Thurston Aviation	37	139	137	258	168	63	37.5	8	20	8	3	5	37.1
Tradewinds Airways	498	94	1 035	—	—	—	—	730	11 989	9 191	9 191	—	76.7
Trans-Meridian Air Cargo	612	204	1 197	—	—	—	—	1 693	16 579	8 681	8 681	—	52.4
Vernair Transport	4	27	18	53	31	9	29.9	—	3	1	—	1	33.2
TOTAL	18 653	16 721	33 183	946 144	2 241 872	1 705 564	76.1	6 663	257 881	179 759	31 664	148 095	69.7
Class 5A Licence TOTAL	501	605	844	32 440	74 422	43 855	58.9	N/A	7 169	4 034	167	3 867	56.3
TOTAL Excludes 5A Licence	18 152	16 116	32 339	913 704	2 167 450	1 661 709	76.7	6 663	250 712	175 725	31 497	144 228	70.1

†Does not include cargo carried under Class 5 Licences.

*Estimated

International Non-scheduled Services June 1974

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	1 135	260	1 520	22 712	199 786	160 757	80.5	57	22 686	15 282	567	14 715	67.4
British Airways European Division	717	635	1 372	34 792	57 944	43 536	75.1	1 650	8 342	5 377	1 642	3 735	64.5
British Airways Airtours	946	511	1 376	72 825	177 576	137 523	77.4	—	16 184	11 765	—	11 765	72.7
British Airways Helicopters	104	983	487	9 356	2 231	990	44.4	82	209	85	10	76	40.7
British Airways Channel Islands Airways	6	93	34	3 572	460	246	53.6	2	38	21	—	21	55.7
British Airways Cambrian Airways	352	348	614	15 410	31 547	22 397	71.0	—	2 762	1 791	—	1 791	64.9
British Airways Northeast Airlines	327	245	513	24 192	39 832	32 635	81.9	—	3 397	2 554	—	2 554	75.2
British Caledonian Airways	1 481	787	2 238	55 798	187 253	148 235	79.2	461	27 614	17 074	3 928	13 147	61.8
Air Anglia	13	32	49	314	201	113	56.4	—	22	11	—	11	52.8
Air Freight	9	14	44	—	—	—	—	17	28	11	11	—	40.6
Air-Bridge Carriers	5	9	18	—	—	—	—	11	49	9	9	—	18.6
Alidair	23	47	68	1 572	1 805	683	37.8	21	162	81	20	61	49.8
Beecham Imperial	15	24	33	68	120	58	48.0	—	11	5	—	5	47.7
Bristow Helicopters	256	2 166	1 454	15 633	4 454	2 483	55.8	300	428	239	47	192	55.8
Britannia Airways	2 576	1 753	4 143	173 228	336 578	251 729	74.8	—	28 613	21 395	—	21 395	74.8
British Air Ferries	14	17	56	275	137	113	82.0	30	94	41	31	10	43.8
British Island Airways	78	209	268	4 114	2 739	1 501	54.8	—	356	181	53	128	51.0
British Midland Airways	223	247	545	19 219	31 520	17 941	56.9	10	3 238	1 459	60	1 400	45.1
Brymon Airways	4	9	17	56	32	25	76.6	—	3	2	—	2	77.9
Cabair	10	28	35	89	61	32	53.0	—	10	6	—	6	52.9
Court Line Aviation*	1 864	1 274	3 078	144 064	301 062	233 415	77.5	—	25 865	20 030	—	20 030	77.4
Dan-Air Services	3 263	2 114	5 260	186 198	413 607	326 692	79.0	22	33 088	26 026	9	26 018	78.7
Donaldson International Airways*	96	32	134	—	—	—	—	236	3 084	1 847	1 847	—	59.9
Eagle Flying Services	2	8	7	10	14	3	23.2	—	1	—	—	—	23.3
Fairflight Charters	58	114	222	551	369	252	68.4	18	46	30	11	19	65.0
Galliford Aviation	3	7	8	31	20	13	64.0	—	2	2	—	2	65.2
Green Shield Stamp	9	14	16	72	87	44	50.5	—	9	4	—	4	50.5
Humber Airways	2	6	11	5	5	2	41.7	1	2	1	1	—	46.7
International Aviation Service	305	114	646	—	—	—	—	511	5 113	3 383	3 383	—	66.2
Intra Airways	5	62	31	2 021	173	157	90.8	—	13	11	—	11	82.3
Invicta International Airlines	303	132	329	4 768	5 422	3 727	68.7	542	2 878	1 847	1 482	365	64.2
Laker Airways	1 660	789	2 451	76 581	300 539	222 933	74.2	—	29 889	21 852	—	21 852	73.1
Macedonian Aviation	11	19	55	424	341	234	68.7	—	35	17	—	17	49.4
MAM Aviation	27	31	52	91	239	86	36.0	—	21	9	—	9	40.3
McAlpine Aviation	164	216	258	698	1 305	492	37.7	—	98	39	—	39	39.8
Merlot International Airlines	27	53	74	144	194	103	53.1	—	20	10	—	10	50.1
Monarch Airlines	850	487	1 335	54 658	131 190	90 352	68.9	24	13 684	8 775	577	8 198	64.1
Moseley Aviation	5	10	18	49	31	27	85.6	—	3	3	—	3	85.6
Northern Air Taxis	2	4	7	7	14	3	24.1	—	1	—	—	—	28.1
Northern Executive Aviation	5	9	20	37	31	21	69.0	1	4	2	1	2	65.1
Peters Aviation	5	12	20	81	58	26	45.1	—	6	2	—	2	32.4
Thurston Aviation	16	63	61	152	96	39	40.9	3	10	4	1	3	39.4
Tradewinds Airways	498	94	1 035	—	—	—	—	730	11 989	9 191	9 191	—	76.7
Trans-Meridian Air Cargo	612	204	1 197	—	—	—	—	1 693	16 579	8 681	8 681	—	52.4
TOTAL	18 081	14 285	31 209	923 867	2 229 073	1 699 619	76.2	6 430	256 680	179 156	31 560	147 596	69.8
Class 5A Licence TOTAL	417	242	527	22 168	69 266	41 057	59.3	N/A	6 715	3 800	162	3 638	56.6
TOTAL Excludes 5A Licence	17 664	14 043	30 682	901 699	2 159 807	1 658 562	76.8	6 430	249 965	175 356	31 398	143 958	70.1

*Estimated

†Does not include cargo carried under Class 5 Licences

Domestic Non-scheduled Services June 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	4	5	7	186	403	219	54.3	—	37	16	—	16	43.2
British Airways Channel Islands Airways	1	4	2	—	—	—	—	11	5	2	2	—	45.2
British Airways Scottish Airways	2	10	6	134	38	20	53.2	16	10	4	3	2	44.3
British Airways Cambrian Airways	22	173	90	3 723	1 260	532	42.2	—	116	42	—	42	36.2
British Caledonian Airways	1	2	2	162	59	42	71.1	—	5	4	—	4	68.6
Air Anglia	61	208	206	1 867	890	557	62.6	—	99	56	—	56	56.5
Air Freight	—	1	—	—	—	—	—	2	1	1	1	—	66.7
Air-Bridge Carriers	3	10	10	—	—	—	—	36	27	12	12	—	45.2
Alidair	51	129	151	3 293	3 912	1 187	30.3	145	341	173	71	101	50.6
Beecham Imperial	3	13	10	33	16	9	55.2	—	1	1	—	1	51.7
British Island Airways	36	124	157	3 299	1 787	955	53.4	—	164	86	5	81	52.3
British Midland Airways	17	49	55	2 386	1 240	768	61.9	6	98	62	3	59	62.9
Cabair	10	54	34	99	61	19	31.0	—	10	3	—	3	30.7
Court Line Aviation*	1	7	5	928	209	147	70.4	—	19	13	—	13	69.3
Eagle Flying Services	2	7	6	20	12	7	56.9	—	1	1	—	1	58.1
Fairflight Charters	19	39	72	215	136	101	74.0	3	13	9	2	8	70.4
Galliford Aviation	3	14	9	46	23	11	47.2	—	3	1	—	1	42.3
Green Shield Stamp	1	5	5	6	9	2	25.8	—	1	—	—	—	25.8
Haywards Aviation	8	32	44	226	87	59	67.8	—	8	4	—	4	50.9
Humber Airways	7	28	32	80	30	20	66.7	—	4	2	—	2	52.4
IDS Aircraft	57	214	195	404	320	107	33.4	—	26	9	—	9	35.5
Invicta International Airlines	1	2	2	212	95	69	72.6	—	7	5	—	5	73.0
Loganair	65	607	236	2 547	550	304	55.7	—	50	28	1	28	56.9
Macedonian Aviation	13	42	59	552	357	167	46.9	5	41	14	2	12	32.9
MAM Aviation	6	14	16	49	54	22	40.8	—	5	2	—	2	41.4
McAlpine Aviation	76	336	197	815	576	230	39.9	—	44	18	—	18	41.1
Merlot International Airlines	3	6	7	23	23	16	67.3	—	3	2	—	2	52.4
Moseley Aviation	4	22	15	90	23	16	71.0	—	2	2	—	2	71.0
Northern Air Taxis	52	107	178	459	315	238	75.5	—	25	19	—	19	75.2
Northern Executive Aviation	6	31	27	173	49	32	66.0	1	5	3	—	3	67.4
Peters Aviation	12	38	49	191	162	56	34.7	1	15	4	—	4	29.4
Thurston Aviation	21	76	76	106	72	24	32.9	5	10	4	2	2	35.0
Vernair Transport	4	27	18	53	31	9	29.9	—	3	1	—	1	33.2
TOTAL	570	2 436	1 975	22 277	12 800	5 945	46.4	232	1 199	602	103	498	50.2
Class 5A Licence TOTAL	84	363	317	10 272	5 156	2 798	54.3	N/A	454	234	5	229	51.5
TOTAL Excludes 5A Licence	486	2 073	1 658	12 005	7 644	3 147	41.2	232	745	368	98	269	49.4

*Estimated

†Does not include cargo carried under Class 5A Licences.

Class 2 Licence Operations June 1974

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted ABC	Other	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
International Services											
British Airways Overseas Division	563	127	766	13 671	—	99 530	76 147	76·5	11 112	6 808	61·3
British Airtours	46	12	60	613	—	8 759	5 373	61·3	797	484	60·8
British Caledonian Airways	256	62	329	5 459	—	48 100	34 764	72·3	6 601	3 130	47·4
Dan-Air Services	268	75	355	6 888	—	50 650	44 880	88·6	4 050	3 479	85·9
Laker Airways	524	113	674	22 652	—	165 688	127 521	77·0	16 847	12 752	75·7
Monarch Airlines	69	27	95	1 418	—	11 741	7 437	63·3	1 140	675	59·2
TOTAL	1 726	416	2 279	50 701	—	384 468	296 123	77·0	40 547	27 328	67·4

There were no US Originating Passengers in June 1974.

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers June 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 Overseas Division	1	1	2	110	172	159	92·4	14	13	93·0	—	—
British Airways European Division	443	366	829	31 800	47 973	37 820	78·8	4 242	3 231	76·2	—	—
British Airtours	738	424	1 087	62 579	138 353	106 987	77·3	12 615	9 083	72·0	—	—
British Airways Regional Division—												
Cambrian Airways	349	342	604	15 232	31 319	22 305	71·2	2 743	1 784	65·1	—	—
Northeast Airlines	319	234	491	23 530	39 273	32 165	81·9	3 353	2 515	75·0	—	—
British Caledonian Airways	567	497	1 000	36 815	62 704	46 768	74·6	5 695	4 034	70·8	—	—
Britannia Airways	2 470	1 613	3 911	158 590	321 172	239 650	74·6	27 302	20 369	74·6	—	—
Court Line Aviation*	1 787	1 202	2 947	137 771	282 080	216 635	76·8	24 184	18 560	76·8	—	—
Dan-Air Services	2 297	1 551	3 795	144 911	279 477	220 092	78·8	22 355	17 605	78·8	—	—
Invicta International Airlines	17	19	37	1 598	2 466	1 670	67·7	247	167	67·7	—	—
Laker Airways	681	386	981	32 959	76 942	57 222	74·4	7 401	5 452	73·7	—	1 400
Monarch Airlines	480	330	766	45 064	81 281	64 828	79·8	7 862	5 881	74·8	—	—
TOTAL International Services	10 150	6 965	16 452	690 959	1 363 211	1 046 300	76·8	118 012	88 695	75·2	—	1 400
Domestic Services												
Court Line Aviation*	1	6	3	917	199	144	72·2	18	13	71·7	—	—
TOTAL Domestic Services	1	6	3	917	199	144	72·2	18	13	71·7	—	—
GRAND TOTAL	10 151	6 971	16 455	691 876	1 363 410	1 046 444	76·7	118 030	88 708	75·2	—	1 400

*Estimated

All Class 4 Licence Operations June 1974

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km		Percentage of available	Tonne-km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	295	74	394	—	4 850	52 729	49 725	94.3	6 074	4 770	78.5
British Airways European Division	1	2	3	—	65	97	48	50.0	9	4	46.6
British Airtours	92	34	124	—	3 693	17 458	15 120	86.6	1 589	1 350	85.0
British Airways Regional Division— Northeast Airlines	7	9	19	—	587	490	435	88.8	39	36	92.3
British Caledonian Airways	186	82	266	—	8 374	31 123	28 576	91.8	4 050	2 558	63.1
Britannia Airways	23	12	34	—	1 271	2 943	2 263	76.9	250	193	76.9
British Air Ferries	1	3	4	—	173	63	54	86.3	7	5	75.3
British Island Airways	1	2	3	—	78	30	23	78.0	3	2	71.7
British Midland Airways	13	23	39	—	1 684	935	883	94.4	76	69	90.2
Court Line Aviation*	77	72	131	—	6 293	18 982	16 780	88.4	1 682	1 470	87.4
Dan-Air Services	590	405	1 047	—	28 695	68 749	51 829	75.4	5 498	4 144	75.4
Intra Airways	5	62	31	—	2 021	173	157	90.8	13	11	82.3
Invicta International Airlines	21	35	46	—	3 382	3 051	2 126	69.7	294	203	68.9
Laker Airways	285	230	558	1 400	13 608	25 375	18 692	73.7	2 281	1 699	74.5
Loganair	22	313	54	—	1 410	175	97	55.2	16	9	55.0
Macedonian Aviation	1	2	7	—	60	42	40	93.8	4	3	66.7
Monarch Airlines	7	12	18	—	919	1 113	617	55.5	107	56	52.6
TOTAL	1 626	1 372	2 777	1 400	77 163	223 528	187 464	83.9	21 991	16 580	75.4

*Estimated

International Class 4 Licence Operations June 1974

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km		Percentage of available	Tonne-km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	295	74	394	—	4 850	52 729	49 725	94.3	6 074	4 770	78.5
British Airways European Division	1	2	3	—	65	97	48	50.0	9	4	46.6
British Airtours	92	34	124	—	3 693	17 458	15 120	86.6	1 589	1 350	85.0
British Airways Regional Division— Northeast Airlines	7	9	19	—	587	490	435	88.8	39	36	92.3
British Caledonian Airways	186	82	266	—	8 374	31 123	28 576	91.8	4 050	2 558	63.1
Britannia Airways	23	12	34	—	1 271	2 943	2 263	76.9	250	193	76.9
British Air Ferries	1	3	4	—	173	63	54	86.3	7	5	75.3
British Island Airways	1	2	3	—	78	30	23	78.0	3	2	71.7
British Midland Airways	8	10	23	—	668	588	537	91.4	47	42	88.8
Court Line Aviation*	77	72	131	—	6 293	18 982	16 780	88.4	1 682	1 470	87.4
Dan-Air Services	590	405	1 047	—	28 695	68 749	51 829	75.4	5 498	4 144	75.4
Intra Airways	5	62	31	—	2 021	173	157	90.8	13	11	82.3
Invicta International Airlines	20	33	45	—	3 170	2 957	2 057	69.6	288	198	68.8
Laker Airways	285	230	558	1 400	13 608	25 375	18 692	73.7	2 281	1 699	74.5
Macedonian Aviation	1	2	7	—	60	42	40	93.8	4	3	66.7
Monarch Airlines	7	12	18	—	919	1 113	617	55.5	107	56	52.6
TOTAL	1 599	1 044	2 705	1 400	74 525	222 912	186 954	83.9	21 940	16 540	75.4

*Estimated

Domestic Class 4 Licence Operations June 1974

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km		Percentage of available	Tonne-km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Midland Airways	5	13	16	—	1 016	347	346	99.5	29	27	92.6
Invicta International Airlines	1	2	2	—	212	95	69	72.6	7	5	73.0
Loganair	22	313	54	—	1 410	175	97	55.2	16	9	55.0
TOTAL	27	328	71	—	2 638	617	511	82.8	52	40	78.5

All Class 6 Licence Operations June 1974

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	12	4	17	30	411	331	80.5
British Airways European Division	8	16	20	102	103	52	50.9
British Caledonian Airways	202	48	262	460	5 238	3 919	74.8
Air Freight	9	15	44	19	29	12	41.3
Air-Bridge Carriers	8	19	27	48	77	22	28.1
British Midland Airways	2	3	7	16	16	13	81.7
Donaldson International Airways*	6	2	8	22	200	138	67.9
International Aviation Service	134	53	277	224	2 256	1 945	86.2
Invicta International Airlines	10	5	18	74	203	197	96.9
Tradewinds Airways	250	55	516	731	6 354	3 793	59.7
Trans-Meridian Air Cargo	214	75	422	744	5 845	3 933	67.3
TOTAL	856	295	1 617	2 470	20 731	14 354	69.2

*Estimated

International Class 6 Licence Operations June 1974

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	12	4	17	30	411	331	80.5
British Airways European Division	8	16	20	102	103	52	50.9
British Caledonian Airways	202	48	262	460	5 238	3 919	74.8
Air Freight	9	14	44	17	28	11	40.6
Air-Bridge Carriers	5	9	18	12	49	9	18.6
British Midland Airways	2	2	5	11	13	11	81.3
Donaldson International Airways*	6	2	8	22	200	138	67.9
International Aviation Service	134	53	277	224	2 256	1 945	86.2
Invicta International Airlines	10	5	18	74	203	197	96.9
Tradewinds Airways	250	55	516	731	6 354	3 793	59.7
Trans-Meridian Air Cargo	214	75	422	744	5 845	3 933	67.3
TOTAL	852	283	1 606	2 427	20 700	14 339	69.3

*Estimated

Domestic Class 6 Licence Operations June 1974

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air Freight	—	1	—	2	1	1	66.7
Air-Bridge Carriers	3	10	10	36	27	12	45.2
British Midland Airways	—	1	2	5	3	3	83.6
TOTAL	4	12	11	43	31	15	49.5

All Class 7 Licence Operations June 1974

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	55	16	73	1 716	11 756	8 716	76.1	16	1 401	892	108	784	63.7
British Airways European Division	85	73	164	1 375	4 221	2 224	52.7	286	1 098	615	415	201	56.0
British Airtours	3	3	5	419	517	382	74.0	—	47	34	—	34	72.6
British Airways Helicopters	104	983	487	9 356	2 231	990	44.4	83	209	85	10	76	40.7
British Airways Regional Division—													
Cambrian Airways	3	6	10	178	227	92	40.6	—	19	7	—	7	38.2
Northeast Airlines	1	2	3	75	70	36	51.4	—	6	3	—	3	52.5
British Caledonian Airways	27	36	53	946	2 580	795	30.8	—	240	69	—	69	28.6
Air Anglia	73	240	254	2 181	1 091	671	61.5	—	120	67	—	67	55.8
Alidair	56	130	166	2 397	4 323	938	21.7	167	388	170	91	79	43.9
Beecham Imperial	18	37	43	101	136	67	49.2	—	12	6	—	6	48.1
Bristow Helicopters	256	2 166	1 454	15 633	4 454	2 483	55.8	300	428	239	47	192	55.8
British Air Ferries	13	14	52	102	75	59	78.5	30	87	36	31	5	41.5
British Island Airways	3	7	11	266	138	104	75.5	—	13	9	—	9	70.2
British Midland Airways	8	18	26	677	620	317	51.2	1	45	25	—	25	56.4
Cabair	20	82	69	188	122	51	42.0	—	21	9	—	9	42.0
Court Line Aviation*	—	1	2	11	10	3	34.4	—	1	—	—	—	27.3
Dan-Air Services	27	22	48	1 059	4 013	2 919	72.7	23	330	242	9	233	73.2
Donaldson International Airways*	90	30	126	—	—	—	—	214	2 884	1 709	1 709	—	59.3
Eagle Flying Services	4	15	13	30	25	10	38.6	—	2	1	—	1	39.2
Fairflight Charters	77	153	294	766	505	353	69.9	21	60	40	13	26	66.2
Galliford Aviation	6	21	17	77	43	24	55.1	—	5	3	—	3	53.1
Green Shield Stamp	10	19	20	78	96	46	48.1	—	10	5	—	5	48.1
Haywards Aviation	8	32	44	226	87	59	67.8	—	8	4	—	4	50.9
Humber Airways	9	34	43	85	35	22	63.2	1	6	3	1	2	50.9
I D S Aircraft	57	214	193	404	320	107	33.4	—	26	9	—	9	35.5
International Aviation Service	170	61	369	—	—	—	—	287	2 857	1 438	1 438	—	50.3
Invicta International Airlines	102	66	197	—	—	—	—	468	1 831	1 048	1 048	—	57.2
Laker Airways	18	12	28	1 149	4 779	1 977	41.4	—	483	197	—	197	40.7
Loganair	24	168	101	936	303	176	59.1	—	28	17	1	16	60.9
Macedonian Aviation	23	59	108	916	656	362	55.2	5	72	28	2	27	38.9
MAM Aviation	33	45	69	140	293	108	36.9	—	26	11	—	11	40.5
McAlpine Aviation	240	552	454	1 513	1 882	722	38.4	—	142	57	—	57	40.1
Merlot International Airlines	30	59	81	167	217	119	54.7	—	23	12	—	12	52.2
Monarch Airlines	5	2	10	127	697	285	40.9	—	66	28	—	28	42.3
Moseley Aviation	9	32	33	139	54	43	79.4	—	5	4	—	4	79.4
Northern Executive Aviation	11	40	47	210	80	53	67.2	2	9	6	1	5	66.4
Peters Aviation	17	50	69	272	220	82	37.3	1	21	6	—	6	31.7
Thurston Aviation	37	139	137	258	168	63	37.5	8	20	8	3	5	37.1
Trans-Meridian Air Cargo	398	129	775	—	—	—	—	949	10 734	4 748	4 748	—	44.2
Vernair Transport	4	27	18	53	31	9	29.9	—	3	1	—	1	33.2
TOTAL	2 135	5 795	6 168	44 226	47 075	25 467	54.1	2 863	23 784	11 887	9 672	2 214	50.0

* Estimated

International Class 7 Licence Operations June 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways Overseas Division	55	16	73	1 716	11 756	8 716	74.1	16	1 401	892	108	784	63.7
British Airways European Division	85	73	164	1 375	4 221	2 224	52.7	286	1 098	615	415	201	56.0
British Airtours	3	3	5	419	517	382	74.0	—	47	34	—	34	72.6
British Airways Helicopters	104	983	487	9 356	2 331	990	44.4	83	209	85	10	76	40.7
British Airways Regional Division—													
Cambrian Airways	3	6	10	178	227	92	40.6	—	19	7	—	7	38.2
Northeast Airlines	1	2	3	75	70	36	51.4	—	6	3	—	3	52.5
British Caledonian Airways	27	36	53	946	2 580	795	30.8	—	240	69	—	69	28.6
Air Anglia	13	32	49	314	201	113	56.4	—	22	11	—	11	52.8
Alidair	21	43	62	1 406	1 661	604	36.4	21	149	71	20	51	47.5
Beecham Imperial	15	24	33	68	120	58	48.0	—	11	5	—	5	47.7
Bristow Helicopters	256	2 166	1 454	15 633	4 454	2 483	55.8	300	428	239	47	192	55.8
British Air Ferries	13	14	52	102	75	59	78.5	30	87	36	31	5	41.5
British Island Airways	1	3	5	139	55	50	91.7	—	5	4	—	4	85.4
British Midland Airways	4	6	12	296	265	188	71.0	—	21	15	—	15	68.9
Cabair	10	28	35	89	61	32	53.0	—	10	6	—	6	52.9
Dan-Air Services	27	22	48	1 059	4 013	2 919	72.7	23	330	242	9	233	73.2
Donaldson International Airways*	90	30	126	—	—	—	—	214	2 884	1 709	1 709	—	59.3
Eagle Flying Services	2	8	7	10	14	3	23.2	—	1	—	—	—	23.3
Fairflight Charters	58	114	222	551	369	252	68.4	18	46	30	11	19	65.0
Galliford Aviation	3	7	8	31	20	13	64.0	—	2	2	—	2	65.2
Green Shield Stamp	9	14	16	72	87	44	50.5	—	9	4	—	4	50.5
Humber Airways	2	6	11	5	5	2	41.7	1	2	1	1	—	46.7
International Aviation Service	170	61	369	—	—	—	—	287	2 857	1 438	1 438	—	50.3
Invicta International Airlines	102	66	197	—	—	—	—	468	1 831	1 048	1 048	—	57.2
Laker Airways	18	12	28	1 149	4 779	1 977	41.4	—	483	197	—	197	40.7
Macedonian Aviation	10	17	49	364	299	195	65.1	—	31	15	—	15	46.9
MAM Aviation	27	31	52	91	239	86	36.0	—	21	9	—	9	40.3
McAlpine Aviation	164	216	258	698	1 305	492	37.7	—	98	39	—	39	39.8
Merlot International Airlines	27	53	74	144	194	103	53.1	—	20	10	—	10	50.1
Monarch Airlines	5	2	10	127	697	285	40.9	—	66	28	—	28	42.3
Moseley Aviation	5	10	18	49	31	27	85.6	—	3	3	—	3	85.6
Northern Executive Aviation	5	9	20	37	31	21	69.0	1	4	2	1	2	65.1
Peters Aviation	5	12	20	81	58	26	45.1	—	6	2	—	2	32.4
Thurston Aviation	16	63	61	152	96	39	40.9	3	10	4	1	3	39.4
Trans-Meridian Air Cargo	398	129	775	—	—	—	—	949	10 734	4 748	4 748	—	44.2
TOTAL	1 751	4 317	4 865	36 732	40 732	23 307	57.3	2 701	23 190	11 620	9 594	2 026	50.1

*Estimated

Domestic Class 7 Licence Operations June 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
Air Anglia	61	208	206	1 867	890	557	62.6	—	99	56	—	56	56.5
Alidair	34	87	103	991	2 661	334	12.6	146	239	100	71	28	41.7
Beecham Imperial	3	13	10	33	16	9	55.2	—	1	1	—	1	51.7
British Island Airways	2	4	6	127	83	54	64.8	—	8	5	—	5	60.3
British Midland Airways	5	12	14	381	354	129	36.4	1	23	10	—	10	44.9
Cabair	10	54	34	99	61	19	31.0	—	10	3	—	3	30.7
Court Line Aviation*	—	1	2	11	10	3	34.4	—	1	—	—	—	27.3
Eagle Flying Services	2	7	6	20	12	7	56.9	—	1	1	—	1	58.1
Fairflight Charters	19	39	72	215	136	101	74.0	3	13	9	2	8	70.4
Galliford Aviation	3	14	9	46	23	11	47.2	—	3	1	—	1	42.3
Green Shield Stamp	1	5	5	6	9	2	25.8	—	1	—	—	—	25.8
Haywards Aviation	8	32	44	226	87	59	67.8	—	8	4	—	4	50.9
Humber Airways	7	28	32	80	30	20	66.7	—	4	2	—	2	52.4
I D S Aircraft	57	214	195	404	320	107	33.4	—	26	9	—	9	35.5
Loganair	24	168	101	936	303	176	59.1	—	28	17	1	16	60.9
Macedonian Aviation	13	42	59	552	357	167	46.9	5	41	14	2	12	32.9
MAM Aviation	6	14	16	49	54	22	40.8	—	5	2	—	2	41.4
McAlpine Aviation	76	336	197	815	576	230	39.9	—	44	18	—	18	41.1
Merlot International Airlines	3	6	7	23	23	16	67.3	—	3	2	—	2	52.4
Moseley Aviation	4	22	15	90	23	16	71.0	—	2	2	—	2	71.0
Northern Executive Aviation	6	31	27	173	49	32	66.0	1	5	3	—	3	67.4
Peters Aviation	12	38	49	191	162	56	34.6	1	15	4	—	4	31.5
Thurston Aviation	21	76	76	106	72	24	32.9	5	10	4	2	2	35.0
Vernair Transport	4	27	18	53	31	9	29.9	—	3	1	—	1	33.2
TOTAL	380	1 478	1 301	7 494	6 343	2 161	34.1	162	593	267	78	189	45.0

*Estimated

All Exempt Operations June 1974

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	209	38	268	2 365	35 599	26 012	73·1	12	3 674	2 468	129	2 339	67·2
British Airways European Division	180	178	355	1 552	5 653	3 444	60·9	1 262	2 890	1 474	1 175	299	51·0
British Airways Regional Division—													
Channel Islands Airways	7	97	36	3 572	460	246	53·6	14	42	23	2	21	54·6
Scottish Airways	2	10	6	134	38	20	53·2	16	10	4	3	2	44·3
British Caledonian Airways	235	56	313	3 779	41 888	36 708	87·6	2	5 715	3 313	9	3 304	58·0
Britannia Airways	71	115	166	12 023	9 243	7 394	80·0	—	786	629	—	629	80·0
Brymon Airways	4	9	17	56	32	25	76·6	1	3	2	—	2	77·9
Laker Airways	122	32	161	1 475	19 347	10 793	55·8	—	2 020	1 079	—	1 079	53·4
Loganair	19	126	81	201	72	31	42·6	—	6	3	—	3	44·7
Monarch Airlines	69	25	144	41	1 373	701	51·0	25	858	479	416	63	55·8
Northern Air Taxis	54	111	184	466	329	241	73·4	—	27	19	—	19	73·1
TOTAL	972	797	1 731	25 664	114 034	85 615	75·1	1 330	16 032	9 493	1 734	7 759	59·2

International Exempt Operations June 1974

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	209	38	268	2 365	35 599	26 012	73·1	12	3 674	2 468	129	2 339	67·2
British Airways European Division	180	178	355	1 552	5 653	3 444	60·9	1 262	2 890	1 474	1 175	299	51·0
British Airways Regional Division—													
Channel Islands Airways	6	93	33	3 572	460	246	53·6	2	38	21	—	21	55·7
British Caledonian Airways	235	54	311	3 617	41 829	36 666	87·7	2	5 710	3 309	9	3 300	58·0
Britannia Airways	71	115	166	12 023	9 243	7 394	80·0	—	786	629	—	629	80·0
Brymon Airways	4	9	17	56	32	25	76·6	1	3	2	—	2	77·9
Laker Airways	122	32	161	1 475	19 347	10 793	55·8	—	2 020	1 079	—	1 079	53·4
Monarch Airlines	69	25	144	41	1 373	701	51·0	25	858	479	416	63	55·8
Northern Air Taxis	2	4	7	7	14	3	24·1	—	1	—	—	—	28·1
TOTAL	898	548	1 463	24 708	113 550	85 284	75·1	1 303	15 980	9 461	1 729	7 732	59·2

Domestic Exempt Operations June 1974

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—													
Channel Islands Airways	1	4	2	—	—	—	—	11	5	2	2	—	45·2
Scottish Airways	2	10	6	134	38	20	53·2	16	10	4	3	2	44·3
British Caledonian Airways	1	2	2	162	59	42	71·1	—	5	4	—	4	68·6
Loganair	19	126	81	201	72	31	42·6	—	6	3	—	3	44·7
Northern Air Taxis	52	107	178	459	315	238	75·5	—	25	19	—	19	75·2
TOTAL	73	249	268	956	484	331	68·4	28	52	32	5	27	61·0

Class 5 Operations for UK Operators June 1974

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	4	5	8	186	403	219	54·3	..	37	16	—	—	16	43·2
British Airtours	66	38	100	5 521	12 489	9 660	77·3	..	1 136	813	—	—	813	71·6
British Airways Regional Division— Cambrian Airways	22	173	89	3 723	1 260	532	42·2	..	116	42	—	—	42	36·2
British Caledonian Airways	9	8	16	587	917	665	72·5	..	79	57	—	—	57	72·2
Alidair	19	46	53	2 468	1 395	932	66·8	..	115	83	—	—	83	72·2
Britannia Airways	10	8	21	756	2 685	1 937	72·1	..	228	164	—	—	164	71·9
British Island Airways	34	120	149	3 172	1 704	901	52·9	..	156	81	—	5	76	51·9
British Midland Airways	19	46	53	1 496	1 374	584	42·5	..	109	46	—	1	45	42·2
Dan-Air Services	73	56	13	4 262	9 481	5 893	62·2	..	756	471	—	—	471	62·3
Laker Airways	25	14	38	3 180	7 729	6 049	78·3	..	786	605	—	—	605	77·0
Monarch Airlines	220	91	302	7 089	34 985	16 483	47·1	..	3 651	1 656	—	161	1 495	45·4
TOTAL	501	605	844	32 440	74 422	43 855	58·9	..	7 169	4 034	—	167	3 867	56·3

Class 5 Operations for Non-UK Operators June 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Britannia Airways	2	5	12	588	534	485	90·8	..	46	41	—	—	41	89·1
British Island Airways	76	204	261	3 897	2 654	1 427	53·8	..	348	175	—	53	122	50·3
British Midland Airways	198	206	475	17 648	29 831	16 924	56·7	..	3 090	1 368	—	48	1 320	44·3
Dan-Air Services	7	5	1	383	1 237	1 080	87·3	..	99	86	—	—	86	86·9
Invicta International Airlines	153	9	33	—	—	—	—	..	309	237	—	237	—	76·7
Laker Airways	4	2	11	158	679	679	100·0	..	71	68	—	—	68	95·8
Tradewinds Airways	248	39	519	—	—	—	—	..	5 635	5 398	—	5 398	—	95·8
TOTAL	688	470	1 312	22 674	34 935	20 595	59·0	..	9 598	7 373	—	5 736	1 637	76·8

Aircraft Type and Utilisation — All Airlines June 1974

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	165	715	12	689	47	14 820	2 763	6	3.7
Aviation Traders Merchantman	772	—	1 103	—	1 519	—	—	10	5.0
AW650 Argosy	32	—	87	—	115	—	—	2	2.3
BAC 111-200	666	1 176	13	1 391	12	44 919	27 186	7	6.3
BAC 111-300/400	2 324	2 200	2	4 136	8	124 449	145 751	16	7.4
BAC 111-500	4 542	6 863	34	9 009	38	409 924	310 920	*30	*6.9
BAC Britannia-300	422	43	139	144	755	3 317	3 751	5	6.1
BAC Vanguard 952	291	42	87	67	244	4 980	3 795	4	3.0
BAC Vanguard V951/953	39	85	10	111	2	6 607	2 380	2	1.7
BAC VC10 Standard	1 389	515	2	1 861	1	15 642	76 512	10	6.4
BAC VC10 Super	4 201	1 255	—	5 731	—	47 480	334 715	15	9.0
BAC Viscount-700	20	156	—	80	—	3 279	470	2	0.9
BAC Viscount-700D/800/810	2 170	7 142	14	7 122	14	261 988	87 162	47	4.7
Beagle 206	54	111	—	184	—	466	241	4	1.5
Beech 90 King Air	9	30	—	24	—	93	28	3	0.2
Beechcraft 18/18H Super	—	—	—	—	—	—	—	1	0.1
Beechcraft B55, C55, Baron	10	33	—	38	—	50	16	4	0.5
Beechcraft B65/80 Queen Air	4	27	—	18	—	53	9	1	1.1
Bell Twin 212	11	252	—	51	—	1 261	64	2	1.7
BN2A Trislander	100	1 409	—	540	—	14 513	1 057	7	3.0
BN Islander	178	1 712	38	771	50	6 935	633	16	1.7
Boeing 707-120/120B	403	147	3	494	15	15 373	44 839	*2	*7.3
Boeing 707-320/320B	96	—	32	—	134	—	—	..	..
Boeing 707-320C/336	6 076	1 372	344	7 832	382	87 781	469 231	23	9.3
Boeing 707-420	3 057	1 150	5	4 245	—	119 841	420 355	18	6.9
Boeing 720/720B	745	414	10	1 078	23	51 341	86 601	5	5.9
Boeing 727-100	731	445	—	1 093	—	49 633	82 853	4	8.2
Boeing 737-200	2 576	1 753	—	4 143	—	173 228	251 729	14	8.4
Boeing 747	5 323	1 279	—	11 806	—	132 365	892 243	15	13.8
Canadair CL 44	1 094	—	293	—	2 203	—	—	12	5.7
Cessna 340	1	4	—	4	—	6	2	1	0.7
DC10	488	123	—	636	—	28 037	129 512	3	9.0
DC3 Dakota/Pionair	163	455	276	442	326	9 963	1 780	14	1.8
DH 104 Dove	50	80	34	129	77	562	213	4	1.3
DH 106 Comet 4B/C	1 378	995	1	2 178	1	82 570	119 759	14	4.5
DH 114 Heron	33	77	9	117	21	542	198	6	1.1
DHC 6 Twin Otter	29	163	—	111	—	1 502	303	1	3.5
Fokker Friendship 100/600	189	511	—	614	—	9 752	4 017	4	6.9
HP Herald 100/200	647	2 374	494	1 928	547	70 663	14 930	} 16	5.4
HP Herald 700	91	281	—	337	—	7 520	2 542		
HS 121 Trident 1E	482	567	—	835	—	48 789	44 374	4	5.8
HS 121 Trident 2E	2 289	1 299	—	3 500	—	79 686	146 772	15	7.6
HS 121 Trident 3B	2 880	3 620	—	5 422	—	310 525	259 016	26	6.8
HS 125	285	496	—	513	—	1 282	897	19	1.1
HS 161 Trident 1C	1 570	2 603	—	3 277	—	171 510	101 437	20	5.3
HS 748	370	1 473	3	1 343	3	30 682	8 796	7	5.9
Lockheed L1011 Tristar	311	167	—	487	—	42 529	93 429	..	..
PA23 Apache/Aztec	52	196	22	172	25	350	87	8	0.8
PA31 Navajo	166	591	3	528	7	1 896	543	*9	*1.5
Short SC7 Skyvan	41	302	—	209	—	3 113	402	2	3.4
Sikorsky S61N	308	1 880	—	1 586	—	24 893	3 503	20	2.7
Westland Wessex	65	1 406	—	429	—	7 764	451	7	1.9
TOTAL	49 387	49 989	3 070	87 455	6 569	2 524 524	4 168 264	487	5.4

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

Aircraft Type & Utilisation — Individual Airlines

June 1974

Table 31.2

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
British Airways Overseas Division									
BAC VC10 Standard	888	348	—	1 198	—	9 793	50 200	8	5.2
BAC VC10 Super	4 201	1 255	—	5 731	—	47 480	334 715	15	9.0
Boeing 707–320C/336	3 273	600	264	3 053	1 320	29 485	190 086	11	8.4
Boeing 707–420	2 109	640	5	2 846	22	46 644	281 618	9	7.0
Boeing 747	5 323	1 279	—	11 806	—	132 365	892 243	15	13.8
TOTAL	15 793	4 122	269	24 634	1 342	265 767	1 748 863	58	9.3
British Airways European Division									
BAC 111–500	1 758	3 869	—	3 980	—	206 302	92 414	18	7.2
HS 121 Trident 2E	2 289	1 299	—	3 500	—	79 687	146 772	15	7.6
BAC Vanguard V951/953	39	85	10	111	2	6 607	2 380	2	1.7
Aviation Traders Merchantman	772	—	1 103	—	1 519	—	—	10	5.0
HS 161 Trident 1C	1 570	2 603	—	3 277	—	171 510	101 437	20	5.3
HS 121 Trident 3B	2 879	3 620	—	5 422	—	310 525	249 016	26	6.8
TOTAL	9 307	11 476	1 113	16 290	1 521	774 631	592 019	91	6.4
British Airtours									
Boeing 707–420	948	510	—	1 377	—	73 197	138 736	9	6.7
TOTAL	948	510	—	1 377	—	73 197	138 736	9	6.7
British Airways Helicopters									
Sikorsky S61N	121	1 167	—	587	—	17 349	1 500	9	2.6
Bell Twin 212	6	205	—	25	—	936	35	1	1.4
TOTAL	127	1 372	—	612	—	18 285	1 534	10	2.4
British Airways Channel Islands Airways									
BAC Viscount–700D/800/810	504	1 523	4	1 651	2	68 781	22 812	12	4.5
BAC 111–300/400	298	438	—	573	—	19 359	13 641	2	8.6
TOTAL	802	1 961	4	2 224	2	88 140	36 453	14	5.1
British Airways Scottish Airways									
Short SC7 Skyvan	41	302	—	209	—	3 113	402	2	3.4
BAC Viscount–700D/800/810	389	1 550	6	1 307	4	43 044	13 888	7	6.4
TOTAL	430	1 852	6	1 516	4	46 157	14 290	9	5.7
British Airways Cambrian Airways									
BAC Viscount–700	20	156	—	80	—	3 279	470	2	0.9
BAC Viscount–700D/800/810	335	1 519	—	1 193	—	52 745	12 685	8	4.3
BAC 111–300/400	433	647	—	812	—	30 969	26 527	4	5.3
TOTAL	788	2 322	—	2 085	—	86 993	39 682	14	4.1
British Airways Northeast Airlines									
BAC Viscount–700D/800/810	250	677	—	781	—	30 590	11 635	6	3.8
HS 121 Trident 1E	482	567	—	835	—	48 789	44 374	4	5.8
TOTAL	732	1 244	—	1 616	—	79 379	56 009	10	4.6
British Caledonian Airways									
BAC 111–200	666	1 176	13	1 391	12	44 919	27 186	7	6.3
BAC 111–500	1 236	1 885	34	2 444	38	101 446	78 461	12	6.5
BAC VC10 Standard	501	167	2	663	1	5 849	26 311	2	10.8
Boeing 707–320C/336	2 153	423	80	2 407	365	26 478	190 552	8	11.3
TOTAL	4 556	3 651	129	6 905	416	178 692	322 511	29	8.1

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 June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
Air Anglia									
DC3 Dakota/Pionair	22	72	—	89	—	1 535	454	2	1.5
Fokker Friendship 100/600	189	511	—	614	—	9 752	4 017	4	6.9
PA 31 Navajo	50	163	—	159	—	502	147	3	1.6
TOTAL	260	746	—	862	—	11 789	4 618	9	3.5
Air Freight									
DC3 Dakota/Pionair	65	—	236	—	282	—	—	4	2.1
TOTAL	65	—	236	—	282	—	—	4	2.1
Air-Bridge Carriers									
AW650 Argosy	32	—	87	—	115	—	—	2	2.3
TOTAL	32	—	87	—	115	—	—	2	2.3
Alidair									
BAC Viscount-700D/800/810	75	175	1	218	1	4 865	1 870	2	4.9
TOTAL	75	175	1	218	1	4 865	1 870	2	4.9
Aurigny Air Services									
BN2A Trislander	77	1 279	—	433	—	13 608	870	4	4.0
BN Islander	25	378	—	136	—	1 804	109	3	1.9
TOTAL	102	1 657	—	569	—	15 412	979	7	3.1
Beecham Imperial									
HS 125	17	33	—	39	—	95	65	2	1.5
Cessna 340	1	4	—	4	—	6	2	1	0.7
TOTAL	18	37	—	43	—	101	67	3	1.2
Bristow Helicopters									
Sikorsky S61N	187	713	—	999	—	7 544	2 003	11	2.8
Westland Wessex	65	1 406	—	429	—	7 764	451	7	1.9
Bell Twin 212	5	47	—	26	—	325	29	1	2.0
TOTAL	256	2 166	—	1 454	—	15 633	2 483	19	2.4
Britannia Airways									
Boeing 737-200	2 576	1 753	—	4 143	—	173 228	251 729	14	8.4
TOTAL	2 576	1 753	—	4 143	—	173 228	251 729	14	8.4
British Air Ferries									
Aviation Traders Carvair	165	715	12	689	47	14 820	2 763	6	3.7
TOTAL	165	715	12	689	47	14 820	2 763	6	3.7
British Island Airways									
HP Herald 100/200	647	2 374	494	1 928	547	70 663	14 930	13	5.5
DC3 Dakota/Pionair	—	—	—	—	—	—	—	—	2.0
TOTAL	647	2 374	494	1 928	547	70 663	14 930	13	5.3
British Midland Airways									
HP Herald 700	91	281	—	337	—	7 520	2 542	3	4.7
BAC Viscount-700D/800/810	618	1 698	3	1 972	7	61 963	24 271	12	4.6
Boeing 707-320C/336	198	206	—	475	—	17 648	16 924	2	7.6
TOTAL	906	2 185	3	2 784	7	87 131	43 737	17	5.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
		Passenger	Cargo	Passenger	Cargo				
Brymon Airways									
BN Islander	35	210	1	159	1	898	169	3	1.8
DHC 6 Twin Otter	29	163	—	111	—	1 502	303	1	3.5
TOTAL	64	373	1	270	1	2 400	472	4	2.0
Cabair									
PA 31 Navajo	21	82	—	69	—	188	51	..	..
TOTAL	21	82	—	69	—	188	51	..	..
Court Line Aviation*									
BAC 1-11 500	1 548	1 109	—	2 585	—	102 176	140 045	..	..
Lockheed L1011 Tristar	311	167	—	487	—	42 529	93 429	..	..
TOTAL	1 859	1 276	—	3 072	—	144 705	233 473	..	..
Dan-Air Services									
HS 748	370	1 473	3	1 343	3	30 682	8 796	7	5.9
BAC 111-300/400	825	601	—	1 453	—	41 000	57 001	5	8.5
DH 106 Comet 4B/C	1 378	995	1	2 178	1	82 570	119 759	14	4.5
Boeing 727-100	731	445	—	1 093	—	49 633	82 853	4	8.2
Boeing 707-320C/336	453	143	—	594	—	14 170	71 669	2	7.9
TOTAL	3 757	3 657	4	6 661	4	218 055	340 078	32	6.1
Donaldson International Airways*									
Boeing 707-320/320B	96	—	32	—	134	—	—	..	..
TOTAL	96	—	32	—	134	—	—	..	..
Eagle Flying Services									
Beechcraft B55 C55 Baron	2	6	—	7	—	14	6	3	0.1
Beech 90 King Air	2	9	—	7	—	16	4	2	—
TOTAL	4	15	—	14	—	30	10	5	0.1
Fairflight Charters									
PA 31 Navajo	19	32	3	56	7	160	83	1	1.8
DH 104 Dove	42	48	34	85	77	336	154	3	1.6
DH 114 Heron	17	27	9	48	21	270	116	1	2.0
TOTAL	78	107	46	189	105	766	353	5	1.7
Galliford Aviation									
Beech 90 King Air	6	21	—	18	—	77	24	1	0.6
TOTAL	6	21	—	18	—	77	24	1	0.6
Green Shield Stamp									
HS 125	10	19	—	20	—	78	46	1	0.4
TOTAL	10	19	—	20	—	78	46	1	0.4
Haywards Aviation									
DH 104 Dove	8	32	—	44	—	226	59	1	0.5
TOTAL	8	32	—	44	—	226	59	1	0.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
Humber Airways									
BN Islander	9	22	12	26	17	85	22	..	..
TOTAL	9	22	12	26	17	85	22	..	..
IDS Aircraft									
PA 23 Apache/Aztec	14	48	—	61	—	86	25	1	1.6
PA 31 Navajo	35	139	—	103	—	282	72	1	2.8
Beechcraft B55 C55 Baron	8	27	—	31	—	36	10	1	1.6
TOTAL	57	214	—	195	—	404	107	3	2.0
International Aviation Service									
BAC Britannia-300	305	—	114	—	646	—	—	3	7.1
TOTAL	305	—	114	—	646	—	—	3	7.1
Intra Airways									
BN Islander	9	48	—	42	—	100	19	2	1.0
DC3 Dakota/Pionair	53	328	34	250	33	7 452	924	4	2.0
TOTAL	62	376	34	292	33	7 552	943	6	1.8
Invicta International Airlines									
BAC Vanguard 952	291	42	87	67	244	4 980	3 795	4	3.0
Boeing 720/720B	13	—	5	—	19	—	—	1	0.8
TOTAL	303	42	92	67	263	4 980	3 795	5	2.8
Laker Airways									
BAC 111-300/400	768	516	—	1 306	—	33 171	48 582	5	7.3
DC10	488	123	—	636	—	28 037	129 512	3	9.0
Boeing 707-120/120B	403	150	—	509	—	15 373	44 839	2	7.3
TOTAL	1 660	789	—	2 451	—	76 581	222 933	10	7.7
Loganair									
BN2A Trislander	22	130	—	107	—	905	187	3	1.5
BN Islander	80	1 001	—	350	—	3 758	242	6	1.7
Beechcraft 18/18H Super	—	—	—	—	—	—	—	1	0.1
TOTAL	102	1 131	—	457	—	4 663	429	10	1.5
Macedonian Aviation									
DC3 Dakota/Pionair	24	55	6	103	11	976	402	4	1.3
TOTAL	24	55	6	103	11	976	402	4	1.3
MAM Aviation									
HS 125	33	45	—	69	—	140	108	1	2.1
TOTAL	33	45	—	69	—	140	108	1	2.1
McAlpine Aviation									
HS 125	196	340	—	304	—	802	559	12	1.0
PA 23 Apache/Aztec	21	106	—	75	—	180	43	4	0.9
PA 31 Navajo	23	106	—	75	—	531	120	2	1.1
TOTAL	240	552	—	454	—	1 513	722	18	1.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
Merlot International Airlines									
HS 125	30	59	—	81	—	167	119	3	1.2
TOTAL	30	59	—	81	—	167	119	3	1.2
Monarch Airlines									
BAC Britannia-300	118	43	25	144	109	3 317	3 751	2	4.6
Boeing 720/720B	732	419	—	1 082	—	51 341	86 601	4	6.3
TOTAL	850	462	25	1 226	109	54 658	90 352	6	5.7
Moseley Aviation									
PA 31 Navajo	9	32	—	33	—	139	43	1	1.2
TOTAL	9	32	—	33	—	139	43	1	1.2
Northern Air Taxis									
Beagle 206	54	111	—	184	—	466	241	4	1.5
TOTAL	54	111	—	184	—	466	241	4	1.5
Northern Executive Aviation									
BN Islander	10	35	5	40	7	210	53	1	1.7
TOTAL	10	35	5	40	7	210	53	1	1.7
Peters Aviation									
DH 114 Heron	16	50	—	69	—	272	82	5	0.8
TOTAL	16	50	—	69	—	272	82	5	0.8
Thurston Aviation									
PA 31 Navajo	10	37	—	33	—	94	26	1	0.6
BN Islander	9	18	20	18	25	80	18	1	1.2
PA 23 Apache/Aztec	17	42	22	36	25	84	20	3	0.5
TOTAL	36	97	42	87	50	258	64	5	0.7
Tradewinds Airways									
Canadair CL 44	498	—	94	—	1 035	—	—	5	6.8
TOTAL	498	—	94	—	1 035	—	—	5	6.8
Trans-Meridian Air Cargo									
Canadair CL 44	596	—	199	—	1 168	—	—	7	5.0
TOTAL	596	—	199	—	1 168	—	—	7	5.0
Vernair Transport									
Beechcraft 865/80 Queen Air	4	27	—	18	—	53	9	1	1.1
TOTAL	4	27	—	18	—	53	9	1	1.1
GRAND TOTAL	49 387	49 989	3 070	87 455	6 569	2 524 524	4 168 264	487	5.4

*Estimated

Operations Subject to Variable Charge by Type of Licence June 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	592 870	306 150	86 618	219 535	51.6
Class 2	40 547	27 328	—	27 328	67.4
Class 3	117 270	88 276	—	88 276	75.3
Class 4	21 991	16 580	—	16 580	75.4
Class 5	16 767	11 407	5 903	5 504	68.0
Class 6	20 443	14 119	14 119	—	69.1
Class 7	23 648	11 786	9 570	2 214	49.8
TOTAL	833 536	475 646	116 210	359 437	57.1
Non-chargeable Operations					
Foreign Operators	2 279	1 412	1 246	166	62.0
Exempt Services	16 032	9 493	1 734	7 759	59.2
TOTAL	18 311	10 906	2 980	7 926	59.6
GRAND TOTAL	851 847	486 552	119 190	367 363	57.1

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

Output by Type of Licence and Aircraft Ownership June 1974

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	592 870	407	1 856	595 133
Class 2	40 547	—	—	40 547
Class 3	117 270	760	—	118 030
Class 4	21 991	—	—	21 991
Class 6	20 443	—	287	20 731
Class 7	23 648	—	136	23 784
Exempt Services	16 032	—	—	16 032
TOTAL	832 801	1 167	2 279	836 249
Class 5 hired to UK Airlines	7 169			
Non UK Airlines	9 598			
TOTAL	16 767			
GRAND TOTAL	849 568			

######

Definitions

AIRPORT ACTIVITY

An air transport movement	is a landing or a take-off of an aircraft engaged on commercial air transport. The types of movement covered are all scheduled service movements, whether loaded or empty, and charter movements transporting passengers or cargo from one point to another. All other types of commercial flying are excluded (e.g. flights returning to the airport of take-off without landing elsewhere, empty charter positioning flights paid for by the charterer, ferrying of empty aircraft, etc.).
Empty charter positioning flights	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
Other commercial flights	are miscellaneous non-transport charter flights (e.g. commercial delivery or ferry of empty aircraft and local flights for the Press, survey companies or farmers).
Test and training flights	are flights for the purpose of testing aircraft or airports, or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. Aero-club instructional flights are excluded from this category and shown under 'Aero-club'.
Other non-commercial flights	by air transport operators are flights by air transport operators for the sole purpose of moving their own aircraft, personnel or stores from one place to another, and air transport flights forced to return to base by bad weather, engine failure or other causes.
Private flights	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
Aero-club flights	are flights operated by aero-club members for instruction or pleasure.
Official flights	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
Military flights	are flights by British or foreign military personnel exclusively for military purposes.

AIR PASSENGERS

Passengers	includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
Revenue passengers	are those who pay 25 per cent or more of the normal applicable fare.
A terminal passenger	is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

International services	are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
Domestic services	are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
Cabotage	is traffic carried between territories of the United Kingdom other than domestic services.
Scheduled services	are those performed according to a published timetable, including those supplementary thereto, and open to use by members of the public.
Non-scheduled services	include all air transport flights other than scheduled services.
Charter services	are those transporting passengers or cargo for hire or reward from one point to another, other than scheduled services.

AIR CARGO

Cargo in airport statistics means the weight of cargo (including accompanied vehicles) picked up and set down by aircraft on air transport flights. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage and diplomatic bags picked up and set down. (See also definition below under 'Airline Operations').

Tonnes are metric tonnes of 1 000 kilogrammes (2 204·62 lb).

AIRLINE OPERATIONS

Advance booking charters (ABC) Charter flights operated under Class 2 licences between the UK and designated territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Details of the sales to travel organisers have to be notified to the Civil Aviation Authority 120 days before the date of the flight: details of the sales of seats to passengers which must be on a round trip basis have to be notified to the Authority 60 days before departure.

Aircraft-hour an aircraft hour is performed when an aircraft flies for one hour: aircraft hours are measured on the basis of block-to-block time.

Aircraft-kilometre (Aircraft-km) An aircraft-kilometre is performed when an aircraft flies one kilometre. Aircraft-kilometres equal the sum of the products obtained by multiplying the number of flights performed on each stage flight by the stage distance measured in kilometres.

Cargo in airline statistics means the weight of any property carried on an aircraft, including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. (See also definition above for 'Air Cargo' statistics and definition below for 'Passenger tonne-kilometres').

Cargo tonne-km means a metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of products obtained by multiplying the number of tonnes of cargo carried on each flight stage by the stage distance measured in kilometres.

Cargo uplifted	means the number of tonnes of cargo which is obtained by counting each tonne of cargo on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. The only exception to this is for cargo flown on both the international and domestic stages of the same flight which is considered in computation both as a domestic and an international shipment or despatch.
Daily utilisation per a/c (hrs)	is an average per aircraft measure computed by dividing the aircraft hours of use by the number of days on which the aircraft are available. This latter figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action, such as grounding by government order.
Exempt operations	are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21(2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 but typical examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.
Inclusive tours (IT)	are separate fare charters where the cost to the passenger includes the cost of accommodation.
Licence	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
Mail	covers only that handled by postal administrations and includes troop mail.
Mail tonne-km	are calculated using the same principle as when calculating cargo tonne-km.
Overall load factor	is an expression of tonne-km used as a percentage of tonne-km available.
Passengers	in airline statistics means revenue passengers only, i.e. passengers paying 25 per cent or more of the normal fare.
Passenger-km	means a passenger carried one kilometre. Calculation of passenger-kilometre equals the sum of the products obtained by multiplying the number of passengers carried on each flight stage by the stage distance measured in kilometres. The resultant figure is equal to the number of kilometres travelled by all passengers. Note.—Passenger-km is numerically equivalent to Seat-km used.
Passenger load factor	is an expression of seat-km used as a percentage of seat-km available.
Passengers uplifted and passengers carried	The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of flight.
Passenger tonne-kilometres	is deduced as the difference between the total tonne-kilometres used and tonne-kilometres used for cargo and/or mail; it includes the weight of passengers' free and excess baggage.

Seat-km available a seat-kilometre is available when a seat is flown one kilometre. Seat-kms available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the stage distance measured in kilometres.

Seat-km used a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance measured in kilometres.

Separate fare charters are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.

Sole-use charters are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.

Stage flights that part of the flight between two consecutive places, i.e. from take-off to the next landing, excluding technical stops, on the route.

Tonne-km available a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.

Tonne-km used a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.

Classes of Licence

NB These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specification for each class of licence is published in the Civil Aviation Authority Official Record Series 1.

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

Class 4 authorises other charter flights for the carriage of passengers;

Class 5 authorises substitute charter flights;

Class 6 authorises charter flights for the carriage of cargo and attendants;

Class 7 authorises sole-use charter flights.