

***Civil Aviation Authority***



**CAA Monthly Statistics**  
(containing statistics up to and including  
May, 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 Appendix A Definitions.

## 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 &amp; mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually – 1968 to 1971 only)

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



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# Civil Aviation Statistics—May 1974

## Activity at UK Airports

UK airports reported over 64 000 Air Transport Movements during May 1974. This was a decline of 1·7 per cent compared with May 1973 whilst between the March-May periods of the same two years a 2·1 per cent decline was recorded. The London area airports reported a 5·5 per cent decline for the month of May 1974 compared with May 1973, but airports elsewhere in the UK recorded a 2·7 per cent growth. The same pattern emerged between the two three-month periods; the London area movements declined by 5·0 per cent, and those elsewhere in UK grew by 1·5 per cent. Again comparing the two three-month periods, Aberdeen continued to report the greatest increase in actual movements (881 additional ATMs per month; 140·7 per cent growth) and Swansea the greatest rate of growth (almost five fold). London area airports with the exception of Stansted (6·6 per cent growth) all reported declines; Heathrow and Gatwick 2·7 and 2·3 per cent respectively, and Luton and Southend 23·5 per cent and 22·4 per cent respectively. Prestwick handled 25·1 per cent fewer movements, the greatest rate of decline reported by any airport during this period. The monthly average for charter services during the three month period March-May 1974 showed a decline of 7·1 per cent compared with a year earlier, but scheduled services declined by only 0·4 per cent. UK operators increased their share of charter traffic by 1·3 percentage points to 88·5 per cent but their share of scheduled traffic fell by 0·8 percentage points to 73·6 per cent.

The monthly average of 3·1 million terminal passengers who used UK airports in the period March to May 1974 was 7·5 per cent less than the corresponding period of 1973. Declines were reported by the London group of airports (6·8 per cent) and by airports in the rest of the UK (9·1 per cent). Heathrow handled a monthly average of almost 52 000 fewer passengers (3·2 per cent decline) and Gatwick almost 24 000 fewer passengers (5·7 per cent decline). Luton reported a decline of 27·6 per cent and Southend 37·8 per cent, whilst Stansted alone in the London area reported a growth of 18·8 per cent. Aberdeen achieved the greatest growth in actual passengers handled (12 089 additional passengers per month; 59·8 per cent growth) followed by Sumburgh (5 414 passengers; 102·7 per cent growth) and Tees-side (1 397 passengers; 10·7 per cent growth). Swansea reported the highest growth rate of all airports – almost ten fold during this period. The major share in the decline in passengers occurred on charter flights (down by 19·9 per cent) whilst scheduled passengers declined by 2·8 per cent.

The UK operators share of charter service passengers fell 1·2 percentage points to 85·7 per cent, and their share of scheduled service passengers fell by 2·4 percentage points to 66·7 per cent.

In the period March to May 1974 a monthly average of 2·2 million passengers travelled by International services and 0·9 million by domestic services, 8·2 and 5·6 per cent fewer respectively than a year earlier. Scheduled services to and from France (with 13·3 per cent of the total) and the USA (with 12·8 per cent) continued to be the most important scheduled service

routes, but both showed a decline on 1973; the former by 6·2 per cent and the latter by 11·8 per cent. Scheduled services to the Netherlands were unusually busier than those to Germany and the Irish Republic during this period and were third in importance carrying 9·0 per cent of total traffic. Spain, Italy and Germany, in that order, were again the most important charter service markets, but the numbers of passengers carried declined by 24·3, 23·2 and 67·4 per cent respectively.

During the March-May period of 1974 a monthly average of almost 518 000 passengers flew on domestic routes, representing a 5·1 per cent decline on the corresponding period of 1973. Of the main groupings indicated on table 19, only those services operating to the Channel Islands showed a growth in passengers carried (36·6 per cent); London routes carried 6·2 per cent fewer passengers than in 1973, those to Belfast 9·7 per cent fewer, to Edinburgh 25·8 per cent less, to Glasgow 8·8 per cent fewer and to the Isle of Man 6·6 per cent fewer.

Whereas the total number of UK air transport movements and terminal passengers declined over this period, the cargo figures continued to show growth. During the month of May 1974 almost 63 000 tonnes of cargo moved through UK airports – a growth of 9·1 per cent. Over the three month period March-May a 7·5 per cent growth was achieved and a monthly average of over 62 000 tonnes handled. During May the London area airports reported a 10·7 per cent growth in cargo handled – almost three times that for the rest of the UK (3·8 per cent). Over the three month period March-May, however, the differential was higher with the London area handling 11·0 per cent more cargo whilst over the rest of the UK the activity was 3·6 per cent down. Heathrow reported the highest increase in actual tonnage (3 422 additional tonnes per month; 9·2 per cent growth) followed by Gatwick (699 tonnes; 18·8 per cent growth) and Stansted (863 tonnes) which also recorded the highest growth rate of the London area (122·9 per cent). Southend reported a decline (9·1 per cent). Amongst airports elsewhere in the UK Glasgow reported the greatest increase in actual tonnage (350 tonnes; 19·8 per cent growth) followed by Bournemouth (315 tonnes; 124·1 per cent growth) and Manchester (196 tonnes; 5·4 per cent growth). Aberdeen recorded the highest growth rate of 151·1 per cent. Cargo carried by scheduled services in the period March-May 1974 grew 5·0 per cent over the corresponding period of 1973 and that carried by charter services increased 31·1 per cent. Whilst foreign operators handled the greater proportion of the increase, the UK operators share of scheduled cargo declined 5·6 percentage points to 48·2 per cent and their share of charter service cargo by 6·6 percentage points to 67·2 per cent.

## Output of UK Airlines

The UK airline output for all services in May 1974 was 504·2 available tonne-kilometres, a decline of over one-third on May 1973.

The scheduled service output of 308 million available tonne-kilometres was nearly 40 per cent less than a year earlier due almost entirely to a cabin crew strike by



BAOD employees. The overall load factor of 52·7 per cent was higher than the 51·2 per cent achieved in May 1973. Seat kilometres used were 54·5 per cent of those available compared with 53·8 per cent a year earlier. Seat factors on domestic and international services were 58·8 and 53·9 per cent respectively compared with 62·2 and 52·9 per cent in May 1973.

The non-scheduled output in May 1974 was 200·5 million available tonne-kilometres, a decline of nearly 25 per cent on May 1973. Advance Booking Charters and Inclusive Tour Charters accounted for nearly 21

and over 91 million available tonne-kilometres respectively, compared with over 30 and nearly 113 million in May 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 31 March 1974

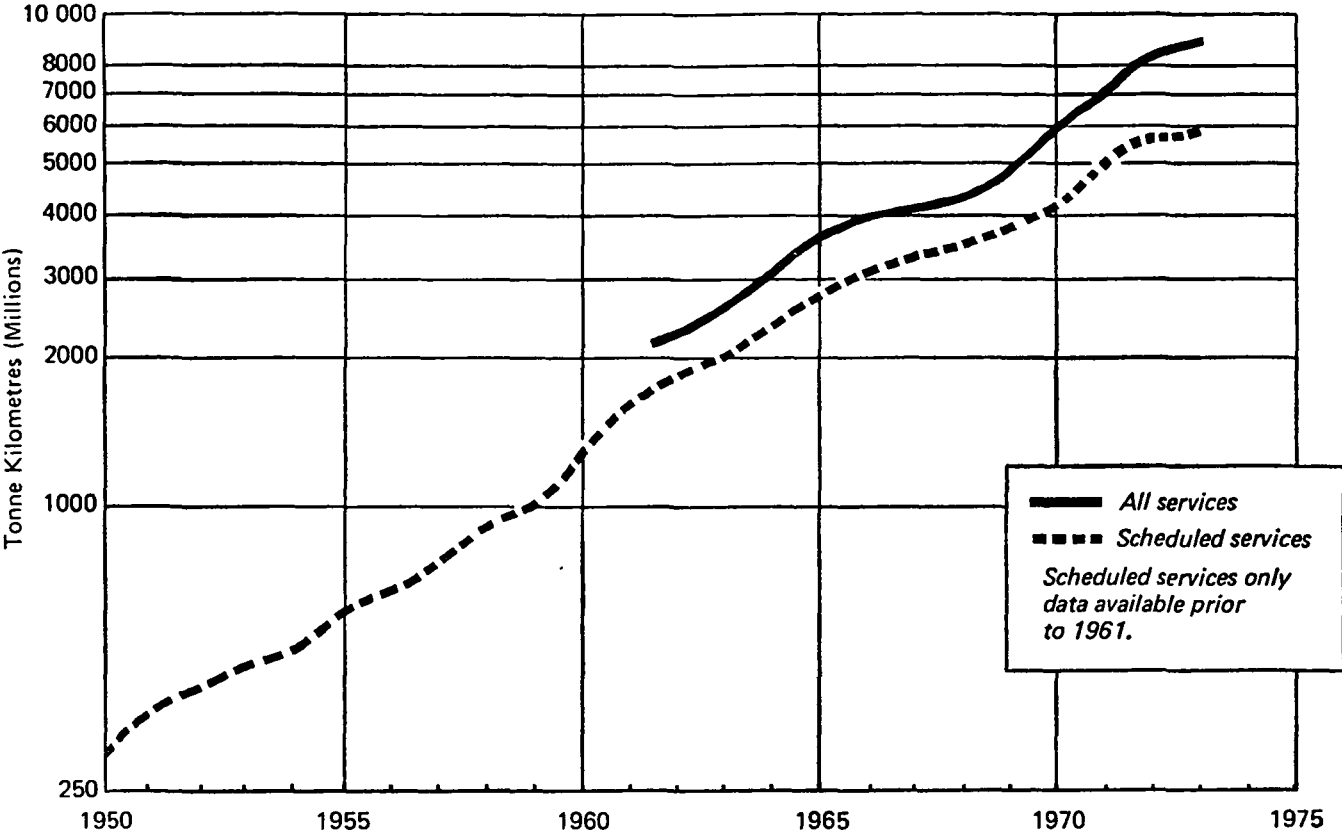
Table 1

<b>Airports</b>				
	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	20 507	47.56	100	100.00
Gatwick	5 642	13.08	98	52.44
Luton	3 122	7.24	95	39.36
Manchester	2 575	5.97	93	32.12
Glasgow	2 149	4.98	91	26.15
Belfast	1 311	3.04	89	21.17
Birmingham	1 101	2.55	86	18.12
Edinburgh	878	2.04	84	15.57
Newcastle	625	1.45	82	13.54
Liverpool	540	1.25	80	12.09
East Midlands	506	1.17	77	10.83
Isle of Man	467	1.08	75	9.66
Southend	377	0.88	73	8.58
Prestwick	375	0.87	70	7.70
Southampton	311	0.72	68	6.83
Aberdeen	292	0.68	66	6.11
Leeds/Bradford	282	0.65	64	5.43
Glamorgan	275	0.64	61	4.78
Bristol	265	0.61	59	4.14
Tees-side	200	0.46	57	3.53
Stansted	176	0.41	55	3.06
Blackpool	140	0.33	52	2.65
Other 22 (reporting airports)	1 004	2.33	50	2.33
<b>Airlines</b>				
	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	4 411	49.54	100	100.00
British Airways European Division	1 248	14.02	98	50.46
British Caledonian Airways	1 002	11.25	96	36.44
Dan-Air Services	331	3.72	94	25.19
Britannia Airways	278	3.12	92	21.47
Court-Line Aviation	253	2.84	90	18.35
Laker Airways	240	2.69	88	15.50
British Airtours	172	1.93	86	12.81
Trans-Meridian Air Cargo	137	1.54	84	10.88
Tradewinds Airways	130	1.46	82	9.34
Monarch Airlines	130	1.46	80	7.88
British Midland Airways	100	1.12	78	6.42
Donaldson International Airways	81	0.91	76	5.30
International Aviation Services	68	0.76	74	4.39
British Airways—Northeast Airlines	62	0.70	72	3.62
British Airways—Cambrian Airways	60	0.67	70	2.93
British Airways—Channel Islands Airways	52	0.58	68	2.25
Invicta International Airlines	40	0.45	66	1.67
British Airways—Scottish Airways	28	0.31	64	1.22
British Island Airways	22	0.25	62	0.90
British Air Ferries	16	0.18	60	0.66
Others (29 airlines)	43	0.48	58	0.48



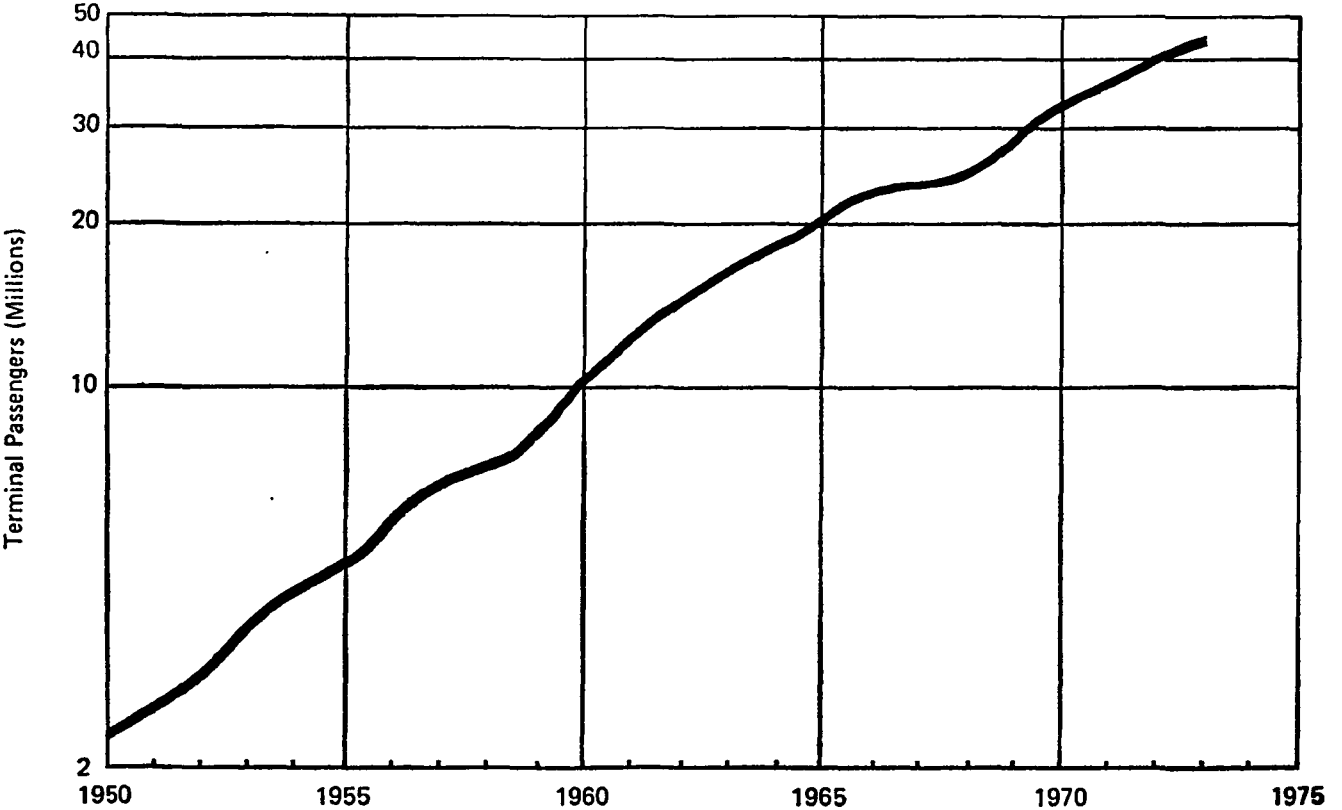
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing





# Main Outputs of UK Airports and Airlines 1950-1973

**Table 2**

	Total movements (000)	Airports		Total (000 000)	Airlines	
		Air transport movements (000)	Terminal passengers (000)		Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
<b>Year ended</b>						
May 1973	1 833	694	40 982	8 615	5 621	2 995
May 1974	1 859	717	42 472	8 630	5 758	2 872
<b>Mean rates of growth (percentages) to 1973</b>						
20 years	6.4	5.4	13.2	..	14.3	..
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7
<b>Latest year's growth (percentages)</b>						
	1.4	3.3	3.6	0.2	2.4	-4.1



# Use of UK Airports

**Table 3**

## Main Categories of Operator and Service

### Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
1972 October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.8	1 282	7.3	529	10.7	649	1.1	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
1973 October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97
December	46.5	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 231	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	720	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121



# Movements at UK Airports by Purpose

Table 4

## Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	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
1972 October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
1973 October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.3
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.6	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.7	49.6	5.1	83.6	57.0	19.0	7.6
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2



# 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	934	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
1972 October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
1973 October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373



# 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
1972 October	2 461	272	128	59	45	77	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	41	31	34	195	37	88	56
March	1 979	233	101	54	47	47	243	50	106	85
April	2 535	267	136	62	51	100	254	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
1973 October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 531	186	67	48	24	35	193	55	90	61
March	1 940	210	97	52	30	53	227	64	104	93
April	2 332	232	110	56	34	85	225	67	134	165
May	2 325	263	122	67	33	99	250	77	123	199



# 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
1972	October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
	November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948
	December	41 637	4 839	662	137	72	1 473	3 150	279	1 854	1 555
1973	January	41 020	4 636	734	150	82	1 341	2 960	250	1 858	1 785
	February	40 628	4 748	917	174	54	1 431	3 084	226	1 774	2 017
	March	45 752	5 849	1 226	284	79	1 636	3 855	287	2 190	3 077
	April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
	May	44 469	5 099	1 066	201	83	1 382	3 482	287	2 094	2 647
1973	October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
	November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
	December	44 390	5 103	851	418	106	1 573	4 184	250	1 443	1 584
	January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
	February	45 222	4 888	863	238	85	1 745	3 657	339	1 406	2 444
	March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
	April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
	May	49 236	5 411	1 053	179	108	1 613	3 595	496	1 759	1 910



# 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
1972 October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	253.9	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	168.2	51.2	3 873.8	2 082.7	53.8
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 803.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1
April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5



# 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
1972 October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
December	24.1	13.8	0.3	1.8	11.7	57.3	228.6	141.5	61.9
1973 January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8



# 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
1972 October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
December	447.8	240.1	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9



# 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
1972 October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5



# 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
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	14 98
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 543
March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526



# 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
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 435
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156



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

Table 10

## Analysis by Countries of Landing and of Embarkation

### Monthly Averages

Family 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	57	144	23	48	36	498	23	98	33	107
1971 1st quarter		797	44	24	127	140	12	59	34	77	9	17	11	127	10	67	4	38
2nd quarter		1 679	82	38	248	172	50	161	44	167	21	35	23	424	18	101	25	71
3rd quarter		2 284	97	50	285	227	68	245	60	140	28	49	43	668	22	134	53	114
4th quarter		1 230	54	29	174	139	31	91	40	94	12	31	16	357	13	66	15	67
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	17	44	34	426	20	74	19	98
1974 1st quarter		1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
Mar-May 1973		1 774	76	37	257	211	54	166	54	171	20	35	25	421	22	101	21	95
Mar-May 1974		1 559	56	40	219	195	49	142	57	145	21	40	31	346	20	89	17	91
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	—	20.5	107.4	12.8	18.9	9.5	15.1	276.7	9.8	72.5						
1971 1st quarter		259.0	9.4	12.9	29.8	11.2	11.3	3.7	12.4	119.2	6.6	42.4						
2nd quarter		426.0	8.2	10.2	79.9	9.1	11.2	5.9	11.6	246.9	6.3	36.8						
3rd quarter		685.2	9.7	20.5	153.7	17.1	13.0	8.0	12.7	381.2	10.9	58.4						
4th quarter		365.0	8.7	14.1	47.4	12.6	11.6	6.2	13.4	190.8	6.6	53.7						
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						
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						
Mar-May 1973		490.4	15.1	19.0	81.0	10.3	16.0	9.8	12.6	254.7	7.3	64.5						
Mar-May 1974		461.8	18.6	17.1	76.6	9.5	19.1	10.4	15.8	216.3	8.6	69.8						

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 May 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	9 562	6 118	—	578	4	459	116	—	2 192	—	95
+ Heathrow	25 416	23 498	—	70	—	211	163	—	1 374	14	86
+ Luton	5 134	2 085	180	502	53	120	36	1 145	1 002	—	11
+ Southend	6 255	1 199	6	—	—	461	—	2 622	1 955	12	—
+ Stansted	3 813	269	—	56	—	2 508	33	73	767	102	5
TOTAL (London Area)	50 180	33 169	186	1 206	57	3 759	348	3 840	7 290	128	197
Westland Heliport (Battersea)	1 490	379	24	378	6	6	—	—	556	3	138
Other UK Airports											
+ Leeds/Bradford	5 878	960	8	92	90	118	40	4 083	473	8	6
+ Liverpool	7 157	1 363	2	127	41	140	44	4 363	1 035	16	26
+ Manchester	5 978	3 940	50	319	69	33	111	449	963	1	43
+ Birmingham	6 106	1 894	—	73	12	328	31	2 400	1 320	—	48
+ Coventry	4 535	3	24	3	—	840	—	3 087	572	4	2
+ East Midlands	5 580	1 015	—	152	24	709	38	2 551	1 015	—	76
+ Newcastle	2 861	1 127	22	49	275	402	1	359	608	2	16
+ Tees-side	3 114	466	456	21	—	71	—	1 273	496	2	329
+ Bristol	3 190	631	—	—	—	2	27	986	1 506	—	38
+ Glamorgan	3 738	609	26	79	61	529	—	2 173	249	2	10
Swansea	1 632	86	—	66	47	22	2	1 144	229	—	36
+ Ashford	4 781	545	402	21	119	22	39	1 791	1 800	—	42
+ Blackpool	6 505	489	180	21	16	216	—	4 548	1 017	2	16
+ Bournemouth	7 454	616	—	84	26	1 398	—	2 507	2 590	135	98
+ Cambridge	3 827	59	—	17	30	88	5	358	457	—	2 813
+ Exeter	3 357	328	2	40	197	222	11	1 466	671	—	420
Gloucester/Cheltenham	4 248	136	—	—	20	1 278	—	1 805	985	—	24
Hawarden	1 126	—	—	—	—	50	—	630	426	—	20
Isles of Scilly	537	454	—	—	—	20	—	—	39	—	24
+ Lydd	1 260	8	—	—	—	12	—	1 114	100	—	26
+ Manston	413	95	—	19	101	90	—	—	108	—	—
+ Norwich	2 539	437	12	238	76	250	20	470	1 034	—	2
Penzance Heliport	380	350	—	—	—	26	2	—	2	—	—
+ Southampton	3 726	1 038	2	18	25	1 850	1	108	682	—	2
+ Edinburgh	5 905	1 461	—	11	3	1 934	5	1 454	788	9	240
+ Glasgow	9 301	3 913	2	62	—	72	—	2 873	1 073	22	1 284
+ Prestwick	4 168	627	—	14	—	2 799	12	204	252	—	260
Aberdeen	6 503	1 758	—	5	1 075	359	—	2 753	53	4	496
Benbecula	195	162	—	—	12	—	1	—	2	—	18
Inverness	1 206	509	—	25	332	60	—	220	48	2	10
Islay	201	137	—	6	2	2	—	10	22	—	22
+ Kirkwall	1 253	599	—	30	76	2	6	439	91	2	8
Stornoway	258	172	—	20	11	4	7	18	—	2	24
+ Sumburgh	1 673	1 147	—	89	237	181	1	2	—	4	12
Tiree	77	68	—	3	2	—	—	4	—	—	—
Wick	302	231	—	10	16	—	—	25	4	—	16
+ Belfast	6 843	2 046	—	12	42	—	—	1 078	465	—	3 200
+ Isle of Man	2 079	1 042	6	120	4	184	—	436	250	—	37
TOTAL (Incl. London Area)	181 556	64 069	1 404	3 430	3 104	18 078	752	51 021	29 271	348	10 079
Channel Islands Airports											
Alderney	911	911	..	..	..	..	..	..	..	..	..
Guernsey	3 112	3 112	..	..	..	..	..	..	..	..	..
Jersey	5 350	5 350	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	9 373	9 373	..	..	..	..	..	..	..	..	..



# Air Transport Movements by Type and Nationality of Operator May 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	6 118	62	3 103	293	367	1 869	424
+ Heathrow	23 498	11 185	418	11 380	315	10	190
+ Luton	2 085	—	107	—	3	1 881	94
+ Southend	1 199	—	898	—	—	266	35
+ Stansted	269	—	—	—	—	75	194
TOTAL (London Area)	33 169	11 247	4 526	11 673	685	4 101	937
Westland Heliport (Battersea)	379	—	—	—	—	379	—
Other UK Airports							
+ Leeds/Bradford	960	474	268	22	14	162	20
+ Liverpool	1 363	909	112	60	67	172	43
+ Manchester	3 940	1 613	402	911	92	796	126
+ Birmingham	1 894	1 022	335	147	30	296	64
+ Coventry	3	—	—	—	—	3	—
+ East Midlands	1 015	6	764	—	3	230	12
+ Newcastle	1 127	377	586	—	27	129	8
+ Tees-side	466	1	429	—	8	27	1
+ Bristol	631	358	67	36	92	67	11
+ Glamorgan	609	254	175	36	56	80	8
Swansea	86	—	2	—	—	80	4
+ Ashford	545	—	535	—	—	10	—
+ Blackpool	489	—	470	—	—	19	—
+ Bournemouth	616	—	554	—	—	52	10
+ Cambridge	59	—	22	—	—	19	18
+ Exeter	328	—	264	—	—	40	24
Gloucester/Cheltenham	136	—	34	—	—	102	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	454	350	104	—	—	—	—
+ Lydd	8	—	—	—	—	8	—
+ Manston	95	—	—	—	—	89	6
+ Norwich	437	—	280	—	—	152	5
Penzance Heliport	350	350	—	—	—	—	—
+ Southampton	1 038	140	871	—	—	18	9
+ Edinburgh	1 461	964	415	44	1	21	16
+ Glasgow	3 913	2 219	1 045	341	6	230	72
+ Prestwick	627	237	25	264	—	62	39
Aberdeen	1 758	672	242	—	1	818	25
Benbecula	162	162	—	—	—	—	—
Inverness	509	438	27	—	—	42	2
Islay	137	108	—	—	—	29	—
+ Kirkwall	599	226	—	16	—	355	2
Stornoway	172	162	—	—	—	10	—
+ Sumburgh	1 147	190	119	—	—	832	6
Tiree	68	54	—	—	—	14	—
Wick	231	207	—	—	—	24	—
+ Belfast	2 046	1 584	402	24	—	10	26
+ Isle of Man	1 042	535	505	2	—	—	—
TOTAL (Inc. London Area)	64 069	24 859	13 580	13 576	1 082	9 478	1 494
Channel Islands Airports							
Alderney	911	—	842	—	—	69	—
Guernsey	3 112	294	2 534	—	—	280	4
Jersey	5 350	1 060	3 510	170	3	516	91
TOTAL (Channel Islands Airports)	9 373	1 354	6 886	170	3	865	95



# Air Transport Movements

**Table 13**

## Comparison with a Year Earlier

Monthly Averages	March 1974 —May 1974	March 1973 —May 1973	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	5 681	5 813	-2.3
+ Heathrow	21 855	22 455	-2.7
+ Luton	2 026	2 647	-23.5
+ Southend	1 049	1 352	-22.4
+ Stansted	244	229	6.6
TOTAL (London Area)	30 855	32 496	-5.0
Westland Heliport (Battersea)	258	295	-12.5
<b>Other UK Airports</b>			
+ Leeds/Bradford	721	726	-0.7
+ Liverpool	1 211	1 316	-8.0
+ Manchester	3 682	3 865	-4.7
+ Birmingham	1 624	1 713	-5.2
+ Coventry	5	74	-93.2
+ East Midlands	863	881	-2.0
+ Newcastle	932	995	-6.3
+ Tees-side	408	337	21.1
+ Bristol	560	702	-20.2
+ Glamorgan	539	593	-9.1
Swansea	81	14	—
+ Ashford	463	602	-23.1
+ Blackpool	373	292	27.7
+ Bournemouth	597	392	52.3
+ Cambridge	34	66	-48.5
+ Exeter	231	202	14.4
Gloucester/Cheltenham	125	115	8.7
Hawarden	—	—	—
Isles of Scilly	343	309	11.0
+ Lydd	19	26	-26.9
+ Manston	101	135	-25.2
+ Norwich	368	559	—
Penzance Heliport	285	274	4.0
+ Portsmouth	—	196	—
+ Southampton	891	950	-6.2
+ Edinburgh	1 195	1 306	-8.5
+ Glasgow	3 603	3 375	6.8
+ Prestwick	626	836	-25.1
Aberdeen	1 507	626	—
Benbecula	139	105	32.4
Inverness	437	368	18.8
Islay	141	87	62.1
+ Kirkwall	547	488	12.1
Stornoway	163	164	-0.6
+ Sumburgh	876	314	—
Tiree	65	80	-18.7
Wick	221	222	-0.5
+ Belfast	1 881	2 083	-9.7
+ Isle of Man	805	836	-3.7
TOTAL (Incl. London Area)	57 775	59 011	-2.1
<b>Channel Islands Airports</b>			
Alderney	755	1 051	-28.2
Guernsey	2 736	2 901	-5.7
Jersey	4 374	4 959	-11.8
TOTAL (Channel Islands Airports)	7 865	8 911	-11.7

Portsmouth Airport closed 31.12.73  
Norwich Airport opened 1.4.73



Air Transport Landings Diverted to UK Reporting Airports

May 1974

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	2								1He											1Lu												
Heathrow	9								1Gm		1Gl									1Ma	1Gl											
Luton	1																			5Bi												1St
Leeds/Bradford	4	1Te																														
Liverpool	1																1Lu															
Manchester	2																		1Bi													
Tees-side	1																		1Lu													1Em
Bristol	2									1Gm												1Gm										
Edinburgh	6	1Gl	2Gl 1Pr		1Gl														1Gl													
Glasgow	1																			1Bl												
Aberdeen	1																							1Gl								
Kirkwall	1												1Ab																			
Sumburgh	2															1Ki 1Ab																
Wick	1																														1Ki	
Isle of Man	1																			1Li												
Overseas	9	1He	1Lu							1Pr			1He							1Ma 1Im	1Gm			1He						1He		
All Aerodromes	44	6	4	—	1	—	—	—	2	2	1	—	2	—	2	—	1	—	3	11	2	1	—	2	—	—	—	—	2	—	—	2

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	Newcastle	Ss	Swansea		
Br	Bristol	Gl	Glasgow	Lb	Leeds/Bradford	Po	Portsmouth	Te	Tees-side		



Air Passengers by Type and Nationality of Operator  
May 1974

Table 15

Total				Scheduled Services				Charter Flights							
Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators						
			British Airways		Others		British Airways		Others						
			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit			
London Area Airports															
+Gatwick	405 965	403 593	2 372	2 527	—	127 252	46	3 463	—	51 400	—	170 565	696	48 386	1 630
+Heathrow	1 718 760	1 690 590	28 170	761 714	22	13 591	1	865 877	27 388	30 854	—	791	—	17 763	759
+Luton	184 787	184 278	509	—	—	3 238	88	—	—	148	—	176 751	406	4 141	15
+Southend	26 439	26 439	—	—	—	24 085	—	—	—	—	—	846	—	1 508	—
+Stansted	19 621	19 569	52	—	—	—	—	—	—	—	—	637	31	18 932	21
TOTAL (London Area)	2 355 572	2 324 469	31 103	764 241	22	168 166	135	869 340	27 388	82 402	—	349 590	1 133	90 730	2 425
Westland Heliport (Battersea)	1 099	1 099	—	—	—	—	—	—	—	—	—	1 099	—	—	—
Other UK Airports															
+Leeds/Bradford	29 467	28 244	1 223	20 778	—	4 591	1 140	893	—	711	64	686	2	585	17
+Liverpool	44 812	43 117	1 695	32 789	1 052	1 046	565	2 454	64	2 785	—	3 934	—	109	14
+Manchester	199 756	191 482	8 274	85 470	728	6 387	1 834	25 422	3 677	8 398	—	54 938	1 154	10 867	881
+Birmingham	85 068	82 685	2 383	34 289	659	7 138	1 467	6 573	239	2 094	—	27 894	—	4 697	18
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	39 190	39 137	53	236	—	24 965	53	—	—	119	—	13 687	—	130	—
+Newcastle	54 839	51 306	3 533	26 753	—	11 253	3 402	—	—	2 409	—	10 581	—	310	131
+Tees-side	16 379	15 310	1 069	1	—	13 021	982	—	—	836	—	1 407	87	45	—
+Bristol	20 108	15 106	5 002	6 014	2 862	600	236	1 268	301	1 376	1 380	5 156	223	692	—
+Glamorgan	20 444	17 508	2 936	6 957	839	1 655	1 180	652	635	1 989	273	5 609	9	646	—
Swansea	705	705	—	—	—	66	—	—	—	—	—	533	—	106	—
+Ashford	8 881	8 881	—	—	—	8 503	—	—	—	—	—	378	—	—	—
+Blackpool	13 072	13 051	21	—	—	12 617	21	—	—	—	—	434	—	—	—
+Bournemouth	13 494	13 494	—	—	—	10 795	—	—	—	—	—	2 043	—	656	—
+Cambridge	761	761	—	—	—	342	—	—	—	—	—	86	—	333	—
+Exeter	8 382	7 846	536	—	—	6 309	536	—	—	—	—	1 537	—	—	—
Gloucester/Cheltenham	1 165	1 165	—	—	—	620	—	—	—	—	—	545	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8 071	8 071	—	7 589	—	482	—	—	—	—	—	—	—	—	—
+Lydd	23	23	—	—	—	—	—	—	—	—	—	23	—	—	—
+Manston	541	541	—	—	—	—	—	—	—	—	—	537	—	4	—
+Norwich	8 515	8 449	66	—	—	7 323	66	—	—	—	—	1 111	—	15	—
Penzance Heliport	7 589	7 589	—	7 589	—	—	—	—	—	—	—	—	—	—	—
+Southampton	28 301	28 292	9	5 914	—	22 298	—	—	—	—	—	57	4	23	5
+Edinburgh	75 232	73 885	1 347	54 131	846	16 025	393	2 050	1	40	—	283	107	1 356	—
+Glasgow	157 550	154 520	3 030	98 933	532	31 160	—	10 939	2 442	68	3	10 107	—	3 313	53
+Prestwick	39 186	21 797	17 389	9 176	4 111	620	—	5 902	7 373	—	—	3 325	4 073	2 774	1 832
Aberdeen	38 125	36 888	1 237	21 305	1 237	3 432	—	—	—	23	—	11 409	—	719	—
Benbecula	3 390	1 899	1 491	1 899	1 491	—	—	—	—	—	—	—	—	—	—
Inverness	12 537	11 019	1 518	10 777	1 518	84	—	—	—	—	—	150	—	8	—
Islay	1 437	1 430	7	1 342	7	—	—	—	—	—	—	88	—	—	—
+Kirkwall	7 823	6 461	1 362	4 779	1 109	—	—	80	200	—	—	1 594	53	8	—
Stornoway	3 778	3 457	321	3 399	321	—	—	—	—	—	—	58	—	—	—
+Sumburgh	14 883	13 301	1 582	5 209	—	333	—	—	—	—	—	7 636	1 582	123	—
Tiree	346	294	52	276	47	—	—	—	—	—	—	87	5	—	—
Wick	5 232	2 509	2 723	2 422	2 676	—	—	—	—	—	—	18	47	—	—
+Belfast	84 792	84 766	26	70 989	—	10 720	—	501	19	—	—	—	—	2 556	7
+Isle of Man	39 375	38 015	1 360	22 117	946	15 898	353	—	61	—	—	—	—	—	—
TOTAL (Incl. London Area)	3 449 920	3 358 572	91 348	1 305 374	21 003	386 449	12 363	926 074	42 400	103 250	1 720	516 620	8 479	120 805	5 383
Channel Islands Airports															
Alderney	5 841	5 841	—	—	—	5 654	—	—	—	—	—	187	—	—	—
Guernsey	51 631	48 258	3 373	12 680	—	33 134	3 373	—	—	—	—	2 394	—	50	—
Jersey	146 016	144 810	1 206	53 899	139	81 637	1 040	2 879	2	76	—	2 961	5	3 358	20
TOTAL (Channel Is. Airports)	203 488	198 909	4 579	66 579	139	120 425	4 413	2 879	2	76	—	5 542	5	3 408	20



# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

### Monthly Averages

	March 1974 —May 1974	March 1973 —May 1973	Percentage change
<b>London Area Airports</b>			
+ Gatwick	392 077	415 906	-5.7
+ Heathrow	1 577 936	1 629 745	-3.2
+ Luton	190 423	263 177	-27.6
+ Southend	22 449	36 109	-37.8
+ Stansted	15 988	13 461	18.8
TOTAL (London Area)	2 198 873	2 358 398	-6.8
Westland Heliport (Battersea)	711	815	-12.8
<b>Other UK Airports</b>			
+ Leeds/Bradford	21 745	22 824	-4.7
+ Liverpool	37 877	43 656	-13.2
+ Manchester	175 404	198 900	-11.8
+ Birmingham	76 177	86 830	-12.3
+ Coventry	43	1 555	-97.2
+ East Midlands	33 200	38 088	-12.8
+ Newcastle	44 107	49 697	-11.2
+ Tees-side	14 106	12 739	10.7
+ Bristol	14 885	25 721	-42.1
+ Glamorgan	16 657	22 765	-26.8
Swansea	724	68	—
+ Ashford	8 004	13 821	-42.1
+ Blackpool	8 218	8 964	-8.3
+ Bournemouth	10 723	9 411	13.9
+ Cambridge	319	555	-42.5
+ Exeter	5 702	6 040	-5.6
Gloucester/Cheltenham	844	689	22.5
Hawarden	—	—	—
Isles of Scilly	6 326	6 143	3.0
+ Lydd	201	308	-34.7
+ Manston	361	653	-44.7
+ Norwich	6 788	6 687	—
Penzance Heliport	6 047	5 968	1.3
+ Portsmouth	..	1 265	—
+ Southampton	24 869	24 685	0.7
+ Edinburgh	63 803	72 366	-11.8
+ Glasgow	153 751	165 118	-6.9
+ Prestwick	16 761	20 754	-19.2
Aberdeen	32 319	20 230	59.8
Benbecula	1 991	1 935	2.9
Inverness	10 477	10 842	-3.4
Islay	1 380	1 374	0.4
+ Kirkwall	6 251	5 522	13.2
Stornoway	3 451	3 575	-3.5
+ Sumburgh	10 688	5 274	—
Tiree	309	375	-17.6
Wick	2 584	2 708	-4.6
+ Belfast	92 426	101 995	-9.4
+ Isle of Man	27 631	30 414	-9.2
TOTAL (Incl. London Area)	3 136 733	3 389 730	-7.5
<b>Channel Islands Airports</b>			
Alderney	4 926	5 463	-9.8
Guernsey	37 455	35 812	4.6
Jersey	109 900	106 959	2.7
TOTAL (Channel Islands Airports)	152 281	148 234	2.7

Portsmouth Airport closed 31.12.73  
Norwich Airport opened 1.4.73



# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

Monthly Averages							
	Total	International			Domestic		
	Mar.-May 1974	Mar.-May 1974	Mar.-May 1973	Per-centage change	Mar.-May 1974	Mar.-May 1973	Per-centage change
<b>London Area Airports</b>							
+Gatwick	392 077	336 275	360 113	-7	55 802	55 793	—
+Heathrow	1 577 935	1 325 685	1 357 143	-2	252 250	272 602	-7
+Luton	190 423	186 928	258 823	-28	3 495	4 354	-20
+Southend (a)	22 449	21 833	35 935	-39	616	174	254
+Stansted	15 988	15 810	13 413	18	178	48	—
TOTAL (London Area)	2 198 872	1 886 531	2 025 427	-7	312 341	332 971	-6
Westland Heliport (Battersea)	711	1	—	—	710	815	-13
<b>Other UK Airports</b>							
+Leeds/Bradford	21 744	3 647	3 974	-8	18 097	18 851	-4
+Liverpool	37 877	10 020	11 804	-15	27 857	31 852	-13
+Manchester	175 404	112 710	134 934	-16	62 694	63 965	-2
+Birmingham	76 176	52 745	60 292	-13	23 431	26 538	-12
+Coventry	42	42	887	-95	—	667	—
+East Midlands	33 200	17 525	22 207	-21	15 675	15 881	-1
+Newcastle	44 106	16 452	18 980	-13	27 654	30 717	-10
+Tees-side	14 106	2 915	3 271	-11	11 191	9 469	18
+Bristol	14 884	10 761	20 759	-48	4 123	4 964	-17
+Glamorgan	16 656	10 657	17 134	-38	5 999	5 630	7
Swansea	724	649	2	—	75	66	14
+Ashford	8 004	7 767	13 372	-42	237	449	-47
+Blackpool	8 218	486	410	19	7 732	8 554	-10
+Bournemouth	10 722	2 633	2 762	-5	8 089	6 649	22
+Cambridge	319	159	312	-49	160	243	-34
+Exeter	5 702	1 279	1 310	-2	4 423	4 730	-6
Gloucester/Cheltenham	843	—	—	—	843	689	22
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	6 326	—	—	—	6 326	6 143	3
+Lydd	201	180	254	-29	21	54	-61
+Manston	361	361	653	-45	—	—	—
+Norwich	6 787	4 113	4 332	—	2 674	2 355	—
Penzance	6 046	—	—	—	6 046	5 968	1
+Portsmouth	—	—	—	—	—	1 265	—
+Southampton	24 869	489	1 474	-67	24 380	23 211	5
+Edinburgh	63 803	4 783	4 416	8	59 020	67 950	-13
+Glasgow	153 751	31 747	34 764	-9	122 004	130 354	-6
+Prestwick	16 761	14 435	18 019	-20	2 326	2 735	-15
Aberdeen	32 318	8 663	488	—	23 655	19 742	20
Benbecula	1 991	—	—	—	1 991	1 935	3
Inverness	10 477	3	—	100	10 474	10 842	-3
Islay	1 379	—	—	—	1 379	1 374	—
+Kirkwall	6 251	121	96	26	6 130	5 426	13
Stornoway	3 451	—	—	—	3 451	3 575	-3
+Sumburgh	10 688	3 202	1	—	7 486	5 273	42
Tiree	309	—	—	—	309	375	-18
Wick	2 583	—	—	—	2 583	2 708	-5
+Belfast	92 426	3 178	4 075	-22	89 248	97 921	-9
+Isle of Man	27 631	659	849	-22	26 972	29 565	-9
TOTAL (Incl. London Area)	3 136 719	2 208 913	2 407 255	-8	927 806	982 472	-6

(a) Includes Channel Islands Traffic.

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

Portsmouth Airport closed 31.12.73.  
Norwich Airport opened 1.4.73.



# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	March 1974 —May 1974			March 1973 —May 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>EUROPE</b>							
<b>Austria</b>	11.8	8.5	3.3	12.1	9.0	3.1	-3
London – Vienna	8.9	7.7	1.2	9.1	8.0	1.1	-2
Other Routes	2.9	0.8	2.1	3.0	1.0	2.0	-4
<b>Belgium</b>	67.0	65.7	1.3	79.1	71.3	7.8	-15
London – Brussels	46.0	45.8	0.1	46.1	45.4	0.6	—
Other S.E. England – Belgium	15.9	15.6	0.3	27.3	21.9	5.4	-42
Other Routes	5.1	4.3	0.8	5.7	4.0	1.8	-11
<b>Denmark</b>	39.9	30.2	9.8	37.0	29.5	7.6	8
London – Copenhagen	31.3	24.6	6.6	28.7	23.7	5.0	9
Other Routes	8.7	5.5	3.1	8.4	5.8	2.6	4
<b>Finland</b>	6.4	5.4	1.0	6.4	4.6	1.7	—
<b>France</b>	227.9	195.5	32.4	256.7	208.5	48.2	-11
London – Nice	10.9	10.0	0.8	10.8	9.9	0.9	1
– Paris	149.4	139.8	9.6	158.5	147.0	11.5	-6
– N. France (a)	10.3	9.9	0.4	10.0	8.7	1.2	3
– Other France	17.4	13.3	4.0	15.0	9.5	5.5	16
Manchester – Paris	5.8	5.7	0.1	6.6	5.9	0.7	-12
Other U.K. – Paris	10.3	7.2	3.1	15.1	8.7	6.4	-31
Luton – Other France	6.3	—	6.3	7.9	—	7.9	-21
Other S.E. England – France	8.9	8.7	0.2	20.3	17.7	2.6	-56
Other Routes	8.6	0.7	7.9	12.5	1.0	11.5	-31
<b>Germany Fed. Republic</b>	180.8	128.8	52.0	200.0	140.3	159.7	-10
London – Dusseldorf	24.5	21.7	2.8	24.9	24.6	0.3	-2
– Frankfurt	42.9	38.9	3.9	45.2	42.5	2.7	-5
– Hamburg	18.0	17.9	0.1	19.4	19.3	0.1	-7
– Munich	28.4	12.6	15.8	27.3	13.6	13.6	4
– Other Germany	32.1	28.4	3.7	35.2	30.2	5.0	-9
Luton – Germany	19.4	0.2	19.1	25.1	0.0	25.1	-23
Manchester – Germany	8.9	6.2	2.7	10.7	6.5	4.2	-17
Other Routes	6.6	2.8	3.8	12.2	3.6	8.6	-46
<b>Gibraltar</b>	6.8	6.7	—	6.0	6.0	—	12
<b>Greece</b>	49.1	20.0	29.1	53.8	23.0	30.8	-9
<b>Iceland</b>	2.8	2.8	—	2.4	2.3	0.2	15
London – Reykjavik	1.8	1.8	—	1.4	1.4	—	27
Glasgow – Reykjavik	1.0	1.0	—	1.0	0.9	0.1	6
Other Routes	—	—	—	0.1	—	0.1	—



Table 18 cont.

	March 1974 —May 1974			March 1973 —May 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	129.9	128.2	1.7	127.1	124.6	2.4	2
London – Cork	10.1	9.8	0.2	9.2	8.9	0.3	10
– Dublin	65.2	64.5	0.7	62.7	62.5	0.1	4
– Shannon	7.3	7.2	0.1	8.5	7.8	0.6	-14
Manchester – Dublin	11.4	11.4	—	11.2	11.2	—	2
Birmingham – Dublin	9.4	9.4	0.1	9.3	9.3	—	1
Glasgow – Dublin	6.6	6.6	—	6.4	6.4	—	2
Liverpool – Dublin	6.0	5.9	0.1	5.7	5.6	0.1	5
Leeds/Bradford – Dublin	2.3	2.2	—	2.4	2.4	0.0	-6
Edinburgh – Dublin	1.8	1.8	—	1.7	1.6	0.1	7
Bristol – Dublin	2.0	2.0	—	1.8	1.8	—	7
Other Routes	7.9	7.4	0.5	8.2	7.0	1.2	-4
<b>Italy</b>	141.8	66.3	75.5	165.8	67.5	98.3	-14
London – Genoa (g)	0.2	—	0.2	0.5	—	0.5	-54
– Milan	36.3	24.1	12.2	35.0	24.1	10.8	4
– Rimini (g)	0.9	—	0.9	1.2	—	1.2	-22
– Rome	25.1	16.9	8.2	36.0	26.7	9.3	-30
– Venice	7.8	3.5	4.3	9.4	3.8	5.5	-17
– Other Italy	34.8	20.1	14.8	29.9	11.9	18.0	16
Luton – Rimini	1.1	—	1.1	4.0	—	4.0	-72
– Other Italy	26.5	—	26.4	40.3	—	40.3	-34
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	4.9	—	4.9	5.8	0.9	5.0	-17
Other Routes	4.2	1.7	2.5	3.7	—	3.8	13
<b>Luxembourg</b>	4.9	4.7	0.3	4.2	3.8	0.4	18
London – Luxembourg	4.7	4.7	0.1	3.9	3.8	0.1	21
Other Routes	0.2	—	0.2	0.2	—	0.2	-20
<b>Netherlands</b>	148.2	131.8	16.4	170.5	136.6	33.9	-13
London – Amsterdam	87.8	83.8	4.0	93.3	88.1	5.2	-6
– Rotterdam	21.0	19.0	2.1	25.3	19.4	5.9	-17
Other S.E. England – Netherlands	8.5	3.3	5.1	14.0	7.4	6.6	-40
Manchester – Amsterdam	9.1	9.1	—	8.6	8.3	0.3	6
Other Routes	21.8	16.5	5.3	29.3	13.4	15.9	-26
<b>Norway</b>	21.0	15.5	5.5	20.2	14.7	5.5	4
London – Oslo	12.4	10.6	1.9	11.0	10.0	1.0	13
Other Routes	8.5	4.9	3.7	9.1	4.7	4.4	-6
<b>Portugal</b>	40.1	18.8	21.3	44.9	19.9	25.0	-11
London – Lisbon	16.9	11.9	5.0	20.9	13.8	7.0	-19
Other Routes	23.2	6.9	16.3	24.0	6.1	17.9	-4
<b>Soviet Union and Eastern Europe (b)</b>	24.6	15.4	9.2	19.8	14.7	5.1	24
London – Moscow	4.8	3.9	0.9	3.8	3.7	—	27
– Prague	2.2	2.2	—	2.3	2.3	—	-2
Other Routes	17.6	9.3	8.3	13.7	8.7	5.0	28



Table 18 cont.

	March 1974 —May 1974			March 1973 —May 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	345.6	77.6	267.9	421.2	67.3	353.9	-18
London — Barcelona	15.3	12.3	3.1	13.3	9.9	3.4	15
— Ibiza	8.4	1.3	7.1	9.9	1.2	8.7	-15
— Madrid	29.1	24.1	5.0	25.0	21.9	3.1	16
— Malaga	21.7	13.7	8.1	19.1	10.3	8.7	14
— Palma	45.1	12.9	32.2	58.4	11.4	47.1	-23
— Other Spain	40.0	12.6	27.4	40.9	11.2	29.7	-2
Luton — Alicante	13.5	—	13.5	17.9	—	17.9	-25
— Barcelona	6.4	—	6.4	6.2	—	6.2	2
— Gerona	7.2	—	7.2	11.2	—	11.2	-36
— Ibiza	9.3	—	9.3	17.2	—	17.2	-45
— Palma	21.6	—	21.6	33.8	—	33.8	-36
— Other Spain	13.5	—	13.5	20.2	—	20.2	-33
Other S.E. England — Spain	—	—	—	0.4	—	0.4	—
Manchester — Barcelona	1.6	—	1.6	1.5	—	1.5	4
— Palma	16.4	—	16.4	24.3	0.1	24.2	-32
Other N. England — Spain	32.4	0.5	31.9	40.2	1.1	39.2	-20
Scotland — Spain	12.9	—	12.9	15.6	—	15.6	-17
Other Routes	51.2	0.3	50.9	66.0	0.2	65.8	-22
<b>Sweden</b>	20.3	13.6	6.6	21.6	15.1	6.5	-6
London — Stockholm	12.9	9.5	3.4	13.1	9.7	3.3	-2
Other Routes	7.4	4.2	3.2	8.6	5.4	3.2	-14
<b>Switzerland</b>	89.4	66.1	23.3	100.8	71.2	29.6	-11
London — Basle	6.9	6.0	0.9	8.8	6.3	2.5	-22
— Geneva	33.9	26.3	7.6	34.4	28.4	6.0	-1
— Zurich	38.5	30.5	8.0	40.9	31.8	9.0	-6
Luton — Switzerland	5.9	0.1	5.8	10.0	—	9.9	-41
Other Routes	4.1	3.2	1.0	6.8	4.7	2.2	-39
<b>Yugoslavia</b>	17.4	7.9	9.5	20.8	6.3	14.6	-17
London — Dubrovnic	3.2	0.6	2.6	2.9	0.5	2.4	9
— Ljubljana	1.7	1.4	0.3	1.0	0.7	0.3	71
Luton — Yugoslavia	1.5	—	1.5	5.9	—	5.9	-75
Other Routes	11.0	5.9	5.2	11.1	5.1	6.0	—
<b>Other Europe</b>	62.2	44.8	17.4	48.5	35.5	13.0	28
WESTERN HEMISPHERE							
<b>Canada</b>	76.6	54.1	22.5	81.0	55.8	25.2	-5
London — Montreal	13.7	12.9	0.7	13.4	11.9	1.5	2
— Toronto	29.2	18.6	10.7	34.6	20.8	13.9	-16
— Other Canada	20.3	12.6	7.7	18.2	11.3	7.0	11
Other U.K. — Montreal	1.1	1.1	—	2.4	2.4	—	-55
— Toronto	10.3	7.6	2.8	10.8	8.1	2.7	-4
Other Routes	2.0	1.4	0.6	1.5	1.4	0.2	28



Table 18 cont.

	March 1974 —May 1974			March 1973 —May 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	216.4	188.8	27.6	255.2	214.0	41.2	-15
London — New York	86.4	74.7	11.8	93.9	80.5	13.4	-8
— Other East Coast U.S.A.	61.1	56.4	4.7	66.6	57.4	9.2	-8
— Chicago and Detroit	24.1	20.9	3.2	27.3	21.7	5.6	-12
— West Coast U.S.A.	34.3	30.9	3.4	44.9	39.0	5.9	-24
— Other U.S.A.	2.9	1.3	1.6	11.7	8.5	3.2	-75
Other U.K. — New York	5.2	3.8	1.5	8.1	6.7	1.4	-35
Other Routes	2.3	0.8	1.5	2.8	0.2	2.5	-18
<b>West Atlantic and Caribbean Islands</b>	17.4	15.7	1.7	19.4	17.9	1.5	-10
<b>Central and South America</b>	7.1	6.6	0.5	7.7	7.6	0.1	-8
REST OF THE WORLD							
<b>Canary Islands</b>	20.7	4.0	16.7	19.5	2.8	16.7	6
<b>North Africa (c)</b>	17.3	7.5	9.8	31.4	6.0	25.4	-45
<b>East Africa (d)</b>	9.5	7.8	1.7	10.3	8.2	2.1	-8
<b>Central Africa (e)</b>	5.9	5.9	—	5.3	5.3	—	12
<b>West Africa (d)</b>	8.6	8.4	0.2	7.3	7.0	0.3	17
<b>South Africa</b>	15.8	15.8	—	12.6	12.5	0.1	26
<b>Middle East (f)</b>	56.7	55.0	1.8	54.3	50.5	3.8	5
<b>India</b>	13.0	12.9	0.1	10.2	8.9	1.4	27
<b>Pakistan</b>	3.6	3.6	—	4.9	3.6	1.4	-26
<b>Far East</b>	38.9	29.1	9.8	34.9	24.2	10.6	12
<b>Australia and New Zealand</b>	18.6	18.6	—	15.1	15.0	0.1	23
<b>Other Routes n.e.i.</b>	19.7	7.3	12.4	7.0	4.6	2.4	182
<b>ALL ROUTES</b>	2 160.5	1 472.1	688.4	2 395.2	1 515.5	879.2	-10

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

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

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

**Glasgow** includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of a line of 49° latitude.

(b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.

(c) North Africa includes Algeria, Libya, Morocco and Tunisia.

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

(f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.

(g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London — Other Italy.

(h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

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



# Domestic Passengers by Main Routes

Table 19

## Monthly Averages

Origin/Destination		March 1974 —May 1974 (000)	March 1973 —May 1973 (000)	Percentage change
London (a)	Aberdeen	10.3	9.5	8
	Belfast	44.6	48.5	-8
	Birmingham	0.9	3.3	-73
	Channel Islands	24.9	42.2	-41
	Edinburgh	47.6	53.2	-11
	Glasgow (b)	71.4	76.4	-7
	Isle of Man	2.0	2.2	-9
	Leeds/Bradford	9.7	10.4	-7
	Liverpool	9.8	10.8	-9
	Manchester	32.2	33.8	-5
	Newcastle	19.6	23.4	-16
	Tees-side	9.4	8.3	13
	Other airports	25.8	6.4	—
Belfast	Birmingham	6.1	6.3	-3
	East Midlands	2.7	2.7	—
	Edinburgh	1.7	1.6	6
	Glasgow (b)	10.0	11.1	-10
	Isle of Man	2.1	2.9	28
	Leeds/Bradford	2.9	3.4	-15
	Liverpool	2.9	3.4	-15
	Manchester	10.0	10.8	-7
	Newcastle	1.8	2.1	-14
	Other airports	4.4	5.1	-14
Channel Islands	Bournemouth	6.3	4.9	29
	Birmingham	7.2	5.9	22
	Bristol/Glamorgan	5.6	4.9	14
	East Midlands	8.0	7.9	1
	Glasgow (b)	0.9	0.5	80
	Leeds/Bradford	2.0	1.8	11
	Liverpool	2.5	2.9	-14
	Manchester	3.8	3.3	15
	Newcastle	0.7	0.8	-13
	Southampton	21.5	20.2	6
	Other airports	24.7	7.8	—
Edinburgh	Birmingham	3.1	3.1	—
	Glasgow (b)	0.3	0.7	-57
	Manchester	3.4	3.5	-3
	Other airports	3.0	5.9	-49
Glasgow	Birmingham	5.3	6.9	-23
	East Midlands	4.0	3.9	3
	Isle of Man	1.4	1.2	17
	Leeds/Bradford	2.0	1.7	18
	Liverpool	1.8	3.3	-46
	Manchester	6.0	6.0	—
	Southampton	2.2	2.3	-4
	Other Scottish airports	14.9	15.0	-1
	Other airports	2.6	3.8	-32
Isle of Man	Blackpool	6.3	6.8	-7
	Liverpool	9.9	10.0	-1
	Manchester	4.0	4.0	—
	Newcastle	0.4	0.2	—
	Other airports	0.8	1.9	-58
Penzance	Isles of Scilly	6.0	6.1	-2
Other Routes		4.5	20.8	-78
TOTAL		517.9	545.8	-5

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

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



Cargo by Type and Nationality of Operator    May 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	4 260·9	—	—	791·2	1 294·8	10·5	1·5	—	—	596·2	1 563·0	—	3·7
+Heathrow	41 177·4	5 736·5	6 405·4	35·9	169·0	12 391·4	14 816·7	192·5	12·9	66·7	38·8	251·7	1 059·9
+Luton	133·9	—	—	0·1	1·3	—	—	—	—	10·8	7·9	61·2	52·6
+Southend	1 948·0	—	—	1 040·0	860·0	—	—	—	—	12·0	6·0	1·0	29·0
+Stansted	1 715·9	—	—	—	—	—	—	—	—	428·6	858·5	7·4	421·4
TOTAL (London Area)	49 236·1	5 736·5	6 405·4	1 867·2	2 325·1	12 401·9	14 818·2	192·5	12·9	1 114·3	2 474·2	321·3	1 566·6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	80·6	25·0	20·8	0·9	3·3	10·7	8·4	—	—	—	0·3	7·9	3·3
+Liverpool	1 281·2	123·7	683·6	1·6	0·4	107·2	48·4	—	1·2	34·4	0·1	57·0	223·6
+Manchester	4 049·7	700·9	563·3	14·3	2·5	1 100·8	1 449·9	—	—	0·3	177·5	—	40·2
+Birmingham	324·9	69·4	67·4	14·1	4·5	71·6	97·9	—	—	—	—	—	—
+Coventry	5·6	—	—	—	—	—	—	—	—	2·5	3·1	—	—
+East Midlands	722·3	0·6	—	187·8	290·2	—	—	—	—	43·3	95·0	23·1	82·3
+Newcastle	138·3	20·8	56·1	22·3	29·3	—	—	—	—	—	—	—	9·8
+Tees-side	41·2	—	—	11·6	9·0	—	—	—	—	—	20·6	—	—
+Bristol	81·1	8·7	9·2	0·6	1·1	25·0	36·5	—	—	—	—	—	—
+Glamorgan	23·6	1·3	14·6	2·0	0·9	—	4·1	—	0·1	—	0·6	—	—
Swansea	3·1	—	—	—	—	—	—	—	—	1·2	1·9	—	—
+Ashford	500·2	—	—	163·7	336·5	—	—	—	—	—	—	—	—
+Blackpool	71·2	—	—	8·8	42·6	—	—	—	—	—	19·8	—	—
+Bournemouth	428·9	—	—	287·2	141·1	—	—	—	—	—	0·6	—	—
+Cambridge	25·5	—	—	—	—	—	—	—	—	—	4·9	11·6	9·0
+Exeter	97·4	—	—	3·3	15·2	—	—	—	—	—	1·0	77·9	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	11·9	7·6	4·3	—	—	—	—	—	—	—	—	—	—
+Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—
+Manston	362·1	—	—	—	—	—	—	—	—	187·6	127·4	25·7	21·4
+Norwich	23·7	—	—	9·4	11·5	—	—	—	—	1·4	1·4	—	—
Penzance Heliport	11·9	4·3	7·6	—	—	—	—	—	—	—	—	—	—
+Southampton	79·9	1·0	2·9	18·3	46·0	—	—	—	—	4·2	3·5	1·0	3·0
+Edinburgh	351·4	189·4	67·7	31·8	44·9	12·1	5·4	0·1	—	—	—	—	—
+Glasgow	2 322·4	641·9	666·3	93·8	93·5	276·7	376·7	—	—	29·6	9·8	33·2	100·9
+Prestwick	920·8	215·2	84·4	—	—	334·3	236·2	—	—	—	—	17·1	33·6
Aberdeen	253·1	32·6	57·4	7·8	13·4	—	—	—	0·2	44·7	89·7	6·9	0·4
Benbecula	29·9	18·3	11·6	—	—	—	—	—	—	—	—	—	—
Inverness	22·7	6·8	15·9	—	—	—	—	—	—	—	—	—	—
Islay	5·0	4·3	0·7	—	—	—	—	—	—	—	—	—	—
+Kirkwall	45·3	30·4	12·1	—	—	—	—	—	—	0·9	1·9	—	—
Stornoway	47·0	32·5	14·5	—	—	—	—	—	—	—	—	—	—
+Sumburgh	85·6	22·0	11·4	—	—	—	—	—	—	19·2	33·0	—	—
Tiree	1·1	0·7	0·3	—	—	—	—	—	—	—	0·1	—	—
Wick	6·3	4·8	1·4	—	—	—	—	—	—	0·1	—	—	—
+Belfast	1 407·2	850·2	342·8	94·8	47·5	2·4	0·8	—	—	68·7	—	—	—
+Isle of Man	352·1	206·6	58·4	58·4	28·7	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	63 450·3	8 955·5	9 180·1	2 899·7	3 487·2	14 342·7	17 082·5	192·6	14·4	1 552·4	3 066·4	582·7	2 094·1
Channel Islands Airports													
Alderney	18·6	—	—	12·0	2·4	—	—	—	—	3·6	0·6	—	—
Guernsey	863·3	85·5	47·5	188·2	225·9	—	—	—	—	127·6	188·6	—	—
Jersey	1 028·0	152·4	118·4	472·3	209·1	1·9	0·7	0·1	—	48·1	24·8	0·2	—
TOTAL (Channel Islands Airports)	1 909·9	237·9	165·9	672·5	437·4	1·9	0·7	0·1	—	179·3	214·0	0·2	—



# Cargo

Table 21

## Comparison with a Year Earlier

### Monthly Averages

	March 1974 May 1974 (tonnes)	March 1973 May 1973 (tonnes)	Percentage change
<b>London Area Airports</b>			
+Gatwick	4 408.2	3 709.6	18.8
+Heathrow	40 638.4	37 216.5	9.2
+Luton	180.6	154.4	17.0
+Southend	1 843.7	2 027.6	-9.1
+Stansted	1 566.0	702.6	—
TOTAL (London Area)	48 636.9	43 810.7	11.0
Westland Heliport (Battersea)	—	—	—

### Other UK Airports

+Leeds/Bradford	62.2	88.2	-29.5
+Liverpool	1 249.9	1 491.4	-16.2
+Manchester	3 826.4	3 630.9	5.4
+Birmingham	299.3	280.5	6.7
+Coventry	11.5	218.8	-94.7
+East Midlands	607.5	615.1	-1.2
+Newcastle	131.4	180.7	-27.3
+Tees-side	26.2	35.2	-25.6
+Bristol	66.2	70.3	-5.8
+Glamorgan	18.3	15.6	17.3
Swansea	1.1	—	—
+Ashford	398.4	379.5	5.0
+Blackpool	63.2	66.5	-5.0
+Bournemouth	568.1	253.5	—
+Cambridge	21.6	98.4	-78.0
+Exeter	42.3	19.1	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	13.6	25.6	-46.9
+Lydd	11.2	9.4	19.1
+Manston	330.8	380.5	-13.1
+Norwich	26.7	37.6	—
Penzance Heliport	13.6	25.6	-46.9
+Southampton	87.6	107.1	-18.2
+Edinburgh	248.4	395.6	-37.2
+Glasgow	2 120.1	1 770.1	19.8
+Prestwick	1 148.8	1 358.7	-15.4
Aberdeen	208.7	83.1	—
Benbecula	23.5	19.1	23.0
Inverness	30.1	40.9	-26.4
Islay	4.2	11.3	-62.8
+Kirkwall	41.5	35.1	18.2
Stornoway	43.8	42.5	3.1
+Sumburgh	73.5	38.9	88.9
Tiree	1.0	1.9	-47.4
Wick	6.4	8.3	-22.9
+Belfast	1 257.1	1 675.1	-25.0
+Isle of Man	314.9	379.4	-17.0
TOTAL (Incl. London Area)	62 036.0	57 704.1	7.5

### Channel Islands Airports

Alderney	18.2	26.4	-31.1
Guernsey	961.1	1 026.1	-6.3
Jersey	1 190.5	1 663.1	-2.84
TOTAL (Channel Islands Airports)	2 169.8	2 715.6	-20.1

Portsmouth Airport closed 31.12.73  
Norwich Airport opened 1.4.74



All Scheduled Services May 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	4 739	1 406	6 448	83 212	1 019 277	549 438	53.9	2 501	131 257	69 303	3 218	16 272	49 813	52.8
British Airways European Division	8 039	11 032	15 384	709 970	891 873	514 188	57.7	3 675	90 531	47 781	1 085	2 013	44 681	52.8
British Airways Helicopters	21	347	111	8 012	593	489	82.5	14	44	38	—	1	37	86.3
British Airways Regional Division—														
Channel Islands Airways	687	1 852	2 010	76 050	50 663	28 150	55.6	240	4 679	2 466	19	82	2 366	52.7
Scottish Airways	518	2 067	1 755	50 443	35 044	17 756	50.7	327	3 150	1 589	20	68	1 501	50.4
Cambrian Airways	432	1 698	1 344	61 487	29 900	17 485	58.5	942	2 904	1 616	5	219	1 391	55.6
Northeast Airlines	399	1 006	1 078	54 489	37 857	22 867	60.4	137	3 391	1 954	—	56	1 898	57.6
British Caledonian Airways	3 025	2 941	5 312	119 550	345 398	170 505	49.4	1 457	39 609	19 759	584	4 052	15 123	49.9
Air Anglia	192	521	624	8 720	8 447	3 462	41.0	34	864	362	—	15	346	41.9
Aurigny Air Services	124	2 064	693	18 134	1 496	1 030	68.8	46	148	86	—	2	84	58.2
British Air Ferries	160	773	740	17 558	6 183	3 159	51.1	1 912	1 086	700	—	413	287	64.5
British Island Airways	330	1 699	1 273	48 266	16 495	9 666	58.6	158	1 518	851	—	29	822	56.1
British Midland Airways	572	1 614	1 841	51 978	40 466	20 155	49.8	158	3 143	1 670	—	66	1 604	53.2
Brymon Airways	49	285	221	1 580	531	272	51.3	—	39	20	—	—	20	50.8
Dan-Air Services	400	1 466	1 296	28 851	22 976	8 788	38.2	5	1 864	719	—	1	718	38.6
Intra Airways	33	204	190	3 029	1 101	545	49.5	—	88	37	—	—	37	42.6
Loganair	39	536	223	2 022	404	124	30.7	—	35	11	—	—	11	32.5
TOTAL Passenger Services	19 758	31 511	40 543	1 343 351	2 508 706	1 368 078	54.5	11 607	284 348	148 960	4 931	23 289	120 739	52.4
Cargo Services														
British Airways Overseas Division	310	99	409	—	—	—	—	839	9 827	5 978	100	5 878	—	60.8
British Airways European Division	741	1 105	1 356	—	—	—	—	7 765	10 993	5 454	222	5 233	—	49.6
British Caledonian Airways	69	24	91	—	—	—	—	225	1 897	1 414	11	1 403	—	74.6
Air Freight	39	156	171	—	—	—	—	385	134	96	—	96	—	71.6
Air-Bridge Carriers	32	80	109	—	—	—	—	488	289	194	—	194	—	67.3
British Island Airways	138	478	528	—	—	—	—	999	610	274	41	234	—	45.0
Intra Airways	7	41	36	—	—	—	—	99	24	18	—	18	—	72.3
TOTAL Cargo Services	1 337	1 983	2 699	—	—	—	—	10 800	23 775	13 429	374	13 056	—	56.5
GRAND TOTAL	21 095	33 494	43 241	1 343 351	2 508 706	1 368 078	54.5	22 409	308 123	162 389	5 305	36 344	120 739	52.7



International Scheduled Services    May 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	4 739	1 406	6 449	83 212	1 019 277	549 438	53·9	2 501	131 256	69 303	3 218	16 272	49 813	52·8
British Airways European Division	6 965	8 684	12 961	537 913	765 882	433 648	56·6	3 178	78 134	40 759	1 033	1 850	37 874	52·2
British Airways Regional Division—														
Channel Islands Airways	213	391	508	12 831	16 775	7 146	42·6	105	1 648	663	1	50	612	40·3
Cambrian Airways	133	346	323	10 930	10 748	5 559	51·7	41	937	456	—	20	437	48·7
Northeast Airlines	123	227	286	10 378	12 718	6 096	47·9	41	1 103	526	—	20	506	47·6
British Caledonian Airways	2 466	1 876	4 116	71 805	297 052	146 898	49·5	1 080	34 906	17 592	583	3 855	13 155	50·4
Air Anglia	115	254	347	4 755	5 080	1 701	33·5	30	520	183	—	13	170	35·3
Aurigny Air Services	84	1 809	502	15 744	952	662	69·5	43	93	55	—	2	53	58·8
British Air Ferries	160	773	740	17 558	6 183	3 159	51·1	1 912	1 086	700	—	413	287	64·5
British Island Airways	114	424	420	10 586	5 690	2 710	47·6	35	524	240	—	10	230	45·9
British Midland Airways	164	423	527	7 546	11 969	3 632	30·3	64	859	348	—	31	317	40·5
Brymon Airways	9	45	42	121	90	26	29·5	—	7	2	—	—	2	29·0
Dan-Air Services	199	525	561	10 500	10 465	4 011	38·3	—	843	327	—	—	327	38·8
Intra Airways	17	153	113	2 129	525	255	48·7	—	42	18	—	—	18	43·0
TOTAL Passenger Services	15 502	17 336	27 893	796 008	2 163 406	1 164 941	53·9	9 031	251 956	131 173	4 834	22 536	103 802	52·1
Cargo Services														
British Airways Overseas Division	310	99	409					839	9 827	5 978	100	5 878	—	60·8
British Airways European Division	611	795	1 035					5 526	8 629	4 424	75	4 350	—	51·3
British Caledonian Airways	69	24	91					225	1 897	1 414	11	1 403	—	74·6
Air Freight	39	156	171					385	134	96	—	96	—	71·6
British Island Airways	62	106	213					174	287	100	9	91	—	35·0
TOTAL Cargo Services	1 092	1 180	1 918					7 148	20 774	12 013	195	11 818	—	57·8
GRAND TOTAL	16 593	18 516	29 811	796 008	2 163 406	1 164 941	53·9	16 179	272 730	143 186	5 029	34 354	103 802	52·5



# Domestic Scheduled Services May 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	1 074	2 348	2 423	172 057	125 992	80 540	63.9	498	12 397	7 022	53	163	6 807	56.6
British Airways Helicopters	21	347	111	8 012	593	489	82.5	14	44	38	—	1	37	86.3
British Airways Regional Division—														
Channel Islands Airways	473	1 461	1 503	63 219	33 888	21 004	62.0	135	3 031	1 802	18	32	1 753	59.5
Scottish Airways	518	2 067	1 755	50 443	35 044	17 756	50.7	327	3 150	1 589	20	68	1 501	50.4
Cambrian Airways	300	1 352	1 021	50 557	19 152	11 927	62.3	900	1 967	1 159	5	200	954	58.9
Northeast Airlines	276	779	793	44 111	25 139	16 771	66.7	96	2 288	1 428	—	36	1 392	62.4
British Caledonian Airways	559	1 065	1 196	47 745	48 346	23 607	48.8	377	4 703	2 167	1	197	1 968	46.1
Air Anglia	77	267	276	3 965	3 367	1 760	52.3	4	344	178	—	2	176	51.8
Aurigny Air Services	39	255	191	2 390	544	368	67.6	3	54	31	—	1	31	57.3
British Island Airways	216	1 275	852	37 680	10 805	6 956	64.4	123	994	611	—	19	591	61.4
British Midland Airways	409	1 191	1 314	44 432	28 497	16 523	58.0	94	2 284	1 322	—	35	1 287	57.9
Brymon Airways	39	240	180	1 459	441	246	55.8	—	32	18	—	—	18	55.3
Dan-Air Services	201	941	735	18 351	12 511	4 777	38.3	5	1 021	391	—	1	391	38.5
Intra Airways	16	51	77	900	576	290	50.2	—	46	20	—	—	20	42.2
Loganair	39	536	223	2 022	404	124	30.7	—	35	11	—	—	11	32.5
TOTAL Passenger Services	4 257	14 175	12 650	547 343	345 300	203 137	58.8	2 576	32 392	17 788	97	753	16 937	54.9
Cargo Services														
British Airways European Division	130	310	321					2 239	2 364	1 030	147	883	—	43.5
Air-Bridge Carriers	32	80	109					488	289	194	—	194	—	67.3
British Island Airways	76	372	316					825	323	174	32	142	—	53.8
Intra Airways	7	41	36					99	24	18	—	18	—	72.3
TOTAL Cargo Services	245	803	781					3 651	3 000	1 416	179	1 237	—	47.1
GRAND TOTAL	4 502	14 978	13 431	547 343	345 300	203 137	58.8	6 227	35 392	19 204	276	1 990	16 937	54.3



# All Non-Scheduled Services May 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	547	113	631	8 773	88 911	72 073	81.1	4	9 666	6 614	42	6 572	68.4
British Airways European Division	533	483	1 006	20 562	37 147	25 213	67.9	1 665	6 691	3 829	1 697	2 132	57.2
British Airtours	799	423	1 135	56 514	147 023	102 858	70.0	—	13 394	8 732	—	8 732	65.2
British Airways Helicopters	126	1 136	619	11 098	2 675	1 275	47.9	91	251	107	11	95	42.7
British Airways Regional Division—													
Channel Islands Airways	67	167	150	6 917	5 478	3 657	66.8	2	457	305	—	305	66.7
Scottish Airways	2	10	8	71	65	33	50.0	21	14	7	4	3	45.9
Cambrian Airways	187	274	366	8 202	15 784	8 982	56.9	1	1 391	720	1	720	51.8
Northeast Airlines	220	161	330	15 809	26 810	21 597	80.6	—	2 284	1 792	—	1 792	78.5
British Caledonian Airways	1 083	598	1 623	38 400	124 723	98 485	79.0	576	20 573	13 037	4 302	8 733	63.4
Air Anglia	93	284	293	2 294	1 693	860	50.8	—	184	86	—	86	47.0
Air Freight	17	43	77	—	—	—	—	33	53	42	42	—	79.2
Air-Bridge Carriers	15	24	38	—	—	—	—	96	150	48	48	—	31.6
Alidair	107	217	304	6 185	6 069	3 420	56.4	217	754	414	125	289	54.9
Beecham Imperial	57	111	139	270	436	143	32.8	—	38	14	—	14	35.2
Bristow Helicopters	288	2 260	1 606	16 615	4 855	2 749	56.6	309	457	264	52	212	57.8
Britannia Airways	2 213	1 517	3 562	139 790	294 929	207 952	70.5	—	25 076	17 679	—	17 679	70.5
British Air Ferries	11	16	45	—	—	—	—	42	76	26	26	—	34.7
British Island Airways	127	371	464	9 055	5 085	2 990	58.8	—	578	320	66	254	55.4
British Midland Airways	231	290	582	18 069	31 064	15 286	49.2	—	2 999	1 232	39	1 193	41.1
Brymon Airways	—	2	1	16	3	2	88.9	—	—	—	—	—	87.5
Cabair	18	66	62	103	110	29	26.2	—	18	5	—	5	26.0
Court Line Aviation	1 256	880	2 185	98 541	216 735	159 288	73.5	—	18 546	13 476	—	13 476	72.7
Dan-Air Services	2 406	1 584	4 100	129 771	301 259	224 245	74.4	62	24 134	17 960	36	17 925	74.4
Donaldson International Airways	138	45	187	—	—	—	—	337	4 402	2 968	2 968	—	67.4
Eagle Flying Services	5	15	14	35	23	11	48.0	—	2	1	—	1	47.6
Fairflight Charters	70	139	268	714	462	326	70.5	21	55	37	12	24	66.0
Galliford Aviation	6	13	16	53	39	27	69.4	—	5	2	—	2	46.7
Haywards Aviation	4	18	22	143	54	36	66.7	1	5	3	1	3	60.0
Humber Airways	5	30	26	93	51	22	43.1	—	4	2	—	2	39.7
IDS Aircraft	68	253	216	551	365	145	39.7	—	29	12	—	12	41.4
International Aviation Services	336	141	708	—	—	—	—	951	5 630	3 651	3 651	—	64.8
Intra Airways	7	71	49	2 143	204	189	92.5	—	18	15	2	13	83.7
Invicta International Airlines	179	137	372	6 683	7 252	5 857	80.8	768	2 994	2 545	1 969	576	85.0
Laker Airways	1 276	605	1 889	52 656	237 591	170 772	71.9	—	23 532	16 745	—	16 745	71.2
Loganair	68	646	267	2 712	507	299	58.8	23	53	32	5	27	60.8
Macedonian Aviation	20	59	99	759	490	251	51.2	7	67	25	6	19	37.3
MAM Aviation	21	34	39	102	193	74	38.4	—	17	7	—	7	40.9
McAlpine Aviation	278	604	521	1 693	2 161	845	39.1	—	163	66	—	66	40.6
Merlot International Airlines	44	93	165	182	312	131	42.0	—	27	12	—	12	45.4
Monarch Airlines	533	336	913	36 184	74 073	56 193	75.9	35	8 265	5 691	593	5 098	68.9
Moseley Aviation	14	41	48	175	79	65	83.0	—	8	7	—	7	80.9
Northern Air Taxis	59	118	204	452	366	237	64.8	—	30	20	—	20	66.7
Northern Executive Aviation	10	35	47	148	49	39	78.1	8	9	5	2	4	60.6
Peters Aviation	21	64	93	415	298	138	46.3	3	32	12	1	10	36.7
Rank Organisation	16	36	39	116	80	50	61.6	—	11	4	—	4	36.6
Thurston Aviation	24	102	89	204	117	43	36.7	4	13	5	1	3	35.4
Tradewinds Airways	479	101	992	—	—	—	—	758	11 453	8 670	8 670	—	75.7
Trans-Meridian Air Cargo	590	200	1 150	—	—	—	—	2 044	15 931	9 962	9 962	—	62.5
Vernair Transport	8	20	37	66	59	41	68.3	1	5	4	—	3	68.2
TOTAL	14 662	14 986	27 787	693 394	1 635 681	1 186 929	72.6	8 008	200 543	137 211	34 333	102 875	68.4
Class 5A Licence TOTAL	371	371	709	19 901	69 397	53 967	77.8	..	6 361	4 839	19	4 820	76.1
TOTAL Excludes 5A Licence	14 291	14 615	27 078	673 493	1 566 284	1 132 962	72.3	8 088	194 182	132 372	34 314	98 055	68.2

†Does not include cargo carried under Class 5 Licences.



# International Non-Scheduled Services May 1974

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	547	113	631	8 773	88 911	72 073	81.1	—	9 666	6 614	42	6 572	68.4
British Airways European Division	533	483	1 006	20 562	37 147	25 213	67.9	1 665	6 691	3 829	1 697	2 132	57.2
British Airtours	779	423	1 135	56 514	147 023	102 858	70.0	—	13 394	8 732	—	8 732	65.2
British Airways Helicopters	125	1 132	612	11 085	2 648	1 271	48.2	89	248	106	11	95	42.8
British Airways Regional Division—													
Channels Islands Airways	66	161	147	6 650	5 402	3 617	67.0	2	451	302	—	302	67.0
Cambrian Airways	173	185	311	6 147	14 967	8 631	57.7	1	1 317	691	1	690	52.4
Northeast Airlines	220	161	330	15 809	26 810	21 597	80.6	—	2 284	1 792	—	1 792	78.5
British Caledonian Airways	1 083	598	1 623	38 460	124 723	98 485	79.0	576	20 573	13 037	4 302	8 733	63.4
Air Anglia	16	33	50	608	529	337	63.7	—	55	34	—	34	61.3
Air Freight	12	13	51	—	—	—	—	30	35	29	29	—	82.9
Air-Bridge Carriers	12	13	26	—	—	—	—	40	118	39	39	—	33.3
Alidair	75	136	209	5 762	5 881	3 251	55.3	47	530	320	45	275	60.4
Beecham Imperial	46	70	102	160	360	111	30.8	—	32	11	—	11	33.5
Bristow Helicopters	288	2 260	1 606	16 615	4 855	2 749	56.6	309	457	264	52	212	57.8
Britannia Airways	2 213	1 517	3 562	139 790	294 929	207 952	70.5	—	25 076	17 679	—	17 679	70.5
British Air Ferries	11	16	45	—	—	—	—	42	76	26	26	—	34.7
British Island Airways	91	245	311	5 546	3 325	2 011	60.5	—	416	233	62	171	56.1
British Midland Airways	215	244	536	16 130	29 909	14 598	48.8	—	2 909	1 178	39	1 139	40.5
Cabair	8	24	28	36	50	13	25.1	—	8	2	—	2	25.1
Court Line Aviation	1 254	876	2 181	98 191	216 563	159 162	73.5	—	18 531	13 466	—	13 466	72.7
Dan-Air Services	2 401	1 572	4 086	128 873	300 924	223 929	74.4	40	24 090	17 922	22	17 900	74.4
Donaldson International Airways	138	45	187	—	—	—	—	337	4 402	2 968	2 968	—	67.4
Eagle Flying Services	3	9	9	27	15	9	60.0	—	1	1	—	1	60.2
Fairflight Charters	51	99	197	440	282	198	70.2	21	42	27	12	15	64.3
Galliford Aviation	4	6	12	34	29	23	80.8	—	3	2	—	2	54.5
Haywards Aviation	1	1	3	—	7	—	—	1	1	1	1	—	70.0
Humber Airways	1	4	3	8	7	2	22.2	—	1	—	—	—	25.0
International Aviation Services	336	141	708	—	—	—	—	951	5 630	3 651	3 651	—	64.8
Intra Airways	4	33	22	1 107	151	143	94.4	—	12	10	—	10	82.5
Invicta International Airlines	179	137	372	6 683	7 252	5 857	80.8	768	2 994	2 545	1 969	576	85.0
Laker Airways	1 276	603	1 887	52 478	237 545	170 726	71.9	—	23 528	16 741	—	16 741	71.2
Macedonian Aviation	7	16	36	81	104	45	43.4	6	24	9	6	3	38.3
MAM Aviation	17	20	30	60	156	56	35.8	—	14	5	—	5	38.9
McAlpine Aviation	198	273	324	805	1 572	598	38.0	—	118	47	—	47	39.9
Merlot International Airlines	42	86	159	164	299	121	40.5	—	26	11	—	11	44.1
Monarch Airlines	533	336	913	36 184	74 073	56 193	75.9	35	8 265	5 691	593	5 098	68.9
Moseley Aviation	6	12	22	70	38	36	95.5	—	4	4	—	4	95.5
Northern Air Taxis	6	12	24	39	45	20	44.5	—	4	2	—	2	45.4
Northern Executive Aviation	3	6	14	13	6	4	72.0	1	3	1	1	—	34.5
Peters Aviation	6	20	28	159	89	56	63.4	—	9	4	—	4	47.3
Rank Organisation	15	34	37	105	78	47	60.7	—	11	4	—	4	35.9
Thurston Aviation	13	44	47	78	60	20	33.4	2	7	2	1	2	32.4
Tradewinds Airways	479	101	992	—	—	—	—	758	11 453	8 670	8 670	—	75.7
Trans-Meridian Air Cargo	590	200	1 150	—	—	—	—	2 044	15 931	9 962	9 962	—	62.5
Vernair Transport	5	6	25	31	38	28	72.5	—	3	2	—	2	67.9
TOTAL	14 082	12 519	25 786	674 277	1 626 803	1 182 041	72.7	7 775	199 439	136 666	34 201	102 463	68.5
Class 5A Licence TOTAL	319	180	501	15 586	66 936	52 707	78.7	..	6 128	4 715	2	4 713	76.9
TOTAL Excludes 5A Licence	13 763	12 339	25 285	658 691	1 559 867	1 129 334	72.4	7 775	193 311	131 951	34 199	97 750	68.3

†Does not include cargo carried under Class 5 Licences



Domestic Non-Scheduled Services May 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways Helicopters	1	4	7	13	28	4	14.9	1	3	1	—	—	28.5
British Airways Regional Division—													
Channel Islands Airways	1	6	4	267	76	40	52.7	—	7	3	—	3	51.2
Scottish Airways	2	10	8	71	65	33	50.0	21	14	7	4	3	45.9
Cambrian Airways	13	89	55	2 055	817	351	43.0	—	74	29	—	29	39.2
Air Anglia	77	251	243	1 686	1 164	523	44.9	—	129	53	—	52	40.9
Air Freight	6	30	26	—	—	—	—	3	18	13	13	—	71.8
Air-Bridge Carriers	3	11	12	—	—	—	—	56	33	8	8	—	25.6
Alidair	32	81	96	423	188	170	90.3	170	224	94	80	14	41.9
Beecham Imperial	11	41	37	110	77	32	41.8	—	7	3	—	3	43.0
British Island Airways	36	126	153	3 509	1 760	979	55.6	—	162	87	4	83	53.7
British Midland Airways	17	46	46	1 939	1 154	688	59.6	—	90	54	—	54	60.3
Brymon Airways	—	2	1	16	3	2	88.9	—	—	—	—	—	87.5
Cabair	10	42	34	67	61	16	27.1	—	10	3	—	3	26.7
Court Line Aviation	1	4	4	350	172	126	73.5	—	14	10	—	10	73.0
Dan-Air Services	5	12	14	898	335	315	94.1	22	44	39	13	25	88.3
Eagle Flying Services	2	6	5	8	8	2	26.3	—	1	—	—	—	25.0
Fairflight Charters	19	40	71	274	181	128	71.1	—	14	10	—	10	71.1
Galliford Aviation	2	7	4	19	11	4	38.1	—	1	—	—	—	25.0
Haywards Aviation	3	17	19	143	47	36	76.6	—	4	3	—	3	75.0
Humber Airways	5	26	23	85	44	21	47.7	—	4	2	—	2	42.1
IDS Aircraft	68	253	216	551	365	145	39.7	—	29	12	—	12	41.4
Intra Airways	2	38	27	1036	52	46	87.0	—	6	5	2	3	86.0
Laker Airways	1	2	1	178	46	46	100.0	—	4	4	—	4	100.0
Loganair	68	646	267	2 712	507	299	58.8	23	53	32	5	27	60.8
Macedonian Aviation	13	43	63	678	386	206	53.4	1	43	16	—	15	37.2
MAM Aviation	4	14	9	42	37	18	49.2	—	3	2	—	2	49.4
McAlpine Aviation	79	331	197	888	589	248	42.0	—	45	19	—	19	42.5
Merlot International Airlines	2	7	6	18	13	10	74.5	—	1	1	—	1	75.7
Moseley Aviation	8	29	26	105	41	29	71.4	—	4	3	—	3	67.8
Northern Air Taxis	52	106	180	413	320	217	67.8	—	26	18	—	18	69.2
Northern Executive Aviation	7	29	33	135	44	34	78.9	7	6	4	1	3	71.7
Peters Aviation	15	44	66	256	209	82	39.1	3	22	7	1	6	32.4
Rank Organisation	—	2	1	11	2	2	91.7	—	—	—	—	—	64.3
Thurston Aviation	11	58	42	126	57	23	40.2	2	6	2	1	2	39.0
Vernair Transport	3	14	13	35	21	13	60.7	1	2	1	—	1	68.6
TOTAL	580	2 467	2 007	19 117	8 882	4 887	55.0	313	1 103	545	133	413	49.4
Class 5A Licence TOTAL	52	191	207	4 315	2 461	1 260	51.2	..	233	124	17	107	53.2
TOTAL Excludes 5A Licence	528	2 276	1 800	14 802	6 421	3 627	56.2	313	870	421	116	306	48.4

†Does not include cargo carried under Class 5 Licences.



## Class 2 Licence Operations May 1974

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
<b>International Services</b>											
British Airways Overseas Division	255	48	249	4 454	—	30 505	25 044	82·1	3 504	2 283	65·2
British Airtours	9	2	12	238	—	1 741	1 096	63·0	158	105	66·3
British Caledonian Airways	87	22	113	1 767	—	16 350	12 539	76·7	2 244	1 128	50·3
Dan-Air Services	168	42	221	3 658	—	31 804	24 782	77·9	2 542	1 980	77·9
Laker Airways	362	85	467	16 150	—	122 850	90 286	73·5	12 468	9 024	72·4
TOTAL	882	199	1 062	26 267	—	203 250	153 747	75·6	20 916	14 520	69·4

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

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers May 1974

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km			Tonne—km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
<b>International Services</b>												
British Airways European Division	223	196	448	16 764	25 604	18 573	72·1	2 279	1 559	68·4	—	—
British Airtours	677	372	987	49 976	127 764	89 407	70·0	11 642	7 586	65·2	—	—
British Airlines Regional Division—												
Channel Islands Airways	57	54	109	2 861	4 777	3 326	69·6	400	278	69·5	—	—
Cambrian Airways	171	179	303	5 968	14 855	8 572	57·7	1 301	686	52·7	—	—
Northeast Airlines	218	158	325	15 611	26 704	21 505	80·5	2 276	1 785	78·4	—	—
British Caledonian Airways	338	324	587	23 052	36 852	25 597	69·5	3 334	2 201	66·0	—	—
Alidair	21	41	60	2 171	1 617	1 174	72·6	145	99	68·4	—	—
Britannia Airways	2 104	1 372	3 335	123 765	273 566	188 780	69·0	23 258	16 048	69·0	—	—
Court Line Aviation	1 216	829	2 111	91 814	211 087	154 817	73·3	18 069	13 100	72·5	—	—
Dan-Air Services	1 707	1 189	2 857	101 681	208 536	154 358	74·0	16 677	12 338	74·0	—	—
Invicta International Airlines	45	46	94	5 254	6 586	5 289	80·3	659	529	80·3	—	—
Laker Airways	512	278	758	21 745	58 420	38 540	66·0	5 575	3 653	65·5	—	848
Monarch Airlines	366	270	601	33 266	61 469	46 825	76·2	5 977	4 247	71·1	—	—
TOTAL International Services	7 656	5 308	12 574	493 928	1 057 836	756 763	71·5	91 591	64 108	70·0	—	848
<b>Domestic Services</b>												
British Airways Regional Division—												
Cambrian Airways	10	77	44	1 550	596	218	36·6	55	17	32·0	—	—
British Midland Airways	3	8	8	498	189	161	85·3	16	13	79·9	—	—
TOTAL Domestic Services	13	85	51	2 048	785	379	48·3	70	30	42·7	—	—
GRAND TOTAL	7 669	5 393	12 625	495 976	1 058 621	757 142	71·5	91 661	64 138	70·0	—	848



## All Class 4 Licence Operations May 1974

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	171	42	226	—	2 706	37 301	31 062	83.3	4 009	2 855	71.2
British Airways European Division	1	3	9	—	197	148	98	66.3	16	8	49.0
British Airtours	31	14	42	—	1 861	5 808	4 653	80.1	529	396	74.9
British Airways Northeast Airlines	1	3	5	—	198	106	92	87.1	9	8	88.0
British Caledonian Airways	173	89	255	—	7 830	27 685	22 958	82.9	3 509	2 051	58.4
Alidair	17	31	48	—	1 613	1 353	963	71.2	121	81	67.1
Britannia Airways	14	12	19	—	1 295	1 861	1 485	79.8	159	127	79.7
British Island Airways	2	6	9	—	285	115	109	95.0	11	9	88.0
British Midland Airways	9	17	27	—	996	666	546	82.0	54	43	78.8
Court Line Aviation	29	37	53	—	5 119	4 193	3 372	80.4	354	284	80.4
Dan-Air Services	403	287	845	—	18 572	42 609	30 805	72.3	3 407	2 462	72.3
Intra Airways	6	65	44	—	2 143	204	189	92.5	16	13	81.7
Invicta International Airlines	6	16	16	—	1 429	666	568	85.3	57	47	82.8
Laker Airways	242	196	445	848	10 599	21 553	14 323	66.5	1 937	1 305	67.4
Loganair	25	377	65	—	1 815	203	125	61.5	17	11	65.8
Monarch Airlines	2	2	5	—	286	299	299	100.0	29	27	95.6
TOTAL	1 133	1 197	2 112	848	56 944	144 769	111 649	77.1	14 233	9 727	68.3

## International Class 4 Licence Operations May 1974

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	171	42	226	—	2 706	37 301	31 062	83.3	4 009	2 855	71.2
British Airways European Division	1	3	9	—	197	148	98	66.3	16	8	49.0
British Airtours	31	14	42	—	1 861	5 808	4 653	80.1	529	396	74.9
British Airways Northeast Airlines	1	3	5	—	198	106	92	87.1	9	8	88.0
British Caledonian Airways	173	89	255	—	7 830	27 685	22 958	82.9	3 509	2 051	58.4
Alidair	17	31	48	—	1 613	1 353	963	71.2	121	81	67.1
Britannia Airways	14	12	19	—	1 295	1 861	1 485	79.8	159	127	79.7
British Island Airways	2	6	9	—	285	115	109	95.0	11	9	88.0
British Midland Airways	5	6	13	—	395	340	301	88.4	27	24	87.7
Court Line Aviation	27	33	49	—	4 769	4 021	3 246	80.7	339	274	80.7
Dan-Air Services	401	281	838	—	18 027	42 403	30 608	72.2	3 391	2 446	72.1
Intra Airways	4	33	22	—	1 107	151	143	94.4	12	10	82.5
Invicta International Airlines	6	16	16	—	1 429	666	568	85.3	57	47	82.8
Laker Airways	242	196	445	848	10 599	21 553	14 323	66.5	1 937	1 305	67.4
Monarch Airlines	2	2	5	—	286	299	299	100.0	29	27	95.6
TOTAL	1 098	767	2 000	848	52 597	143 810	110 910	77.1	14 153	9 667	68.3

## Domestic Class 4 Licence Operations May 1974

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Midland Airways	4	11	14	—	601	326	245	75.3	27	19	70.2
Court Line Aviation	1	4	4	—	350	172	126	73.5	14	10	73.0
Dan-Air Services	2	6	7	—	545	206	197	95.3	17	16	95.4
Intra Airways	1	32	22	—	1 036	52	46	87.0	4	3	79.2
Loganair	25	377	65	—	1 815	203	125	61.5	17	11	65.8
TOTAL	35	430	111	—	4 347	959	739	77.0	80	60	75.4



## All Class 6 Licence Operations May 1974

**Table 27.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	6	12	28	85	77	43	56.2
British Airways Cambrian Airways	1	2	3	1	6	1	8.6
British Caledonian Airways	216	53	280	575	5 842	4 294	73.5
Air Freight	12	14	54	33	37	31	83.7
Air-Bridge Carriers	15	24	38	97	150	48	31.6
British Air Ferries	2	2	9	5	17	6	36.8
Donaldson International Airways	19	6	25	65	601	405	67.5
International Aviation Services	99	36	201	164	1 658	1 527	92.1
Invicta International Airlines	9	5	18	91	168	160	95.3
Tradewinds Airways	259	64	524	758	6 629	3 949	59.6
Trans-Meridian Air Cargo	130	40	244	620	3 535	2 895	81.9
<b>TOTAL</b>	<b>770</b>	<b>258</b>	<b>1 424</b>	<b>2 493</b>	<b>18 721</b>	<b>13 359</b>	<b>71.4</b>

## International Class 6 Licence Operations May 1974

**Table 27.2**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	6	12	28	85	77	43	56.2
British Airways Cambrian Airways	1	2	3	1	6	1	8.6
British Caledonian Airways	216	53	280	575	5 842	4 294	73.5
Air Freight	12	13	51	30	35	29	82.9
Air-Bridge Carriers	12	13	26	41	118	39	33.3
British Air Ferries	2	2	9	5	17	6	36.8
Donaldson International Airways	19	6	25	65	601	405	67.5
International Aviation Services	99	36	201	164	1 658	1 527	92.1
Invicta International Airlines	9	5	18	91	168	160	95.3
Tradewinds Airways	259	64	524	758	6 629	3 949	59.6
Trans-Meridian Air Cargo	130	40	244	620	3 535	2 895	81.9
<b>TOTAL</b>	<b>766</b>	<b>246</b>	<b>1 409</b>	<b>2 434</b>	<b>18 686</b>	<b>13 349</b>	<b>71.4</b>

## Domestic Class 6 Licence Operations May 1974

**Table 27.3**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
Air Freight	1	1	3	3	2	2	100.0
Air-Bridge Carriers	3	11	12	56	33	8	25.6
<b>TOTAL</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>59</b>	<b>35</b>	<b>10</b>	<b>29.3</b>



# All Class 7 Licence Operations May 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	11	3	15	315	1 964	1 688	85.9	—	217	153	—	153	70.6
British Airways European Division	73	53	129	783	3 110	1 174	37.8	277	1 073	512	411	101	47.7
British Airways Helicopters	126	1 136	619	11 098	2 675	1 275	47.9	91	251	107	11	95	42.7
British Airways Regional Division—													
Channel Islands Airways	2	8	8	317	170	73	43.0	—	14	6	—	6	42.2
Scottish Airways	1	2	3	71	65	33	50.0	—	6	3	—	3	51.7
Cambrian Airways	1	2	3	58	79	31	39.7	—	7	3	—	3	37.1
British Caledonian Airways	34	43	66	1 137	3 093	1 149	37.2	—	265	99	—	99	37.2
Air Anglia	93	284	293	2 294	1 693	860	50.8	1	184	86	—	86	47.0
Alidair	67	139	190	2 143	2 925	1 155	39.5	218	472	222	125	97	47.1
Beecham Imperial	14	21	31	45	110	33	30.0	—	10	3	—	3	32.9
Bristow Helicopters	288	2 260	1 606	16 615	4 855	2 749	56.6	309	457	264	52	212	57.8
Britannia Airways	6	4	10	369	830	575	69.3	—	71	49	—	49	68.9
British Air Ferries	9	14	35	—	—	—	—	37	59	20	20	—	34.2
British Island Airways	5	16	21	738	263	246	93.3	—	24	21	—	21	86.7
British Midland Airways	6	8	13	438	417	306	73.4	—	31	24	—	24	76.8
Cabair	18	66	62	103	110	29	26.2	—	18	5	—	5	26.0
Court Line Aviation	5	8	11	1 066	789	595	75.3	—	68	51	—	51	74.5
Dan-Air Services	56	35	72	1 815	6 016	4 222	70.2	63	527	374	36	339	71.0
Donaldson International Airways	119	39	162	—	—	—	—	272	3 801	2 563	2 563	—	67.4
Eagle Flying Services	5	15	14	35	23	11	48.0	—	2	1	—	1	47.6
Fairflight Charters	70	139	268	714	462	326	70.5	21	55	37	12	24	66.0
Galliford Aviation	6	13	16	53	39	27	69.4	—	5	2	—	2	46.7
Haywards Aviation	4	15	21	113	42	25	59.1	1	4	2	1	2	53.2
Humber Airways	5	29	25	84	49	20	41.4	—	4	2	—	2	39.7
IDS Aircraft	68	253	216	551	365	145	39.7	—	29	12	—	12	41.4
International Aviation Service	236	105	507	—	—	—	—	787	3 972	2 124	2 124	—	53.5
Invicta International Airlines	102	61	209	—	—	—	—	678	1 797	1 583	1 583	—	88.1
Laker Airways	11	7	17	236	1 458	150	10.3	—	147	14	—	14	9.3
Loganair	23	140	110	643	226	135	59.6	24	29	17	5	12	60.5
Macedonian Aviation	20	58	97	723	477	238	50.0	7	66	24	6	18	36.2
MAM Aviation	21	34	39	102	193	74	38.4	—	17	7	—	7	40.9
McAlpine Aviation	278	604	521	1 693	2 161	845	39.1	—	163	66	—	66	40.6
Merlot International Airlines	44	93	165	182	312	131	42.0	—	27	12	—	12	45.4
Monarch Airlines	2	2	3	165	267	130	48.5	—	26	12	—	12	45.5
Moseley Aviation	14	41	48	175	79	65	83.0	—	8	7	—	7	80.9
Northern Air Taxis	58	116	202	440	358	230	64.3	—	29	19	—	19	64.0
Northern Executive Aviation	10	35	47	148	49	39	78.1	8	9	5	2	4	60.6
Peters Aviation	21	64	93	415	298	138	46.3	3	31	12	1	10	38.3
Rank Organisation	16	36	39	116	80	50	61.6	—	11	4	—	4	36.6
Thurston Aviation	24	102	89	204	117	43	36.7	4	13	5	1	3	35.4
Trans-Meridian Air Cargo	433	155	857	—	—	—	—	1 425	11 648	6 666	6 666	—	57.2
Vernair Transport	8	20	37	66	59	41	68.3	1	5	4	—	3	68.2
TOTAL	2 415	6 278	6 986	46 263	36 280	19 055	52.5	4 227	25 652	15 199	13 619	1 579	59.2



# International Class 7 Licence Operations May 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	11	3	15	315	1 964	1 688	85.9	—	217	153	—	153	70.6
British Airways European Division	73	53	129	783	3 110	1 174	37.8	277	1 073	512	411	101	47.7
British Airways Helicopters	125	1 132	612	11 085	2 648	1 271	48.2	90	248	106	11	95	42.8
British Airways Regional Division—													
Channel Islands Airways	1	2	4	50	94	33	35.2	4	8	3	—	3	35.0
Cambrian Airways	1	2	3	58	79	31	39.7	—	7	3	—	3	37.1
British Caledonian Airways	34	43	66	1 137	3 093	1 149	37.2	—	265	99	—	99	37.2
Air Anglia	16	33	50	608	529	337	63.7	—	55	34	—	34	61.3
Alidair	35	58	94	1 720	2 737	985	36.0	47	248	129	45	83	51.9
Beecham Imperial	14	21	31	45	110	33	30.0	—	10	3	—	3	32.9
Bristow Helicopters	288	2 260	1 606	16 615	4 855	2 749	56.6	309	457	264	52	212	57.8
Britannia Airways	6	4	10	369	830	575	69.3	—	71	49	—	49	68.9
British Air Ferries	9	14	35	—	—	—	—	37	59	20	20	—	34.2
British Island Airways	5	16	21	738	263	246	93.3	—	24	21	—	21	86.7
British Midland Airways	4	4	9	218	306	222	72.5	—	22	17	—	17	78.5
Cabair	8	24	28	36	50	13	25.1	—	8	2	—	2	25.1
Court Line Aviation	5	8	11	1 066	789	595	75.3	—	68	51	—	51	74.5
Dan-Air Services	54	29	65	1 462	5 888	4 103	69.7	40	500	351	22	329	70.3
Donaldson International Airways	119	39	162	—	—	—	—	272	3 801	2 563	2 563	—	67.4
Eagle Flying Services	3	9	9	27	15	9	60.0	—	1	1	—	1	60.2
Fairflight Charters	51	99	197	440	282	198	70.2	21	42	27	12	15	64.3
Galliford Aviation	4	6	12	34	29	23	80.8	—	3	2	—	2	54.5
Haywards Aviation	1	1	3	—	7	—	—	1	1	1	1	—	70.0
Humber Airways	1	4	3	8	7	2	22.2	—	1	—	—	—	25.0
International Aviation Services	236	105	507	—	—	—	—	787	3 972	2 124	2 124	—	53.5
Invicta International Airlines	102	61	209	—	—	—	—	678	1 797	1 583	1 583	—	88.1
Laker Airways	10	5	15	58	1 412	104	7.4	—	143	10	—	10	6.7
Macedonian Aviation	7	16	36	81	104	45	43.4	6	24	9	6	3	38.3
MAM Aviation	17	20	30	60	156	56	35.8	—	14	5	—	5	38.9
McAlpine Aviation	198	273	324	805	1 572	598	38.0	—	118	47	—	47	39.9
Merlot International Airlines	42	86	159	164	299	121	40.5	—	26	11	—	11	44.1
Monarch Airlines	2	2	3	165	267	130	48.5	—	26	12	—	12	45.5
Moseley Aviation	6	12	22	70	38	36	95.5	—	4	4	—	4	95.5
Northern Air Taxis	6	12	24	39	45	20	44.5	—	4	2	—	2	45.4
Northern Executive Aviation	3	6	14	13	6	4	72.0	1	3	1	1	—	34.5
Peters Aviation	6	20	27	159	89	56	62.9	—	9	4	—	4	44.4
Rank Organisation	15	34	37	105	78	47	60.7	—	11	4	—	4	35.9
Thurston Aviation	13	44	47	78	60	20	33.4	2	7	2	1	1	32.4
Trans-Meridian Air Cargo	433	155	857	—	—	—	—	1 425	11 648	6 666	6 666	—	57.2
Vernair Transport	5	6	25	31	38	28	72.5	—	3	2	—	2	67.9
TOTAL	1 972	4 721	5 509	38 642	31 849	16 701	52.5	3 994	24 997	14 895	13 518	1 377	59.6



# Domestic Class 7 Licence Operations May 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	1	4	7	13	28	4	14.9	1	3	1	—	—	28.5
British Airways Regional Division—													
Channel Islands Airways	1	6	4	267	76	40	52.7	—	7	3	—	3	51.2
Scottish Airways	1	2	3	71	65	33	50.0	—	6	3	—	3	51.7
Air Anglia	77	251	243	1 686	1 164	523	44.9	1	129	53	—	52	40.9
Alidair	32	81	96	423	188	170	90.3	171	224	94	80	14	41.9
British Midland Airways	2	4	5	220	110	84	76.0	—	9	7	—	7	72.6
Cabair	10	42	34	67	61	16	27.1	—	10	3	—	3	26.7
Dan-Air Services	3	6	8	353	129	119	92.3	23	27	23	13	10	84.0
Eagle Flying Services	2	6	5	8	8	2	26.3	—	1	—	—	—	25.6
Fairflight Charters	19	40	71	274	181	128	71.1	—	14	10	—	10	71.1
Galliford Aviation	2	7	4	19	11	4	38.1	—	1	—	—	—	25.0
Haywards Aviation	3	14	18	113	35	25	71.6	—	3	2	—	2	49.7
Humber Airways	5	25	22	76	42	19	44.5	—	4	2	—	2	42.1
IDS Aircraft	68	253	216	551	365	145	39.7	—	29	12	—	12	41.4
Laker Airways	1	2	1	178	46	46	100.0	—	4	4	—	4	100.0
Loganair	23	140	110	643	226	135	59.6	24	29	17	5	12	60.5
Macedonian Aviation	13	42	62	642	373	193	51.8	1	42	15	—	14	35.0
MAM Aviation	4	14	9	42	37	18	49.2	—	3	2	—	2	49.4
McAlpine Aviation	79	331	197	888	589	248	42.0	—	45	19	—	19	42.5
Merlot International Airlines	2	7	6	18	13	10	74.5	—	1	1	—	1	75.7
Moseley Aviation	8	29	26	105	41	29	71.4	—	4	3	—	3	67.8
Northern Air Taxis	51	104	178	401	312	210	67.2	—	25	17	—	17	66.8
Northern Executive Aviation	7	29	33	135	44	34	78.9	7	6	4	1	3	71.7
Peters Aviation	14	44	65	256	209	82	39.2	3	23	7	1	6	30.4
Rank Organisation	—	2	1	11	2	2	91.7	—	—	—	—	—	64.3
Thurston Aviation	11	58	42	126	57	23	40.2	2	6	2	1	2	39.0
Vernair Transport	3	14	13	35	21	13	60.7	1	2	1	—	1	68.6
TOTAL	442	1 557	1 477	7 621	4 435	2 353	53.1	232	656	303	103	202	46.3



All Exempt Operations May 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	110	20	141	1 298	19 142	14 279	74.6	4	1 937	1 323	42	1 282	68.3
British Airways European Division	224	214	383	2 450	7 653	4 905	64.1	1 304	3 191	1 668	1 242	425	52.3
British Airways Regional Division—													
Channel Islands Airways	7	105	34	3 739	531	258	48.6	2	43	21	—	21	49.7
Scottish Airways	1	8	5	—	—	—	—	21	9	4	4	—	42.3
Cambrian Airways	1	3	3	219	49	49	100.0	—	4	4	—	4	94.1
British Caledonian Airways	207	50	277	3 238	37 022	33 341	90.1	2	5 048	3 010	9	2 999	59.6
Beecham Imperial	43	90	109	225	327	110	33.7	—	29	10	—	10	36.0
Britannia Airways	74	120	177	13 199	9 619	8 118	84.4	—	818	690	—	690	84.4
British Island Airways	—	2	2	100	—	—	—	—	—	—	—	—	—
Brymon Airways	—	2	1	16	3	2	88.9	—	—	—	—	—	87.5
Haywards Aviation	—	3	1	30	12	11	91.7	—	1	1	—	1	91.5
Humber Airways	—	1	1	9	2	2	100.0	—	—	—	—	—	100.0
Laker Airways	92	24	121	1 590	14 510	11 723	80.8	—	1 515	1 172	—	1 172	77.4
Loganair	19	129	93	254	78	39	49.2	—	7	4	—	4	50.2
Macedonian Aviation	—	1	1	36	13	13	100.0	—	1	1	—	1	100.0
Monarch Airlines	102	34	216	96	2 232	1 629	73.0	36	1 257	740	593	148	58.9
Northern Air Taxis	1	2	2	12	8	7	87.5	—	1	1	—	1	87.5
TOTAL	883	808	1 566	26 511	91 200	74 485	81.7	1 369	13 861	8 650	1 889	6 758	62.4

International Exempt Operations May 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	110	20	141	1 298	19 142	14 279	74.6	4	1 937	1 323	42	1 282	68.3
British Airways European Division	224	214	383	2 450	7 653	4 905	64.1	1 304	3 191	1 668	1 242	425	52.3
British Airways Regional Division—													
Channel Islands Airways	7	105	34	3 739	531	258	48.6	2	43	21	—	21	49.7
British Caledonian Airways	207	50	277	3 238	37 022	33 341	90.1	2	5 048	3 010	9	2 999	59.6
Beecham Imperial	32	49	72	115	250	78	31.2	—	22	7	—	7	33.8
Britannia Airways	74	120	177	13 199	9 619	8 118	84.4	—	818	690	—	690	84.4
Laker Airways	92	24	121	1 590	14 510	11 723	80.8	—	1 515	1 172	—	1 172	77.4
Monarch Airlines	102	34	216	96	2 232	1 629	73.0	36	1 257	740	593	148	58.9
TOTAL	850	616	1 420	25 725	90 959	74 330	81.7	1 348	13 830	8 632	1 886	6 744	62.4

Domestic Exempt Operations May 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Regional Division—													
Scottish Airways	1	8	5	—	—	—	—	21	9	4	4	—	42.3
Cambrian Airways	1	3	3	219	49	49	100.0	—	4	4	—	4	94.1
Beecham Imperial	11	41	37	110	77	32	41.8	—	7	3	—	3	43.0
British Island Airways	—	2	2	100	—	—	—	—	—	—	—	—	—
Brymon Airways	—	2	1	16	3	2	88.9	—	—	—	—	—	87.5
Haywards Aviation	—	3	1	30	12	11	91.7	—	1	1	—	1	91.5
Humber Airways	—	1	1	9	2	2	100.0	—	—	—	—	—	100.0
Loganair	19	129	93	254	78	39	49.2	—	7	4	—	4	50.2
Macedonian Aviation	—	1	1	36	13	13	100.0	—	1	1	—	1	100.0
Northern Air Taxis	1	2	2	12	8	7	87.5	—	1	1	—	1	87.5
TOTAL	35	192	146	786	242	156	64.5	21	30	18	4	14	60.0



Class 5 Operations for UK Operators May 1974

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	5	5	10	368	631	463	73.4	..	55	39	—	—	39	70.9
British Airtours	62	35	94	4 439	11 711	7 702	65.8	..	1 066	645	—	—	645	60.5
British Airways Cambrian Airways	2	9	8	286	172	84	48.8	..	15	8	—	—	8	53.3
British Caledonian Airways	23	14	37	1 139	3 318	2 550	76.9	..	295	226	—	—	226	76.6
Air Freight	5	29	23	—	—	—	—	..	16	11	—	11	—	68.8
Alidair	2	6	7	258	174	128	73.6	..	16	11	—	—	11	68.8
Britannia Airways	14	9	21	1 162	9 054	8 994	99.3	..	770	766	—	—	766	99.5
British Island Airways	36	124	151	3 409	1 760	979	55.6	..	162	87	—	4	83	53.7
British Midland Airways	31	59	79	1 280	2 211	567	25.6	..	158	47	—	2	45	29.7
Court Line Aviation	6	6	10	542	665	504	75.8	..	55	41	—	—	41	74.5
Dan-Air Services	65	26	94	3 159	11 094	8 934	80.5	..	885	715	—	—	715	80.8
Intra Airways	1	6	5	—	—	—	—	..	2	2	—	2	—	100.0
Laker Airways	58	15	81	1 488	18 801	15 751	83.8	..	1 889	1 577	—	—	1 577	83.5
Monarch Airlines	61	28	88	2 371	9 806	7 311	74.6	..	977	664	—	—	664	68.0
TOTAL	371	371	709	19 901	69 397	53 967	77.8	..	6 361	4 839	—	19	4 820	76.1

Class 5 Operations for Non-UK Operators May 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Cambrian Airways	—	2	2	121	33	27	81.8	..	3	2	—	—	2	66.7
British Caledonian Airways	4	3	9	297	404	351	86.9	..	35	30	—	—	30	85.7
British Island Airways	83	223	282	4 523	2 946	1 656	56.2	..	381	203	—	62	141	53.3
British Midland Airways	183	198	455	14 857	27 581	13 706	49.7	..	2 740	1 106	—	37	1 069	40.4
Dan-Air Services	6	5	10	886	1 199	1 144	95.4	..	95	91	—	—	91	95.8
Invicta International Airlines	17	9	36	—	—	—	—	..	313	226	—	226	—	72.2
Tradewinds Airways	220	37	469	—	—	—	—	..	4 824	4 721	—	4 721	—	97.9
Trans-Meridian Air Cargo	27	5	48	—	—	—	—	..	748	401	—	401	—	53.6
TOTAL	540	482	1 310	20 684	32 163	16 884	52.5	..	9 139	6 780	—	5 447	1 333	74.2



# Aircraft Type and Utilisation — All Airlines May 1974

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended 31 March 1974	Daily Utilisation per Aircraft (hrs) Quarter ended 31 March 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	171	773	16	740	45	17 558	3 159	7	2.4
Aviation Traders Merchantman	784	—	1 145	—	1 543	—	—	10	3.5
AW 650 Argosy	47	—	104	—	146	—	—	2	1.7
BAC Britannia 300	473	83	156	236	783	6 801	5 324	7	5.9
BAC Vanguard V951/953	22	39	—	52	—	2 077	1 095	3	3.3
BAC Vanguard 952	177	56	75	103	262	6 425	5 729	4	3.2
BAC VC10 Standard	924	328	—	1 351	—	10 378	52 179	11	7.5
BAC VC10 Super	1 558	447	—	2 155	—	18 132	129 107	15	9.3
BAC Viscount 700	8	63	—	36	—	1 229	170	2	0.8
BAC Viscount 700D/800/810	2 116	6 899	47	6 810	66	239 280	80 505	47	3.1
BAC 111-200	629	1 108	—	1 297	—	39 912	22 969	7	5.0
BAC 111-300/400	1 901	1 935	7	3 464	18	97 306	107 823	27	5.1
BAC 111-500	3 930	6 576	—	8 253	—	367 834	242 247	18	*6.3
Beagle 206	59	118	—	204	—	452	237	4	1.7
Beechcraft B55/C55 Baron	34	115	—	93	—	217	64	3	0.1
Beechcraft B65/80 Queen Air	8	20	—	37	—	66	41	1	0.3
Beechcraft 18/18H Super	—	2	—	1	—	10	1	1	0.1
Beechcraft 90 King Air	6	13	—	16	—	53	27	—	—
Bell Twin 212	23	317	—	138	—	1 821	143	2	1.1
BN Islander	175	1 942	20	808	31	8 596	689	14	*1.6
BN2A Trislander	113	1 560	22	590	31	15 566	1 007	5	1.7
Boeing 707-120/120B	220	86	—	289	—	8 484	24 961	2	4.3
Boeing 707-320/320B	138	—	45	—	187	—	—	..	..
Boeing 707-320C/336	3 398	830	177	3 976	785	53 659	274 012	23	8.7
Boeing 707-420	1 580	653	—	2 126	—	69 456	193 207	18	5.5
Boeing 720-720B	396	238	—	602	—	29 383	50 870	3	6.6
Boeing 727-100	577	345	—	866	—	36 447	61 084	3	5.0
Boeing 737-200	2 213	1 517	—	3 561	—	139 790	207 952	14	7.2
Boeing 747	1 663	417	—	2 193	—	41 106	292 281	15	10.8
Canadair CL44	1 057	—	297	—	2 116	—	—	13	4.5
Cessna 340	5	19	—	23	—	22	7	1	1.0
DC3 Dakota/Pionair	158	391	319	398	370	7 226	1 368	15	1.3
DC10	423	109	—	556	—	20 500	109 314	2	3.6
DHC 6 Twin Otter	8	48	—	33	—	433	80	—	—
DH 104 Dove	43	64	30	102	69	472	187	4	0.7
DH 106 Comet 4B/C	810	650	9	1 513	10	50 037	68 457	14	3.0
DH 114 Heron	39	92	10	143	23	695	259	5	1.0
Fokker Friendship 100/600	203	538	—	652	—	9 188	3 769	2	3.7
HP Herald 100/200	578	2 008	438	1 663	514	57 321	12 656	12	3.3
HP Herald 700	69	205	—	255	—	4 225	1 460	2	2.0
HS 121 Trident 1E	388	510	—	679	—	42 316	34 013	4	3.4
HS 121 Trident 2E	2 290	1 309	—	3 438	—	70 552	128 694	15	5.1
HS 121 Trident 3B	2 742	3 553	—	5 258	—	288 837	221 603	26	5.3
HS 125	362	656	—	711	—	1 658	1 063	17	*0.7
HS 161 Trident 1C	1 536	2 524	—	3 170	—	160 527	94 786	20	4.9
HS 748	391	1 427	1	1 281	1	29 563	9 472	7	3.7
Lockheed Tristar L1011	246	134	—	368	—	31 884	69 535	..	..
PA 23 Aztec/Apache	52	198	18	184	20	364	94	7	0.5
PA 31 Navajo	152	518	4	457	9	1 682	505	4	*0.9
Short SC7 Skyvan	39	296	—	207	—	2 997	362	2	3.2
Sikorsky S61N	343	2 008	—	1 797	—	25 704	3 889	18	2.7
Westland Wessex	69	1 418	—	402	—	8 200	481	7	2.3
TOTAL	35344	45 155	2 940	63 287	7 029	2 026 441	2 518 937	465	4.5

\*Excluding airlines for which details not available.



# Aircraft Type and Utilisation—Individual Airlines Table 31.2

## May 1974

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
<b>British Airways Overseas Division</b>									
BAC VC10 Standard	445	166	—	629	—	5 035	26 758	9	7.1
BAC VC10 Super	1 558	447	—	2 155	—	18 132	129 107	15	9.3
Boeing 707-320C/336	928	168	99	840	409	7 948	51 750	11	8.7
Boeing 707-420	783	223	—	965	—	12 230	88 555	10	7.3
Boeing 747	1 663	417	—	2 193	—	41 106	292 281	15	10.8
<b>TOTAL</b>	<b>5 377</b>	<b>1 421</b>	<b>99</b>	<b>6 782</b>	<b>409</b>	<b>84 451</b>	<b>588 451</b>	<b>60</b>	<b>8.9</b>
<b>British Airways European Division</b>									
BAC 111-500	1 811	3 989	—	4 048	—	210 026	91 120	18	6.4
HS 121 Trident 2E	2 290	1 309	—	3 438	—	70 552	128 694	15	5.1
BAC Vanguard V951/953	22	39	—	52	—	2 077	1 095	3	3.3
Aviation Traders Merchantman	784	—	1 145	—	1 543	—	—	10	3.5
HS 161 Trident 1C	1 536	2 524	—	3 170	—	160 527	94 786	20	4.9
HS 121 Trident 3B	2 742	3 554	—	5 258	—	288 837	221 603	26	5.3
<b>TOTAL</b>	<b>9 185</b>	<b>11 415</b>	<b>1 145</b>	<b>15 966</b>	<b>1 543</b>	<b>732 019</b>	<b>537 298</b>	<b>92</b>	<b>5.1</b>
<b>British Airtours</b>									
Boeing 707-420	797	430	—	1 161	—	57 226	104 652	8	2.7
<b>TOTAL</b>	<b>797</b>	<b>430</b>	<b>—</b>	<b>1 161</b>	<b>—</b>	<b>57 226</b>	<b>104 652</b>	<b>8</b>	<b>2.7</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	137	1 242	—	667	—	17 751	1 705	8	2.5
Bell Twin 212	10	241	—	64	—	1 359	59	1	1.0
<b>TOTAL</b>	<b>147</b>	<b>1 483</b>	<b>—</b>	<b>731</b>	<b>—</b>	<b>19 110</b>	<b>1 764</b>	<b>9</b>	<b>2.4</b>
<b>British Airways Regional Division</b>									
<b>Channel Islands Airways</b>									
BAC Viscount-700D/800/810	511	1 595	—	1 660	—	67 378	21 541	12	2.8
BAC 111-300/400	268	454	—	555	—	17 372	11 781	1	3.7
<b>TOTAL</b>	<b>779</b>	<b>2 049</b>	<b>—</b>	<b>2 215</b>	<b>—</b>	<b>84 750</b>	<b>33 322</b>	<b>13</b>	<b>2.8</b>
<b>Scottish Airways</b>									
Short SC7 Skyvan	39	296	—	207	—	2 997	362	2	3.2
BAC Viscount-700D/800/810	419	1 631	8	1 415	5	42 150	14 320	7	8.5
<b>TOTAL</b>	<b>458</b>	<b>1 927</b>	<b>8</b>	<b>1 622</b>	<b>5</b>	<b>45 147</b>	<b>14 682</b>	<b>9</b>	<b>5.1</b>
<b>Cambrian Airways</b>									
BAC Viscount-700	8	63	—	36	—	1 229	170	2	0.8
BAC Viscount-700D/800/810	300	1 344	5	1 046	8	44 791	10 765	8	3.0
BAC 111-300/400	300	543	7	578	18	22 937	14 855	4	3.0
<b>TOTAL</b>	<b>608</b>	<b>1 940</b>	<b>12</b>	<b>1 660</b>	<b>26</b>	<b>68 957</b>	<b>25 790</b>	<b>14</b>	<b>2.7</b>
<b>Northeast Airlines</b>									
BAC Viscount-700D/800/810	228	655	—	724	—	27 811	10 184	6	2.9
HS 121 Trident 1E	388	510	—	679	—	42 316	34 013	4	3.4
<b>TOTAL</b>	<b>616</b>	<b>1 165</b>	<b>—</b>	<b>1 403</b>	<b>—</b>	<b>70 127</b>	<b>44 197</b>	<b>10</b>	<b>3.1</b>



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
<b>British Caledonian Airways</b>							
BAC 111-200	629	1 108 —	1 297 —	39 912	22 969	7	5.0
BAC 111-500	1 109	1 841 —	2 388 —	91 151	61 373	12	6.2
BAC VC10 Standard	479	162 —	722 —	5 343	25 422	2	9.6
Boeing 707-320C/336	1 960	374 78	2 243 376	21 604	159 226	8	11.1
<b>TOTAL</b>	<b>4 177</b>	<b>3 485 78</b>	<b>6 650 376</b>	<b>158 010</b>	<b>268 990</b>	<b>29</b>	<b>7.5</b>
<b>Air Anglia</b>							
DC3 Dakota/Pionair	28	93 —	117 —	1 331	390	2	0.8
Fokker Friendship 100/600	203	538 —	652 —	9 188	3 769	2	3.7
PA 31 Navajo	54	174 —	148 —	495	162	—	—
<b>TOTAL</b>	<b>285</b>	<b>805 —</b>	<b>917 —</b>	<b>11 014</b>	<b>4 322</b>	<b>4</b>	<b>2.2</b>
<b>Air Freight</b>							
DC3 Dakota/Pionair	56	— 199	— 248	—	—	4	1.7
<b>TOTAL</b>	<b>56</b>	<b>— 199</b>	<b>— 248</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>1.7</b>
<b>Air-Bridge Carriers</b>							
AW650 Argosy	47	— 104	— 146	—	—	2	1.7
<b>TOTAL</b>	<b>47</b>	<b>— 104</b>	<b>— 146</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>1.7</b>
<b>Aldair</b>							
BAC Viscount-700D/800/810	107	183 34	252 53	6 185	3 420	2	1.1
<b>TOTAL</b>	<b>107</b>	<b>183 34</b>	<b>252 53</b>	<b>6 185</b>	<b>3 420</b>	<b>2</b>	<b>1.1</b>
<b>Aurigny Air Services</b>							
BN2A Trislander	85	1 416 —	479 —	14 770	849	3	2.4
BN Islander	39	648 —	214 —	3 364	180	3	1.8
<b>TOTAL</b>	<b>124</b>	<b>2 064 —</b>	<b>693 —</b>	<b>18 134</b>	<b>1 030</b>	<b>6</b>	<b>2.1</b>
<b>Beecham Imperial</b>							
HS 125	52	92 —	117 —	248	135	2	0.9
Cessna 340	5	19 —	23 —	22	7	1	1.0
<b>TOTAL</b>	<b>57</b>	<b>111 —</b>	<b>140 —</b>	<b>270</b>	<b>143</b>	<b>3</b>	<b>0.9</b>
<b>Bristow Helicopters</b>							
Sikorsky S61N	206	766 —	1 130 —	7 953	2 184	10	2.8
Westland Wessex	69	1 418 —	402 —	8 200	481	7	2.3
Bell Twin 212	13	76 —	74 —	462	84	1	1.3
<b>TOTAL</b>	<b>288</b>	<b>2 260 —</b>	<b>1 606 —</b>	<b>16 615</b>	<b>2 749</b>	<b>18</b>	<b>2.5</b>
<b>Britannia Airways</b>							
Boeing 737-200	2 213	1 517 —	3 561 —	139 790	207 952	14	7.2
<b>TOTAL</b>	<b>2 213</b>	<b>1 517 —</b>	<b>3 561 —</b>	<b>139 790</b>	<b>207 952</b>	<b>14</b>	<b>7.2</b>
<b>British Air Ferries</b>							
Aviation Traders Carvair	171	773 16	740 45	17 558	3 159	7	2.4
<b>TOTAL</b>	<b>171</b>	<b>773 16</b>	<b>740 45</b>	<b>17 558</b>	<b>3 159</b>	<b>7</b>	<b>2.4</b>



Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
<b>British Island Airways</b>									
DC3 Dakota/Pionair	10	—	61	—	55	—	—	1	2.7
HP Herald 100/200	578	2 008	438	1 663	514	57 321	12 656	12	3.6
TOTAL	588	2 008	499	1 663	569	57 321	12 656	13	3.5
<b>British Midland Airways</b>									
HP Herald 700	69	205	—	255	—	4 225	1 460	2	2.0
BAC Viscount-700D/800/810	552	1 501	—	1 713	—	50 965	20 275	12	2.6
Boeing 707-320C/336	183	198	—	455	—	14 857	13 706	2	4.8
TOTAL	804	1 904	—	2 423	—	70 047	35 441	16	2.8
<b>Brymon Airways</b>									
BN Islander	32	191	—	149	—	939	157	2	1.1
DHC 6 Twin Otter	8	48	—	33	—	433	80	—	—
TOTAL	41	239	—	182	—	1 372	236	2	1.1
<b>Cabair</b>									
PA 31 Navajo	18	66	—	62	—	103	29	..	..
TOTAL	18	66	—	62	—	103	29	..	..
<b>Court Line Aviation</b>									
BAC 111-500	1 010	746	—	1 817	—	66 657	89 754	..	..
Lockheed L1011 Tristar	246	134	—	368	—	31 884	69 535	..	..
TOTAL	1 256	880	—	2 185	—	98 541	159 288	..	..
<b>Dan-Air Services</b>									
HS 748	391	1 427	1	1 281	1	29 563	9 472	7	3.7
BAC 111-300/400	701	528	—	1 287	—	33 325	44 690	5	5.0
DH 106 Comet 4B/C	810	650	9	1 513	10	50 037	68 457	14	3.0
Boeing 727-100	577	345	—	866	—	36 447	61 084	3	5.0
Boeing 707-320C/336	327	90	—	438	—	9 250	49 330	2	2.9
TOTAL	2 805	3 040	10	5 385	11	158 622	233 033	31	3.7
<b>Donaldson International Airways</b>									
Boeing 707-320/320B	138	—	45	—	187	—	—	..	..
TOTAL	138	—	45	—	187	—	—	..	..
<b>Eagle Flying Services</b>									
Beech B55/C55 Baron	5	15	—	14	—	35	11	3	0.1
TOTAL	5	15	—	14	—	35	11	3	0.1
<b>Fairflight Charters</b>									
PA 31 Navajo	14	21	4	37	9	105	55	—	—
DH 104 Dove	39	47	29	83	66	329	151	3	0.8
DH 114 Heron	18	28	10	50	23	280	121	1	2.1
TOTAL	71	96	43	170	98	714	327	4	1.2
<b>Galliford Aviation</b>									
Beech 90 King Air	6	13	—	16	—	53	27	—	—
TOTAL	6	13	—	16	—	53	27	—	—
<b>Haywards Aviation</b>									
DH 104 Dove	4	17	1	19	3	143	36	1	0.1
TOTAL	4	17	1	19	3	143	36	1	0.1



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 March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
<b>Humber Airways</b>									
BN Islander	5	30	—	26	—	93	22	..	..
TOTAL	5	30	—	26	—	93	22	..	..
<b>IDS Aircraft</b>									
PA 23 Apache/Aztec	14	50	—	62	—	82	23	—	—
PA 31 Navajo	25	103	—	75	—	287	69	—	—
Beech B55/C55 Baron	29	100	—	79	—	182	53	—	—
TOTAL	68	253	—	216	—	551	145	—	—
<b>International Aviation Services</b>									
BAC Britannia-300	336	—	141	—	708	—	—	4	6.5
TOTAL	336	—	141	—	708	—	—	4	6.5
<b>Intra Airways</b>									
BN Islander	4	18	—	26	—	36	7	1	0.8
DC3 Dakota/Pionair	43	251	47	208	41	5 136	726	4	0.8
TOTAL	47	269	47	234	41	5 172	733	5	0.8
<b>Invicta International Airlines</b>									
BAC Vanguard 952	177	56	75	103	262	6 425	5 729	4	3.2
TOTAL	177	56	75	103	262	6 452	5 729	4	3.2
<b>Laker Airways</b>									
BAC 111-300/400	634	410	—	1 044	—	23 672	36 498	5	7.1
DC10	423	109	—	556	—	20 500	109 314	2	3.6
Boeing 707-120/120B	220	86	—	289	—	8 484	24 961	2	4.3
TOTAL	1 276	605	—	1 889	—	52 656	170 772	9	5.8
<b>Loganair</b>									
Beechcraft 18/18H Super	—	2	—	1	—	10	1	1	0.1
BN2A Trislander	28	144	22	111	31	796	158	2	0.6
BN Islander	78	1 014	—	347	—	3 928	264	6	2.0
TOTAL	106	1 160	22	459	31	4 734	422	9	1.5
<b>Macedonian Aviation</b>									
DC3 Dakota/Pionair	20	47	12	73	26	759	251	4	1.0
TOTAL	20	47	12	73	26	759	251	4	1.0
<b>MAM Aviation</b>									
HS 125	21	34	—	40	—	102	74	1	1.9
TOTAL	21	34	—	40	—	102	74	1	1.9
<b>McAlpine Aviation</b>									
HS 125	228	401	—	350	—	1 010	673	11	0.6
PA 23 Apache/Aztec	27	111	—	101	—	208	59	4	0.6
PA 31 Navajo	22	92	—	70	—	475	113	2	1.0
TOTAL	278	604	—	521	—	1 693	845	17	0.6



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
<b>Merlot International Airlines</b>									
HS 125	44	93	—	165	—	182	131	3	0.6
TOTAL	44	93	—	165	—	182	131	3	0.6
<b>Monarch Airlines</b>									
BAC Britannia-300	138	83	15	236	75	6 801	5 324	3	5.1
Boeing 720/720B	396	238	—	602	—	29 383	50 870	3	6.6
TOTAL	533	321	15	838	75	36 184	56 193	6	5.8
<b>Moseley Aviation</b>									
PA 31 Navajo	14	41	—	47	—	175	65	1	1.3
TOTAL	14	41	—	47	—	175	65	1	1.3
<b>Northern Air Taxis</b>									
Beagle 206	59	118	—	204	—	452	237	4	1.7
TOTAL	59	118	—	204	—	452	237	4	1.7
<b>Northern Executive Aviation</b>									
BN 2 Islander	11	21	14	25	22	148	39	1	0.7
TOTAL	11	21	14	25	22	148	39	1	0.7
<b>Peters Aviation</b>									
DH 114 Heron	21	64	—	93	—	415	138	4	0.7
TOTAL	21	64	—	93	—	415	138	4	0.7
<b>Rank Organisation</b>									
HS 125	16	36	—	39	—	116	50	..	..
TOTAL	16	36	—	39	—	116	50	..	..
<b>Thurston Aviation</b>									
PA 31 Navajo	5	21	—	18	—	42	11	1	0.4
BN 2 Islander	7	20	6	22	9	88	21	1	1.0
PA 23 Apache/Aztec	11	37	18	21	20	74	12	3	0.4
TOTAL	23	78	24	61	29	204	44	5	0.5
<b>Tradewinds Airways</b>									
Canadair CL 44	479	—	101	—	992	—	—	5	5.6
TOTAL	479	—	101	—	992	—	—	5	5.6
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	578	—	196	—	1 124	—	—	8	3.8
TOTAL	578	—	196	—	1 124	—	—	8	3.8
<b>Vernair Transport</b>									
Beechcraft B65/80 Queen Air	8	20	—	37	—	66	41	1	0.3
TOTAL	8	20	—	37	—	66	41	1	0.3
GRAND TOTAL	35 344	45 155	2 940	63 288	7 029	2 026 441	2 518 936	465	4.5

\*Excluding airlines for which details not available.



# Operations Subject to Variable Charge† by Type of Licence, and Non-Chargeable Operations May 1974

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations Own Aircraft</b>					
Class 1	305 900	161 112	40 549	120 561	52.7
Class 2	19 397	13 485	—	13 485	69.5
Class 3	91 501	64 060	—	64 060	70.0
Class 4	12 031	8 127	—	8 127	67.6
Class 5	15 500	11 619	5 466	6 153	75.0
Class 6	18 387	13 128	13 128	—	71.4
Class 7	25 427	15 046	13 619	1 426	59.2
TOTAL	488 143	286 577	72 762	213 812	58.7
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	2 813	1 706	1 314	392	60.6
Exempt Services	13 475	8 463	1 889	6 574	62.8
TOTAL	16 288	10 169	3 203	6 966	62.4
GRAND TOTAL	504 431	296 746	75 965	220 778	58.8

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

## Output by Type of Licence and Aircraft Ownership May 1974

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	Tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	305 900	73	2 149	308 123
Class 2	19 397	1 415	104	20 916
Class 3	91 501	160	—	91 661
Class 4	12 031	2 201	—	14 233
Class 6	18 387	—	334	18 721
Class 7	25 427	—	225	25 652
Exempt Services	13 475	386	—	13 861
TOTAL	486 118	4 235	2 813	493 166
Class 5 hired to UK Airlines	6 361			
Non UK Airlines	9 139			
TOTAL	15 500			
GRAND TOTAL	501 618			



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# Appendix A Definitions

## AIRPORT ACTIVITY

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

## AIR PASSENGERS

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



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

## AIR CARGO

<b>Cargo</b>	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').
<b>Tonnes</b>	are metric tonnes of 1 000 kilogrammes (2 204.62 lb).

## AIRLINE OPERATIONS

<b>Advance Booking Charters (ABC)</b>	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.
<b>Aircraft-hour</b>	an aircraft hour is performed when an aircraft flies for one hour: aircraft hours are measured on the basis of block-to-block time.
<b>Aircraft-kilometre (Aircraft-km)</b>	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.
<b>Cargo</b>	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').
<b>Cargo tonne-km</b>	means a metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of products obtained by multiplying the number of tonnes of cargo carried on each flight stage by the stage distance measured in kilometres.



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



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

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

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

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

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

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

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



## 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.