

**Civil Aviation Authority**



## CAA Monthly Statistics

December 1973

up to and including September 1973

W. N. TURNER

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CA. 1	<i>Airport activity</i>	(Monthly)
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# ***Civil Aviation Authority***

## **CAA Monthly Statistics**

**DECEMBER 1973**

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

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

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

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

**A.T. Movements** = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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# Civil Aviation Statistics—September 1973

## Activity at UK Airports

During September there were nearly 71 000 air transport movements indicating a drop of 5000 from August, but an increase of 5.8 per cent on last year's September figure. For the three month period July – September the monthly average of movements showed an increase of 5.1 per cent from the corresponding 1972 period, and stood at just over 74 000. Movements in the London area at a monthly average of nearly 40 000 indicated an increase on last year of just 2.1 per cent, with Heathrow showing the larger absolute increase of 1019 (4.1 per cent growth), but Southend providing the greatest growth of 13.8 per cent (202 additional movement). Luton (–8.6 per cent) and Stansted (–39.6 per cent) continued to decline in growth but Gatwick achieved an increase of 1.4 per cent on last year. Airports elsewhere in the UK recorded nearly 33 000 movements during September, a 9.5 per cent increase over a year earlier; this compares with a monthly average of approximately 35 000 (8.8 per cent increase on this period in 1972). Thus the percentage increase in the London area was only about one third of the growth at airports outside London. Glasgow, Birmingham and East Midlands showed the greatest monthly average increases for the July – September period (respectively 470, 306 and 207 additional movements) on last year with corresponding growth of 12.1 per cent, 15.9 per cent, and 19.8 per cent. Tees-side presented the greatest growth at 39.5 per cent and Ashford the largest decline of 19.5 per cent.

The 5.1 per cent increase in air transport movements for July – September compared with last year comprises a 5.9 per cent increase in scheduled services and a 2.7 per cent increase in charter services. UK operators increased their shares of this traffic by 1.7 percentage points to 75.1 per cent of scheduled and by 0.3 percentage points to 82.6 per cent of charter services.

The total number of terminal passengers using UK airports in September showed a growth of 6.1 per cent since last year. Over the three months July – September the monthly average was 4.9 million, or 8.1 per cent growth on the corresponding period last year. The overall growth of terminal passengers at the London airports during this period was 6.9 per cent; Heathrow's figures increased by 8.0 per cent and Southend's by 25.8 per cent; Stansted continued to decline. The rest of the UK contributed a growth of 10.6 per cent during the three months; during September alone an increase of 9.6 per cent on last year was reported. Birmingham, Manchester, Glasgow, and Belfast in that order reported the greatest increases since last year in terminal passengers and presented the greatest growth by non-London airports (21.3, 8.0, 8.4 and 10.1 per cent respectively).

The 8.1 per cent growth in the total number of terminal passengers for the period July – September comprises an 8.5 per cent increase of passengers using scheduled services, and 7.3 per cent using charter services. The UK Operator's share of scheduled service passengers increased by one percentage point from last year to 67.7 per cent but the UK Operator's share of charter service passengers decreased by 1.7 percentage points to 80.2 per cent.

During July – September a total of nearly 15 million passengers used UK airports; nearly 11 million used

International routes and almost 4 million domestic routes. Of the international passengers 6.2 million used scheduled services (an increase of 7.5 per cent on this time last year) and 4.6 millions used charter services (an increase of 7.0 per cent on this time last year). The most heavily used scheduled services were again those to the USA which carried 14.8 per cent of all international scheduled passengers. The second most popular route was to France with 12.9 per cent of passengers. Growth since last year on scheduled services to France was 2.1 per cent but services to the USA declined slightly by 1.0 per cent.

Spain remained the most popular destination for passengers on international charter flights with 41.5 per cent of these passengers, 7.6 per cent more than last year. The second most popular destination was again Italy with 11.4 per cent of the traffic but with a growth of only 1.7 per cent compared with last year.

The monthly average, July – September, of passengers flying on the UK domestic routes was 1.3 millions, 10 per cent higher than the corresponding amount for 1972. Passengers on routes into and out of London increased by 10.1 per cent. The London – Scotland services carried the greatest number and showed an increase of 15.2 per cent; the London – Channel Islands services were the next most busy and they carried 1 per cent more than last year.

During September 1973 over 61 000 tonnes of cargo was picked up or set down at UK airports representing an increase of 10 per cent on September 1972. The monthly average for July – September was just over 58 000 tonnes, and this was 7 per cent higher than last year. London area airports again exceeded the national growth figures for September with 11.9 per cent growth, but comparing the monthly average for the three-month periods a decline of 0.6 per cent was experienced. Heathrow's monthly average was over 38 000 tonnes, 5.4 per cent more than in 1972 but all other London airports declined with Stansted recording the greatest drop of 42.3 per cent. Cargo handled at the rest of UK airports grew by 3.6 per cent in September, but declined compared with last year's monthly average for July – September by 25 per cent. The monthly average comparisons are of course distorted by the August 1972 dock strike. Cargo uplifted or set down during July – September by scheduled services showed an increase of 1.9 per cent on last year but that on charter services declined by 48.4 per cent. The ratio of total cargo carried by scheduled services to that carried by charter flights was 9:1 in September; the corresponding ratio for cargo carried by UK operators was nearly 7:1.

## Output of UK Airlines

In September 1973 the output of UK airlines for scheduled and non-scheduled services was 941 million available tonne-kilometres which was 7.7 per cent higher than in 1972. The scheduled services output was 621 million tonne-kilometres – 10.9 per cent greater than last year; 1.9 million passengers and over 29,000 tonnes of cargo were carried achieving an overall load factor of 57.1 per cent compared with 56.2 per cent this time last year. Seat-kilometres used amounted to 63.5 per cent of those available, an improvement on

last year's factor of 63.2 per cent; the seat factor on domestic services was 69.8 per cent, and on international services was 62.9 per cent.

For non-scheduled services output during September 1973 was 319 million available tonne-kilometres and this represented a 1.8 per cent increase on September 1972. Inclusive tour charters accounted for 147 million available tonne-kilometres, 45.9 per cent of the September non-scheduled output. Class 2 Licenced operations (mainly Advance Booking charters) accounted for 38 million available tonne-kilometres, 11.8 per cent

of non-scheduled output; 52 869 passengers were carried under Class 2 Licences and a seat factor of 87.8 was achieved.

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

## The 1972 Origin/Destination Survey at London's Airports

### IV. The Air Passenger at Luton

Luton is the third largest airport in the United Kingdom. In 1972 it catered for over three million passengers, which is 7.9% of the total at all UK airports.

In the October article we looked at some of the characteristics of the air passenger at Heathrow, and followed this by a similar article about Gatwick in November. Now we examine the Luton passenger and show how he differs from the Heathrow and Gatwick passenger. As shown by Table 1 the typical passenger at Luton airport is a United Kingdom resident, travelling for leisure purposes on an international charter flight.

**Table 1. Passenger profile**

Country of residence	– 93% live in the UK
Journey purpose	– 98% are leisure passengers
Flight origin/destination	– 98% are on International flights
Flight type	– 99% are on charter flights.

The virtual non existence of scheduled services means that Luton has little attraction for the business passenger. Indeed the majority of non leisure passengers interviewed were members of the armed forces travelling on duty.

#### Transport To/From Airport

Table 2 shows the mode of transport used to travel to and from the airport by the Luton passenger. We only consider the stage of the journey which ends when the passenger arrives at the airport or starts when the passenger leaves the airport.

**Table 2. Mode of Transport to and from Luton**

Mode	Departing Passengers	Arriving Passengers	All Passengers
Private car	58.5	70.3	64.8
Hired car	2.7	3.6	3.2
Taxi	3.1	18.6	11.3
Chartered bus	33.7	5.0	18.5
Other bus	2.0	2.5	2.3
	100.0	100.0	100.0

Nearly two thirds of all passengers used a private car, a significantly higher proportion than at Heathrow or Gatwick. At all three airports the use of a private car was higher among arriving passengers. Over one third of departing passengers travelled to the airport on a chartered bus compared with 11% of leisure passengers at Heathrow and 10% of leisure passengers at Gatwick. A much smaller proportion of passengers travelled from the airport in this way; although coaches are provided to meet returning holiday passengers, these are not always part of the advertised itinerary and many passengers use taxis or are met by friends. At all three airports taxis were used more frequently by arriving passengers than by departing passengers. British Rail does not appear in Table 2 as there is no direct rail link with the airport; however the survey showed that it is used by 11.2% of passengers at some stage of their journey.

Table 3 shows how the mode of transport varies with the origin or destination of the passenger.

**Table 3. Mode of Transport to and from Luton – South East and non-South East Origins and Destinations.**

Mode	Departing passengers		Arriving passengers		All passengers	
	Percent	Percent	Percent	Percent	Percent	Percent
	South East	non S.E.	South East	non S.E.	South East	non S.E.
Private car	53.4	65.1	66.3	75.1	60.1	70.5
Hired car	2.9	2.4	4.4	2.7	3.7	2.6
Taxi	3.2	3.0	22.5	13.9	13.3	8.9
Chartered bus	38.3	27.7	4.7	5.9	20.7	16.0
Other bus	2.2	1.7	2.2	2.3	2.2	2.0
	100.0	100.0	100.0	100.0	100.0	100.0



A higher percentage of passengers with origin/destination outside SE England used a private car to travel to/from the airport. This reflects the easy access by motorway from Yorks/Humberside and the Midlands, where 25% of the passengers at Luton have their origin/destination, and is counterbalanced by the higher use of chartered bus to travel to the airport, and taxi to leave the airport, by the passenger with origin/destination in SE England.

#### **Persons Seeing Off/Meeting the Passenger**

Less than one in five passengers had someone seeing him off or meeting him. The ratio was one to every three passengers compared with a ratio of one to two for leisure passengers at both Heathrow and Gatwick. Table 4 shows the distribution at Luton.

**Table 4. Persons Seeing Off/Meeting**

<i>No. of persons</i>	<i>Percent</i>
0	80.4
1	11.1
2	6.3
3	1.0
4	0.4
5	0.3
6+	0.5
	<hr/> 100.0 <hr/>
Average No. 0.33	

The figures should be used with caution as, if a group of four is being seen off by four friends, an interviewee would lay claim to all four, whereas the true ratio is only one to one.

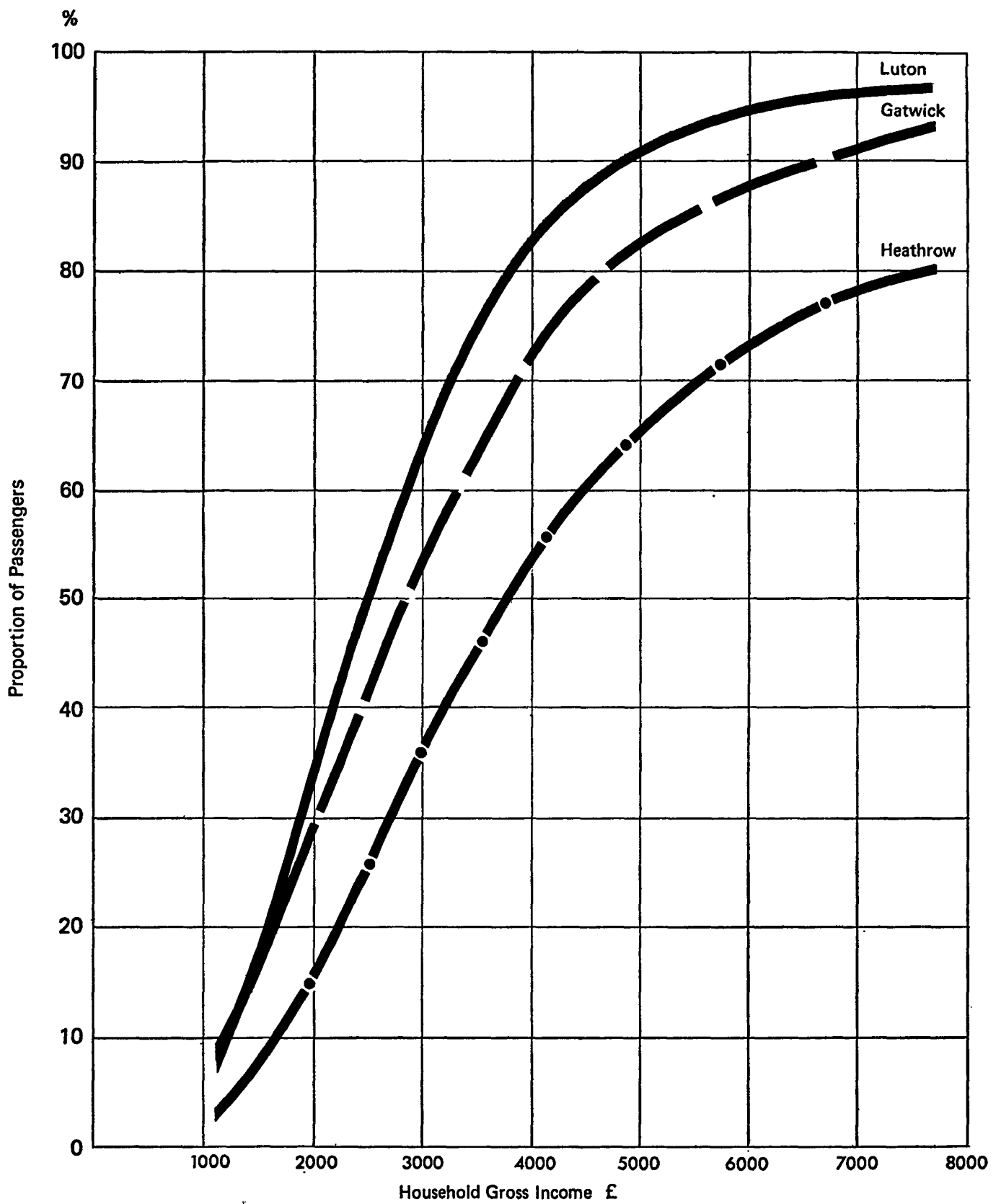
#### **Income**

Figure 1 shows the cumulative income distribution of leisure passengers at Heathrow, Gatwick and Luton. It refers to the total income of all members of the passenger's family who are living in his house. As we would expect from the lack of scheduled flights at Luton, the income levels are lower than at Gatwick and very much lower than at Heathrow. Table 5 shows the income at the 25%, 50% and 75% points in the three distributions.

**Table 5. Quartile Points in Income Distribution of Leisure Passengers**

	<i>Heathrow</i>	<i>Gatwick</i>	<i>Luton</i>
	£	£	£
1st quartile	2400	1900	1800
2nd quartile	3800	2900	2500
3rd quartile	6000	4200	3500

It should be remembered that these incomes were earned at the time that the survey took place in late 1972.



**Fig 1 Cumulative Distribution of Leisure Passengers by Income**

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# Size Structure of UK

Table 1

## Airports and Airlines Year ended 30 September 1973

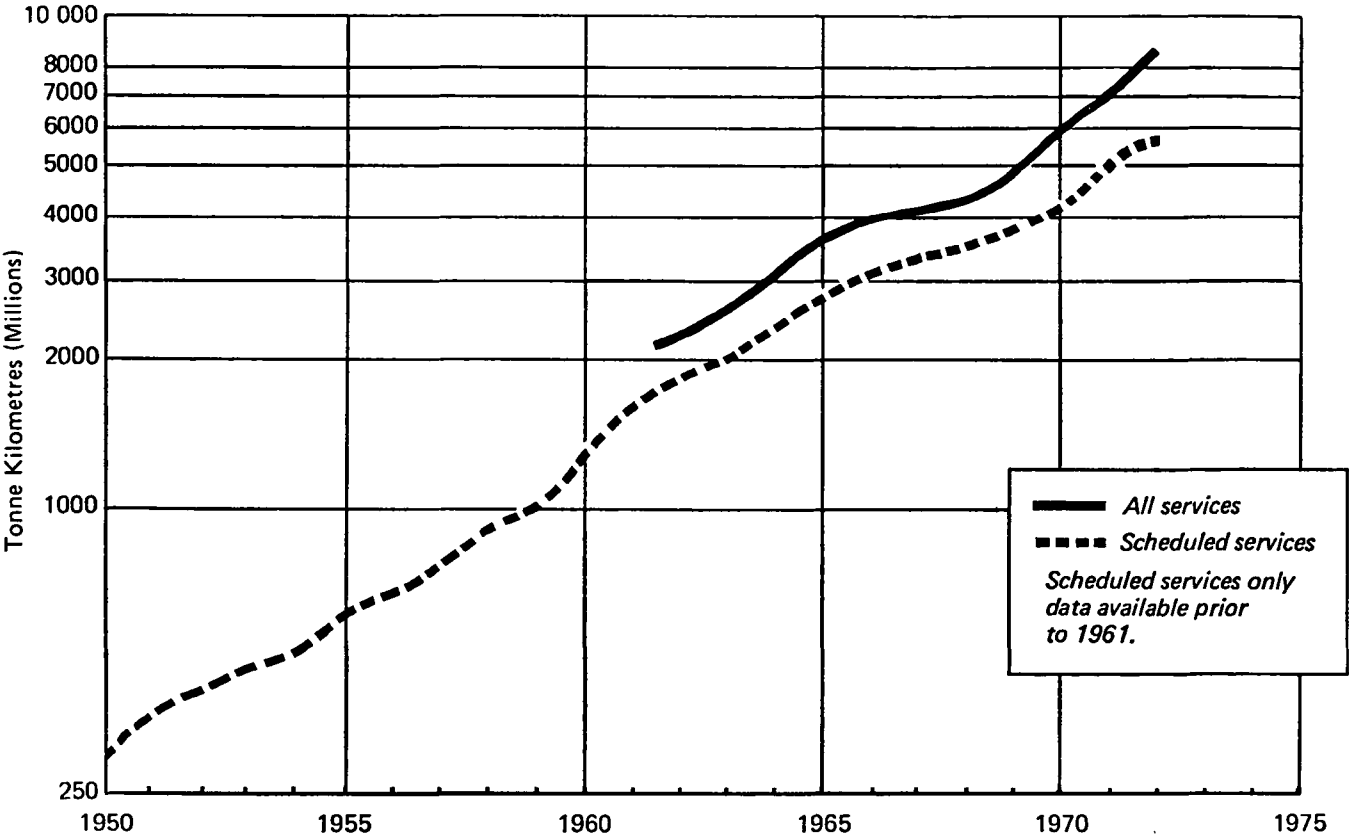
Airports	Percentage of passengers at all UK airports			
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
London Heathrow	19 833	46.75	100	100.00
Gatwick	5 678	13.38	98	53.25
Luton	3 236	7.63	96	39.87
Manchester	2 570	6.06	93	32.24
Glasgow	2 096	4.94	91	26.18
Belfast	1 297	3.06	89	21.24
Birmingham	1 116	2.63	87	18.19
Edinburgh	855	2.01	84	15.56
Newcastle	605	1.43	82	13.54
Liverpool	542	1.28	80	12.11
East Midlands	500	1.18	78	10.84
Isle of Man	462	1.09	76	9.66
Prestwick	394	0.93	73	8.57
Southend	375	0.88	71	7.64
Southampton	304	0.72	69	6.76
Bristol	294	0.69	67	6.04
Glamorgan	277	0.65	64	5.35
Leeds/Bradford	275	0.65	62	4.69
Aberdeen	243	0.57	60	4.05
Stansted	190	0.45	58	3.47
Tees-side	175	0.41	56	3.02
Blackpool	146	0.34	53	2.61
Others (23 reporting airports)	961	2.27	51	2.27

Airlines	Percentage of tonne-kilometres performed by all UK airlines			
	Output in available tonne-kilometres (000 000)	Percentage of all UK tonne-kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t. - km of this size and smaller
British Airways—BOAC	4 451	49.97	100	100.00
British Airways—BEA	1 268	14.23	98	50.03
British Caledonian Airways	1 050	11.79	97	35.80
Dan-Air Services	317	3.56	95	24.01
Britannia Airways	289	3.24	93	20.45
Court-Line Aviation	238	2.67	92	17.21
Laker Airways	222	2.49	90	14.54
BEA Airtours	175	1.97	88	12.05
Tradewinds Airways	131	1.47	86	10.08
British Midland Airways	118	1.33	85	8.61
Trans-Meridian Air Cargo	113	1.27	83	7.29
Monarch Airlines	112	1.26	82	6.02
Donaldson International Airlines	79	0.89	80	4.76
British Airways—Cambrian Airways	64	0.72	78	3.87
British Airways—Northeast Airlines	62	0.70	77	3.15
International Aviation Services	48	0.54	75	2.46
British Airways—Channel Islands Airways	34	0.38	73	1.92
Invicta International Airlines	32	0.36	72	1.54
British Island Airways	21	0.24	70	1.18
British Air Ferries	17	0.19	68	0.94
Dan-Air/Skyways	15	0.17	67	0.75
British Airways—Scottish Airways	15	0.17	65	0.58
Others (38 airlines)	37	0.42	63	0.42

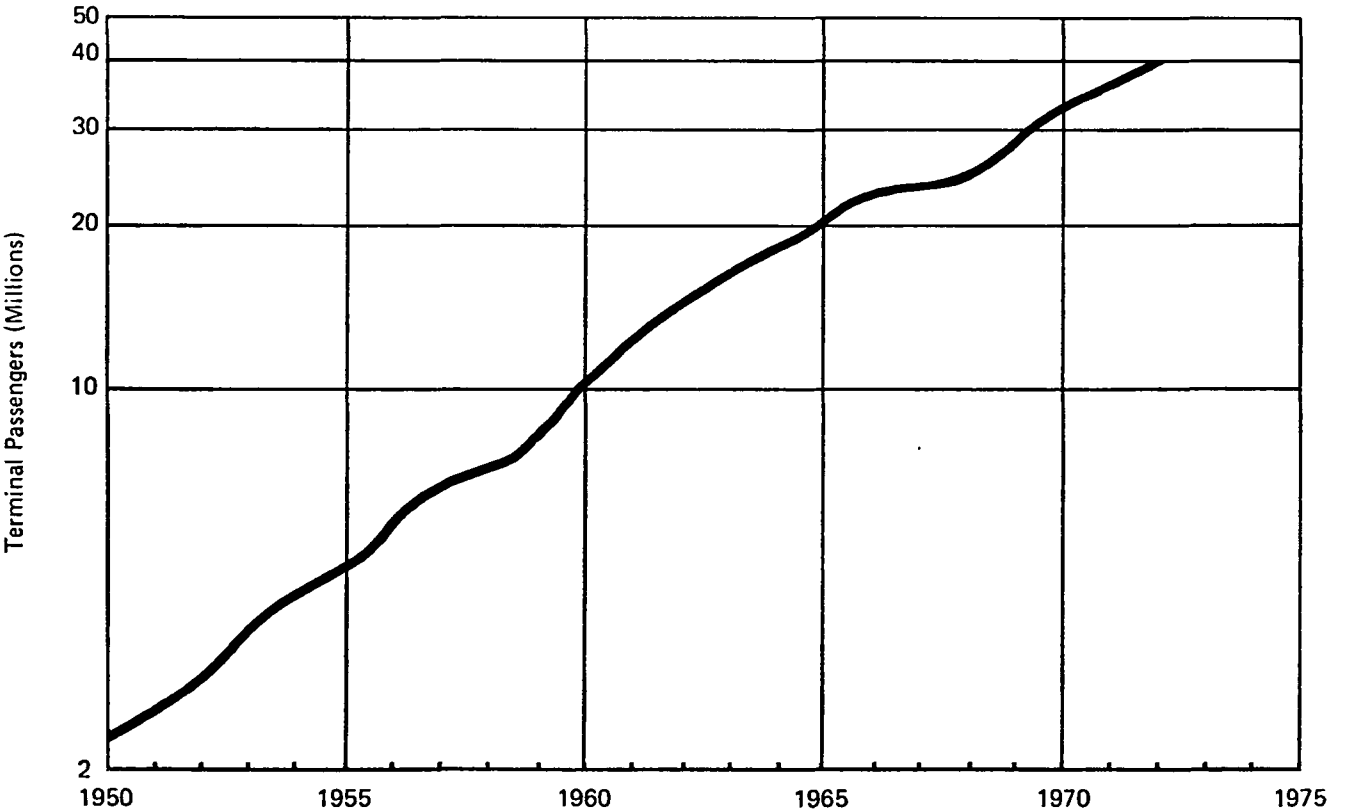
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1973

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
<b>Year ended</b>						
Sept. 1972	1 702	657	37 733	7 972	5 216	2 756
Sept. 1973	1 871	709	42 426	8 909	5 858	3 051
<b>Mean rates of growth (percentages) to 1972</b>						
20 years	6.1	5.8	13.6	..	14.6	..
10 years	8.7	4.0	10.3	13.3	10.9	20.8
5 years	7.7	4.2	11.9	18.4	12.9	33.5
<b>Latest year's growth (percentages)</b>						
	9.9	7.9	12.4	11.8	12.3	10.7

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

### Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
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
1972 April	52.9	3 015	30.7	1 481	9.4	712	11.7	719	1.1	103
May	59.6	3 412	35.4	1 743	10.0	736	12.6	796	1.6	137
June	64.6	3 873	37.4	1 847	12.0	939	13.0	883	2.3	204
July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
August	73.5	4 675	40.4	2 083	15.3	1 278	14.5	1 034	3.3	280
September	67.1	4 433	37.6	2 021	13.2	1 164	13.6	1 017	2.7	231
1973 April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 084	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266



# Movements at UK Airports by Purpose

**Table 4**

## Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
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	184.4	84.0	74.3	9.7	100.8	77.0	16.8	7.1
1972 April	145.7	58.2	52.9	5.3	87.5	57.2	21.7	8.6
May	156.2	66.2	59.6	6.6	90.0	57.8	20.8	11.4
June	166.3	71.3	64.7	6.6	95.0	68.2	16.0	10.8
July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
August	186.4	83.1	73.5	9.6	103.3	79.0	17.4	6.9
September	172.1	74.0	67.1	6.9	98.1	70.9	16.8	10.4
1973 April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1

# 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
1971 1st quarter	22 294	4 185	1 184	553	638	1 620	4 120	1 685	2 015	4 933
2nd quarter	33 950	5 641	2 065	959	1 352	3 399	5 114	1 967	3 104	8 505
3rd quarter	39 290	6 783	2 432	1 187	1 653	4 442	6 358	2 151	3 827	10 834
4th quarter	27 124	4 934	1 598	719	820	2 002	4 599	1 880	2 310	5 842
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
1972 April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 438
May	33 255	6 356	2 708	1 256	1 303	3 897	5 539	2 200	3 057	9 217
June	35 504	6 864	2 798	1 383	1 482	4 328	6 106	2 488	3 742	9 246
July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
August	40 315	7 344	3 135	1 523	1 658	5 323	6 989	2 952	4 298	12 223
September	37 173	7 053	2 845	1 326	1 537	4 553	6 397	2 487	3 755	10 458
1973 April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 487	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725

# 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
1971 1st quarter	1 235	133	47	26	15	26	159	26	82	51
2nd quarter	2 212	266	113	55	42	82	232	39	136	166
3rd quarter	2 995	353	155	74	56	112	333	51	193	250
4th quarter	1 708	192	77	32	26	45	191	34	92	84
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
1972 April	2 152	221	99	55	40	78	213	43	114	135
May	2 358	275	121	66	48	91	275	46	132	198
June	2 670	328	130	72	48	102	300	54	168	211
July	3 087	375	177	82	62	117	384	62	216	260
August	3 227	375	160	84	65	121	358	68	217	285
September	3 101	357	153	76	60	116	330	58	182	256
1973 April	2 535	267	136	62	51	101	253	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	185	88	61	136	357	67	193	284

# 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
1971 1st quarter	30 604	4 373	541	135	103	723	2 221	219	1 525	1 093
2nd quarter	32 571	4 120	601	161	90	669	2 211	250	1 726	1 228
3rd quarter	34 669	4 034	526	132	68	735	2 401	255	1 714	1 034
4th quarter	38 827	4 866	563	114	81	679	2 812	253	1 887	968
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
1972 April	36 366	4 748	531	281	79	976	2 444	246	1 961	1 719
May	38 043	4 831	577	221	86	856	2 941	283	2 011	2 138
June	40 787	4 863	1 218	145	84	1 272	3 084	291	2 485	2 083
July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
August	53 019	6 531	3 062	1 082	292	5 321	3 472	487	4 464	6 024
September	43 135	4 782	843	160	139	1 052	3 178	316	1 991	1 802
1973 April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
May	44 469	5 099	1 066	201	83	1 382	3 483	287	2 094	2 647
June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838

# 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
1971 1st quarter	306.7	142.3	4.8	37.5	100.0	46.3	2 253.8	1 129.5	50.1
2nd quarter	396.8	190.7	8.1	41.1	141.5	48.1	2 726.4	1 466.0	53.8
3rd quarter	442.9	236.6	7.6	46.5	182.5	53.4	3 386.0	2 120.9	62.6
4th quarter	384.2	186.8	9.1	55.2	122.5	48.6	2 814.2	1 355.1	48.2
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
1972 April	416.4	200.0	7.7	49.2	143.1	48.0	3 198.5	1 633.0	51.1
May	430.7	213.2	7.9	49.5	155.8	49.5	3 305.1	1 769.5	53.2
June	548.9	273.9	9.4	61.9	202.6	49.9	4 133.9	2 307.5	55.8
July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
August	485.6	268.8	8.0	60.4	200.4	55.4	3 770.0	2 325.8	61.7
September	559.9	314.8	9.1	69.8	235.9	56.2	4 252.9	2 687.8	63.2
1973 April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5

# 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
1971 1st quarter	21.5	11.1	0.1	1.4	9.6	51.6	212.5	116.9	55.0
2nd quarter	28.7	16.5	0.2	1.5	14.8	57.5	265.5	163.2	61.5
3rd quarter	32.4	20.4	0.2	1.6	18.7	63.0	331.4	227.6	68.7
4th quarter	23.7	0.2	0.2	1.5	11.1	54.0	231.9	132.9	57.3
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
1972 April	26.8	15.6	0.2	1.7	13.7	58.2	261.7	165.2	63.1
May	32.1	19.3	0.3	2.0	17.0	60.1	319.1	206.5	64.7
June	33.2	20.1	0.2	1.9	18.0	60.5	333.1	213.4	64.1
July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
August	35.9	22.5	0.3	2.2	20.0	62.7	360.7	243.5	67.5
September	33.4	21.5	0.3	1.9	19.3	64.4	337.0	234.1	69.5
1973 April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8

# 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
1971 1st quarter	285.2	131.2	4.7	36.1	90.4	46.0	2 041.3	1 012.6	49.6
2nd quarter	368.1	174.2	7.9	39.6	126.7	47.3	2 460.9	1 302.8	52.9
3rd quarter	410.5	216.2	7.4	44.9	163.8	52.7	3 054.6	1 893.3	62.0
4th quarter	360.5	174.0	8.9	53.7	111.4	48.3	2 582.3	1 222.2	47.3
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
1972 April	389.7	184.4	7.5	47.5	129.5	47.3	2 936.8	1 467.8	50.0
May	398.6	193.9	7.6	47.5	138.8	48.6	2 986.0	1 562.9	52.3
June	515.7	253.9	9.2	60.0	184.7	49.2	3 800.8	2 094.1	55.1
July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
August	449.7	246.4	7.7	58.3	180.4	54.8	3 409.2	2 082.3	61.1
September	526.5	293.3	8.8	67.9	216.6	55.7	3 915.9	2 453.8	62.7
1973 April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9

# 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
1971 1st quarter	103.4	25.2	27.5	6.7	27.9	6.8	48.0	11.7
2nd quarter	205.6	34.1	97.3	16.1	59.4	9.9	48.9	8.1
3rd quarter	297.8	40.2	135.1	18.2	107.3	14.5	55.4	7.5
4th quarter	187.1	32.7	71.4	12.5	44.0	7.7	71.7	12.5
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
1972 April	202.4	32.7	..	..	..	..	..	..
May	227.2	34.5	..	..	..	..	..	..
June	270.8	33.0	..	..	..	..	..	..
July	325.0	40.8	..	..	..	..	..	..
August	324.5	40.1	..	..	..	..	..	..
September	313.8	35.9	..	..	..	..	..	..
1973 April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2



# 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
1971	1st quarter	321.6	269.7	83.9	187.4	2 100	2 946	1 403	1 439
	2nd quarter	1 127.9	900.7	79.9	651.5	7 198	9 841	1 367	1 383
	3rd quarter	1 579.1	1 379.7	87.4	940.8	9 621	13 758	1 430	1 467
	4th quarter	828.5	688.0	83.0	441.8	4 789	7 333	1 531	1 557
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
1972	April	..	..	..	..	..	..	..	..
	May	..	..	..	..	..	..	..	..
	June	..	..	..	..	..	..	..	..
	July	..	..	..	..	..	..	..	..
	August	..	..	..	..	..	..	..	..
	September	..	..	..	..	..	..	..	..
	October	..	..	..	..	..	..	..	..
1973	April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
	May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
	June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 433
	July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
	August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
	September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
	October	..	..	..	..	..	..	..	..

# 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
1971 1st quarter	279.8	212.2	75.8	39.6	621	1 744	2 808	5 359
2nd quarter	517.1	409.3	79.2	106.2	1 676	3 188	1 902	3 854
3rd quarter	937.1	795.6	84.9	207.6	2 795	5 851	2 094	3 832
4th quarter	391.4	322.9	82.5	73.0	1 351	2 539	1 880	4 423
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
1972 April	..	..	..	..	..	..	..	..
May	..	..	..	..	..	..	..	..
June	..	..	..	..	..	..	..	..
July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..
1973 April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964

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

Table 10

Analysis by Countries of Landing and of Embarkation  
Monthly Averages

European continent and Mediterranean Sea area <sup>(b)</sup>			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
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
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						
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						
1973	1st quarter		375·5	14·1	18·9	46·2	12·0	17·9	6·9	14·7	170·4	7·4	66·8						
	2nd quarter		573·7	16·2	18·8	112·0	10·4	15·1	9·7	12·8	308·1	7·5	63·2						
	3rd quarter		808·7	19·3	26·1	200·5	17·3	36·0	11·9	16·1	401·1	14·3	66·0						

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 September 1973

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	11 106	7 838	—	638	75	409	55	—	2 088	3	—
+ Heathrow	27 070	25 123	—	111	39	86	318	4	1 378	11	—
+ Luton	6 031	3 354	84	606	78	71	115	727	970	—	26
+ Southend	6 776	1 609	6	—	—	254	—	3 613	1 290	4	—
+ Stansted	2 503	253	—	51	6	1 291	21	153	656	72	—
TOTAL (London Area)	53 486	38 177	90	1 406	198	2 111	509	4 497	6 382		26
Westland Heliport (Battersea)	1 269	337	12	327	2	2	—	—	437	90 2	150
Other UK Airports											
+ Leeds/Bradford	4 508	866	4	112	47	34	14	2 898	505	2	26
+ Liverpool	7 546	1 385	—	104	17	102	28	5 078	736	22	74
+ Manchester	6 359	4 701	—	273	51	16	214	180	904	4	16
+ Birmingham	6 178	2 073	—	103	18	50	13	2 484	1 409	—	28
+ Coventry	2 741	23	58	4	26	399	3	1 598	622	—	8
+ East Midlands	5 843	1 245	19	123	6	3 294	59	27	982	—	88
+ Newcastle	2 839	1 172	30	32	251	36	6	678	571	6	57
+ Tees-side	4 438	459	381	28	24	1 116	18	1 608	573	10	221
+ Bristol	2 386	775	—	2	—	10	37	612	922	—	28
+ Glamorgan	3 773	747	10	84	9	188	—	2 341	374	4	16
Swansea	1 188	24	—	37	22	8	6	877	210	—	4
+ Ashford	3 216	527	294	25	84	8	30	937	1 283	2	26
+ Blackpool	8 307	650	513	17	15	140	—	6 103	817	—	52
+ Bournemouth	6 178	515	—	63	—	761	—	2 549	1 946	102	242
+ Cambridge	3 616	75	—	10	43	312	12	1 406	517	—	1 241
+ Exeter	2 692	326	—	4	234	—	—	1 286	546	—	296
Gloucester/Cheltenham	4 155	155	6	—	78	644	—	2 278	978	—	16
Hawarden	668	—	—	—	—	42	—	230	359	—	37
Isles of Scilly	571	519	—	2	1	4	—	—	45	—	—
+ Lydd	913	14	—	—	—	58	—	792	49	—	—
+ Manston	372	102	—	23	79	74	—	—	94	—	—
+ Norwich	2 329	523	—	241	109	64	29	612	745	2	4
Penzance Heliport	412	402	—	—	6	4	—	—	—	—	—
+ Portsmouth	2 921	377	—	—	18	796	—	1 374	344	2	10
+ Southampton	3 372	1 202	—	37	52	1 533	24	—	519	—	5
+ Edinburgh	6 201	1 463	—	7	183	3 577	8	95	868	—	—
+ Glasgow	8 020	4 108	—	88	—	186	27	2 139	750	—	722
+ Prestwick	2 560	1 338	—	58	492	173	21	81	397	—	—
Aberdeen	4 884	753	10	1	1 133	316	—	2 295	149	—	227
Benbecula	220	96	—	—	110	—	—	—	—	—	14
Inverness	1 573	416	—	30	298	186	—	387	242	—	14
Islay	214	138	4	—	26	—	—	2	44	—	—
+ Kirkwall	756	500	—	81	36	—	6	42	68	—	23
Stornoway	461	170	—	26	68	—	—	159	10	—	28
+ Sumburgh	1 081	428	—	32	595	19	—	—	3	—	4
Tiree	76	54	—	—	—	—	—	2	4	—	16
Wick	325	213	—	21	42	—	—	22	11	—	16
+ Belfast	6 949	2 395	—	19	86	—	—	1 425	225	—	2 799
+ Isle of Man	2 722	1 544	—	76	4	278	—	360	226	—	234
TOTAL (Incl. London Area)	178 318	70 987	1 431	3 496	4 463	16 541	1 064	47 454	25 866	248	6 768
Channel Islands Airports											
Alderney	1 149	1 149	..	..	..	..	..	..	..	..	..
Guernsey	3 517	3 517	..	..	..	..	..	..	..	..	..
Jersey	7 059	7 059	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	11 725	11 725	..	..	..	..	..	..	..	..	..

# Air Transport Movements by Type and Nationality of Operator    September 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	7 838	100	2 792	159	803	2 907	1 077
+Heathrow	25 123	12 437	293	11 393	689	31	280
+Luton	3 354	—	151	—	2	3 094	107
+Southend	1 609	—	1 308	—	—	240	61
+Stansted	253	—	14	3	—	49	187
TOTAL (London Area)	38 177	12 537	4 558	11 555	1 494	6 321	1 712
Westland Heliport (Battersea)	337	—	—	—	8	329	—
Other UK Airports							
+Leeds/Bradford	866	458	208	24	22	138	16
+Liverpool	1 385	927	107	56	94	160	41
+Manchester	4 701	1 790	304	916	234	1 154	303
+Birmingham	2 073	909	425	137	20	453	129
+Coventry	23	—	19	—	—	2	2
+East Midlands	1 245	—	856	—	—	354	35
+Newcastle	1 172	416	521	3	56	149	27
+Tees-side	459	—	356	1	16	73	13
+Bristol	775	328	46	61	175	138	27
+Glamorgan	747	324	135	10	135	138	5
Swansea	24	—	18	—	—	6	—
+Ashford	527	—	513	—	—	14	—
+Blackpool	650	—	576	—	7	66	1
+Bournemouth	515	40	405	—	4	56	10
+Cambridge	75	—	33	—	—	16	26
+Exeter	326	—	314	—	6	6	—
Gloucester/Cheltenham	155	—	48	—	—	107	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	519	402	117	—	—	—	—
+Lydd	14	—	—	—	—	14	—
+Manston	102	—	—	—	—	98	4
+Norwich	523	—	212	—	4	305	2
Penzance Heliport	402	402	—	—	—	—	—
+Portsmouth	377	—	322	—	—	55	—
+Southampton	1 202	160	966	1	7	41	27
+Edinburgh	1 463	956	397	67	2	15	26
+Glasgow	4 108	2 091	978	439	39	480	81
+Prestwick	1 338	587	89	357	35	102	168
Aberdeen	753	538	67	4	1	133	10
Benbecula	96	96	—	—	—	—	—
Inverness	416	357	20	—	1	36	2
Islay	138	114	—	—	—	24	—
+Kirkwall	500	172	—	19	—	308	1
Stornoway	170	129	39	—	—	2	—
+Sumburgh	428	132	98	—	—	192	6
Tiree	54	52	—	—	—	2	—
Wick	213	186	—	—	—	23	4
+Belfast	2 395	1 737	501	38	3	27	89
+Isle of Man	1 544	673	864	—	—	5	2
TOTAL (Incl. London Area)	70 987	26 513	14 112	13 688	2 363	11 542	2 769
Channel Islands Airports							
Alderney	1 149	—	1 051	—	—	98	—
Guernsey	3 517	412	2 860	8	—	237	—
Jersey	7 059	1 003	4 684	566	7	689	110
TOTAL (Channel Islands Airports)	11 725	1 415	8 595	574	7	1 024	110

# Air Transport Movements

Table 13

## Comparison with a Year Earlier

Monthly Averages	July 1973 –September 1973	July 1972 –September 1972	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	8 375	8 262	1.4
+ Heathrow	25 755	24 736	4.1
+ Luton	3 566	3 900	–8.6
+ Southend	1 663	1 461	13.8
+ Stansted	305	505	–39.6
TOTAL (London Area)	39 664	38 864	2.1
Westland Heliport (Battersea)	355	228	55.7
<b>Other UK Airports</b>			
+ Leeds/Bradford	902	861	4.8
+ Liverpool	1 422	1 491	–4.6
+ Manchester	4 923	4 884	0.8
+ Birmingham	2 231	1 925	15.9
+ Coventry	39	82	–52.4
+ East Midlands	1 252	1 045	19.8
+ Newcastle	1 239	1 074	15.4
+ Tees-side	512	367	39.5
+ Bristol	842	875	–3.8
+ Glamorgan	795	706	12.6
Swansea	36	19	89.5
+ Ashford	556	691	–19.5
+ Blackpool	654	635	3.0
+ Bournemouth	518	503	3.0
+ Cambridge	80	118	–32.2
+ Exeter	336	..	..
Gloucester/Cheltenham	157	119	31.9
Hawarden	—	—	—
Isles of Scilly	566	513	10.3
+ Lydd	9	21	–57.1
+ Manston	106	108	–1.9
+ Norwich	526	..	..
Penzance Heliport	438	426	2.8
+ Portsmouth	395	292	35.3
+ Southampton	1 260	1 240	1.6
+ Edinburgh	1 538	1 405	9.5
+ Glasgow	4 349	3 879	12.1
+ Prestwick	1 407	1 497	–6.0
Aberdeen	786	616	27.6
Benbecula	98	103	–4.9
Inverness	437	364	20.1
Islay	129	78	65.4
+ Kirkwall	545	554	–1.6
Stornoway	188	176	6.8
+ Sumburgh	450	436	3.2
Tiree	70	83	–15.7
Wick	223	250	–10.8
+ Belfast	2 546	2 435	4.6
+ Isle of Man	1 652	1 658	–0.4
TOTAL (Incl. London Area)	74 231	70 621	5.1
<b>Channel Islands Airports</b>			
Alderney	1 277	1 196	6.8
Guernsey	3 816	3 401	12.2
Jersey	7 342	6 394	14.8
TOTAL (Channel Islands Airports)	12 435	10 991	13.1

Air Transport Landings Diverted to UK Reporting Airports September 1973

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	15				1Ma		1St		1Lu 2He	1Ma 1He						2Bo 2Lu 1He	2Ma			1He												
Heathrow	16					1Em										1st	1Ma 1Pr 3Ga 1Em 1Bi 1Ga		1Ga		6Ga 1St								1Em			
Luton	10																			1St	1Em			2Em 3Bi								
Leeds/Bradford	3		1Em															2Em														
Liverpool	5									2Ma 1He	1Li				1Bi										1Ma				2Ma 1He			
Manchester	8								1Li 2Pr 3Em		1Li				1Bi					1Bi												
Birmingham	6										1Em													1Lu				1Lu				
Bristol	4																									1Gm		1Lu 1Gm				
Bournemouth	1																			2Gm 1Sh												
Gloucester/Cheltenham	1								1Br																							
Portsmouth	1																							1Bo								
Southampton	2										1Bo						1Em															
Edinburgh	3																											1GI	1GI		1Lu	1GI
Glasgow	8												5Pr													1Lu					1Lu	1Ma
Aberdeen	2																1Ed	1In														
Inverness	1																														1GI	
Stornoway	1													1In																		
Sumburgh	2						1Ab																						1Ab			
Wick	2							2In																								
Belfast	3								1GI 2Pr																							
Isle of Man	4			1Li 1Bi	1Bi		1Li																									
Other UK	7		4Bo 1He																1Ex									1Ex				
Overseas	26				2He				1Li	2Ma 2He	1He	1Ki		2Pr 1He	3Pr 2He						1He			1Ma		1Lu		2Pr	2He	1He	1He	
All Aerodromes	131		6	2	4	1	3	2	14	9	4	1	5	5	5	7	11	3	5	3	9			8	1	3	1	8	5	3	3	

Aerodrome of actual landing : letter code

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

# Air Passengers by Type and Nationality of Operator

## September 1973

Table 15

September 1973				Total				Scheduled Services				Charter Flights			
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others				British Airways		Others			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+Gatwick	675 299	666 346	8 953	4 826	324	142 415	61	4 439	—	105 216	1 644	281 246	1 925	128 204	4 999
+Heathrow	2 173 236	2 134 922	38 314	1 033 120	118	12 046	92	984 102	34 801	74 856	635	2 334	—	28 464	2 668
+Luton	381 243	380 656	587	—	—	6 029	—	—	—	216	—	365 067	559	9 344	28
+Southend	44 995	44 995	—	—	—	40 638	—	—	—	—	—	1 370	—	2 987	—
+Stansted	18 210	17 179	1 031	—	—	397	4	393	—	—	—	201	80	16 188	947
TOTAL (London Area)	3 292 983	3 244 098	48 885	1 037 946	442	201 525	157	988 934	34 801	180 288	2 279	650 218	2 564	185 187	8 642
Westland Heliport (Battersea)	809	809	—	—	—	—	—	—	—	18	—	791	—	—	—
Other UK Airports															
+Leeds/Bradford	33 304	32 695	609	24 212	—	4 886	603	1 663	—	1 174	—	702	6	58	—
+Liverpool	59 315	58 186	1 129	39 656	219	1 302	698	2 999	—	6 467	—	7 661	130	101	82
+Manchester	295 091	281 676	13 415	106 717	1 003	4 110	2 699	27 070	5 353	19 595	934	93 639	2 023	30 545	1 403
+Birmingham	126 430	121 825	4 605	45 437	724	8 488	3 103	7 901	551	1 352	—	45 320	227	13 327	—
+Coventry	942	869	73	—	—	793	73	—	—	—	—	—	—	76	—
+East Midlands	62 890	62 832	58	—	—	32 668	58	—	—	—	—	25 884	—	4 280	—
+Newcastle	71 108	68 170	2 938	32 491	—	12 287	2 930	124	—	5 586	—	15 489	8	2 193	—
+Tees-side	21 313	20 089	1 224	—	—	12 503	1 017	24	17	1 387	190	5 385	—	790	—
+Bristol	36 346	30 016	6 330	7 666	3 024	779	278	3 288	81	2 706	2 947	13 260	—	2 317	—
+Glamorgan	33 565	30 305	3 260	10 303	1 527	1 376	1 091	214	163	5 966	319	12 402	60	44	100
Swansea	407	407	—	—	—	386	—	—	—	—	—	21	—	—	—
+Ashford	10 844	10 844	—	—	—	10 458	—	—	—	—	—	386	—	—	—
+Blackpool	22 909	22 862	47	—	—	22 123	47	—	—	545	—	153	—	41	—
+Bournemouth	16 222	15 653	569	700	419	11 958	40	—	—	323	—	1 416	110	1 256	—
+Cambridge	798	798	—	—	—	521	—	—	—	—	—	82	—	195	—
+Exeter	11 904	10 880	1 024	—	—	10 397	907	—	—	297	117	186	—	—	—
Gloucester/Cheltenham	1 486	1 486	—	—	—	1 042	—	—	—	—	—	444	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10 959	10 959	—	10 169	—	790	—	—	—	—	—	—	—	—	—
+Lydd	72	72	—	—	—	—	—	—	—	—	—	72	—	—	—
+Manston	557	557	—	—	—	—	—	—	—	—	—	362	—	195	—
+Norwich	8 741	8 741	—	—	—	6 674	—	—	—	97	—	1 939	—	31	—
Penzance Heliport	10 169	10 169	—	10 169	—	—	—	—	—	—	—	—	—	—	—
+Portsmouth	3 560	3 402	158	—	—	3 231	158	—	—	—	—	171	—	—	—
+Southampton	38 920	38 857	63	7 769	—	30 523	38	36	—	307	—	100	6	122	19
+Edinburgh	93 005	91 567	1 438	64 331	1 284	19 742	85	4 318	69	173	—	1 159	—	1 844	—
+Glasgow	215 496	213 050	2 446	110 076	44	35 831	—	16 430	2 311	3 251	—	40 081	—	7 381	91
+Prestwick	84 991	52 221	32 770	21 705	7 300	2 654	1 180	9 486	8 474	3 895	536	6 855	5 596	7 626	9 684
Aberdeen	28 219	26 984	1 235	22 532	1 227	1 210	—	330	—	106	—	2 258	3	548	5
Benbecula	3 155	2 077	1 078	2 077	1 078	—	—	—	—	—	—	—	—	—	—
Inverness	14 996	13 533	1 463	13 306	1 463	53	—	—	—	2	—	84	—	88	—
Islay	1 593	1 593	—	1 536	—	—	—	—	—	—	—	57	—	—	—
+Kirkwall	8 419	7 293	1 126	5 563	951	—	—	258	156	—	—	1 472	19	—	—
Stornoway	4 625	4 319	306	4 309	306	8	—	—	—	—	—	2	—	—	—
+Sumburgh	7 625	7 625	—	4 817	—	269	—	—	—	—	—	2 396	—	143	—
Tiree	413	387	26	385	24	—	—	—	—	—	—	2	2	—	—
Wick	6 461	3 087	3 374	3 016	3 365	—	—	—	—	—	—	71	9	—	—
+Belfast	128 740	128 483	257	98 596	—	18 888	—	1 515	—	34	—	1 740	253	7 710	4
+Isle of Man	66 015	64 590	1 425	31 810	755	32 468	670	—	—	—	—	96	—	216	—
TOTAL (Incl. London Area)	4 835 397	4 704 066	131 331	1 717 294	25 155	489 943	15 832	1 064 590	51 976	233 569	7 322	932 356	11 016	266 314	20 030
Channel Islands Airports															
Alderney	8 314	8 314	—	—	—	8 079	—	—	—	—	—	235	—	—	—
Guernsey	69 270	66 532	2 738	20 433	—	44 552	2 738	180	—	—	—	1 367	—	—	—
Jersey	212 062	209 356	2 706	55 820	139	134 530	2 424	13 289	16	276	—	1 660	127	3 781	—
TOTAL (Channel Is. Airports)	289 646	284 202	5 444	76 253	139	187 161	5 162	13 469	16	276	—	3 262	127	3 781	—



# Terminal Air Passengers

Table 16

## Comparison with a Year Earlier

### Monthly Averages

	July 1973 —September 1973	July 1972 —September 1972	Percentage change
<b>London Area Airports</b>			
+ Gatwick	732 420	672 995	8.8
+ Heathrow	2 144 788	1 986 361	8.0
+ Luton	411 213	405 795	1.3
+ Southend	48 599	38 632	25.8
+ Stansted	18 983	34 297	-44.7
TOTAL (London Area)	3 356 003	3 138 080	6.9
Westland Heliport (Battersea)	902	558	61.6
<b>Other UK Airports</b>			
+ Leeds/Bradford	33 635	32 523	3.4
+ Liverpool	61 234	58 766	4.2
+ Manchester	299 724	277 646	8.0
+ Birmingham	131 902	108 756	21.3
+ Coventry	905	1 336	-32.3
+ East Midlands	64 118	53 397	20.1
+ Newcastle	71 443	61 337	16.5
+ Tees-side	22 868	19 768	15.7
+ Bristol	32 333	31 033	4.2
+ Glamorgan	33 591	30 906	8.7
Swansea	508	367	38.4
+ Ashford	12 721	17 526	-27.4
+ Blackpool	23 083	22 769	1.4
+ Bournemouth	13 720	12 174	12.7
+ Cambridge	812	1 408	-42.3
+ Exeter	11 169	—	—
Gloucester/Cheltenham	1 532	1 190	28.0
Hawarden	—	—	—
Isles of Scilly	11 501	10 884	5.7
+ Lydd	39	453	-91.4
+ Manston	386	473	-18.4
+ Norwich	8 471	—	—
Penzance Heliport	10 712	10 327	3.7
+ Portsmouth	3 438	2 972	15.7
+ Southampton	39 258	37 318	5.2
+ Edinburgh	92 056	81 414	13.1
+ Glasgow	229 566	211 863	8.4
+ Prestwick	63 963	63 894	0.1
Aberdeen	28 467	21 353	33.3
Benbecula	2 191	2 239	-2.1
Inverness	13 686	12 124	12.9
Islay	1 808	1 782	1.5
+ Kirkwall	8 682	8 262	5.1
Stornoway	5 041	5 211	-3.3
+ Sumburgh	8 761	8 162	7.3
Tiree	579	583	-0.7
Wick	3 141	3 081	1.9
+ Belfast	146 908	133 475	10.1
+ Isle of Man	74 320	71 378	4.1
TOTAL (Incl. London Area)	4 925 168	4 556 788	8.1
<b>Channel Islands Airports</b>			
Alderney	9 582	8 592	11.5
Guernsey	70 483	63 535	10.9
Jersey	207 411	194 541	6.6
TOTAL (Channel Islands Airports)	287 476	266 668	7.8

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

London Area Airports	Total Jul-Sep 1973	International			Domestic		
		Jul-Sep 1973	Jul-Sep 1972	Per- centage change	Jul-Sep 1973	Jul-Sep 1972	Per- centage change
+ Gatwick	732 420	657 493	608 897	8	74 927	64 098	17
+ Heathrow	2 144 788	1 828 350	1 694 668	8	316 438	291 693	8
+ Luton	411 213	403 113	398 173	1	8 100	7 622	6
+ Southend	48 599	48 156(a)	38 298(a)	26	443	333	33
+ Stansted	18 983	18 462	34 202	-46	521	96	443
TOTAL (London Area)	3 356 003	2 955 574	2 774 238	7	400 429	363 842	10
Westland Heliport (Battersea)	902	—	—	—	902	558	62
<b>Other UK Airports</b>							
+ Leeds/Bradford	33 635	5 416	5 241	3	28 219	27 281	3
+ Liverpool	61 234	21 959	19 907	10	39 275	38 859	1
+ Manchester	299 724	223 510	206 291	8	76 214	71 355	7
+ Birmingham	131 902	91 562	73 158	25	40 340	35 598	13
+ Coventry	905	25	213	-88	880	1 124	-22
+ East Midlands	64 118	36 106	27 155	33	28 012	26 243	7
+ Newcastle	71 443	34 124	28 516	20	37 319	32 821	14
+ Tees-side	22 868	9 868	9 600	3	13 000	10 168	28
+ Bristol	32 333	24 990	23 355	7	7 342	7 678	-4
+ Glamorgan	33 591	23 436	20 250	16	10 155	10 656	-5
Swansea	508	3	19	-84	505	348	45
+ Ashford	12 721	12 387	17 526	-29	334	—	—
+ Blackpool	23 083	861	1 095	-21	22 222	21 674	3
+ Bournemouth	13 720	3 627	4 119	-12	10 093	8 056	25
+ Cambridge	812	225	316	-29	587	1 092	-46
+ Exeter	11 169	1 941	..	..	9 227	..	..
Gloucester/Cheltenham	1 523	—	—	—	1 523	1 190	28
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 501	—	—	—	11 501	10 884	6
+ Lydd	39	4	446	-99	35	7	400
+ Manston	386	386	473	-18	—	—	—
+ Norwich	8 471	4 223	..	..	4 248	..	..
Penzance	10 712	—	—	—	10 712	10 327	4
+ Portsmouth	3 438	—	—	—	3 438	2 972	16
+ Southampton	39 258	1 304	1 488	-12	37 954	35 831	6
+ Edinburgh	92 056	11 061	9 947	11	80 995	71 467	13
+ Glasgow	229 566	84 600	79 575	6	144 966	132 288	10
+ Prestwick	63 963	57 706	59 176	-2	6 256	4 717	33
Aberdeen	28 467	1 191	178	569	27 276	21 175	29
Benbecula	2 191	—	—	—	2 191	2 239	-2
Inverness	13 686	30	2	1 400	13 656	12 123	13
Islay	1 808	—	—	—	1 808	1 782	1
+ Kirkwall	8 682	276	329	-16	8 406	7 932	6
Stornoway	5 041	—	—	—	5 041	5 211	-3
+ Sumburgh	8 761	196	224	-12	8 565	7 938	8
Tiree	579	—	—	—	579	583	-1
Wick	3 141	—	—	—	3 141	3 081	2
+ Belfast	146 908	14 333	13 156	9	132 575	120 319	10
+ Isle of Man	74 320	2 077	2 303	-10	72 243	69 075	5
TOTAL (Incl. London Area)	4 925 168	3 623 001	3 378 296	7	1 302 164	1 178 494	10

(a) Includes Channel Islands Traffic.

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

# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	July— September 1973			July— September 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>EUROPE</b>							
<b>Austria</b>	19.6	13.4	6.2	16.2	12.4	3.8	21
London — Vienna	14.6	10.9	3.7	12.5	9.9	2.6	16
Other Routes	5.0	2.5	2.5	3.7	2.6	1.1	36
<b>Belgium</b>	97.4	90.2	7.2	91.1	82.2	8.9	7
London — Brussels	47.0	46.3	0.7	38.8	38.3	0.5	21
Other S.E. England — Belgium	40.5	39.1	1.4	42.0	38.8	3.2	-4
Other Routes	9.9	4.9	5.1	10.3	5.1	5.2	-3
<b>Denmark</b>	51.1	38.9	12.2	50.4	37.9	12.5	1
London — Copenhagen	40.7	31.6	9.1	41.4	31.9	9.5	-2
Other Routes	10.4	7.3	3.2	8.9	6.0	3.0	16
<b>Finland</b>	9.6	5.7	3.9	8.6	6.2	2.4	12
<b>France</b>	305.3	266.2	39.2	298.5	260.7	37.7	2
London — Nice	21.3	20.4	0.9	20.6	19.7	0.9	4
— Paris	187.2	176.5	10.7	181.8	171.8	10.0	3
— N. France (a)	12.2	11.6	0.6	13.5	13.4	0.2	-10
— Other France	30.9	22.1	8.8	22.2	15.0	7.2	39
Manchester — Paris	7.3	6.9	0.3	6.6	6.3	0.3	10
Other U.K. — Paris	14.9	11.1	3.8	12.9	8.9	4.1	15
Luton — Other France	5.7	—	5.7	6.4	—	6.4	-12
Other S.E. England — France	16.9	16.7	0.2	24.1	23.8	0.2	-30
Other Routes	9.0	0.8	8.3	10.2	1.8	8.4	-11
<b>Germany (Fed. Republic)</b>	237.2	151.2	86.0	245.0	154.5	90.5	-3
London — Dusseldorf	26.2	24.9	1.3	26.3	25.6	0.7	—
— Frankfurt	47.8	44.5	3.2	50.4	48.7	1.7	-5
— Hamburg	23.3	22.5	0.8	20.2	20.0	0.2	15
— Munich	32.9	16.4	16.5	30.2	18.5	11.8	9
— Other Germany	41.8	32.1	9.7	41.9	32.4	9.5	—
Luton — Germany	36.0	—	36.0	44.0	—	44.0	-18
Manchester — Germany	10.6	6.1	4.5	11.4	6.0	5.3	-7
Other Routes	18.5	4.5	14.0	20.6	3.2	17.3	-10
<b>Gibraltar</b>	9.1	8.4	0.7	8.7	8.4	0.3	4
<b>Greece</b>	106.0	39.3	66.7	87.4	31.2	56.2	21
<b>Iceland</b>	6.1	6.1	—	7.4	6.8	0.6	-18
London — Reykjavik	4.0	4.0	—	4.2	4.1	0.1	-5
Glasgow — Reykjavik	2.1	2.1	—	2.8	2.6	0.2	-26
Other Routes	—	—	—	0.4	—	0.4	—

Table 18 cont.

	July— September 1973			July— September 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	197.9	192.7	5.2	181.1	176.3	4.7	9
London – Cork	15.0	14.9	0.1	13.0	12.9	—	16
– Dublin	89.6	89.3	0.3	82.2	82.0	0.2	9
– Shannon	14.4	14.2	0.1	13.9	13.4	0.5	3
Manchester – Dublin	15.5	15.3	0.2	14.5	14.5	—	6
Birmingham – Dublin	14.3	14.3	—	12.2	12.2	—	18
Glasgow – Dublin	11.4	11.4	—	10.3	10.3	—	11
Liverpool – Dublin	7.6	7.5	0.1	6.9	6.9	—	11
Leeds/Bradford – Dublin	3.9	3.9	—	3.7	3.7	—	6
Edinburgh – Dublin	4.5	4.4	—	4.6	4.6	—	-4
Bristol – Dublin	3.6	3.6	—	3.2	3.2	—	12
Other Routes	18.0	13.7	4.3	16.5	12.6	3.9	9
<b>Italy</b>	268.5	92.7	175.8	262.4	89.6	172.8	2
London – Genoa (g)	2.4	—	2.4	2.6	—	2.6	-10
– Milan	46.1	29.3	16.7	39.1	26.5	12.6	18
– Rimini (g)	10.4	—	10.4	13.9	—	13.9	-25
– Rome	44.2	32.8	11.5	44.4	33.3	11.1	—
– Venice	15.3	7.5	7.8	16.0	7.8	8.2	-4
– Other Italy	42.0	21.3	20.6	47.1	20.5	26.6	-11
Luton – Rimini	19.4	—	19.4	20.2	—	20.2	-4
– Other Italy	51.0	—	51.0	46.9	—	46.9	9
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	14.8	—	14.8	15.7	—	15.7	-6
Other Routes	22.9	1.8	21.1	16.6	1.4	15.2	38
<b>Luxembourg</b>	5.8	4.9	0.9	4.9	4.2	0.7	19
London – Luxembourg	5.2	4.9	0.3	4.3	4.2	0.1	20
Other Routes	0.6	—	0.6	0.6	—	0.6	13
<b>Netherlands</b>	162.4	152.8	9.6	146.6	136.5	10.1	11
London – Amsterdam	108.2	101.2	7.0	99.0	93.2	5.9	9
– Rotterdam	20.6	20.5	—	18.8	18.6	0.3	9
Other S.E. England – Netherlands	7.6	6.6	0.9	10.8	8.2	2.7	-30
Manchester – Amsterdam	8.5	8.5	—	7.4	7.2	0.1	16
Other Routes	17.5	15.9	1.6	10.5	9.4	1.1	66
<b>Norway</b>	35.0	22.8	12.1	32.1	21.3	10.8	9
London – Oslo	16.4	12.3	4.1	16.4	12.1	4.3	—
Other Routes	18.5	10.5	8.0	15.7	9.2	6.5	18
<b>Portugal</b>	67.6	29.7	37.9	56.0	26.9	29.1	21
London – Lisbon	26.7	18.3	8.4	22.5	17.0	5.4	19
Other Routes	40.9	11.3	29.6	33.6	9.9	23.7	22
<b>Soviet Union and Eastern Europe (b)</b>	47.8	22.7	25.1	43.9	23.0	20.9	9
London – Moscow	5.1	4.3	0.9	5.4	5.2	0.1	-4
– Prague	3.5	3.5	—	3.6	3.6	—	—
Other Routes	39.1	14.9	24.2	35.0	14.2	20.8	12

Table 18 cont.

	July— September 1973			July— September 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	745.6	104.1	641.5	693.4	97.1	596.3	8
London – Barcelona	24.8	16.5	8.3	22.7	15.8	6.9	10
– Ibiza	22.1	2.8	19.3	22.3	3.7	18.6	-1
– Madrid	34.5	29.3	5.1	30.7	26.7	4.0	13
– Malaga	24.8	12.8	12.0	22.9	12.0	10.9	8
– Palma	89.4	15.5	73.9	89.6	17.7	72.0	—
– Other Spain	96.1	23.5	72.7	80.1	16.1	64.0	20
Luton – Alicante	28.0	—	28.0	25.0	—	25.0	12
– Barcelona	17.4	—	17.4	5.1	—	5.1	243
– Gerona	26.9	—	26.9	44.8	—	44.8	-40
– Ibiza	26.0	—	26.0	23.1	—	23.1	12
– Palma	50.7	—	50.7	51.5	—	51.5	-2
– Other Spain	29.2	—	29.2	23.8	—	23.8	23
Other S.E. England – Spain	0.3	—	0.3	0.2	—	0.2	47
Manchester – Barcelona	5.6	0.4	5.2	6.8	0.5	6.4	-18
– Palma	34.3	0.5	33.9	33.8	0.4	33.4	1
Other N. England – Spain	88.5	1.5	87.0	82.1	2.8	79.3	8
Scotland – Spain	45.0	0.3	44.7	42.6	0.5	42.2	6
Other Routes	101.9	1.2	100.7	86.3	0.9	85.4	18
<b>Sweden</b>	29.6	17.3	12.3	27.0	15.2	11.8	10
London – Stockholm	17.1	11.6	5.4	17.0	11.2	5.7	1
Other Routes	12.5	5.7	6.8	10.0	3.9	6.1	25
<b>Switzerland</b>	126.9	82.0	44.9	129.6	78.5	51.1	-2
London – Basle	13.5	7.0	6.4	15.1	6.5	8.6	-11
– Geneva	36.6	31.9	4.7	34.4	30.6	3.9	6
– Zurich	49.4	38.1	11.3	45.0	36.3	8.7	10
Luton – Switzerland	14.8	—	14.8	22.9	—	22.9	-35
Other Routes	12.5	4.8	7.7	12.2	5.1	7.0	3
<b>Yugoslavia</b>	68.2	11.5	56.6	52.8	8.0	44.9	29
London – Dubrovnic	9.1	1.0	8.1	9.4	0.4	9.1	-4
– Ljubljana	2.2	1.7	0.5	2.4	0.6	1.9	-9
Luton – Yugoslavia	17.1	—	17.1	12.9	—	12.9	32
Other Routes	39.8	8.8	31.0	28.1	7.0	21.1	42
<b>Other Europe</b>	90.8	65.3	25.5	66.8	49.5	17.3	36
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	200.5	95.3	105.2	174.3	88.8	85.5	15
London – Montreal	21.2	19.0	2.2	22.0	18.5	3.5	-4
– Toronto	82.7	31.4	51.4	66.5	31.3	35.2	24
– Other Canada	44.1	22.0	22.1	38.3	16.9	21.4	15
Other U.K. – Montreal	3.6	2.5	1.1	5.1	4.5	0.7	-29
– Toronto	42.3	16.9	25.4	34.6	15.3	19.3	22
Other Routes	6.6	3.5	3.1	7.9	2.4	5.5	-17

Table 18 cont.

UK  
USA  
← 61km  
↓

for 1973  
12 months ending Nov.

	July— September 1973			July— September 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	401.6	304.2	97.3	402.0	307.2	94.8	—
London — New York	142.6	105.5	37.1	160.3	130.9	29.4	-11
— Other East Coast U.S.A.	84.2	76.0	8.3	90.9	81.6	9.3	-7
— Chicago and Detroit	30.0	24.4	5.7	43.4	36.5	6.9	-31
— West Coast U.S.A.	86.6	64.1	22.5	62.7	38.6	24.1	38
— Other U.S.A.	24.8	16.7	8.1	5.6	1.7	3.9	346
Other U.K. — New York	25.7	17.1	8.6	23.2	15.9	7.3	10
Other Routes	7.6	0.6	7.1	15.9	2.0	13.9	-52
<b>West Atlantic and Caribbean Islands</b>	26.1	20.9	5.2	25.0	19.2	5.7	5
<b>Central and South America</b>	10.1	9.6	0.5	8.8	7.7	1.1	14
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	23.3	3.6	19.7	23.3	3.5	19.9	—
<b>North Africa (c)</b>	30.2	7.3	22.8	28.3	5.8	22.5	7
<b>East Africa (d)</b>	17.3	12.3	5.0	18.4	13.7	4.7	-6
<b>Central Africa (e)</b>	7.6	7.4	0.1	7.2	7.2	—	5
<b>West Africa (d)</b>	14.3	12.2	2.1	11.3	9.4	1.9	26
<b>South Africa</b>	16.1	15.4	0.7	14.3	14.1	0.2	12
<b>Middle East (f)</b>	81.1	77.4	3.7	64.0	60.1	3.9	27
<b>India</b>	12.5	12.5	—	8.5	5.9	2.6	47
<b>Pakistan</b>	3.9	3.9	—	3.4	3.4	—	14
<b>Far East</b>	48.5	35.9	12.6	42.0	26.2	15.9	15
<b>Australia and New Zealand</b>	19.3	18.8	0.5	14.9	14.2	0.7	29
<b>Other Routes n.e.i.</b>	7.8	5.9	1.9	6.9	4.7	2.2	13
<b>ALL ROUTES</b>	3 607.2	2 060.3	1 546.9	3 362.6	1 917.4	1 445.2	7

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

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

# Domestic Passengers by Main Routes

Table 19

## Monthly Averages

Origin/Destination		July 1973 —September 1973 (000)	July 1972 —September 1972 (000)	Percentage change
London (a)	Aberdeen	12.3	8.8	40
	Belfast	60.4	55.4	9
	Birmingham	3.5	4.7	-26
	Channel Islands	71.0	70.3	1
	Edinburgh	65.0	56.9	14
	Glasgow	79.1	70.1	13
	Isle of Man	4.9	4.9	—
	Leeds/Bradford	11.2	10.6	6
	Liverpool	10.8	10.7	1
	Manchester	35.3	32.3	9
	Newcastle	24.4	21.7	12
	Tees-side	8.8	6.5	35
	Other airports	5.2	3.1	68
	Birmingham	8.9	6.8	31
Belfast	East Midlands	3.9	3.5	11
	Edinburgh	2.1	2.2	-5
	Glasgow	11.6	11.0	5
	Isle of Man	10.7	9.7	10
	Leeds/Bradford	4.4	4.1	7
	Liverpool	4.3	4.0	8
	Manchester	11.5	11.3	2
	Newcastle	2.8	2.6	8
	Other airports	11.9	9.7	23
	Bournemouth	8.0	6.2	29
	Birmingham	15.9	14.4	10
	Bristol/Glamorgan	9.6	10.8	-11
	East Midlands	16.5	16.0	3
	Glasgow	3.7	4.3	-14
Channel Islands	Leeds/Bradford	7.2	7.3	-1
	Liverpool	6.4	6.8	-6
	Manchester	9.7	9.5	2
	Newcastle	3.2	2.6	23
	Southampton	32.9	31.4	5
	Other airports	22.2	12.8	73
	Birmingham	2.8	1.7	65
	Glasgow	0.5	0.9	-44
	Manchester	3.6	2.8	29
	Other airports	6.9	7.0	-1
	Birmingham	6.7	5.9	14
	East Midlands	4.0	3.6	11
	Isle of Man	4.2	4.1	2
	Leeds/Bradford	1.9	1.7	12
Edinburgh	Liverpool	3.1	2.8	11
	Manchester	5.2	5.5	-5
	Southampton	3.4	3.0	13
	Other Scottish airports	19.2	18.7	3
	Other airports	5.9	4.9	20
	Blackpool	18.2	17.6	3
	Liverpool	14.0	13.3	5
	Manchester	7.9	7.6	4
	Newcastle	1.8	2.3	-22
	Other airports	10.6	9.5	12
	Penzance	11.0	10.3	7
	Isles of Scilly	23.9	19.2	24
	Other Routes	23.9	19.2	24
Total		754.1	685.4	—

(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    September 1973

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	3 763·0	—	—	579·5	1 103·5	14·1	11·7	—	—	556·4	1 466·5	8·8	22·5	
+ Heathrow	40 802·4	7 637·4	8 817·7	40·4	86·3	9 982·0	13 150·9	80·7	40·5	57·0	154·5	119·8	635·2	
+ Luton	126·8	—	—	0·5	0·1	—	—	—	—	7·6	9·6	65·8	43·2	
+ Southend	2 630·0	—	—	1 472·0	1 082·0	—	—	—	—	23·0	10·0	25·0	18·0	
+ Stansted	931·6	—	—	—	—	—	—	—	—	161·9	529·9	17·3	222·5	
TOTAL (London Area)	48 253·8	7 637·4	8 817·7	2 092·4	2 271·9	9 996·1	13 162·6	80·7	40·5	805·9	2 170·5	236·7	941·4	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	63·3	15·6	20·7	0·5	3·0	8·4	7·3	—	—	—	1·5	2·5	3·8	
+ Liverpool	1 299·8	118·5	692·3	2·6	0·5	103·3	35·4	—	—	22·7	4·3	45·8	274·4	
+ Manchester	3 472·2	760·5	660·6	31·3	4·0	826·7	1 150·2	3·3	0·6	0·2	11·2	—	23·6	
+ Birmingham	346·2	76·2	69·5	5·7	1·2	54·4	64·1	—	—	—	0·4	61·0	13·7	
+ Coventry	15·8	—	—	—	1·7	—	—	—	—	14·1	—	—	—	
+ East Midlands	584·9	—	—	144·7	271·4	—	—	—	—	20·9	104·8	—	43·1	
+ Newcastle	142·3	29·5	46·4	14·8	45·4	—	—	—	—	—	—	3·0	3·2	
+ Tees-side	43·0	—	—	12·5	10·8	—	—	—	—	0·1	6·9	12·7	—	
+ Bristol	77·7	8·4	6·3	—	0·1	32·0	30·9	—	—	—	—	—	—	
+ Glamorgan	45·5	2·6	14·9	1·7	0·6	—	0·6	—	—	21·8	3·3	—	—	
Swansea	0·6	—	—	—	—	—	—	—	—	—	0·6	—	—	
+ Ashford	416·9	—	—	153·0	263·9	—	—	—	—	—	—	—	—	
+ Blackpool	58·3	—	—	7·9	47·5	—	—	—	—	—	2·9	—	—	
+ Bournemouth	210·8	—	—	82·7	65·1	—	—	—	—	44·7	18·3	—	—	
+ Cambridge	88·3	—	—	—	—	—	—	—	—	17·5	—	55·4	15·4	
+ Exeter	13·1	—	—	1·9	11·2	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	0·7	—	—	—	—	—	—	—	—	—	0·7	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	8·0	7·3	0·7	—	—	—	—	—	—	—	—	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Manston	308·2	—	—	—	—	—	—	—	—	125·9	149·6	18·6	14·1	
+ Norwich	31·1	—	—	16·0	8·7	—	—	—	—	0·6	5·8	—	—	
Penzance Heliport	8·0	0·7	7·3	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	8·4	—	—	0·4	2·2	—	—	—	—	—	5·8	—	—	
+ Southampton	76·7	1·3	4·6	10·9	45·2	—	—	—	—	—	0·5	11·7	2·5	
+ Edinburgh	411·3	257·0	78·8	27·9	26·8	6·7	4·1	—	—	—	5·8	4·2	—	
+ Glasgow	1 881·1	493·6	629·3	74·8	87·8	236·6	340·1	—	—	0·8	1·9	5·2	11·0	
+ Prestwick	1 240·8	504·2	207·0	16·9	1·7	253·3	199·3	—	0·6	—	—	45·4	12·4	
Aberdeen	100·4	33·3	45·5	3·2	2·2	—	—	—	—	3·4	12·2	—	0·6	
Benbecula	17·7	12·3	5·4	—	—	—	—	—	—	—	—	—	—	
Inverness	33·7	8·0	25·7	—	—	—	—	—	—	—	—	—	—	
Islay	5·5	2·0	3·5	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	38·2	23·0	7·6	—	—	0·5	—	—	—	0·3	4·1	—	2·7	
Stornoway	33·9	11·5	3·9	18·5	—	—	—	—	—	—	—	—	—	
+ Sumburgh	43·2	19·9	9·7	—	—	—	—	—	—	8·7	4·7	0·1	0·1	
Tiree	1·6	1·2	0·4	—	—	—	—	—	—	—	—	—	—	
Wick	17·4	4·4	1·4	—	—	—	—	—	—	—	0·4	—	11·2	
+ Belfast	1 392·5	849·3	314·1	134·4	44·4	20·6	4·8	10·9	13·7	—	—	—	0·3	
+ Isle of Man	370·6	202·8	87·4	48·6	9·9	—	—	—	—	11·3	10·6	—	—	
TOTAL (Incl. London Area)	61 161·5	11 080·5	11 760·7	2 903·3	3 227·2	11 538·6	14 999·4	94·9	55·4	1 098·9	2 526·8	502·3	1 373·5	
Channel Islands Airports														
Alderney	24·6	—	—	15·1	1·6	—	—	—	—	3·4	4·5	—	—	
Guernsey	684·0	97·3	47·0	190·5	161·5	—	—	—	—	78·7	109·0	—	—	
Jersey	1 128·9	278·1	241·3	337·7	44·4	8·4	1·2	—	—	160·1	57·7	—	—	
TOTAL (Channel Islands Airports)	1 837·5	375·4	288·3	543·3	207·5	8·4	1·2	—	—	242·2	171·2	—	—	



Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	July 1973 –September 1973 (tonnes)	July 1972 –September 1972 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	3 484·2	3 745·3	–7·0
+ Heathrow	38 338·5	36 364·4	5·4
+ Luton	157·6	221·5	–28·8
+ Southend	2 483·7	3 466·6	–28·4
+ Stansted	1 271·6	2 204·7	–42·3
TOTAL (London Area)	45 735·6	46 002·5	–0·6
Westland Heliport (Battersea)	—	—	
Other UK Airports			
+ Leeds/Bradford	61·8	118·7	–47·9
+ Liverpool	1 261·5	1 241·7	1·6
+ Manchester	3 262·1	3 952·3	–17·5
+ Birmingham	298·6	443·6	–32·7
+ Coventry	36·8	205·4	–82·1
+ East Midlands	586·0	1 000·7	–41·4
+ Newcastle	140·9	434·4	–67·6
+ Tees-side	37·1	17·4	113·2
+ Bristol	72·8	144·5	–49·6
+ Glamorgan	28·7	38·3	–25·1
Swansea	0·6	—	—
+ Ashford	349·2	476·1	–26·7
+ Blackpool	69·4	90·1	–23·0
+ Bournemouth	226·0	1 067·7	–78·8
+ Cambridge	91·3	103·7	–12·0
+ Exeter	12·5	· ·	—
Gloucester/Cheltenham	0·2	—	—
Hawarden	—	—	—
Isles of Scilly	8·7	9·3	6·5
+ Lydd	—	11·4	—
+ Manston	356·1	607·2	–41·4
+ Norwich	56·8	· ·	· ·
Penzance Heliport	8·7	9·3	–6·5
+ Portsmouth	7·4	3·1	138·7
+ Southampton	102·0	187·2	–45·5
+ Edinburgh	327·0	274·6	19·1
+ Glasgow	1 819·9	1 512·4	20·3
+ Prestwick	1 082·3	1 268·8	–14·7
Aberdeen	99·6	101·8	–2·2
Benbecula	17·7	19·5	–9·2
Inverness	36·2	30·1	20·3
Islay	5·5	14·3	–61·5
+ Kirkwall	36·1	65·4	–44·8
Stornoway	36·4	35·8	1·7
+ Sumburgh	40·1	59·1	–32·1
Tiree	1·8	1·8	
Wick	11·5	26·9	–57·2
+ Belfast	1 330·5	2 459·1	–45·9
+ Isle of Man	387·2	381·7	1·4
TOTAL (Incl. London Area)	58 042·6	62 415·9	–7·0
Channel Islands Airports			
Alderney	27·9	32·2	–13·4
Guernsey	764·5	1 754·0	–56·4
Jersey	1 249·1	1 594·3	–21·7
TOTAL (Channel Islands Airports)	2 041·5	3 380·5	–39·6

Tables 22.1, 22.2 and 22.3 cover operations under Class A licences

Table 22.1

## All Scheduled Services September 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways—BOAC	15 259	4 737	20 820	303 906	3 093 855	1 943 487	62.8	7 040	403 821	227 382	8 348	45 098	173 936	56.3
British Airways—BEA	9 617	12 143	17 662	886 295	1 011 518	688 599	68.1	5 099	105 411	64 267	1 089	5 247	57 931	61.0
British Airways Helicopters	24	402	126	9 915	670	590	88.1	10	49	46	—	1	45	93.9
British Airways Regional Division—														
Channel Islands Airways	762	2 043	2 279	106 841	59 420	37 306	62.8	236	5 422	3 225	15	86	3 124	59.5
Scottish Airways	434	1 681	1 540	56 839	27 924	19 538	70.0	221	2 449	1 712	18	49	1 645	69.9
Cambrian Airways	508	1 963	1 622	81 057	36 154	24 229	67.0	958	3 422	2 162	5	223	1 934	63.2
Northeast Airlines	427	982	1 157	62 660	38 799	27 869	71.8	131	3 472	2 363	—	55	2 308	68.1
British Caledonian Airways	3 306	2 984	5 452	138 582	392 256	218 416	55.7	1 329	45 557	23 158	229	3 624	19 305	50.8
Air Anglia	82	232	229	6 213	3 645	2 553	70.0	26	331	241	—	9	232	72.8
Alidair	24	43	62	291	1 072	311	29.0	7	133	34	—	8	26	25.6
Aurigny Air Services	130	2 310	772	20 776	1 583	1 204	76.1	50	151	98	—	2	96	64.9
British Air Ferries	210	1 125	930	30 484	9 389	5 245	55.9	2 549	1 453	991	—	513	478	68.2
British Island Airways	444	2 234	1 764	74 840	18 857	14 757	78.3	761	2 002	1 418	25	139	1 254	70.8
British Midland Airways	668	1 664	1 863	67 186	50 170	27 994	55.8	135	4 006	2 236	—	62	2 174	55.8
Brymon Airways	46	278	218	1 931	416	325	78.1	—	35	26	—	—	26	74.3
Dan-Air/Skyways	348	1 410	1 260	35 138	16 587	9 533	57.5	—	1 354	778	—	—	778	57.5
Intra Airways	50	253	240	5 396	1 790	1 011	56.5	—	143	69	—	—	69	48.3
J F Airlines	69	378	341	3 402	895	703	78.6	3	71	54	—	1	53	76.1
Loganair	39	344	212	1 289	309	151	48.9	—	28	14	—	—	14	50.0
TOTAL Passenger Services	32 447	37 206	58 549	1 893 041	4 765 309	3 023 821	63.5	18 555	579 310	330 274	9 729	55 117	265 428	57.0
Cargo Services														
British Airways—BOAC	1 080	345	1 456					2 327	33 933	20 047	51	19 996		59.1
British Airways—BEA	298	527	759					7 389	4 899	2 807	149	2 658		57.3
British Caledonian Airways	69	21	90					177	2 356	1 098	11	1 087		46.6
Air-Bridge Carriers	22	51	83					314	216	136	—	136		63.0
Air Freight	41	185	202					416	140	91	—	91		65.0
British Air Ferries	3	8	13					15	24	7	—	7		29.2
British Island Airways	57	97	238					158	200	92	6	86		46.0
Intra Airways	2	11	10					31	6	5	—	5		83.3
TOTAL Cargo Services	1 572	1 245	2 851					10 827	41 774	24 283	217	24 066		58.1
GRAND TOTAL	34 019	38 451	61 400	1 893 041	4 765 309	3 023 821	63.5	29 382	621 084	354 557	9 946	79 183	265 428	57.1

# International Scheduled Services September 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways—BOAC	15 259	4 737	20 820	303 906	3 093 855	1 943 487	62.8	7 040	403 821	227 382	8 348	45 098	173 936	56.3
British Airways—BEA	8 225	9 765	15 119	682 480	886 958	594 009	67.0	4 539	91 792	55 835	1 033	4 812	49 990	60.8
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	140	315	334	15 190	14 609	6 836	46.8	95	1 386	635	1	54	580	45.8
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	160	386	404	15 462	13 133	7 925	60.3	41	1 142	651	—	18	633	57.0
Northeast Airlines	111	184	269	11 076	9 165	6 976	76.1	31	889	583	—	14	569	65.6
British Caledonian Airways	2 704	1 816	4 136	77 795	340 665	188 196	55.2	936	40 591	20 453	216	3 429	16 808	50.4
Air Anglia	26	100	72	2 857	1 133	736	65.0	20	105	72	—	5	67	68.6
Alidair	24	43	62	291	1 072	311	29.0	7	133	34	—	8	26	25.6
Aurigny Air Services	10	142	61	716	82	53	64.6	—	8	4	—	—	4	50.0
British Air Ferries	210	1 125	930	30 484	9 389	5 245	55.9	2 549	1 453	991	—	513	478	68.2
British Island Airways	45	172	178	5 650	2 265	1 407	62.1	10	208	123	—	3	120	59.1
British Midland Airways	154	309	392	6 630	11 557	3 800	32.9	36	922	317	—	22	295	34.4
Brymon Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dan-Air/Skyways	162	490	560	13 737	7 638	4 185	54.8	—	623	342	—	—	342	54.9
Intra Airways	22	174	116	3 842	785	478	60.9	—	62	33	—	—	33	53.2
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	27 252	19 758	43 453	1 170 116	4 392 306	2 763 644	62.9	15 304	543 135	307 455	9 598	53 976	243 881	56.6
Cargo Services														
British Airways—BOAC	1 080	345	1 456					2 327	33 933	20 047	51	19 996	—	59.1
British Airways—BEA	210	278	505					4 868	3 326	1 981	50	1 931		59.6
British Caledonian Airways	69	21	90					177	2 356	1 098	11	1 087		46.6
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—
Air Freight	41	185	202					416	140	91	—	91		65.0
British Air Ferries	3	8	13					15	24	7	—	7		29.2
British Island Airways	57	97	238					158	200	92	6	86		46.0
Intra Airways	—	—	—					—	—	—	—	—	—	—
TOTAL Cargo Services	1 460	934	2 504					7 961	39 979	23 316	118	23 198		58.3
GRAND TOTAL	28 712	20 692	45 957	1 170 116	4 392 306	2 763 644	62.9	23 265	583 114	330 771	9 716	77 174	243 881	56.7

# Domestic Scheduled Services September 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	As percentage of available
<b>Passenger Services</b>														
British Airways—BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways—BEA	1 392	2 378	2 543	203 815	124 560	94 590	75.9	560	13 619	8 432	56	435	7 941	61.9
British Airways Helicopters	24	402	126	9 915	670	590	88.1	10	49	46	—	1	45	93.9
British Airways Regional Division—														
Channel Islands Airways	622	1 728	1 945	91 651	44 812	30 470	68.0	141	4 036	2 590	14	32	2 544	64.2
Scottish Airways	434	1 681	1 540	56 839	27 924	19 538	70.0	221	2 449	1 712	18	49	1 645	69.9
Cambrian Airways	348	1 577	1 218	65 595	23 021	16 304	70.8	917	2 280	1 511	5	204	1 302	66.3
Northeast Airlines	316	798	888	51 584	29 634	20 893	70.5	100	2 583	1 780	—	41	1 739	68.9
British Caledonian Airways	602	1 168	1 316	60 787	51 591	30 220	58.6	393	4 966	2 705	13	195	2 497	54.5
Air Anglia	56	132	157	3 356	2 512	1 817	72.3	7	226	169	—	4	165	74.8
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	120	2 168	711	20 060	1 501	1 152	76.8	49	143	94	—	2	92	65.7
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	399	2 062	1 586	69 190	16 593	13 350	80.5	751	1 794	1 296	25	136	1 135	72.2
British Midland Airways	513	1 355	1 471	60 556	38 612	24 194	62.7	100	3 084	1 919	—	40	1 879	62.2
Brymon Airways	46	278	218	1 931	416	325	78.1	—	35	26	—	—	26	74.3
Dan-Air/Skyways	186	920	700	21 401	8 949	5 348	58.8	—	731	437	—	—	437	59.8
Intra Airways	28	79	124	1 554	1 004	533	53.1	—	81	36	—	—	36	44.4
J F Airlines	69	378	341	3 402	895	703	78.6	3	71	54	—	1	53	76.1
Loganair	39	344	212	1 289	309	151	48.9	—	28	14	—	—	14	50.0
TOTAL Passenger Services	5 194	17 448	15 096	722 925	373 003	260 178	69.8	3 252	36 175	22 821	131	1 140	21 550	63.1
<b>Cargo Services</b>														
British Airways—BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways—BEA	88	249	254	—	—	—	—	2 521	1 573	826	99	727	—	52.5
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	22	51	83	—	—	—	—	314	216	136	—	136	—	63.0
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	2	11	10	—	—	—	—	31	6	5	—	5	—	83.3
TOTAL Cargo Services	112	311	347	—	—	—	—	2 866	1 795	967	99	868	—	53.9
GRAND TOTAL	5 306	17 759	15 443	722 925	373 003	260 178	69.8	6 118	37 970	23 788	230	2 008	21 550	62.7

Tables 23.1, 23.2, 23.3 cover all charter operations performed under Classes B, C, D and E, and Class 2 licences together with single entity charters and charters to Government Departments.

## All Non-scheduled Services September 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	2 823	784	3 836	53 036
British Airways – BEA	903	1 102	1 739	11 475
British Airways Helicopters	112	954	504	208
British Airways Regional Division—				
Channel Islands Airways	31	45	65	304
Cambrian Airways	460	643	899	3 350
Northeast Airlines	333	292	563	3 329
BEA Airtours	1 543	870	2 318	23 410
British Caledonian Airways	2 923	1 612	4 523	51 262
Air Anglia	52	130	192	178
Air-Bridge Carriers	26	43	79	269
Air Freight	18	41	83	54
Air London	22	96	120	13
Alidair	138	318	365	874
Beecham Imperial	10	13	19	6
Britannia Airways	2 397	1 743	3 580	26 559
British Air Ferries	26	32	132	181
British Island Airways	60	174	230	276
British Midland Airways	463	322	760	5 735
Brymon Airways	1	4	6	1
Court Line Aviation	2 183	1 706	3 590	30 304
Dan-Air Services	3 624	2 214	5 711	36 068
Dan-Air/Skyways	27	69	92	106
Directair	15	64	49	12
Donaldson International Airways	245	94	346	5 995
Eagle Flying Services	29	64	105	11
Eastern Seaboard	10	29	43	9
Fairflight Charters	72	190	372	78
Haywards Aviation	4	9	16	3
Humber Airways	13	45	65	9
International Aviation Services	283	115	626	4 754
Intra Airways	8	68	39	22
Invicta International Airlines	220	138	439	3 606
Island Air Charter	—	3	3	—
J F Airlines	3	11	15	3
Laker Airways	1 597	819	2 369	24 178
Loganair	66	592	325	47
MAM Aviation	23	40	48	19
Macedonian Aviation	30	67	124	89
McAlpine Aviation	367	744	791	276
Merlot International Aviation	55	85	97	41
Monarch Airlines	893	637	1 591	12 900
Moseley Aviation	4	15	13	2
Northair Airlines	43	105	186	20
Northern Executive Aviation	14	72	74	11
Peters Aviation	27	74	139	42
Silver City Airways	49	37	98	897
Thurston Aviation	36	123	170	33
Trader Airways	18	41	61	9
Tradewinds Airways	470	130	859	10 667
Trans-Meridian Air Cargo	320	117	616	8 709
Vernair Transport	17	40	52	9
TOTAL	23 106	17 775	39 137	319 449

# International Non-scheduled Services September 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	2 823	784	3 836	53 036
British Airways – BEA	817	864	1 488	10 346
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	29	40	58	292
Cambrian Airways	432	443	783	3 204
Northeast Airlines	325	266	535	3 284
BEA Airtours	1 543	868	2 316	23 404
British Caledonian Airways	2 923	1 611	4 522	51 254
Air Anglia	26	48	93	94
Air-Bridge Carriers	24	36	73	256
Air Freight	14	29	63	41
Air London	2	10	12	1
Alidair	133	301	352	842
Beecham Imperial	9	10	17	6
Britannia Airways	2 397	1 743	3 580	26 559
British Air Ferries	25	29	129	173
British Island Airways	60	173	229	275
British Midland Airways	460	315	753	5 715
Brymon Airways	—	—	—	—
Court-Line Aviation	2 183	1 706	3 590	30 304
Dan-Air Services	3 624	2 214	5 711	36 068
Dan-Air/Skyways	26	67	88	103
Directair	7	21	30	6
Donaldson International Airways	245	94	346	5 995
Eagle Flying Services	12	21	45	5
Eastern Seaboard	6	13	25	5
Fairflight Charters	66	176	344	73
Haywards Aviation	4	9	16	3
Humber Airways	2	4	11	1
International Aviation Services	283	115	626	4 754
Intra Airways	5	36	25	14
Invicta International Airlines	220	138	439	3 606
Island Air Charter	—	—	—	—
J. F. Airlines	3	11	15	3
Laker Airways	1 597	818	2 368	24 177
Loganair	—	—	—	—
MAM Aviation	19	26	36	16
Macedonian Aviation	25	54	104	75
McAlpine Aviation	239	283	428	199
Merlot International Aviation	45	64	80	34
Monarch Airlines	893	637	1 591	12 900
Moseley Aviation	—	—	—	—
Northair Airlines	4	10	19	2
Northern Executive Aviation	2	4	11	2
Peters Aviation	4	8	21	6
Silver City Airways	49	37	98	897
Thurston Aviation	17	39	76	15
Trader Airways	14	23	41	6
Tradewinds Airways	470	130	859	10 667
Trans-Meridian Air Cargo	320	117	616	8 709
Vernair Transport	6	10	18	3
<b>TOTAL</b>	<b>22 432</b>	<b>14 455</b>	<b>36 516</b>	<b>317 430</b>

# Domestic Non-scheduled Services September 1973

**Table 23.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	86	238	251	1 129
British Airways Helicopters	112	954	504	208
British Airways Regional Division—				
Channel Islands Airways	2	5	7	12
Cambrian Airways	28	200	116	145
Northeast Airlines	8	26	28	44
BEA Airtours	1	2	2	5
British Caledonian Airways	1	1	1	7
Air Anglia	27	82	99	83
Air-Bridge Carriers	1	7	6	13
Air Freight	4	12	20	13
Air London	19	86	108	11
Alidair	5	17	13	32
Beecham Imperial	1	3	2	—
Britannia Airways	—	—	—	—
British Air Ferries	1	3	3	8
British Island Airways	—	1	1	1
British Midland Airways	3	7	7	20
Brymon Airways	1	4	6	1
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	1	2	4	3
Directair	7	43	19	6
Donaldson International Airways	—	—	—	—
Eagle Flying Services	16	43	60	7
Eastern Seaboard	4	16	18	4
Fairflight Charters	5	14	28	5
Haywards Aviation	—	—	—	—
Humber Airways	11	41	54	7
International Aviation Services	—	—	—	—
Intra Airways	3	32	14	8
Invicta International Airlines	—	—	—	—
Island Air Charter	—	3	3	—
J F Airlines	—	—	—	—
Laker Airways	—	1	1	2
Loganair	66	592	325	47
MAM Aviation	4	14	12	3
Macedonian Aviation	5	13	20	14
McAlpine Aviation	128	461	363	77
Merlot International Aviation	10	21	17	7
Monarch Airlines	—	—	—	—
Moseley Aviation	4	15	13	2
Northair Airlines	39	95	167	18
Northern Executive Aviation	12	68	63	9
Peters Aviation	23	66	118	36
Silver City Airways	—	—	—	—
Thurston Aviation	19	84	94	17
Trader Airways	4	18	20	2
Tradewinds Airways	—	—	—	—
Trans Meridian Air Cargo	—	—	—	—
Vernair Transport	11	30	34	6
<b>TOTAL</b>	<b>672</b>	<b>3 320</b>	<b>2 621</b>	<b>2 012</b>

Tables 24, 25 and 26 cover all operations performed under Classes B, C, D, E (Types I and VI) and Class 2 licences. The division between 'inclusive tours' (Table 24) 'advance booking charters' (Table 25) and 'other separate fare charters' (Table 26) is based on the terms of the various licences. A service is an inclusive tour service where the tariff includes the cost of accommodation.

## All Inclusive Tour Charters September 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	84	64	145	1 561	9 273	14 675	12 189	83.1
British Airways – BEA	479	388	795	4 976	34 555	56 734	45 289	79.8
British Airways Regional Division—								
Channel Islands Airways	30	42	61	297	2 125	3 458	2 003	57.9
Channel Islands Airways (D)	(1)	(2)	(3)	(5)	(67)	(61)	(31)	(50.8)
Cambrian Airways	407	414	729	3 029	20 275	34 620	27 261	78.7
Northeast Airlines	307	241	493	3 143	23 892	36 808	32 831	89.2
Northeast Airlines (D)	(1)	(2)	(2)	(3)	(146)	(39)	(39)	(100.0)
BEA Airtours	916	527	1 358	14 818	78 397	163 132	136 796	83.9
British Caledonian Airways	1 614	1 206	2 736	17 013	99 350	184 237	145 398	78.9
Air Anglia	3	12	12	10	424	115	109	94.8
Alidair	34	29	87	216	1 746	2 647	2 231	84.3
Britannia Airways	2 242	1 578	3 327	24 855	177 276	291 449	255 147	87.5
British Midland Airways	131	108	252	1 106	7 944	13 379	10 388	77.6
Court-Line Aviation	1 982	1 516	3 232	28 259	198 755	337 418	270 957	80.3
Dan-Air Services	2 839	1 813	4 465	27 382	175 822	344 982	276 835	80.3
Dan-Air/Skyways	17	47	59	65	1 165	796	405	50.9
Donaldson International Airways	47	25	71	809	3 115	8 913	5 925	66.5
Invicta International Airlines	97	70	194	1 271	7 559	14 130	9 738	68.9
Laker Airways	754	436	1 194	6 794	36 869	79 694	66 196	83.1
Monarch Airlines	737	546	1 257	10 924	76 625	121 335	101 243	83.4
<b>TOTAL</b>	<b>12 720</b>	<b>9 062</b>	<b>20 467</b>	<b>146 528</b>	<b>955 167</b>	<b>1 708 522</b>	<b>1 400 941</b>	<b>82.0</b>

(D) Denotes Domestic Inclusive Tour Charters: brackets indicate that the figures are included in that operator's statistics in the line above.

Table 25 covers all operations performed under Class 2 Licences

## Advance Booking Charters September 1973

Table 25

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	829	174	1 077	15 572	21 482	136 544	116 790	85.5
British Caledonian Airways	278	78	371	7 164	7 778	52 202	46 854	89.8
British Midland Airways	6	1	7	86	147	1 063	840	79.0
Dan-Air Services	272	78	362	4 081	7 765	51 420	47 177	91.8
Laker Airways	313	71	343	10 674	15 697	105 065	92 281	87.8
<b>TOTAL</b>	<b>1 698</b>	<b>402</b>	<b>2 160</b>	<b>37 577</b>	<b>52 869</b>	<b>346 294</b>	<b>303 942</b>	<b>87.8</b>

There were no U.S. originating passengers in September 1973.



# All Other Separate Fare Charters September 1973

**Table 26.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	1 424	377	1 949	28 035	27 236	243 939	206 496	84.7
British Airways – BEA	48	64	105	626	2 563	5 342	2 488	46.6
British Airways Regional Division—								
Channel Islands Airways	1	2	2	3	110	40	31	77.5
Cambrian Airways	37	201	129	213	4 518	2 357	1 310	55.6
Northeast Airlines	6	11	18	33	668	409	343	83.9
BEA Airtours	315	268	540	3 269	25 038	36 157	28 763	79.6
British Caledonian Airways	381	130	535	8 763	12 430	65 823	53 828	81.8
Alidair	12	19	31	75	1 420	925	882	95.4
Britannia Airways	64	37	92	713	4 243	8 366	7 418	88.7
British Air Ferries	4	6	10	26	331	309	178	57.6
British Midland Airways	25	26	51	198	1 738	2 473	2 241	90.6
Court-Line Aviation	168	164	293	1 719	15 940	20 724	15 539	75.0
Dan-Air Services	201	127	312	2 311	11 390	29 151	25 611	87.9
Dan-Air/Skyways	10	22	33	41	741	500	350	70.0
Fairflight Charters	6	20	25	8	—	—	—	—
Intra Airways	6	59	32	16	1 988	206	187	90.8
Invicta International Airlines	15	18	33	197	2 163	2 187	1 906	87.2
Laker Airways	107	26	118	2 231	2 259	24 001	19 927	83.0
Loganair	19	266	92	18	1 268	198	78	39.4
Monarch Airlines	26	15	54	320	1 165	3 439	2 801	81.5
<b>TOTAL</b>	<b>2 875</b>	<b>1 858</b>	<b>4 454</b>	<b>48 815</b>	<b>117 209</b>	<b>446 546</b>	<b>370 377</b>	<b>82.9</b>

# International Other Separate Fare Charters September 1973

Table 26.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	1 424	377	1 949	28 035	27 236	243 939	206 496	84.7
British Airways – BEA	48	62	104	625	2 370	5 328	2 475	46.5
British Airways Regional Division—								
Channel Islands Airways	—	—	—	—	—	—	—	—
Cambrian Airways	11	10	21	81	487	931	703	75.5
Northeast Airlines	5	9	15	28	542	342	285	83.3
BEA Airtours	315	268	540	3 269	25 038	36 157	28 763	79.6
British Caledonian Airways	381	130	535	8 763	12 430	65 823	53 828	81.8
Alidair	12	19	31	75	1 420	925	882	95.4
Britannia Airways	64	37	92	713	4 243	8 366	7 418	88.7
British Air Ferries	3	4	8	22	207	267	138	51.7
British Midland Airways	23	23	48	191	1 596	2 381	2 184	91.7
Court-Line Aviation	168	164	293	1 719	15 940	20 724	15 539	75.0
Dan-Air Services	201	127	312	2 311	11 390	29 151	25 611	87.9
Dan-Air/Skyways	10	20	29	38	669	464	323	69.6
Fairflight Charters	6	20	25	8	—	—	—	—
Intra Airways	5	32	23	13	1 062	167	150	89.8
Invicta International Airlines	15	18	33	197	2 163	2 187	1 906	87.2
Laker Airways	107	26	118	2 231	2 259	24 001	19 927	83.0
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	26	15	54	320	1 165	3 439	2 801	81.5
TOTAL	2 824	1 361	4 230	48 639	110 217	444 592	369 429	83.1

# Domestic Other Separate Fare Charters September 1973

**Table 26.3**

	Aircraft—km (000)	Stage flights	Aircraft hours	Tonne—km available (000)	Number of passengers uplifted	Seat—km available (000)	Seat—km used As percentage of available	
British Airways – BOAC	—	—	—	—	—	—	—	—
British Airways – BEA	—	2	1	1	193	14	13	92.9
British Airways Regional Division—								
Channel Islands Airways	1	2	2	3	110	40	31	77.5
Cambrian Airways	26	191	108	132	4 031	1 425	607	42.6
Northeast Airlines	1	2	3	5	126	66	57	86.4
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Alidair	—	—	—	—	—	—	—	—
Britannia Airways	—	—	—	—	—	—	—	—
British Air Ferries	1	2	2	5	124	42	40	95.2
British Midland Airways	1	3	3	7	142	92	58	63.0
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	1	2	4	3	72	36	27	75.0
Fairflight Charters	—	—	—	—	—	—	—	—
Intra Airways	1	27	9	3	926	39	37	94.9
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	19	266	92	18	1 268	198	78	39.4
Monarch Airlines	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>51</b>	<b>497</b>	<b>224</b>	<b>177</b>	<b>6 992</b>	<b>1 952</b>	<b>948</b>	<b>48.6</b>

Tables 27.1, 27.2, and 27.3 cover single entity charters, charters to Government Departments and operations under Types II, III, IV, V and VII of Class E licences.

## All Exempt Services and Sub-charters September 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	486	169	665	7 868
British Airways – BEA	376	650	839	5 873
British Airways Helicopters	112	954	504	208
British Airways Regional Division—				
Channel Islands Airways	1	1	2	3
Cambrian Airways	16	28	41	107
Northeast Airlines	20	40	52	153
BEA Airtours	313	75	420	5 323
British Caledonian Airways	650	198	881	18 323
Air Anglia	49	118	180	168
Air-Bridge Carriers	26	43	79	269
Air Freight	18	41	83	54
Air London	22	96	120	13
Alidair	92	270	247	583
Beecham Imperial	10	13	19	6
Britannia Airways	90	128	161	991
British Air Ferries	22	26	122	155
British Island Airways	60	174	230	276
British Midland Airways	302	187	450	4 346
Brymon Airways	1	4	6	1
Court-Line Aviation	33	26	65	326
Dan-Air Services	312	196	572	2 293
Directair	15	64	49	12
Donaldson International Airways	198	69	275	5 186
Eagle Flying Services	29	64	105	11
Eastern Seaboard	10	29	43	9
Fairflight Charters	66	170	347	70
Haywards Aviation	4	9	16	3
Humber Airways	13	45	65	9
International Aviation Services	283	115	626	4 754
Intra Airways	2	9	7	6
Invicta International Airlines	109	50	212	2 137
Island Air Charter	—	3	3	—
J F Airlines	3	11	15	3
Laker Airways	423	286	714	4 480
Loganair	48	326	233	29
MAM Aviation	23	40	48	19
Macedonian Aviation	30	67	124	89
McAlpine Aviation	367	744	791	276
Merlot International Aviation	55	85	97	41
Monarch Airlines	130	76	280	1 657
Moseley Aviation	4	15	13	2
Northair Aviation	43	105	186	20
Northern Executive Aviation	14	72	74	11
Peters Aviation	27	74	139	42
Silver City Airways	49	37	98	896
Thurston Aviation	36	123	170	33
Trader Airways	18	41	61	9
Tradewinds Airways	470	130	859	10 667
Trans-Meridian Air Cargo	320	117	616	8 709
Vernair Transport	17	40	52	9
TOTAL	5 817	6 453	12 056	86 528

# International Exempt Services and Sub-charters Table 27.2

## September 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	486	169	665	7 868
British Airways – BEA	290	414	589	4 745
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	—	—	—	—
Cambrian Airways	14	19	33	94
Northeast Airlines	14	18	29	117
BEA Airtours	313	73	418	5 318
British Caledonian Airways	650	197	880	18 315
Air Anglia	23	36	81	85
Air-Bridge Carriers	24	36	73	256
Air Freight	14	29	63	41
Air London	2	10	12	1
Alidair	87	253	234	551
Beecham Imperial	9	10	17	6
Britannia Airways	90	128	161	991
British Air Ferries	22	25	121	152
British Island Airways	60	173	229	275
British Midland Airways	300	183	446	4 333
Brymon Airways	—	—	—	—
Court-Line Aviation	33	26	65	326
Dan-Air Services	312	196	572	2 293
Directair	7	21	30	6
Donaldson International Airways	198	69	275	5 186
Eagle Flying Services	12	21	45	5
Eastern Seaboard	6	13	25	5
Fairflight Charters	60	156	319	65
Haywards Aviation	4	9	16	3
Humber Airways	2	4	11	1
International Aviation Services	283	115	626	4 754
Intra Airways	—	4	2	1
Invicta International Airlines	109	50	212	2 137
Island Air Charter	—	—	—	—
J F Airlines	3	11	15	3
Laker Airways	423	285	713	4 478
Loganair	—	—	—	—
MAM Aviation	19	26	36	16
Macedonian Aviation	25	54	104	75
McAlpine Aviation	239	283	428	199
Merlot International Aviation	45	64	80	34
Monarch Airlines	130	76	280	1 657
Moseley Aviation	—	—	—	—
Northair Aviation	4	10	19	2
Northern Executive Aviation	2	4	11	2
Peters Aviation	4	8	21	6
Silver City Airways	49	37	98	896
Thurston Aviation	17	39	76	15
Trader Airways	14	23	41	6
Tradewinds Airways	470	130	859	10 667
Trans-Meridian Air Cargo	320	117	616	8 709
Vernair Transport	6	10	18	3
<b>TOTAL</b>	<b>5 194</b>	<b>3 634</b>	<b>9 664</b>	<b>84 698</b>

# Domestic Exempt Services and Sub-charters September 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	86	236	250	1 128
British Airways Helicopters	112	954	504	208
British Airways Regional Division—				
Channel Islands Airways	1	1	2	3
Cambrian Airways	2	9	8	13
Northeast Airlines	7	22	23	36
BEA Airtours	1	2	2	5
British Caledonian Airways	1	1	1	7
Air Anglia	27	82	99	83
Air-Bridge Carriers	1	7	6	13
Air Freight	4	12	20	13
Air London	19	86	108	11
Alidair	5	17	13	32
Beecham Imperial	1	3	2	—
Britannia Airways	—	—	—	—
British Air Ferries	1	1	1	3
British Island Airways	—	1	1	1
British Midland Airways	2	4	4	12
Brymon Airways	1	4	6	1
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Directair	7	43	19	6
Donaldson International Airways	—	—	—	—
Eagle Flying Services	16	43	60	7
Eastern Seaboard	4	16	18	4
Fairflight Charters	5	14	28	5
Haywards Aviation	—	—	—	—
Humber Airways	11	41	54	7
International Aviation Services	—	—	—	—
Intra Airways	2	5	5	5
Invicta International Airlines	—	—	—	—
Island Air Charter	—	3	3	—
J F Airlines	—	—	—	—
Laker Airways	—	1	1	2
Loganair	48	326	233	29
MAM Aviation	4	14	12	3
Macedonian Aviation	5	13	20	14
McAlpine Aviation	128	461	363	77
Merlot International Aviation	10	21	17	7
Monarch Airlines	—	—	—	—
Moseley Aviation	4	15	13	2
Northair Aviation	39	95	167	18
Northern Executive Aviation	12	68	63	9
Peters Aviation	23	66	118	36
Silver City Airways	—	—	—	—
Thurston Aviation	19	84	94	18
Trader Airways	4	18	20	2
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	11	30	34	6
TOTAL	623	2 819	2 392	1 826

These tables cover air transport scheduled and charter operations

# Aircraft Type and Utilisation — All Airlines

## September 1973

Table 28.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
	End of Aug 1973	End of Sept 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	13	13	1 103	—	6 132	—	4 919	150 353	958 946
BAC VC10	13	13	1 270	—	4 929	—	4 043	53 192	271 808
BAC VC10 Super	16	16	1 626	—	6 849	—	4 464	69 236	489 053
Boeing 707 120/120B/138B	2	2	126	—	407	—	2 475	11 467	39 413
Boeing 707 320C/336C/321	27	27	1 580	490	7 394	2 085	4 000	109 512	612 092
Boeing 707 420/436	18	18	1 388	—	5 581	—	3 424	155 925	561 554
Comet 4	14	14	1 131	—	2 860	—	2 482	107 423	169 626
Comet 4B/C	5	5	345	—	707	—	1 719	30 810	36 089
Boeing 720B	3	3	392	—	911	—	3 694	58 222	83 654
Boeing 727 100	2	3	357	—	804	—	3 259	42 896	64 194
Lockheed 1011 Tristar	2	2	249	—	552	—	4 475	78 336	114 792
Trident 1C	20	20	3 161	—	3 934	—	2 391	239 520	144 954
Trident 1E	4	4	703	—	971	—	2 953	59 987	52 198
Trident 2E	15	15	1 504	—	3 721	—	3 015	89 302	180 951
Trident 3B	26	26	3 743	—	5 877	—	2 748	327 076	291 735
DC10	2	2	98	—	434	—	2 639	21 157	111 887
BAC 1–11 200	7	7	1 303	—	1 559	—	2 708	58 865	36 176
BAC 1–11 300/400	14	14	1 935	—	4 022	—	3 493	120 417	164 296
BAC 1–11 500	43	43	8 135	10	11 381	6	3 285	556 803	458 907
Boeing 737–200	11	11	1 741	2	3 574	6	3 957	194 975	271 620
H.S. 125	14	16	428	191	543	183	555	1 642	1 226
Argosy	2	2	—	94	—	162	986	—	—
Britannia 300	7	8	218	142	540	767	1 986	22 129	23 249
Canadair CL44	11	11	—	247	—	1 475	1 723	—	—
Vanguard 952/953	9	9	510	100	826	270	1 478	45 965	30 728
Merchantman	10	10	—	1 066	—	1 697	2 062	—	—
Viscount 700	2	2	183	—	103	—	624	3 803	556
Viscount 700D/800/810	49	49	7 446	231	7 779	246	1 989	323 974	115 214
Fokker Friendship	2	2	270	—	279	—	1 697	7 132	3 094
Herald 100/200	9	9	2 074	214	1 701	243	2 628	79 672	16 462
H.S. 748	7	7	1 479	—	1 352	—	2 347	37 044	10 289
Skyvan	3	3	339	21	245	26	1 099	3 455	454
Carvair	7	7	932	32	836	118	1 657	21 520	3 899
Heron	5	4	170	35	267	62	909	1 651	503
Trislander	5	5	1 391	10	644	14	1 701	16 019	1 361
Aztec	7	7	210	73	227	63	504	631	218
Beagle 206S	4	4	105	—	186	—	566	445	174
Beechcraft 18	2	2	11	29	10	43	321	30	7
Beechcraft Baron B55	2	2	39	—	74	—	562	89	34
Beechcraft 65/80 Queen Air	1	1	36	4	39	13	631	145	63
Beechcraft 90 King Air	1	1	25	—	31	—	402	72	29
Cessna 310/320/340	1	1	2	—	2	—	26	4	1
DC3	14	13	473	447	522	602	1 051	10 341	2 365
Dove	7	7	162	50	235	93	595	979	292
Islander	17	18	2 490	39	1 246	51	964	13 413	1 257
Piper PA 30/31	7	7	205	1	210	17	394	682	190
Bell 206	1	1	59	—	44	—	533	30	8
S 61N	7	7	1 052	—	546	—	949	13 790	1 343
Bell 212	1	1	245	—	40	—	485	520	175
TOTAL	471	474	52 444	3 528	91 126	8 242	2 520	3 140 651	5 327 136

# Aircraft Type and Utilisation — Individual Airlines Table 28.2

## September 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger km (000)
	End of Aug 1973	End of Sept 1973	Passenger	Cargo	Passenger	Cargo			
<b>British Airways—BOAC</b>									
Boeing 747	13	13	1 103	—	6 132	—	4 919	150 353	958 946
BAC VC10	11	11	1 116	—	4 277	—	4 055	45 179	238 587
BAC VC10 Super	16	16	1 626	—	6 849	—	4 464	69 236	489 053
Boeing 707-336C	11	11	564	345	2 738	1 456	3 976	30 004	205 706
Boeing 707-436	11	11	863	—	3 972	—	3 765	70 762	376 147
<b>TOTAL</b>	<b>62</b>	<b>62</b>	<b>5 272</b>	<b>345</b>	<b>23 968</b>	<b>1 456</b>	<b>4 276</b>	<b>365 534</b>	<b>2 268 439</b>
<b>British Airways—BEA</b>									
Trident 1C	20	20	3 161	—	3 934	—	2 391	239 520	144 954
Trident 2E	15	15	1 504	—	3 721	—	3 015	89 302	180 951
Trident 3B	26	26	3 743	—	5 877	—	2 748	327 076	291 735
BAC 1-11 500	18	18	4 188	10	4 217	6	2 854	255 537	110 893
Vanguard 953	5	5	413	59	583	74	1 599	35 185	17 793
Merchantman	9	9	—	1 029	—	1 599	2 161	—	—
<b>TOTAL</b>	<b>93</b>	<b>93</b>	<b>13 009</b>	<b>1 098</b>	<b>18 332</b>	<b>1 679</b>	<b>2 617</b>	<b>946 620</b>	<b>746 326</b>
<b>British Airways Helicopters</b>									
Bell 206	1	1	59	—	44	—	533	30	8
S61 N	7	7	1 052	—	546	—	949	13 790	1 343
Bell 212	1	1	245	—	40	—	485	520	175
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>1 356</b>	<b>—</b>	<b>630</b>	<b>—</b>	<b>850</b>	<b>14 340</b>	<b>1 526</b>
<b>British Airways Regional Division</b>									
<b>Channel Islands Airways</b>									
Trident 1E	1	1	169	—	192	—	2 336	8 148	5 018
Viscount 800	11	11	1 661	—	1 903	—	2 102	82 680	28 000
<b>TOTAL</b>	<b>12</b>	<b>12</b>	<b>1 830</b>	<b>—</b>	<b>2 095</b>	<b>—</b>	<b>2 121</b>	<b>90 828</b>	<b>33 018</b>
<b>Scottish Airways</b>									
Viscount 800	7	7	1 326	—	1 258	—	2 186	48 334	17 161
Skyvan	2	2	297	—	213	—	1 296	3 399	436
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>1 622</b>	<b>—</b>	<b>1 471</b>	<b>—</b>	<b>1 986</b>	<b>51 733</b>	<b>17 597</b>
<b>Cambrian Airways</b>									
BAC 1-11 400 Series	4	4	778	—	1 076	—	3 270	41 383	37 028
Viscount 700 Series	2	2	183	—	103	—	624	3 803	556
Viscount 800	8	8	1 443	198	1 176	166	2 040	61 057	15 555
<b>TOTAL</b>	<b>14</b>	<b>14</b>	<b>2 404</b>	<b>198</b>	<b>2 355</b>	<b>166</b>	<b>2 190</b>	<b>106 243</b>	<b>53 139</b>
<b>Northeast Airlines</b>									
Trident 1E	3	3	534	—	779	—	3 157	51 839	47 180
Viscount 800	6	6	735	—	935	—	1 894	37 020	14 889
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>1 269</b>	<b>—</b>	<b>1 714</b>	<b>—</b>	<b>2 314</b>	<b>88 859</b>	<b>62 069</b>
<b>BEA Airtours</b>									
Comet 4B	5	5	345	—	707	—	1 719	30 810	36 089
Boeing 707 436	7	7	525	—	1 609	—	2 796	85 163	185 407
<b>TOTAL</b>	<b>12</b>	<b>12</b>	<b>870</b>	<b>—</b>	<b>2 316</b>	<b>—</b>	<b>2 347</b>	<b>115 973</b>	<b>221 496</b>



**Table 28.2 cont.**

	Aircraft in service End of Aug 1973	Aircraft in service End of Sept 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>British Caledonian Airways</b>									
BAC VC10	2	2	154	—	652	—	3 964	8 013	33 221
Boeing 707 300 Series	10	10	655	78	3 522	360	4 723	42 404	297 234
BAC 1-11 200	7	7	1 303	—	1 559	—	2 708	58 865	36 176
BAC 1-11 500	14	14	2 427	—	3 972	—	3 449	156 317	164 797
TOTAL	33	33	4 539	78	9 705	360	3 708	265 599	531 428
<b>Air Anglia</b>									
Fokker Friendship	2	2	270	—	279	—	1 697	7 132	3 094
DC3	2	2	92	—	142	—	861	1 924	685
TOTAL	4	4	362	—	421	—	1 278	9 056	3 779
<b>Air-Bridge Carriers</b>									
Argosy	2	2	—	94	—	162	986	—	—
<b>Air Freight</b>									
DC3	4	4	—	226	—	285	865	—	—
<b>Air London</b>									
Aztec	2	2	66	4	80	6	522	122	34
Piper PA30	2	2	26	—	34	—	204	35	10
TOTAL	4	4	92	4	114	6	365	157	44
<b>Alidair</b>									
Viscount 800 Series	3	3	330	31	350	76	1 726	13 866	5 721
<b>Aurigny Air Services</b>									
Trislander	3	3	1 186	—	459	—	2 018	13 770	878
Islander	3	3	1 124	—	313	—	1 391	7 006	327
TOTAL	6	6	2 310	—	772	—	1 705	20 776	1 205
<b>Beecham Imperial</b>									
HS 125	2	2	11	—	17	—	106	37	31
Cessna 310/320	1	1	2	—	2	—	26	4	1
TOTAL	3	3	13	—	19	—	80	41	32
<b>Britannia Airways</b>									
Boeing 737-200	11	11	1 741	2	3 574	6	3 957	194 975	271 620
<b>British Air Ferries</b>									
Viscount 800	1	1	199	2	117	4	1 471	9 295	1 523
Carvair	7	7	932	32	836	118	1 657	21 520	3 899
TOTAL	8	8	1 131	34	953	122	1 632	30 815	5 422
<b>British Island Airways</b>									
Herald 200 Series	9	9	2 074	214	1 701	243	2 628	79 672	16 462
DC3	3	3	—	203	—	284	1 150	—	—
TOTAL	12	12	2 074	417	1 701	527	2 256	79 672	16 462
<b>British Midland Airways</b>									
Boeing 707-321	2	2	170	—	428	—	2 602	14 524	25 706
BAC 1-11 500	1	1	63	—	155	—	1 883	5 926	8 102
Viscount 800	13	13	1 753	—	2 040	—	1 909	71 722	32 364
TOTAL	16	16	1 986	—	2 623	—	1 993	92 172	66 172
<b>Brymon Airways</b>									
Islander	2	3	282	—	224	—	1 117	1 959	335

**Table 28.2 cont.**

	Aircraft in service End of Aug 1973	End of Sept 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>Court-Line Aviation</b>									
Lockheed 1011 Tristar	2	2	249	—	552	—	4 475	78 336	114 792
BAC 1-11 500	10	10	1 457	—	3 037	—	4 044	139 023	175 116
TOTAL	12	12	1 706	—	3 589	—	4 106	217 359	289 908
<b>Dan-Air Services</b>									
Boeing 707 321	2	2	164	—	630	—	3 833	19 197	77 074
Comet 4	14	14	1 131	—	2 860	—	2 482	107 423	169 626
Boeing 727 100	2	3	357	—	804	—	3 259	42 896	64 194
BAC 1-11 300/400	5	5	562	—	1 418	—	3 449	39 443	60 788
TOTAL	23	24	2 214	—	5 712	—	2 894	208 959	371 682
<b>Dan-Air/Skyways</b>									
HS 748	7	7	1 479	—	1 352	—	2 347	37 044	10 289
<b>Directair</b>									
Piper PA 31	1	1	64	—	49	—	595	292	75
<b>Donaldson International Airways</b>									
Boeing 707-321	2	2	27	67	76	269	2 099	3 383	6 372
<b>Eagle Flying Services</b>									
Beechcraft Baron B55	2	2	39	—	74	—	562	89	34
Beechcraft 90 King Air	1	1	25	—	31	—	402	72	29
TOTAL	3	3	64	—	105	—	504	161	63
<b>Eastern Seaboard</b>									
Beechcraft 18	1	1	—	29	—	43	522	—	—
<b>Fairflight Charters</b>									
Heron	1	1	40	35	80	62	1 726	480	185
Dove	4	4	75	40	150	80	697	450	174
TOTAL	5	5	115	75	230	142	905	930	359
<b>Haywards Aviation</b>									
Dove	1	1	6	3	9	7	277	47	19
<b>Humber Airways</b>									
Islander	2	2	45	—	65	—	394	141	55
<b>International Aviation Services</b>									
Britannia 300 Series	3	4	—	115	—	626	1 902	—	—
<b>Intra Airways</b>									
DC3	4	3	318	14	276	13	1 183	7 575	1 224
<b>Invicta International Airlines</b>									
Vanguard 952	4	4	97	41	243	196	1 332	10 780	12 935
<b>Island Air Charter</b>									
Islander	1	1	2	1	2	1	120	6	2
<b>J F Airlines</b>									
Heron	1	—	56	—	48	—	1 460	630	124
Trislander	1	1	166	3	137	4	1 836	1 893	391
Islander	1	1	161	3	162	5	2 256	942	201
TOTAL	3	2	383	6	347	9	1 938	3 465	716

Table 28.2 cont.

	Aircraft in service End of Aug 1973	End of Sept 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>Laker Airways</b>									
Boeing 707 138B	2	2	126	—	407	—	2 475	11 467	39 413
DC10	2	2	98	—	434	—	2 639	21 157	111 887
BAC 1-11 300	5	5	595	—	1 528	—	3 716	39 591	66 481
TOTAL	9	9	819	—	2 369	—	3 201	72 215	217 781
<b>Loganair</b>									
Skyvan	1	1	42	21	32	26	704	56	18
Trislander	1	1	39	7	48	10	704	356	92
Beechcraft 18	1	1	11	—	10	—	120	30	7
Islander	6	6	804	12	399	12	832	2 982	267
TOTAL	9	9	896	40	489	48	723	3 424	384
<b>M.A.M Aviation</b>									
HS 125	1	1	40	—	48	—	646	116	71
<b>Macedonian Aviation</b>									
DC3	1	1	63	4	104	20	1 507	842	456
<b>McAlpine Aviation</b>									
HS 125	8	9	280	191	365	183	737	1 225	952
Aztec	4	4	121	64	116	45	489	426	162
Dove	2	2	81	7	76	6	496	482	99
TOTAL	14	15	482	262	557	234	639	2 133	1 213
<b>Merlot International Aviation</b>									
HS 125	3	3	85	—	97	—	391	224	144
<b>Monarch Airlines</b>									
Boeing 720B	3	3	392	—	911	—	3 694	58 222	83 654
Britannia 300	4	4	218	27	540	141	2 070	22 129	23 249
TOTAL	7	7	610	27	1 451	141	2 767	80 351	106 903
<b>Moseley Aviation</b>									
Piper PA31	1	1	15	—	13	—	157	71	17
<b>Northair Aviation</b>									
Beagle 206S	4	4	105	—	186	—	566	445	174
<b>Northern Executive Aviation</b>									
Islander	1	1	57	15	54	20	931	285	40
<b>Peters Aviation</b>									
Heron	3	3	74	—	139	—	562	541	193
<b>Silver City Airways</b>									
Merchantman	1	1	—	37	—	98	1 190	—	—
<b>Thurston Aviation</b>									
Aztec	1	1	23	5	31	12	522	83	21
Islander	1	1	15	8	27	13	485	92	30
Piper PA31	2	2	71	1	69	17	522	244	73
TOTAL	4	4	109	14	127	42	511	419	124
<b>Trader Airways</b>									
HS 125	—	1	12	—	16	—	193	40	28
Piper PA31	1	1	29	—	45	—	548	40	16
TOTAL	1	2	41	—	61	—	369	80	44
<b>Tradewinds Airways</b>									
Canadair CL44	5	5	—	130	—	859	2 088	—	—
<b>Trans-Meridian Air Cargo</b>									
Canadair CL44	6	6	—	117	—	616	1 387	—	—
<b>Vernair Transport</b>									
Beechcraft 65/80 Queen Air	1	1	36	4	39	13	631	145	63
GRAND TOTAL	471	474	52 444	3 528	91 126	8 242	2 520	3 140 651	5 327 136

## Operations by Type of Licence— Capacity Tonne-Km Available September 1973

**Table 29.1**

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
	(000)	(000)	Advance booking charters	Other	(000)	(000)
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	621 084				621 084	
Class B		144 178		6 078	150 256	
Class C		2 348		12 674	15 022	
Class D				713	713	
Class E Types I and VI				29 352	29 352	
Class 2			37 576		37 576	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						86 532
<b>TOTAL</b>	<b>621 084</b>	<b>146 526</b>	<b>37 576</b>	<b>48 817</b>	<b>854 003</b>	<b>86 532</b>

## Operations by Type of Licence— Load Tonne-Km Used September 1973

**Table 29.2**

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
	(000)	(000)	Advance booking charters	Other	(000)	(000)
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	354 557				354 557	
Class B		116 004		4 410	120 414	
Class C		1 742		7 628	9 370	
Class D				698	698	
Class E Types I and VI				19 974	19 974	
Class 2			27 690		27 690	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
<b>TOTAL</b>	<b>354 557</b>	<b>117 746</b>	<b>27 690</b>	<b>32 710</b>	<b>532 703</b>	<b>..</b>

# Definitions

## AIRPORT ACTIVITY

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

## AIR PASSENGERS

- Passengers** includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
- Revenue passengers** are those who pay 25 per cent or more of the normal applicable fare.
- A terminal passenger** is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.

**A transit passenger** is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

**International services** are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.

**Domestic services** are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.

**Cabotage** is traffic carried between territories of the United Kingdom other than domestic services.

**Scheduled services** are those performed according to a published timetable, including those supplementary thereto, and open to use by members of the public.

**Non-scheduled services** include all air transport flights other than scheduled services.

**Charter services** are those transporting passengers or cargo for hire or reward from one point to another, other than scheduled services.

## AIR CARGO

**Cargo** 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 when used in airline statistics where mail and excess baggage are included.)

**Tonnes** are metric tonnes of 1000 kilogrammes (2 204.62 lb).

## AIRLINE OPERATIONS

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

**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.

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

**Average annual utilisation per aircraft** is obtained by dividing the number of aircraft hours flown by the number of days the aircraft is in service and multiplying that quotient by the number of days per year (365).

**Passengers uplifted** 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, with the single exception that a passenger flying on both the international and domestic stages of the same flight would be counted as both a domestic and an international passenger.

<b>Seat-km available</b>	a seat-kilometre is available when a seat is flown one kilometre. Seat-km available is equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the distance measured in kilometres.
<b>Seat-km used</b>	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 distance measured in kilometres.
<b>Passenger load factor</b>	is an expression of seat-km used as a percentage of seat-km available.
<b>Tonne-km available</b>	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.
<b>Tonne-km used</b>	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.
<b>Overall load factor</b>	is an expression of tonne-km used as a percentage of tonne-km available.
<b>Cargo</b>	means any property carried on an aircraft. In airline statistics it includes the weight of vehicles carried, excess baggage, mail and diplomatic bags (see also definition above for air cargo statistics where mail, excess baggage, company stores and diplomatic bags are excluded).
<b>Mail</b>	covers only that handled by postal administrations and includes troop mail.
<b>Separate Fare Charters</b>	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
<b>Advance Booking Charters</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 90 days before departure. (Shorter periods of notification apply during the early months of the scheme i.e. from April, 1973.)
<b>Inclusive Tours</b>	are separate fare charters where the cost to the passenger includes the cost of accommodation.
<b>Single Entity Charters</b>	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.
<b>Sub-charters</b>	are charters to other British or foreign operators.
<b>Fifth Freedom Charters</b>	are those between foreign territories.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act, 1971.

# Classes of Licence

<b>Class A</b>	Means a licence for an air transport service (not being a charter service) between places named in the licence involving more than four flights in any one direction between the same two places.
<b>B</b>	Means a licence for a charter service between places named in the licence (not being a group charter service) involving more than four flights in any one direction between the same two places.
<b>C</b>	Means a licence for an air transport service between places named in the licence involving not more than four flights in any one direction between the same two places.
<b>D</b>	Means a licence for a group charter service between places named in the licence, involving more than four flights in any one direction between the same two places.
<b>E</b>	Means a licence other than a Class 2 licence for an air transport service which is not restricted to flights between places named in the licence. The types of Class E licence are:—
<b>Type I</b>	Group Charter flights of the same nature as those licensed under Class D but for flights not restricted to places named in the licence.
<b>Type II</b>	Fifth Freedom Charters, i.e. flights between foreign territories.
<b>Type III</b>	Charters to other airlines (British).
<b>Type IV</b>	Charters to other airlines (Foreign).
<b>Type V</b>	Cargo charters for more than one consignor.
<b>Type VI</b>	Passenger charters for the carriage of more than one affinity group.
<b>Type VII</b>	Miscellaneous charter flights.
<b>Class 2</b>	Means a licence which specifically authorises the carriage of passengers named on a list submitted to the Civil Aviation Authority in advance of the flight on condition that no seat occupied on the flight by a fare paying passenger has been sold to that passenger by or on behalf of the operator of the aircraft.
<b>Exempt Services</b>	are services which do not require a licence by virtue of Section 21(2) of the Civil Aviation Act 1971, or an instrument made under that section, which may include single entity charters, charters to Government Departments, etc.