

**Civil Aviation Authority**

---



## CAA Monthly Statistics

May 1974

Containing statistics up to and  
including February, 1974

## ENQUIRIES

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

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

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

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

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

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

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight &amp; 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

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

© Civil Aviation Authority, 1974

ISSN 0306 3577

# ***Civil Aviation Authority***

## **CAA Monthly Statistics**

**MAY 1974**

*CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.

Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.

***Chief Statistician  
Civil Aviation Authority  
Aviation House  
129 Kingsway  
LONDON WC2B 6NN***

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

# Contents

## General Notes

Symbols and conventions used	ii
Definitions, etc.	53–56
Classes of Licence	57

<b>Civil Aviation Statistics—February 1974</b>	<b>1</b>
--	----------

## Graphs

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

## Tables

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

## Airport Activity

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

## Air Passengers

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

# Contents *continued*

## Air Cargo

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

## Airline Operations

	<i>Scheduled Services</i>	
22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34
	<i>Non-scheduled Services</i>	
23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37
24	Class 2 Licence Operations February 1974	38
25	Class 3 Licence Operations February 1974	38
26.1	All Class 4 Licence Operations February 1974	39
26.2	International Class 4 Operations February 1974	39
26.3	Domestic Class 4 Operations February 1974	39
27.1	All Class 6 Licence Operations February 1974	40
27.2	International Class 6 Licence Operations February 1974	40
27.3	Domestic Class 6 Operations February 1974	40
28.1	All Class 7 Licence Operations February 1974	41
28.2	International Class 7 Licence Operations February 1974	42
28.3	Domestic Class 7 Licence Operations February 1974	42
29.1	Exempt Operations February 1974	43
29.2	International Exempt Operations February 1974	43
29.3	Domestic Exempt Operations February 1974	43
30.1	Class 5 Operations for UK Operators February 1974	44
30.2	Class 5 Operations for Non-UK Operators February 1974	44
	<i>Aircraft Type and Utilisation</i>	
31.1	All Airlines	45
31.2	Individual Airlines	46–50
32	Operations Subject to Variable Charge February 1974	51
33	Output by Type of Licence February 1974	51
34	Passenger Analysis by Type of Licence and Fare Category February 1974	52

# Civil Aviation Statistics—February 1974

## Activity at United Kingdom Airports

The level of total UK air transport movements dropped during the month of February 1974 to 43 500, a growth of 1.0 per cent against 1973. Between the three month period December 1973 – February 1974 and the corresponding period one year earlier, growth was slightly higher at 1.6 per cent. Movements at London area airports declined both between the months of February (by 1.6 per cent), and between the three month period referred to above (by 0.5 per cent). Heathrow continued to show the greatest actual increase in movements (151 additional ATMs per month; 0.8 per cent growth). Despite a marked improvement in the rate of decline previously recorded at Stansted, it was there and at Luton that the greatest decreases occurred, (21.5 per cent and 13.3 per cent respectively). At airports elsewhere in the UK the rates of growth were similar both between the months of February 1973 and 1974 (4.4 per cent), and between the corresponding three month periods 1972/73 and 1973/74 (4.5 per cent). Despite the fact that movements generally declined during February, there was continued increase at Aberdeen and Sumburgh where there is traffic associated with oil exploration. In the three months to end of February 1974 Sumburgh recorded a monthly average of 320 additional ATM's compared with a year earlier, 131.7 per cent growth; at Aberdeen there was an increase of 494 ATM's per month, 105.1 per cent growth. Charter service movements at all UK airports were 3.9 per cent higher in the three months to end February 1974 compared with the year earlier; UK operators marginally increased their share of both scheduled and charter traffic to 72.6 per cent and 89.7 per cent respectively. The number of terminal passengers using UK airports during February 1974 amounted to 2.2 million. This represents an increase of just less than 1.0 per cent on 1973; over the three months period December 1973 to February 1974 a growth of 3.9 per cent was recorded. London area airports reported a combined growth of 4.9 per cent over this period, but this reflected growth at Heathrow (112 900 additional passengers per month, 9.3 per cent growth) which was offset by decreases at other London airports: Luton declined by 12.7 per cent followed by Stansted with a decrease of 7.6 per cent. Airports elsewhere in the United Kingdom reported a lower combined rate of growth than the London area, 1.5 per cent. The 3.9 per cent growth over the three month period December 1973 to February 1974, in terminal passengers handled by United Kingdom airports, comprises a 9.2 per cent growth in scheduled service passengers against a 12.7 per cent decline in charter service passengers. The United Kingdom operators share of charter passengers fell by one percentage point to 88.7 per cent whilst their share of those travelling by scheduled services increased marginally to 67.8 per cent.

Of the monthly average of 2.5 million terminal passengers who used UK airports during the three month period December 1973 to February 1974, 1.7 million travelled by international services and 0.8 million by domestic services (growth of one and 11 per cent respectively). Over this same period a monthly average of 1.2 million international passengers travelled by scheduled services (an increase of 7.4 per cent) and 0.5 million by charter services (a decline of 13.8 per

cent). The two largest markets for scheduled services were to France and to the USA, each carrying 12.5 per cent of total scheduled service passengers. Passengers travelling to France showed a growth of 5.4 per cent, while passengers travelling to the United States declined by just less than 1 per cent. Passengers on Irish Republic scheduled services grew by 9.5 per cent on the corresponding period the year before, and represented 9.4 per cent of total scheduled passengers during the December 73 – December 74 period. The most important market for charter services remained Spain with 44.8 per cent of all charter passengers during the three months period, but the numbers carried declined by 18.3 per cent. Charter services to Germany and Italy also carried fewer passengers: they represented 12.0 per cent and 7 per cent respectively of total charter passengers but showed declines of 6.1 per cent and 8.8 per cent.

Over the three months December 73–February 74 a monthly average of 411 500 passengers travelled on domestic services; a growth of 11.9 per cent on the same period a year earlier. Growth on routes London–Scotland amounted to 15.9 per cent, somewhat less than previously reported, while growth on domestic routes from London to other Scottish destinations remained about the same (a 17.0 per cent increase). Passengers into and out of Edinburgh declined by 6.6 per cent over the December–February period.

Almost 58 500 tonnes of cargo were handled by United Kingdom airports during the month of February 1974; a 10.2 per cent growth on 1973. Over the three month period December 73 to February 74 cargo picked-up or set down amounted to a monthly average of just less than 58 000 tonnes; a growth of 8.6 per cent on the corresponding period of the previous year. London area airports reported the movement of a monthly average of almost 45 000 tonnes; a 8.4 per cent growth on the December–February 73 period. Heathrow again reported the greatest actual increase in cargo handled (2311 additional tonnes per month, 6.7 per cent growth) whilst Stansted reported the greatest proportionate growth of 23.8 per cent (204 additional tonnes per month). Gatwick achieved an 8.8 per cent growth and reported handling an additional 780 tonnes per month. Airports with particularly marked increases were Prestwick (a monthly average of 454 additional tonnes per month, 39.7 per cent growth); Glasgow 406 additional tonnes per month, 25.1 per cent growth; Manchester (252 additional tonnes per month, 7.5 per cent growth). Cargo carried by scheduled services increased by 6.5 per cent in the period December 1973 to February 1974 compared with the year earlier while cargo carried by charter services increased by 23.5 per cent. Between these periods the UK operators share of tonnage carried by scheduled services declined by 1.9 percentage points to 50.5 per cent, and that by charter services by 3.1 percentage points to 71.8 per cent.

## Output of UK Airlines

The output of UK airlines in February for scheduled and non-scheduled services was just under 530 million available tonne kilometres, a decline of just over 6 per cent on February 1973.

The scheduled service output was over 376 million available tonne kilometres, nearly 4 per cent less than in February 1973. However, more passengers and cargo were uplifted – over 987 000 and over 25 000 tonnes respectively – resulting in an overall load factor of 53·5 per cent compared with 49·7 per cent a year earlier. Seat kilometres used were 51·7 per cent of those available compared with 49·0 per cent in February 1973. The seat factor on domestic services was 65·9 per cent, and on international services 50·6 per cent, compared with 58·6 per cent and 48·2 per cent respectively a year earlier.

The non-scheduled services output was just under 152

million available tonne kilometres, a decline of nearly 12 per cent on February 1973. Advance Booking charters accounted for just under 600 000 available tonne kilometres and Inclusive Tour Charters for nearly 62 million, 0·4 per cent and 40·4 per cent of the total non-scheduled output respectively.

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



# Size Structure of UK

Table 1

## Airports and Airlines Year ended 31 December 1973

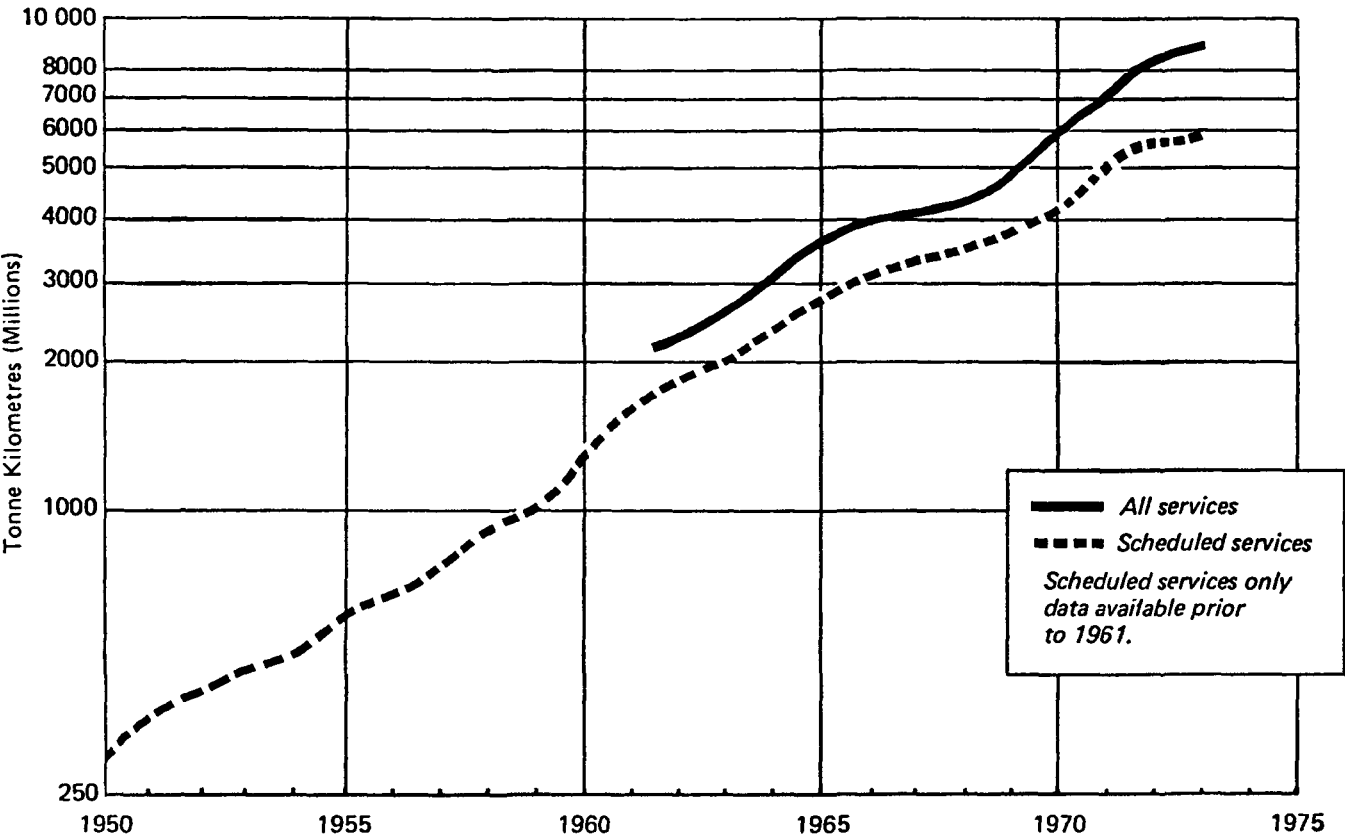
Airports	Percentage of			
	Terminal passengers (000)	passengers at all UK airports	airports this size and smaller	all UK passengers at airports this size and smaller
Heathrow	20 288	47.05	100	100.00
Gatwick	5 728	13.28	98	52.95
Luton	3 217	7.46	96	39.67
Manchester	2 574	5.97	93	32.21
Glasgow	2 142	4.97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

Airlines	Percentage of			
	Output in available tonne – kilometres (000 000)	all UK tonne – kilometres performed	UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways—BOAC	4 481	49.78	100	100.00
British Airways—BEA	1 269	14.10	98	50.22
British Caledonian Airways	1 035	11.50	97	36.13
Dan-Air Services	324	3.60	95	24.63
Britannia Airways	283	3.14	93	21.03
Court-Line Aviation	250	2.78	92	17.89
Laker Airways	241	2.68	90	15.11
British Airtours	174	1.93	88	12.43
Tradewinds Airways	128	1.42	86	10.50
Trans-Meridian Air Cargo	126	1.40	85	9.08
Monarch Airlines	119	1.32	83	7.68
British Midland Airways	111	1.23	82	6.35
Donaldson International Airways	77	0.86	80	5.12
British Airways—Cambrian Airways	64	0.71	78	4.27
British Airways—Northeast Airlines	62	0.69	77	3.56
International Aviation Services	61	0.68	75	2.87
British Airways—Channel Islands Airways	45	0.50	73	2.19
Invicta International Airlines	35	0.39	72	1.69
British Island Airways	22	0.24	70	1.30
British Airways—Scottish Airways	22	0.24	68	1.06
British Air Ferries	16	0.18	67	0.81
Dan-Air/Skyways	15	0.17	65	0.63
Others (32 airlines)	42	0.47	63	0.47

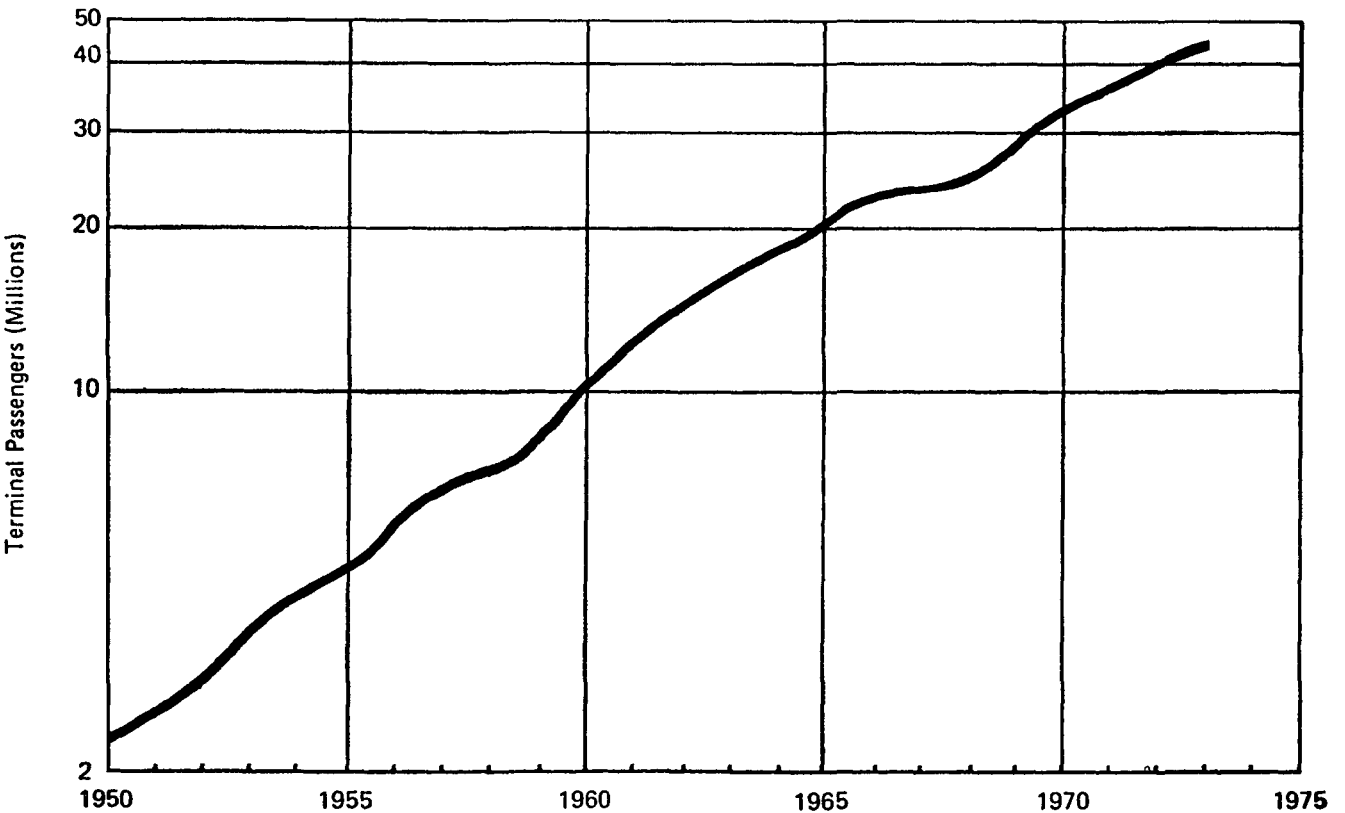
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airport and Airlines 1950-1973

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
<b>Year ended</b>						
February 1973	1 773	677	39 817	8 365	5 461	2 903
February 1974	1 874	720	43 224	8 931	5 939	2 992
<b>Mean rates of growth (percentages) to 1973</b>						
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
<b>Latest year's growth (percentages)</b>						
	5.7	6.4	8.6	6.8	8.8	3.1

# 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
1972 July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
August	75.3	4 675	40.4	2 083	15.3	1 278	14.5	1 034	3.3	280
September	67.1	4 433	37.6	2 021	13.2	1 164	13.6	1 017	2.7	231
October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.8	1 282	7.3	529	10.7	649	1.1	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 084	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97
December	46.5	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 231	7.2	413	9.7	542	0.7	43

# Movements at UK Airports by Purpose

Table 4

## Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.9	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1972 July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
August	186.4	83.1	73.5	9.6	103.3	79.0	17.4	6.9
September	172.1	74.0	67.1	6.9	98.1	70.9	16.8	10.4
October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	22.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.3
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.6	43.5	4.1	70.5	49.1	15.2	6.2

# Air Transport Movements by Airports

**Table 5**

## Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 962	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8,633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1972 July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
August	40 315	7 344	3 135	1 523	1 658	5 323	6 989	2 952	4 298	12 223
September	37 173	7 053	2 345	1 326	1 537	4 553	6 397	2 487	3 755	10 458
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 443	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517

# Terminal Passengers by Airports

**Table 6**

## Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1972 July	3 087	375	177	82	62	117	384	62	216	260
August	3 227	375	160	84	65	121	358	68	217	285
September	3 101	357	153	76	60	116	330	58	182	256
October	2 461	272	128	59	45	77	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	41	31	34	195	37	88	56
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	185	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 531	186	67	48	24	35	193	55	90	61

# Cargo Taken Up and Set Down by Airports

Table 7

## Monthly Averages or Calendar Months

Tonnes

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1972 1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1972 July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
August	53 019	6 531	3 062	1 082	292	5 321	3 472	487	4 464	6 024
September	43 135	4 782	843	160	139	1 052	3 178	316	1 991	1 802
October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948
December	41 637	4 839	662	137	72	1 473	3 150	279	1 854	1 555
1973 January	41 020	4 636	734	150	82	1 341	2 960	250	1 858	1 785
February	40 628	4 748	917	174	54	1 431	3 084	226	1 774	2 017
July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	250	1 443	1 584
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 745	3 657	339	1 406	2 444



# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1972 July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
August	485.6	268.8	8.0	60.4	200.4	55.4	3 770.0	2 325.8	61.7
September	559.9	314.8	9.1	69.8	235.9	56.2	4 252.9	2 687.8	63.2
October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	253.9	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.2	59.2	126.9	49.7	2 899.5	1 420.9	49.0
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 808.7	1 453.1	51.7

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1972 July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
August	35.9	22.5	0.3	2.2	20.0	62.7	360.7	243.5	67.5
September	33.4	21.5	0.3	1.9	19.3	64.4	337.0	234.1	69.5
October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
December	24.1	13.8	0.3	1.8	11.7	57.3	228.6	141.5	61.9
1973 January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9

# Scheduled Services by UK Airlines

Table 8.3

## International Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1972 July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
August	449.7	246.4	7.7	58.3	180.4	54.8	3 409.2	2 082.3	61.1
September	526.5	293.3	8.8	67.9	216.6	55.7	3 915.9	2 453.8	62.7
October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
December	447.8	240.1	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
July	502.1	273.3	8.2	60.1	205.0	54.4	3 351.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.5	7.0	90.4	12.1
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1972 July	325.0	40.8	..	..	..	..	..	..
August	324.5	40.1	..	..	..	..	..	..
September	313.8	35.9	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6

# Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1972 July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 548

# Non-scheduled Services by UK Airlines

Table 9.3

**Load Factors and Distances: Other Separate Fare and Advance Booking Charters**  
**Monthly Averages or Calendar Months**

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1972 July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964
October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	24.79	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 935

# UK Passenger Movement by Air<sup>(a)</sup>

Table 10

## Analysis by Countries of Landing and of Embarkation

### Monthly Averages

European continent and Mediterranean Sea area(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1972 1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
Dec 1972—Feb 1973	1 210	54	27	162	182	23	82	44	93	12	30	19	301	13	78	5	84
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
Dec 1973—Feb 1974	1 170	47	30	166	174	26	84	46	97	15	28	31	262	14	73	6	71
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1972 1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
Dec 1972—Feb 1973	378.9	15.6	20.3	46.5	13.3	17.8	5.2	15.9	167.1	8.4	68.9						
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						
Dec 1973—Feb 1974	401.4	20.6	19.4	49.6	12.0	23.4	6.8	19.5	163.5	9.9	76.7						

The above figures are derived from airport statistics.

(a) Excluding passengers to and from the Irish Republic.

(b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.

(c) Commonwealth countries only.

Aircraft Movements February 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	6 091	3 925	—	309	6	364	79	—	1 355	—	53
+ Heathrow	19 493	17 704	—	46	—	109	218	—	1 379	5	32
+ Luton	2 698	1 207	—	281	98	85	47	455	501	—	24
+ Southend	3 724	685	4	—	—	415	—	1 685	933	2	—
+ Stansted	2 191	145	—	35	—	1 282	34	72	556	65	2
TOTAL (London Area)	34 197	23 666	4	671	104	2 255	378	2 212	4 724	72	111
Westland Heliport (Battersea)	694	195	2	195	10	2	—	—	220	—	70
Other UK Airports											
+ Leeds/Bradford	2 601	508	2	42	49	106	9	1 543	330	8	4
+ Liverpool	5 832	935	—	41	11	20	14	4 133	626	10	42
+ Manchester	4 084	3 026	—	154	16	39	112	222	491	8	16
+ Birmingham	3 693	1 083	—	27	2	168	10	1 492	889	—	22
+ Coventry	2 597	9	4	5	—	422	16	1 719	416	—	6
+ East Midlands	3 494	558	2	75	23	559	15	1 500	713	3	46
+ Newcastle	2 071	737	2	49	207	366	—	245	412	2	51
+ Tees-side	4 707	342	261	8	8	2 051	—	1 334	395	2	306
+ Bristol	1 829	329	—	—	—	—	12	732	720	—	36
+ Glamorgan	2 800	407	4	60	45	680	—	1 396	190	12	6
Swansea	564	32	—	14	40	4	—	382	88	—	4
+ Ashford	1 775	254	4	6	24	20	15	876	564	—	12
+ Blackpool	4 198	174	6	15	—	55	—	3 421	518	—	9
+ Bournemouth	4 624	409	—	84	10	1 218	—	1 610	1 171	89	33
+ Cambridge	1 482	30	—	7	15	22	2	486	286	—	634
+ Exeter	2 145	106	—	4	146	201	—	1 087	492	—	109
Gloucester/Cheltenham	2 622	102	—	—	—	715	—	1 274	527	—	4
Hawarden	686	—	—	—	—	38	—	410	215	—	23
Isles of Scilly	130	88	—	8	6	—	—	—	24	—	4
+ Lydd	609	32	—	—	—	2	—	517	56	—	2
+ Manston	268	92	—	14	41	48	—	—	73	—	..
+ Norwich	1 804	235	2	75	83	258	14	496	641	—	—
Penzance Heliport	104	88	—	—	—	4	—	—	12	—	—
+ Southampton	2 277	485	—	18	21	1 358	1	43	351	—	—
+ Edinburgh	3 612	914	—	—	—	2 090	5	55	473	—	75
+ Glasgow	5 914	2 857	—	75	—	122	8	1 888	600	4	360
+ Prestwick	2 764	536	—	7	—	1 592	13	154	122	—	340
Aberdeen	4 106	1 206	—	4	598	473	—	1 402	20	—	403
Benbecula	190	88	—	—	56	—	30	—	—	—	16
Inverness	967	362	—	1	186	151	—	197	64	2	4
Islay	152	113	—	3	2	—	—	6	28	—	—
+ Kirkwall	1 001	482	—	21	92	—	2	348	56	—	—
Stornoway	212	144	—	14	10	—	—	22	—	—	22
+ Sumburgh	845	652	—	70	89	32	—	—	—	—	2
Tiree	79	62	—	10	5	—	—	—	—	—	2
Wick	266	206	—	9	7	—	—	32	2	—	10
+ Belfast	5 086	1 477	—	5	28	—	—	843	195	—	2 538
+ Isle of Man	1 039	482	—	73	4	166	—	238	64	4	8
TOTAL (Incl. London Area)	118 120	43 503	293	1 864	1 938	15 237	656	32 315	16 768	216	5 330
Channel Islands Airports											
Alderney	406	406	..	..	..	..	..	..	..	..	..
Guernsey	1 719	1 719	..	..	..	..	..	..	..	..	..
Jersey	2 392	2 392	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	4 517	4 517	..	..	..	..	..	..	..	..	..



# Air Transport Movements by Type and Nationality of Operator February 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	3 925	28	2 090	134	141	1 433	99
+ Heathrow	17 704	8 725	287	8 195	303	26	168
+ Luton	1 207	2	38	—	—	1 126	41
+ Southend	685	—	497	—	—	172	16
+ Stansted	145	8	6	4	—	42	85
TOTAL (London Area)	23 666	8 763	2 918	8 333	444	2 799	409
Westland Heliport (Battersea)	195	—	—	—	—	195	—
Other UK Airports							
+ Leeds/Bradford	508	262	116	22	—	102	6
+ Liverpool	935	649	105	52	13	80	36
+ Manchester	3 026	1 331	291	742	25	611	26
+ Birmingham	1 083	610	208	74	4	180	7
+ Coventry	9	—	—	—	—	5	4
+ East Midlands	558	15	375	—	—	164	4
+ Newcastle	737	247	379	—	7	102	2
+ Tees-side	342	12	307	—	8	7	8
+ Bristol	329	150	30	28	60	61	—
+ Glamorgan	407	103	121	30	49	87	17
Swansea	32	—	—	—	—	32	—
+ Ashford	254	—	254	—	—	—	—
+ Blackpool	174	—	159	—	—	15	—
+ Bournemouth	409	—	368	—	—	33	8
+ Cambridge	30	—	—	—	—	9	21
Exeter	106	—	102	—	—	4	—
Gloucester/Cheltenham	102	—	14	—	—	88	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	88	88	—	—	—	—	—
+ Lydd	32	—	10	—	—	22	—
Manston	92	—	—	—	—	88	4
Norwich	235	—	136	—	—	99	—
Penzance Heliport	88	88	—	—	—	—	—
+ Southampton	485	103	349	—	4	22	7
+ Edinburgh	914	602	276	31	—	4	1
+ Glasgow	2 857	1 537	797	239	—	248	36
+ Prestwick	536	379	—	120	2	3	32
Aberdeen	1 206	459	78	—	8	655	6
Benbecula	88	88	—	—	—	—	—
Inverness	362	295	32	—	—	35	—
Islay	113	91	—	—	1	21	—
+ Kirkwall	482	142	—	20	18	301	1
Stornoway	144	97	41	—	—	6	—
+ Sumburgh	652	116	82	—	133	313	8
Tiree	62	55	—	—	—	7	—
Wick	206	192	—	—	2	12	—
+ Belfast	1 477	1 135	300	16	—	2	24
+ Isle of Man	482	358	121	—	—	3	—
TOTAL (Incl. London Area)	43 503	17 967	7 969	9 707	778	6 415	667
Channel Islands Airports							
Alderney	406	—	362	—	—	44	—
Guernsey	1 719	98	1 454	—	—	167	—
Jersey	2 392	447	1 558	52	—	335	—
TOTAL (Channel Islands Airports)	4 517	545	3 374	52	—	546	—

# Air Transport Movements

**Table 13**

## Comparison with a Year Earlier

Monthly Averages	December 1973 —February 1974	December 1972 —February 1973	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	4 526	4 604	-1.7
+ Heathrow	18 687	18 536	0.8
+ Luton	1 402	1 617	-13.3
+ Southend	775	769	0.8
+ Stansted	155	159	-2.5
TOTAL (London Area)	25 545	25 685	-0.5
Westland Heliport (Battersea)	148	106	39.6
<b>Other UK Airports</b>			
+ Leeds/Bradford	503	509	-1.2
+ Liverpool	1 034	1 232	-16.1
+ Manchester	3 087	3 122	-1.1
+ Birmingham	1 155	1 357	-14.9
+ Coventry	9	50	-82.0
+ East Midlands	594	526	12.9
+ Newcastle	752	749	0.4
+ Tees-side	381	203	87.7
+ Bristol	372	515	-27.8
+ Glamorgan	427	399	7.0
Swansea	15	10	50.0
+ Ashford	284	318	-10.7
+ Blackpool	211	129	63.6
+ Bournemouth	365	275	32.7
+ Cambridge	49	32	53.1
+ Exeter	109	114	
Gloucester/Cheltenham	106	93	14.0
Hawarden	—	—	—
Isles of Scilly	139	86	61.6
+ Lydd	31	16	93.8
+ Manston	102	105	-2.9
+ Norwich	276	..	
Penzance Heliport	130	86	51.2
Portsmouth	66	27	
+ Southampton	500	636	-21.4
+ Edinburgh	938	1 043	-10.1
+ Glasgow	2 957	2 815	5.0
+ Prestwick	575	742	-22.5
Aberdeen	964	470	
Benbecula	93	98	-5.1
Inverness	338	306	10.5
Islay	121	64	89.1
+ Kirkwall	465	415	12.0
Stornoway	158	151	4.6
+ Sumburgh	563	243	
Tiree	61	64	-4.7
Wick	199	212	-6.1
+ Belfast	1 669	1 837	-9.1
+ Isle of Man	514	502	2.4
TOTAL (incl. London Area)	46 006	45 343	1.5
<b>Channel Islands Airports</b>			
Alderney	441	640	-31.1
Guernsey	1 786	1 843	-3.1
Jersey	2 563	2 654	-3.5
TOTAL (Channel Islands Airports)	4 790	5 137	-6.8

Portsmouth Airport closed with effect from 31/12/73  
Exeter Airport included with effect from 1/1/73

Air Transport Landings Diverted to UK Reporting Airports February 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										3St	1He				1He		1He	1Ma													
Heathrow	32										2Ma	7Ma 4BI 1Pr 14St		1GI														1Sh 2Lu				
Luton	1					1Bi																										
Leeds/Bradford	13				1Te 3Em	2Te			2Em			1Te						1Em	1Te 2Em													
Liverpool	3																															
Manchester	16					1GI	3Li 2Bi 1BI														1Bi		4Li 1Lu		1Im 1Lb 1He 1Em		2Li					
Birmingham	1					1Lu																										
East Midlands	1					1Bi																										
Newcastle	7											1Te						1GI 1Ma 1Te 1Em			1Lu			1Lu		1Te						
Tees-side	1																															
Bristol	4	1Gm										1Bi 1Gm															1Bi					
Blackpool	1																															
Norwich	1																	1St														
Benbecula	2																				1Sw	1Sw										
Sumburgh	1																1Ab															
Edinburgh	14				1GI					1GI	3GI							1GI 1GI			1GI						5GI	3GI				
Aberdeen	4																						1GI						1Ki			
Other UK	3			1Bo								1Ex 1Ti																				
Overseas	16				1He	1He	1Ki	1He	1He						1He 1Pr	2He					1Pr	1Ki	1Ki 1Lu 1He	1He			1Ab					
All Aerodromes	128	1	—	1	6	7	7	1	3	1	8	33	—	1	2	3	1	9	4	2	2	6	2	5	5	1	10	3	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	GI	Glasgow	Lb	Leeds/Bradford	Po	Portsmouth	Te	Tees-side		

# Air Passengers by Type and Nationality of Operator

## February 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		Terminal	Transit	Terminal	Transit
				British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others				
<b>London Area Airports</b>															
+ Gatwick	232 668	231 725	943	1 089	46	74 802	146	1 731	—	21 807	168	123 031	549	9 265	34
+ Heathrow	1 189 467	1 168 612	20 855	606 683	242	11 549	—	505 739	20 409	31 644	—	797	—	12 200	204
+ Luton	111 657	111 467	190	178	—	531	—	—	—	—	—	109 758	183	1 000	7
+ Southend	9 920	9 920	—	—	—	9 128	—	—	—	—	—	783	—	9	—
+ Stansted	8 885	8 759	126	727	—	434	—	369	—	—	—	24	—	7 205	126
TOTAL (London Area)	1 552 597	1 530 483	22 114	608 677	288	96 444	146	507 839	20 409	53 451	168	234 393	732	29 679	371
Westland Heliport (Battersea)	474	474	—	—	—	—	—	—	—	—	—	474	—	—	—
<b>Other UK Airports</b>															
+ Leeds/Bradford	15 921	15 480	441	11 894	—	2 266	437	744	—	—	—	562	2	14	2
+ Liverpool	30 237	28 908	1 329	23 188	750	1 009	567	2 277	12	806	—	1 565	—	63	—
+ Manchester	115 564	141 336	4 228	69 364	727	5 030	993	18 291	2 125	1 919	148	44 207	235	2 525	—
+ Birmingham	51 465	49 035	2 430	23 373	946	2 692	1 244	4 051	220	301	—	18 152	20	466	—
+ Coventry	188	188	—	—	—	—	—	—	—	—	—	—	—	188	—
+ East Midlands	18 321	18 087	234	648	—	10 207	—	—	—	—	—	7 232	234	—	—
+ Newcastle	37 858	36 370	1 488	21 449	—	7 492	1 488	—	—	469	—	6 864	—	96	—
+ Tees-side	13 825	12 391	1 434	548	—	10 676	826	—	—	249	226	462	—	456	382
+ Bristol	11 816	9 105	2 711	2 351	1 601	447	134	559	272	1 288	704	4 460	—	—	—
+ Glamorgan	16 321	14 473	1 848	2 557	530	1 058	978	672	260	1 834	80	7 295	—	1 057	—
Swansea	380	380	—	—	—	—	—	—	—	—	—	380	—	—	—
+ Ashford	4 110	4 110	—	—	—	4 110	—	—	—	—	—	—	—	—	—
+ Blackpool	2 558	2 558	—	—	—	2 548	—	—	—	—	—	10	—	—	—
+ Bournemouth	5 123	5 111	12	—	—	3 312	—	—	—	—	—	1 086	12	713	—
+ Cambridge	149	149	—	—	—	—	—	—	—	—	—	17	—	132	—
+ Exeter	2 275	1 904	371	—	—	1 828	371	—	—	—	—	76	—	—	—
Gloucester/Cheltenham	652	652	—	—	—	84	—	—	—	—	—	568	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 439	1 439	—	1 439	—	—	—	—	—	—	—	—	—	—	—
+ Lydd	473	473	—	—	—	441	—	—	—	—	—	32	—	—	—
+ Manston	147	147	—	—	—	—	—	—	—	—	—	138	—	9	—
+ Norwich	4 630	4 630	—	—	—	4 049	—	—	—	—	—	581	—	—	—
Penzance Heliport	1 439	1 439	—	1 439	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	12 285	12 248	37	3 333	23	8 260	6	—	—	289	—	352	3	14	5
+ Edinburgh	54 946	53 853	1 093	41 432	444	11 403	—	904	249	—	—	83	—	31	—
+ Glasgow	132 193	130 331	1 862	86 466	242	24 570	—	5 665	1 384	—	—	9 528	—	4 102	236
+ Prestwick	15 994	8 573	7 421	6 642	3 759	—	—	669	2 484	70	—	—	—	1 192	1 178
Aberdeen	25 590	24 649	941	15 945	941	1 220	—	—	—	174	—	7 205	—	105	—
Benbecula	2 510	1 423	1 087	1 423	1 087	—	—	—	—	—	—	—	—	—	—
Inverness	10 711	9 616	1 095	9 421	1 095	76	—	—	—	—	—	119	—	—	—
Islay	1 253	1 216	37	1 172	37	—	—	—	—	3	—	41	—	—	—
+ Kirkwall	5 919	4 725	1 194	3 391	724	—	—	122	180	—	146	1 212	144	—	—
Stornoway	3 024	2 772	252	2 720	252	51	—	—	—	—	—	1	—	—	—
+ Sumburgh	9 157	8 733	424	3 419	—	264	—	—	—	1 471	—	3 328	424	251	—
Tiree	344	201	143	187	137	—	—	—	—	—	—	14	6	—	—
Wick	5 184	2 155	3 029	2 114	3 013	—	—	—	—	—	16	41	—	—	—
+ Belfast	75 773	75 771	2	65 257	—	8 533	2	187	—	—	—	130	—	1 664	—
+ Isle of Man	15 743	13 853	1 890	11 024	1 718	2 829	172	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 288 588	2 229 441	59 147	1 020 873	18 714	210 899	7 364	541 980	27 595	62 324	1 488	350 608	1 812	42 757	2 174
<b>Channel Islands Airports</b>															
Alderney	1 915	1 915	—	—	—	1 805	—	—	—	—	—	110	—	—	—
Guernsey	18 153	16 650	1 503	4 015	—	12 070	1 503	—	—	—	—	565	—	—	—
Jersey	43 382	42 501	881	18 871	66	21 973	806	1 157	9	—	—	500	—	—	—
TOTAL (Channel Is. Airports)	63 450	61 066	2 384	22 886	66	35 848	2 309	1 157	9	—	—	1 175	—	—	—

# Terminal Air Passengers

Table 16

## Comparison with a year Earlier

### Monthly Averages

	December 1973 —February 1974	December 1972 —February 1973	Percentage change
<b>London Area Airports</b>			
+ Gatwick	284 281	295 025	-3.6
+ Heathrow	1 331 521	1 218 640	9.3
+ Luton	126 890	145 354	-12.7
+ Southend	13 062	13 464	-3.0
+ Stansted	8 570	9 270	-7.6
TOTAL (London Area)	1 764 326	1 681 753	4.9
Westland Heliport (Battersea)	366	251	45.8
<b>Other UK Airports</b>			
+ Leeds/Bradford	15 758	13 509	16.6
+ Liverpool	29 790	33 653	-11.5
+ Manchester	144 462	144 988	-0.4
+ Birmingham	51 665	62 498	-17.3
+ Coventry	222	170	30.6
+ East Midlands	20 105	22 978	-12.5
+ Newcastle	35 320	32 850	7.5
+ Tees-side	13 557	7 622	77.9
+ Bristol	10 741	16 685	-35.6
+ Glamorgan	14 399	15 006	-4.0
Swansea	154	32	
+ Ashford	4 329	6 849	-36.8
+ Blackpool	3 036	3 598	-15.6
+ Bournemouth	5 035	6 676	-24.6
+ Cambridge	315	215	46.5
+ Exeter	2 236	2 275	
Gloucester/Cheltenham	500	308	62.3
Hawarden	—	—	—
Isles of Scilly	1 317	1 516	-13.1
+ Lydd	173	222	-22.1
+ Manston	217	352	-38.4
+ Norwich	4 943		
Penzance Heliport	1 246	1 516	-17.8
+ Portsmouth	373	165	
+ Southampton	12 847	13 389	-4.0
+ Edinburgh	55 087	51 137	7.7
+ Glasgow	139 405	130 862	6.5
+ Prestwick	13 352	17 720	-24.7
Aberdeen	22 102	13 709	61.2
Benbecula	1 463	1 683	-13.1
Inverness	9 753	8 493	14.8
Islay	1 203	1 242	-3.1
+ Kirkwall	4 696	4 377	7.3
Stornoway	2 891	3 042	-5.0
+ Sumburgh	7 334	3 365	
Tiree	209	195	7.2
Wick	2 138	2 271	-5.9
+ Belfast	89 200	87 594	1.8
+ Isle of Man	14 522	14 425	0.7
TOTAL (Incl. London Area)	2 500 789	2 409 188	3.8
<b>Channel Islands Airports</b>			
Alderney	2 225	2 806	-20.7
Guernsey	18 003	17 352	3.8
Jersey	46 873	41 789	12.2
TOTAL (Channel Islands Airports)	67 101	61 947	8.3

Portsmouth Airport closed with effect from 31/12/73  
Exeter Airport included with effect from 1/1/73

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

London Area Airports	Total	International			Domestic		
	Dec.-1973 Feb.-1974	Dec.-1973 Feb.-1974	Dec.-1972 Feb.-1973	Per- centage change	Dec.-1973 Feb.-1974	Dec.-1972 Feb.-1973	Per- centage change
+ Gatwick	284 281	240 875	256 791	-6	43 406	38 234	14
+ Heathrow	1 331 521	1 099 575	1 018 254	8	231 946	200 386	16
+ Luton	126 890	125 855	144 281	-13	1 035	1 073	-4
+ Southend	13 062	12 241 (a)	13 246 (a)	-8	821	218	
+ Stansted	8 570	8 422	9 154	-8	148	116	28
TOTAL (London Area)	1 764 324	1 486 968	1 441 726	3	277 356	240 027	16
Westland Heliport (Battersea)	366	—	—	—	366	251	46
<b>Other UK Airports</b>							
+ Leeds/Bradford	15 758	2 431	2 510	-3	13 328	10 999	21
+ Liverpool	29 790	7 567	8 826	-14	22 223	24 827	-10
+ Manchester	144 462	89 891	98 999	-9	54 570	45 989	19
+ Birmingham	51 665	35 015	45 078	-22	16 650	17 420	-4
+ Coventry	222	141	49	188	81	121	-33
+ East Midlands	20 105	11 294	15 302	-26	8 811	7 676	15
+ Newcastle	35 320	11 401	11 128	2	23 918	21 722	10
+ Tees-side	13 557	2 575	1 693	52	10 982	5 929	85
+ Bristol	10 741	8 267	14 231	-42	2 474	2 454	1
+ Glamorgan	14 399	11 008	9 888	11	3 391	5 118	-34
Swansea	154	137	—	—	17	32	-47
+ Ashford	4 329	4 329	6 849	-37	—	—	—
+ Blackpool	3 036	213	319	-33	2 823	3 279	-14
+ Bournemouth	5 035	1 739	4 238	-59	3 296	2 438	35
+ Cambridge	315	303	182	66	13	33	-61
+ Exeter	2 236	350	457	—	1 885	1 818	—
Gloucester/Cheltenham	500	—	—	—	500	308	62
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 317	—	—	—	1 317	1 516	-13
+ Lydd	173	147	173	-24	26	29	-10
+ Manston	217	217	352	-38	—	—	—
+ Norwich	4 943	3 281	..	—	1 661	—	—
Penzance Heliport	1 246	—	—	—	1 246	1 516	-18
+ Portsmouth	373	—	—	—	373	494	—
+ Southampton	12 847	375	729	-49	12 472	12 660	-1
+ Edinburgh	55 087	2 065	2 967	-30	53 022	48 170	10
+ Glasgow	139 405	23 755	26 402	-10	115 650	104 460	11
+ Prestwick	13 352	11 473	13 829	-17	1 880	3 891	-52
Aberdeen	22 102	3 356	36	9 222	18 747	13 673	37
Benbecula	1 463	—	—	—	1 463	1 683	-13
Inverness	9 753	22	1	2 100	9 731	8 492	15
Islay	1 203	—	—	—	1 203	1 242	-3
+ Kirkwall	4 696	88	158	-44	4 608	4 219	9
Stornoway	2 891	1	—	—	2 890	3 042	-5
+ Sumburgh	7 334	1 962	5 39 140	—	5 372	3 360	60
Tiree	209	—	—	—	209	195	7
Wick	2 138	—	—	—	2 138	2 271	-6
+ Belfast	89 200	3 059	3 668	-17	86 141	83 926	3
+ Isle of Man	14 522	312	342	-9	14 210	14 083	1
TOTAL (Incl. London Area)	2 500 785	1 723 742	1 710 157	1	777 043	699 363	11

(a) Includes Channel Islands Traffic.

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

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

Exeter Airport included with effect from 1/1/73.

# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	December 1973— Feb 1974			December 1972— Feb 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>EUROPE</b>							
<b>Austria</b>	9.5	6.6	2.9	7.1	5.8	1.4	33
London – Vienna	6.8	5.6	1.2	5.5	5.1	0.3	24
Other Routes	2.7	1.0	1.7	1.7	0.6	1.0	62
<b>Belgium</b>	53.1	52.9	0.2	53.8	50.7	3.1	–1
London – Brussels	39.6	39.6	—	37.8	36.8	1.0	5
Other S.E. England – Belgium	9.9	9.8	0.1	10.3	8.8	1.5	–5
Other Routes	3.6	3.5	0.1	5.7	5.1	0.6	–36
<b>Denmark</b>	30.2	24.1	6.1	27.4	21.8	5.6	10
London – Copenhagen	25.3	19.9	5.4	21.4	17.5	3.8	18
Other Routes	4.9	4.2	0.7	6.0	4.2	1.8	–18
<b>Finland</b>	4.8	4.0	0.9	4.2	3.5	0.8	14
<b>France</b>	166.2	151.9	14.2	161.8	144.1	17.7	3
London – Nice	5.4	4.6	0.9	5.0	4.5	0.4	10
– Paris	128.9	123.2	5.7	118.3	112.3	5.9	9
– N. France (a)	5.8	5.7	—	6.8	5.7	1.1	–15
– Other France	10.1	7.9	2.2	6.3	5.0	1.3	60
Manchester – Paris	4.9	4.9	—	4.8	4.6	0.2	3
Other UK – Paris	6.8	4.8	2.0	4.7	2.6	2.1	44
Luton – Other France	1.5	—	1.5	4.0	—	4.0	–62
Other S.E. England – France	0.6	0.6	—	8.3	7.0	1.3	–92
Other Routes	2.1	0.3	1.9	3.7	2.3	1.4	–43
<b>Germany (Fed. Republic)</b>	165.2	106.9	58.4	174.8	112.6	62.2	–5
London – Dusseldorf	19.2	17.7	1.5	18.6	18.2	0.4	3
– Frankfurt	35.0	33.1	1.9	37.7	35.4	2.3	–7
– Hamburg	14.6	14.5	0.1	15.1	14.9	0.2	–3
– Munich	33.1	11.3	21.7	32.7	11.6	21.1	1
– Other Germany	27.6	22.3	5.4	26.5	22.7	3.8	4
Luton – Germany	20.4	—	20.3	22.4	—	22.4	–9
Manchester – Germany	8.8	5.7	3.1	10.2	5.3	4.9	–13
Other Routes	6.5	2.3	4.3	11.7	4.5	7.2	–43
<b>Gibraltar</b>	6.5	6.4	0.1	5.0	4.8	0.2	30
<b>Greece</b>	25.5	14.5	11.0	23.4	12.5	10.9	9
<b>Iceland</b>	1.5	1.5	—	1.5	1.4	0.1	–1
London – Reykjavik	0.9	0.8	—	0.8	0.8	—	5
Glasgow – Reykjavik	0.6	0.6	—	0.7	0.6	0.1	–7
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	December 1973— Feb 1974			December 1972— Feb 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	117.1	114.4	2.6	107.3	104.5	2.8	9
London – Cork	9.3	9.2	—	7.9	7.9	—	17
– Dublin	62.8	61.7	1.1	53.9	53.8	0.2	16
– Shannon	5.7	5.5	0.2	5.9	5.7	0.2	–3
Manchester – Dublin	10.5	10.5	—	10.3	10.2	0.1	2
Birmingham – Dublin	8.0	8.0	—	7.8	7.8	—	3
Glasgow – Dublin	4.1	4.1	—	4.1	4.1	—	–1
Liverpool – Dublin	5.0	5.0	—	4.7	4.7	—	6
Leeds/Bradford – Dublin	1.9	1.9	—	1.9	1.9	—	3
Edinburgh – Dublin	1.2	1.2	—	2.1	1.1	1.0	–42
Bristol – Dublin	1.4	1.4	—	1.8	1.8	—	–20
Other Routes	7.2	6.0	1.1	6.9	5.8	1.2	4
<b>Italy</b>	84.1	50.0	34.1	81.8	44.4	37.4	3
London – Genoa (g)	0.2	—	0.2	0.2	—	0.2	24
– Milan	27.3	18.8	8.5	21.9	15.7	6.2	24
– Rimini (g)	—	—	—	0.1	—	0.1	—
– Rome	30.1	22.0	8.0	27.4	20.5	6.9	10
– Venice	3.3	1.6	1.7	2.8	1.4	1.4	18
– Other Italy	15.1	6.6	8.6	16.4	6.5	9.9	–8
Luton – Rimini	—	—	—	0.4	—	0.4	—
– Other Italy	5.4	—	5.4	10.5	—	10.5	–49
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1.6	—	1.6	0.7	—	0.7	—
Other Routes	1.2	1.0	0.2	1.4	0.3	1.1	–13
<b>Luxembourg</b>	3.9	3.8	0.1	3.0	2.8	0.2	28
London – Luxembourg	3.9	3.8	0.1	3.0	2.8	0.2	29
Other Routes	—	—	—	—	—	—	—
<b>Netherlands</b>	99.9	97.2	2.6	93.1	89.1	4.0	7
London – Amsterdam	63.3	61.5	1.8	63.1	60.4	2.7	—
– Rotterdam	13.8	13.8	—	14.3	14.2	0.1	–4
Other S.E. England – Netherlands	2.8	2.7	0.1	3.1	2.4	0.6	–7
Manchester – Amsterdam	7.8	7.7	0.1	6.1	6.1	—	28
Other Routes	12.2	11.6	0.7	6.6	6.0	0.6	87
<b>Norway</b>	14.6	11.8	2.7	12.3	10.6	1.6	19
London – Oslo	10.2	8.5	1.7	8.7	7.7	1.0	17
Other Routes	4.4	3.4	1.0	3.6	2.9	0.7	24
<b>Portugal</b>	27.8	13.7	14.1	29.8	12.9	17.0	–7
London – Lisbon	14.9	10.7	4.2	16.1	10.3	5.8	–8
Other Routes	12.9	3.0	9.9	13.7	2.6	11.1	–6
<b>Soviet Union and Eastern Europe (b)</b>	20.1	11.3	8.8	13.9	10.8	3.1	45
London – Moscow	4.4	2.9	1.5	3.0	3.0	0.1	46
– Prague	1.5	1.5	—	1.7	1.7	—	–8
Other Routes	14.2	6.9	7.3	9.2	6.2	3.0	54



Table 18 cont.

	December 1973— Feb 1974			December 1972— Feb 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	262.4	53.8	208.7	300.8	45.4	255.4	-13
London — Barcelona	11.2	9.6	1.5	9.2	6.8	2.4	21
— Ibiza	4.1	0.2	3.9	3.6	0.3	3.3	14
— Madrid	22.5	18.9	3.6	18.4	16.6	1.8	22
— Malaga	15.7	9.0	6.7	13.7	6.2	7.5	15
— Palma	35.1	7.4	27.7	53.8	7.2	46.6	-35
— Other Spain	26.7	7.8	18.8	23.3	6.4	16.9	15
Luton — Alicante	17.1	—	17.1	14.7	—	14.7	16
— Barcelona	2.4	—	2.4	1.9	—	1.9	23
— Gerona	2.0	—	2.0	1.8	—	1.8	15
— Ibiza	4.4	—	4.4	5.3	—	5.3	-16
— Palma	19.0	—	19.0	23.5	—	23.5	-19
— Other Spain	8.2	—	8.2	11.7	—	11.7	-30
Other S.E. England — Spain	—	—	—	0.2	0.1	—	—
Manchester — Barcelona	1.4	—	1.4	1.6	—	1.6	-14
— Palma	15.6	—	15.6	22.4	0.3	22.1	-30
Other N. England — Spain	24.8	0.6	24.2	27.9	1.2	26.7	-11
Scotland — Spain	13.2	0.1	13.1	15.0	—	14.9	-12
Other Routes	39.3	0.2	39.1	53.0	0.3	52.7	-26
<b>Sweden</b>	14.1	9.9	4.2	13.5	11.3	2.2	4
London — Stockholm	9.3	7.4	1.9	8.4	7.1	1.3	10
Other Routes	4.8	2.5	2.3	5.1	4.2	0.9	-6
<b>Switzerland</b>	73.4	56.8	16.6	77.8	60.2	17.6	-6
London — Basle	4.8	4.3	0.4	5.0	4.3	0.8	-5
— Geneva	31.2	22.7	8.5	30.1	24.6	5.5	4
— Zurich	34.0	27.2	6.8	34.6	27.8	6.8	-2
Luton — Switzerland	0.4	—	0.4	4.0	—	4.0	-89
Other Routes	3.0	2.5	0.4	4.1	3.4	0.7	-27
<b>Yugoslavia</b>	5.9	4.4	1.6	4.8	3.6	1.3	23
London — Dubrovnic	0.9	—	0.9	0.1	—	0.1	—
— Ljubljana	0.8	0.7	—	0.3	0.3	—	—
Luton — Yugoslavia	—	—	—	0.8	—	0.8	—
Other Routes	4.3	3.7	0.6	3.7	3.3	0.4	18
<b>Other Europe</b>	44.5	32.7	11.8	30.7	22.3	8.4	45
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	49.6	42.4	7.2	46.5	38.1	8.4	7
London — Montreal	10.8	10.7	—	8.2	7.8	0.3	32
— Toronto	19.6	15.4	4.2	17.8	15.0	2.8	10
— Other Canada	8.7	7.1	1.6	9.0	7.0	2.0	-3
Other U.K. — Montreal	1.9	1.8	—	2.8	2.8	0.1	-35
— Toronto	7.3	6.5	0.9	6.9	4.5	2.4	5
Other Routes	1.4	0.9	0.4	1.7	0.9	0.8	-19

Table 18 cont.

	December 1973— Feb 1974			December 1972— Feb 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	163.6	151.2	12.4	167.5	152.6	14.9	-2
London – New York	68.3	63.4	4.9	69.5	65.0	4.5	-2
– Other East Coast U.S.A.	44.4	43.1	1.3	44.7	42.9	1.7	-1
– Chicago and Detroit	16.4	14.9	1.5	18.6	17.0	1.7	-12
– West Coast U.S.A.	26.8	25.0	1.8	23.1	20.5	2.6	16
– Other U.S.A.	2.9	1.8	1.1	3.2	1.7	1.4	-8
Other U.K. – New York	3.0	2.6	0.3	5.0	4.7	0.3	-41
Other Routes	1.9	0.4	1.5	3.4	0.7	2.7	-44
<b>West Atlantic and Caribbean Islands</b>	19.9	16.8	3.1	21.2	17.0	4.2	-6
<b>Central and South America</b>	7.2	6.9	0.3	6.5	6.0	0.4	12
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	26.4	4.5	21.8	24.2	3.2	21.0	9
<b>North Africa (c)</b>	20.0	5.5	14.5	45.0	5.6	39.4	-56
<b>East Africa (d)</b>	12.0	8.7	3.3	13.3	10.2	3.0	-9
<b>Central Africa (e)</b>	5.7	5.7	—	5.2	5.1	0.1	11
<b>West Africa (d)</b>	9.9	8.6	1.2	8.4	7.4	0.9	18
<b>South Africa</b>	19.5	18.5	1.0	15.9	15.5	0.4	23
<b>Middle East (f)</b>	45.5	43.9	1.7	44.1	41.1	3.0	3
<b>India</b>	17.0	16.9	0.1	10.6	9.0	1.6	61
<b>Pakistan</b>	3.6	3.5	0.1	5.7	4.0	1.6	-36
<b>Far East</b>	37.0	26.3	10.7	31.0	20.6	10.4	19
<b>Australia and New Zealand</b>	20.6	19.8	0.8	15.6	15.4	0.3	31
<b>Other Routes n.e.i.</b>	13.9	6.3	7.6	7.5	4.5	3.0	85
<b>ALL ROUTES</b>	1 701.7	1 214.1	487.6	1 695.9	1 130.3	565.6	—

**London** includes Heathrow, Gatwick and Stansted.

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

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

**Glasgow** includes Prestwick and Abbotsinch.

- (a) N. France comprises the airports north of 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 passengers' 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		December 1973 —February 1974 (000)	December 1972 —February 1973 (000)	Percentage change
London (a)	Aberdeen	8.9	6.3	41
	Belfast	45.4	42.9	6
	Birmingham	0.6	2.4	-75
	Channel Islands	26.2	24.4	7
	Edinburgh	43.0	37.7	14
	Glasgow	70.0	61.2	14
	Isle of Man	1.7	0.7	143
	Leeds/Bradford	8.6	6.4	34
	Liverpool	8.5	8.6	-1
	Manchester	29.3	23.7	24
	Newcastle	17.9	16.4	9
	Tees-side	9.8	5.6	75
	Other airports	5.6	0.2	
Belfast	Birmingham	5.6	5.1	10
	East Midlands	3.0	2.6	15
	Edinburgh	1.5	1.3	15
	Glasgow	9.5	9.9	-4
	Isle of Man	1.1	1.1	—
	Leeds/Bradford	2.1	2.6	-19
	Liverpool	3.0	3.8	-21
	Manchester	10.1	9.4	7
	Newcastle	1.5	2.0	-25
	Other airports	3.4	2.6	31
Channel Islands	Bournemouth	1.7	1.3	31
	Birmingham	2.2	1.4	57
	Bristol/Glamorgan	1.4	1.3	8
	East Midlands	1.3	0.9	44
	Glasgow	0.3	—	—
	Leeds/Bradford	—	1.0	—
	Liverpool	1.4	1.4	—
	Manchester	1.4	0.6	—
	Newcastle	—	—	—
	Southampton	9.2	10.1	-9
	Other airports	1.1	0.9	22
Edinburgh	Birmingham	2.4	2.0	20
	Glasgow	0.4	0.8	-50
	Manchester	3.1	2.9	7
	Other airports	2.6	3.4	-24
Glasgow	Birmingham	4.5	5.2	-13
	East Midlands	3.6	3.2	13
	Isle of Man	0.5	0.4	25
	Leeds/Bradford	2.0	1.5	33
	Liverpool	2.0	2.9	-31
	Manchester	6.0	5.4	11
	Southampton	2.4	1.6	50
	Other Scottish airports	12.6	12.1	4
	Other airports	2.2	0.7	
Isle of Man	Blackpool	2.5	2.2	14
	Liverpool	6.4	7.1	-10
	Manchester	2.0	2.2	-9
	Newcastle	—	—	—
	Other airports	0.1	0.4	-75
Penzance	Isles of Scilly	1.2	1.5	-20
Other Routes		18.7	16.5	13
TOTAL		411.4	367.8	—

(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 these are discrepancies between the reports received from airports on a route, particularly in the case of multi-sector flights. In most cases, however, the discrepancies are small, but in a few cases the figures include an estimated component.

Cargo by Type and Nationality of Operator February 1974

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		Coporations		Others				Corporations		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	4 626·0	—	—	806·9	1 058·8	14·1	2·2	—	—	1 113·7	1 611·5	9·9	8·9	
+ Heathrow	37 725·8	7 116·5	7 635·0	88·4	129·2	9 609·9	12 079·0	81·5	25·3	78·9	42·4	122·1	717·6	
+ Luton	324·9	0·1	—	0·1	0·2	—	—	—	—	44·3	144·7	60·7	74·8	
+ Southend	1 598·0	—	—	909·0	641·0	—	—	—	—	9·0	39·0	—	—	
+ Stansted	947·5	—	—	—	—	—	—	—	—	223·1	625·0	13·6	85·8	
TOTAL (London Area)	45 222·2	7 116·6	7 635·0	1 804·4	1 829·2	9 624·0	12 081·2	81·5	25·3	1 469·0	2 4626	206·3	887·1	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	46·6	16·4	19·0	0·2	0·4	2·4	8·2	—	—	—	—	—	—	
+ Liverpool	1 110·9	95·4	574·2	3·3	6·8	103·0	36·1	—	7·0	31·6	—	45·9	207·6	
+ Manchester	3 730·4	751·0	618·4	5·3	2·8	885·1	1 075·9	—	—	—	7·2	380·4	4·3	
+ Birmingham	252·3	53·9	59·6	9·7	1·5	60·4	66·1	—	—	—	1·1	—	—	
+ Coventry	10·8	—	—	—	—	—	—	—	—	7·9	2·9	—	—	
+ East Midlands	600·0	0·6	—	246·5	199·6	—	—	—	—	9·7	78·7	40·0	24·9	
+ Newcastle	202·0	19·8	35·8	19·8	27·7	—	—	—	—	880	0·9	—	10·0	
+ Tees-side	35·8	0·4	0·6	8·9	8·2	—	—	—	—	19·7	—	—	—	
+ Bristol	57·6	6·6	4·8	0·3	—	25·4	20·5	—	—	—	—	—	—	
+ Glamorgan	27·6	0·7	9·3	0·8	13·2	0·7	2·9	—	—	—	—	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Ashford	343·1	—	—	147·9	195·2	—	—	—	—	—	—	—	—	
+ Blackpool	53·5	—	—	3·3	24·7	—	—	—	—	0·3	25·2	—	—	
+ Bournemouth	662·3	—	—	483·8	110·9	—	—	—	—	67·6	—	—	—	
+ Cambridge	109·9	—	—	—	—	—	—	—	—	—	—	67·3	42·6	
+ Exeter	12·3	—	—	2·0	10·3	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	38·2	5·2	33·0	—	—	—	—	—	—	—	—	—	—	
+ Lydd	15·7	—	—	—	—	—	—	—	—	4·2	11·5	—	—	
+ Manston	370·2	—	—	—	—	—	—	—	—	172·7	158·4	21·2	17·9	
+ Norwich	25·7	—	—	14·0	7·7	—	—	—	—	1·0	3·0	—	—	
Penzance Heliport	38·2	33·0	5·2	—	—	—	—	—	—	—	—	—	—	
+ Southampton	75·2	7·8	2·9	18·6	36·6	—	—	—	—	—	0·3	4·0	5·0	
+ Edinburgh	160·3	40·2	44·6	25·4	42·7	2·7	4·6	—	—	—	—	—	—	
+ Glasgow	2 109·8	580·1	562·1	78·7	81·8	196·9	389·0	—	—	206·3	8·2	4·9	1·8	
+ Prestwick	1 386·7	646·3	165·5	—	—	270·9	188·6	—	—	—	10·9	—	104·5	
Aberdeen	137·4	16·5	30·3	2·2	1·7	—	—	—	0·3	22·9	63·5	—	—	
Benbecula	12·2	10·3	1·9	—	—	—	—	—	—	—	—	—	—	
Inverness	39·1	9·0	30·1	—	—	—	—	—	—	—	—	—	—	
Islay	2·8	1·5	1·3	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	34·4	25·1	7·3	—	—	—	—	—	—	0·2	1·8	—	—	
Stornoway	33·3	10·6	3·5	13·5	2·3	—	—	—	—	3·1	0·3	—	—	
+ Sumburgh	73·8	20·3	5·8	—	1·4	—	—	3·4	10·4	18·8	11·7	1·8	0·2	
Tiree	1·1	0·9	0·2	—	—	—	—	—	—	—	—	—	—	
Wick	5·3	4·1	1·1	—	—	—	—	—	—	0·1	—	—	—	
+ Belfast	1 110·5	747·4	215·5	106·8	29·1	1·4	3·6	—	—	—	5·9	—	0·8	
+ Isle of Man	295·7	175·3	50·4	50·8	4·8	—	—	—	—	6·5	7·9	—	—	
TOTAL (Incl. London Area)	58 442·9	10 395·0	10 117·4	3 046·2	2 638·6	11 172·9	13 876·7	84·9	43·0	2 127·6	2 862·0	771·8	1 306·8	
Channel Islands Airports														
Alderney	14·0	—	—	9·8	1·1	—	—	—	—	2·4	0·7	—	—	
Guernsey	943·3	103·9	55·4	163·3	400·3	—	—	—	—	94·8	125·6	—	—	
Jersey	1 486·3	242·3	382·7	268·0	327·0	1·4	0·4	—	—	99·1	165·4	—	—	
TOTAL (Channel Islands Airports)	2 443·6	346·2	438·1	441·1	728·4	1·4	0·4	—	—	196·3	291·7	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	December 1973 —February 1974 (tonnes)	December 1972 —February 1973 (tonnes)	Percentage change
<b>London Area Airports</b>			
+ Gatwick	4 820·5	4 040·0	19·3
+ Heathrow	36 619·6	34 308·2	6·7
+ Luton	348·1	346·1	0·6
+ Southend	1 644·0	1 510·5	8·8
+ Stansted	1 094·3	890·0	23·0
TOTAL (London Area)	44 526·5	41 094·8	8·4
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	54·5	67·3	−19·0
+ Liverpool	1 346·5	1 313·2	2·5
+ Manchester	3 612·7	3 360·4	7·5
+ Birmingham	250·6	241·7	3·7
+ Coventry	10·1	230·2	−95·6
+ East Midlands	543·8	299·2	81·8
+ Newcastle	282·0	122·9	
+ Tees-side	93·7	30·8	
+ Bristol	56·9	54·3	4·8
+ Glamorgan	25·7	15·0	71·3
Swansea	—	—	—
+ Ashford	369·2	284·6	29·7
+ Blackpool	49·9	59·7	−16·4
+ Bournemouth	462·9	143·9	
+ Cambridge	160·7	81·0	98·4
+ Exeter	24·6	14·9	
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	22·6	28·0	−19·3
+ Lydd	11·5	3·4	
+ Manston	350·9	674·2	−48·0
+ Norwich	29·1	—	
Penzance Heliport	22·4	28·0	−20·0
+ Portsmouth	2·8	1·5	
+ Southampton	64·5	101·1	−36·2
+ Edinburgh	196·1	296·2	−33·8
+ Glasgow	2 028·7	1 621·9	25·1
+ Prestwick	1 600·7	1 146·2	39·7
Aberdeen	126·6	67·5	87·6
Benbecula	13·8	18·1	−23·8
Inverness	37·0	37·1	−0·3
Islay	4·5	11·8	−61·9
+ Kirkwall	34·7	38·1	−8·9
Stornoway	32·7	36·3	−9·9
+ Sumburgh	68·7	34·1	
Tiree	1·0	1·4	−28·6
Wick	6·3	7·0	−10·0
+ Belfast	1 154·8	1 484·9	−22·2
+ Isle of Man	272·1	344·1	−20·9
TOTAL (Incl. London Area)	57 951·9	53 394·8	8·5
<b>Channel Islands Airports</b>			
Alderney	15·1	18·8	−19·7
Guernsey	792·1	785·4	0·9
Jersey	1 142·9	981·3	16·5
TOTAL (Channel Islands Airports)	1 950·1	1 785·5	9·2

Portsmouth Airport closed with effect from 31/12/73.  
Exeter Airport included with effect from 1/1/73.

# All Scheduled Services February 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 tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways—Overseas Division	8 979	2 917	16 022	142 567	1 749 489	909 548	52.0	5 670	228 883	123 519	6 776	32 900	83 843	54.0
British Airways—European Division	5 971	8 641	11 847	537 855	659 578	359 186	54.5	3 553	67 617	34 056	924	2 245	30 884	50.4
British Airways Helicopters	6	94	32	1 384	146	84	57.8	45	12	9	—	3	7	80.6
British Airways Regional Division—														
Channel Islands Airways	309	936	1 050	39 204	22 156	13 591	61.3	191	1 995	1 202	17	50	1 135	60.2
Scottish Airways	341	1 362	1 281	45 826	20 871	12 604	60.4	282	1 802	1 110	13	38	1 059	61.6
Cambrian Airways	267	1 060	844	36 959	17 685	10 243	57.9	778	1 806	1 006	4	182	819	55.7
Northeast Airlines	243	618	678	37 244	22 535	14 615	64.9	115	2 219	1 380	—	46	1 334	62.2
British Caledonian Airways	2 375	2 202	3 950	74 943	276 178	113 676	41.2	1 290	31 779	13 674	221	3 429	10 024	43.0
Air Anglia	46	176	168	3 697	2 027	1 131	55.8	21	189	106	—	6	99	56.0
Aurigny Air Services	58	1 108	340	8 730	623	430	69.0	40	58	36	—	2	34	61.4
British Air Ferries	99	464	459	7 647	2 978	1 404	47.1	1 543	673	460	—	332	128	68.3
British Island Airways	101	580	393	12 189	5 034	2 509	49.8	101	458	231	1	15	215	50.4
British Midland Airways	267	753	884	22 879	18 982	8 872	46.7	126	1 513	812	—	53	759	53.6
Brymon Airways	11	56	53	284	94	56	59.2	—	7	4	—	—	4	59.0
Dan-Air Services	209	846	672	13 840	9 932	4 962	50.0	10	810	408	—	3	405	50.3
Intra Airways	7	71	39	604	182	90	49.4	—	15	7	—	—	7	48.0
Loganair	30	377	183	1 434	239	94	39.4	—	22	9	—	—	9	39.7
TOTAL Passenger Services	19 318	22 261	38 893	987 286	2 808 728	1 453 095	51.7	13 764	339 858	178 027	7 956	39 304	130 765	52.4
Cargo Services														
British Airways—Overseas Division	854	293	1 222					3 172	26 815	17 534	218	17 319	—	65.4
British Airways—European Division	516	772	965					6 235	7 165	4 063	192	3 871	—	56.7
British Caledonian Airways	69	24	91					241	1 937	1 546	16	1 530	—	79.8
Air Freight	34	136	146					342	116	87	—	87	—	74.7
Air-Bridge Carriers	23	62	84					417	227	168	—	168	—	74.0
British Air Ferries	5	11	21					25	32	11	—	11	—	33.7
British Island Airways	123	456	483					1 015	546	261	37	224	—	47.8
Intra Airways	14	81	68					220	50	38	—	38	—	74.9
TOTAL Cargo Services	1 639	1 835	3 080					11 668	36 887	23 707	463	23 246	—	64.3
GRAND TOTAL	20 957	24 096	41 973	987 286	2 808 728	1 453 095	51.7	25 432	376 745	201 734	8 419	62 550	130 765	53.5

International Scheduled Services February 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways—Overseas Division	8 979	2 917	16 022	142 567	1 749 489	909 548	52.0	5 670	228 883	123 519	6 776	32 900	83 843	54.0
British Airways—European Division	5 155	6 871	9 937	386 686	564 009	288 229	51.1	3 148	58 063	27 940	873	2 115	24 951	48.1
British Airways Regional Division—														
Channel Islands Airways	82	185	284	6 802	6 276	2 894	46.1	61	606	275	—	27	248	45.5
Cambrian Airways	98	247	251	8 079	7 983	3 702	46.4	40	694	315	—	19	296	45.4
Northeast Airlines	90	166	233	5 935	8 161	3 461	42.4	37	766	334	—	18	316	43.6
British Caledonian Airways	1 946	1 404	3 018	42 122	239 391	95 954	40.1	932	28 187	12 028	217	3 254	8 557	42.7
Air Anglia	23	96	88	2 505	1 010	599	59.3	17	92	64	—	4	60	69.7
Aurigny Air Services	46	1 031	282	8 178	503	345	68.7	36	47	29	—	1	28	62.1
British Air Ferries	99	464	459	7 647	2 978	1 404	47.1	1 543	673	460	—	332	128	68.3
British Island Airways	44	141	157	2 986	2 189	926	42.3	16	196	83	—	5	79	42.5
British Midland Airways	99	270	323	4 565	7 261	2 211	30.5	48	562	216	—	24	192	38.4
Brymon Airways	4	20	20	76	33	16	46.9	—	3	1	—	—	1	46.9
Dan-Air Services	78	201	233	5 104	3 672	1 586	43.2	—	300	129	—	—	129	43.2
Intra Airways	4	61	24	542	139	71	51.3	—	11	6	—	—	6	51.3
TOTAL Passenger Services	16 749	14 074	31 332	623 794	2 593 091	1 310 947	50.6	11 548	319 081	165 400	7 867	38 699	118 832	51.8
Cargo Services														
British Airways—Overseas Division	854	293	1 222					3 172	26 815	17 534	218	17 319	—	65.4
British Airways—European Division	422	552	724					3 952	5 446	3 071	68	3 003	—	56.4
British Caledonian Airways	69	24	91					241	1 937	1 546	16	1 530	—	79.8
Air Freight	34	136	146					342	116	87	—	87	—	74.7
British Air Ferries	5	11	21					25	32	11	—	11	—	33.7
British Island Airways	50	90	174					155	231	84	8	76	—	36.1
Intra Airways	—	6	3					18	1	1	—	1	—	92.2
TOTAL Cargo Services	1 436	1 112	2 381					7 905	34 578	22 333	310	22 026	—	64.6
GRAND TOTAL	18 184	15 186	33 713	623 794	2 593 091	1 310 947	50.6	19 453	353 659	187 733	8 177	60 724	118 832	53.1

# Domestic Scheduled Services February 1974

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways-European Division	816	1 770	1 911	151 169	95 569	70 957	74.2	405	9 554	6 116	51	131	5 934	64.0
British Airways-Helicopters	6	94	32	1 384	146	84	57.8	45	12	9	—	3	7	80.6
British Airways Regional Division—														
Channel Islands Airways	227	751	765	32 402	15 881	10 698	67.4	130	1 389	926	17	22	887	66.7
Scottish Airways	341	1 362	1 281	45 826	20 871	12 604	60.4	282	1 802	1 110	13	38	1 059	61.6
Cambrian Airways	169	813	593	28 880	9 702	6 541	67.4	739	1 113	691	4	164	523	62.1
Northeast Airlines	152	452	445	31 309	14 374	11 154	77.6	78	1 453	1 046	—	28	1 018	72.0
British Caledonian Airways	429	798	932	32 821	36 787	17 722	48.2	357	3 592	1 646	4	175	1 468	45.8
Air Anglia	23	80	80	1 192	1 017	533	52.3	4	97	42	—	2	40	43.0
Aurigny Air Services	12	77	58	552	121	85	70.4	3	11	7	—	1	6	58.9
British Island Airways	57	439	236	9 203	2 844	1 583	55.6	86	262	148	1	11	136	56.3
British Midland Airways	167	483	560	18 314	11 721	6 661	56.8	78	951	596	—	29	567	62.6
Brymon Airways	7	36	33	208	61	40	65.8	—	5	3	—	—	3	65.6
Dan-Air Services	130	645	438	8 736	6 261	3 375	53.9	10	511	278	—	3	276	54.4
Intra Airways	3	10	15	62	43	18	43.1	—	4	2	—	—	2	38.3
Loganair	30	377	183	1 434	239	94	39.4	—	22	9	—	—	9	39.7
TOTAL Passenger Services	2 570	8 187	7 561	363 492	215 637	142 149	65.9	2 217	20 777	12 627	89	605	11 933	60.8
Cargo Services														
British Airways-European Division	94	220	241					2 283	1 719	992	125	867	—	57.7
Air-Bridge Carriers	23	62	84					417	227	168	—	168	—	74.0
British Island Airways	73	366	310					860	314	177	29	149	—	56.5
Intra Airways	13	75	65					203	49	36	—	36	—	74.4
TOTAL Cargo Services	203	723	699					3 763	2 309	1 374	153	1 221	—	59.5
GRAND TOTAL	2 772	8 910	8 261	363 492	215 637	142 149	65.9	5 980	23 086	14 001	243	1 825	11 933	60.6



# All Non-scheduled Services February 1974

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways—Overseas Division	616	141	824	6 824	105 566	72 802	69.0	12	11 898	6 944	112	6 832	58.4
British Airways—European Division	339	278	647	21 777	36 057	27 419	76.0	249	3 642	2 575	256	2 317	70.7
British Airtours	306	157	450	24 412	58 727	46 631	79.4	—	5 329	4 065	—	4 065	76.3
British Airways Helicopters	109	863	567	5 970	2 357	934	39.6	58	222	81	10	71	36.6
British Airways Regional Division—													
Channel Islands Airways	6	84	25	2 901	429	200	46.7	2	35	16	—	16	46.8
Scottish Airways	1	8	5	—	—	—	0.0	21	11	4	4	—	35.1
Cambrian Airways	91	180	188	4 612	7 365	5 064	68.8	7	653	407	2	405	62.3
Northeast Airlines	105	94	166	9 050	12 819	9 789	76.4	—	1 209	894	—	894	73.9
British Caledonian Airways	1 444	792	2 230	50 720	138 876	110 963	79.9	2 162	30 586	18 757	9 013	2 744	61.3
Air Anglia	34	89	129	1 994	1 274	785	61.6	1	128	80	—	80	62.5
Air Freight	10	20	51	—	—	—	0.0	45	32	25	25	—	75.7
Air-Bridge Carriers	11	32	37	—	—	—	0.0	122	116	49	49	—	42.4
Alidair	17	37	44	225	181	60	33.3	58	102	45	38	7	43.5
Beecham Imperial	26	57	75	143	180	82	45.5	—	16	8	—	8	48.3
Bristow Helicopters	189	2 083	1 170	11 980	3 201	1 441	45.0	212	303	137	27	110	45.2
Britannia Airways	1 583	1 035	2 353	99 525	205 200	152 923	74.5	55	17 477	13 019	22	12 997	74.5
British Air Ferries	7	12	27	80	39	24	62.5	34	44	23	20	2	51.2
British Island Airways	102	301	370	6 191	4 009	1 996	49.8	8	463	216	44	171	46.6
British Midland Airways	282	213	464	10 155	41 632	14 020	33.7	18	4 121	1 137	45	1 092	27.6
Brymon Airways	—	3	3	10	4	1	31.6	—	—	—	—	—	37.9
Cabair	9	39	31	57	53	13	24.9	—	9	2	—	2	24.7
Cedar Management Services	7	8	13	38	57	31	55.1	—	4	3	—	3	59.9
Court Line Aviation	618	448	982	54 576	96 040	75 998	79.1	23	8 366	6 147	9	6 138	73.5
Dan-Air Services	1 355	950	2 328	75 426	165 345	129 369	78.2	303	13 520	10 643	292	10 351	78.7
Donaldson International Airway	182	70	263	239	908	570	62.8	652	5 777	4 533	4 485	48	78.5
Eagle Flying Services	8	16	30	23	47	21	45.6	—	4	2	—	2	52.7
Fairflight Charters	40	131	189	613	302	233	77.2	14	43	29	8	21	67.7
Humber Airways	4	18	21	68	39	20	50.9	—	4	2	—	2	47.5
International Aviation Service	388	151	825	—	—	—	0.0	1 106	6 513	4 538	4 538	—	69.7
Intra Airways	2	15	12	434	78	59	75.3	—	7	4	—	4	63.0
Invicta International Airlines	177	98	372	—	—	—	0.0	1 045	3 042	2 683	2 683	—	88.2
Laker Airways	754	368	1 131	32 671	96 395	69 881	72.5	—	9 239	6 394	—	6 394	69.2
Loganair	51	559	189	1 884	366	197	53.8	1	34	19	1	18	55.9
Macedonian Aviation	4	13	22	155	124	54	43.0	—	13	4	—	4	32.6
McAlpine Aviation	126	315	259	817	975	386	39.6	—	74	30	—	30	40.7
MAM Aviation	10	22	24	73	89	29	33.3	—	7	2	—	2	30.7
Merlot International Airlines	13	48	41	157	89	47	52.9	—	8	4	—	4	55.2
Monarch Airlines	429	205	719	21 733	54 668	42 411	77.6	229	6 695	4 834	951	3 884	72.2
Moseley Aviation	11	28	38	130	60	50	82.2	—	6	5	—	5	77.3
Northern Air Taxis	59	118	207	496	362	252	69.4	—	29	20	—	20	68.7
Northern Executive Aviation	2	6	8	29	17	11	64.2	—	2	1	—	1	65.9
Peters Aviation	13	30	55	160	177	68	38.4	—	20	6	—	6	28.5
Rank Organisation	10	25	25	25	49	36	73.9	—	6	3	—	3	51.9
Thurston Aviation	25	95	97	150	88	27	30.7	6	15	5	3	2	22.9
Trader Airways	7	12	15	44	46	25	52.8	—	5	2	—	2	50.3
Tradewinds Airways	406	94	813	—	—	—	0.0	688	9 487	8 040	8 040	—	84.7
Trans-Meridian Air Cargo	463	179	916	—	—	—	0.0	970	13 436	7 818	7 818	—	58.2
TOTAL	10 451	10 540	19 450	446 567	1 034 290	764 923	74.0	8 108	152 748	104 250	38 491	65 755	68.3
Class 5A Licence TOTAL	67	135	207	3 819	3 429	1 927	56.2	N/A	667	443	280	163	66.4
TOTAL Excludes 5A Licence	10 384	10 405	19 243	442 748	1 030 861	762 996	74.0	8 108	152 081	103 807	38 211	65 592	68.3

\*Does not include cargo carried under Class 5 Licences.

# International Non-Scheduled Services February 1974

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways—Overseas Division	616	141	824	6 824	105 566	72 802	69.0	12	11 898	6 944	112	6 832	58.4
British Airways—European Division	337	272	635	21 677	36 029	27 391	76.0	205	3 622	2 560	243	2 315	70.7
British Airtours	306	157	450	24 412	58 727	46 631	79.4	—	5 329	4 065	—	4 065	76.3
British Airways Helicopters	109	863	567	5 970	2 357	934	39.6	58	222	81	10	71	36.6
British Airways Regional Division—													
Channel Islands Airways	6	84	25	2 901	429	200	46.7	2	35	16	—	16	46.8
Cambrian Airways	79	96	142	3 308	6 700	4 826	72.0	7	591	388	2	386	65.6
Northeast Airlines	105	94	166	9 050	12 819	9 789	76.4	—	1 209	894	—	894	73.9
British Caledonian Airways	1 444	792	2 230	50 720	138 876	110 963	79.9	2 162	30 586	18 757	9 013	9 744	61.3
Air Anglia	17	33	51	788	673	420	62.3	1	69	43	—	43	62.5
Air Freight	10	19	49	—	—	—	0.0	45	31	24	24	—	74.9
Air-Bridge Carriers	6	9	17	—	—	—	0.0	25	66	26	26	—	38.9
Alidair	8	8	20	—	—	—	0.0	26	56	26	26	—	46.3
Beecham Imperial	18	27	41	93	139	65	46.7	—	12	6	—	6	50.7
Bristow Helicopters	189	2 083	1 170	11 980	3 201	1 441	45.0	212	303	137	27	110	45.2
Britannia Airways	1 583	1 035	2 353	99 525	205 200	152 923	74.5	55	17 477	13 019	22	12 997	74.5
British Air Ferries	6	11	26	80	39	24	62.5	27	43	22	19	2	50.1
British Island Airways	68	181	225	3 109	2 398	1 138	47.5	—	308	137	40	97	44.5
British Midland Airways	272	185	435	9 289	40 975	13 683	33.4	—	4 069	1 105	38	1 067	27.2
Cabair	3	10	11	20	18	6	32.8	—	3	1	—	1	33.3
Cedar Management Services	7	8	13	38	57	31	55.1	—	4	3	—	3	59.9
Court Line Aviation	617	446	980	54 576	96 040	75 998	79.1	—	8 358	6 138	—	6 138	73.4
Dan-Air Services	1 328	890	2 249	74 908	165 085	129 241	78.3	25	13 342	10 482	141	10 341	78.6
Donaldson International Airway	182	70	263	239	908	570	62.8	652	5 777	4 533	4 485	48	78.5
Eagle Flying Services	6	10	21	4	36	14	38.8	—	3	1	—	1	46.9
Fairflight Charters	24	46	103	275	183	143	78.3	4	26	19	5	14	72.2
Humber Airways	3	8	11	47	23	18	76.0	—	2	1	—	1	66.0
International Aviation Service	388	151	825	—	—	—	0.0	1 106	6 513	4 538	4 538	—	69.7
Intra Airways	—	4	2	135	14	13	93.3	—	1	1	—	1	72.0
Invicta International Airlines	177	98	372	—	—	—	0.0	1 045	3 042	2 683	2 683	—	88.2
Laker Airways	754	368	1 131	32 671	96 395	69 881	72.5	—	9 239	6 394	—	6 394	69.2
McAlpine Aviation	82	134	141	218	648	226	34.9	—	49	18	—	18	36.2
MAM Aviation	8	14	17	45	75	25	33.5	—	6	2	—	2	31.4
Merlot International Airlines	3	7	9	18	23	10	43.7	—	2	1	—	1	49.2
Monarch Airlines	429	205	719	21 733	54 668	42 411	77.6	229	6 695	4 834	951	3 884	72.2
Moseley Aviation	7	9	23	41	36	30	82.4	—	4	3	—	3	74.4
Northern Air Taxis	4	8	15	44	28	22	79.1	—	2	2	—	2	75.7
Northern Executive Aviation	1	2	4	16	9	8	88.9	—	1	1	—	1	88.9
Peters Aviation	3	6	11	44	37	17	45.1	—	4	2	—	2	45.5
Rank Organisation	10	25	25	25	49	36	73.9	—	6	3	—	3	51.9
Thurston Aviation	16	46	64	36	22	7	32.9	6	9	3	3	1	33.7
Trader Airways	5	8	11	31	36	19	53.3	—	4	2	—	2	48.0
Tradewinds Airways	406	94	813	—	—	—	0.0	688	9 487	8 040	8 040	—	84.7
Trans-Meridian Air Cargo	463	179	916	—	—	—	0.0	970	13 436	7 818	7 818	—	58.2
TOTAL	10 106	8 936	18 174	434 890	1 028 516	761 955	74.1	7 568	151 940	103 768	38 264	65 503	68.3
Class 5A Licence TOTAL	31	17	65	653	1 763	1 035	58.7	N/A	514	360	275	85	70.0
TOTAL Excludes 5A Licence	10 075	8 919	18 109	434 237	1 026 753	760 920	74.1	7 568	151 426	103 408	37 989	65 418	68.3

\*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services February 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	2	6	12	100	28	28	100·0	43	19	15	13	2	80·2
British Airways Scottish Airways	1	8	5	0	0	0	0·0	21	11	4	4	0	35·1
British Airways Cambrian Airways	12	84	46	1 304	665	238	35·8	0	61	19	0	19	31·0
Air Anglia	17	56	78	1 206	601	365	60·8	0	59	37	0	37	62·3
Air Freight	0	1	3	0	0	0	0·0	0	1	1	1	0	100·0
Air-Bridge Carriers	5	23	20	0	0	0	0·0	96	50	24	24	0	47·0
Alidair	9	29	24	225	181	60	33·3	32	47	19	12	7	40·1
Beecham Imperial	8	30	35	50	40	17	41·3	0	4	2	0	2	40·2
British Air Ferries	0	1	1	0	0	0	0·0	6	1	1	1	0	95·6
British Island Airways	34	120	144	3 082	1 611	858	53·2	8	155	79	4	74	50·7
British Midland Airways	10	28	29	866	657	338	51·4	18	52	32	6	26	61·1
Brymon Airways	0	3	3	10	4	1	31·6	0	0	0	0	0	37·9
Cabair	6	29	20	37	35	7	20·9	0	6	1	0	1	20·3
Court Line Aviation	1	2	2	0	0	0	0·0	23	9	9	9	0	100·0
Dan-Air Services	27	60	79	518	260	128	49·1	278	178	161	150	10	90·3
Eagle Flying Services	2	6	9	19	11	7	67·7	0	1	1	0	1	72·1
Fairflight Charters	16	85	86	338	119	90	75·5	9	17	11	3	8	61·0
Humber Airways	2	10	10	21	16	2	15·1	0	1	0	0	0	21·0
Intra Airways	2	11	10	299	65	46	71·5	0	6	4	0	4	61·3
Loganair	51	559	189	1 884	366	197	53·8	1	34	19	1	18	55·9
Macedonian Aviation	4	13	22	155	124	54	43·8	0	13	4	0	4	32·6
McAlpine Aviation	44	181	118	599	326	161	49·2	0	25	12	0	12	49·5
MAM Aviation	1	8	7	28	13	4	32·3	0	1	0	0	0	27·2
Merlot International Airlines	10	41	33	139	66	37	56·1	0	6	3	0	3	57·3
Moseley Aviation	4	19	15	89	24	20	83·3	0	2	2	0	2	63·1
Northern Air Taxis	55	110	193	452	335	230	68·6	0	27	18	0	18	68·1
Northern Executive Aviation	1	4	4	13	8	3	36·0	0	1	0	0	0	36·0
Peters Aviation	10	24	44	116	141	52	36·7	0	16	4	0	4	24·2
Thurston Aviation	9	49	33	114	66	20	30·6	0	5	2	0	2	31·5
Trader Airways	1	4	4	13	10	5	51·3	0	1	1	0	1	59·6
TOTAL	344	1 604	1 279	11 677	5 772	2 968	51·4	539	809	482	227	253	59·6
Class 5A Licence TOTAL	36	118	143	3 166	1 666	892	53·5	N/A	153	83	5	78	54·2
TOTAL Excludes 5A Licence	308	1 486	1 136	8 511	4 106	2 076	50·6	539	656	399	222	175	60·8

†Does not include cargo carried under Class 5 Licences.

## Class 2 Licence Operations February 1974

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	used (000)	Percentage of available
International Services											
British Airways—Overseas Division	11	2	16	235	—	1 927	1 301	67·5	217	119	54·8
Laker Airways	23	4	29	442	—	3 625	2 535	69·9	379	252	66·7
TOTAL	34	6	44	677	—	5 551	3 836	69·1	596	371	62·4

There were no US originating passengers in February 1974.

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers February 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	256	193	446	19 346	31 248	25 258	80·8	2 815	2 128	75·6	—	—
British Airtours	250	136	375	21 331	48 133	38 268	79·5	4 376	3 355	76·7	—	—
British Airways Regional Division—												
Cambrian Airways	75	86	127	3 050	6 413	4 699	73·3	564	376	66·7	—	—
Northeast Airlines	105	94	166	9 050	12 819	9 789	76·4	1 209	894	73·9	—	—
British Caledonian Airways	556	491	1 003	41 936	62 822	49 748	79·2	5 651	4 280	75·7	—	—
Britannia Airways	1 515	921	2 198	87 446	197 014	145 544	73·9	16 748	12 370	73·9	—	—
Court Line Aviation	586	411	923	51 611	92 308	73 465	79·6	8 048	5 932	73·7	—	—
Dan-Air Services	1 078	761	1 835	66 769	129 317	102 107	79·0	10 343	8 166	79·0	—	—
Laker Airways	610	294	903	27 373	71 986	51 733	71·9	6 800	4 876	71·7	—	—
Monarch Airlines	314	160	475	21 016	52 318	40 887	78·1	5 105	3 746	73·4	—	—
TOTAL International Services	5 344	3 547	8 452	348 928	704 377	541 497	76·9	61 658	46 121	74·8	—	—
Domestic Services												
British Airways Regional Division—												
Cambrian Airways	11	79	42	971	568	147	25·9	53	12	22·1	—	—
TOTAL Domestic Services	11	79	42	971	568	147	25·9	53	12	22·1	—	—
GRAND TOTAL	5 354	3 626	8 494	349 899	704 945	541 643	76·8	61 711	46 133	74·8	—	—

## All Class 4 Licence Operations February 1974

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km		Percentage of available	Tonne—km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	395	97	527	—	5 159	70 694	55 600	78·6	7 934	5 242	66·1
British Airtours	50	16	64	—	2 396	9 491	7 381	77·8	854	626	73·3
British Airways Regional Division— Cambrian Airways	1	4	4	—	292	83	83	100·0	7	7	94·4
British Caledonian Airways	105	64	162	—	3 802	16 841	14 352	85·2	2 162	1 288	59·6
Court Line Aviation	29	33	53	—	2 819	3 448	2 359	68·4	286	192	67·1
Dan-Air Services	156	91	262	—	5 701	19 850	15 441	77·8	1 586	1 241	78·2
Intra Airways	2	15	12	—	434	78	59	75·3	7	4	63·0
Laker Airways	61	54	119	—	3 286	5 387	4 054	75·3	484	368	75·9
Loganair	24	366	57	—	1 457	189	118	62·5	17	11	62·3
Monarch Airlines	2	4	6	—	282	308	256	83·0	29	23	79·2
TOTAL	825	744	1 266	—	25 628	126 370	99 703	78·9	13 367	9 000	67·3

## International Class 4 Licence Operations February 1974

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km		Percentage of available	Tonne—km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	395	97	527	—	5 159	70 694	55 600	78·6	7 934	5 242	66·1
British Airtours	50	16	64	—	2 396	9 491	7 381	77·8	854	626	73·3
British Caledonian Airways	105	64	162	—	3 802	16 841	14 352	85·2	2 162	1 288	59·6
Court Line Aviation	29	33	53	—	2 819	3 448	2 359	68·4	286	192	67·1
Dan-Air Services	156	91	262	—	5 701	19 850	15 441	77·8	1 586	1 241	78·2
Intra Airways	—	4	2	—	135	14	13	93·3	1	1	72·0
Laker Airways	61	54	119	—	3 286	5 387	4 054	75·3	484	368	75·9
Monarch Airlines	2	4	6	—	282	308	256	83·0	29	23	79·2
TOTAL	798	363	1 194	—	23 580	126 033	99 456	78·9	13 337	8 979	67·3

## Domestic Class 4 Licence Operations February 1974

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km		Percentage of available	Tonne—km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Regional Division— Cambrian Airways	1	4	4	—	292	83	83	100·0	7	7	94·4
Intra Airways	2	11	10	—	299	65	46	71·5	6	4	61·3
Loganair	24	366	57	—	1 457	189	118	62·5	17	11	62·3
TOTAL	27	381	71	—	2 048	337	248	73·5	30	21	69·7

## All Class 6 Licence Operations February 1974

Table 27.1

February 1977

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	4	10	13	72	57	29	50.9
British Airways Regional Division— Cambrian Airways	0	2	2	7	3	2	50.0
British Caledonian Airways	450	130	594	2 162	15 093	9 006	59.7
Air Freight	10	19	49	45	31	24	74.9
Air-Bridge Carriers	6	27	25	123	61	32	52.9
Britannia Airways	4	11	9	55	33	22	67.4
British Air Ferries	2	4	7	11	11	5	42.9
British Island Airways	0	1	1	4	1	1	93.5
Court Line Aviation	1	2	2	24	9	9	100.0
Donaldson International Airway	44	15	62	104	1 414	1 102	77.9
International Aviation Service	276	101	582	454	4 645	2 991	64.4
Invicta International Airlines	163	91	345	1 046	2 796	2 508	89.7
Monarch Airlines	21	8	42	61	335	160	47.8
Tradewinds Airways	193	58	372	688	4 779	3 370	70.5
Trans-Meridian Air Cargo	219	84	435	473	6 350	4 046	63.7
TOTAL	1 393	563	2 538	5 328	35 617	23 304	65.4

## International Class 6 Licence Operations February 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	4	10	13	72	57	29	50.9
British Airways Regional Division— Cambrian Airways	0	2	2	7	3	2	50.0
British Caledonian Airways	450	130	594	2 162	15 093	9 006	59.7
Air Freight	10	19	49	45	31	24	74.9
Air-Bridge Carriers	1	4	5	26	11	9	80.0
Britannia Airways	4	11	9	55	33	22	67.4
British Air Ferries	2	4	7	11	11	5	42.9
Donaldson International Airway	44	15	62	104	1 414	1 102	77.9
International Aviation Service	276	101	582	454	4 645	2 991	64.4
Invicta International Airlines	163	91	345	1 046	2 796	2 508	89.7
Monarch Airlines	21	8	42	61	335	160	47.8
Tradewinds Airways	193	58	372	688	4 779	3 370	70.5
Trans-Meridian Air Cargo	219	84	435	473	6 350	4 046	63.7
TOTAL	1 388	537	2 515	5 204	35 557	23 272	65.4

## Domestic Class 6 Licence Operations February 1974

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		
					Available (000)	Used (000)	Percentage of available
Air-Bridge Carriers	5	23	20	97	50	24	47.0
British Island Airways	0	1	1	4	1	1	93.5
Court Line Aviation	1	2	2	24	9	9	100.0
TOTAL	6	26	23	125	59	33	55.2

# All Class 7 Licence Operations February 1974

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	34	10	51	68	2 318	1 071	46.2	—	601	124	—	124	20.6
British Airways European Division	24	20	55	378	789	394	50.0	156	375	236	201	35	62.9
British Airtours	6	5	10	685	1 103	983	89.1	—	99	84	—	84	84.6
British Airways Helicopters	109	863	567	5 970	2 357	934	39.6	59	222	81	10	71	36.6
British Airways Regional Division— Cambrian Airways	4	9	14	299	302	135	44.8	—	26	11	—	11	42.1
British Caledonian Airways	151	61	221	2 438	24 493	21 098	86.1	—	3 212	1 897	—	1 897	59.1
Air Anglia	34	89	129	1 994	1 274	785	61.6	2	128	80	—	80	62.5
Alidair	14	34	41	154	133	46	34.8	58	99	42	38	4	41.8
Beecham Imperial	3	6	9	8	24	6	27.3	—	2	1	—	1	30.6
Bristow Helicopters	189	2 083	1 170	11 980	3 201	1 441	45.0	212	303	137	27	110	45.2
British Air Ferries	5	8	20	68	21	18	85.0	23	34	18	16	2	53.9
British Island Airways	2	7	8	87	21	8	37.0	4	8	2	—	1	23.6
British Midland Airways	11	30	33	939	763	390	51.2	18	61	37	7	30	60.0
Cabair	9	39	31	57	53	13	24.9	—	9	2	—	2	24.7
Cedar Management Services	7	8	13	38	57	31	55.1	—	4	3	—	3	59.9
Court Line Aviation	2	2	4	146	284	174	61.3	—	24	14	—	14	60.6
Dan-Air Services	89	83	167	1 729	9 345	5 981	64.0	303	1 045	770	292	479	73.7
Donaldson International Airway	132	53	193	—	—	—	0.0	549	4 234	3 384	3 384	—	79.9
Eagle Flying Services	8	16	30	23	47	21	45.6	—	4	2	—	2	52.7
Fairflight Charters	40	129	186	611	301	233	77.1	14	43	29	8	21	67.7
Humber Airways	4	18	21	68	39	20	50.9	—	4	2	—	2	47.5
International Aviation Service	112	50	244	—	—	—	0.0	652	1 868	1 547	1 547	—	82.8
Loganair	9	81	49	240	104	47	45.0	1	10	5	1	4	51.7
McAlpine Aviation	126	315	259	817	975	386	39.6	—	74	30	—	30	40.7
Macedonian Aviation	4	13	22	155	124	54	43.8	—	13	4	—	4	32.6
Merlot International Airlines	13	48	41	157	89	47	52.9	—	8	4	—	4	55.2
Monarch Airlines	5	2	11	249	697	607	87.1	—	66	55	—	55	83.1
Northern Executive Aviation	2	6	8	29	17	11	64.2	—	2	1	—	1	65.9
Peters Aviation	13	30	55	160	177	68	38.4	—	20	6	—	6	28.5
Rank Organisation	10	25	25	25	49	36	73.9	—	6	3	—	3	51.9
Thurston Aviation	25	95	97	150	88	27	30.7	6	15	5	3	2	32.9
Trans-Meridian Air Cargo	244	94	481	—	—	—	0.0	498	7 079	3 767	3 767	—	53.2
TOTAL	1 441	4 332	4 266	29 722	49 246	35 067	71.2	2 555	19 696	12 380	9 299	3 080	62.9

# International Class 7 Licence Operations February 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways Overseas Division	34	10	51	68	2 318	1 071	46.2	—	601	124	—	124	20.6
British Airways European Division	23	16	45	378	789	394	50.0	112	359	224	189	35	62.3
British Airtours	6	5	10	685	1 103	983	89.1	—	99	84	—	84	84.6
British Airways Helicopters	109	863	567	5 970	2 357	934	39.6	59	222	81	10	71	36.6
British Airways Regional Division— Cambrian Airways	4	8	13	258	287	127	44.2	—	24	10	—	10	41.5
British Caledonian Airways	151	61	221	2 438	24 493	21 098	86.1	—	3 212	1 897	—	1 897	59.1
Air Anglia	17	33	51	788	673	240	62.3	2	69	43	—	43	62.5
Alidair	8	8	20	—	0	—	0.0	26	56	26	26	—	46.3
Beecham Imperial	3	2	5	4	20	5	25.0	—	2	1	—	1	28.6
Bristow Helicopters	189	2 083	1 170	11 980	3 201	1 441	45.0	212	303	137	27	110	45.2
British Air Ferries	5	7	19	68	21	18	85.0	17	32	17	15	2	52.5
British Midland Airways	1	2	4	73	106	53	50.1	—	9	5	—	5	53.7
Cabair	3	10	11	20	18	6	32.8	—	3	1	—	1	33.3
Cedar Management Services	7	8	13	38	57	31	55.1	—	4	3	—	3	59.9
Court Line Aviation	2	2	4	146	284	174	61.3	—	24	14	—	14	60.6
Dan-Air Services	62	23	88	1 211	9 085	5 853	64.4	25	867	610	141	469	70.3
Donaldson International Airway	132	53	193	—	0	—	0.0	549	4 234	3 384	3 384	—	79.9
Eagle Flying Services	6	10	21	4	36	14	38.8	—	3	1	—	1	46.9
Fairflight Charters	24	46	103	275	183	143	78.3	4	26	19	5	14	72.2
Humber Airways	3	8	11	47	23	18	76.0	—	2	1	—	1	66.0
International Aviation Service	112	50	244	—	0	—	0.0	652	1 868	1 547	1 547	—	82.8
McAlpine Aviation	82	134	141	218	648	226	34.9	—	49	18	—	18	36.2
Merlot International Airlines	3	7	9	18	23	10	43.7	—	2	1	—	1	49.2
Monarch Airlines	5	2	11	249	697	607	87.1	—	66	55	—	55	83.1
Northern Executive Aviation	1	2	4	16	9	8	88.9	—	1	1	—	1	88.9
Peters Aviation	3	6	11	44	37	17	45.1	—	4	2	—	2	45.5
Rank Organisation	10	25	25	25	49	36	73.9	—	6	3	—	3	51.9
Thurston Aviation	16	46	64	36	22	7	32.9	6	9	3	3	1	33.7
Trans-Meridian Air Cargo	244	94	481	—	—	—	—	498	7 079	3 767	3 767	—	53.2
TOTAL	1 265	3 624	3 610	25 057	46 538	33 694	72.4	2 162	19 235	12 077	9 114	2 964	62.8

# Domestic Class 7 Licence Operations February 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways European Division	1	4	11	—	—	—	—	44	16	12	12	—	76.5
British Airways Regional Division— Cambrian Airways	—	1	1	41	15	8	56.2	—	1	1	—	1	53.2
Air Anglia	17	56	78	1 206	601	365	60.8	—	59	37	—	37	62.3
Alidair	6	26	22	154	133	46	34.8	32	44	16	12	4	36.0
Beecham Imperial	1	4	4	4	3	1	41.9	—	—	—	—	—	41.9
British Air Ferries	—	1	1	—	—	—	—	7	1	1	1	—	95.6
British Island Airways	2	7	8	87	21	8	37.0	4	8	2	—	1	23.6
British Midland Airways	10	28	29	866	657	338	51.4	18	52	32	6	26	61.1
Cabair	6	29	20	37	35	7	20.9	—	6	1	—	1	20.3
Dan-Air Services	27	60	79	518	260	128	49.1	278	178	161	150	10	90.3
Eagle Flying Services	2	6	9	19	11	7	67.7	—	1	1	—	1	72.1
Fairflight Charters	16	83	84	336	119	89	75.4	10	17	10	3	8	60.9
Humber Airways	2	10	10	21	16	2	15.1	—	1	—	—	—	21.0
Loganair	9	81	49	240	104	47	45.0	1	10	5	1	4	51.7
Macedonian Aviation	4	13	22	155	124	54	43.8	—	13	4	—	4	32.6
McAlpine Aviation	44	181	118	599	326	161	49.2	—	25	12	—	12	49.5
Merlot International Airlines	10	41	33	139	66	37	56.1	—	6	3	—	3	57.3
Northern Executive Aviation	1	4	4	13	8	3	36.0	—	1	—	—	—	36.0
Peters Aviation	10	24	44	116	141	52	36.7	—	16	4	—	4	24.2
Thurston Aviation	9	49	33	114	66	20	30.6	—	5	2	—	2	31.5
TOTAL	176	708	656	4 665	2 706	1 375	50.8	394	460	304	186	117	66.1



## All Exempt Operations February 1974

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	176	32	231	1 362	30 627	14 829	48.4	12	3 146	1 459	112	1 348	46.4
British Airways European Division	54	53	131	1 953	3 992	1 739	43.6	22	391	179	25	153	45.8
British Airways Regional Division— Channel Islands Airways	6	84	25	2 901	429	200	46.7	2	35	16	—	16	46.8
Scottish Airways	1	8	5	—	—	—	0.0	21	11	4	4	—	35.1
British Caledonian Airways	159	30	215	2 096	29 965	23 863	79.6	—	4 112	2 147	—	2 147	52.2
Beecham Imperial	22	51	67	135	156	75	48.2	—	14	7	—	7	50.9
Britannia Airways	63	103	146	12 079	8 186	7 379	90.1	—	696	628	—	628	90.2
Brymon Airways	—	3	3	10	4	1	31.6	—	—	—	—	—	37.9
Fairflight Charters	—	2	3	2	1	1	86.7	—	—	—	—	—	87.0
Laker Airways	61	16	80	1 570	15 398	11 559	75.1	—	1 577	898	—	898	57.0
Loganair	18	112	83	187	73	32	44.0	—	7	3	—	3	45.5
MAM Aviation	10	22	24	73	89	29	33.3	—	7	2	—	2	30.7
Monarch Airlines	68	23	141	186	1 345	662	49.2	168	849	580	521	59	68.3
Moseley Aviation	11	28	38	130	60	50	82.2	—	6	5	—	5	77.3
Northern Air Taxis	59	118	207	496	362	252	69.4	—	29	20	—	20	68.7
Trader Airways	7	12	15	44	46	25	52.8	—	5	2	—	2	50.3
TOTAL	716	697	1 413	23 224	90 733	60 695	66.9	225	10 884	5 951	662	5 288	54.7

## International Exempt Operations February 1974

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	176	32	231	1 362	30 627	14 829	48.4	12	3 146	1 459	112	1 348	46.4
British Airways European Division	54	53	131	1 953	3 992	1 739	43.6	22	391	179	25	153	45.8
British Airways Regional Division— Channel Islands Airways	6	84	25	2 901	429	200	46.7	2	35	16	—	16	46.8
British Caledonian Airways	159	30	215	2 096	29 965	23 863	79.6	—	4 112	2 147	—	2 147	52.2
Beecham Imperial	15	25	36	89	119	60	50.4	—	10	6	—	6	54.5
Britannia Airways	63	103	146	12 079	8 186	7 379	90.1	—	696	628	—	628	90.2
Laker Airways	61	16	80	1 570	15 398	11 559	75.1	—	1 577	898	—	898	57.0
MAM Aviation	8	14	17	45	75	25	33.5	—	6	2	—	2	31.4
Monarch Airlines	68	23	141	186	1 345	662	49.2	168	849	580	521	59	68.3
Moseley Aviation	7	9	23	41	36	30	82.4	—	4	3	—	3	74.4
Northern Air Taxis	4	8	15	44	28	22	79.1	—	2	2	—	2	75.7
Trader Airways	5	8	11	31	36	19	53.3	—	4	2	—	2	48.0
TOTAL	627	405	1 072	22 397	90 236	60 387	66.9	204	10 832	5 921	657	5 262	54.7

## Domestic Exempt Operations February 1974

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Scottish Airways	1	8	5	—	—	—	0.0	21	11	4	4	0	35.1
Beecham Imperial	7	26	31	46	37	15	41.3	—	4	1	—	1	40.1
Brymon Airways	0	3	3	10	4	1	31.6	—	—	—	—	—	37.9
Fairflight Charters	0	2	3	2	1	1	86.7	—	—	—	—	—	87.0
Loganair	18	112	83	187	73	32	44.0	—	7	3	—	3	45.5
MAM Aviation	1	8	7	28	13	4	32.3	—	1	—	—	—	27.2
Moseley Aviation	4	19	15	89	24	20	82.0	—	2	2	—	2	82.2
Northern Air Taxis	55	110	193	452	335	230	68.6	—	27	18	—	18	68.1
Trader Airways	1	4	4	13	10	5	51.3	—	1	1	—	1	59.6
TOTAL	89	292	342	827	497	308	62.1	21	53	30	4	26	56.2

Class 5 Operations for UK Operators February 1974

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	1	2	2	100	28	28	100·0	N/A	3	3	—	1	2	100·0
Air Freight	—	1	3	—	—	—	0·0	N/A	1	1	—	1	—	100·0
Alidair	3	3	3	71	48	14	29·2	N/A	3	3	—	—	3	100·0
British Island Airways	32	112	136	2 995	1 590	850	53·5	N/A	146	76	—	3	73	52·1
Dan-Air Services	7	6	13	414	855	465	54·4	N/A	68	37	—	—	37	54·4
Donaldson International Airway	5	2	7	239	908	570	62·8	N/A	129	48	—	—	48	37·2
Monarch Airlines	19	8	44	—	—	—	0·0	N/A	310	270	—	270	—	87·1
Trans-Meridian Air Cargo	—	1	1	—	—	—	0·0	N/A	7	5	—	5	—	71·4
TOTAL	67	135	207	3 819	3 429	1 927	56·2	N/A	667	443	—	280	163	66·4

Class 5 Operations for Non-UK Operators February 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Caledonian Airways	24	16	35	448	4 755	1 902	40·0	N/A	357	139	2	5	132	38·9
Air-Bridge Carriers	5	5	12	—	—	—	0·0	N/A	55	17	—	17	—	30·9
British Island Airways	68	181	225	3 109	2 398	1 138	47·5	N/A	308	137	—	40	97	44·5
British Midland Airways	271	183	431	9 216	40 869	13 630	33·4	N/A	4 060	1 100	—	38	1 062	27·1
Dan-Air Services	24	9	51	813	5 978	5 375	89·9	N/A	478	429	—	—	429	89·7
Invicta International Airlines	14	7	27	—	—	—	0·0	N/A	246	175	—	175	—	71·1
Tradewinds Airways	213	36	441	—	—	—	0·0	N/A	4 708	4 670	—	4 670	—	99·2
TOTAL	619	437	1 223	13 586	54 000	22 045	40·8	N/A	10 212	6 667	2	4 945	1 720	65·3

# Aircraft Type and Utilisation — All Airlines February 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 31 December 1973
Aviation Traders Carvair	110	466	21	462	46	7 727	1 428	7
Aviation Traders Merchantman	532	—	791	—	1 020	—	—	9
AW 650 Argosy	34	—	94	—	121	—	—	2
BAC Britannia 300	532	31	183	146	983	2 636	4 313	8
BAC Vanguard V951/953	179	198	5	333	1	18 632	17 145	5
BAC Vanguard 952	177	—	98	—	372	—	—	4
BAC VC10 Standard	1 871	781	—	2 703	—	23 877	100 530	13
BAC VC10 Super	2 844	939	—	4 147	—	35 399	216 467	16
BAC Viscount 700	11	79	—	42	—	971	147	2
BAC Viscount 700D/800/810	1 200	4 103	36	4 039	42	152 096	46 521	46
BAC 111-200	505	1 003	3	1 094	3	32 433	17 222	7
BAC 111-300/400	1 140	913	—	1 939	—	52 758	73 484	14
BAC 111-500	3 015	4 925	33	6 183	30	259 411	184 342	40
Beagle 206	59	118	—	207	—	496	252	4
Beechcraft B55, C55, Baron	3	8	—	13	—	23	10	4
Beechcraft B65/80 Queen Air	—	—	—	—	—	—	—	1
Beechcraft 185	—	—	—	—	—	—	—	1
Bell Twin 212	7	165	—	52	—	1 025	54	2
BN Islander	141	1 627	15	669	26	7 252	573	15
BN 2A Trislander	27	527	—	156	—	5 341	262	5
Boeing 707-120/120B	97	34	—	129	—	3 263	11 399	2
Boeing 707-320/320B	182	2	68	7	256	239	570	4
Boeing 707-320C/336	4 191	863	447	3 857	1 915	40 260	239 243	24
Boeing 707-420	1 878	603	—	3 234	—	45 396	189 609	18
Boeing 720/720B	285	142	—	414	—	19 097	38 098	3
Boeing 727-100	256	147	—	394	—	16 430	30 118	3
Boeing 737-200	1 583	1 024	11	2 344	9	99 525	152 923	11
Boeing 747	2 650	643	2	6 241	4	60 747	453 322	15
Canadair CL44	869	—	273	—	1 729	—	—	13
Cessna 340	6	23	—	30	—	28	7	1
DC3 Dakota/Pionair	88	106	318	83	341	1 533	304	12
DC10	88	46	—	125	—	10 068	20 378	2
DC 104 Dove	20	56	15	71	26	205	74	4
DH 106 Comet 4B/C	539	359	22	911	26	32 090	48 707	13
DH 114 Heron	33	74	16	122	26	568	228	4
Fokker Friendship 100/600	63	208	—	216	—	4 643	1 617	2
HP Herald 100/200	331	880	430	769	475	19 514	4 897	13
HP Herald 700	—	—	—	—	—	—	—	1
HS 121 Trident 1E	200	295	—	365	—	27 688	18 153	4
HS 121 Trident 2E	1 439	864	—	2 198	—	38 872	64 675	15
HS 121 Trident 3B	2 004	2 490	—	3 906	—	206 316	159 863	26
HS 125	161	332	—	314	—	801	508	18
HS 161 Trident 1C	1 290	2 166	—	2 774	—	147 575	83 178	20
HS 748	237	911	19	724	36	16 622	5 695	7
Lockheed L1011 Tristar	81	60	—	129	—	18 510	25 081	2
PA 23 Aztec/Apache	27	91	11	78	21	168	51	7
PA 31 Navajo	42	163	4	134	6	597	154	5
Short SC7 Skyvan	33	250	—	181	—	2 735	375	2
Sikorsky S61N	237	1 313	—	1 264	—	10 782	2 069	16
Westland Wessex	60	1 562	—	453	—	7 527	336	7
<b>TOTAL</b>	<b>31 357</b>	<b>31 590</b>	<b>2 915</b>	<b>53 649</b>	<b>7 514</b>	<b>1 431 876</b>	<b>2 214 379</b>	<b>479</b>

# Aircraft Type & Utilisation — Individual Airlines

## February 1974

Table 31.2

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended 31 December 1973
<b>British Airways Overseas Division</b>								
BAC VC10 Standard	1 435	634	—	2 125	—	18 775	76 547	11
BAC VC10 Super	2 844	939	—	4 147	—	34 137	216 467	16
Boeing 707-320C/336	1 914	308	291	1 432	1 222	13 431	89 601	11
Boeing 707-420	1 572	446	—	2 784	—	20 984	142 977	11
Boeing 747	2 650	643	2	6 241	4	60 747	453 322	15
<b>TOTAL</b>	<b>10 415</b>	<b>2 970</b>	<b>293</b>	<b>16 729</b>	<b>1 226</b>	<b>148 074</b>	<b>978 914</b>	<b>64</b>
<b>British Airways European Division</b>								
BAC 111-500	1 381	3 177	—	3 211	—	148 237	61 745	18
HS 121 Trident 2E	1 439	864	—	2 198	—	38 872	64 675	15
BAC Vanguard V951/953	179	198	5	333	1	18 632	17 145	5
Aviation Traders Merchantman	532	—	791	—	1 020	—	—	9
HS 161 Trident 1C	1 290	2 166	—	2 774	—	147 575	83 178	20
HS 121 Trident 3B	2 004	2 490	—	3 906	—	206 316	159 863	26
<b>TOTAL</b>	<b>6 825</b>	<b>8 895</b>	<b>796</b>	<b>12 422</b>	<b>1 021</b>	<b>559 632</b>	<b>386 605</b>	<b>93</b>
<b>British Airtours</b>								
Boeing 707-420	306	157	—	450	—	24 412	46 631	7
<b>TOTAL</b>	<b>306</b>	<b>157</b>	<b>—</b>	<b>450</b>	<b>—</b>	<b>24 412</b>	<b>46 631</b>	<b>7</b>
<b>British Airways Helicopters</b>								
Sikorsky S61N	111	835	—	573	—	6 640	991	7
Bell Twin 212	4	122	—	26	—	714	27	1
<b>TOTAL</b>	<b>115</b>	<b>957</b>	<b>—</b>	<b>599</b>	<b>—</b>	<b>7 354</b>	<b>1 018</b>	<b>8</b>
<b>British Airways Regional Division</b>								
<b>Channel Islands Airways</b>								
BAC Viscount-700D/800/810	280	953	—	923	—	39 847	12 609	11
BAC 111-300/400	35	67	—	77	—	2 258	1 183	1
<b>TOTAL</b>	<b>315</b>	<b>1 020</b>	<b>—</b>	<b>1 000</b>	<b>—</b>	<b>42 105</b>	<b>13 792</b>	<b>12</b>
<b>Scottish Airways</b>								
Short SC7 Skyvan	33	250	—	181	—	2 735	375	2
BAC Viscount-700D/800/810	309	1 112	8	1 113	5	43 091	12 229	7
<b>TOTAL</b>	<b>343</b>	<b>1 362</b>	<b>8</b>	<b>1 294</b>	<b>5</b>	<b>45 826</b>	<b>12 604</b>	<b>9</b>
<b>Cambrian Airways</b>								
BAC Viscount-700	11	79	—	42	—	971	147	2
BAC Viscount-700D/800/810	188	883	2	672	2	27 709	6 514	8
BAC 111-300/400	160	276	—	317	—	12 891	8 646	3
<b>TOTAL</b>	<b>358</b>	<b>1 238</b>	<b>2</b>	<b>1 031</b>	<b>2</b>	<b>41 571</b>	<b>15 307</b>	<b>13</b>
<b>Northeast Airlines</b>								
BAC Viscount-700D/800/810	148	417	—	480	—	18 606	6 251	6
HS 121 Trident 1E	200	295	—	365	—	27 688	18 153	4
<b>TOTAL</b>	<b>347</b>	<b>712</b>	<b>—</b>	<b>845</b>	<b>—</b>	<b>46 294</b>	<b>24 405</b>	<b>10</b>

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended 31 December 1973
<b>British Caledonian Airways</b>								
BAC 111-200	505	1 003	3	1 094	3	32 433	17 222	7
BAC 111-500	1 097	1 362	31	2 121	28	75 108	71 680	13
BAC VC10 Standard	435	147	—	578	—	5 102	23 984	2
Boeing 707-320C/336	1 851	318	154	1 763	685	13 020	111 754	9
TOTAL	3 888	2 830	188	5 556	716	125 663	224 639	31
<b>Air Anglia</b>								
DC3 Dakota/Pionair	6	24	1	27	1	454	119	2
Fokker Friendship 100/600	64	208	—	216	—	4 643	1 617	2
TOTAL	70	232	1	243	1	5 097	1 736	4
<b>Air Freight</b>								
DC3 Dakota/Pionair	45	—	156	—	197	—	—	4
TOTAL	45	—	156	—	197	—	—	4
<b>Air-Bridge Carriers</b>								
AW650 Argosy	34	—	94	—	121	—	—	2
TOTAL	34	—	94	—	121	—	—	2
<b>Alidair</b>								
BAC Viscount-700D/800/810	17	13	24	11	33	225	60	2
TOTAL	17	13	24	11	33	225	60	2
<b>Aurigny Air Services</b>								
BN2A Trislander	23	512	—	140	—	5 224	226	3
BN Islander	35	596	—	200	—	3 506	204	2
TOTAL	58	1 108	—	340	—	8 730	430	5
<b>Boecham Imperial</b>								
HS 125	19	34	—	45	—	115	74	2
Cessna 340	6	23	—	30	—	28	7	1
TOTAL	26	57	—	75	—	143	82	3
<b>Bristow Helicopters</b>								
Westland Wessex	60	1 562	—	453	—	7 527	336	7
Bell 212	3	43	—	26	—	311	27	1
S61N	126	478	—	691	—	4 142	1 078	9
TOTAL	189	2 083	—	1 170	—	11 980	1 441	17
<b>Britannia Airways</b>								
Boeing 737-200	1 583	1 024	11	2 344	9	99 525	152 923	11
TOTAL	1 583	1 024	11	2 344	9	99 525	152 923	11
<b>British Air Ferries</b>								
Aviation Traders Carvair	110	466	21	462	46	7 727	1 428	7
TOTAL	110	466	21	462	46	7 727	1 428	7

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended 31 December 1973
<b>British Island Airways</b>								
DC3 Dakota/Pionair	13	—	80	—	75	—	—	3
HP Herald 100/200	312	824	430	694	475	18 314	4 491	13
<b>TOTAL</b>	<b>325</b>	<b>824</b>	<b>510</b>	<b>694</b>	<b>550</b>	<b>18 314</b>	<b>4 491</b>	<b>16</b>
<b>British Midland Airways</b>								
HP Herald 100/200	19	56	—	75	—	1 200	406	1
BAC Viscount-700D/800/810	259	725	2	840	2	22 618	8 857	12
Boeing 707-320C/336	271	183	—	431	—	9 216	13 630	2
<b>TOTAL</b>	<b>549</b>	<b>964</b>	<b>2</b>	<b>1 346</b>	<b>2</b>	<b>33 034</b>	<b>22 892</b>	<b>15</b>
<b>Brymon Airways</b>								
BN Islander	11	59	—	56	—	294	57	2
<b>TOTAL</b>	<b>11</b>	<b>59</b>	<b>—</b>	<b>56</b>	<b>—</b>	<b>294</b>	<b>57</b>	<b>2</b>
<b>Cabair</b>								
PA31 Navajo	9	39	—	31	—	57	13	1
<b>TOTAL</b>	<b>9</b>	<b>39</b>	<b>—</b>	<b>31</b>	<b>—</b>	<b>57</b>	<b>13</b>	<b>1</b>
<b>Cedar Management Services</b>								
HS 125	7	8	—	13	—	38	31	—
<b>TOTAL</b>	<b>7</b>	<b>8</b>	<b>—</b>	<b>13</b>	<b>—</b>	<b>38</b>	<b>31</b>	<b>—</b>
<b>Court Line Aviation</b>								
BAC 111-500	537	386	2	851	2	36 066	50 917	9
Lockheed L1011 Tristar	81	60	—	129	—	18 510	25 081	2
<b>TOTAL</b>	<b>618</b>	<b>446</b>	<b>2</b>	<b>980</b>	<b>2</b>	<b>54 576</b>	<b>75 998</b>	<b>11</b>
<b>Dan-Air Services</b>								
HS 748	237	911	19	724	36	16 622	5 695	7
BAC 111-300/400	375	282	—	669	—	18 269	25 552	5
DH 106 Comet 4B/C	539	359	22	911	26	32 090	48 707	13
Boeing 727-100	256	147	—	394	—	16 430	30 118	3
Boeing 707-320C/336	156	54	2	231	8	5 855	24 259	2
<b>TOTAL</b>	<b>1 563</b>	<b>1 753</b>	<b>43</b>	<b>2 929</b>	<b>70</b>	<b>89 266</b>	<b>134 330</b>	<b>30</b>
<b>Donaldson International Airway</b>								
Boeing 707-320/320B	182	2	68	7	256	239	570	4
<b>TOTAL</b>	<b>182</b>	<b>2</b>	<b>68</b>	<b>7</b>	<b>256</b>	<b>239</b>	<b>570</b>	<b>4</b>
<b>Eagle Flying Services</b>								
Beechcraft B55, C55, Baron	3	8	—	13	—	23	10	4
<b>TOTAL</b>	<b>3</b>	<b>8</b>	<b>—</b>	<b>13</b>	<b>—</b>	<b>23</b>	<b>10</b>	<b>4</b>
<b>Fairflight Charters</b>								
DH 114 Heron	20	44	16	67	26	408	160	1
DH 104 Dove	20	56	15	71	26	205	74	3
<b>TOTAL</b>	<b>40</b>	<b>100</b>	<b>31</b>	<b>138</b>	<b>52</b>	<b>613</b>	<b>233</b>	<b>4</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended 31 December 1973
<b>Haywards Aviation</b>								
DH 104 Dove	—	—	—	—	—	—	—	1
TOTAL	—	—	—	—	—	—	—	1
<b>Humber Airways</b>								
BN Islander	4	18	—	21	—	68	20	1
TOTAL	4	18	—	21	—	68	20	1
<b>International Aviation Service</b>								
BAC Britannia-300	388	—	151	—	825	—	—	4
TOTAL	388	—	151	—	825	—	—	4
<b>Intra Airways</b>								
BN Islander	3	17	—	17	—	114	18	1
DC3 Dakota/Pionair	20	69	81	34	68	924	130	2
TOTAL	23	86	81	51	68	1 038	149	3
<b>Invicta International Airlines</b>								
BAC Vanguard 952	177	—	98	—	372	—	—	4
TOTAL	177	—	98	—	372	—	—	4
<b>Laker Airways</b>								
BAC 111-300/400	569	288	—	876	—	19 340	38 104	5
DC10	88	46	—	125	—	10 068	20 378	2
Boeing 707-120/120B	97	34	—	129	—	3 263	11 399	2
TOTAL	754	368	—	1 130	—	32 671	69 881	9
<b>Loganair</b>								
BN2A Trislander	4	15	—	16	—	117	35	2
BN Islander	77	921	—	356	—	3 201	256	8
Beechcraft 18S	—	—	—	—	—	—	—	1
TOTAL	81	936	—	372	—	3 318	291	11
<b>Macedonian Aviation</b>								
DC3 Dakota/Pionair	4	13	—	22	—	155	54	1
TOTAL	4	13	—	22	—	155	54	1
<b>MAM Aviation</b>								
HS 125	10	22	—	24	—	73	29	1
TOTAL	10	22	—	24	—	73	29	1
<b>McAlpine Aviation</b>								
PA 23 Aztec/Apache	17	74	—	63	—	134	42	4
HS 125	95	183	—	151	—	349	285	9
PA 31 Navajo	14	58	—	45	—	334	79	1
TOTAL	126	315	—	259	—	817	386	14

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended 31 December 1973
<b>Merlot International Airlines</b>								
HS 125	13	48	—	41	—	157	47	3
TOTAL	13	48	—	41	—	157	47	3
<b>Monarch Airlines</b>								
BAC Britannia-300	144	31	32	146	158	2 636	4 313	4
Boeing 720/720B	285	142	—	414	—	19 097	38 098	3
TOTAL	429	173	32	560	158	21 733	42 411	7
<b>Moseley Aviation</b>								
PA31 Navajo	11	28	—	38	—	130	50	1
TOTAL	11	28	—	38	—	130	50	1
<b>Northern Air Taxis</b>								
Beagle 206	59	118	—	207	—	496	252	4
TOTAL	59	118	—	207	—	496	252	4
<b>Northern Executive Aviation</b>								
BN Islander	2	6	—	8	—	29	11	1
TOTAL	2	6	—	8	—	29	11	1
<b>Peters Aviation</b>								
DH 114 Heron	13	30	—	55	—	160	68	3
TOTAL	13	30	—	55	—	160	68	3
<b>Ranik Organisation</b>								
HS 125	10	25	—	25	—	25	36	1
TOTAL	10	25	—	25	—	25	36	1
<b>Thurston Aviation</b>								
BN Islander	8	10	15	8	26	40	7	1
PA 23 Aztec/Apache	10	17	11	15	21	34	9	3
PA 31 Navajo	8	38	4	20	6	76	12	1
TOTAL	26	65	30	43	53	150	28	5
<b>Trader Airways</b>								
HS 125	7	12	—	15	—	44	25	1
PA 31 Navajo	—	—	—	—	—	—	—	1
TOTAL	7	12	—	15	—	44	25	2
<b>Tradewinds Airways</b>								
Canadair CL 44	406	—	94	—	813	—	—	5
TOTAL	406	—	94	—	813	—	—	5
<b>Trans-Meridian Air Cargo</b>								
Canadair CL 44	463	—	179	—	916	—	—	8
TOTAL	463	—	179	—	916	—	—	8
<b>Vernair Transport</b>								
Beechcraft B65/80 Queen Air	—	—	—	—	—	—	—	1
TOTAL	—	—	—	—	—	—	—	1
GRAND TOTAL	31 357	31 590	2 915	53 649	7 514	1 431 876	2 214 379	479



# Operations Subject to Variable Charge by Type of Licence February 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
<b>Own Aircraft Operations</b>					
Class 1	376 641	201 699	70 968	130 732	53.6
Class 2	596	371	—	371	62.4
Class 3	61 711	46 133	—	46 133	74.8
Class 4	12 905	8 699	—	8 699	67.4
Class 5	10 879	7 110	5 227	1 883	65.4
Class 6	35 617	23 304	23 304	—	65.4
Class 7	19 665	12 361	9 301	3 061	62.9
<b>TOTAL</b>	<b>518 014</b>	<b>299 677</b>	<b>108 800</b>	<b>190 879</b>	<b>57.9</b>
<b>Other Operations</b>					
Aircraft hired from Foreign Operators	2	1	—	1	46.3
Exempt Services	10 884	5 951	662	5 288	54.7
<b>TOTAL</b>	<b>10 887</b>	<b>5 952</b>	<b>662</b>	<b>5 289</b>	<b>54.7</b>
<b>GRAND TOTAL</b>	<b>528 901</b>	<b>305 629</b>	<b>109 462</b>	<b>196 168</b>	<b>57.8</b>

*Note:* Variable charges can be made against only those licences issued under the revised system that came into effect on 1 January, 1974; immediate conversion to the revised system did not take place in all cases. In the table above activities that continued under old-style licences have been included under the equivalent revised licence classes; for example activity under Class A licences has been listed under Class 1 but were not in fact chargeable (see Table 35).

# Output by Type of Licence and Aircraft Ownership February 1974

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	376 641	104	—	376 745
Class 2	596	—	—	596
Class 3	61 711	—	—	61 711
Class 4	12 905	463	—	13 367
Class 6	35 617	—	—	35 617
Class 7	19 665	29	2	19 696
Exempt Services	10 884	—	—	10 884
<b>TOTAL</b>	<b>518 019</b>	<b>595</b>	<b>2</b>	<b>518 616</b>
Class 5 hired to UK Airlines	667			
Non UK Airlines	10 212			
<b>TOTAL</b>	<b>10 879</b>			
<b>GRAND TOTAL</b>	<b>528 898</b>			

# 

## 

### 

#### 

##### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

######

# Definitions

## AIRPORT ACTIVITY

<b>An air transport movement</b>	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.).
<b>Empty charter positioning flights</b>	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial flights</b>	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).
<b>Test and training flights</b>	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'.
<b>Other non-commercial flights</b>	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.
<b>Private flights</b>	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
<b>Aero-club flights</b>	are flights operated by aero-club members for instruction or pleasure.
<b>Official flights</b>	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military flights</b>	are flights by British or foreign military personnel exclusively for military purposes.

## AIR PASSENGERS

<b>Passengers</b>	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.
<b>Revenue passengers</b>	are those who pay 25 per cent or more of the normal applicable fare.
<b>A terminal passenger</b>	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.
<b>A transit passenger</b>	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.

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

<b>Cargo uplifted</b>	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.
<b>Daily utilisation per a/c (hrs)</b>	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.
<b>Exempt operations</b>	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.
<b>Inclusive tours (IT)</b>	are separate fare charters where the cost to the passenger includes the cost of accommodation.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
<b>Mail</b>	covers only that handled by postal administrations and includes troop mail.
<b>Mail tonne-km</b>	are calculated using the same principle as when calculating cargo tonne-km.
<b>Overall load factor</b>	is an expression of tonne-km used as a percentage of tonne-km available.
<b>Passengers</b>	in airline statistics means revenue passengers only, i.e. passengers paying 25 per cent or more of the normal fare.
<b>Passenger-km</b>	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.
<b>Passenger load factor</b>	is an expression of set-km used as a percentage of seat-km available.
<b>Passengers uplifted and passengers carried</b>	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.
<b>Passenger tonne-kilometres</b>	is deduced as the difference between the total tonne-kilometres used and tonne-kilometres used for cargo and/or mail; it includes the weight of passengers' free and excess baggage.

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

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

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

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

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

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

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

# Classes of Licence

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

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

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

**Class 5** authorises substitute charter flights;

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

**Class 7** authorises sole-use charter flights.