

Civil Aviation Authority



CAA Monthly Statistics
(up to and including November 1974)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

- 2.3 **Units of Measurement** Metric measurements are used throughout *CAA Monthly Statistics*
- | | | |
|------------------|---|---|
| Tonne | = | 1000 kilogrammes |
| Tonne-kilometres | = | The product obtained by multiplying the number of tonnes carried by the distance flown measured in kilometres |

Conversion factors (foot/pound system to metric system)

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

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

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CAA MONTHLY STATISTICS (up to and including November 1974) – ERRATA

The 'passengers carried' figures should be amended as follows:

Table 31.1

BAC VC 10 Super	39 123
Boeing 707–120/120B	41 848
Boeing 707–420	47 327
DC 10	18 209
Total	1 501 390

Table 31.2

BAOD	BAC VC 10 Super	39 123
	Boeing 707–420	27 985
	Total	176 718
Laker Airways	DC 10	18 209
	Boeing 707–120/120B	6 667
	Total	50 105
Grand Total		1 501 390

Civil Aviation Statistics—November 1974

Activity at UK Airports

Air transport movements in November 1974 totalled just over 51,000, 3·1 per cent less than in November 1973. London Area Airports reported a decline of 5 per cent against only 0·9 per cent elsewhere in the UK. Over the September–November period the national decline was 2·7 per cent, the London area showing a decline of 6·5 per cent but the rest of the UK recording a growth of 1·7 per cent. All the London area airports except Stansted recorded a decline during the three month period, the highest rate being at Luton and the lowest at Heathrow. Aberdeen again recorded a large increase in air transport movements, followed closely by Sumburgh, while Glasgow, Birmingham and Manchester all reported fewer movements. Scheduled service movements declined slightly in this period compared with 1973 but charter movements were 11·3 per cent less. The UK operators' share of scheduled movements decreased from 74·4 to 73·8 per cent whereas their share of charter movements increased from 84·6 to 86·4 per cent.

The number of terminal passengers using UK airports in November 1974—over 2·5 million—was 11·8 per cent less than a year earlier. The London area airports reported nearly 1·8 million passengers, 10·9 per cent less than in 1973 and airports in the rest of the UK 780,000, a drop of 13·7 per cent. In the September–November period 1974 compared with 1973 the national decline was 8·6 per cent, the London area 8·8 per cent and the rest of the UK 8·2 per cent. Of the London area airports Stansted alone handled more terminal passengers (22·8 per cent) while Luton handled 52·4 per cent less and Southend 33·6 per cent less. In the rest of the UK Aberdeen recorded an increase of 78·1 per cent and Sumburgh one of 95·7 per cent; the decline at Bristol was 44·8 per cent and that at Glasgow 15·7 per cent. The number of scheduled service terminal passengers handled at UK Airports in the three month period of 1974 was 2·6 per cent less than in 1973 whereas the number of charter terminal passengers was 24·7 per cent less. The UK operators' share of scheduled service passengers dropped from 67·6 to 66·1 per cent and their share of charter passengers from 83·1 to 81·8 per cent.

During the September–November period of 1974 a monthly average of over 3·4 million passengers used UK airports, over 2·4 million travelling on international services and just under 1 million on domestic services. France was the major international scheduled service market in this period with 13·0 per cent of the total, followed closely by the USA with 12·9 per cent; the

Netherlands took third place with 8·2 per cent. Spain was again by far the major international charter market with 46·7 per cent of the total; Italy took 9·6 per cent and the USA 6·0 per cent. Of domestic routes only the Channel Islands services recorded an increase—13·0 per cent; Glasgow routes carried 17·0 per cent less passengers and Isle of Man routes 10·6 per cent less. There was an increase of 1·2 per cent in the amount of cargo handled at UK airports in November 1974—over 65 000 tonnes—compared with a year earlier. London area airports, however, handled 2·1 per cent less cargo while in the rest of the UK there was a growth of 12·3 per cent. The three month period, however, reveals a decrease of 2·3 per cent nationally, a decrease of 3·9 per cent in the London area, but an increase of 3·3 per cent in the rest of the UK. Gatwick and Stansted reported larger amounts of cargo handled in the three month period of 1974 compared with 1973—11·4 and 3·6 per cent respectively; Southend and Luton both recorded large declines. In the rest of the UK Aberdeen, East Midlands and Belfast reported growth while Prestwick and Birmingham reported large decreases. In the three month period of 1974 the amount of cargo carried by scheduled services decreased by 4·7 per cent compared with 1973 while that carried by charter services increased by 15·7 per cent. The UK operators' share of scheduled service cargo carryings decreased from 51·2 to 50·3 per cent whereas their share of charter cargo carryings increased from 63·7 to 75·9 per cent.

Output of UK Airlines

The output of UK airlines for all services in November 1974 was 577 million available tonne-kilometres, a decrease of nearly 12 per cent on November 1973.

The scheduled service output of 432 million available tonne-kilometres was 4·5 per cent less than a year earlier. The overall load factor of 53·9 per cent was higher than the 53·1 per cent achieved in November 1973. Seat kilometres used were 52·2 per cent of those available compared with 52·9 per cent a year earlier. Seat factors on domestic and international scheduled services were 59·3 and 51·6 per cent respectively compared with 62·7 and 52·0 per cent a year earlier.

The non-scheduled output in November 1974 was 145 million available tonne-kilometres, 28 per cent less than in 1973. Advance Booking Charters and Inclusive Tour Charters accounted for 6 and 52 million available tonne-kilometres respectively, compared with 4 and 88 million in November 1973.

NOTE: Statistics of airport activity, passengers and

cargo are derived from data supplied by airports. Airline statistics are based on data supplied by the airlines. Data from these two sources are not strictly

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

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

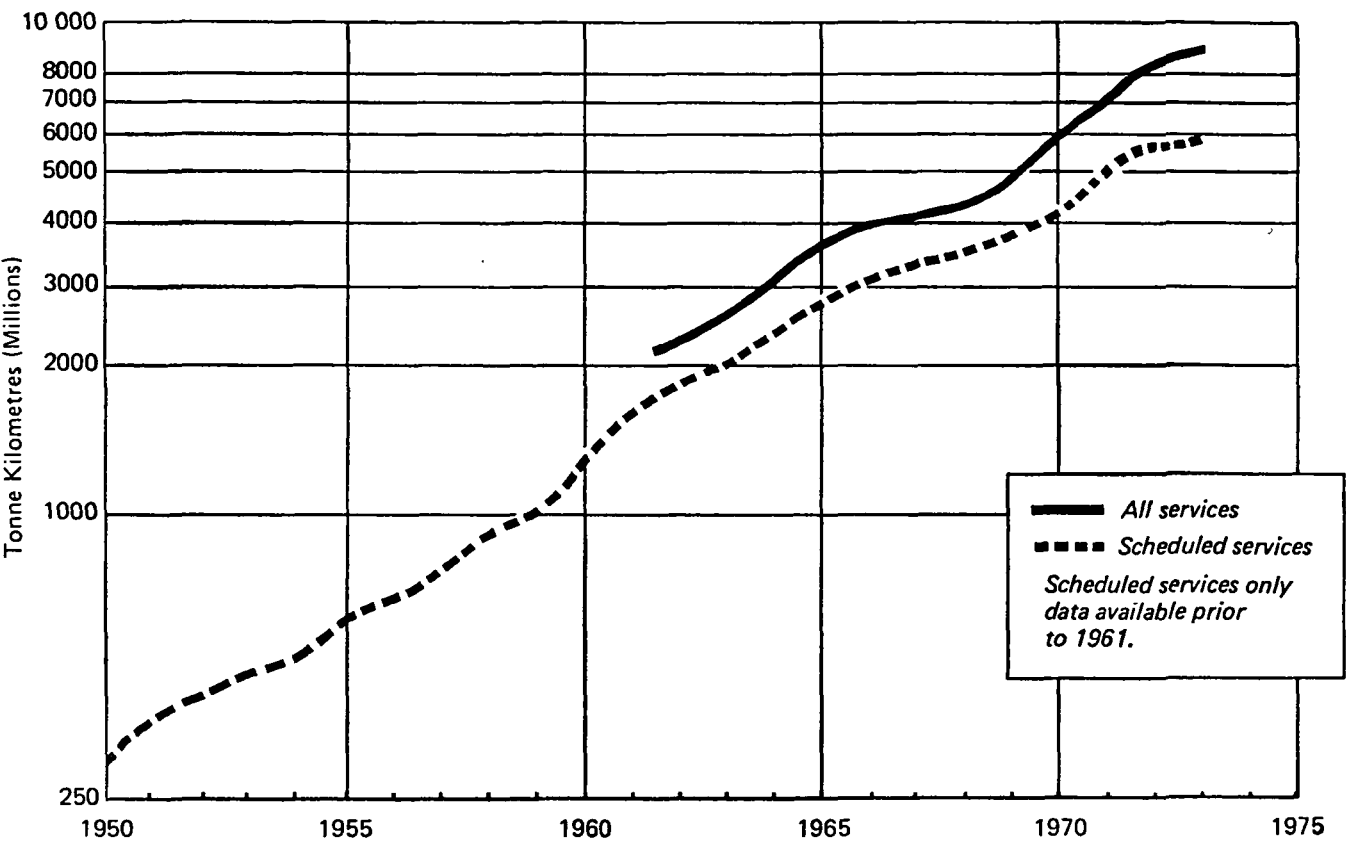
Table 1

Airports				
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 138	49.32	100	100.00
Gatwick	5 309	13.00	98	50.68
Manchester	2 368	5.80	95	37.68
Luton	2 307	5.65	93	31.88
Glasgow	2 021	4.95	91	26.23
Belfast	1 257	3.08	89	21.28
Birmingham	1 049	2.57	86	18.20
Edinburgh	818	2.00	84	15.63
Newcastle	592	1.45	82	13.63
Liverpool	516	1.26	80	12.18
East Midlands	454	1.11	77	10.91
Isle of Man	426	1.04	75	9.80
Aberdeen	385	0.94	73	8.76
Prestwick	339	0.83	70	7.82
Southampton	310	0.76	68	6.99
Leeds/Bradford	282	0.69	66	6.23
Southend	270	0.66	64	5.54
Glamorgan	239	0.58	61	4.88
Bristol	210	0.51	59	4.29
Tees-side	193	0.47	57	3.78
Stansted	191	0.47	55	3.30
Blackpool	135	0.33	52	2.84
Others (22 reporting airports)	1 023	2.51	50	2.51

Airlines				
	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways Overseas Division	4 140	49.01	100	100.00
British Airways European Division	1 183	14.00	98	50.99
British Caledonian Airways	897	10.62	96	36.99
Dan-Air Services	333	3.94	94	26.37
Britannia Airways	291	3.44	92	22.43
Laker Airways	277	3.28	90	18.99
Court Line Aviation*	191	2.26	88	15.71
Trans-Meridian Air Cargo	178	2.11	86	13.45
British Airtours	155	1.83	84	11.34
Tradewinds Airways	140	1.66	82	9.51
Monarch Airlines	129	1.53	80	7.85
British Midland Airways	86	1.02	78	6.32
British Airways—Northeast Airlines	65	0.77	76	5.30
International Aviation Services	65	0.77	75	4.53
Donaldson International Airways*	62	0.73	73	3.76
British Airways—Cambrian Airways	52	0.62	71	3.03
British Airways—Channel Island Airways	48	0.57	69	2.41
Invicta International Airlines	43	0.51	67	1.85
British Airways—Scottish Airways	33	0.39	65	1.34
British Island Airways	25	0.30	63	0.95
British Air Ferries	12	0.14	61	0.65
Others (30 airlines)	43	0.51	59	0.51

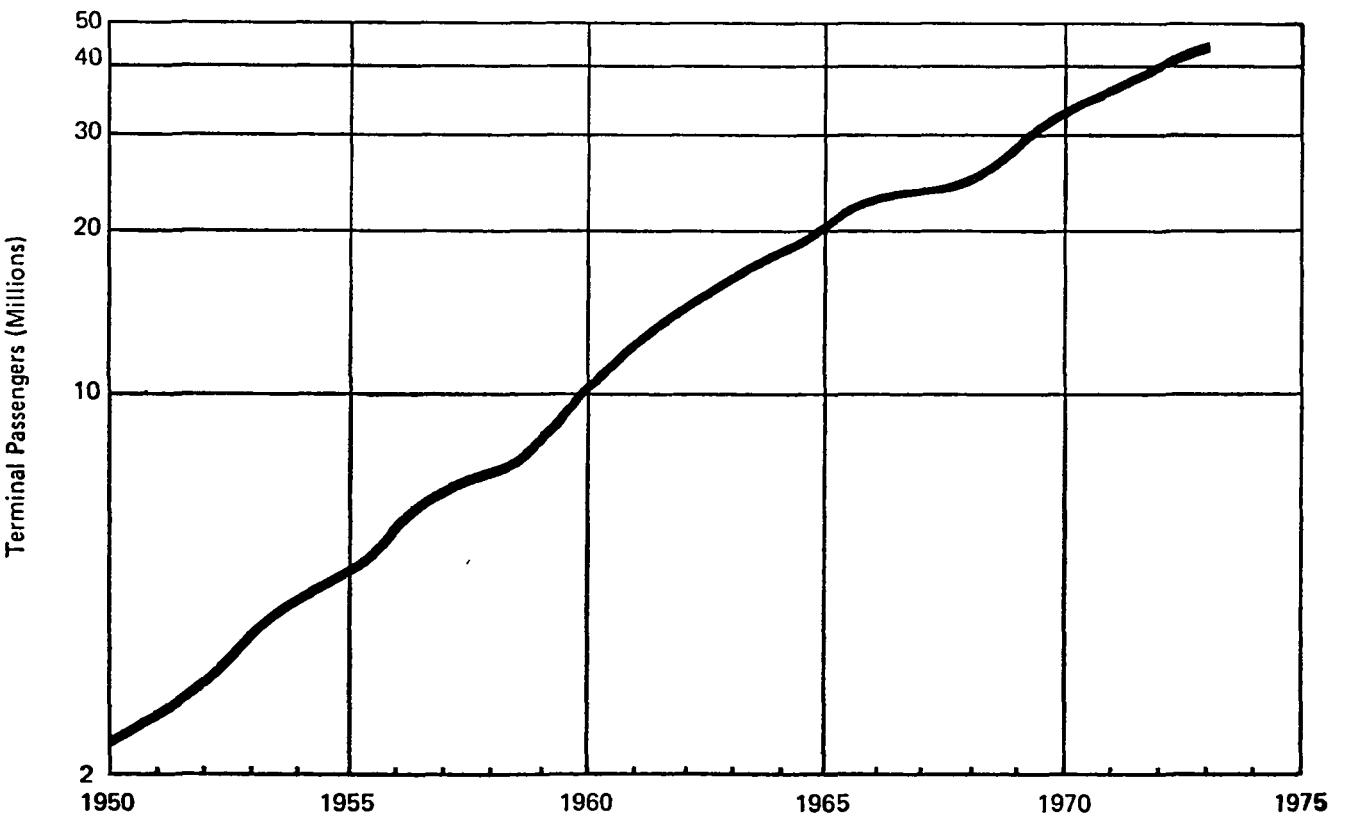
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1974

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	..	355
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
Year ended						
November 1973	1 893	718	42 948	8 147	5 350	2 797
November 1974	1 833	707	40 245	8 304	5 733	2 571
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)						
	-3.2	-1.5	-6.3	1.9	7.2	-8.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
1973 April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 078	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 083	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 511	8.5	611	10.9	699	1.3	97
1974 April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
September	67.9	4 318	40.3	2 144	12.0	906	13.3	1 049	2.2	219
October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
1973 April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.2	61.0	8.2	90.8	64.8	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
1974 April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.0	99.5	77.4	12.8	9.3
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.9	51.1	5.8	74.2	53.3	13.2	7.7

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
1973 April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 437	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
1974 April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	3 809	9 268
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 639
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
1973 April	2 535	267	136	62	51	100	254	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	186	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	288	62	129	179
November	2 009	233	120	61	39	55	246	51	104	91
1974 April	2 332	232	110	56	34	85	225	67	134	165
May	2 325	263	122	67	33	99	250	77	123	199
June	2 647	318	152	79	45	111	303	81	166	231
July	3 031	348	176	89	53	124	356	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	133	317	89	181	238
October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1972 1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
1973 April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
May	44 469	5 099	1 066	201	83	1 382	3 482	287	2 094	2 647
June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
1974 April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 411	1 053	179	108	1 613	3 595	496	1 759	1 910
June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
July	46 368	5 030	951	141	101	1 424	3 083	487	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113
October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335

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	1 282.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
1973 April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.3	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
1974 April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1972	1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
	2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
	3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
	4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
	2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
	3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
	4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974	1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
	2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
	3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
1973	April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
	May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
	June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
	July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
	August	40.8	24.8	0.3	2.0	22.5	60.3	400.9	273.5	68.2
	September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
	October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
	November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
1974	April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
	May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
	June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
	July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
	August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
	September	36.1	22.2	0.2	2.0	20.0	61.4	357.7	237.7	66.5
	October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
	November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
1973 April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	163.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.8	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
1974 April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
1973 April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	83.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.3	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
1974 April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9
October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7

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	13 208	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
1973 April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 443
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
1974 April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarrer	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
1973 April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 032	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964
October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
1974 April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
November	139.7	112.2	80.3	32.1	725	780	1 076	3 495

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

Monthly Averages																	
European continent and Mediterranean Sea area(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1972 1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter	1 575	68	36	219	179	47	114	46	133	18	44	34	426	20	73	19	89
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
September–November	1 709	86	39	237	175	39	146	74	144	22	33	34	444	25	81	31	99
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	62.8						
1972 1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
4th quarter	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7						
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
September–November	588.3	22.1	22.3	115.2	11.6	26.1	12.5	19.5	260.5	12.4	86.1						

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 November 1974

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+Gatwick	6 855	4 364	—	371	—	291	111	—	1 652	2	64
+Heathrow	22 423	20 432	—	89	—	152	222	—	1 411	17	100
+Luton	2 504	834	2	253	45	96	20	591	659	—	4
+Southend	4 230	847	—	—	—	198	—	2 110	1 059	16	—
+Stansted	2 348	220	—	57	—	1 247	36	45	637	104	2
TOTAL (London Area)	38 360	26 697	2	770	45	1 984	389	2 746	5 418	139	170
Westland Heliport (Battersea)	593	130	4	130	30	—	—	—	163	—	136
Other UK Airports											
+Leeds/Bradford	3 197	717	—	44	37	69	10	1 995	313	1	11
+Liverpool	5 622	1 181	—	159	29	101	31	3 175	870	32	44
+Manchester	4 986	3 502	—	257	16	35	111	369	654	8	34
+Birmingham	3 770	1 366	—	47	14	126	47	1 266	844	—	60
+Coventry	3 770	7	—	4	161	429	167	2 099	899	—	4
+East Midlands	3 823	823	—	256	43	281	35	1 565	775	—	45
+Newcastle	1 995	815	—	18	520	70	3	359	174	4	32
+Tees-side	3 003	425	366	6	12	356	—	1 136	408	—	294
+Bristol	1 946	475	—	2	—	6	6	870	565	—	22
+Glamorgan	2 530	522	—	55	66	318	—	1 350	197	16	6
Swansea	851	21	—	24	43	—	—	693	64	—	6
+Blackpool	3 897	249	14	15	11	203	—	2 793	590	4	18
+Bournemouth	4 368	434	—	81	—	1 156	—	1 320	1 304	6	67
+Cambridge	2 173	52	—	7	8	8	3	566	365	—	1 164
+Exeter	2 587	137	—	16	111	512	—	999	377	—	435
Gloucester/Cheltenham	2 750	110	—	—	—	912	—	1 247	451	—	30
Hawarden	806	—	—	—	—	44	—	490	248	—	24
Isles of Scilly	114	100	—	—	—	—	—	—	10	—	4
+Lydd	3 786	340	—	—	—	—	—	2 969	455	—	22
+Manston	257	137	—	28	—	—	—	—	92	—	—
+Norwich	1 875	404	5	129	20	452	—	10	853	—	2
Penzance Heliport	152	100	—	—	6	26	20	—	—	—	—
+Southampton	2 798	697	4	36	—	1 642	6	65	346	—	2
+Edinburgh	4 533	1 142	—	3	—	1 082	6	1 417	725	—	158
+Glasgow	5 505	2 841	—	75	6	97	—	1 508	677	—	301
+Prestwick	3 881	631	—	17	—	2 432	12	192	193	—	404
Aberdeen	5 121	1 662	—	13	1 103	378	—	1 548	33	—	384
Benbecula	174	142	—	—	24	—	—	—	2	—	6
Inverness	897	417	—	4	141	136	—	163	20	—	16
Islay	127	78	—	6	2	—	—	4	33	—	4
+Kirkwall	1 159	650	—	28	58	2	13	370	26	4	8
Stornoway	185	158	—	6	12	—	—	—	1	2	6
+Sumburgh	1 579	932	—	82	227	76	—	226	—	—	36
Tiree	86	76	—	—	10	—	—	—	—	—	—
Wick	288	226	—	8	15	—	—	27	4	—	8
+Belfast	6 240	2 079	—	112	38	—	—	765	570	2	2 674
+Isle of Man	1 286	586	—	140	6	226	—	200	128	—	—
TOTAL (Incl. London Area)	131 070	51 061	395	2 578	2 814	13 159	859	34 502	18 847	218	6 637
Channel Islands Airports											
Alderney	512	512	..	..	..	..	..	..	..	..	..
Guernsey	2 070	2 070	..	..	..	..	..	..	..	..	..
Jersey	3 342	3 342	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	5 924	5 924	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator November 1974

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	4 364	73	2 485	199	130	1 233	244
+ Heathrow	20 432	10 022	359	9 674	220	22	135
+ Luton	834	—	4	—	—	750	80
+ Southend	847	—	489	—	—	331	27
+ Stansted	220	—	1	—	—	76	143
All London Area Airports	26 697	10 095	3 338	9 873	350	2 412	629
Westland Heliport	130	—	—	—	6	124	—
Other UK Airports							
+ Leeds/Bradford	717	283	271	22	4	128	9
+ Liverpool	1 181	835	40	62	57	157	30
+ Manchester	3 502	1 600	331	790	54	695	32
+ Birmingham	1 366	701	272	78	29	281	5
+ Coventry	7	—	4	—	—	3	—
+ East Midlands	823	12	427	—	—	378	6
+ Newcastle	815	246	506	—	—	63	—
+ Tees-side	425	—	398	—	2	24	1
+ Bristol	475	299	48	28	76	24	—
+ Glamorgan	522	208	175	32	5	102	—
Swansea	21	—	—	—	—	21	—
+ Blackpool	249	—	236	—	—	13	—
+ Bournemouth	434	6	344	—	—	72	12
+ Cambridge	52	—	—	—	—	16	36
+ Exeter	137	—	129	—	—	8	—
Gloucester/Cheltenham	110	—	18	—	—	92	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	100	100	—	—	—	—	—
+ Lydd	340	—	148	—	—	190	2
+ Manston	137	—	—	—	—	132	5
+ Norwich	404	—	293	—	—	109	2
Penzance Heliport	100	100	—	—	—	—	—
+ Southampton	697	165	477	—	2	44	9
+ Edinburgh	1 142	639	466	34	—	1	2
+ Glasgow	2 841	1 585	672	363	—	210	11
+ Prestwick	631	407	24	163	—	8	29
Aberdeen	1 662	615	300	—	96	633	18
Benbecula	142	142	—	—	—	—	—
Inverness	417	314	7	—	—	96	—
Islay	78	50	—	—	—	28	—
+ Kirkwall	650	186	—	15	1	447	1
Stornoway	158	144	—	—	—	14	—
+ Sumburgh	932	138	87	—	248	453	6
Tiree	76	69	—	—	1	6	—
Wick	226	206	—	—	—	20	—
+ Belfast	2 079	1 402	367	37	16	236	21
+ Isle of Man	586	415	171	—	—	—	—
All Reporting Airports	51 061	20 962	9 549	11 497	947	7 240	866
Channel Islands Airports							
Alderney	512	—	478	—	—	34	—
Guernsey	2 070	184	1 691	—	—	195	—
Jersey	3 342	744	2 211	38	—	331	18
TOTAL (Channel Islands Airports)	5 924	928	4 380	38	—	560	18

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	September 1974 —November 1974	September 1973 —November 1973	Percentage Change
London Area Airports			
+ Gatwick	6 039	6 318	-4.4
+ Heathrow	22 418	22 765	-1.5
+ Luton	1 310	2 511	-47.8
+ Southend	944	1 295	-27.1
+ Stansted	273	256	6.6
TOTAL (London Area)	30 985	33 145	-6.5
Westland Heliport (Battersea)	228	301	-24.3
Other UK Airports			
+ Leeds/Bradford	833	764	9.0
+ Liverpool	1 255	1 359	-7.7
+ Manchester	3 857	4 086	-5.6
+ Birmingham	1 763	1 934	-8.8
+ Coventry	8	13	-38.5
+ East Midlands	966	1 058	-8.7
+ Newcastle	998	1 025	-2.6
+ Tees-side	465	420	10.7
+ Bristol	540	646	-16.4
+ Glamorgan	568	629	-9.7
Swansea	39	17	—
+ Ashford	338	420	—
+ Blackpool	464	427	8.7
+ Bournemouth	548	444	23.4
+ Cambridge	81	85	-4.7
+ Exeter	278	237	17.3
Gloucester/Cheltenham	149	162	-8.0
Hawarden	—	—	—
Isles of Scilly	308	369	-16.5
+ Lydd	148	15	—
+ Manston	123	121	1.7
+ Norwich	416	433	-3.9
Penzance Heliport	251	286	-12.2
+ Portsmouth	—	218	—
+ Southampton	954	949	0.5
+ Edinburgh	1 360	1 315	3.4
+ Glasgow	3 498	3 864	-9.5
+ Prestwick	830	995	-16.6
Aberdeen	1 779	714	—
+ Benbecula	149	99	50.5
+ Inverness	515	403	27.8
+ Islay	116	142	-18.3
+ Kirkwall	665	506	31.4
Stornoway	172	175	-1.7
+ Sumburgh	960	402	—
Tiree	64	61	4.9
Wick	224	222	0.9
+ Belfast	2 079	2 146	-3.1
+ Isle of Man	917	960	-4.5
TOTAL (Incl. London Area)	59 891	61 565	-2.7
Channel Islands Airports			
Alderney	739	910	-18.8
Guernsey	2 733	2 863	-4.5
Jersey	4 786	5 198	-7.9
TOTAL (Channel Islands Airports)	8 257	8 971	-8.0

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

Ashford Airport closed with effect from 31/10/74.

Air Transport Landings Diverted to UK Reporting Airports November 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	7	2St						1He											1He 1Lu								1Em	1Em					
Heathrow	20	2Lu 1Bo 5Ga 1Em	1Ma 1Ga 2Pr 1Ga				1Ga								1Ga 1Ma								1Ga 1Pr 2Ma					1Sh					
Luton	18	5Bi 2He 1Bi	1Em 1Ga										2St				2Bi				5Bi	1St									1Bi		
Stansted	3																																
Leeds	37	12Te 2Em						3Te 2Em												3Te 2Em		3Te	5Te 3Em 4Li	1Em 1Ma									
Manchester	29																3Li 1He 1Bi	3Li 2He 1Ga 2Bi 1Lu 1Em 2Ma 1Lu	7Li 1Em	1Li 1Ma											1He		
Birmingham	19	1Em	3Em					5Ma									1He					1He 1Ma 1Te	1He 2Em 1Te									1Lu	
East Midlands	6	1Bi																			1Bi								1Bo				
Newcastle	2																																
Glamorgan	3																																
Blackpool	2																																
Gloucester/Cheltenham	1																																
Norwich	1																																
Southampton	2																																
Edinburgh	42																																
Glasgow	41	1Ma	1Ma	4GI	3Pr			1GI 1Ed 3Pr	2GI	5GI	4GI	6GI	2GI	1GI	5GI		1GI				2Ed 1Pr	3Ed 11Pr	1Ed 14Pr	1GI	3GI		3GI		4GI				
Aberdeen	2	1Em	1Ma																														
Inverness	1		1GI																														
Stornoway	1																																
Belfast	2	1Ma																															
Other UK	23	1Ti 2Sh	1He	1Em			2Ex	1Ex 1He	1Ex 1He	2Ex		1Lu		1Ss									1Bo 1Ma			1Wi 1He	1He 1Sh	2Bo 1Sh					
Overseas	16	1Ma 1He	3Ga 1Pr						2He		1He						1Lu		1He 1Pr							1He	2He					1Ga	
All Aerodromes	278	41	18	5	3	—	5	19	10	7	5	7	2	4	7	—	10	15	13	21	21	9	26	4	3	4	6	7	1	1	4		

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator November 1974

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit		
London Area Airports															
+Gatwick	251 115	247 499	3 616	1 637	655	86 408	—	880	—	19 426	143	116 874	201	22 274	2 617
+Heathrow	1 457 583	1 437 866	19 717	718 003	—	11 217	—	674 997	19 386	20 298	—	569	—	12 782	331
+Luton	77 607	77 274	333	—	—	—	160	—	—	—	—	71 805	156	5 469	17
+Southend	12 484	12 484	—	—	—	10 583	—	—	—	—	—	426	—	1 475	—
+Stansted	15 353	15 101	252	—	—	—	—	—	—	—	—	2 672	2	12 429	250
TOTAL (London Area)	1 814 142	1 790 224	23 918	719 640	655	108 208	160	675 877	19 386	39 724	143	192 346	359	54 429	3 215
Westland Heliport (Battersea)	311	311	—	—	—	—	—	—	—	18	—	293	—	—	—
Other UK Airports															
+Leeds/Bradford	16 743	15 248	1 495	11 090	21	3 068	1 436	544	38	92	—	426	—	28	—
+Liverpool	33 736	31 668	2 068	24 544	1 998	289	19	2 409	51	3 176	—	1 138	—	112	—
+Manchester	161 611	153 915	7 696	73 081	1 519	4 766	1 328	20 653	1 820	3 065	70	49 531	2 349	2 819	610
+Birmingham	66 480	63 670	2 810	25 791	974	3 078	1 704	4 106	132	2 027	—	28 148	—	520	—
+Coventry	220	192	28	—	—	188	28	—	—	—	—	4	—	—	—
+East Midlands	31 318	31 317	1	462	—	12 660	—	—	—	—	—	17 894	1	301	—
+Newcastle	39 587	37 111	2 476	20 186	—	10 285	2 476	—	—	—	—	6 640	—	—	—
+Tees-side	14 462	13 190	1 272	—	—	11 408	1 267	—	—	—	5	1 782	—	—	—
+Bristol	13 004	8 649	4 355	3 328	3 014	944	76	753	199	874	1 066	2 750	—	—	—
+Glamorgan	17 362	15 826	1 536	4 397	174	1 473	871	592	336	337	—	9 027	155	—	—
Swansea	84	84	—	—	—	—	—	—	—	—	—	84	—	—	—
+Blackpool	3 828	3 828	—	—	—	3 822	—	—	—	—	—	6	—	—	—
+Bournemouth	8 685	8 520	165	114	81	5 529	73	—	—	—	—	2 281	1	596	10
+Cambridge	265	265	—	—	—	—	—	—	—	—	—	46	—	219	—
+Exeter	3 505	3 022	483	—	—	2 709	483	—	—	—	—	313	—	—	—
Gloucester/Cheltenham	693	693	—	—	—	271	—	—	—	—	—	422	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 944	1 944	—	1 944	—	—	—	—	—	—	—	—	—	—	—
+Lydd	4 368	4 368	—	—	—	4 358	—	—	—	—	—	—	—	10	—
+Manston	429	429	—	—	—	—	—	—	—	—	—	288	—	141	—
+Norwich	7 094	7 094	—	—	—	6 293	—	—	—	—	—	702	—	99	—
Penzance Heliport	1 944	1 944	—	1 944	—	—	—	—	—	—	—	—	—	—	—
+Southampton	16 647	16 282	365	4 803	331	11 130	32	—	—	49	2	277	—	23	—
+Edinburgh	51 778	50 178	1 600	36 631	183	12 438	1 348	1 017	69	—	—	—	—	92	—
+Glasgow	132 445	130 371	2 074	85 328	94	19 349	—	11 620	1 978	—	—	13 472	—	602	2
+Prestwick	25 104	15 784	9 320	11 444	5 172	773	—	1 239	3 265	—	—	762	210	1 566	673
Aberdeen	39 590	38 739	851	22 593	851	5 363	—	—	—	1 321	—	9 051	—	411	—
Benbecula	3 169	1 922	1 247	1 922	1 247	—	—	—	—	—	—	—	—	—	—
Inverness	9 937	8 775	1 162	8 575	1 162	16	—	—	—	—	—	184	—	—	—
Islay	1 016	942	74	851	74	—	—	—	—	—	—	91	—	—	—
+Kirkwall	7 332	5 992	1 340	4 276	759	—	—	35	134	15	—	1 663	447	3	—
Stornoway	3 536	3 203	333	3 129	333	—	—	—	—	—	—	74	—	—	—
+Sumburgh	12 775	12 231	544	4 218	—	173	—	—	—	2 625	—	5 064	544	151	—
Tiree	408	211	197	187	193	—	—	—	—	6	—	18	4	—	—
Wick	5 360	2 347	3 013	2 311	3 013	—	—	—	—	—	—	36	—	—	—
+Belfast	76 141	76 137	4	68 003	—	5 783	4	467	—	—	—	132	—	1 752	—
+Isle of Man	18 738	17 234	1 504	13 400	1 204	3 834	300	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 645 791	2 573 860	71 931	1 154 192	23 052	238 208	11 605	719 312	27 408	53 329	1 286	344 945	4 070	63 874	4 510
Channel Islands Airports															
Alderney	2 850	2 850	—	—	—	2 783	—	—	—	—	—	67	—	—	—
Guernsey	26 174	24 673	1 501	6 982	—	17 006	1 501	—	—	—	—	685	—	—	—
Jersey	70 176	69 210	966	33 266	7	33 436	940	719	—	—	—	1 342	19	447	—
TOTAL (Channel Is. Airports)	99 200	96 733	2 467	40 248	7	53 225	2 441	719	—	—	—	2 094	19	447	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages	September 1974 —November 1974	September 1973 —November 1973	Percentage change
London Area Airports			
+ Gatwick	430 569	484 942	-11.2
+ Heathrow	1 770 750	1 797 282	-1.5
+ Luton	127 539	267 845	-52.4
+ Southend	20 308	30 607	-33.6
+ Stansted	20 778	16 923	22.8
TOTAL (London Area)	2 369 944	2 597 599	-8.8
Westland Heliport (Battersea)	613	787	-22.1
Other UK Airports			
+ Leeds/Bradford	23 810	24 482	-2.7
+ Liverpool	43 420	48 977	-11.3
+ Manchester	201 159	223 734	-10.1
+ Birmingham	92 715	102 324	-9.4
+ Coventry	238	350	-32.0
+ East Midlands	42 446	49 376	-14.0
+ Newcastle	48 697	55 571	-12.4
+ Tees-side	15 502	16 460	-5.8
+ Bristol	13 507	24 449	-44.8
+ Glamorgan	18 879	24 194	-22.0
Swansea	297	192	54.7
+ Ashford	6 034	8 219	—
+ Blackpool	12 234	13 017	-6.0
+ Bournemouth	13 765	11 977	14.9
+ Cambridge	610	643	-5.1
+ Exeter	7 249	7 463	-2.9
Gloucester/Cheltenham	1 088	1 009	7.8
Hawarden	—	—	—
Isles of Scilly	6 123	5 569	9.9
+ Lydd	2 055	85	—
+ Manston	453	889	-49.0
+ Norwich	8 794	7 378	19.2
Penzance Heliport	5 861	5 009	17.0
+ Portsmouth	—	1 807	—
+ Southampton	28 161	28 702	-1.9
+ Edinburgh	67 070	76 136	-11.9
+ Glasgow	160 026	189 776	-15.7
+ Prestwick	30 209	31 030	-2.6
Aberdeen	42 994	24 140	78.1
Benbecula	2 097	1 965	6.7
Inverness	10 905	11 945	-8.7
Islay	1 216	1 490	-18.4
+ Kirkwall	7 294	6 416	13.7
Stornoway	3 780	3 819	-1.0
+ Sumburgh	13 023	6 656	95.7
Tiree	285	321	-11.2
Wick	2 852	3 027	-5.8
+ Belfast	97 322	106 181	-8.3
+ Isle of Man	33 973	35 849	-5.2
TOTAL (Incl. London Area)	3 436 699	3 759 014	-8.6
Channel Islands Airports			
Alderney	5 213	5 668	-8.0
Guernsey	35 428	42 957	-17.5
Jersey	131 636	136 293	-3.4
TOTAL (Channel Islands Airports)	172 278	184 918	-6.8

Portsmouth Airport closed with effect from 31/12/73
 Ashford Airport closed with effect from 31/10/74

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Sept-Nov 1974	Sept-Nov 1974	Sep-Nov 1973	Per- centage change	Sept-Nov 1974	Sep-Nov 1973	Per- centage change
London Area Airports							
+ Gatwick	430 569	371 399	421 214	-12	59 170	63 729	-7
+ Heathrow	1 770 750	1 505 252	1 514 351	-1	265 498	282 931	-6
+ Luton	127 539	124 651	262 931	-53	2 888	4 904	-41
+ Southend	20 308(a)	19 750(a)	29 931	-34	557	675	-18
+ Stansted	20 778	20 719	16 635	25	60	288	-79
TOTAL (London Area)	2 369 944	2 041 771	2 245 072	-9	328 172	352 527	-7
Westland Heliport (Battersea)	613	—	—	—	613	787	-22
Other UK Airports							
+ Leeds/Bradford	23 810	3 132	4 069	-23	20 678	20 413	1
+ Liverpool	43 420	15 189	16 735	-9	28 231	32 243	-13
+ Manchester	201 159	135 690	157 595	-14	65 469	66 139	-1
+ Birmingham	92 715	64 985	72 355	-10	27 729	29 970	-8
+ Coventry	238	2	79	-98	236	271	-13
+ East Midlands	42 446	23 835	30 232	-21	18 611	19 144	-3
+ Newcastle	48 697	18 080	23 013	-22	30 617	32 557	-6
+ Tees-side	15 502	2 842	5 463	-48	12 660	10 996	15
+ Bristol	13 507	9 323	19 539	-52	4 184	4 910	-15
+ Glamorgan	18 879	11 880	16 591	-28	6 999	7 603	-8
Swansea	297	1	31	-97	296	161	84
+ Ashford	6 034	5 442	8 088	—	592	131	—
+ Blackpool	12 234	921	1 411	-35	11 313	11 606	-3
+ Bournemouth	13 765	4 489	3 877	16	9 276	8 100	15
+ Cambridge	610	413	427	-3	197	215	-8
+ Exeter	7 249	1 312	862	52	5 937	6 601	-10
Gloucester/Cheltenham	1 088	—	—	—	1 088	1 009	8
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	6 123	—	—	—	6 123	5 569	10
+ Lydd	2 055	2 022	50	—	33	35	-6
+ Manston	453	453	889	-49	—	—	—
+ Norwich	8 794	4 951	4 296	-15	3 843	3 082	25
Penzance	5 861	—	—	—	5 861	5 009	17
+ Portsmouth	—	—	—	—	—	1 807	—
+ Southampton	28 161	663	912	-27	27 498	27 789	-1
+ Edinburgh	67 070	4 149	4 656	-11	62 921	71 481	-12
+ Glasgow	160 026	42 511	52 452	-19	117 515	137 324	-15
+ Prestwick	30 209	25 914	27 148	-5	4 275	3 882	11
Aberdeen	42 994	11 674	1 045	—	31 320	23 095	36
Benbecula	2 097	—	—	—	2 097	1 965	7
Inverness	10 905	4	31	-87	10 902	11 914	-9
Islay	1 216	—	—	—	1 216	1 490	-18
+ Kirkwall	7 294	174	209	-17	7 120	6 208	15
Stornoway	3 780	2	—	—	3 778	3 819	-1
+ Sumburgh	13 023	3 838	225	—	9 185	6 431	43
Tiree	285	—	—	—	285	321	-11
Wick	2 852	—	—	—	2 852	3 027	-6
+ Belfast	97 322	5 790	6 969	-17	91 532	99 212	-8
+ Isle of Man	33 973	873	1 120	-22	33 100	34 729	-5
TOTAL (Incl. London Area)	3 436 699	2 442 324	2 705 441	-10	994 375	1 053 572	-6

(a) Includes Channel Islands Traffic.

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

Ashford Airport closed 31/10/74 only two months' figures available.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	Sep— Nov 1974			Sep— Nov 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	13.6	9.6	4.0	13.6	10.3	3.4	-1
London – Vienna	12.1	8.9	3.2	11.0	9.2	1.8	10
Other Routes	1.4	0.7	0.7	2.6	1.1	1.5	-46
Belgium	72.8	70.7	2.1	76.7	73.6	3.1	-5
London – Brussels	51.9	51.5	0.4	49.7	48.9	0.8	4
Other S.E. England – Belgium	14.6	14.2	0.4	19.8	19.7	0.2	-26
Other Routes	6.3	5.0	1.3	7.3	5.1	2.1	-13
Denmark	39.4	32.2	7.2	41.4	33.0	8.4	-5
London – Copenhagen	32.2	26.1	6.1	33.7	26.9	6.8	-4
Other Routes	7.1	6.1	1.0	7.8	6.1	1.6	-8
Finland	6.9	6.2	0.7	6.4	5.2	1.2	9
France	234.0	217.6	16.4	250.2	219.3	30.9	-7
London – Nice	11.4	10.8	0.6	12.5	10.9	1.6	-9
– Paris	166.6	159.0	7.6	180.7	169.3	11.4	-8
– N. France (a)	10.5	10.3	0.2	9.0	8.5	0.5	17
– Other France	18.2	14.7	3.4	17.2	12.4	4.8	6
Manchester – Paris	6.3	6.0	0.3	6.8	6.4	0.3	-7
Other U.K. – Paris	9.1	8.2	1.0	10.8	9.0	1.8	-16
Luton – Other France	0.3	—	0.3	6.6	—	6.6	-95
Other S.E. England – France	8.3	8.2	0.1	2.1	2.1	—	287
Other Routes	3.3	0.5	2.9	4.5	0.6	3.9	-26
Germany Fed. Republic	161.4	131.0	30.4	188.3	142.2	46.0	-14
London – Dusseldorf	26.0	22.8	3.2	25.6	24.1	1.5	1
– Frankfurt	43.6	38.1	5.5	46.3	42.5	3.8	-6
– Hamburg	18.7	18.5	0.2	21.6	20.8	0.8	-13
– Munich	21.3	14.3	7.0	21.4	15.4	6.0	-1
– Other Germany	30.7	28.9	1.8	34.9	30.1	4.9	-12
Luton – Germany	9.8	—	9.8	21.2	0.1	21.0	-54
Manchester – Germany	7.3	6.1	1.2	8.4	6.0	2.4	-13
Other Routes	4.0	2.5	1.5	8.9	3.2	5.7	-55
Gibraltar	8.1	7.9	0.1	7.6	7.5	0.1	7
Greece	38.6	20.5	18.1	73.1	29.8	43.2	-47
Iceland	4.4	4.1	0.3	3.0	3.0	0.1	46
London – Reykjavik	3.0	2.7	0.3	1.8	1.8	0.1	62
Glasgow – Reykjavik	1.1	1.1	—	1.2	1.2	—	-10
Other Routes	0.4	0.4	—	—	—	—	—

Table 18 cont.

	Sep— Nov 1974			Sep— Nov 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	129.7	128.5	1.2	143.1	140.2	2.9	−9
London – Cork	10.6	10.4	0.2	10.2	10.1	0.1	4
– Dublin	64.4	64.1	0.4	70.8	70.6	0.1	−9
– Shannon	8.3	8.3	—	9.2	9.0	0.2	−10
Manchester – Dublin	11.2	11.2	—	12.4	12.2	0.2	−10
Birmingham – Dublin	8.7	8.7	—	9.8	9.8	—	−11
Glasgow – Dublin	6.6	6.5	0.1	7.3	7.2	—	−10
Liverpool – Dublin	5.0	5.0	—	5.7	5.7	—	−12
Leeds/Bradford – Dublin	2.2	2.2	—	2.6	2.5	—	−14
Edinburgh – Dublin	2.3	2.3	—	2.5	2.5	—	−8
Bristol – Dublin	2.0	2.0	—	2.5	2.4	0.1	−17
Other Routes	8.2	7.7	0.5	10.2	8.2	20.0	−19
Italy	145.9	75.1	70.8	159.1	76.0	83.1	−8
London – Genoa (g)	2.2	—	2.2	1.0	—	1.0	122
– Milan	34.8	25.2	9.6	35.3	27.1	8.3	−2
– Rimini (g)	3.2	—	3.2	3.4	—	3.4	−5
– Rome	35.6	29.1	6.6	38.2	29.2	9.0	−7
– Venice	6.7	4.1	2.6	9.5	4.8	4.7	−30
– Other Italy	27.1	14.9	12.3	23.5	13.3	10.2	16
Luton – Rimini	4.2	—	4.2	6.3	—	6.3	−34
– Other Italy	18.4	—	18.4	27.3	—	27.3	−32
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	6.5	—	6.5	6.2	—	6.2	6
Other Routes	7.1	1.9	5.2	8.4	1.6	6.9	−16
Luxembourg	4.9	4.9	—	5.7	4.6	1.1	−14
London – Luxembourg	4.9	4.9	—	4.8	4.6	0.2	4
Other Routes	—	—	—	1.0	—	1.0	−99
Netherlands	141.5	137.9	3.7	147.7	140.0	7.8	−4
London – Amsterdam	95.8	93.7	2.1	96.6	92.7	3.9	−1
– Rotterdam	16.5	16.3	0.2	20.0	19.8	0.1	−18
Other S.E. England – Netherlands	2.8	2.5	0.2	5.2	4.3	0.9	−47
Manchester – Amsterdam	8.9	8.8	0.1	9.2	9.0	0.2	−4
Other Routes	17.6	16.5	1.1	16.7	14.1	2.6	6
Norway	22.0	18.0	4.1	20.6	16.6	3.9	7
London – Oslo	14.1	11.5	2.6	12.7	11.1	1.6	11
Other Routes	7.9	6.4	1.5	7.8	5.5	2.3	1
Portugal	33.0	17.4	15.6	56.7	23.8	32.9	−42
London – Lisbon	15.7	11.7	4.0	23.3	16.2	7.1	−33
Other Routes	17.3	5.7	11.6	33.4	7.6	25.8	−48
Soviet Union and Eastern Europe (b)	27.5	18.7	8.9	30.5	18.3	12.3	−10
London – Moscow	5.3	4.9	0.5	4.9	4.3	0.7	8
– Prague	2.8	2.7	0.1	2.9	2.9	—	−2
Other Routes	19.4	11.1	8.3	22.7	11.1	11.6	−15

Table 18 cont.

	Sep— Nov 1974			Sep— Nov 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	444.0	99.0	345.1	561.8	84.6	477.2	-21
London – Barcelona	18.1	14.6	3.5	17.3	12.5	4.8	4
– Ibiza	11.0	2.4	8.7	14.7	1.8	12.9	-25
– Madrid	31.4	27.3	4.1	30.5	27.2	3.3	3
– Malaga	26.2	15.3	10.9	22.3	12.0	10.4	17
– Palma	70.3	17.2	53.2	73.1	13.3	59.8	-4
– Other Spain	58.8	19.0	39.8	63.2	15.6	47.6	-7
Luton – Alicante	9.1	—	9.1	25.1	—	25.1	-64
– Barcelona	1.8	—	1.8	7.8	—	7.8	-77
– Gerona	9.3	—	9.3	16.0	—	16.0	-42
– Ibiza	7.2	—	7.2	17.6	—	17.6	-59
– Palma	19.5	—	19.5	37.5	—	37.5	-48
– Other Spain	8.4	—	8.4	20.8	—	20.7	-60
Other S.E. England – Spain	—	—	—	0.5	—	0.5	—
Manchester – Barcelona	3.0	—	3.0	2.8	0.1	2.8	6
– Palma	23.4	—	23.4	29.1	0.2	29.0	-20
Other N. England – Spain	49.8	0.7	49.1	63.2	1.0	62.2	-21
Scotland – Spain	24.0	2.3	21.7	30.0	0.2	29.8	-20
Other Routes	72.7	0.3	72.4	90.2	0.7	89.5	-20
Sweden	24.7	17.3	7.5	23.7	18.0	5.7	4
London – Stockholm	16.3	12.1	4.2	14.4	12.0	2.4	13
Other Routes	8.4	5.2	3.2	9.2	6.0	3.3	-10
Switzerland	80.8	66.0	14.8	87.3	67.4	19.9	-7
London – Basle	5.9	5.7	0.2	7.3	5.9	1.4	-20
– Geneva	29.5	26.1	3.4	29.7	26.6	3.0	-1
– Zurich	37.9	30.9	7.1	38.9	31.6	7.3	-3
Luton – Switzerland	3.8	—	3.8	6.2	—	6.2	-39
Other Routes	3.8	3.4	0.4	5.3	3.4	1.9	-28
Yugoslavia	30.8	11.6	19.2	39.5	8.5	31.0	-22
London – Dubrovnic	5.8	1.7	4.2	8.7	0.6	8.1	-33
– Ljubljana	2.1	1.7	0.4	2.1	1.4	0.7	3
Luton – Yugoslavia	3.0	—	3.0	6.6	—	6.6	-55
Other Routes	19.9	8.3	11.6	22.2	6.5	15.6	-10
Other Europe	60.2	39.1	21.1	71.5	52.6	18.9	-16
WESTERN HEMISPHERE							
Canada	115.2	73.7	41.4	106.6	66.8	39.8	8
London – Montreal	17.7	17.0	0.7	14.9	14.5	0.4	19
– Toronto	46.4	25.1	21.3	45.1	24.0	21.0	3
– Other Canada	26.7	15.5	11.2	22.8	13.4	9.4	17
Other U.K. – Montreal	1.6	1.5	0.1	1.9	1.6	0.3	-16
– Toronto	19.4	12.4	7.1	19.2	11.1	8.0	1
Other Routes	3.4	2.3	1.1	2.7	2.1	0.6	26

Table 18 cont.

	Sep— Nov 1974			Sep— Nov 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	260.9	216.5	44.5	287.9	235.2	52.7	-9
London — New York	100.9	83.7	17.2	111.6	96.4	15.2	-10
— Other East Coast U.S.A.	66.5	62.2	4.3	69.7	61.8	7.9	-5
— Chicago and Detroit	29.2	23.9	5.3	30.9	24.4	6.5	-6
— West Coast U.S.A.	46.1	37.0	9.1	49.5	38.2	11.2	-7
— Other U.S.A.	4.1	1.6	2.5	9.3	3.3	6.0	-56
Other U.K. — New York	11.3	8.0	3.3	13.3	10.6	2.7	-15
Other Routes	2.8	—	2.7	3.7	0.6	3.2	-26
West Atlantic and Caribbean Islands	22.3	21.8	0.6	18.9	17.3	1.7	18
Central and South America	7.8	7.7	0.1	7.8	7.7	0.1	—
REST OF THE WORLD							
Canary Islands	30.4	6.5	23.9	25.1	3.6	21.5	21
North Africa (c)	21.3	11.6	9.7	30.7	7.4	23.4	-31
East Africa (d)	11.6	9.6	1.9	12.6	9.3	3.3	-8
Central Africa (e)	6.3	6.3	—	6.2	6.2	—	1
West Africa (d)	12.4	10.9	1.5	11.0	10.1	0.9	13
South Africa	19.5	19.3	0.3	15.5	15.4	0.1	26
Middle East (f)	73.9	72.3	1.6	54.8	53.0	1.8	35
India	16.2	16.1	0.1	14.7	14.5	0.2	10
Pakistan	6.5	6.5	—	3.8	3.8	0.1	70
Far East	45.1	38.0	7.2	45.1	33.6	11.4	—
Australia and New Zealand	22.1	21.8	0.3	18.2	17.9	0.3	21
Other Routes n.e.i.	23.4	8.2	15.2	7.9	5.9	2.0	196
ALL ROUTES	2 419.4	1 680.1	739.3	2 674.2	1 682.2	992.0	-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		September 1974 —November 1974 (000)	September 1973 —November 1973 (000)	Percentage change
London (a)	Aberdeen	13.1	11.1	18
	Belfast	43.4	48.7	-11
	Birmingham	2.8	3.3	-14
	Channel Islands	39.9	52.0	-23
	Edinburgh	49.1	57.9	-15
	Glasgow	67.2	79.3	-15
	Isle of Man	3.8	2.7	42
	Leeds/Bradford	10.5	10.4	1
	Liverpool	10.1	10.4	-2
	Manchester	34.5	33.0	5
	Newcastle	22.8	23.9	-5
	Tees-side	10.5	8.8	19
	Other Airports	17.0	5.4	212
	Birmingham	6.5	6.6	-2
Belfast	East Midlands	2.9	2.9	-1
	Edinburgh	1.9	1.7	14
	Glasgow	9.5	10.5	-10
	Isle of Man	2.9	3.0	-4
	Leeds/Bradford	3.1	3.2	-5
	Liverpool	3.1	3.6	-15
	Manchester	9.9	10.3	-4
	Newcastle	1.8	2.1	-13
	Other airports	6.7	6.6	1
	Bournemouth	7.3	6.2	17
	Birmingham	8.7	8.0	10
	Bristol/Glamorgan	6.3	6.5	-4
	East Midlands	10.6	10.0	6
	Glasgow	1.4	1.7	-15
Channel Islands	Leeds/Bradford	2.8	2.9	-6
	Liverpool	2.4	3.5	-32
	Manchester	4.8	4.9	-3
	Newcastle	1.2	1.3	-13
	Southampton	24.6	23.8	4
	Other airports	20.4	11.3	80
	Birmingham	2.7	3.3	-18
	Glasgow	0.2	0.5	-49
	Manchester	3.3	3.8	-13
	Other airports	5.6	4.2	33
	Birmingham	5.5	7.3	-25
	East Midlands	3.9	4.2	-8
	Isle of Man	1.8	1.6	15
	Leeds/Bradford	1.9	2.3	-15
Edinburgh	Liverpool	1.7	3.2	-47
	Manchester	5.3	6.1	-13
	Southampton	1.6	2.8	-42
	Other Scottish airports	15.8	15.9	-1
	Other airports	1.6	3.7	-56
	Blackpool	7.7	8.9	-13
	Liverpool	10.1	10.3	-2
	Manchester	4.4	4.6	-5
	Newcastle	0.5	0.4	13
	Other airports	1.8	3.2	-43
	Isles of Scilly	6.1	5.0	22
	Penzance	17.3	23.9	-28
	Other Routes	17.3	23.9	-28
TOTAL		562.4	592.7	-5

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

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

Cargo by Type and Nationality of Operator November 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	4 823.5	—	—	650.0	1 040.8	0.2	—	—	—	801.1	2 157.9	41.0	132.5
+Heathrow	40 323.1	7 608.7	8 381.1	48.8	215.2	9 544.1	13 529.5	325.1	56.6	65.8	185.9	173.3	189.0
+Luton	249.7	—	—	—	—	—	—	—	—	98.2	74.4	36.0	41.1
+Southend	1 888.0	—	—	801.0	594.0	—	—	—	—	223.0	270.0	—	—
+Stansted	1 323.0	—	—	—	—	—	—	—	—	155.1	833.0	29.4	305.5
TOTAL (London Area)	48 607.3	7 608.7	8 381.1	1 499.8	1 850.0	9 544.3	13 529.5	325.1	56.6	1 343.2	3 521.2	279.7	668.1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	89.4	18.0	32.8	1.2	1.5	8.8	4.7	3.1	7.4	7.2	4.7	—	—
+Liverpool	1 318.0	143.7	646.8	1.1	1.3	86.0	44.9	32.6	12.7	49.8	34.5	68.6	196.0
+Manchester	3 981.4	804.6	569.1	4.7	5.1	960.3	1 294.6	129.4	3.8	43.5	161.0	—	5.3
+Birmingham	232.5	58.8	55.5	8.5	2.6	38.8	68.3	—	—	—	—	—	—
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	1 259.3	0.4	—	83.4	151.9	—	—	—	—	673.4	314.6	—	35.6
+Newcastle	104.4	14.9	39.3	15.7	29.3	—	—	—	—	—	5.2	—	—
+Tees-side	41.3	—	—	15.7	9.2	—	—	—	—	—	—	—	16.4
+Bristol	53.8	7.1	4.7	1.6	0.2	21.7	17.4	0.9	0.2	—	—	—	—
+Glamorgan	21.5	1.3	10.3	2.9	2.4	0.9	1.9	—	—	1.5	0.3	—	—
Swansea	0.8	—	—	—	—	—	—	—	—	—	0.8	—	—
+Blackpool	82.3	—	—	4.8	41.8	—	—	—	—	0.2	35.5	—	—
+Bournemouth	264.4	—	—	123.1	127.3	—	—	—	—	7.0	7.0	—	—
+Cambridge	90.8	—	—	—	—	—	—	—	—	—	—	71.7	19.1
+Exeter	26.0	—	—	6.7	19.3	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10.6	1.6	1.0	—	—	—	—	—	—	—	—	—	—
+Lydd	322.8	—	—	—	—	—	—	—	—	136.2	186.6	—	—
+Manston	315.6	—	—	—	—	—	—	—	—	145.6	127.3	23.5	19.2
+Norwich	20.0	—	—	8.4	11.2	—	—	—	—	0.3	0.1	—	—
Penzance Heliport	10.6	1.0	9.6	—	—	—	—	—	—	—	—	—	—
+Southampton	58.3	1.6	4.7	8.2	37.5	—	—	—	—	0.1	0.2	4.5	1.5
+Edinburgh	394.5	203.5	40.7	76.9	67.1	2.0	3.3	—	—	—	1.0	—	—
+Glasgow	2 084.4	520.1	689.7	48.8	54.0	239.7	447.9	—	—	53.8	9.4	2.9	18.1
+Prestwick	1 394.1	398.1	243.8	2.2	1.5	312.3	198.5	—	—	—	—	—	237.7
Aberdeen	252.9	46.6	61.8	14.6	18.2	—	—	4.5	11.9	33.9	60.1	0.3	1.0
Benbecula	25.3	21.2	4.1	—	—	—	—	—	—	—	—	—	—
Inverness	31.2	10.4	20.8	—	—	—	—	—	—	—	—	—	—
Islay	6.2	3.1	3.1	—	—	—	—	—	—	—	—	—	—
+Kirkwall	44.3	26.8	15.1	—	—	0.2	—	—	—	0.3	1.9	—	—
Stornoway	43.7	31.3	12.4	—	—	—	—	—	—	—	—	—	—
+Sumburgh	98.0	26.3	9.8	—	—	—	—	14.8	16.3	16.3	14.3	0.2	—
Tiree	1.9	1.0	0.8	—	—	—	—	—	0.1	—	—	—	—
Wick	7.1	4.9	2.8	—	—	—	—	—	—	—	—	—	—
+Belfast	3 520.1	851.5	702.2	134.3	113.1	19.5	8.1	22.7	194.4	522.2	951.9	—	0.2
+Isle of Man	303.8	175.6	80.9	43.4	3.9	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	65 118.6	10 990.1	11 642.3	2 106.0	2 548.4	11 234.5	15 619.1	533.1	303.4	3 034.5	5 437.6	451.4	1 218.2
Channel Islands Airports													
Alderney	13.9	—	—	10.1	1.5	—	—	—	—	1.8	0.5	—	—
Guernsey	640.8	80.0	40.1	186.0	144.0	—	—	—	—	76.0	114.7	—	—
Jersey	680.1	117.5	66.2	403.0	85.1	0.2	0.1	—	—	6.2	1.8	—	—
TOTAL (Channel Islands Airports)	1 334.8	197.5	106.3	599.1	230.6	0.2	0.1	—	—	84.0	117.0	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	September 1974 —November 1974	September 1973 —November 1973	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+Gatwick	4 640·3	4 166·2	11·4
+Heathrow	39 943·0	41 613·4	-4·0
+Luton	160·3	225·5	-28·9
+Southend	1 725·3	2 431·0	-29·0
+Stansted	1 370·7	1 323·3	3·6
TOTAL (London Area)	47 839·7	49 759·3	-3·9
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	76·3	67·7	12·7
+Liverpool	1 242·5	1 330·2	-6·6
+Manchester	3 616·4	3 829·0	-5·6
+Birmingham	253·4	365·0	-30·6
+Coventry	2·6	13·7	-81·0
+East Midlands	869·1	553·8	56·9
+Newcastle	125·1	153·9	-18·7
+Tees-side	27·5	30·6	-10·1
+Bristol	58·0	72·3	-19·8
+Glamorgan	21·1	36·8	-42·7
Swansea	0·3	0·2	50·0
+Ashford	368·0	403·4	—
+Blackpool	67·0	52·6	27·4
+Bournemouth	319·0	226·2	41·0
+Cambridge	133·3	168·6	-20·9
+Exeter	21·5	15·0	43·3
Gloucester/Cheltenham	—	0·2	..
Hawarden	—	—	—
Isles of Scilly	9·2	7·7	19·5
+Lydd	113·7	12·3	—
+Manston	314·9	345·5	-8·9
+Norwich	46·6	29·6	57·4
Penzance Heliport	9·2	7·3	26·0
+Portsmouth	..	5·2	—
+Southampton	70·6	83·0	-14·9
+Edinburgh	374·1	385·2	-2·9
+Glasgow	2 069·4	1 945·2	6·4
+Prestwick	1 188·8	1 752·5	-32·2
Aberdeen	256·3	95·0	—
Benbecula	25·8	19·3	33·7
Inverness	24·3	40·8	-40·4
Islay	8·4	5·0	68·0
+Kirkwall	48·8	39·5	23·5
Stornoway	48·1	38·1	26·2
+Sumburgh	82·8	42·8	93·5
Tiree	1·8	1·6	12·5
Wick	13·0	11·9	9·2
+Belfast	2 185·3	1 403·3	55·7
+Isle of Man	314·0	353·4	-11·1
TOTAL (Incl. London Area)	62 245·9	63 703·0	-2·3
Channel Islands Airports			
Alderney	18·0	22·3	-19·3
Guernsey	689·0	709·5	-2·9
Jersey	998·3	1 153·6	-13·5
TOTAL (Channel Islands Airports)	1 705·3	1 885·4	-9·6

Portsmouth Airport closed with effect from 31/12/73.
Ashford Airport closed with effect from 31/10/74.

All Scheduled Services November 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)	Mail (000)	Cargo- (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	10 323	3 221	13 719	173 795	2 223 815	1 144 299	51.5	5 761	284 130	154 042	9 168	39 232	105 642	54.2
British Airways European Division	5 965	8 370	12 301	547 426	669 357	384 297	57.4	3 584	68 437	36 386	987	2 014	33 384	53.2
British Airways Helicopters	6	100	36	1 808	173	110	63.8	13	13	10	—	1	9	78.0
British Airways Regional Division—														
Channel Islands Airways	536	1 418	1 659	56 189	38 404	20 945	53.6	227	3 559	1 855	18	76	1 761	52.1
Scottish Airways	211	1 228	1 332	38 185	13 317	7 417	55.7	336	1 176	690	15	64	624	58.7
Cambrian Airways	297	1 249	963	41 398	22 654	11 133	49.1	407	2 003	972	5	77	890	48.3
Northeast Airlines	257	682	743	36 736	23 711	14 810	62.5	122	2 119	1 277	—	47	1 229	60.2
British Caledonian Airways	1 811	2 086	3 185	75 213	219 382	96 783	44.1	996	25 269	11 698	377	2 650	8 671	46.3
Air Anglia	212	696	705	9 833	9 349	4 263	45.6	50	956	448	—	22	426	46.8
Aurigny Air Services	81	1 494	469	10 990	938	564	60.1	42	92	47	—	2	45	51.1
British Air Ferries	89	429	409	8 531	3 188	1 642	51.5	1 314	605	444	—	294	149	73.4
British Island Airways	172	895	773	19 956	8 427	4 101	48.7	124	751	374	—	25	349	49.8
British Midland Airways	325	979	1 086	26 179	22 992	10 236	44.5	140	1 767	856	—	58	798	48.5
Brymon Airways	28	180	118	976	399	186	46.6	—	35	15	—	—	15	43.4
Dan-Air Services	245	918	884	16 773	13 377	4 898	36.6	—	1 091	392	—	—	392	35.9
Intra Airways	17	118	91	1 019	411	138	33.6	—	34	12	—	—	12	35.9
Loganair	32	424	195	1 676	333	110	33.2	—	30	10	—	—	10	33.1
TOTAL Passenger Services	20 609	24 487	38 669	1 066 683	3 270 924	1 705 931	52.2	13 116	392 067	209 528	10 571	44 548	154 407	53.4
Cargo Services														
British Airways Overseas Division	848	251	1 667					2 567	27 200	16 704	311	16 396	—	61.4
British Airways European Division	664	1 012	1 271					7 005	9 650	4 651	122	4 530	—	48.2
British Airways Cambrian Airways	36	136	116					510	250	134	—	134	—	53.5
British Caledonian Airways	94	66	144					442	2 094	1 446	150	1 296	—	69.0
Air Freight	24	115	150					316	83	66	—	66	—	79.2
Air-Bridge Carriers	22	66	80					315	240	125	—	125	—	52.2
British Island Airways	121	379	438					853	555	278	44	234	—	50.1
Intra Airways	7	41	38					80	24	14	—	14	—	57.9
TOTAL Cargo Services	1 816	2 066	3 904					12 088	40 097	23 418	627	22 794	—	58.4
GRAND TOTAL	22 425	26 553	42 573	1 066 683	3 270 924	1 705 931	52.2	25 204	432 164	232 945	11 198	67 342	154 407	53.9

International Scheduled Services November 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	10 323	3 221	13 719	173 795	2 223 815	1 144 299	51·5	5 761	284 130	154 042	9 168	39 232	105 642	54·2
British Airways European Division	5 088	6 611	10 112	419 157	568 945	318 752	56·0	3 122	58 515	30 631	940	1 839	27 851	52·3
British Airways Regional Division—														
Channel Islands Airways	182	282	469	9 787	13 947	6 535	46·9	102	1 335	615	1	54	560	46·1
Cambrian Airways	113	313	295	7 747	9 267	3 695	39·9	38	806	314	—	18	296	38·9
Northeast Airlines	92	166	250	6 349	7 947	3 976	50·0	30	672	345	—	15	330	51·3
British Caledonian Airways	1 506	1 484	2 514	48 637	192 797	83 323	43·2	811	22 680	10 446	373	2 556	7 517	46·1
Air Anglia	127	288	386	5 849	5 597	2 431	43·4	50	572	265	—	22	243	46·2
Aurigny Air Services	66	1 392	392	10 209	736	444	60·3	40	72	37	—	1	36	51·4
British Air Ferries	89	429	409	8 531	3 188	1 642	51·5	1 314	605	444	—	294	149	73·4
British Island Airways	63	214	238	4 641	3 165	1 290	40·8	28	291	119	—	9	110	40·8
British Midland Airways	114	298	371	5 077	8 300	2 508	30·2	52	608	222	—	26	196	36·5
Brymon Airways	8	40	35	182	91	37	40·6	—	8	3	—	—	3	37·9
Dan-Air Services	106	299	375	6 099	4 952	1 735	35·0	—	404	142	—	—	142	35·1
Intra Airways	12	100	67	763	218	62	28·4	—	18	5	—	—	5	26·2
TOTAL Passenger Services	17 891	15 137	29 632	706 823	3 042 964	1 570 729	51·6	11 348	370 717	197 628	10 482	44 067	143 078	53·3
Cargo Services														
British Airways Overseas Division	848	251	1 667					2 567	27 200	16 704	311	16 396		61·4
British Airways European Division	556	730	1 001					4 924	7 709	3 650	100	3 550		47·3
British Caledonian Airways	70	23	94					220	1 923	1 319	24	1 296		68·6
Air Freight	24	115	150					316	83	66	—	66		79·2
British Island Airways	60	102	205					240	277	142	11	131		51·3
TOTAL Cargo Services	1 558	1 221	3 117					8 267	37 193	21 881	446	21 438		58·8
GRAND TOTAL	19 449	16 358	32 749	706 823	3 042 964	1 570 729	51·6	19 615	407 910	219 508	10 927	65 505	143 078	53·8

Domestic Scheduled Services November 1974

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	877	1 759	2 189	128 269	100 413	65 544	65.3	463	9 922	5 754	46	175	5 533	58.0
British Airways Helicopters	6	100	36	1 808	173	110	63.8	13	13	10	—	1	9	78.0
British Airways Regional Division—														
Channel Islands Airways	354	1 136	1 191	46 402	25 154	14 410	57.3	125	2 224	1 240	18	21	1 201	55.8
Scottish Airways	211	1 228	1 332	38 185	13 317	7 417	55.7	336	1 176	690	15	51	624	58.7
Cambrian Airways	184	936	668	33 651	13 387	7 437	55.6	369	1 197	659	5	59	595	55.0
Northeast Airlines	165	516	493	30 387	15 765	10 834	68.7	93	1 447	932	—	33	899	64.4
British Caledonian Airways	305	602	671	26 576	26 585	13 460	50.6	185	2 589	1 253	5	94	1 154	48.4
Air Anglia	85	408	319	3 984	3 752	1 832	48.8	—	384	183	—	—	183	47.7
Aurigny Air Services	16	102	77	781	201	120	59.7	2	20	10	—	—	10	49.9
British Island Airways	109	681	536	15 315	5 262	2 811	53.4	96	460	255	—	16	239	55.5
British Midland Airways	211	681	715	21 102	14 692	7 728	52.6	88	1 159	635	—	32	603	54.8
Brymon Airways	19	140	83	794	308	149	48.3	—	27	12	—	—	12	45.0
Dan-Air Services	139	619	508	10 674	8 425	3 163	37.5	—	688	250	—	—	250	36.4
Intra Airways	5	18	24	256	193	76	39.5	—	16	7	—	—	7	47.0
Loganair	32	424	195	1 676	333	110	33.2	—	30	10	—	—	10	33.1
TOTAL Passenger Services	2 719	9 350	9 037	359 860	227 960	135 202	59.3	1 770	21 350	11 900	89	481	11 330	55.7
Cargo Services														
British Airways European Division	108	282	270					2 081	1 941	1 001	22	980		51.6
British Airways Cambrian Airways	36	136	116					510	250	134	—	134		53.5
British Caledonian Airways	24	43	50					222	171	127	127	—		73.9
Air-Bridge Carriers	22	66	80					315	240	125	—	125		52.2
British Island Airways	61	277	233					613	278	136	33	103		48.9
Intra Airways	7	41	38					80	24	14	—	14		57.9
TOTAL Cargo Services	258	845	787					3 821	2 904	1 537	182	1 355		52.9
GRAND TOTAL	2 976	10 195	9 824	359 860	227 960	135 202	59.3	5 591	24 254	13 437	271	1 837	11 330	55.4

All Non-scheduled Services November 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 ¹ uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	226	51	1 317	4 360	42 839	40 562	94.7	—	4 893	3 974	—	3 974	81.2
British Airways European Division	386	427	785	11 999	18 517	12 306	66.5	2 098	5 319	2 858	1 814	1 044	53.7
British Airways Airtours	247	133	359	19 342	46 716	36 355	77.8	—	4 251	3 136	—	3 136	73.8
British Airways Helicopters	149	1 219	846	6 680	3 177	1 277	40.2	78	299	113	17	96	37.8
British Airways Regional Division—													
Channel Islands Airways	4	12	11	289	258	237	91.8	16	29	23	3	20	79.7
Scottish Airways	1	4	3	—	—	—	—	11	5	2	2	—	44.8
Cambrian Airways	142	215	281	7 249	11 539	8 762	75.9	15	1 039	705	4	701	67.9
Northeast Airlines	133	119	223	11 089	15 845	13 485	85.1	10	1 459	1 186	5	1 181	81.3
British Caledonian Airways	1 071	430	1 541	19 834	74 446	61 846	83.1	1 792	26 225	18 136	12 644	5 492	69.2
Air Anglia	52	171	168	1 277	733	382	52.1	—	81	38	—	38	47.0
Air Freight	13	23	55	—	—	—	—	32	43	30	30	—	70.3
Air-Bridge Carriers	25	54	91	—	—	—	—	275	244	114	114	—	46.6
Alldair	92	212	255	1 516	7 128	870	12.2	594	640	327	254	74	51.2
Aurigny Air Services	—	3	2	22	3	3	82.3	—	—	—	—	—	62.9
Beecham Imperial	7	16	17	43	53	20	37.5	—	5	2	—	2	39.5
Bristow Helicopters	338	2 535	1 671	18 129	5 639	3 174	56.3	339	548	309	65	244	56.3
Britannia Airways	1 864	1 234	2 967	142 666	241 553	217 912	90.2	45	20 694	18 557	28	18 528	89.7
British Air Ferries	89	156	362	—	—	—	—	611	606	355	355	—	58.5
British Executive Air Services	13	142	54	805	170	63	37.1	7	33	6	—	6	18.2
British Island Airways	114	346	422	7 522	4 503	2 347	52.1	25	523	260	62	199	49.8
British Midland Airways	160	297	462	6 037	11 533	3 819	33.1	381	1 172	584	286	298	49.8
Cabair	16	71	55	161	97	37	38.1	—	16	6	—	6	37.5
Dan-Air Services	1 453	978	2 599	91 639	176 160	152 015	86.3	—	14 092	12 162	—	12 162	86.3
Eagle Flying Services	1	3	3	9	5	2	40.0	—	—	—	—	—	40.0
Fairflight Charters	63	118	238	383	265	188	70.9	22	43	29	14	15	67.4
Galliford Aviation	3	6	9	22	21	12	57.1	—	3	1	—	1	33.3
Green Shield Stamp	31	50	61	211	314	182	58.2	—	31	18	—	18	58.2
Haywards Aviation	5	11	23	61	25	23	92.6	1	5	3	1	2	62.6
Humber Airways	13	50	61	57	60	17	28.3	2	9	1	—	1	11.1
I D S Aircraft	37	140	132	352	215	92	43.0	—	18	8	—	8	43.1
International Aviation Service	259	107	516	—	—	—	—	500	4 390	2 756	2 756	—	62.8
Intra Airways	2	13	10	386	52	50	95.8	2	5	4	—	4	88.8
Invicta International Airlines	304	204	599	1 349	1 801	950	52.7	1 169	5 207	2 894	2 799	96	55.6
Laker Airways	1 065	491	1 574	50 105	164 147	127 370	77.6	—	16 109	12 307	—	12 307	76.4
Loganair	85	775	331	3 219	707	352	49.8	39	78	40	8	32	50.8
MAM Aviation	35	35	52	127	313	128	40.9	—	31	12	—	12	38.7
McAlpine Aviation	242	504	436	1 269	1 909	668	35.0	—	144	54	—	54	37.3
Merlot International Airlines	35	42	53	86	262	72	27.5	—	21	6	—	6	28.6
Monarch Airlines	617	270	957	28 696	88 307	58 801	66.6	42	9 769	5 888	554	5 334	60.3
Moseley Aviation	2	4	5	20	11	8	72.7	—	1	1	—	1	100.0
Northern Air Taxis	69	132	231	426	362	232	64.1	5	41	21	3	18	51.2
Northern Executive Aviation	6	19	23	5	6	3	50.0	9	5	2	2	—	40.0
Peters Aviation	28	111	137	584	349	155	44.4	5	35	13	2	11	36.2
Ryburn Air	3	8	9	8	13	4	28.2	—	2	—	—	—	25.9
Thurston Aviation	22	77	81	66	62	15	24.2	10	12	3	3	—	25.0
Tradewinds Airways	485	104	1 003	—	—	—	—	813	11 868	8 805	8 805	—	74.2
Trans-Meridian Air Cargo	577	182	1 239	—	—	—	—	1 496	14 872	8 551	8 551	—	57.5
Vernair Transport	5	14	22	55	38	29	75.3	—	3	2	—	2	75.1
TOTAL	10 588	12 318	22 348	438 155	920 153	744 824	80.9	10 456	144 913	104 300	39 180	65 120	71.9
Class 5A Licence TOTAL	135	339	379	9 562	14 320	11 260	78.6	—	1 517	1 144	88	1 056	75.4
TOTAL Excludes 5A Licence	10 453	11 979	21 969	428 593	905 833	733 564	81.0	10 456	143 396	103 156	39 092	64 064	71.9

¹Excluding cargo carried on Class 5 licences.

International Non-scheduled Services November 1974

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	226	51	1 317	4 360	42 839	40 562	94.7	—	4 893	3 974	—	3 974	81.2
British Airways European Division	365	377	733	11 489	18 228	12 102	66.4	1 707	4 964	2 683	1 656	1 027	54.0
British Airtours	247	133	359	19 342	46 716	36 355	77.8	—	4 251	3 136	—	3 136	73.8
British Airways Helicopters	129	1 141	723	6 343	2 763	1 201	43.5	70	260	105	15	90	40.3
British Airways Regional Division—													
Channel Islands Airways	2	2	4	85	182	180	98.8	—	15	15	—	15	100.0
Cambrian Airways	129	124	223	5 459	10 790	8 506	78.8	15	970	685	4	681	70.6
Northeast Airlines	128	104	207	10 232	15 365	13 141	85.5	—	1 357	1 117	2	1 115	82.3
British Caledonian Airways	1 071	429	1 541	19 727	74 417	61 818	83.1	1 792	26 222	18 133	12 644	5 489	69.2
Air Anglia	7	22	26	146	105	39	37.5	—	12	4	—	4	34.2
Air Freight	13	23	55	—	—	—	—	32	43	30	30	—	70.3
Air-Bridge Carriers	11	14	37	—	—	—	—	42	81	25	25	—	30.8
Alidair	32	49	85	823	2 484	624	25.1	141	223	130	77	53	58.3
Aurigny Air Services	—	3	2	22	3	3	82.3	—	—	—	—	—	62.9
Beecham Imperial	3	8	8	17	26	7	28.3	—	2	1	—	1	32.3
Bristow Helicopters	338	2 535	1 671	18 129	5 639	3 174	56.3	339	548	309	65	244	56.3
Britannia Airways	1 864	1 234	2 967	142 666	241 553	217 912	90.2	45	20 694	18 557	28	18 528	89.7
British Air Ferries	15	24	59	—	—	—	—	85	103	60	60	—	58.5
British Executive Air Services	13	142	54	805	170	63	37.1	7	33	6	—	6	18.2
British Island Airways	78	211	265	4 129	2 770	1 500	54.2	5	360	183	56	127	50.9
British Midland Airways	40	43	107	2 438	4 597	2 134	46.4	28	496	308	141	167	62.1
Cabair	7	28	24	76	42	19	45.2	—	7	3	—	3	42.9
Dan-Air Services	1 443	946	2 566	90 909	175 697	151 795	86.4	—	14 054	12 144	—	12 144	86.4
Eagle Flying Services	1	3	3	9	5	2	40.0	—	—	—	—	—	40.0
Fairflight Charters	44	80	167	180	127	89	70.1	20	31	19	12	7	61.3
Galliford Aviation	2	4	6	18	15	10	66.7	—	2	1	—	1	50.0
Green Shield Stamp	29	44	57	197	288	174	60.3	—	29	17	—	17	60.3
Haywards Aviation	3	5	15	20	12	12	100.0	1	3	2	1	1	62.5
Humber Airways	1	2	4	5	6	3	50.0	—	1	—	—	—	50.0
International Aviation Service	258	105	513	—	—	—	—	483	4 371	2 747	2 747	—	62.8
Intra Airways	1	11	8	350	45	43	95.2	—	4	3	—	3	89.8
Invicta International Airlines	297	192	582	1 349	1 801	950	52.7	1 028	5 085	2 810	2 714	96	55.3
Laker Airways	1 065	491	1 574	50 105	164 147	127 370	77.6	—	16 109	12 307	—	12 307	76.4
MAM Aviation	33	33	49	109	293	108	36.9	—	29	10	—	10	34.5
McAlpine Aviation	183	265	294	702	1 453	510	35.1	—	109	41	—	41	37.5
Merlot International Airlines	35	42	53	86	262	72	27.5	—	21	6	—	6	28.6
Monarch Airlines	617	270	957	28 696	88 307	58 801	66.6	42	9 769	5 888	554	5 334	60.3
Northern Air Taxis	1	4	3	2	6	3	50.0	—	1	—	—	—	50.0
Peters Aviation	7	16	29	98	92	37	40.4	—	9	3	—	3	29.7
Ryburn Air	1	2	3	8	5	4	80.0	—	1	—	—	—	58.3
Thurston Aviation	9	23	34	22	23	7	30.4	3	5	2	2	—	40.0
Tradewinds Airways	485	104	1 003	—	—	—	—	813	11 868	8 805	8 805	—	74.2
Trans-Meridian Air Cargo	577	182	1 239	—	—	—	—	1 496	14 872	8 551	8 551	—	57.5
Vernair Transport	1	4	5	15	7	4	58.8	—	1	—	—	—	58.9
TOTAL	9 810	9 525	19 628	419 168	901 280	739 334	82.0	8 204	141 905	102 819	38 191	64 628	72.4
Class 5A Licence TOTAL	73	43	119	3 003	11 105	9 609	86.5	..	1 168	968	87	881	82.9
TOTAL Excludes 5A Licence	9 737	8 482	19 509	416 165	890 175	729 725	82.0	8 204	140 737	101 851	38 104	63 747	72.4

*Excluding cargo carried on Class 5 licences.

Domestic Non-scheduled Services November 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	21	50	52	510	289	204	70.6	391	355	175	158	17	49.3
British Airways Helicopters	20	78	123	337	414	76	18.3	7	39	8	2	6	21.1
British Airways Regional Division—													
Channel Islands Airways	2	10	8	204	76	57	75.0	16	14	8	3	5	57.1
Scottish Airways	1	4	3	—	—	—	—	11	5	2	2	—	44.8
Cambrian Airways	13	91	58	1 790	749	256	34.2	—	69	20	—	20	29.6
Northeast Airlines	5	15	15	857	480	344	71.7	10	102	69	3	65	67.5
British Caledonian Airways	—	1	1	107	30	28	93.9	—	3	2	—	2	90.2
Air Anglia	45	149	142	1 131	629	343	54.5	—	70	34	—	34	49.1
Air-Bridge Carriers	14	40	54	—	—	—	—	233	163	89	89	—	54.4
Alidair	60	163	170	693	4 644	246	5.3	453	417	198	176	21	47.4
Beecham Imperial	3	8	9	26	27	13	46.3	—	2	1	—	1	46.4
British Air Ferries	74	132	303	—	—	—	—	525	503	294	294	—	58.5
British Island Airways	36	135	157	3 393	1 733	847	48.9	19	164	77	6	72	47.2
British Midland Airways	120	254	355	3 599	6 936	1 685	24.3	352	677	276	144	131	40.8
Cabair	9	43	31	85	55	18	32.7	—	9	3	—	3	33.3
Dan-Air Services	10	32	33	730	464	220	47.5	—	38	18	—	18	47.4
Fairflight Charters	19	38	71	203	138	99	71.7	2	12	10	2	8	83.3
Galliford Aviation	1	2	3	4	6	2	33.3	—	1	—	—	—	33.3
Green Shield Stamp	3	6	5	14	26	9	34.3	—	3	1	—	1	34.3
Haywards Aviation	1	6	8	41	13	11	85.7	—	2	1	—	1	63.0
Humber Airways	12	48	57	52	54	14	25.9	2	8	1	—	1	12.5
I D S Aircraft	37	140	132	352	215	92	43.0	—	18	8	—	8	43.1
International Aviation Service	1	2	3	—	—	—	—	17	19	10	10	—	49.4
Intra Airways	—	2	2	36	7	7	100.0	2	1	1	—	1	85.2
Invicta International Airlines	7	12	18	—	—	—	—	140	121	84	84	—	69.5
Loganair	85	775	331	3 219	707	352	49.8	39	78	40	8	32	50.8
MAM Aviation	2	2	3	18	20	20	100.0	—	2	2	—	2	100.0
McAlpine Aviation	59	239	141	567	456	158	34.7	—	35	13	—	13	36.6
Moseley Aviation	2	4	5	20	11	8	72.7	—	1	1	—	1	100.0
Northern Air Taxis	68	128	228	424	356	229	64.3	5	40	21	3	18	52.5
Northern Executive Aviation	6	19	23	5	6	3	50.0	9	5	2	2	—	40.0
Peters Aviation	21	95	109	486	257	118	45.9	4	26	10	1	9	38.5
Ryburn Air	2	6	6	—	8	—	—	—	1	—	—	—	8.3
Thurston Aviation	13	54	47	44	39	8	20.5	7	7	1	1	—	14.3
Vernair Transport	4	10	17	40	31	24	79.4	—	3	2	—	2	79.1
TOTAL	778	2 793	2 720	18 987	18 873	5 491	29.1	2 253	3 009	1 481	989	492	49.2
Class 5A Licence TOTAL	62	296	260	6 559	3 215	1 651	51.4	..	349	176	1	175	50.4
TOTAL Excludes 5A Licence	716	2 497	2 461	12 428	15 658	3 840	24.5	2 253	2 660	1 305	988	317	49.1

*Excluding cargo carried on Class 5 licences.

Class 2 Licence Operations November 1974

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted ABC Other	Seat—km Available (000)	Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
International Services										
British Airways Overseas Division	45	9	138	1 098 —	7 490	6 159	82·2	862	570	66·1
Laker Airways	171	48	227	6 250 —	52 658	35 397	67·2	5 358	3 540	66·1
TOTAL	216	57	365	7 348 —	60 149	41 556	69·1	6 220	4 109	66·1

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

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

Table 25

	Aircraft —km (000)	Stage Flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available	Number of IT passengers uplifted Class 2 Class 4
International Services											
British Airways European Division	119	106	219	8 347	10 511	8 817	83·9	930	733	78·8	— —
British Airtours	228	126	331	18 458	43 040	33 213	77·2	3 917	2 872	73·3	— 143
British Airways Regional Division—											
Channel Islands Airways	2	2	4	85	182	180	98·8	15	15	100·0	— —
Cambrian Airways	118	100	190	5 123	10 160	8 293	81·6	898	664	73·9	— —
Northeast Airlines	122	94	194	9 474	14 812	12 699	85·7	1 271	1 058	83·2	— —
British Caledonian Airways	171	153	305	12 968	19 520	16 317	83·6	1 747	1 403	80·4	— —
Alidair	6	5	15	382	456	417	91·5	41	35	86·0	— —
Britannia Airways	1 775	1 109	2 773	130 191	230 810	209 031	90·6	19 737	17 773	90·1	— —
Dan-Air Services	1 230	821	2 220	80 538	143 764	124 348	86·5	11 500	9 949	86·5	— —
Invicta International Airlines	9	10	19	719	1 307	589	45·1	131	59	45·1	— —
Laker Airways	671	361	1 016	37 399	81 874	68 770	84·0	7 764	6 500	83·7	— —
Monarch Airlines	242	148	360	20 855	41 063	34 581	84·2	3 993	3 137	78·6	— 169
TOTAL International Services	4 692	3 035	7 645	324 539	597 498	517 254	86·6	51 943	44 199	85·1	— 312
Domestic Services—Nil.											
GRAND TOTAL	4 692	3 035	7 645	324 539	597 498	517 254	86·6	51 943	44 199	85·1	— 312

All Class 4 Licence Operations November 1974

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	143	33	1 018	—	2 184	24 459	24 300	99·3	2 579	2 327	90·3
British Airways European Division	10	4	15	—	201	852	504	59·1	85	47	54·7
British Airtours	16	4	22	143	372	3 037	2 723	89·6	276	228	82·6
British Airways Regional Division— Northeast Airlines	3	4	6	—	376	285	278	97·5	24	23	94·5
British Caledonian Airways	47	31	73	—	2 975	7 403	5 354	72·3	940	477	50·8
Alidair	3	7	10	—	536	228	224	98·2	21	19	92·3
Britannia Airways	25	19	42	—	2 078	3 230	2 696	83·5	276	229	83·1
British Island Airways	1	2	2	—	100	26	26	100·0	2	2	93·5
British Midland Airways	3	4	7	—	281	197	189	96·4	16	15	90·4
Dan-Air Services	190	98	297	—	9 134	29 904	26 367	88·2	2 391	2 108	88·2
Intra Airways	2	12	9	—	386	52	50	95·8	4	4	91·2
Invicta International Airlines	2	4	5	—	388	290	193	66·4	29	19	66·4
Laker Airways	82	50	147	—	3 543	7 302	5 872	80·4	657	534	81·2
Loganair	26	391	61	—	1 868	212	129	60·9	19	12	61·0
Monarch Airlines	12	5	17	169	—	2 072	1 710	82·5	201	155	77·2
TOTAL	564	668	1 729	312	24 422	79 551	70 615	88·8	7 522	6 200	82·4

International Class 4 Licence Operations November 1974

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	143	33	1 018	—	2 184	24 459	24 300	99·3	2 579	2 327	90·3
British Airways European Division	10	4	15	—	201	852	504	59·1	85	47	54·7
British Airtours	16	4	22	143	372	3 037	2 723	89·6	276	228	82·6
British Airways Regional Division— Northeast Airlines	2	2	3	—	245	226	225	99·6	19	19	96·7
British Caledonian Airways	47	30	72	—	2 868	7 374	5 326	72·2	938	475	50·6
Alidair	1	3	4	—	230	101	99	98·4	9	8	92·5
Britannia Airways	25	19	42	—	2 078	3 230	2 696	83·5	276	229	83·1
British Midland Airways	2	2	4	—	142	110	107	97·3	9	8	93·2
Dan-Air Services	190	98	297	—	9 134	29 904	26 367	88·2	2 391	2 108	88·2
Intra Airways	1	11	8	—	350	45	43	95·2	4	3	89·8
Invicta International Airlines	2	4	5	—	388	290	193	66·4	29	19	66·4
Laker Airways	82	50	147	—	3 543	7 302	5 872	80·4	657	534	81·2
Monarch Airlines	12	5	17	169	—	2 072	1 710	82·5	201	155	77·2
TOTAL	533	265	1 653	312	21 735	79 004	70 165	88·8	7 473	6 161	82·4

Domestic Class 4 Licence Operations November 1974

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Regional Division— Northeast Airlines	1	2	3	—	131	59	53	89·7	5	4	86·5
British Caledonian Airways	—	1	1	—	107	30	28	93·9	3	2	90·2
Alidair	2	4	6	—	306	127	125	98·1	11	11	92·1
British Island Airways	1	2	2	—	100	26	26	100·0	2	2	93·5
British Midland Airways	1	2	3	—	139	87	82	95·2	7	6	87·1
Intra Airways	—	1	1	—	36	7	7	100·0	1	1	100·0
Loganair	26	391	61	—	1 868	212	129	60·9	19	12	61·0
TOTAL	31	403	76	—	2 687	547	450	82·2	49	38	78·6

All Class 6 Licence Operations

November 1974

Table 27.1

	Aircraft—km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	17	20	134	112	58	51·8
British Airways Regional Division—							
Cambrian Airways	3	9	9	16	18	4	23·2
Northeast Airlines	1	2	2	11	5	3	70·0
British Caledonian Airways	558	159	752	1 737	16 711	12 253	73·3
Air Freight	10	15	43	32	33	23	70·3
Air-Bridge Carriers	25	54	91	275	244	114	46·6
Britannia Airways	6	10	12	46	42	28	66·6
British Air Ferries	1	2	4	7	6	3	51·5
British Island Airways	2	5	6	23	8	7	82·4
International Aviation Service	80	27	151	134	1 368	1 339	97·8
Intra Airways	—	1	1	2	1	—	69·7
Invicta International Airlines	39	19	72	58	641	258	40·2
Tradewinds Airways	285	71	695	814	7 359	4 504	61·2
Trans-Meridian Air Cargo	264	74	514	632	6 887	4 172	60·6
TOTAL	1 281	465	2 370	3 919	33 433	22 766	68·1

International Class 6 Licence Operations

November 1974

Table 27.2

	Aircraft—km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	17	20	134	112	58	51·8
British Airways Regional Division— Cambrian Airways	3	9	9	16	18	4	23·2
British Caledonian Airways	558	159	752	1 737	16 711	12 253	73·3
Air Freight	10	15	43	32	33	23	70·3
Air-Bridge Carriers	11	14	37	42	81	25	30·8
Britannia Airways	6	10	12	46	42	28	66·6
British Air Ferries	1	2	4	7	6	3	51·5
British Island Airways	1	1	2	3	3	2	58·7
International Aviation Service	80	27	151	134	1 368	1 339	97·8
Invicta International Airlines	39	19	72	58	641	258	40·2
Tradewinds Airways	285	71	695	814	7 359	4 504	61·2
Trans-Meridian Air Cargo	264	74	514	632	6 887	4 172	60·6
TOTAL	1 265	418	2 310	3 654	33 260	22 669	68·2

Domestic Class 6 Licence Operations

November 1974

Table 27.3

	Aircraft –km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne–km		Percentage of available
					Available (000)	Used (000)	
British Airways Regional Division—							
Northeast Airlines	1	2	2	11	5	3	70·0
Air-Bridge Carriers	14	40	54	233	163	89	54·4
British Island Airways	1	4	3	20	5	5	99·0
Intra Airways	—	1	1	2	1	—	69·7
TOTAL	16	47	60	266	173	97	56·1

All Class 7 Licence Operations November 1974

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	38	9	162	1 078	10 889	10 103	92.8	—	1 453	1 077	—	1 077	74.1
British Airways European Division	80	107	172	1 278	2 779	1 106	39.8	635	1 242	624	525	99	50.2
British Airtours	1	1	2	189	217	217	100.0	—	20	18	—	18	92.4
British Airways Helicopters	149	1 219	846	6 680	3 177	1 277	40.2	78	299	113	17	96	37.8
British Airways Regional Division—													
Channel Islands Airways	2	10	8	204	76	57	75.0	17	14	8	3	5	57.1
Scottish Airways	1	4	3	—	—	—	—	11	5	2	2	—	44.8
Cambrian Airways	9	17	26	306	632	177	28.1	—	54	14	—	14	26.4
Northeast Airlines	1	2	4	92	77	49	63.0	—	6	4	—	4	64.4
British Caledonian Airways	83	40	125	1 111	13 111	11 116	84.8	—	1 703	998	—	998	58.6
Air Anglia	52	171	168	1 277	733	382	52.1	—	81	38	—	38	47.0
Alidair	82	198	229	443	6 411	198	3.1	595	575	270	254	17	47.0
Aurigny Air Services	—	3	2	22	3	3	82.3	—	—	—	—	—	62.9
Beecham Imperial	7	16	17	43	53	20	37.5	—	5	2	—	2	39.5
Bristow Helicopters	338	2 535	1 671	18 129	5 639	3 174	56.3	340	548	309	65	244	56.3
British Air Ferries	88	154	358	—	—	—	—	604	600	352	352	—	58.6
British Executive Air Services	13	142	54	805	170	63	37.1	7	33	6	—	6	18.2
British Island Airways	1	3	5	97	26	25	97.0	3	6	4	2	2	78.4
British Midland Airways	52	117	155	1 841	1 540	959	62.2	324	381	310	235	75	81.3
Cabair	16	71	55	161	97	37	38.1	—	16	6	—	6	37.5
Dan-Air Services	31	57	82	1 731	2 239	1 050	46.9	—	180	85	—	85	46.9
Eagle Flying Services	1	3	3	9	5	2	40.0	—	—	—	—	—	40.0
Fairflight Charters	63	118	238	383	265	188	70.9	22	43	29	14	15	67.4
Galliford Aviation	3	6	9	22	21	12	57.1	—	3	1	—	1	33.3
Green Shield Stamp	31	50	61	211	314	182	58.2	—	31	18	—	18	58.2
Haywards Aviation	5	11	23	61	25	23	92.6	2	5	3	1	2	62.6
Humber Airways	13	50	61	57	60	17	28.3	2	9	1	—	1	11.1
IDS Aircraft	37	140	132	352	215	92	43.0	—	18	8	—	8	43.1
International Aviation Service	179	80	365	—	—	—	—	367	3 022	1 418	1 418	—	46.9
Invicta International Airlines	234	156	453	—	—	—	—	1 111	4 044	2 319	2 319	—	57.4
Loganair	33	193	146	660	290	130	44.8	39	41	20	8	12	48.8
MAM Aviation	35	35	52	127	313	128	40.9	—	31	12	—	12	38.7
McAlpine Aviation	242	504	436	1 269	1 909	668	35.0	—	144	54	—	54	37.3
Merlot International Airlines	35	42	53	86	262	72	27.5	—	21	6	—	6	28.6
Monarch Airlines	14	4	28	—	—	—	—	13	238	94	94	—	39.4
Moseley Aviation	2	4	5	20	11	8	72.7	—	1	1	—	1	100.0
Northern Air Taxis	69	132	231	426	362	232	64.1	5	41	21	3	18	51.2
Northern Executive Aviation	6	19	23	5	6	3	50.0	9	5	2	2	—	40.0
Peters Aviation	28	111	137	584	349	155	44.4	5	35	13	2	11	36.2
Ryburn Air	3	8	9	8	13	4	28.2	—	2	—	—	—	25.9
Thurston Aviation	22	77	81	66	62	15	24.2	10	12	3	3	—	25.0
Trans-Meridian Air Cargo	281	99	664	—	—	—	—	864	7 130	3 750	3 750	—	52.6
Vernair Transport	5	14	22	55	38	29	75.3	—	3	2	—	2	75.1
TOTAL	2 385	6 732	7 371	39 888	52 391	31 972	61.0	5 061	22 097	12 015	9 068	2 947	54.4

International Class 7 Licence Operations November 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	38	9	162	1 078	10 889	10 103	92·8	—	1 453	1 077	—	1 077	74·1
British Airways European Division	62	63	126	1 278	2 779	1 106	39·8	243	914	466	367	99	51·0
British Airways Airtours	1	1	2	189	217	217	100·0	—	20	18	—	18	92·4
British Airways Helicopters	129	1 141	723	6 343	2 763	1 201	43·5	70	260	105	15	90	40·3
British Airways Regional Division—													
Cambrian Airways	7	12	21	250	531	161	30·4	—	45	13	—	13	28·5
Northeast Airlines	1	2	4	92	77	49	63·0	—	6	4	—	4	64·4
British Caledonian Airways	83	40	125	1 111	13 111	11 116	84·8	—	1 703	998	—	998	58·6
Air Anglia	7	22	26	146	105	39	37·5	—	12	4	—	4	34·2
Alidair	25	41	66	211	1 927	107	5·6	141	173	86	77	9	49·9
Aurigny Air Services	—	3	2	22	3	3	82·3	—	—	—	—	—	62·9
Beecham Imperial	3	8	8	17	26	7	28·3	—	2	1	—	1	32·3
Bristow Helicopters	338	2 535	1 671	18 129	5 639	3 174	56·3	340	548	309	65	244	56·3
British Air Ferries	14	22	55	—	—	—	—	79	97	57	57	—	59·0
British Executive Air Services	13	142	54	805	170	63	37·1	7	33	6	—	6	18·2
British Island Airways	1	3	5	97	26	25	97·0	3	6	4	2	2	78·4
British Midland Airways	16	13	37	515	752	554	73·6	29	186	166	122	43	89·2
Cabair	7	28	24	76	42	19	45·2	—	7	3	—	3	42·9
Dan-Air Services	21	25	49	1 001	1 775	829	46·7	—	142	67	—	67	46·8
Eagle Flying Services	1	3	3	9	5	2	40·0	—	—	—	—	—	40·0
Fairflight Charters	44	80	167	180	127	89	70·1	20	31	19	12	7	61·3
Galliford Aviation	2	4	6	18	15	10	66·7	—	2	1	—	1	50·0
Green Shield Stamp	29	44	57	197	288	174	60·3	—	29	17	—	17	60·3
Haywards Aviation	3	5	15	20	12	12	100·0	2	3	2	1	1	62·5
Humber Airways	1	2	4	5	6	3	50·0	—	1	—	—	—	50·0
International Aviation Service	178	78	362	—	—	—	—	349	3 003	1 408	1 408	—	46·9
Invicta International Airlines	227	144	435	—	—	—	—	970	3 922	2 235	2 235	—	57·0
MAM Aviation	33	33	49	109	293	108	36·9	—	29	10	—	10	34·5
McAlpine Aviation	183	265	294	702	1 453	510	35·1	—	109	41	—	41	37·5
Merlot International Airlines	35	42	53	86	262	72	27·5	—	21	6	—	6	28·6
Monarch Airlines	14	4	28	—	—	—	—	13	238	94	94	—	39·4
Northern Air Taxis	1	4	3	2	6	3	50·0	—	1	—	—	—	50·0
Peters Aviation	7	16	29	98	92	37	40·4	1	9	3	—	3	29·7
Ryburn Air	1	2	3	8	5	4	80·0	—	1	—	—	—	58·3
Thurston Aviation	9	23	34	22	23	7	30·4	3	5	2	2	—	40·0
Trans-Meridian Air Cargo	281	99	664	—	—	—	—	864	7 130	3 750	3 750	—	52·6
Vernair Transport	1	4	5	15	7	4	58·8	—	1	—	—	—	58·9
TOTAL	1 817	4 962	5 367	32 831	43 428	29 808	68·6	3 134	20 141	10 973	8 209	2 764	54·5

Domestic Class 7 Licence Operations November 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	18	44	46	—	—	—	—	392	328	158	158	—	48.2
British Airways Helicopters	20	78	123	337	414	76	18.3	8	39	8	2	6	21.1
British Airways Regional Division—													
Channel Islands Airways	2	10	8	204	76	57	75.0	17	14	8	3	5	57.1
Scottish Airways	1	4	3	—	—	—	—	11	5	2	2	—	44.8
Cambrian Airways	1	5	5	56	101	16	16.2	—	9	1	—	1	14.9
Air Anglia	45	149	142	1 131	629	343	54.5	—	70	34	—	34	49.1
Alidair	57	157	163	232	4 484	91	2.0	453	403	184	176	8	45.7
Beecham Imperial	3	8	9	26	27	13	46.3	—	2	1	—	1	46.4
British Air Ferries	74	132	303	—	—	—	—	526	503	294	294	—	58.5
British Midland Airways	36	104	118	1 326	788	405	51.4	295	195	144	113	32	73.9
Cabair	9	43	31	85	55	18	32.7	—	9	3	—	3	33.3
Dan-Air Services	10	32	33	730	464	220	47.5	—	38	18	—	18	47.4
Fairflight Charters	19	38	71	203	138	99	71.7	2	12	10	2	8	83.3
Galliford Aviation	1	2	3	4	6	2	33.3	—	1	—	—	—	33.3
Green Shield Stamp	3	6	5	14	26	9	34.3	—	3	1	—	1	34.3
Haywards Aviation	1	6	8	41	13	11	85.7	—	2	1	—	1	63.0
Humber Airways	12	48	57	52	54	14	25.9	2	8	1	—	1	12.5
IDS Aircraft	37	140	132	352	215	92	43.0	—	18	8	—	8	43.1
International Aviation Service	1	2	3	—	—	—	—	17	19	10	10	—	49.4
Invicta International Airlines	7	12	18	—	—	—	—	141	121	84	84	—	69.5
Loganair	33	193	146	660	290	130	44.8	39	41	20	8	12	48.8
MAM Aviation	2	2	3	18	20	20	100.0	—	2	2	—	2	100.0
McAlpine Aviation	59	239	141	567	456	158	34.7	—	35	13	—	13	36.6
Moseley Aviation	2	4	5	20	11	8	72.7	—	1	1	—	1	100.0
Northern Air Taxis	68	128	228	424	356	229	64.3	5	40	21	3	18	52.5
Northern Executive Aviation	6	19	23	5	6	3	50.0	9	5	2	2	—	40.0
Peters Aviation	21	95	109	486	257	118	45.9	5	26	10	1	9	38.5
Ryburn Air	2	6	6	—	8	—	—	—	1	—	—	—	8.3
Thurston Aviation	13	54	47	44	39	8	20.5	7	7	1	1	—	14.3
Vernair Transport	4	10	17	40	31	24	79.4	—	3	2	—	2	79.1
TOTAL	568	1 770	2 003	7 057	8 963	2 164	24.1	1 927	1 956	1 042	859	183	53.3

All Exempt Operations November 1974

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	154	172	330	520	2 582	676	26.2	1 330	2 778	1 292	1 231	60	46.5
British Caledonian Airways	150	32	202	1 969	25 731	21 074	81.9	56	4 049	2 040	146	1 895	50.4
Britannia Airways	58	96	140	10 397	7 513	6 185	82.3	—	639	526	—	526	82.3
British Island Airways	—	10	8	459	17	16	94.5	—	2	1	—	1	87.5
British Midland Airways	83	148	235	2 134	6 061	1 197	19.8	57	474	125	32	93	26.4
Laker Airways	141	32	184	2 913	22 312	17 331	77.7	—	2 330	1 733	—	1 733	74.4
Loganair	18	119	79	91	70	13	18.6	—	6	1	—	1	16.7
Monarch Airlines	112	36	233	132	4 742	2 030	42.8	30	1 412	645	460	185	45.7
TOTAL	716	645	1 410	18 615	69 029	48 523	70.3	1 473	11 690	6 363	1 869	4 494	54.4

International Exempt Operations November 1974

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	154	172	330	520	2 582	676	26.2	1 330	2 778	1 292	1 231	60	46.5
British Caledonian Airways	150	32	202	1 969	25 731	21 074	81.9	56	4 049	2 040	146	1 895	50.4
Britannia Airways	58	96	140	10 397	7 513	6 185	82.3	—	639	526	—	526	82.3
Laker Airways	141	32	184	2 913	22 312	17 331	77.7	—	2 330	1 733	—	1 733	74.4
Monarch Airlines	112	36	233	132	4 742	2 030	42.8	30	1 412	645	460	185	45.7
TOTAL	614	368	1 088	15 931	62 881	47 297	75.2	1 416	11 208	6 236	1 837	4 398	55.6

Domestic Exempt Operations November 1974

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Island Airways	—	10	8	459	17	16	94.5	—	2	1	—	1	87.5
British Midland Airways	83	148	235	2 134	6 061	1 197	19.8	57	474	125	32	93	26.4
Loganair	18	119	79	91	70	13	18.6	—	6	1	—	1	16.7
TOTAL	101	277	321	2 684	6 148	1 226	19.9	57	482	128	32	96	26.5

Class 5 Operations for UK Operators November 1974

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	12	19	25	1 565	1 478	1 077	72.9	..	145	93	—	—	93	64.1
British Airtours	2	2	4	180	422	201	47.6	..	38	17	—	—	17	44.7
British Airways Regional Division—														
Cambrian Airways	13	89	56	1 820	747	292	39.1	..	69	23	—	—	23	33.3
Northeast Airlines	7	17	17	1 147	671	460	68.6	..	153	98	—	2	96	64.1
British Caledonian Airways	53	11	73	694	8 614	7 949	92.3	..	893	800	—	85	715	89.6
Alidair	1	2	1	155	32	31	96.9	..	3	3	—	—	3	100.0
British Island Airways	34	119	143	2 834	1 690	805	47.6	..	155	69	—	1	68	44.5
British Midland Airways	3	4	8	94	162	63	38.9	..	13	5	—	—	5	38.5
Invicta International Airlines	1	2	3	242	203	168	82.8	..	20	17	—	—	17	85.0
Loganair	8	72	45	600	135	80	59.3	..	12	7	—	—	7	58.3
Monarch Airlines	1	2	2	231	166	134	80.7	..	16	12	—	—	12	75.0
TOTAL	135	339	379	9 562	14 320	11 260	78.6	..	1 517	1 144	—	88	1 056	75.4

Class 5 Operations for Non-UK Operators November 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	3	2	5	88	314	126	40.1	..	28	12	—	—	12	42.9
British Caledonian Airways	9	4	13	117	67	35	52.2	..	182	163	—	160	3	89.6
Air Freight	3	8	13	—	—	—	—	..	10	7	—	7	—	70.0
British Island Airways	76	207	258	4 032	2 744	1 475	53.8	..	351	177	—	52	125	50.4
British Midland Airways	19	24	58	1 687	3 573	1 411	39.5	..	288	129	—	19	110	44.8
Dan-Air Services	2	2	—	236	253	251	99.2	..	20	20	—	—	20	100.0
Invicta International Airlines	19	13	48	—	—	—	—	..	342	222	—	222	—	64.9
Monarch Airlines	236	75	318	7 309	40 264	20 346	50.5	..	3 908	1 845	—	—	1 845	47.2
Tradewinds Airways	200	33	308	—	—	—	—	..	4 509	4 301	—	4 301	—	95.4
Trans-Meridian Air Cargo	32	9	60	—	—	—	—	..	855	629	—	629	—	73.6
TOTAL	599	377	1 080	13 469	47 215	23 644	50.1	..	10 493	7 505	—	5 390	2 115	71.5

Aircraft Type and Utilisation—All Airlines November 1974

Table 31.1

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Aviation Traders Carvair	178	429	156	409	362	8 531	1 642	6	4.1
Aviation Traders Merchantman	736	—	1 121	—	1 486	—	—	10	4.9
AW650 Argosy	39	—	106	—	150	—	—	2	2.3
BAC 111—200	495	1 164	—	1 164	—	39 256	17 465	7	6.6
BAC 111—300/400	1 472	1 365	—	2 724	—	76 456	99 335	17	9.2
BAC 111—500	1 781	3 523	43	4 125	50	186 647	97 104	30	*7.4
BAC Britannia—300	376	20	125	148	618	110	1 853	5	5.9
BAC Vanguard 952	299	16	186	27	566	1 373	1 007	5	3.7
BAC VC10 Standard	709	238	—	630	—	9 671	53 017	8	8.0
BAC VC10 Super	3 394	1 121	—	4 471	—	39 005	250 268	15	11.9
BAC Viscount—700	11	84	—	51	—	1 601	198	2	1.6
BAC Viscount—700D/800/810	1 483	4 948	223	5 197	216	158 717	46 023	47	5.2
Beagle 206	69	118	14	201	30	426	232	4	1.6
Beechcraft 18/Super H18	—	—	—	—	—	—	—	1	0.3
Beechcraft B55 C55 Baron	—	—	—	—	—	—	—	2	—
Beechcraft B80 Queen-Air	5	14	—	22	—	55	29	1	1.0
Beechcraft B90 King Air	4	9	—	12	—	31	14	3	0.2
Bell 212 Twin	45	720	—	278	—	2 319	221	4*	*1.0
Boeing 707—120/120B	222	65	—	298	—	5 912	27 668	2	11.1
Boeing 707—320C/336	4 379	870	445	3 908	2 559	41 093	254 694	*24	*12.0
Boeing 707—420	1 714	645	—	3 377	—	46 347	197 269	18	7.7
Boeing 720/720B	505	232	2	708	7	28 586	56 949	6	7.7
Boeing 727—100	384	234	—	587	—	27 057	47 151	5	10.5
Boeing 737—200	1 864	1 224	10	2 955	12	142 666	217 912	14	11.7
Boeing 747	3 519	931	—	4 835	—	79 876	591 152	15	13.9
Britten—Norman Islander	157	1 642	50	669	58	6 300	463	*16	*2.0
Britten—Norman Trislander	90	1 180	48	449	43	9 994	646	7	3.5
Canadair CL 44	1 062	—	286	—	2 242	—	—	12	6.5
Cessna 340	3	8	—	9	—	8	4	1	0.1
Cessna 401/421	1	5	—	4	—	14	5	1	0.1
DC10	211	85	—	298	—	12 714	52 261	3	9.1
DC3 Dakota/Pionair	72	143	180	123	244	2 348	475	10	1.8
DH 104 Dove	52	42	56	75	129	299	134	4	2.2
DH 106 Comet 4B/C	589	410	—	1 176	—	41 104	61 889	14	6.8
DH 114 Heron	28	111	—	137	—	584	155	5	0.9
DHC 6 Twin-Otter	14	94	—	53	—	739	142	1	4.1
Fokker Friendship 100/600	212	696	—	705	—	9 833	4 263	4	5.8
HP Herald 100/200	407	1 178	442	1 117	516	27 478	6 448	}16	6.1
HP Herald 700	49	205	—	190	—	3 393	1 229		
HS 121 Trident 1C	1 187	1 990	—	2 569	—	127 921	71 530	20	5.2
HS 121 Trident 1E	215	298	—	387	—	27 993	21 054	4	7.6
HS 121 Trident 2E	1 460	1 007	—	2 471	—	54 916	79 424	15	7.0
HS 121 Trident 3B	2 217	2 792	—	4 450	—	229 199	178 022	26	7.2
HS 125	317	507	—	509	—	1 273	957	20	0.9
HS 748	224	881	—	847	—	15 655	4 289	7	6.4
PA23 Aztec/Apache	26	93	3	98	2	190	55	7	0.8
PA31 Navajo	127	429	22	378	30	1 249	362	*10	*1.5
Short SC7 Skyvan	—	—	—	—	—	—	—	2	3.3
Sikorsky 58T	22	85	—	76	—	395	98	1	1.3
Sikorsky S61N	391	1 819	—	1 893	—	16 964	3 997	20	3.4
Westland Wessex	48	1 372	—	360	—	7 744	308	7	2.1
TOTAL	32 862	35 042	3 518	55 170	9 320	1 494 042	2 449 412	486	6.1

*Excluding airlines for which details not available.

Aircraft Type and Utilisation—Individual Airlines November 1974

Table 31.2

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
BAC VC10 Standard	691	234	—	613	—	9 524	52 141	6	7.2
BAC VC10 Super	3 394	1 121	—	4 471	—	39 005	250 268	15	11.9
Boeing 707-320C/336	2 317	392	251	1 959	1 667	20 210	130 181	11	11.6
Boeing 707-420	1 467	512	—	3 018	—	27 005	160 914	9	9.2
Boeing 747	3 519	931	—	4 835	—	79 876	591 152	15	13.9
TOTAL	11 387	3 190	251	14 896	1 667	175 620	1 184 657	56	11.4
British Airways European Division									
BAC 111-500	1 273	2 766	—	3 129	—	147 187	65 689	18	7.2
HS 121 Trident 2E	1 460	1 007	—	2 471	—	54 916	79 424	15	7.0
Aviation Traders Merchantman	736	—	1 121	—	1 486	—	—	10	4.9
HS 121 Trident 1C	1 187	1 990	—	2 569	—	127 921	71 530	20	5.2
HS 121 Trident 3B	2 218	2 792	—	4 450	—	229 199	178 022	26	7.2
TOTAL	6 874	8 555	1 121	12 619	1 486	559 223	394 665	89	6.5
British Airtours									
Boeing 707-420	247	133	—	359	—	19 342	36 355	9	6.3
British Airways Helicopters									
Sikorsky S61N	142	1 049	—	782	—	8 469	1 324	9	2.8
Bell 212 Twin	13	270	—	100	—	19	64	1	1.2
TOTAL	155	1 319	—	882	—	8 488	1 387	10	2.6
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	377	1 134	6	1 343	4	44 565	13 985	12	5.2
BAC 111-300/400	206	312	—	583	—	13 408	10 041	3	8.6
TOTAL	583	1 446	6	1 926	4	57 973	24 026	15	5.8
Scottish Airways									
BAC Viscount-700D/800/810	186	1 130	4	1 061	3	36 349	6 399	7	5.8
Short SC7 Skyvan	—	—	—	—	—	—	—	2	3.3
TOTAL	186	1 130	4	1 061	3	36 349	6 399	9	5.2
Cambrian Airways									
BAC Viscount-700	11	84	—	51	—	1 601	198	2	1.6
BAC Viscount-700D/800/810	238	985	145	740	124	30 275	6 808	8	5.1
BAC 111-300/400	216	374	—	426	—	16 235	12 499	4	7.8
TOTAL	465	1 443	145	1 217	124	48 111	19 505	14	5.4
Northeast Airlines									
BAC Viscount-700D/800/810	170	493	2	565	2	18 876	6 546	6	4.4
HS 121 Trident 1E	215	298	—	387	—	27 993	21 054	4	7.6
TOTAL	385	791	2	952	2	46 869	27 599	10	5.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
British Caledonian Airways									
BAC 111-200	495	1 164	—	1 164	—	39 256	17 465	7	6.6
BAC 111-500	508	757	43	996	50	39 460	31 415	12	7.6
BAC VC10 Standard	18	4	—	17	—	147	877	2	10.3
Boeing 707-320C/336	1 955	421	193	1 757	886	16 184	108 872	9	13.4
TOTAL	2 976	2 346	236	3 934	936	95 047	158 628	30	9.3
Air Anglia									
DC3 Dakota/Pionair	16	55	—	65	—	1 019	301	2	1.0
Fokker Friendship 100/600	212	696	—	705	—	9 833	4 263	4	5.8
PA31 Navajo	36	116	—	103	—	258	82	3	1.5
TOTAL	264	867	—	873	—	11 110	4 645	9	3.3
Air Freight									
DC3 Dakota/Pionair	37	—	138	—	205	—	—	4	1.6
Air-Bridge Carriers									
AW650 Argosy	39	—	106	—	150	—	—	2	2.3
BAC Viscount-700D/800/810	7	—	14	—	21	—	—	—	—
TOTAL	47	—	120	—	171	—	—	2	2.3
Alidair									
BAC Viscount-700D/800/810	92	212	—	255	—	1 516	870	2	3.8
Aurigny Air Services									
Britten-Norman Trislander	48	977	—	286	—	8 644	415	4	4.7
Britten-Norman Islander	34	520	—	184	—	2 368	152	3	2.7
TOTAL	82	1 497	—	470	—	11 012	567	7	3.8
Beecham Imperial									
HS 125	7	16	—	17	—	43	20	2	1.3
Cessna 340	—	—	—	—	—	—	—	1	0.1
TOTAL	7	16	—	17	—	43	20	3	0.9
Bristow Helicopters									
Sikorsky S61N	248	770	—	1 111	—	8 495	2 674	11	4.0
Westland Wessex	48	1 372	—	360	—	7 744	308	7	2.1
Sikorsky 58T	22	85	—	76	—	395	98	1	1.3
Bell 212 Twin	20	308	—	124	—	1 495	94	1	1.0
TOTAL	338	2 535	—	1 671	—	18 129	3 174	20	3.1
Britannia Airways									
Boeing 737-200	1 864	1 224	10	2 955	12	142 666	217 912	14	11.7
British Air Ferries									
Aviation Traders Carvair	178	429	156	409	362	8 531	1 642	6	4.1
British Executive Air Services									
Bell 212 Twin	13	142	—	54	—	805	63	2	0.9

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
British Island Airways									
HP Herald 100/200	407	1 178	442	1 117	516	27 478	6 448	13	6.4
British Midland Airways									
HP Herald 700	49	205	—	190	—	3 393	1 229	3	4.2
BAC Viscount-700D/800/810	412	994	52	1 233	62	27 136	11 415	12	5.5
Boeing 707-320C/336	24	24	1	58	6	1 687	1 411	2	9.4
TOTAL	485	1 223	53	1 481	68	32 216	14 055	17	5.7
Brymon Airways									
Britten-Norman Islander	14	86	—	65	—	237	44	3	2.0
DHC 6 Twin-Otter	14	94	—	53	—	739	142	1	4.1
TOTAL	28	180	—	118	—	976	186	4	2.5
Cabair									
PA31 Navajo	16	71	—	55	—	161	37	..	..
Dan-Air Services									
HS 748	224	881	—	847	—	15 655	4 289	7	6.4
BAC 111-300/400	418	338	—	737	—	21 584	29 355	5	10.5
DH 106 Comet 4B/C	589	410	—	1 176	—	41 104	61 889	14	6.8
Boeing 727-100	384	234	—	587	—	27 057	47 151	5	10.5
Boeing 707-320C/336	83	33	—	134	—	3 012	14 229	2	10.8
TOTAL	1 698	1 896	—	3 481	—	108 412	156 913	33	8.0
Eagle Flying Services									
Beechcraft B90 King Air	1	3	—	3	—	9	2	2	—
Beechcraft B55 C55 Baron	—	—	—	—	—	—	—	2	—
TOTAL	1	3	—	3	—	9	2	4	—
Fairflight Charters									
DH 104 Dove	47	34	53	61	120	238	111	3	2.5
PA31 Navajo	16	29	2	52	5	145	77	1	2.6
TOTAL	63	63	55	113	125	383	188	4	2.4
Galliford Aviation									
Beechcraft B90 King Air	3	6	—	9	—	22	12	1	0.5
Green Shield Stamp									
HS 125	31	50	—	61	—	211	182	1	1.0
Haywards Aviation									
DH 104 Dove	5	8	3	14	9	61	23	1	1.5
Humber Airways									
Britten-Norman Islander	13	36	14	46	15	57	17	..	..
I D S Aircraft									
PA23 Aztec/Apache	8	29	—	36	—	45	13	1	1.7
PA31 Navajo	29	111	—	96	—	307	79	2	1.9
TOTAL	37	140	—	132	—	352	92	3	1.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
International Aviation Service									
BAC Britannia-300	259	—	107	—	516	—	—	3	6.5
Intra Airways									
Britten-Norman Islander	8	42	—	43	—	76	13	2	0.8
DC3 Dakota/Pionair	18	88	42	58	39	1 329	175	4	2.9
TOTAL	26	130	42	101	39	1 405	188	6	2.2
Invicta International Airlines									
BAC Vanguard 952	299	16	186	27	566	1 373	1 007	5	3.7
Boeing 720/720B	5	—	2	—	7	—	—	2	2.1
TOTAL	304	16	188	27	573	1 373	1 007	7	3.4
Laker Airways									
BAC 111-300/400	631	341	—	978	—	25 229	47 441	5	9.2
DC10	211	85	—	298	—	12 714	52 261	3	9.1
Boeing 707-120/120B	222	65	—	298	—	5 912	27 668	2	11.1
TOTAL	1 065	491	—	1 574	—	43 855	127 370	10	9.5
Loganair									
Britten-Norman Trislander	42	203	48	163	43	1 350	231	3	1.9
Britten-Norman Islander	75	948	—	320	—	3 545	231	6	2.2
Beechcraft 18/Super H18	—	—	—	—	—	—	—	1	0.3
TOTAL	117	1 151	48	483	43	4 895	462	10	1.9
MAM Aviation									
HS 125	35	35	—	52	—	127	128	1	3.0
McAlpine Aviation									
Cessna 401/421	1	5	—	4	—	14	5	1	0.1
HS 125	209	364	—	326	—	806	555	13	0.8
PA23 Aztec/Apache	14	55	—	51	—	127	36	3	0.9
PA31 Navajo	17	80	—	54	—	322	72	2	1.2
TOTAL	242	504	—	435	—	1 269	668	19	0.8
Merlot International Airlines									
HS 125	35	42	—	53	—	86	72	3	0.6
Monarch Airlines									
BAC Britannia-300	117	20	18	148	102	110	1 853	2	5.2
Boeing 720/720B	500	232	—	708	—	28 586	56 949	4	9.4
TOTAL	617	252	18	856	102	28 696	58 801	6	7.8
Moseley Aviation									
PA31 Navajo	2	4	—	5	—	20	8	1	0.9
Northern Air Taxis									
Beagle 206	69	118	14	201	30	426	232	4	1.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Northern Executive Aviation									
Britten-Norman Islander	6	1	18	3	20	5	3	1	1.4
Peters Aviation									
DH 114 Heron	28	111	—	137	—	584	155	5	0.8
Ryburn Air									
Cessna 340	3	8	—	9	—	8	4	—	—
Thurston Aviation									
Britten-Norman Islander	7	9	18	8	23	12	2	1	1.1
PA23 Aztec/Apache	4	9	3	11	2	18	6	3	0.4
PA31 Navajo	11	18	20	13	25	36	7	1	0.7
TOTAL	22	36	41	32	50	66	15	5	0.6
Tradewinds Airways									
Canadair CL 44	485	—	104	—	1 003	—	—	5	6.7
Trans-Meridian Air Cargo									
Canadair CL 44	577	—	182	—	1 239	—	—	7	6.3
Vernair Transport									
Beechcraft B80 Queen-Air	5	14	—	22	—	55	29	1	1.0
GRAND TOTAL	32 862	35 042	3 518	55 170	9 320	1 494 042	2 449 412	*486	*6.1

*Excluding airlines for which details not available.

Operations Subject to Variable Charge[†] by Type of Licence, and Non-chargeable Operations November 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	430 214	232 001	77 657	154 345	53.9
Class 2	6 220	4 109	—	4 109	66.1
Class 3	51 856	44 146	—	44 146	85.1
Class 4	7 522	6 199	—	6 199	82.4
Class 5	12 010	8 649	5 478	3 171	72.0
Class 6	33 433	22 766	22 766	—	68.1
Class 7	22 097	12 015	9 068	2 947	54.4
TOTAL	563 352	329 885	114 969	214 917	58.6
Non-chargeable Operations					
Aircraft hired from Foreign Operators	1 808	881	881	—	48.7
Exempt Services	11 690	6 363	1 869	4 494	54.4
TOTAL	13 498	7 244	2 751	4 494	53.7
GRAND TOTAL	576 850	337 129	117 720	219 411	58.4

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

Output by Type of Licence and Aircraft Ownership November 1974

Table 33

Type of Licence or Service	Capacity Tonne-km Available Own Aircraft (000)	Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	430 214	142	1 808	432 164
Class 2	6 220	—	—	6 220
Class 3	51 856	87	—	51 943
Class 4	7 522	—	—	7 522
Class 6	33 433	—	—	33 433
Class 7	22 097	—	—	22 097
Exempt Services	11 690	—	—	11 690
TOTAL	563 032	229	1 808	565 069
Class 5 hired to UK Airlines	1 517			
Non UK Airlines	10 493			
TOTAL	12 010			
GRAND TOTAL	575 042			

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Appendix A 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.

Appendix B 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.