

Civil Aviation Authority



CAA Monthly Statistics
(up to and including October 1974)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Airport and Air Passenger Statistics:	Civil Aviation Authority Room 209 Shell Mex House Strand London WC2R 0DP Tel. 01 217 3638
Airline Statistics:	Civil Aviation Authority Room 622 Aviation House 129 Kingsway London WC2B 6NN Tel. 01 405 6922 Ext. 244

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

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

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

The series comprise:

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

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

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

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

Table 31.1

Boeing 707–120/120B	11 966
Boeing 707–320C/336	68 747
Boeing 707–420	91 713
Boeing 747	106 726
DC 10	29 497
Total	2 046 872

Table 31.2

BAOD	Boeing 707–420	38 516
	Boeing 747	106 726
	Total	189 599
British Airtours	Boeing 707–420	108 586
BCAL	Boeing 707–320C/336	129 974
	Total	240 071
Dan Air Services	Boeing 707–320C/336	7 203
	Total	189 983
Laker Airways	DC 10	29 497
	Boeing 707–120/120B	11 966
	Total	70 612
Grand Total		2 046 872

Civil Aviation Statistics—October 1974

Activity at UK Airports

During October the level of Air Transport Movements fell by 7 000 to just over 60 000 – one per cent less than during October 1973. This over-all decline comprises a 5.7 per cent drop in London Area movements, against a growth of 4.6 per cent elsewhere in the UK. Over the three months period August-October the national decline was 3.0 per cent against 1973 – comprising again a decline (7.3 per cent) in the London area but a growth elsewhere in the UK (1.9 per cent). Stansted was the only London area airport which over the August-October period reported a growth (14.5 per cent growth; 38 additional movements per month). Heathrow and Gatwick reported similar rates of decline (the former 2.8 per cent, 690 fewer movements per month; the latter 2.6 per cent, 195 fewer movements per month). Southend recorded a decline of 33.6 per cent (524 fewer movements per month) and Luton the largest decline throughout the UK (42.9 per cent; 1 346 fewer movements per month). The greatest increase in actual movements continued to be recorded at Aberdeen (a monthly average of 1 100 additional movements; 145 per cent growth), followed by Sumburgh (601 additional movements; 134.5 per cent growth) and Inverness (153 movements; 36.5 per cent growth). Largely as a result of the introduction of services by a new operator (BJC Air Charters) Swansea trebled its previous growth rate to 96.2 per cent, and Lydd which reported the highest growth rate of all (over twofold) continued to build up its traffic as a result of the imminent closure of Ashford Airport on 31.10.74. Despite both scheduled and charter services declining over this period, the former marginally and the latter by 12.1 per cent, the UK operators managed to increase their share of charter traffic by 1.4 percentage points to 84.7 per cent whilst holding their share of scheduled traffic at 74.7 per cent.

During October over 34 million passengers used UK airports, a drop of less than one million since September, and a decrease of 6.7 per cent against October 1973. Throughout this month the number of passengers declined both in the London area (7.4 per cent) and over the rest of the country (5.0 per cent). The same pattern occurred more heavily over the August-October period 1974 when London area passengers fell by 8.5 per cent and those over the rest of the UK by 6.8 per cent. The aggregate UK decline over this period against August-October 1973 was 8.0 per cent. As with movements, Stansted was alone amongst London area airports in reporting a growth in passengers handled (25.3 per cent; 4 525 additional passengers per month). Terminal passengers at Heathrow fell by 1.4 per cent (29 122 less passengers per month) and those at Gatwick by 8.1 per cent (51 744 less per month). Luton reported the heaviest decline of all airports (48.2 per cent) whilst the growth at Lydd trebled its previous rate to stand at 13 times its 1973 level. Aberdeen, Sumburgh and Norwich once again achieved the greatest increases in actual passengers handled (18 745 additional passengers; 69.1 per cent growth; 6 612 passengers; 81.6 per cent growth and 2 373 passengers; 30.3 per cent growth respectively). The 8.0 per cent decline in passengers travelling through UK airports between August and October comprises a 2.4 per cent drop in those travelling by

scheduled services and a 20.9 per cent drop in those by charter services. The UK operators share of total passengers carried declined 1.5 percentage points to 70.2 per cent. Their share of charter traffic passengers fell marginally to 80.8 per cent, and their share of scheduled traffic passengers by 1.2 percentage points to 66.4 per cent.

Over the August-October period a monthly average of 4.1 million passengers used UK airports, 3.0 million travelled by international services (9.1 per cent decline) and 1.1 million by domestic services (5 per cent decline). Total international scheduled passengers at UK airports declined marginally over this period when the most heavily used scheduled services were again those to the USA with 13.3 per cent of total (7.3 per cent decline), followed by those to France with 12.4 per cent (1.0 per cent decline) and those to the Irish Republic with 8.6 per cent (6.9 per cent decline). By far the greater proportion of the 9.1 per cent decline in international service passengers occurred on charter services (21.8 per cent less passengers). Services to Spain continued to carry the largest proportion of charter passengers (43.7 per cent, 21.8 per cent decline) followed by services to Italy with 10.9 per cent (15.3 per cent decline) and those to Canada with 6.9 per cent (10.5 per cent decline). Of the domestic routes only those services to and from Edinburgh carried more passengers than one year earlier (5.5 per cent growth). Isle of Man and Glasgow services experienced the heaviest declines in passengers carried of 8.3 per cent and 8.0 per cent respectively. London route passengers fell by 6.0 per cent, and those travelling to Belfast by 4.1 per cent. Passengers travelling on Channel Island services declined only marginally during this period.

The amount of air freight handled in the UK fell by 4 000 tonnes to 63 000 tonnes during the month of October. Of this over-all decline of 4.4 per cent on 1973, 4.4 per cent occurred in the London area and 4.6 per cent elsewhere in the UK. When again comparing the two three month periods August-October 1973 and 1974 the level of UK air freight dropped by 2.7 per cent. Most of this occurred at airports in the London area which reported handling a total of 3.3 per cent less cargo than one year earlier. Gatwick and Stansted continued to report growths (20.0 per cent due to the carriage of 748 additional tonnes per month, and 36.3 per cent due to 371 additional tonnes respectively) whilst Heathrow reported a decline of 4.2 per cent (1 672 fewer tonnes), Southend a decline of 35.7 (932 fewer tonnes) and Luton 33.4 per cent decline (62 fewer tonnes). Over the rest of the UK, air freight declined marginally between the two three-month periods. Manchester reported a decline of 3.5 per cent; Aberdeen recorded the greatest increase in actual tonnage (a monthly average of 156 additional tonnes; 158.4 per cent growth) followed by Bournemouth (109 additional tonnes; 46.7 per cent growth) and East Midlands (105 tonnes; 18.6 per cent growth). Sumburgh achieved the highest rate of growth (over 1½ times its 1973 level), and Inverness the heaviest decline (48.1 per cent). The 2.7 per cent decline in air freight tonnage comprises 3.8 per cent decline in that carried by scheduled services, and 7.2 per cent in that carried by charter services. The UK operators handled

52.6 per cent of total tonnage and, whilst their share of scheduled service cargo fell by 1.1 percentage points to 50.6 per cent, their share of charter traffic increased by 3.7 percentage points to 69.1 per cent.

Output of UK Airlines

The output of UK Airlines for all services in October 1974 was 680 million available tonne-kilometres, a decline of nearly 10 per cent on October 1973. The scheduled service output of 489 million available tonne kilometres was nearly 3 per cent less than a year earlier. The overall load factor of 54.7 was better than the 52.1 per cent achieved in October 1973. Seat kilometres used were 56.0 per cent of those available compared with 54.1 per cent a year earlier. Seat factors on domestic and international scheduled

services were 62.6 and 55.4 per cent respectively compared with 72.0 and 52.5 per cent in October 1973. The non-scheduled output in October 1974 was just over 190 million available tonne kilometres, a decline of over 22 per cent on October 1973. Advance Booking Charters and Inclusive Tour Charters accounted for 24.9 and 77.4 million available tonne-kilometres respectively, compared with 13.4 and 107.7 million in October 1973.

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

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

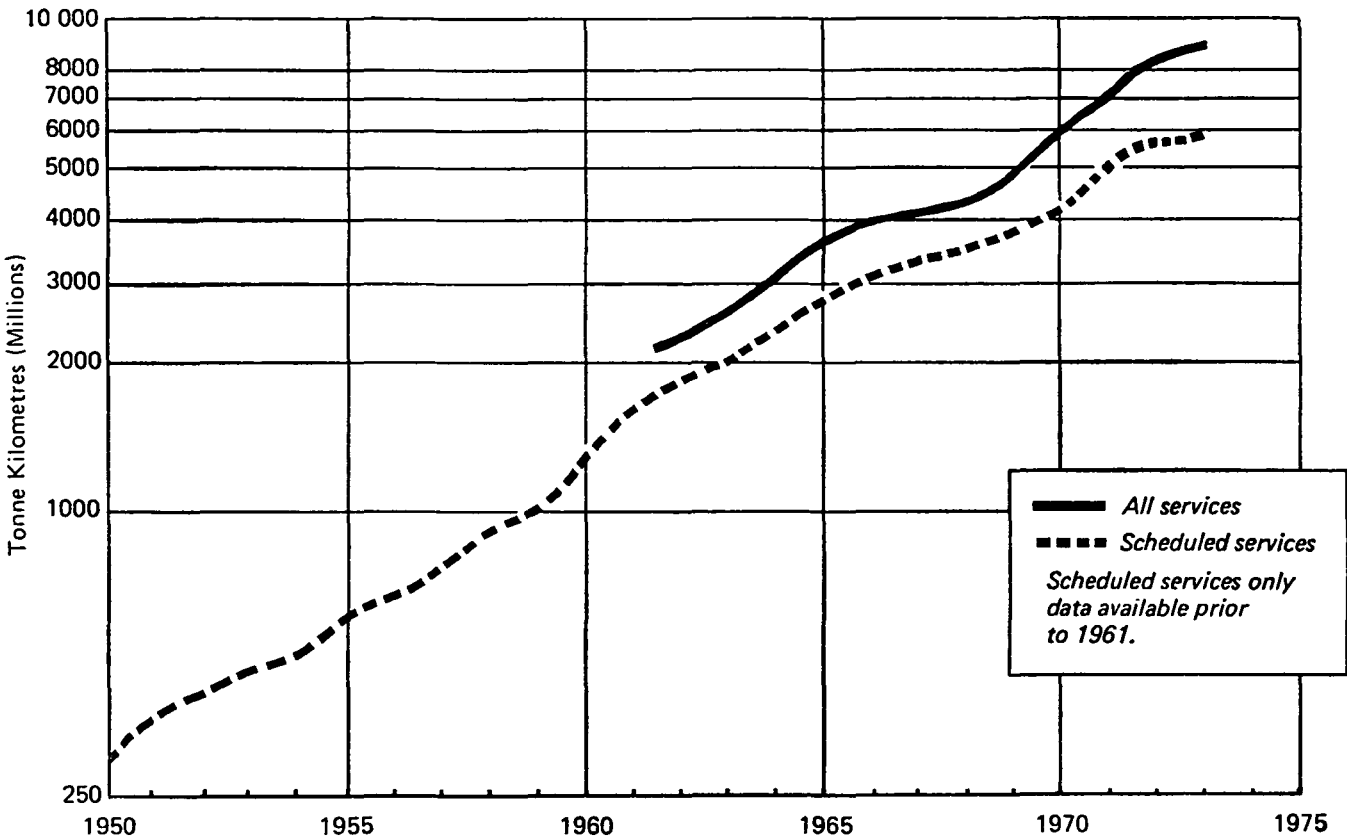
Table 1

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

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

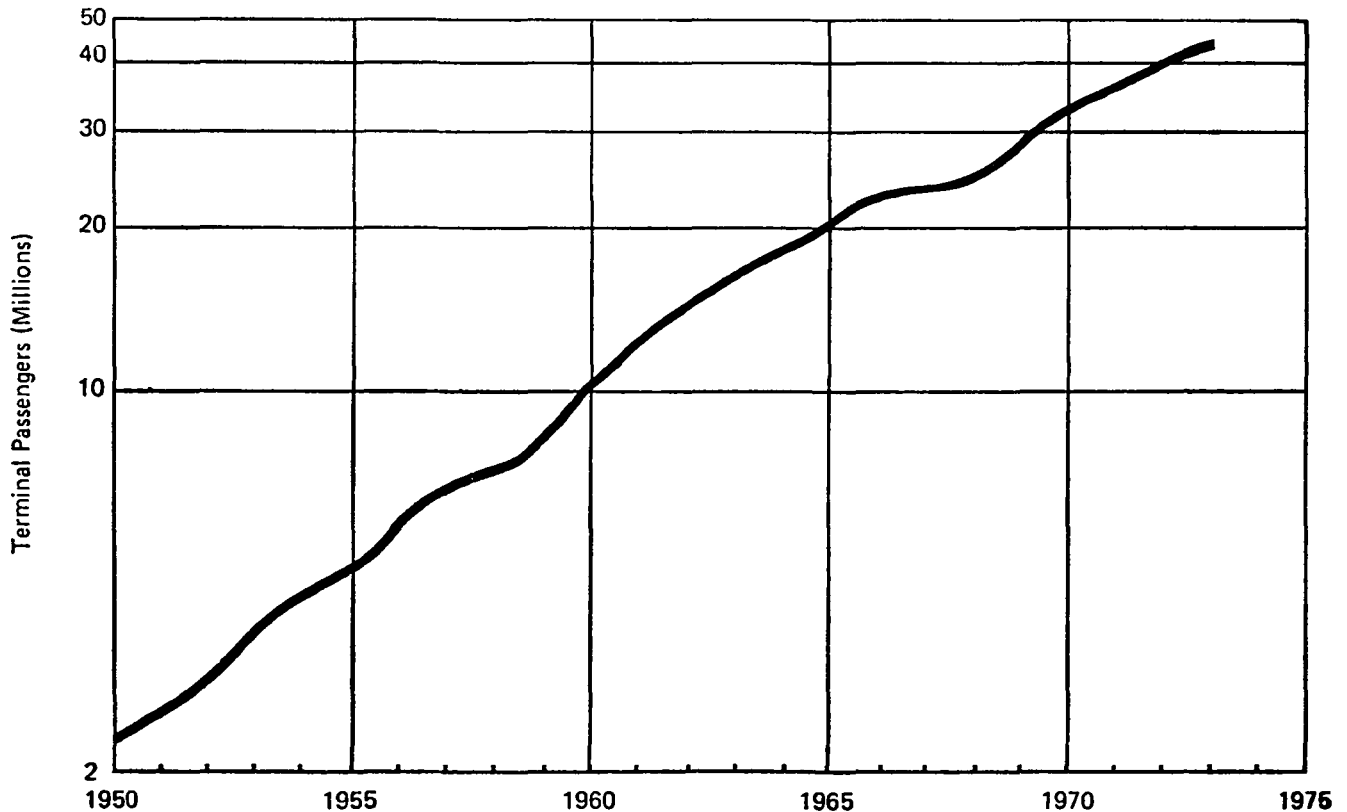
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Available tonne-km Total (000 000)	Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
Year ended						
October 1973	1 883	713	42 601	8 955	5 901	3 054
October 1974	1 840	708	40 589	8 380	5 753	2 627
Mean rates of growth (percentages) to 1973						
20 years	6.4	5.4	13.2		14.3	
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7
Latest year's growth (percentages)						
	-2.3	-0.7	-4.7	-6.4	-2.5	-14.0

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

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

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other		Aero club and private	Test and training	Other
	(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	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
1973 April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.2	61.0	8.2	90.8	64.8	16.4	9.6
1974 April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.0	99.5	77.4	12.8	9.3
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

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

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
1973 April	2 535	267	136	62	51	100	254	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	186	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	288	62	129	179
1974 April	2 332	232	110	56	34	85	225	67	134	165
May	2 325	263	122	67	33	99	250	77	123	199
June	2 647	318	152	79	45	111	303	81	166	231
July	3 031	348	176	89	53	124	356	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	132	317	89	181	238
October	2 351	265	140	64	31	92	259	90	120	182

Cargo Taken Up and Set Down by Airports

Table 7

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

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
1973 April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.3	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
1974 April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
1973 April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
1974 April	31.9	17.5	0.2	1.8	15.4	54.7	303.8	186.0	60.2
May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
September	36.1	22.2	0.2	0.2	20.0	61.4	357.7	237.7	66.5
October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
1973 April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.3	7.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
1974 April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

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

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
1973 April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 443
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	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
1974 April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
1973 April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	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
1974 April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1972	1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
	2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
	3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
	4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973	1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
	2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
	4th quarter	1 575	68	36	219	179	47	114	46	133	18	44	34	426	20	73	19	89
1974	1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	20	266	14	76	6	68
	2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
	3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
August–October		2 018	64	46	253	200	55	199	86	148	26	42	44	566	28	97	47	118
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1972	1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
	2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
	3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
	4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
1973	1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
	2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
	3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
	4th quarter	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7						
1974	1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
	2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
	3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
August–October		721.6	23.9	25.4	168.7	13.2	25.6	13.1	20.6	322.9	14.6	93.5						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

Aircraft Movements October 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	9 195	6 250	—	524	—	280	124	—	1 967	—	50
+ Heathrow	24 596	22 588	—	107	—	110	195	—	1 510	6	80
+ Luton	3 145	1 173	6	359	47	68	31	756	691	—	14
+ Southend	4 991	957	—	—	—	168	—	2 409	1 443	14	—
+ Stansted	2 573	311	—	76	—	1 305	54	53	668	98	8
TOTAL (London Area)	44 500	31 279	6	1 066	47	1 931	404	3 218	6 279	118	152
Westland Heliport (Battersea)	911	241	4	238	6	2	—	—	296	—	124
Other UK Airports											
+ Leeds/Bradford	3 491	829	2	71	31	66	25	2 015	414	13	25
+ Liverpool	6 369	1 206	—	121	82	136	20	3 802	938	16	48
+ Manchester	5 723	3 908	2	326	32	34	70	417	881	10	43
+ Birmingham	5 373	1 860	—	85	12	228	39	1 954	1 171	—	24
+ Coventry	3 310	2	—	2	268	588	156	1 277	1 017	—	—
+ East Midlands	4 196	997	2	129	57	312	35	1 655	904	4	101
+ Newcastle	2 327	1 035	—	42	595	114	—	309	174	—	58
+ Tees-side	2 895	475	387	7	7	267	—	1 282	366	—	104
+ Bristol	2 553	521	—	3	—	2	9	974	1 034	—	10
+ Glamorgan	3 115	542	—	60	59	531	—	1 619	297	2	5
+ Swansea	1 180	40	—	32	41	8	—	940	117	—	2
+ Ashford	3 271	236	66	3	73	8	24	1 775	1 056	—	30
+ Blackpool	6 005	441	286	41	104	326	—	4 018	779	—	10
+ Bournemouth	5 843	594	—	88	—	1 792	—	1 302	1 765	65	237
+ Cambridge	2 768	118	—	43	14	19	4	766	439	2	1 363
+ Exeter	2 968	300	—	26	159	248	—	1 197	600	—	438
Gloucester/Cheltenham	2 832	162	—	—	18	478	—	1 557	601	—	16
Hawarden	1 053	—	—	—	—	14	—	788	241	—	10
Isles of Scilly	355	308	—	1	3	—	—	—	24	—	19
+ Lydd	1 243	71	—	—	—	—	—	988	173	—	11
+ Manston	285	129	—	22	7	44	—	—	83	—	—
+ Norwich	1 922	413	4	156	36	214	12	21	1 066	—	—
Penzance Heliport	334	250	—	—	2	12	70	—	—	—	—
+ Southampton	3 460	958	4	43	2	1 906	5	95	439	2	6
+ Edinburgh	6 525	1 411	—	8	—	2 038	1	2 149	780	4	134
+ Glasgow	7 405	3 687	—	105	2	123	—	2 042	891	—	555
+ Prestwick	2 794	805	—	19	—	1 022	9	308	195	—	436
Aberdeen	5 992	1 910	1	13	1 180	459	—	1 774	43	5	607
Benbecula	223	160	—	—	32	—	2	—	13	—	16
Inverness	1 124	582	—	7	187	132	—	179	37	—	—
Islay	181	140	—	9	8	—	—	8	16	—	—
+ Kirkwall	1 272	706	—	30	54	—	3	424	51	4	—
Stornoway	289	187	—	5	4	—	2	66	13	4	8
+ Sumburgh	1 496	960	—	74	162	262	—	30	—	—	8
Tiree	64	57	—	3	—	—	—	2	—	—	2
Wick	330	226	—	19	43	2	2	10	12	—	16
+ Belfast	6 295	1 927	—	19	51	—	—	977	315	4	3 002
+ Isle of Man	1 674	751	—	140	—	246	—	335	200	—	2
TOTAL (Incl. London Area)	153 946	60 424	764	3 056	3 378	13 564	892	40 273	23 720	253	7 622
Channel Islands Airports											
Alderney	717	717	..	..	..	..	..	..	..	..	..
Guernsey	2 727	2 727	..	..	..	..	..	..	..	..	..
Jersey	4 765	4 765	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	8 209	8 209	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator October 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	6 250	78	3 205	329	313	1 851	474
+Heathrow	22 588	10 649	405	10 882	435	22	195
+Luton	1 173	—	50	—	—	1 010	113
+Southend	957	—	667	—	—	251	39
+Stansted	311	—	4	1	—	101	205
TOTAL (London Area)	31 279	10 727	4 331	11 212	748	3 235	1 026
Westland Heliport (Battersea)	241	—	—	—	10	231	—
Other UK Airports							
+Leeds/Bradford	829	410	243	28	3	135	10
+Liverpool	1 206	834	53	66	80	141	32
+Manchester	3 908	1 650	415	847	59	814	123
+Birmingham	1 860	990	275	138	45	368	44
+Coventry	2	—	2	—	—	—	—
+East Midlands	997	—	735	—	—	250	12
+Newcastle	1 035	336	579	—	35	76	9
+Tees-side	475	—	433	—	—	32	10
+Bristol	521	307	54	35	89	33	3
+Glamorgan	542	228	146	34	66	57	11
Swansea	40	—	—	—	—	40	—
+Ashford	236	—	228	—	—	8	—
+Blackpool	441	—	404	—	—	35	2
+Bournemouth	594	—	461	—	—	111	22
+Cambridge	118	—	—	—	—	51	67
Exeter	300	—	287	—	—	13	—
Gloucester/Cheltenham	162	—	32	—	—	130	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	308	250	58	—	—	—	—
+Lydd	71	—	55	—	—	16	—
+Manston	129	—	—	—	—	124	5
+Norwich	413	—	254	—	—	149	10
Penzance Heliport	250	250	—	—	—	—	—
+Southampton	958	152	755	—	—	34	17
+Edinburgh	1 411	832	513	52	—	4	10
+Glasgow	3 687	2 018	970	388	6	250	55
+Prestwick	805	458	9	235	2	53	48
Aberdeen	1 910	727	293	—	124	732	34
Benbecula	160	160	—	—	—	—	—
Inverness	582	424	4	—	2	152	—
Islay	140	108	—	—	—	32	—
+Kirkwall	706	232	—	25	—	446	3
Stornoway	187	162	—	—	—	21	4
+Sumburgh	960	228	112	—	205	405	10
Tiree	57	54	—	—	1	2	—
Wick	226	213	—	—	—	11	2
+Belfast	1 927	1 414	415	46	2	15	35
+Isle of Man	751	424	326	—	1	—	—
TOTAL (Incl. London Area)	60 424	23 588	12 442	13 106	1 478	8 206	1 604
Channel Islands Airports							
Alderney	717	—	670	—	—	47	—
Guernsey	2 727	336	2 173	—	—	216	2
Jersey	4 765	1 041	3 083	121	4	473	43
TOTAL (Channel Islands Airports)	8 209	1 377	5 926	121	4	736	45

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	August 1974 —October 1974	August 1973 —October 1973	Percentage Change
London Area Airports			
+ Gatwick	7 353	7 548	-2.6
+ Heathrow	24 071	24 761	-2.8
+ Luton	1 795	3 141	-42.9
+ Southend	1 035	1 559	-33.6
+ Stansted	300	262	14.5
TOTAL (London Area)	34 554	37 271	-7.3
Westland Heliport (Battersea)	272	310	-12.3
Other UK Airports			
+ Leeds/Bradford	915	848	7.9
+ Liverpool	1 338	1 401	-4.5
+ Manchester	4 192	4 602	-8.9
+ Birmingham	2 086	2 123	-1.7
+ Coventry	9	12	-25.0
+ East Midlands	1 092	1 205	-9.4
+ Newcastle	1 130	1 142	-1.1
+ Tees-side	506	459	10.2
+ Bristol	620	765	-19.0
+ Glamorgan	659	734	-10.2
Swansea	51	26	96.2
+ Ashford	369	469	-21.3
+ Blackpool	623	549	13.5
+ Bournemouth	601	492	22.2
+ Cambridge	81	87	-6.9
+ Exeter	376	297	26.6
Gloucester/Cheltenham	166	161	3.1
Hawarden	—	—	—
Isles of Scilly	502	499	0.6
+ Lydd	35	11	—
+ Manston	106	107	-0.9
+ Norwich	434	479	-9.4
Penzance Heliport	389	369	5.4
+ Portsmouth	—	341	—
+ Southampton	1 185	1 169	1.4
+ Edinburgh	1 510	1 452	4.0
+ Glasgow	3 984	4 128	-3.5
+ Prestwick	1 020	1 240	-17.7
Aberdeen	1 858	758	—
Benbecula	155	99	56.6
Inverness	572	419	36.5
Islay	139	141	-1.4
+ Kirkwall	682	531	28.4
Stornoway	177	174	1.7
+ Sumburgh	1 048	447	—
Tiree	66	65	1.5
Wick	227	220	3.2
+ Belfast	2 197	2 363	-7.0
+ Isle of Man	1 268	1 324	-4.2
TOTAL (Incl. London Area)	67 196	69 289	-3.0
Channel Islands Airports			
Alderney	980	1 178	-16.8
Guernsey	3 346	3 462	-3.4
Jersey	5 992	6 591	-9.1
TOTAL (Channel Islands Airports)	10 318	11 231	-8.1

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

Air Transport Landings Diverted to UK Reporting Airports October 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	5																		1He 1St											1He 2St		
Heathrow	4											1St			1Bi 1Ga	1Bi						1St										
Luton	8																3St 3Bi						1Ga									
Stansted	3										1Em 1Bi																			1Bi		
Leeds	5																4Te 1Em															
Manchester	15	2Li								2Li				2Pr	1Pr	7Li																1Li 1GI
Birmingham	1																															
Newcastle	3	1Ma				1Lu																								1Ma		
Tees-side	1																										1Em					
Bristol	1													1Gm																		
Blackpool	1															1Ma																
Southampton	4																															
Edinburgh	18		1GI			4St	2GI	1GI	1GI	1GI		1GI					3GI		1GI					1Pr		1GI					4GI 1Ga	
Glasgow	2													2Ed																		
Aberdeen	1																	1GI														
Sumburgh	1																															
Belfast	5																									1BI 2GI	1Ab 1Ma					1Li
Other UK	13													3Ex		2Ab			2Ex			1Lu			1Bo		2Sh		1Em 1GI			
Overseas	23											3He		2Ki 1St	1Pr				5He	1He 1Lu	2He		1He 1Pr		1Lu		2Ma		1He		1Ki	
All Aerodromes	114	3	1	—	—	5	2	1	1	3	2	4	1	11	4	11	14	1	10	2	3	2	2	1	2	4	7	—	3	5	5	4

Aerodrome of actual landing: letter code

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

Table 15

Air Passengers by Type and Nationality of Operator

October 1974

October 1974				Total				Scheduled Services				Charter Flights			
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others				British Airways		Others			
Terminal and Transit				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Passengers				Passengers	Passengers										
London Area Airports															
+ Gatwick	440 033	431 556	8 477	2 463	235	141 255	90	4 079	99	46 689	236	178 640	744	58 430	7 073
+ Heathrow	1 788 314	1 763 156	25 158	812 330	—	14 093	6	871 284	24 680	44 898	—	1 134	—	19 417	472
+ Luton	110 946	110 312	634	—	—	1 819	152	—	—	—	—	100 693	455	7 800	27
+ Southend	21 693	21 693	—	—	—	18 443	—	—	—	—	—	1 020	—	2 230	—
+ Stansted	24 504	24 425	79	—	—	53	38	173	—	—	—	5 644	41	18 555	—
TOTAL (London Area)	2 385 490	2 351 142	34 348	814 793	235	175 663	286	875 536	24 779	91 587	236	287 131	1 240	106 432	7 572
Westland Heliport (Battersea)	621	621	—	—	—	—	—	—	—	28	—	593	—	—	—
Other UK Airports															
+ Leeds/Bradford	24 837	23 609	1 228	17 941	37	3 542	1 180	1 284	—	75	—	639	6	128	5
+ Liverpool	42 755	41 048	1 707	29 898	1 471	435	102	2 919	—	5 478	—	2 303	131	15	3
+ Manchester	208 381	200 268	8 113	89 093	931	6 280	1 792	25 308	3 001	5 893	—	63 150	897	10 544	1 492
+ Birmingham	97 499	94 291	3 208	38 131	1 455	5 578	1 312	6 689	341	3 449	—	36 285	70	4 159	30
+ Coventry	154	154	—	—	—	154	—	—	—	—	—	—	—	—	—
+ East Midlands	46 007	45 859	148	—	—	25 658	148	—	—	—	—	19 472	—	729	—
+ Newcastle	51 730	48 670	3 060	24 809	—	11 864	3 060	—	—	3 943	—	7 693	—	361	—
+ Tees-side	16 574	15 021	1 553	—	—	13 021	1 237	—	—	—	—	1 499	23	501	293
+ Bristol	17 514	12 994	4 520	5 421	2 850	564	114	1 202	203	2 569	1 353	3 030	—	208	—
+ Glamorgan	21 450	18 360	3 090	6 893	806	1 458	1 014	466	657	2 857	428	5 869	112	817	73
Swansea	138	138	—	—	—	—	—	—	—	—	—	138	—	—	—
+ Ashford	2 985	2 985	—	—	—	2 737	—	—	—	—	—	248	—	—	—
+ Blackpool	10 507	10 448	59	—	—	9 478	59	—	—	—	—	822	—	148	—
+ Bournemouth	15 543	15 542	1	—	—	9 744	—	—	—	—	—	4 469	1	1 329	—
+ Cambridge	788	788	—	—	—	—	—	—	—	—	—	257	—	531	—
+ Exeter	8 723	8 056	667	—	—	7 162	667	—	—	—	—	894	—	—	—
Gloucester/Cheltenham	1 048	1 048	—	—	—	539	—	—	—	—	—	509	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	5 674	5 674	—	5 445	—	229	—	—	—	—	—	—	—	—	—
+ Lydd	1 588	1 588	—	—	—	1 552	—	—	—	—	—	36	—	—	—
+ Manston	639	639	—	—	—	—	—	—	—	—	—	356	—	283	—
+ Norwich	8 829	8 829	—	—	—	6 757	—	—	—	—	—	1 566	—	506	—
Penzance Heliport	5 445	5 445	—	5 445	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	30 448	30 288	160	7 474	131	21 785	27	—	—	—	—	947	2	82	—
+ Edinburgh	70 642	68 520	2 122	47 179	1 033	18 427	1 018	1 974	71	—	—	188	—	752	—
+ Glasgow	163 301	160 463	2 838	91 573	545	32 024	—	14 585	2 115	204	—	16 660	115	5 417	63
+ Prestwick	46 771	29 612	17 159	16 034	7 579	535	—	4 518	5 835	45	136	5 130	2 275	3 350	1 334
Aberdeen	46 760	45 556	1 204	26 574	1 200	5 235	4	—	—	1 909	—	10 741	—	1 097	—
Benbecula	3 739	2 244	1 495	2 244	1 495	—	—	—	—	—	—	—	—	—	—
Inverness	13 014	11 602	1 412	11 269	1 412	7	—	—	—	20	—	306	—	—	—
Islay	1 300	1 300	—	1 181	—	—	—	—	—	—	—	119	—	—	—
+ Kirkwall	9 669	7 927	1 742	5 668	1 100	—	—	321	224	—	—	1 927	418	11	—
Stornoway	4 463	4 079	384	4 022	384	—	—	—	—	—	—	51	—	6	—
+ Sumburgh	14 202	13 584	618	6 073	—	293	—	—	—	2 631	—	4 267	618	320	—
Tiree	304	304	—	295	—	—	—	—	—	3	—	6	—	—	—
Wick	6 030	3 275	2 755	3 155	2 755	—	—	—	—	—	—	120	—	—	—
+ Belfast	93 092	93 083	9	73 326	—	14 950	—	880	—	101	—	372	8	3 454	1
+ Isle of Man	28 349	26 619	1 730	17 372	1 353	9 200	377	—	—	47	—	—	—	—	—
TOTAL (Incl. London Area)	3 507 003	3 41 1673	95 330	1 351 308	26 772	384 871	12 397	935 682	37 226	120 839	2 153	477 793	5 916	141 180	10 866
Channel Islands Airports															
Alderney	5 014	5 014	—	—	—	4 927	—	—	—	—	—	87	—	—	—
Guernsey	43 633	41 063	2 570	11 541	—	27 303	2 570	—	—	—	—	2 028	—	191	—
Jersey	137 335	136 267	1 068	53 581	89	75 838	896	2 295	—	210	—	2 057	83	2 286	—
TOTAL (Channel Is. Airports)	185 982	182 344	3 638	65 122	89	108 068	3 466	2 295	—	210	—	4 172	83	2 477	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages	August 1974 —October 1974	August 1973 —October 1973	Percentage change
London Area Airports			
+ Gatwick	586 417	638 161	-8.1
+ Heathrow	1 996 004	2 025 126	-1.4
+ Luton	184 531	356 225	-48.2
+ Southend	27 278	42 267	-35.5
+ Stansted	22 435	17 910	25.3
TOTAL (London Area)	2 816 666	3 079 688	-8.5
Westland Heliport (Battersea)	731	800	-8.6
Other UK Airports			
+ Leeds/Bradford	30 122	30 420	-1.0
+ Liverpool	53 404	57 250	-6.7
+ Manchester	239 900	269 414	-11.0
+ Birmingham	116 062	119 431	-2.8
+ Coventry	306	460	-33.5
+ East Midlands	51 268	60 525	-15.3
+ Newcastle	58 524	64 937	-9.9
+ Tees-side	18 461	19 507	-5.4
+ Bristol	18 843	28 935	-34.9
+ Glamorgan	23 788	29 700	-19.9
Swansea	553	363	52.3
+ Ashford	7 589	10 131	-25.1
+ Blackpool	18 839	18 971	-0.7
+ Bournemouth	15 634	13 875	12.7
+ Cambridge	762	780	-2.3
+ Exeter	9 900	9 817	0.8
Gloucester/Cheltenham	1 393	1 289	8.1
Hawarden	—	—	—
Isles of Scilly	10 108	9 207	9.8
+ Lydd	599	41	—
+ Manston	524	730	-28.2
+ Norwich	10 215	7 842	30.3
Penzance Heliport	9 488	8 369	13.4
+ Portsmouth	—	3 111	—
+ Southampton	37 158	37 058	0.3
+ Edinburgh	76 532	85 480	-10.5
+ Glasgow	183 495	208 089	-11.8
+ Prestwick	45 475	49 554	-8.2
Aberdeen	45 872	27 127	69.1
Benbecula	2 205	2 116	4.2
Inverness	12 181	13 203	-7.7
Islay	1 493	1 739	-14.1
+ Kirkwall	8 666	7 817	10.9
Stornoway	4 299	4 553	-5.6
+ Sumburgh	14 714	8 102	81.6
Tiree	437	487	-10.3
Wick	3 187	3 215	-0.9
+ Belfast	120 348	129 258	-6.9
+ Isle of Man	53 233	57 831	-8.0
TOTAL (Incl. London Area)	4 122 970	4 481 219	-8.0
Channel Islands Airports			
Alderney	7 899	8 273	-4.5
Guernsey	52 087	61 318	-15.1
Jersey	178 969	186 441	-4.0
TOTAL (Channel Islands Airports)	238 955	256 032	-6.7

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

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

London Area Airports	Total	International			Domestic		
	Aug.-Oct. 1974	Aug.-Oct. 1974	Aug.-Oct. 1973	Per- centage change	Aug.-Oct. 1974	Aug.-Oct. 1973	Per- centage change
+ Gatwick	586 417	516 300	566 779	-9	70 117	71 382	-2
+ Heathrow	1 996 004	1 713 535	1 721 776	—	282 469	303 350	-7
+ Luton	184 531	179 162	349 281	-49	5 370	6 944	-23
+ Southend	27 278	26 612	41 731 (a)	-36	666	536	24
+ Stansted	22 435	22 263	17 467	27	172	443	-61
TOTAL (London Area)	2 816 666	2 457 872	2 697 034	-9	358 794	382 655	-6
Westland Heliport (Battersea)	731	—	—	—	731	800	-9
Other UK Airports							
+ Leeds/Bradford	30 122	4 302	5 140	-16	25 821	25 280	2
+ Liverpool	53 404	20 610	20 351	1	32 794	36 899	-11
+ Manchester	239 900	168 680	196 527	-14	71 220	72 887	-2
+ Birmingham	116 062	82 108	83 428	-2	33 954	36 003	-6
+ Coventry	306	33	77	-57	272	383	-29
+ East Midlands	51 268	27 114	35 107	-23	24 154	25 418	-5
+ Newcastle	58 524	25 101	29 337	-14	33 423	35 600	-6
+ Tees-side	18 461	4 773	7 286	-34	13 688	12 221	12
+ Bristol	18 843	13 207	22 379	-41	5 636	6 556	-14
+ Glamorgan	23 788	14 920	20 176	-26	8 868	9 524	-7
Swansea	553	2	17	-88	551	346	59
+ Ashford	7 589	6 900	9 883	-30	688	248	—
+ Blackpool	18 839	1 114	1 087	2	17 725	17 884	-1
+ Bournemouth	15 634	4 519	3 935	15	11 115	9 940	12
+ Cambridge	762	372	350	6	390	430	-9
+ Exeter	9 900	2 001	1 152	74	7 899	8 665	-9
Gloucester/Cheltenham	1 393	—	—	—	1 393	1 289	8
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	10 108	—	—	—	10 108	9 207	10
+ Lydd	599	566	5	—	33	36	-8
+ Manston	524	524	730	-28	—	—	—
+ Norwich	10 215	5 442	4 159	31	4 772	3 683	30
Penzance	9 488	—	—	—	9 488	8 369	13
+ Portsmouth	—	—	—	—	—	3 111	—
+ Southampton	37 158	812	1 149	-29	36 345	35 909	1
+ Edinburgh	76 532	6 798	7 961	-15	69 734	77 519	-10
+ Glasgow	183 495	58 191	67 208	-13	125 304	140 881	-11
+ Prestwick	45 475	40 486	44 108	8	4 989	5 446	-8
Aberdeen	45 872	12 252	1 232	—	33 620	25 895	30
Benbecula	2 205	—	—	—	2 205	2 116	4
Inverness	12 181	19	29	-34	12 163	13 174	-8
Islay	1 493	—	—	—	1 493	1 739	-14
+ Kirkwall	8 666	282	248	14	8 384	7 569	11
Stornoway	4 299	2	—	—	4 297	4 553	-6
+ Sumburgh	14 714	4 084	199	—	10 629	7 903	34
Tiree	437	—	—	—	437	487	-10
Wick	3 187	2	—	—	3 185	3 215	-1
+ Belfast	120 348	9 411	10 255	-8	110 937	119 003	-7
+ Isle of Man	53 233	1 421	1 650	-14	51 812	56 181	-8
TOTAL (Incl. London Area)	4 122 970	2 973 919	3 272 199	-9	1 149 051	1 209 024	-5

(a) Includes Channel Islands Traffic.

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

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	August 1974— October 1974			August 1973— October 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	15.9	10.8	5.1	17.3	12.3	5.0	−8
London – Vienna	13.4	9.5	3.9	13.1	10.3	2.9	2
Other Routes	2.5	1.2	1.2	4.1	2.0	2.1	−41
Belgium	75.8	73.2	2.6	83.2	77.8	5.4	−9
London – Brussels	51.0	50.4	0.5	47.1	46.4	0.8	8
Other S.E. England – Belgium	17.8	17.4	0.4	27.5	26.4	1.1	−35
Other Routes	7.0	5.3	1.6	8.6	5.0	3.6	−19
Denmark	45.8	36.1	9.8	47.7	37.2	10.5	−4
London – Copenhagen	36.4	28.6	7.9	38.9	30.4	8.5	−6
Other Routes	9.4	7.5	1.9	8.8	6.8	2.1	7
Finland	8.2	6.5	1.7	7.5	5.4	2.1	10
France	261.3	237.7	23.7	279.8	240.0	39.8	−7
London – Nice	17.8	16.7	1.1	18.1	16.8	1.4	−2
– Paris	171.5	162.7	8.8	186.3	173.9	12.5	−8
– N. France (a)	12.7	12.5	0.2	11.0	10.5	0.5	16
– Other France	26.8	20.7	6.1	25.4	17.9	7.5	5
Manchester – Paris	6.6	6.4	0.2	7.3	6.9	0.4	−9
Other U.K. – Paris	10.6	9.4	1.2	12.9	10.1	2.7	−18
Luton – Other France	0.9	—	0.9	7.6	—	7.6	−88
Other S.E. England – France	8.8	8.6	0.1	3.1	3.1	—	185
Other Routes	5.7	0.7	5.0	8.1	0.8	7.3	−30
Germany (Fed. Republic)	183.8	141.3	42.5	218.5	150.6	67.9	−16
London – Dusseldorf	29.0	24.4	4.6	26.2	24.8	1.4	10
– Frankfurt	46.7	40.9	5.8	47.7	44.1	3.6	−2
– Hamburg	19.6	19.6	0.1	23.5	22.4	1.1	−16
– Munich	26.5	15.6	10.9	28.1	16.5	11.6	−6
– Other Germany	35.0	31.9	3.1	40.4	32.5	7.8	−13
Luton – Germany	12.9	—	12.9	29.9	0.1	29.7	−57
Manchester – Germany	8.2	6.3	1.9	10.0	6.2	3.7	−18
Other Routes	5.9	2.7	3.2	12.7	3.9	8.9	−54
Gibraltar	9.3	8.9	0.3	8.8	8.3	0.5	5
Greece	55.3	23.7	31.6	99.1	37.9	61.3	−44
Iceland	6.0	5.8	0.1	4.3	4.3	—	38
London – Reykjavik	4.1	4.0	0.1	2.7	2.7	—	54
Glasgow – Reykjavik	1.7	1.7	—	1.7	1.7	—	6
Other Routes	0.1	0.1	—	—	—	—	—

Table 18 cont.

	August 1974— October 1974			August 1973— October 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	166.9	164.9	1.9	181.4	177.2	4.2	-8
London – Cork	14.4	14.1	0.2	13.5	13.4	0.1	6
– Dublin	78.1	77.1	1.0	84.7	84.5	0.1	-8
– Shannon	11.5	11.5	—	13.1	12.8	0.2	-12
Manchester – Dublin	13.7	13.7	—	14.8	14.6	0.2	-7
Birmingham – Dublin	11.8	11.8	—	12.8	12.8	—	-7
Glasgow – Dublin	9.1	9.0	0.1	9.8	9.8	—	-7
Liverpool – Dublin	6.4	6.4	—	7.1	7.1	0.1	-10
Leeds/Bradford – Dublin	3.3	3.3	—	3.6	3.5	—	-6
Edinburgh – Dublin	3.4	3.4	—	3.6	3.6	—	-6
Bristol – Dublin	2.7	2.7	—	3.3	3.3	—	-16
Other Routes	12.3	11.8	0.5	15.2	11.8	3.4	-19
Italy	198.7	86.2	112.5	219.0	86.1	132.8	-9
London – Genoa (g)	2.5	—	2.5	1.6	—	1.6	59
– Milan	42.2	27.4	14.8	40.9	28.3	12.7	3
– Rimini (g)	6.5	—	6.5	7.2	—	7.2	-10
– Rome	43.1	32.0	11.1	41.4	31.4	10.1	4
– Venice	9.6	5.8	3.9	13.3	6.6	6.7	-28
– Other Italy	35.0	18.7	16.4	34.5	18.2	16.3	2
Luton – Rimini	8.0	—	8.0	13.3	—	13.3	-40
– Other Italy	28.6	—	28.6	39.9	—	39.9	-28
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	10.4	—	10.4	12.4	—	12.4	-16
Other Routes	12.6	2.3	10.3	14.4	1.8	12.6	-12
Luxembourg	5.2	5.2	—	6.0	4.7	1.3	-13
London – Luxembourg	5.2	5.2	—	5.0	4.7	0.3	6
Other Routes	—	—	—	1.0	—	1.0	-99
Netherlands	150.9	145.8	5.2	158.2	149.0	9.2	-5
London – Amsterdam	102.9	99.9	2.9	105.0	99.1	5.9	-2
– Rotterdam	16.6	16.5	0.1	20.7	20.7	0.1	-20
Other S.E. England – Netherlands	3.3	3.0	0.2	5.7	4.9	0.8	-43
Manchester – Amsterdam	8.7	8.6	0.1	9.2	9.0	0.2	-5
Other Routes	19.5	17.7	1.8	17.5	15.3	2.2	11
Norway	26.4	20.9	5.6	27.6	20.0	7.6	-4
London – Oslo	16.0	12.8	3.3	14.3	11.8	2.5	12
Other Routes	10.4	8.1	2.3	13.3	8.2	5.1	-22
Portugal	42.4	20.7	21.7	66.0	28.3	37.6	-36
London – Lisbon	18.5	12.7	5.8	26.4	18.1	8.2	-30
Other Routes	23.9	8.0	15.9	39.6	10.2	29.4	-40
Soviet Union and Eastern Europe (b)	37.9	22.1	15.8	39.3	21.0	18.3	-4
London – Moscow	5.5	5.0	0.5	4.8	4.4	0.3	16
– Prague	3.2	3.1	0.2	3.3	3.3	—	-2
Other Routes	29.1	14.0	15.1	31.2	13.3	18.0	7

Table 18 cont.

	August 1974— October 1974			August 1973— October 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	566.1	115.6	450.4	676.4	100.3	576.1	-16
London – Barcelona	25.2	18.0	7.2	22.2	15.3	6.9	13
– Ibiza	16.0	3.3	12.7	19.4	2.7	16.7	-18
– Madrid	35.2	29.4	5.9	33.2	29.3	4.0	6
– Malaga	30.0	17.0	13.0	24.7	13.0	11.7	22
– Palma	86.4	21.3	65.1	86.1	15.6	70.5	—
– Other Spain	80.5	23.9	56.5	85.3	21.3	64.1	-6
Luton – Alicante	10.6	—	10.6	26.6	—	26.6	-60
– Barcelona	4.9	—	4.9	13.1	—	13.1	-62
– Gerona	13.2	—	13.2	22.9	—	22.9	-42
– Ibiza	11.3	—	11.3	23.1	—	23.1	-51
– Palma	25.3	—	25.3	47.3	—	47.3	-46
– Other Spain	12.2	—	12.2	26.5	—	26.5	-54
Other S.E. England – Spain	—	—	—	0.4	—	0.4	—
Manchester – Barcelona	5.7	—	5.7	4.3	0.2	4.1	32
– Palma	27.0	—	27.0	31.6	0.4	31.3	-15
Other N. England – Spain	64.9	0.9	64.0	76.7	1.1	75.5	-15
Scotland – Spain	30.9	1.3	29.5	36.7	0.3	36.4	-16
Other Routes	86.7	0.4	86.3	96.2	1.0	95.2	-10
Sweden	27.6	18.2	9.4	25.5	18.3	7.3	8
London – Stockholm	17.6	12.7	4.9	15.5	12.2	3.3	13
Other Routes	10.0	5.4	4.5	10.0	6.0	4.0	-1
Switzerland	97.0	75.6	21.4	110.0	76.6	33.4	-12
London – Basle	7.8	6.7	1.0	10.9	6.7	4.2	-29
– Geneva	33.9	29.5	4.4	33.8	29.9	3.9	—
– Zurich	44.1	35.6	8.5	46.1	35.8	10.3	-4
Luton – Switzerland	6.6	—	6.6	10.7	—	10.7	-37
Other Routes	4.7	3.9	0.9	8.5	4.1	4.4	-44
Yugoslavia	46.8	14.6	32.2	55.1	10.3	44.9	-15
London – Dubrovnic	8.5	2.6	5.9	8.7	0.9	7.7	-2
– Ljubljana	3.6	2.9	0.6	1.9	1.5	0.4	89
Luton – Yugoslavia	6.0	—	6.0	12.0	—	12.0	-50
Other Routes	28.8	9.0	19.8	32.6	7.8	24.8	-12
Other Europe	72.5	44.5	28.0	85.5	62.1	23.4	-15
WESTERN HEMISPHERE							
Canada	168.7	98.0	70.7	163.8	84.8	79.0	3
London – Montreal	22.3	21.0	1.3	18.4	17.1	1.3	21
– Toronto	67.4	32.4	35.0	69.8	29.0	40.8	-3
– Other Canada	39.6	22.0	17.6	35.9	18.5	17.4	10
Other U.K. – Montreal	1.7	1.6	0.1	2.8	2.4	0.4	-39
– Toronto	31.2	17.5	13.7	32.3	14.8	17.5	-3
Other Routes	6.5	3.5	3.0	4.6	2.9	1.7	41

Table 18 cont.

	August 1974— October 1974			August 1973— October 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	323.4	255.3	68.1	356.6	275.4	81.2	-9
London — New York	126.0	98.5	27.5	130.9	102.5	28.3	-4
— Other East Coast U.S.A.	76.9	71.8	5.1	77.7	68.6	9.2	-1
— Chicago and Detroit	36.2	29.4	6.9	32.0	25.2	6.8	13
— West Coast U.S.A.	58.9	43.4	15.6	72.1	53.6	18.6	-18
— Other U.S.A.	5.2	1.6	3.6	17.1	9.8	7.3	-69
Other U.K. — New York	16.5	10.5	6.0	20.8	15.0	5.8	-20
Other Routes	3.6	—	3.5	6.0	0.6	5.3	-40
West Atlantic and Caribbean Islands	25.4	23.9	1.5	22.4	19.3	3.1	13
Central and South America	8.7	8.5		8.8	8.5	0.3	-1
REST OF THE WORLD							
Canary Islands	30.9	6.4	24.5	24.6	3.6	21.0	26
North Africa (c)	24.0	12.2	11.8	30.4	7.5	22.9	-21
East Africa (d)	13.2	10.8	2.5	15.2	10.9	4.3	-13
Central Africa (e)	7.4	7.4	—	7.3	7.3	0.1	1
West Africa (d)	14.6	12.1	2.5	12.7	11.4	1.3	15
South Africa	20.6	20.3	0.4	15.4	15.2	0.2	34
Middle East (f)	85.8	83.6	2.2	69.6	66.8	2.8	23
India	15.5	15.4	0.1	13.3	13.2	0.1	16
Pakistan	6.7	6.7	0.1	3.8	3.8	—	76
Far East	48.5	40.7	7.8	47.7	36.1	11.6	2
Australia and New Zealand	23.9	23.8	0.1	19.0	18.7	0.3	26
Other Routes n.e.i.	26.0	9.1	16.9	7.7	5.8	1.8	239
ALL ROUTES	2 943.2	1 912.3	1 030.8	3 234.7	1 915.9	1 318.9	-9

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		Aug 1974 —Oct 1974 (000)	Aug 1973 —Oct 1973 (000)	Percentage change
London (a)	Aberdeen	13.7	12.0	14
	Belfast	50.1	55.4	-10
	Birmingham	3.0	3.4	-13
	Channel Islands	60.8	65.4	-7
	Edinburgh	54.1	62.7	-14
	Glasgow (b)	68.3	78.0	-12
	Isle of Man	3.5	4.1	-15
	Leeds/Bradford	11.4	10.9	4
	Liverpool	10.3	10.5	-2
	Manchester	35.9	34.4	4
	Newcastle	22.5	24.3	-7
	Tees-side	10.4	8.8	19
	Other airports	8.6	5.1	67
Belfast	Birmingham	8.1	8.2	-1
	East Midlands	3.6	3.5	1
	Edinburgh	2.2	2.0	10
	Glasgow (b)	9.8	11.2	-13
	Isle of Man	6.5	7.0	-8
	Leeds/Bradford	4.0	4.1	-2
	Liverpool	3.7	4.0	-9
	Manchester	10.6	11.2	-5
	Newcastle	2.4	2.6	-9
	Other airports	10.0	9.7	3
	Bournemouth	9.0	7.9	14
	Birmingham	12.7	12.4	2
	Bristol/Glamorgan	8.8	8.9	-1
Channel Islands	East Midlands	14.9	14.7	1
	Glasgow (b)	2.7	2.4	11
	Leeds/Bradford	5.3	5.6	-5
	Liverpool	4.7	5.2	-10
	Manchester	6.9	7.8	-11
	Newcastle	2.4	2.6	-8
	Southampton	32.2	31.2	3
	Other airports	16.9	18.1	-7
	Birmingham	2.9	2.9	—
	Glasgow (b)	0.4	0.5	-31
	Manchester	3.3	3.7	-11
	Other airports	6.8	5.6	21
Edinburgh	Birmingham	5.7	7.0	-19
	East Midlands	3.9	4.2	-6
	Isle of Man	3.0	2.9	3
	Leeds/Bradford	2.0	2.0	-3
	Liverpool	1.8	3.2	-45
	Manchester	5.2	5.6	-8
	Southampton	2.7	3.2	-17
	Other Scottish airports	18.4	18.3	—
	Other airports	4.2	4.6	-10
	Blackpool	12.4	14.3	-13
	Liverpool	11.8	12.9	-8
	Manchester	6.2	6.8	-8
	Newcastle	1.4	1.3	6
Isle of Man	Other airports	6.9	6.9	1
	Isles of Scilly	9.8	8.4	17
Penzance				
Other Routes		24.4	25.6	-4
TOTAL		663.1	695.2	-5

(a) Heathrow, Gatwick and Stansted

(b) 'Glasgow' includes Prestwick and Abbotsinch
Traffic counted in either direction

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

Cargo by Type and Nationality of Operator October 1974

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up	
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up			
London Area Airports														
+Gatwick	4 605·6	—	0·1	719·6	1 272·1	9·5	2·2	—	—	631·5	1 845·3	59·7	65·6	
+Heathrow	41 442·0	7 400·0	8 129·4	13·3	120·6	10 265·7	14 530·8	131·9	54·0	33·1	31·0	201·6	530·6	
+Luton	124·8	—	—	0·2	0·1	—	—	—	—	14·4	26·4	53·0	30·7	
+Southend	1 506·0	—	—	901·0	597·0	—	—	—	—	1·0	7·0	—	—	
+Stansted	1 431·8	—	—	—	1·0	—	—	—	—	198·7	754·2	—	477·9	
TOTAL (London Area)	49 110·2	7 400·0	8 129·5	1 634·1	1 990·8	10 275·2	14 533·0	131·9	54·0	878·7	2 663·9	314·3	1 104·8	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	65·1	18·8	24·9	1·4	1·5	6·2	12·0	—	—	—	0·3	—	—	
+Liverpool	1 290·2	139·9	668·5	1·9	0·4	117·5	57·6	—	12·2	5·1	15·7	38·8	232·6	
+Manchester	3 529·3	632·4	513·6	10·5	4·6	831·1	1 317·0	10·8	—	1·2	181·6	0·1	264	
+Birmingham	290·9	59·0	78·4	10·4	4·6	61·3	73·4	—	—	1·5	—	2·3	—	
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+East Midlands	655·8	—	—	203·1	338·8	—	—	—	—	28·4	18·7	41·8	25·0	
+Newcastle	153·0	14·5	58·2	16·8	27·1	—	—	—	—	—	19·7	0·1	16·6	
+Tees-side	22·5	—	—	10·3	12·2	—	—	—	—	—	—	—	—	
+Bristol	61·4	14·8	7·7	0·8	0·8	19·4	17·4	—	—	0·5	—	—	—	
+Glamorgan	18·1	1·9	11·6	1·9	0·7	0·9	1·1	—	—	—	—	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Ashford	338·2	—	—	123·7	214·5	—	—	—	—	—	—	—	—	
+Blackpool	57·8	—	—	3·6	38·0	—	—	—	—	1·3	14·9	—	—	
+Bournemouth	351·0	—	—	137·3	209·0	—	—	—	—	0·3	—	1·3	3·1	
+Cambridge	202·3	—	—	—	—	—	—	—	—	6·5	9·0	104·1	82·7	
+Exeter	21·1	—	—	4·1	17·0	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	7·5	6·3	1·2	—	—	—	—	—	—	—	—	—	—	
+Lydd	9·3	—	—	—	—	—	—	—	—	6·3	3·0	—	—	
+Manston	296·2	—	—	—	—	—	—	—	—	132·8	124·6	21·3	17·5	
+Norwich	98·7	—	—	7·7	10·2	—	—	—	—	78·7	2·1	—	—	
Penzance Heliport	7·5	1·2	6·3	—	—	—	—	—	—	—	—	—	—	
+Southampton	72·4	0·7	5·4	15·1	42·1	—	—	—	—	0·1	1·0	1·0	7·0	
+Edinburgh	334·9	182·1	39·5	58·6	46·0	5·5	3·2	—	—	—	—	—	—	
+Glasgow	2 138·2	597·9	668·2	93·0	81·7	229·1	394·5	—	38·0	14·6	1·7	8·0	11·5	
+Prestwick	1 113·2	389·3	233·4	0·9	—	246·7	187·2	—	—	—	14·5	—	41·2	
Aberdeen	275·8	51·6	71·3	9·6	13·5	—	—	6·3	13·6	26·0	81·4	0·8	1·7	
Benbecula	26·3	21·0	5·3	—	—	—	—	—	—	—	—	—	—	
Inverness	23·9	7·4	16·5	—	—	—	—	—	—	—	—	—	—	
Islay	9·8	6·1	3·7	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	51·8	29·5	15·8	—	—	—	—	—	—	0·4	1·9	—	4·2	
Stornoway	51·6	32·6	16·1	—	—	—	—	—	—	—	—	—	2·9	
+Sumburgh	70·8	28·7	10·8	—	—	—	—	6·8	8·9	9·5	6·0	0·1	—	
Tiree	1·8	0·9	0·9	—	—	—	—	—	—	—	—	—	—	
Wick	16·3	5·5	3·0	—	—	—	—	—	—	0·3	—	—	7·5	
+Belfast	1 574·3	813·0	455·1	135·8	75·0	6·7	7·2	—	—	13·0	37·0	31·1	0·4	
+Isle of Man	319·9	180·4	88·1	47·3	4·1	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	62 667·1	10 635·5	11 133·0	2 527·9	3 132·6	11 799·6	16 603·6	155·8	126·7	1 205·2	3 197·0	565·1	1 585·1	
Channel Islands Airports														
Alderney	17·2	—	—	11·9	1·7	—	—	—	—	2·4	1·2	—	—	
Guernsey	693·0	86·9	45·5	220·4	136·3	—	—	—	—	106·2	97·7	—	—	
Jersey	958·0	167·3	87·5	552·9	129·2	9·2	0·7	—	—	9·3	1·9	—	—	
TOTAL (Channel Islands Airports)	1 668·2	254·2	133·0	785·2	267·2	9·2	0·7	—	—	117·9	100·8	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	August 1974 —October 1974 (tonnes)	August 1973 —October 1973 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 496·1	3 747·9	20·0
+ Heathrow	38 289·0	39 961·4	−4·2
+ Luton	125·4	188·2	−33·4
+ Southend	1 676·0	2 608·3	−35·7
+ Stansted	1 393·0	1 022·1	36·3
TOTAL (London Area)	45 979·5	47 528·0	−3·3
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	72·3	63·0	14·8
+ Liverpool	1 185·2	1 282·7	−7·6
+ Manchester	3 371·8	3 495·7	−3·5
+ Birmingham	251·9	343·1	−26·6
+ Coventry	2·7	8·8	−69·3
+ East Midlands	670·0	564·8	18·6
+ Newcastle	119·8	146·2	−18·1
+ Tees-side	20·0	36·8	−45·7
+ Bristol	59·5	71·2	−16·4
+ Glamorgan	18·8	28·0	−32·9
Swansea	—	0·6	—
+ Ashford	324·0	368·2	−12·0
+ Blackpool	66·9	58·1	15·1
+ Bournemouth	343·2	233·9	46·7
+ Cambridge	112·2	124·5	−9·9
+ Exeter	19·6	13·8	42·0
Gloucester/Cheltenham	—	0·2	—
Hawarden	—	—	—
Isles of Scilly	9·2	7·4	24·3
+ Lydd	6·1	5·3	15·1
+ Manston	302·1	346·2	−12·7
+ Norwich	47·3	53·6	−11·8
Penzance Heliport	9·2	7·1	29·6
Portsmouth	··	6·0	—
+ Southampton	87·1	83·3	4·6
+ Edinburgh	365·9	390·6	−6·3
+ Glasgow	1 989·4	1 887·0	5·4
+ Prestwick	1 125·8	1 296·7	−13·2
Aberdeen	255·0	98·7	—
Benbecula	27·4	18·1	51·4
Inverness	20·7	39·9	−48·1
Islay	9·6	5·7	68·4
+ Kirkwall	48·2	38·3	25·8
Stornoway	46·4	36·1	28·5
+ Sumburgh	108·5	41·6	—
Tiree	1·9	1·5	26·7
Wick	14·6	12·3	18·7
+ Belfast	1 418·5	1 375·8	3·1
+ Isle of Man	326·1	368·0	−11·4
TOTAL (Incl. London Area)	58 836·3	60 487·0	−2·7
Channel Islands Airports			
Alderney	20·7	25·8	−19·8
Guernsey	712·1	741·8	−4·0
Jersey	1 096·0	1 196·9	−8·4
TOTAL (Channel Islands Airports)	1 828·9	1 964·5	−6·9

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

All Scheduled Services October 1974

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	11 223	3 311	15 113	211 439	2 467 918	1 370 311	55·5	6 255	316 604	173 823	8 253	39 873	125 697	54·9
British Airways European Division	6 760	9 633	13 075	644 210	755 322	455 765	60·3	3 473	77 080	42 496	909	1 930	39 655	55·1
British Airways Helicopters	15	250	87	5 220	427	318	74·6	9	32	26	—	1	25	81·3
British Airways Regional Division—														
Channel Islands Airways	676	1 855	1 995	80 778	49 330	29 532	59·9	250	4 488	2 585	20	84	2 481	57·6
Scottish Airways	476	1 882	1 546	52 456	31 878	17 876	56·1	282	2 836	1 589	18	61	1 510	56·0
Cambrian Airways	375	1 468	1 154	55 735	25 932	15 994	61·7	939	2 566	1 501	5	218	1 278	58·5
Northeast Airlines	343	885	918	48 953	32 942	20 151	61·2	141	2 958	1 729	—	57	1 672	58·5
British Caledonian Airways	2 986	2 976	5 061	130 603	344 791	172 390	50·0	1 318	39 407	19 207	299	3 619	15 290	48·7
Air Anglia	202	574	652	10 119	8 905	4 321	48·5	49	911	456	—	24	432	50·0
Aurigny Air Services	105	1 846	597	17 137	1 278	935	73·2	46	126	77	—	2	75	61·4
British Air Ferries	119	580	542	13 512	4 898	2 519	51·4	1 494	806	537	—	308	229	66·6
British Island Airways	283	1 447	1 077	43 119	14 111	8 539	60·5	107	1 298	742	—	23	719	57·2
British Midland Airways	521	1 469	1 653	48 331	37 432	18 828	50·3	158	2 937	1 535	—	67	1 468	52·3
Brymon Airways	52	306	216	1 961	770	388	50·5	—	66	32	—	—	32	48·1
Dan-Air Services	307	1 154	1 041	23 589	17 294	6 977	40·3	—	1 406	569	—	—	569	40·5
Intra Airways	25	168	130	1 709	631	254	40·2	—	52	20	—	—	20	38·9
Loganair	31	426	214	2 138	357	131	36·6	—	33	12	—	—	12	36·6
TOTAL Passenger Services	24 499	30 230	45 069	1 391 009	3 794 215	2 125 228	56·0	14 522	453 602	246 936	9 503	46 266	191 164	54·4
Cargo Services														
British Airways Overseas Division	719	222	970					2 165	23 541	14 172	221	13 953		60·2
British Airways European Division	568	900	1 051					6 165	8 469	4 020	123	3 897		47·5
British Caledonian Airways	95	67	143					432	2 092	1 517	155	1 362		72·5
Air Freight	37	146	157					338	126	85	—	85		68·0
Air-Bridge Carriers	27	81	98					418	277	168	—	168		60·5
British Island Airways	135	446	484					821	622	268	43	226		43·1
Intra Airways	7	42	38					73	25	13	—	13		51·9
TOTAL Cargo Services	1 588	1 904	2 941					10 411	35 151	20 242	541	19 703		57·6
GRAND TOTAL	26 087	32 134	48 010	1 391 009	3 794 215	2 125 228	56·0	24 933	488 754	267 178	10 045	65 969	191 164	54·7

International Scheduled Services October 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	11 223	3 311	15 113	211 439	2 467 918	1 370 311	55.5	6 255	316 604	173 823	8 253	39 873	125 697	54.9
British Airways European Division	5 859	7 603	11 025	488 700	649 378	384 554	59.2	3 055	66 565	36 283	864	1 792	33 626	54.5
British Airways Regional Division—														
Channel Islands Airways	197	378	482	13 342	15 333	7 375	48.1	116	1 448	684	1	55	627	47.2
Cambrian Airways	128	329	313	11 607	10 581	5 889	55.7	41	923	491	—	20	471	53.2
Northeast Airlines	106	192	242	9 084	10 876	5 523	50.8	37	943	478	—	19	458	50.6
British Caledonian Airways	2 440	1 946	3 892	75 179	297 646	144 266	48.5	963	34 787	16 667	296	3 429	12 943	47.9
Air Anglia	130	284	391	5 932	5 723	2 466	43.1	49	585	270	—	24	247	46.1
Aurigny Air Services	78	1 674	467	15 312	909	654	72.0	42	89	54	—	1	52	60.7
British Air Ferries	119	580	542	13 512	4 898	2 519	51.4	1 494	806	537	—	308	229	66.6
British Island Airways	99	355	361	10 192	4 937	2 608	52.8	26	454	229	—	7	222	50.4
British Midland Airways	157	410	497	7 447	11 263	3 519	31.2	51	834	302	—	27	275	36.2
Brymon Airways	19	108	77	509	300	117	39.1	—	26	9	—	—	9	36.7
Dan-Air Services	139	362	432	8 534	6 550	2 912	44.5	—	529	237	—	—	237	44.9
Intra Airways	15	131	83	1 136	280	88	31.3	—	23	7	—	—	7	29.6
TOTAL Passenger Services	20 708	17 663	33 917	871 925	3 486 592	1 932 801	55.4	12 131	424 615	230 071	9 414	45 556	175 100	54.2
Cargo Services														
British Airways Overseas Division	719	222	970					2 165	23 541	14 172	221	13 953		60.2
British Airways European Division	457	620	766					4 160	6 458	3 086	107	2 978		47.8
British Caledonian Airways	70	23	92					206	1 916	1 388	25	1 362		72.4
Air Freight	37	146	157					338	126	85	—	85		68.0
British Island Airways	64	108	218					194	293	111	11	99		37.7
TOTAL Cargo Services	1 345	1 119	2 203					7 062	32 333	18 841	365	18 478		58.3
GRAND TOTAL	22 053	18 782	36 119	871 925	3 486 592	1 932 801	55.4	19 193	456 949	248 912	9 778	64 034	175 100	54.5

Domestic Scheduled Services October 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	902	2 030	2 051	155 510	105 944	71 211	67.2	417	10 515	6 213	45	138	6 030	59.1
British Airways Helicopters	15	250	87	5 220	427	318	74.6	9	32	26	—	1	25	81.3
British Airways Regional Division—														
Channel Islands Airways	478	1 477	1 513	67 436	33 997	22 156	65.2	134	3 040	1 901	19	29	1 854	62.5
Scottish Airways	476	1 882	1 546	52 456	31 878	17 876	56.1	282	2 836	1 589	18	61	1 510	56.0
Cambrian Airways	247	1 139	842	44 128	15 351	10 106	65.8	898	1 643	1 010	5	198	807	61.5
Northeast Airlines	237	693	676	39 869	22 066	14 628	66.3	104	2 015	1 252	—	38	1 214	62.1
British Caledonian Airways	547	1 030	1 169	55 424	47 144	28 123	59.7	354	4 619	2 540	3	190	2 347	55.0
Air Anglia	72	290	260	4 187	3 182	1 855	58.3	—	325	186	—	—	186	57.0
Aurigny Air Services	26	172	129	1 825	369	281	76.2	4	37	23	—	1	23	63.2
British Island Airways	184	1 092	717	32 927	9 174	5 931	64.7	81	843	513	—	16	497	60.9
British Midland Airways	364	1 059	1 156	40 884	26 169	15 309	58.5	107	2 103	1 234	—	40	1 194	58.7
Brymon Airways	33	198	139	1 452	470	271	57.7	—	40	22	—	—	22	55.4
Dan-Air Services	168	792	609	15 055	10 744	4 065	37.8	—	877	332	—	—	332	37.8
Intra Airways	10	37	47	573	351	166	47.3	—	29	13	—	—	13	46.3
Loganair	31	426	214	2 138	357	131	36.6	—	33	12	—	—	12	36.6
TOTAL Passenger Services	3 791	12 567	11 152	519 084	307 623	192 428	62.6	2 391	28 987	16 865	90	710	16 065	58.2
Cargo Services														
British Airways European Division	111	280	285					2 005	2 010	934	16	918		46.5
British Caledonian Airways	25	44	51					226	176	129	129	—		73.4
Air-Bridge Carriers	27	81	98					418	277	168	—	168		60.5
British Island Airways	72	338	266					627	329	157	31	126		47.8
Intra Airways	7	42	38					73	25	13	—	13		51.9
TOTAL Cargo Services	243	785	738					3 349	2 818	1 401	177	1 225		49.7
GRAND TOTAL	4 034	13 352	11 890	519 084	307 623	192 428	62.6	5 740	31 805	18 266	266	1 935	16 065	57.4

All Non-scheduled Services October 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	565	127	730	11 289	92 717	81 315	87.7	66	11 357	8 594	965	7 630	75.7
British Airways European Division	497	485	990	22 720	34 978	25 017	71.5	1 567	5 814	3 593	1 464	2 129	61.8
British Airtours	758	383	1 082	53 101	143 600	107 038	74.5	—	13 069	9 164	—	9 164	70.1
British Airways Helicopters	150	1 209	766	7 733	3 179	1 520	47.8	74	301	135	21	114	44.7
British Airways Regional Division—													
Channel Islands Airways	5	12	13	184	308	145	47.1	10	32	14	2	12	42.9
Scottish Airways	3	13	10	172	132	56	42.0	11	16	7	2	5	43.1
Cambrian Airways	246	368	408	15 250	21 625	16 357	75.6	16	1 787	1 312	6	1 306	73.4
Northeast Airlines	360	269	572	28 733	41 664	38 988	93.6	—	3 586	3 246	—	3 246	90.5
British Caledonian Airways	1 088	581	1 650	34 616	87 761	66 622	75.9	1 058	21 825	14 220	8 393	5 827	65.2
Air Anglia	75	235	252	2 296	1 419	801	56.5	—	152	80	—	80	52.7
Air Freight	21	24	86	—	—	—	—	47	57	37	37	—	66.0
Air-Bridge Carriers	36	53	111	—	—	—	—	110	303	91	91	—	30.1
Alidair	116	213	316	5 819	8 792	4 401	50.1	214	810	480	100	380	59.3
Beecham Imperial	27	44	62	133	218	102	46.7	—	19	9	—	9	46.8
Bristow Helicopters	357	2 891	1 746	19 135	6 034	3 361	55.7	363	575	317	62	255	55.1
Britannia Airways	1 960	1 321	3 144	147 798	254 757	220 551	86.6	—	21 668	18 749	—	18 749	86.5
British Air Ferries	22	16	84	—	—	—	—	53	153	92	92	—	60.0
British Executive Air Services	12	147	41	835	151	65	43.1	7	23	8	1	7	34.8
British Island Airways	126	366	442	8 505	4 912	2 743	55.8	10	567	297	63	233	52.3
British Midland Airways	202	206	380	11 591	29 238	14 183	48.5	26	2 572	1 201	94	1 107	46.7
Brymon Airways	1	4	2	18	11	7	58.3	—	1	1	—	1	51.0
Cabair	28	93	94	201	166	22	13.3	—	28	8	—	8	28.6
Dan-Air Services	2 690	1 786	4 448	166 259	334 900	280 182	83.7	—	26 786	22 415	—	22 415	83.7
Eagle Flying Services	2	8	6	21	13	5	38.5	—	2	—	—	—	—
Fairflight Charters	81	158	311	614	400	291	72.8	25	56	38	16	22	67.9
Galliford Aviation	2	4	6	13	14	7	50.0	—	2	1	—	1	50.0
Green Shield Stamp	8	18	15	55	81	27	33.0	—	8	3	—	3	33.0
Haywards Aviation	6	16	26	81	38	25	67.2	1	6	3	1	2	49.3
Humber Airways	7	24	31	40	41	11	26.8	—	4	2	—	2	50.0
I D S Aircraft	59	222	208	502	338	131	38.7	—	28	11	—	11	38.7
International Aviation Service	288	124	609	—	—	—	—	657	4 823	2 706	2 706	—	56.1
Intra Airways	7	48	34	1 249	199	170	85.6	8	17	14	2	12	80.5
Invicta International Airlines	400	252	763	6 150	10 749	7 052	65.6	1 281	6 854	3 895	3 194	701	56.8
Laker Airways	1 580	679	2 225	70 612	296 852	210 248	70.8	—	29 442	19 560	—	19 560	66.4
Loganair	98	782	391	3 438	882	442	50.1	13	84	43	3	40	51.4
Macedonian Aviation	8	24	40	180	251	65	25.9	9	26	10	5	5	38.6
MAM Aviation	23	54	63	208	210	83	39.7	—	19	8	—	8	44.1
McAlpine Aviation	270	588	536	1 567	2 108	874	41.4	3	159	68	—	68	42.9
Merlot International Airlines	33	46	49	78	247	56	22.7	—	19	4	—	4	21.1
Monarch Airlines	578	386	966	40 075	83 542	58 630	70.2	25	9 218	5 820	500	5 320	63.1
Moseley Aviation	4	15	16	75	28	24	85.7	—	3	3	—	3	100.0
Northern Air Taxis	67	116	224	430	403	248	61.5	—	40	21	—	21	52.5
Northern Executive Aviation	8	28	35	163	52	46	88.5	4	7	5	1	4	71.4
Peters Aviation	30	113	127	655	362	205	56.8	—	36	16	—	15	42.8
Thurston Aviation	22	89	80	168	127	43	33.9	2	11	3	—	3	27.3
Tradewinds Airways	545	100	1 172	—	—	—	—	698	11 120	8 345	8 345	—	75.0
Trans-Meridian Air Cargo	670	313	1 368	—	—	—	—	3 008	17 327	8 910	8 910	—	51.4
Vernair Transport	11	37	40	91	74	36	49.1	—	6	4	—	3	55.2
TOTAL	14 154	15 090	26 765	662 853	1 463 571	1 142 195	78.0	9 376	190 817	133 559	35 076	98 483	70.0
Class 5A Licence TOTAL	234	494	465	17 251	24 952	17 619	70.6	..	2 411	1 533	33	1 500	63.6
TOTAL Excludes 5A Licence	13 920	14 596	26 301	645 602	1 438 619	1 124 576	78.2	9 376	188 406	132 026	35 043	96 983	70.1

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services October 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	565	127	730	11 289	92 717	81 315	87.7	66	11 357	8 594	965	7 630	75.7
British Airways European Division	487	463	967	21 812	34 342	24 656	71.8	1 491	5 686	3 532	1 433	2 099	62.1
British Airtours	758	383	1 082	53 101	143 600	107 038	74.5	—	13 069	9 164	—	9 164	70.1
British Airways Helicopters	130	960	646	6 887	2 767	1 424	51.5	70	262	126	20	106	48.1
British Airways Regional Division—													
Channel Islands Airways	4	5	8	127	274	125	45.7	—	23	10	—	10	43.6
Cambrian Airways	225	223	394	11 275	20 395	15 787	77.4	16	1 678	1 267	6	1 261	75.5
Northeast Airlines	342	258	559	28 350	41 382	38 854	93.9	—	3 543	3 225	—	3 225	91.0
British Caledonian Airways	1 086	570	1 642	33 609	87 559	66 475	75.9	1 058	21 807	14 207	8 393	5 814	65.1
Air Anglia	20	53	64	1 043	680	420	61.8	—	71	42	—	42	59.3
Air Freight	21	24	86	—	—	—	—	47	57	37	37	—	66.0
Air-Bridge Carriers	34	44	106	—	—	—	—	106	282	91	91	—	32.1
Alidair	73	92	193	4 615	5 496	4 047	73.6	6	514	356	6	350	69.4
Beecham Imperial	26	40	57	113	204	94	46.2	—	18	8	—	8	46.2
Bristow Helicopters	357	2 891	1 746	19 135	6 034	3 361	55.7	363	575	317	62	255	55.1
Britannia Airways	1 960	1 321	3 144	147 798	254 757	220 551	86.6	—	21 668	18 749	—	18 749	86.5
British Air Ferries	22	16	84	—	—	—	—	53	153	92	92	—	60.0
British Executive Air Services	12	147	41	835	151	65	43.1	7	23	8	1	7	34.8
British Island Airways	85	225	279	4 453	2 989	1 621	54.2	—	385	194	56	138	50.5
British Midland Airways	188	161	330	10 595	28 331	13 866	48.9	—	2 514	1 166	85	1 082	46.4
Cabair	17	45	58	123	102	5	4.9	—	17	5	—	5	29.4
Dan-Air Services	2 677	1 743	4 400	165 390	334 274	279 919	83.7	—	26 735	22 394	—	22 394	83.8
Eagle Flying Services	1	4	4	10	8	3	37.5	—	1	—	—	—	—
Fairflight Charters	64	121	244	389	254	184	72.4	24	44	29	15	14	65.9
Galliford Aviation	2	4	6	13	14	7	50.0	—	2	1	—	1	50.0
Green Shield Stamp	7	14	13	52	71	26	36.5	—	7	3	—	3	36.5
Haywards Aviation	4	7	15	34	17	14	81.9	1	4	2	1	1	54.8
Humber Airways	3	11	15	18	20	5	25.0	—	2	1	—	1	50.0
International Aviation Service	288	124	609	—	—	—	—	657	4 823	2 706	2 706	—	56.1
Intra Airways	5	35	25	1 001	151	136	89.6	8	14	11	2	10	83.7
Invicta International Airlines	400	252	763	6 150	10 749	7 052	65.6	1 281	6 854	3 895	3 194	701	56.8
Laker Airways	1 578	675	2 221	70 477	296 693	210 139	70.8	—	29 428	19 550	—	19 550	66.4
Macedonian Aviation	6	14	28	180	177	65	36.7	7	18	9	4	5	47.7
MAM Aviation	17	21	35	53	152	43	28.3	—	14	5	—	5	33.7
McAlpine Aviation	190	257	324	799	1 503	649	43.2	—	113	50	—	50	44.6
Merlot International Airlines	31	43	46	75	232	53	22.8	—	18	4	—	4	22.2
Monarch Airlines	578	386	966	40 075	83 542	58 630	70.2	25	9 218	5 820	500	5 320	63.1
Moseley Aviation	3	7	11	35	20	17	85.0	—	2	2	—	2	100.0
Northern Executive Aviation	3	8	13	43	19	16	84.2	1	3	1	—	1	33.3
Peters Aviation	14	28	56	238	167	114	68.1	—	17	9	—	9	51.1
Thurston Aviation	22	89	80	168	127	43	33.9	2	11	3	—	3	27.3
Tradewinds Airways	545	100	1 172	—	—	—	—	698	11 120	8 345	8 345	—	75.0
Trans-Meridian Air Cargo	670	313	1 368	—	—	—	—	3 008	17 327	8 910	8 910	—	51.4
Vernair Transport	3	6	11	10	19	3	17.1	—	2	1	—	—	41.0
TOTAL	13 524	12 310	24 638	640 370	1 449 990	1 136 824	78.4	9 002	189 475	132 939	34 922	98 017	70.2
Class 5A Licence TOTAL	133	85	179	7 756	21 000	15 560	74.1	..	2 031	1 347	29	1 318	66.3
TOTAL Excludes 5A Licences	13 391	12 225	24 459	632 614	1 428 990	1 121 264	78.5	9 002	187 444	131 592	34 893	96 699	70.2

†Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services October 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† tonnes uplifted	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	10	22	23	908	636	361	56.8	75	128	61	32	30	48.0
British Airways Helicopters	20	249	119	846	411	96	23.4	4	39	9	1	8	21.5
British Airways Regional Division—													
Channel Islands Airways	1	7	5	57	34	20	58.9	10	9	4	2	2	41.2
Scottish Airways	3	13	10	172	132	56	42.0	11	16	7	2	5	43.1
Cambrian Airways	21	145	14	3 975	1 230	570	46.3	—	109	45	—	45	41.2
Northeast Airlines	18	11	13	383	282	134	47.7	—	43	22	—	22	50.2
British Caledonian Airways	2	11	8	1 007	202	147	73.1	—	18	13	—	13	70.3
Air Anglia	55	182	188	1 253	739	381	51.5	—	81	38	—	38	46.9
Air-Bridge Carriers	2	9	6	—	—	—	—	4	21	1	1	—	3.6
Alidair	43	121	124	1 204	3 296	354	10.7	208	296	124	94	30	41.8
Beecham Imperial	2	4	4	20	14	7	53.9	—	1	1	—	1	56.1
British Island Airways	40	141	164	4 052	1 923	1 122	58.3	10	182	102	7	95	56.2
British Midland Airways	14	45	50	996	907	316	34.8	26	58	34	10	25	58.9
Brymon Airways	1	4	2	18	11	7	58.3	—	1	1	—	1	51.0
Cabair	11	48	36	78	64	17	26.6	—	11	3	—	3	27.3
Dan-Air Services	13	43	47	869	626	262	41.9	—	51	21	—	21	41.9
Eagle Flying Services	1	4	2	11	5	2	40.0	—	1	—	—	—	—
Fairflight Charters	17	37	67	225	146	107	73.3	1	12	9	1	8	75.0
Green Shield Stamp	1	4	2	3	10	1	7.7	—	1	—	—	—	7.7
Haywards Aviation	2	9	11	47	21	11	54.9	—	2	1	—	1	39.1
Humber Airways	4	13	16	22	21	6	28.6	—	2	1	—	1	50.0
I D S Aircraft	59	222	208	502	338	131	38.7	—	28	11	—	11	38.7
Intra Airways	2	13	9	248	48	35	72.8	—	4	2	—	2	68.2
Laker Airways	2	4	4	135	159	109	68.4	—	14	10	—	10	69.4
Loganair	98	782	391	3 438	882	442	50.1	13	84	43	3	40	51.4
Macedonian Aviation	2	10	12	—	74	—	—	2	8	1	1	—	16.9
MAM Aviation	6	33	28	155	57	40	70.0	—	5	4	—	4	71.4
McAlpine Aviation	81	331	213	768	606	224	37.1	3	46	18	—	18	38.8
Merlot International Airlines	2	3	3	3	15	3	20.0	—	1	—	—	—	—
Moseley Aviation	1	8	5	40	8	7	87.5	—	1	1	—	1	100.0
Northern Air Taxis	67	116	224	430	403	248	61.5	—	40	21	—	21	52.5
Northern Executive Aviation	5	20	22	120	33	30	90.9	3	4	4	1	3	100.0
Peters Aviation	15	85	71	417	194	91	47.0	—	19	7	—	7	35.7
Vernair Transport	8	31	29	81	55	33	60.5	—	5	3	—	3	60.3
TOTAL	630	2 780	2 127	22 483	13 581	5 372	39.6	374	1 342	620	154	466	46.2
Class 5A Licence TOTAL	101	409	286	9 495	3 952	2 059	52.1	...	380	186	4	182	48.9
TOTAL Excludes 5A Licences	529	2 371	1 842	12 988	9 629	3 313	34.4	374	962	434	150	284	45.1

†Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations October 1974

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km			Tonne—km		
				ABC	uplifted Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	261	55	335	6 708	—	46 278	37 531	81·1	5 132	3 540	69·0
British Airtours	46	10	57	1 548	—	8 703	7 129	81·9	792	605	76·4
British Caledonian Airways	47	8	60	1 059	—	8 805	6 944	78·9	1 208	626	51·8
Dan-Air Services	61	14	79	1 399	—	11 447	8 402	73·4	915	672	73·4
Laker Airways	480	100	621	19 004	—	165 648	105 692	63·8	16 805	9 584	57·0
TOTAL	895	187	1 152	29 718	—	240 882	165 697	68·8	24 852	15 026	60·5

There were no US originating passengers in October 1974.

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km		Percentage of available	Tonne—km		Percentage of available	Number of IT passengers uplifted	
				Available (000)	Used (000)	Available (000)		Used (000)	Class 2		Class 4	
International Services												
British Airways European Division	276	232	530	19 250	28 034	21 868	78·0	2 503	1 848	73·8	—	—
British Airtours	539	295	783	41 456	101 853	74 713	73·4	9 269	6 402	69·1	—	—
British Airways Regional Division—												
Cambrian Airways	213	196	360	10 600	19 613	15 247	77·7	1 599	1 219	76·3	—	—
Northeast Airlines	341	256	554	28 243	41 287	38 784	93·9	3 535	3 219	91·0	—	—
British Caledonian Airways	382	341	685	25 555	40 111	29 991	74·8	3 517	2 579	73·3	—	—
Alidair	50	38	126	2 530	3 872	3 228	83·4	348	273	78·5	—	—
Britannia Airways	1 886	1 207	2 978	135 191	245 192	212 472	86·7	20 855	18 062	86·6	—	—
Dan-Air Services	2 029	1 382	3 404	138 650	249 568	209 660	84·0	19 963	16 776	84·0	—	1 023
Invicta International Airlines	69	63	144	5 139	10 122	6 517	64·4	1 012	647	64·0	—	—
Laker Airways	777	412	1 109	39 278	90 634	71 571	79·0	8 631	6 776	78·5	—	794
Monarch Airlines	376	255	584	35 604	63 730	54 409	85·4	6 192	4 938	79·7	—	—
TOTAL International Services	6 939	4 677	11 257	481 496	894 015	738 459	82·6	77 423	62 739	81·0	—	1 817
Domestic Services—Nil												
o												
GRAND TOTAL	6 939	4 677	11 257	481 496	894 015	738 459	82·6	77 423	62 739	81·0	—	1 817

All Class 4 Licence Operations October 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	226	53	300	—	3 496	38 836	38 170	98.3	4 315	3 551	82.3
British Airways European Division	1	2	3	—	88	130	58	44.4	14	5	38.5
British Airtours	78	29	105	—	3 430	14 726	12 726	86.4	1 340	1 089	81.3
British Caledonian Airways	34	41	63	—	3 970	4 076	3 788	92.9	509	333	65.3
Alidair	3	6	8	—	464	202	200	99.2	18	17	93.3
Britannia Airways	10	9	17	—	1 174	1 242	1 152	92.7	106	98	92.6
British Island Airways	4	13	17	—	462	199	145	73.0	18	13	68.1
British Midland Airways	19	23	50	—	1 614	1 367	1 314	96.1	111	103	92.4
Dan-Air Services	536	312	865	1 023	22 270	66 874	56 455	84.4	5 346	4 515	84.5
Intra Airways	5	38	27	—	1 091	169	153	90.7	13	11	82.7
Invicta International Airlines	4	8	11	—	1 011	628	535	85.1	63	54	85.1
Laker Airways	171	120	292	794	7 252	15 679	11 313	72.2	1 417	1 034	73.0
Loganair	27	405	59	—	2 093	220	145	66.0	20	13	65.9
TOTAL	1 118	1 059	1 815	1 817	48 415	144 347	126 154	87.4	13 289	10 835	81.5

International Class 4 Licence Operations October 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	226	53	300	—	3 496	38 836	38 170	98.3	4 315	3 551	82.3
British Airways European Division	1	2	3	—	88	130	58	44.4	14	5	38.5
British Airtours	78	29	105	—	3 430	14 726	12 726	86.4	1 340	1 089	81.3
British Caledonian Airways	34	40	62	—	3 862	4 047	3 760	92.9	507	330	65.2
Alidair	3	6	8	—	464	202	200	99.2	18	17	93.3
Britannia Airways	10	9	17	—	1 174	1 242	1 152	92.7	106	98	92.6
British Island Airways	2	4	8	—	178	81	73	90.4	8	6	83.9
British Midland Airways	18	21	47	—	1 468	1 307	1 254	95.9	106	98	92.3
Dan-Air Services	535	311	864	1 023	22 221	66 859	56 441	84.4	5 345	4 514	84.5
Intra Airways	4	34	23	—	1 001	151	136	89.6	12	10	81.4
Invicta International Airlines	4	8	11	—	1 011	628	535	85.1	63	54	85.1
Laker Airways	171	120	292	794	7 252	15 679	11 313	72.2	1 417	1 034	73.0
TOTAL	1 086	637	1 738	1 817	45 645	143 888	125 817	87.4	13 248	10 806	81.6

Domestic Class 4 Licence Operations October 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 Caledonian Airways	—	1	1	—	108	30	28	94.7	3	2	91.2
British Island Airways	2	9	9	—	284	118	72	61.1	11	6	57.3
British Midland Airways	1	2	3	—	146	60	60	100.0	5	5	95.0
Dan-Air Services	—	1	1	—	49	15	14	94.2	1	1	95.2
Intra Airways	1	4	4	—	90	18	18	100.0	2	1	93.2
Loganair	27	405	59	—	2 093	220	145	66.0	20	13	65.9
TOTAL	32	422	77	—	2 770	459	336	73.2	41	29	70.5

All Class 6 Licence Operations October 1974

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	30	8	38	66	1 034	963	93.1
British Airways European Division	8	16	19	103	103	53	51.7
British Airways Regional Division— Cambrian Airways	2	8	7	16	13	4	28.8
British Caledonian Airways	413	100	537	1 057	12 117	8 388	69.2
Air Freight	21	24	86	47	57	37	66.0
Air-Bridge Carriers	36	53	111	111	303	91	30.1
British Island Airways	1	3	5	10	4	3	76.4
International Aviation Service	64	21	133	140	1 087	1 016	93.5
Intra Airways	—	1	2	8	2	2	100.0
Invicta International Airlines	13	7	23	125	232	225	97.0
Tradewinds Airways	305	62	663	698	7 501	4 760	63.5
Trans-Meridian Air Cargo	196	55	382	617	5 091	3 129	61.5
TOTAL	1 087	358	2 005	2 999	27 543	18 671	67.8

International Class 6 Licence Operations October 1974

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	30	8	38	66	1 034	963	93.1
British Airways European Division	8	16	19	103	103	53	51.7
British Airways Regional Division— Cambrian Airways	2	8	7	16	13	4	28.8
British Caledonian Airways	413	100	537	1 057	12 117	8 388	69.2
Air Freight	21	24	86	47	57	37	66.0
Air-Bridge Carriers	34	44	106	106	282	91	32.1
International Aviation Service	64	21	133	140	1 087	1 016	93.5
Intra Airways	—	1	2	8	2	2	100.0
Invicta International Airlines	13	7	23	125	232	225	97.0
Tradewinds Airways	305	62	663	698	7 501	4 760	63.5
Trans-Meridian Air Cargo	196	55	382	617	5 091	3 129	61.5
TOTAL	1 085	346	1 995	2 984	27 518	18 667	67.8

Domestic Class 6 Licence Operations October 1974

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	2	9	6	5	21	1	3.6
British Island Airways	1	3	5	10	4	3	76.4
TOTAL	3	12	10	15	25	4	15.4

All Class 7 Licence Operations October 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	46	9	53	900	7 343	5 433	74.0	—	848	524	—	524	61.8
British Airways European Division	73	77	146	1 888	3 490	1 674	48.0	288	944	464	313	152	49.1
British Airtours	4	7	7	1 198	743	667	89.7	—	68	56	—	56	83.1
British Airways Helicopters	150	1 209	766	7 733	3 179	1 520	47.8	75	301	135	21	114	44.7
British Airways Regional Division—													
Channel Islands Airways	2	9	8	115	103	48	46.8	11	15	6	2	4	38.1
Scottish Airways	3	13	10	172	132	56	42.0	11	16	7	2	5	43.1
Cambrian Airways	11	20	31	708	798	546	68.4	—	68	44	—	44	64.5
Northeast Airlines	4	8	12	312	259	150	58.0	—	21	13	—	13	59.9
British Caledonian Airways	60	42	95	1 132	8 710	6 224	71.5	—	1 095	559	—	559	51.1
Air Anglia	75	235	252	2 296	1 419	801	56.5	—	152	80	—	80	52.7
Alidair	56	144	163	2 126	4 404	880	20.0	214	395	174	100	74	44.1
Beecham Imperial	27	44	62	133	218	102	46.7	—	19	9	—	9	46.8
Bristow Helicopters	357	2 891	1 746	19 135	6 034	3 361	55.7	364	575	317	62	255	55.1
British Air Ferries	22	16	84	—	—	—	—	53	153	92	92	—	60.0
British Executive Air Services	12	147	41	835	151	65	43.1	7	23	8	1	7	34.8
British Island Airways	2	6	7	266	91	81	88.8	—	8	7	—	7	82.7
British Midland Airways	27	63	87	1 776	1 792	948	52.9	27	129	84	10	74	65.5
Cabair	28	93	94	201	166	22	13.3	—	28	8	—	8	28.6
Dan-Air Services	37	67	96	1 953	2 816	1 887	67.0	—	227	152	—	152	67.0
Eagle Flying Services	2	8	6	21	13	5	38.5	—	2	—	—	—	—
Fairflight Charters	81	158	311	614	400	291	72.8	25	56	38	16	22	67.9
Galliford Aviation	2	4	6	13	14	7	50.0	—	2	1	—	1	50.0
Green Shield Stamp	8	18	15	55	81	27	33.0	—	8	3	—	3	33.0
Haywards Aviation	6	16	26	81	38	25	67.2	1	6	3	1	2	49.3
Humber Airways	7	24	31	40	41	11	26.8	—	4	2	—	2	50.0
IDS Aircraft	59	222	208	502	338	131	38.7	—	28	11	—	11	38.7
International Aviation Service	224	103	476	—	—	—	—	517	3 736	1 690	1 690	—	45.2
Invicta International Airlines	299	164	582	—	—	—	—	1 156	5 252	2 879	2 879	—	54.8
Laker Airways	9	10	15	1 500	2 244	2 007	89.4	—	225	199	—	199	88.7
Loganair	29	160	131	616	288	153	53.1	13	30	16	3	13	53.3
Macedonian Aviation	8	24	40	180	251	65	25.9	9	26	10	5	5	38.6
Mam Aviation	23	54	63	208	210	83	39.7	—	19	8	—	8	44.1
McAlpine Aviation	270	588	536	1 567	2 108	874	41.4	4	159	68	—	68	42.9
Merlot International Airlines	33	46	49	78	247	56	22.7	—	19	4	—	4	21.1
Moseley Aviation	4	15	16	75	28	24	85.7	—	3	3	—	3	100.0
Northern Air Taxis	67	116	224	430	403	248	61.5	—	40	21	—	21	52.5
Northern Executive Aviation	8	28	35	163	52	46	88.5	4	7	5	1	4	71.4
Peters Aviation	30	113	127	655	362	205	56.8	1	36	16	—	15	42.8
Thurston Aviation	22	89	80	168	127	43	33.9	2	11	3	—	3	27.3
Trans-Meridian Air Cargo	434	244	903	—	—	—	—	2 392	11 160	5 057	5 057	—	45.3
Vernair Transport	11	37	40	91	74	36	49.1	1	6	4	—	3	55.2
TOTAL	2 631	7 341	7 676	49 936	49 167	28 802	58.6	5 175	25 919	12 777	10 255	2 522	49.3

International Class 7 Licence Operations October 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	46	9	53	900	7 343	5 433	74.0	—	848	524	—	524	61.8
British Airways European Division	65	61	128	1 430	3 137	1 496	47.7	212	843	418	281	137	49.5
British Airtours	4	7	7	1 198	743	667	89.7	—	68	56	—	56	83.1
British Airways Helicopters	130	960	646	6 887	2 767	1 424	51.5	70	262	126	20	106	48.1
British Airways Regional Division—													
Channel Islands Airways	1	2	3	58	69	28	40.8	—	6	2	—	2	33.6
Cambrian Airways	10	15	27	614	712	521	73.2	—	60	42	—	42	69.0
Northeast Airlines	1	2	4	107	95	70	73.3	—	8	6	—	6	75.4
British Caledonian Airways	58	38	91	837	8 557	6 123	71.6	—	1 082	551	—	551	50.9
Air Anglia	20	53	64	1 043	680	420	61.8	—	71	42	—	42	59.3
Alidair	18	41	50	1 341	1 396	609	43.6	6	125	58	6	51	46.0
Beecham Imperial	26	40	57	113	204	94	46.2	—	18	8	—	8	46.2
Bristow Helicopters	357	2 891	1 746	19 135	6 034	3 361	55.7	364	575	317	62	255	55.1
British Air Ferries	22	16	84	—	—	—	—	53	153	92	92	—	60.0
British Executive Air Services	12	147	41	835	115	65	43.1	7	23	8	1	7	34.8
British Island Airways	2	6	7	266	91	81	88.8	—	8	7	—	7	82.7
British Midland Airways	13	20	39	926	945	692	73.2	1	75	55	1	54	72.6
Cabair	17	45	58	123	102	5	4.9	—	17	5	—	5	29.4
Dan-Air Services	24	25	50	1 133	2 205	1 638	74.3	—	177	132	—	132	74.4
Eagle Flying Services	1	4	4	10	8	3	37.5	—	1	—	—	—	—
Fairflight Charters	64	121	244	389	254	184	72.4	24	44	29	15	14	65.9
Galliford Aviation	2	4	6	13	14	7	50.0	—	2	1	—	1	50.0
Green Shield Stamp	7	14	13	52	71	26	36.5	—	7	3	—	3	36.5
Haywards Aviation	4	7	15	34	17	14	81.9	1	4	2	1	1	54.8
Humber Airways	3	11	15	18	20	5	25.0	—	2	1	—	1	50.0
International Aviation Service	224	103	476	—	—	—	—	517	3 736	1 690	1 690	—	45.2
Invicta International Airlines	299	164	582	—	—	—	—	1 156	5 252	2 879	2 879	—	54.8
Laker Airways	7	6	11	1 365	2 085	1 898	91.0	—	211	189	—	189	90.0
Macedonian Aviation	6	14	28	180	177	65	36.7	7	18	9	4	5	47.7
MAM Aviation	17	21	35	53	152	43	28.3	—	14	5	—	5	33.7
McAlpine Aviation	190	257	324	799	1 503	649	43.2	—	113	50	—	50	44.6
Merlot International Airlines	31	43	46	75	232	53	22.8	—	18	4	—	4	22.2
Moseley Aviation	3	7	11	35	20	17	85.0	—	2	2	—	2	100.0
Northern Executive Aviation	3	8	13	43	19	16	84.2	1	3	1	—	1	33.3
Peters Aviation	14	28	56	238	167	114	68.1	—	17	9	—	9	51.1
Thurston Aviation	22	89	80	168	127	43	33.9	2	11	3	—	3	27.3
Trans-Meridian Air Cargo	434	244	903	—	—	—	—	2 392	11 160	5 057	5 057	—	45.3
Vernair Transport	3	6	11	10	19	3	17.1	1	2	1	—	—	41.0
TOTAL	2 160	5 529	6 029	40 428	40 116	25 868	64.5	4 815	25 034	12 380	10 108	2 271	49.5

Domestic Class 7 Licence Operations October 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	7	16	18	458	354	178	50.3	76	101	46	32	15	45.9
British Airways Helicopters	20	249	119	846	411	96	23.4	4	39	9	1	8	21.5
British Airways Regional Division—													
Channel Islands Airways	1	7	5	57	34	20	58.9	11	9	4	2	2	41.2
Scottish Airways	3	13	10	172	132	56	42.0	11	16	7	2	5	43.1
Cambrian Airways	1	5	4	94	86	25	28.8	—	7	2	—	2	27.4
Northeast Airlines	2	6	8	205	164	80	49.1	—	13	7	—	7	50.8
British Caledonian Airways	2	4	4	295	153	101	65.9	—	14	9	—	9	63.4
Air Anglia	55	182	188	1 253	739	381	51.5	—	81	38	—	38	46.9
Alidair	39	103	113	785	3 008	271	9.0	208	270	117	94	23	43.2
Beecham Imperial	2	4	4	20	14	7	53.9	—	1	1	—	1	56.1
British Midland Airways	13	43	48	850	847	257	30.3	26	53	30	10	20	55.6
Cabair	11	48	36	78	64	17	26.6	—	11	3	—	3	27.3
Dan-Air Services	13	42	46	820	611	248	40.7	—	50	20	—	20	40.6
Eagle Flying Services	1	4	2	11	5	2	40.0	—	1	—	—	—	—
Fairflight Charters	17	37	67	225	146	107	73.3	1	12	9	1	8	75.0
Green Shield Stamp	1	4	2	3	10	1	7.7	—	1	—	—	—	7.7
Haywards Aviation	2	9	11	47	21	11	54.9	—	2	1	—	1	39.1
Humber Airways	4	13	16	22	21	6	28.6	—	2	1	—	1	50.0
I D S Aircraft	59	222	208	502	338	131	38.7	—	28	11	—	11	38.7
Laker Airways	2	4	4	135	159	109	68.4	—	14	10	—	10	69.4
Loganair	29	160	131	616	288	153	53.1	13	30	16	3	13	53.3
Macedonian Aviation	2	10	12	—	74	—	—	2	8	1	1	—	16.9
MAM Aviation	6	33	28	155	57	40	70.0	—	5	4	—	4	71.4
McAlpine Aviation	81	331	213	768	606	224	37.1	4	46	18	—	18	38.8
Merlot International Airlines	2	3	3	3	15	3	20.0	—	1	—	—	—	—
Moseley Aviation	1	8	5	40	8	7	87.5	—	1	1	—	1	100.0
Northern Air Taxis	67	116	224	430	403	248	61.5	—	40	21	—	21	52.5
Northern Executive Aviation	5	20	22	120	33	30	90.9	3	4	4	1	3	100.0
Peters Aviation	15	85	71	417	194	91	47.0	1	19	7	—	7	35.7
Vernair Transport	8	31	29	81	55	33	60.5	—	5	3	—	3	60.3
TOTAL	471	1 812	1 647	9 508	9 051	2 934	32.4	360	885	397	146	251	44.9

All Exempt Operations October 1974

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	134	148	282	838	2 815	1 126	40.0	1 177	2 201	1 198	1 098	99	54.4
British Airways Regional Division— Cambrian Airways	—	2	2	—	—	—	—	—	—	—	—	—	—
British Caledonian Airways	137	42	189	2 535	23 854	18 249	76.5	1	3 234	1 646	5	1 641	50.9
Britannia Airways	64	105	149	11 433	8 323	6 927	83.2	—	708	589	—	589	83.2
Brymon Airways	1	4	2	18	11	7	58.3	—	1	1	—	1	51.0
Laker Airways	143	37	188	2 784	22 646	19 665	86.8	—	2 365	1 967	—	1 967	83.2
Loganair	22	113	100	88	89	17	19.1	—	8	2	—	2	25.0
Monarch Airlines	65	23	142	57	1 166	857	73.5	25	820	494	416	78	60.3
TOTAL	567	474	1 053	17 753	58 906	46 848	79.5	1 203	9 336	5 896	1 519	4 377	63.2

International Exempt Operations October 1974

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	134	148	282	838	2 815	1 126	40.0	1 177	2 201	1 198	1 098	99	54.4
British Caledonian Airways	137	36	185	1 931	23 835	18 230	76.5	1	3 232	1 645	5	1 640	50.9
Britannia Airways	64	105	149	11 433	8 323	6 927	83.2	—	708	589	—	589	83.2
Laker Airways	143	37	188	2 784	22 646	19 665	86.8	—	2 365	1 967	—	1 967	83.2
Monarch Airlines	65	23	142	57	1 166	857	73.5	25	820	494	416	78	60.3
TOTAL	544	349	945	17 043	58 786	46 805	79.6	1 203	9 325	5 892	1 519	4 373	63.2

Domestic Exempt Operations October 1974

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division— Cambrian Airways	—	2	2	—	—	—	—	—	—	—	—	—	—
British Caledonian Airways	—	6	4	604	19	19	96.9	—	2	2	—	2	93.1
Brymon Airways	1	4	2	18	11	7	58.3	—	1	1	—	1	51.0
Loganair	22	113	100	88	89	17	19.1	—	8	2	—	2	25.0
TOTAL	23	125	108	710	119	42	35.3	—	11	4	—	4	38.3

Class 5 Operations for UK Operators October 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	2	2	4	185	260	181	69.6	..	28	18	—	2	16	64.3
British Airways European Division	5	10	10	656	508	292	57.5	..	49	25	—	—	25	51.0
British Airtours	77	38	110	5 110	14 784	10 464	70.8	..	1 346	894	—	—	894	66.4
British Airways Regional Division—														
Channel Islands Airways	3	3	5	69	205	97	47.3	..	17	8	—	—	8	47.1
Cambrian Airways	21	142	8	3 942	1 214	564	46.5	..	108	45	—	2	43	41.7
Northeast Airlines	16	5	6	178	118	54	45.8	..	30	15	—	—	15	50.0
British Caledonian Airways	1	2	2	157	117	81	69.2	..	12	7	—	—	7	58.3
Alidair	7	25	20	699	314	93	29.6	..	49	16	—	—	16	32.7
British Island Airways	37	129	150	3 768	1 805	1 050	58.2	..	167	93	—	4	89	55.7
British Midland Airways	1	4	6	114	76	30	39.5	..	25	2	—	—	2	8.0
Dan-Air Services	27	11	5	964	4 195	3 778	90.1	..	336	301	—	—	301	89.6
Intra Airways	1	9	5	158	30	17	56.7	..	2	1	—	—	1	50.0
Loganair	20	104	101	641	285	127	44.6	..	26	12	—	—	12	46.2
Monarch Airlines	16	10	34	610	1 041	791	76.0	..	216	96	—	25	71	44.4
TOTAL	234	494	465	17 251	24 952	17 619	70.6	..	2 411	1 533	—	33	1 500	63.6

Class 5 Operations for Non-UK Operators October 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	14	4	20	359	2 790	1 340	48.0	..	254	117	—	—	117	46.1
British Caledonian Airways	15	5	20	208	2 088	1 346	64.5	..	132	81	—	—	81	61.4
British Island Airways	82	215	264	4 009	2 817	1 467	52.1	..	369	181	4	52	125	49.1
British Midland Airways	156	116	237	8 087	26 003	11 891	45.7	..	2 308	1 012	—	84	928	43.8
Invicta International Airlines	15	10	3	—	—	—	—	..	296	90	—	90	—	30.4
Monarch Airlines	121	98	207	3 804	17 605	2 573	14.6	..	1 990	292	—	59	233	14.7
Tradewinds Airways	240	38	509	—	—	—	—	..	3 619	3 585	—	3 585	—	99.1
Trans-Meridian Air Cargo	40	14	84	—	—	—	—	..	1 076	724	—	724	—	67.3
TOTAL	683	500	1 343	16 467	51 303	18 617	36.3	..	10 044	6 082	4	4 594	1 484	60.6

Aircraft Type and Utilisation — All Airlines October 1974

Table 31.1

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	141	580	16	542	84	13 512	2 519	6	4.1
Aviation Traders Merchantman	723	—	1 085	—	1 395	—	—	10	4.9
AW 650 Argosy	55	—	131	—	191	—	—	2	2.3
BAC 111—200	660	1 124	—	1 367	—	46 901	29 394	7	6.6
BAC 111—300/400	2 065	1 941	—	3 537	—	114 889	139 495	17	9.2
BAC 111—500	2 832	5 620	44	6 108	51	299 192	156 442	*30	7.4
BAC Britannia 300	378	23	142	104	701	1 364	2 349	5	5.9
BAC Vanguard V951/953	—	—	—	—	—	—	—	—	4.7
BAC Vanguard 952	355	71	164	155	541	6 150	7 052	5	3.7
BAC VC10 Standard	1 059	385	—	1 397	—	12 836	68 267	8	8.0
BAC VC10 Super	3 503	1 074	—	4 625	—	41 988	285 831	15	11.9
BAC Viscount 700	17	126	—	7	—	3 599	449	2	1.6
BAC Viscount 700D/800/810	1 994	6 474	21	6 405	17	228 026	77 094	47	5.2
Beagle 206	67	116	—	224	—	430	248	4	1.6
Beechcraft 18/Super H18	3	13	—	13	—	32	6	1	0.3
Beechcraft B55 C55 Baron	—	—	—	—	—	—	—	2	—
Beechcraft B80 Queen Air	11	37	—	40	—	91	36	1	1.0
Beechcraft B90 King Air	4	12	—	12	—	34	12	3	0.2
Bell 212 Twin	135	728	—	259	—	3 300	251	*4	1.0
Boeing 707—120/120B	277	107	—	367	—	11 679	37 244	2	11.1
Boeing 707—320C/336	4 903	1 015	353	4 834	1 638	54 323	327 724	*24	12.0
Boeing 707—420	2 515	920	—	3 548	—	83 770	324 824	18	7.7
Boeing 720/720B	533	345	17	770	67	38 711	56 281	6	7.7
Boeing 727—100	639	399	—	986	—	46 966	78 719	5	10.5
Boeing 737—200	1 960	1 321	—	3 144	—	147 798	220 551	14	11.7
Boeing 747	4 035	968	—	5 301	—	106 413	743 512	15	13.9
Britten-Norman Islander	163	1 685	12	751	14	7 521	620	*16	2.0
Britten-Norman Trislander	122	1 608	10	659	10	16 194	1 087	7	3.5
Canadair CL 44	1 215	—	413	—	2 540	—	—	12	6.5
Cessna 340	—	—	—	—	—	—	—	1	0.1
Cessna 401/421	9	18	—	26	—	25	17	1	0.1
DC10	527	136	—	695	—	10 780	120 411	3	9.1
DC3 Dakota/Pionair	111	243	212	220	281	4 135	796	14	1.8
DH 104 Dove	69	80	60	134	139	550	239	4	2.2
DH 106 Comet 4B/C	1 196	887	—	2 093	—	81 102	116 243	14	6.8
DH 114 Heron	30	113	—	127	—	655	205	5	0.9
DHC 6 Twin-Otter	28	155	—	105	—	1 327	280	1	4.1
Fokker Friendship 100/600	216	605	—	687	—	10 932	4 687	4	5.8
HP Herald 100/200	544	1 738	510	1 438	562	51 352	11 296	16	6.1
HP Herald 700	38	110	—	135	—	2 751	989	16	6.1
HS 121 Trident 1E	460	538	—	794	—	49 570	47 083	4	7.6
HS 121 Trident 2E	1 676	1 038	—	2 573	—	57 804	97 289	15	7.0
HS 121 Trident 3B	2 404	3 049	—	4 593	—	264 449	206 906	26	7.2
HS 125	304	532	—	534	—	1 422	976	20	0.9
HS 121 Trident 1C	1 266	2 008	—	2 590	—	137 569	83 469	20	5.2
HS 748	292	1 108	—	1 022	—	22 989	6 832	7	6.4
PA23 Aztec/Apache	53	190	4	209	2	353	104	7	0.8
PA31 Navajo	167	588	5	536	12	1 639	436	*10	1.5
Short SC7 Skyvan	24	222	—	128	—	2 408	254	2	3.3
Sikorsky 58T	10	26	—	30	—	108	41	1	1.3
Sikorsky S61N	405	1 957	—	1 873	—	20 587	4 527	20	3.4
Westland Wessex	75	1 786	—	479	—	8 928	446	7	2.1
TOTAL	40 277	43 819	3 199	66 176	8 245	2 017 154	3 263 537	*490	6.1

*Excluding airlines for which details not available

Aircraft Type & Utilisation — Individual Airlines

October 1974

Table 31.2

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
BAC VC10 Standard	818	305	—	1 057	—	10 326	56 551	6	7.2
BAC VC10 Super	3 503	1 074	—	4 625	—	41 988	285 831	15	11.9
Boeing 707—320C/336	2 378	422	230	2 150	1 009	22 171	147 522	11	11.6
Boeing 707—420	1 757	537	—	2 466	—	32 121	217 786	9	9.2
Boeing 747	4 035	968	—	5 301	—	106 413	743 512	15	13.9
TOTAL	12 490	3 306	230	15 599	1 009	213 019	1 451 202	56	11.4
British Airways European Division									
BAC 111—500	1 677	3 776	—	3 785	—	202 756	87 456	18	7.2
HS 121 Trident 2E	1 676	1 038	—	2 573	—	57 804	97 289	15	7.0
Aviation Traders Merchantman	723	—	1 085	—	1 395	—	—	10	4.9
HS 161 Trident 1C	1 266	2 008	—	2 590	—	137 569	83 469	20	5.2
HS 121 Trident 3B	2 404	3 049	—	4 593	—	264 449	206 906	26	7.2
BAC Vanguard V951/953	—	—	—	—	—	—	—	—	4.7
TOTAL	7 745	9 871	1 085	13 541	1 395	662 578	475 120	89	6.5
British Airways Helicopters									
Sikorsky S61N	150	1 183	—	752	—	11 940	1 760	9	2.8
Bell 212 Twin	116	276	—	101	—	1 013	79	1	1.2
TOTAL	266	1 459	—	853	—	12 953	1 839	10	2.6
British Airways Channel Islands Airways									
BAC Viscount—700D/800/810	514	1 531	5	1 658	3	66 044	21 809	12	5.2
BAC 111—300/400	334	528	—	667	—	27 310	18 749	3	8.6
TOTAL	848	2 059	5	2 325	3	93 354	40 558	15	5.8
British Airways Scottish Airways									
Short SC7 Skyvan	24	222	—	128	—	2 408	254	2	3.3
BAC Viscount—700D/800/810	367	1 534	4	1 243	2	42 084	12 459	7	5.8
TOTAL	391	1 756	4	1 371	2	44 492	12 713	9	5.2
British Airways Cambrian Airways									
BAC Viscount—700	17	126	—	7	—	3 599	449	2	1.6
BAC Viscount—700D/800/810	251	1 159	8	884	7	39 392	9 205	8	5.1
BAC 111—300/400	349	537	—	656	—	27 707	22 476	4	7.8
TOTAL	616	1 822	8	1 547	7	70 698	32 131	14	5.4
British Airways Northeast Airlines									
BAC Viscount—700D/800/810	216	591	—	644	—	25 551	9 033	6	4.4
HS 121 Trident 1E	460	538	—	794	—	49 570	47 083	4	7.6
TOTAL	676	1 129	—	1 438	—	75 121	56 116	10	5.6
British Airtours									
Boeing 707—420	758	383	—	1 082	—	51 649	107 038	9	6.3
British Caledonian Airways									
BAC 111—200	660	1 124	—	1 367	—	46 901	29 394	7	6.6
BAC 111—500	1 155	1 844	44	2 323	51	96 436	68 986	12	7.6
BAC VC10 Standard	240	80	—	340	—	2 510	11 716	2	10.3
Boeing 707—320C/336	2 114	409	123	2 144	629	18 313	128 915	9	13.4
TOTAL	4 169	3 457	167	6 174	680	164 160	239 012	30	9.3

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Air Anglia									
DC3 Dakota/Pionair	18	62	—	74	—	1 160	335	2	1.0
Fokker Friendship 100/600	216	605	—	687	—	10 932	4 687	4	5.8
PA31 Navajo	43	142	—	142	—	323	100	3	1.5
TOTAL	277	809	—	903	—	12 415	5 122	9	3.3
Air Freight									
DC3 Dakota/Pionair	57	—	170	—	243	—	—	4	1.6
Air-Bridge Carriers									
AW650 Argosy	55	—	131	—	191	—	—	2	2.3
Alldair									
BAC Viscount-700D/800/810	116	213	—	316	—	5 819	4 401	2	3.8
Aurigny Air Services									
Britten-Norman Trislander	73	1 355	—	424	—	14 749	784	4	4.7
Britten-Norman Islander	32	491	—	173	—	2 388	151	3	2.7
TOTAL	105	1 846	—	597	—	17 137	935	7	3.8
Beecham Imperial									
HS 125	27	44	—	62	—	133	102	2	1.3
Cessna 340	—	—	—	—	—	—	—	1	0.1
TOTAL	27	44	—	62	—	133	102	3	0.9
Bristow Helicopters									
Sikorsky S61N	255	774	—	1 121	—	8 647	2 767	11	4.0
Westland Wessex	75	1 786	—	479	—	8 928	446	7	2.1
Sikorsky 58T	10	26	—	30	—	108	41	1	1.3
Bell 212 Twin	7	305	—	117	—	1 452	108	1	1.0
TOTAL	357	2 891	—	1 747	—	19 135	3 361	20	3.1
Britannia Airways									
Boeing 737-200	1 960	1 321	—	3 144	—	147 798	220 551	14	11.7
British Air Ferries									
Aviation Traders Carvair	141	580	16	542	84	13 512	2 519	6	4.1
British Executive Air Services									
Bell 212 Twin	12	147	—	41	—	835	65	2	0.9
British Island Airways									
HP Herald 100/200	544	1 738	510	1 438	562	51 352	11 296	13	6.4
British Midland Airways									
HP Herald 700	38	110	—	135	—	2 751	989	3	4.2
BAC Viscount-700D/800/810	531	1 446	4	1 660	5	49 136	20 188	12	5.5
Boeing 707-320C/336	155	115	—	234	—	8 035	11 833	2	9.4
TOTAL	723	1 671	4	2 029	5	59 922	33 010	17	5.7

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 September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Brymon Airways									
Britten-Norman Islander	26	155	—	113	—	652	115	3	2.0
DHC 6 Twin-Otter	28	155	—	105	—	1 327	280	1	4.1
TOTAL	53	310	—	218	—	1 979	395	4	2.5
Cabair									
PA31 Navajo	28	93	—	94	—	201	22	..	..
Dan-Air Services									
HS 748	292	1 108	—	1 022	—	22 989	6 832	7	6.4
BAC 111-300/400	606	440	—	1 051	—	30 723	45 677	5	10.5
DH 106 Comet 4B/C	1 196	887	—	2 093	—	81 102	116 243	14	6.8
Boeing 727-100	639	399	—	986	—	46 966	78 719	5	10.5
Boeing 707-320C/336	256	69	—	306	—	5 804	39 454	2	10.8
TOTAL	2 989	2 903	—	5 458	—	187 584	286 925	33	8.0
Eagle Flying Services									
Beechcraft B90 King Air	2	8	—	6	—	21	5	2	—
Beechcraft B55, C55, Baron	—	—	—	—	—	—	—	2	—
TOTAL	2	8	—	6	—	21	5	4	—
Fairflight Charters									
DH 104 Dove	63	67	57	118	129	469	214	3	2.5
PA31 Navajo	18	29	5	52	12	145	77	1	2.6
Heron DH114	—	—	—	—	—	—	—	—	1.5
TOTAL	81	96	62	170	141	614	291	4	2.4
Galliford Aviation									
Beechcraft B90 King Air	2	4	—	6	—	13	7	1	0.5
Green Shield Stamp									
HS 125	8	18	—	15	—	55	27	1	1.0
Haywards Aviation									
DH 104 Dove	6	13	3	16	10	81	25	1	1.5
Humber Airways									
Britten-Norman Islander	7	24	—	31	—	40	11	..	..
I D S Aircraft									
PA23 Aztec/Apache	17	59	—	78	—	104	30	1	1.7
PA31 Navajo	42	163	—	129	—	398	101	2	1.9
TOTAL	59	222	—	207	—	502	131	3	1.8
International Aviation Services									
BAC Britannia-300	288	—	124	—	609	—	—	3	6.5
Intra Airways									
Britten-Norman Islander	11	58	1	55	2	163	28	2	0.8
DC3 Dakota/Pionair	28	157	42	106	38	2 795	396	4	2.9
TOTAL	39	215	43	161	40	2 958	424	6	2.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Invicta International Airlines									
BAC Vanguard 952	355	71	164	155	541	6 150	7 052	5	3.7
Boeing 720/720B	45	—	17	—	67	—	—	2	2.1
TOTAL	400	71	181	155	608	6 150	7 052	7	3.4
Laker Airways									
BAC 111-300/400	776	436	—	1 163	—	29 149	52 592	5	9.2
DC10	527	136	—	695	—	10 780	120 411	3	9.1
Boeing 707-120/120B	277	107	—	367	—	11 679	37 244	2	11.1
TOTAL	1 580	679	—	2 225	—	51 608	210 248	10	9.5
Loganair									
Beechcraft 18/Super H18	3	13	—	13	—	32	6	1	0.3
Britten-Norman Trislander	49	253	10	235	10	1 445	303	3	1.9
Britten-Norman Islander	78	932	—	346	—	4 099	264	6	2.2
TOTAL	130	1 198	10	594	10	5 576	573	10	1.9
Macedonian Aviation									
DC3 Dakota/Pionair	8	24	—	40	—	180	65	4	1.0
MAM Aviation									
HS 125	23	54	—	63	—	208	83	1	3.0
McAlpine Aviation									
Cessna 401/421	9	18	—	26	—	25	17	1	0.1
HS 125	213	370	—	345	—	948	708	13	0.8
PA23 Aztec/Apache	23	82	—	84	—	153	49	3	0.9
PA31 Navajo	26	118	—	82	—	441	100	2	1.2
TOTAL	270	588	—	537	—	1 567	874	19	0.8
Merlot International Airlines									
HS 125	33	46	—	49	—	78	56	3	0.6
Monarch Airlines									
BAC Britannia-300	90	23	18	104	92	1 364	2 349	2	5.2
Boeing 720/720B	488	345	—	770	—	38 711	56 281	4	9.4
TOTAL	578	368	18	874	92	40 075	58 630	6	7.8
Moseley Aviation									
PA31 Navajo	4	15	—	16	—	75	24	1	0.9
Northern Air Taxis									
Beagle 206	67	116	—	224	—	430	248	4	1.6
Northern Executive Aviation									
Britten-Norman Islander	8	21	7	27	8	163	46	1	1.4
Peters Aviation									
DH 114 Heron	30	113	—	127	—	655	205	5	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Thurston Aviation									
Britten-Norman Islander	2	4	4	6	4	16	5	1	1.1
PA23 Aztec/Apache	14	49	4	47	2	96	26	3	0.4
PA31 Navajo	6	28	—	21	—	56	12	1	0.7
TOTAL	22	81	8	74	6	168	43	5	0.6
Tradewinds Airways									
Canadair CL 44	545	—	100	—	1 172	—	—	5	6.7
Trans-Meridian Air Cargo									
Canadair CL 44	670	—	313	—	1 368	—	—	7	6.3
Vernair Transport									
Beechcraft B80 Queen-Air	11	37	—	40	—	91	36	1	1.0
GRAND TOTAL	40 277	43 819	3 199	66 176	8 245	2 017 154	3 263 537	490*	6.1*

*Excluding airlines for which details not available.

Operations Subject to Variable Charge by Type of Licence October 1974

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	488 567	267 087	76 012	191 075	54.7
Class 2	24 852	15 026	—	15 026	60.5
Class 3	77 134	62 500	—	62 500	81.0
Class 4	13 293	10 838	—	10 838	81.5
Class 5	12 455	7 615	4 631	2 984	61.1
Class 6	27 434	18 645	18 645	—	68.0
Class 7	25 919	12 777	10 255	2 522	49.3
TOTAL	669 654	394 488	109 544	284 945	58.9
Non-chargeable Operations					
Aircraft hired from Foreign Operators	7	6	—	6	76.0
Exempt Services	9 336	5 896	1 519	4 377	63.2
TOTAL	9 343	5 902	1 519	4 382	63.2
GRAND TOTAL	678 997	400 390	111 063	289 327	58.9

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

Output by Type of Licence and Aircraft Ownership October 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	488 567	179	7	488 754
Class 2	24 852	—	—	24 852
Class 3	77 134	289	—	77 423
Class 4	13 293	—	—	13 293
Class 6	27 434	109	—	27 543
Class 7	25 919	—	—	25 919
Exempt Services	9 336	—	—	9 336
TOTAL	666 535	577	7	667 120
Class 5 hired to UK Airlines	2 411			
Non UK Airlines	10 044			
TOTAL	12 455			
GRAND TOTAL	678 990			

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Appendix A Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

AIR CARGO

Cargo	in airport statistics means the weight of cargo (including accompanied vehicles) picked up and set down by aircraft on air transport flights. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage and diplomatic bags picked up and set down. (See also definition below under 'Airline Operations').
Tonnes	are metric tonnes of 1 000 kilogrammes (2 204.62 lb).

AIRLINE OPERATIONS

Advance booking charters (ABC)	Charter flights operated under Class 2 licences between the UK and designated territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Details of the sales to travel organisers have to be notified to the Civil Aviation Authority 120 days before the date of the flight: details of the sales of seats to passengers which must be on a round trip basis have to be notified to the Authority 60 days before departure.
Aircraft-hour	an aircraft hour is performed when an aircraft flies for one hour: aircraft hours are measured on the basis of block-to-block time.
Aircraft-kilometre (Aircraft-km)	An aircraft-kilometre is performed when an aircraft flies one kilometre. Aircraft-kilometres equal the sum of the products obtained by multiplying the number of flights performed on each stage flight by the stage distance measured in kilometres.
Cargo	in airline statistics means the weight of any property carried on an aircraft, including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. (See also definition above for 'Air Cargo' statistics and definition below for 'Passenger tonne-kilometres').
Cargo tonne-km	means a metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of products obtained by multiplying the number of tonnes of cargo carried on each flight stage by the stage distance measured in kilometres.

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

Seat-km available	a seat-kilometre is available when a seat is flown one kilometre. Seat-kms available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the stage distance measured in kilometres.
Seat-km used	a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance measured in kilometres.
Separate fare charters	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
Sole-use charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Stage flights	that part of the flight between two consecutive places, i.e. from take-off to the next landing, excluding technical stops, on the route.
Tonne-km available	a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.
Tonne-km used	a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.

Appendix B Classes of Licence

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

- Class 1** authorises scheduled service flights;
- Class 2** authorises advance booking charter flights;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises other charter flights for the carriage of passengers;
- Class 5** authorises substitute charter flights;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights.