

Civil Aviation Authority



CAA Monthly Statistics
September 1973

up to and including June 1973

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

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

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Civil Aviation Authority

CAA Monthly Statistics

SEPTEMBER 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—June 1973

Activity at UK Airports

During the month of June there were nearly 70 000 air transport movements reported by the airports of the United Kingdom. This number is higher than in June 1972 by 5000 and indicates a growth rate of 7 per cent. Comparing the movements over a longer period, April to June in 1972 and 1973, the growth was greater at 10 per cent. These rates of growth are better than those reported in June 1972 when growth for the month was only 2 per cent up on 1971, and for the three months ended in June 1972, 2.5 per cent up on 1971. The London area airports had a growth of 6.8 per cent for the three months ended in June 1973 compared with 1972, Heathrow having 8.8 per cent growth in the same period. At airports in the rest of the UK there was considerably increased activity and over the three months period there were substantial increases in the number of movements at Glasgow (19.7 per cent growth), Birmingham (16.3 per cent), Manchester (5.5 per cent) and East Midlands (24.6 per cent). UK operators achieved an increase since last year of 1.2 percentage points in their share, 77.2 per cent, of total air transport movements during April to June. The total increase arising from scheduled services was 8.9 per cent (an increase in the monthly average of 4150 movements) and resulted mainly from UK operators' activity; the increase arising from charter flights was 14.4 per cent, (an increase in the monthly average of 1756 movements) but UK operators had a decrease in their share of this business.

There was an unusually large number of diversions, 179, in June 1973; this is the highest number recorded since 1968. The principal reason for diversions was bad weather. Luton had to divert 48 aircraft due to late night and early morning fog during the last eleven days of June; a total of 4 only had been diverted during the preceding 5 years for the same days.

Terminal passengers arriving at and departing from UK airports in June totalled 4.2 millions, 8.7 per cent more than in June 1972. For the three months April to June the growth was greater at 11.8 per cent. At the London area airports over the same three months the increase since 1972 was 11.1 per cent, slightly below the national growth, whereas at airports outside the London area the growth rate was above the national rate at 13.4 per cent. Heathrow had an increase of more than 600 000 passengers (12.7 per cent) for the three months period and such an increase tends to eclipse the figures elsewhere. But at the other airports there is the evidence of vigorous growth: Glasgow had an increase of 91 000 passengers (20.5 per cent) in the same three months, Manchester had 87 000 (14.4 per cent), Birmingham had 61 000 (25.9 per cent) and Belfast 42 000 (14.8 per cent).

For the three months April to June 1973 UK operators carried 12.5 per cent more passengers than in 1972 and foreign operators carried 9.8 per cent more: UK operators carried 72.9 per cent of the total number of passengers, 0.5 percentage points higher than last year. Most of this increase occurred on scheduled services on which the number of passengers increased by 11.4 per cent and the share of passengers rose by 0.5 percentage points to 68.4 per cent.

Of the 11.5 million terminal passengers using UK airports during the three months April to June 1973, 3.25 million used domestic services and 8.25 million used international services; these figures were higher than in 1972 by 10 per cent for domestic and 13 per cent for international services. The most heavily used inter-

national route continues to be between the UK and Spain (used by 18.1 per cent of international passengers) followed by the routes to the USA (11.2 per cent) France (10.8 per cent) and Germany (7.6 per cent). Considering only the scheduled international services for the same period, most passengers used the services to and from the United States (14.8 per cent of all scheduled, international passengers) with a slightly smaller proportion travelling to and from France (14.6 per cent) and smaller proportions to the Netherlands (8.8 per cent) and Germany (8.6 per cent). Comparing the numbers of passengers on these services, this year and last, shows the largest increase to have been on the services to the Netherlands with 19.1 per cent growth; the other services had increases of 11.1 per cent France, 5.8 per cent USA and 4.1 per cent Germany. The greatest number of passengers travelling on charter flights was on the routes to and from Spain (40 per cent of all charter, international passengers) and growth on these routes was 18 per cent since last year. The next most used routes by charter flights were to Italy (11.7 per cent), to Germany (6 per cent) and to the USA (5.4 per cent). The number of passengers on the charter flights continued to grow on the routes to Italy (16.6 per cent growth) and Germany (5.8 per cent) but there was a decrease in passengers using charter flights to and from the USA (-4.2 per cent).

Nearly 58 000 tonnes of cargo were picked up or set down at UK airports during June, 1973. This was slightly less than in May but nearly 4000 tonnes more than in June 1972; it indicates a growth of 6.7 per cent since last year. A comparison of the amount of cargo handled in April to June this year with the amount for the same period last year indicates a growth of 11.9 per cent. This growth occurred on cargo moved on scheduled services where there was 14.8 per cent total growth embracing 14.5 per cent for UK operators and 15.2 per cent for foreign operators. On charter services cargo carried by UK operators decreased by 16.5 per cent although foreign operators achieved a small increase of 2.4 per cent.

During the three months April to June the London area airports achieved a growth in cargo handled of 13.5 per cent on last year; this was due to Heathrow's increase of 19.1 per cent as each of the other London airports had varying amounts of decrease. Airports outside the London area had a smaller increase for the three months of 7.1 per cent. Comparisons for individual airports show erratic variations of rise and fall but Glasgow and East Midlands maintained a substantial rate of growth.

Output of UK Airlines

In June 1973 the combined output of scheduled and non-scheduled services operated by UK airlines was 906 million available tonne-kilometres, an increase of nearly 150 million on May and 10.5 per cent more than in June 1972. Scheduled services accounted for an output of 607 million available tonne-kilometres which was 10.5 per cent more than last year. Nearly 1.7 million passengers and 29 000 tonnes of cargo were carried on scheduled services at an over-all load factor of 51.9 per cent compared with 49.9 per cent last year. Seat-kilometres used amounted to 55.7 per cent of those available, and this compares with last year's factor of 55.8 per cent; the seat factor on domestic services was 64.2 per cent and on international services was 55.0 per cent.

For non-scheduled services the total output in June was 299 million available tonne-kilometres and this was 10.5 per cent more than last year. Inclusive tour charters accounted for 142 million available tonne-kilometres, 47.3 per cent of the total non-scheduled output. 327 million seat-kilometres were made available for advance booking charters and 241 million were used with the resultant seat factor of 73.8 per cent. In terms of tonne-kilometres advance booking charters represented 10.6 per cent of total non-scheduled output.

NOTES: Readers' attention is drawn to the change in Tables 12, 15 and 20 where the column of figures given previously for the 'Corporations' has been super-

sed by a column headed 'British Airways'. The contents of these columns will not be strictly comparable inasmuch as the new British Airways column includes the activities of Cambrian Airways and North-east Airlines which were previously included in 'Other UK Operators'.

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

Previous Origin/Destination Surveys
The forerunner of the current series of origin and destination surveys was conducted in 1965 for the then Ministry of Aviation. It was however limited to domestic passengers and ran for only one month. The first large scale survey was conducted in 1968 at six airports in the London Area on behalf of the Board of Trade. A year later a survey was taken at Heathrow and Gatwick as part of the work of the Roskill Commission Research

Team. In 1970 and 1971 two surveys taken by the Department of Trade and Industry covered United Kingdom airports outside the London Area; and most recently the 1972 survey, which provides the material for this article, was conducted by the Civil Aviation Authority at Heathrow, Gatwick, Luton, Stansted and Southend. Table 1 below shows the airports which have been surveyed since 1968.

Table 1. Airports surveyed since 1968 and their proportion of total terminal passengers

1968	1969	1970	Percentage of 1972 terminal* passengers	1971	Percentage of 1972 terminal* passengers	1972	Percentage of 1972 terminal* passengers
Heathrow	Heathrow	Edinburgh	1.9	Belfast	3.0	Heathrow	46.8
Gatwick	Gatwick	Glasgow	4.8	Birmingham	2.4	Gatwick	13.6
Luton		Prestwick	1.2	Bristol	0.7	Luton	7.9
Southend		Blackpool	0.4	East Midlands	1.0	Stansted	0.8
Manston		Leeds/Bradford	0.7	Glamorgan	0.6	Southend	0.8
Southampton		Liverpool	1.3	Newcastle	1.3		
		Manchester	6.0				
			16.2		9.1		69.8
95.2 per cent							

*Excludes those arriving and departing on the same aircraft.

The 1972 Survey

The Civil Aviation Authority has an important role to play in advising the Government on matters concerning airport planning, and has a duty to ensure that up to date and relevant information is available on which such advice may be based. There were a number of sound reasons for undertaking a further survey at London Area Airports in 1972. First, there was the continuing discussion on London's Third Airport. Secondly, there had been rapid changes in the nature of air travel over recent years. In particular, there had been very high growth in low fare charter traffic. Thirdly, it was thought to be highly desirable, particularly in the context of National Airport Planning, to have a survey of the London Area Airports which was compatible with the two regional surveys in 1970 and 1971. It is our present intention to conduct future surveys on a five year cycle, so that all major UK airports would be covered once every five years.

The 1972 survey was wider in scope than any of the previous surveys. In addition to the basic task of obtaining information on the origins and destinations of passengers, it also covered: their method of travel to or from the airport and the time taken; the airport to or from which they flew and the method of travel used at that end of their journey; how long previously they had booked their ticket; the size of the party in which they travelled; the number of people who saw them off or met them; the purpose of the journey; their income, age and family structure. An entirely new question asked passengers travelling to or from certain European Airports to point out their European origin or destination on a map of the area covering the airport and its surroundings.

The survey commenced on 1 August 1972 and ran until 4 December 1972. These four months were chosen so that the peak holiday period, the shoulder and the trough would all be covered. Owing to the size and physical layout of Heathrow and Gatwick the five airports were thought of as consisting of nine stations, each with its own sampling procedure. These stations were:—

Heathrow Terminal 1	— domestic
"	" 1 — international
"	" 2
"	" 3
Gatwick	— international

Gatwick — domestic
Luton
Stansted
Southend

Great care was taken in the sampling procedure to avoid all forms of bias. Attention was given to rigid observance of the chosen sampling fraction, and proper representation of days of the week. Frequent inspections were made. The size of sample, some 37 000, gave the following rough breakdown: Heathrow 18 000, Gatwick 10 000, Luton 6000, Southend 2000, and Stansted 1000. The aim was to achieve a balance between the cost per interview at a particular airport and the need to obtain enough evidence for valid conclusions to be drawn relating to that airport. Stansted suffered a sharp drop in traffic shortly before the survey commenced due to airlines ceasing to operate, and the number of interviews was considerably smaller than had been anticipated.

The success or failure of a survey of this type depends to a large extent on the help and co-operation of the people on the spot. This involves not only the expertise of the interviewer and the willingness of the passenger to be interviewed, but also the attitude of airport staff and immigration officials towards the presence of interviewers within or near their own working areas. We would like to thank these officials for the assistance they gave towards the smooth running of such a large scale survey.

There is a danger that with the ever increasing demand for information, which is urgently required for planning purposes, the size of the questionnaire may be such that the quality of information obtained will suffer. It proved impossible to meet the potential information needs of all interested parties in the 1972 survey and, even with the size adopted very careful testing of the questionnaire and training of interviewers was required. In the event only a small minority of interviews took longer than five minutes. As most passengers are interviewed when they are waiting either for their baggage, if they have just flown in, or for their flight to be called if they are departing passengers, very little inconvenience is caused. Only two formal complaints were received during the four months of the survey. The optimum length of questionnaire has probably been reached and it is unlikely that a future survey of this type will ask for more information than did the 1972 survey.

I. Origins/Destinations of Terminating Passengers at London's Airports in 1972

Table 2 shows the number of terminating passengers at each of the five airports during the 18-week survey period (1st August to 4th December 1972). It will be seen that the proportion of business passengers is by a very wide margin highest at Heathrow, and that at our largest airport foreign passengers outnumber UK passengers. Luton is seen to be an airport catering almost wholly for leisure travellers. Table 3 compares the origins and destinations of UK residents with those of foreign residents for the five London Airports together excluding interlining passengers, whose UK origin or destination is not precisely known. It also shows the same breakdown for business and leisure passengers. As might be expected a high proportion (91 per cent) of foreign residents have origin/destination in the South East of England. This reflects the strong pull that the London Area has for tourists. The proportion of UK residents with origin/destination in the South East is significantly lower at 77 per cent. The comparison of the business and leisure markets

shows that 89 per cent of business passengers and 81 per cent of leisure passengers have origins/destinations in the South East. It is noticeable that the percentage of passengers travelling to or from the South West, where there is a low level of regional services, is similar for the business and leisure markets. Table 4 looks at the origins/destinations of business and leisure passengers at the five London Airports individually. Business traffic is very low at Luton, Stansted and Southend and the small sample size leads to some peculiarities in the results, particularly in the more detailed breakdown of the South East Planning Regions into areas. While Heathrow, Gatwick, Stansted and Southend cater largely for passengers with origin/destination in the South East (London Metropolitan) region, particularly in the business market, Luton draws more than half its traffic from outside this region. Over 25 per cent of Luton's traffic comes from Yorks/Humberside and the Midlands.

Table 2. Analysis of Terminating Passenger Traffic by Journey Purpose* and Nationality at London's Airports

	Total terminating passengers (000)	Journey Purpose*		Nationality	
		Percentage on business	Percentage on leisure	Percentage of UK passengers	Percentage of Foreign passengers
HEATHROW	6167	36.3	63.7	46.2	53.8
GATWICK	2110	8.0	92.0	79.4	20.6
LUTON	1287	2.2	97.8	92.2	7.8
STANSTED	89	19.9	80.1	42.2	57.8
SOUTHEND	117	17.0	83.0	61.8	38.2
TOTAL	9770	25.3	74.7	59.6	40.4

*Journeys for business and official purposes, and journeys by members of the armed services on duty and airline personnel on duty are classed as 'business' journeys. All other journeys are classed as 'leisure' journeys.

Table 3. Origin/Destination of London Airports Terminating Passengers by Journey Purpose and Nationality

UK Region of Origin/Destination	Journey Purpose		Nationality	
	Percentage on business	Percentage on leisure	Percentage of UK passengers	Percentage of Foreign passengers
South East	89.0	80.7	77.0	91.3
Northern	0.3	1.0	1.2	0.3
Yorks/Humberside	0.9	3.0	3.7	0.7
East Midlands	1.8	2.9	3.6	1.2
East Anglia	1.5	2.2	2.5	1.3
South West	3.1	3.4	4.1	2.2
Wales	1.0	1.2	1.6	0.5
West Midlands	1.8	3.0	3.6	1.4
North West	0.5	1.8	2.0	0.7
Scotland	0.2	0.8	0.8	0.5
	100.0	100.0	100.0	100.0

Table 4. Origin/Destination of Terminating Passengers* detailed by Region and Journey Purpose at each London Airport

UK Regions of Origin/Destination	HEATHROW		GATWICK		LUTON		STANSTED		SOUTHEND	
	Percentage on business	Percentage on leisure	Percentage on business	Percentage on leisure	Percentage on business	Percentage on leisure	Percentage on business	Percentage on leisure	Percentage on business	Percentage on leisure
NORTHERN	0.2	0.4	0.7	1.1	3.4	2.9	1.0	1.9	0.0	0.6
YORKS/HUMBERSIDE	0.9	1.1	1.0	2.6	5.9	9.5	0.0	3.7	1.4	1.6
EAST MIDLAND	1.8	1.7	0.3	2.1	8.9	8.2	1.4	2.9	1.4	1.1
EAST ANGLIA	1.5	1.7	0.8	2.0	4.5	3.8	2.9	2.3	2.5	4.2
SOUTH EAST (LONDON METROPOLITAN)	83.2	81.7	84.0	70.2	42.8	47.0	89.2	73.7	83.2	78.1
<i>comprising GLC Inner Area</i>	44.7	48.5	43.2	25.5	13.8	12.2	26.0	56.4	28.1	33.4
<i>GLC Essex</i>	1.0	1.5	1.2	3.1	0.7	3.6	10.6	2.1	5.8	8.8
<i>GLC Herts/Middlesex</i>	11.2	13.0	3.9	9.3	8.9	7.7	0.9	3.9	7.2	6.1
<i>GLC Surrey</i>	4.0	4.3	8.8	6.6	0.9	2.4	0.4	2.7	3.0	1.6
<i>GLC Kent</i>	0.8	1.0	3.1	2.8	1.9	2.0	1.0	1.4	1.7	1.6
<i>Metropolitan Surrey</i>	6.2	4.5	9.2	7.5	3.4	2.0	0.0	0.6	2.2	1.1
<i>Metropolitan Kent</i>	1.3	0.7	3.7	2.9	1.6	1.6	0.9	0.8	3.0	1.0
<i>Metropolitan Essex</i>	1.5	1.2	1.3	2.4	0.0	3.4	846	2.0	28.7	20.7
<i>Metropolitan Herts/Beds</i>	4.1	1.9	1.4	2.4	5.2	8.2	2.2	2.5	1.6	2.3
<i>Metropolitan Sussex</i>	1.0	0.5	7.4	4.3	0.0	0.3	0.0	0.2	0.3	0.3
<i>Metropolitan Bucks/Oxford</i>	3.4	1.9	0.3	1.6	0.9	1.9	0.0	0.5	1.6	0.7
<i>Metropolitan Berks/Hants</i>	3.9	2.8	0.5	1.8	5.2	1.5	0.5	0.3	0.0	0.4
SOUTH EAST (REMAINDER)	5.8	6.3	9.6	11.5	10.8	9.0	3.2	6.0	7.2	8.8
<i>comprising Bedfordshire</i>	0.4	0.2	0.1	0.3	0.0	1.1	0.4	0.2	0.3	0.2
<i>Berkshire</i>	0.4	0.2	0.1	0.2	0.0	0.3	0.0	0.1	0.1	0.1
<i>Essex</i>	0.3	0.4	0.3	0.5	1.0	1.2	1.9	0.9	3.6	3.7
<i>Buckinghamshire</i>	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
<i>Dorset (Poole MB)</i>	0.1	0.1	0.0	0.1	0.9	0.1	0.0	0.1	0.0	0.1
<i>Sussex East</i>	0.4	1.0	4.8	3.8	0.9	1.2	0.4	0.5	0.3	0.5
<i>Hampshire</i>	0.9	1.1	1.4	1.2	0.9	1.2	0.0	1.1	1.4	1.5
<i>Kent</i>	0.6	0.9	0.8	1.3	1.9	0.7	0.0	0.2	0.8	0.4
<i>Oxfordshire</i>	0.7	1.0	0.0	0.5	1.9	1.1	0.4	1.2	0.0	0.4
<i>Isle of Wight</i>	0.0	0.1	0.0	0.2	1.0	0.1	0.0	0.0	0.0	0.2
<i>Southampton/Portsmouth</i>	1.4	0.9	0.9	1.9	0.9	1.4	0.0	1.6	0.8	1.3
<i>Sussex West</i>	0.3	0.4	1.3	1.7	1.5	0.4	0.0	0.1	0.0	0.3
SOUTH WESTERN	3.3	3.1	0.5	3.7	7.0	4.4	0.4	1.9	1.1	2.0
WALES	1.0	0.8	0.6	1.4	1.9	2.3	0.0	0.8	0.3	0.7
WEST MIDLANDS	1.9	1.9	1.3	2.5	5.2	7.4	0.0	3.5	2.2	1.2
NORTH WESTERN	0.5	1.0	0.6	2.1	6.7	3.9	1.4	1.7	0.8	1.5
SCOTLAND	0.1	0.5	0.6	0.9	2.7	1.5	0.5	1.5	0.0	0.4
	100	100	100	100	100	100	100	100	100	100
TOTAL TERMINATING PASSENGERS (000) IN SURVEY PERIOD	2236.2	3930.5	168.2	1942.3	27.8	1259.4	17.7	71.3	19.9	97.5

*i.e. excluding those interlining.

Size Structure of UK

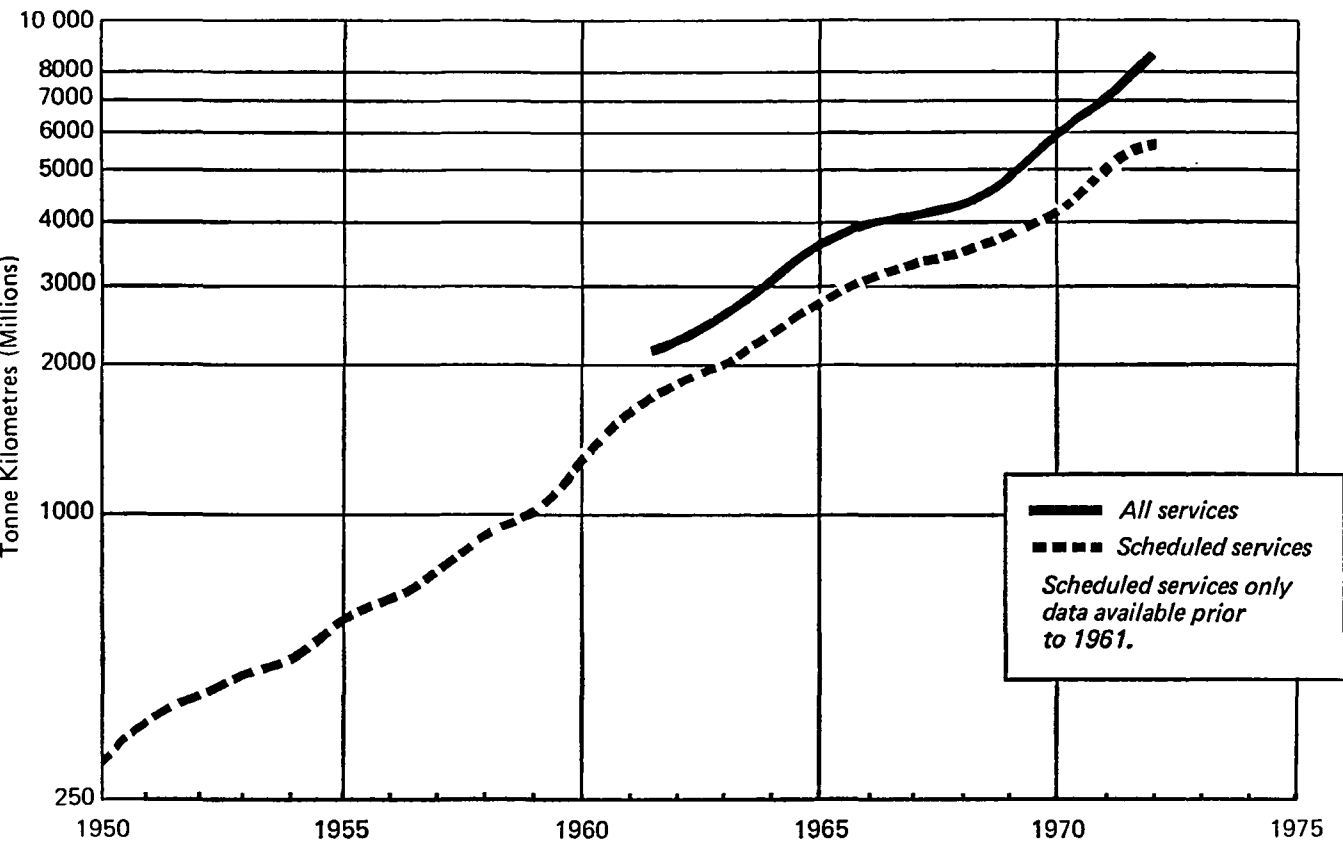
Table 1

Airports and Airlines Year ended 30 June 1973

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	19 358	46.85	100	100.00
Gatwick	5 500	13.31	98	53.15
Luton	3 219	7.79	96	39.84
Manchester	2 504	6.06	93	32.05
Glasgow	2 043	4.94	91	25.99
Belfast	1 257	3.04	89	21.05
Birmingham	1 047	2.53	87	18.01
Edinburgh	823	1.99	84	15.47
Newcastle	575	1.39	82	13.48
Liverpool	535	1.29	80	12.09
East Midlands	468	1.13	78	10.80
Isle of Man	453	1.10	76	9.66
Prestwick	394	0.95	73	8.57
Southend	345	0.84	71	7.61
Southampton	299	0.72	69	6.78
Bristol	290	0.70	67	6.06
Leeds/Bradford	272	0.66	64	5.35
Glamorgan	269	0.65	62	4.70
Stansted	236	0.57	60	4.05
Aberdeen	222	0.54	58	3.47
Tees-side	166	0.40	56	2.94
Ashford	146	0.35	53	2.54
Blackpool	145	0.35	51	2.18
Others (22 reporting airports)	757	1.83	49	1.83
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	4 366	50.15	100	100.00
British Airways—BEA	1 247	14.32	98	49.85
British Caledonian Airways	1 087	12.49	97	35.53
Britannia Airways	298	3.42	95	23.04
Dan-Air Services	296	3.40	93	19.62
Court-Line Aviation	215	2.47	92	16.22
Laker Airways	180	2.07	90	13.75
BEA Airtours	162	1.86	88	11.68
Tradewinds Airways	129	1.48	86	9.82
British Midland Airways	119	1.37	85	8.34
Trans-Meridian Air Cargo	110	1.26	83	6.97
Monarch Airlines	108	1.24	81	5.71
Donaldson International Airways	86	0.99	80	4.47
British Airways—Cambrian Airways	61	0.70	78	3.48
British Airways—Northeast Airlines	60	0.69	76	2.78
International Aviation Services	36	0.41	75	2.09
Invicta International Airlines	32	0.37	73	1.68
British Air Ferries	23	0.26	71	1.31
British Island Airways	21	0.24	69	1.05
Dan-Air/Skyways	15	0.17	68	0.80
British Airways—Channel Islands Airways	15	0.17	66	0.63
Others (38 airlines)	40	0.46	64	0.46

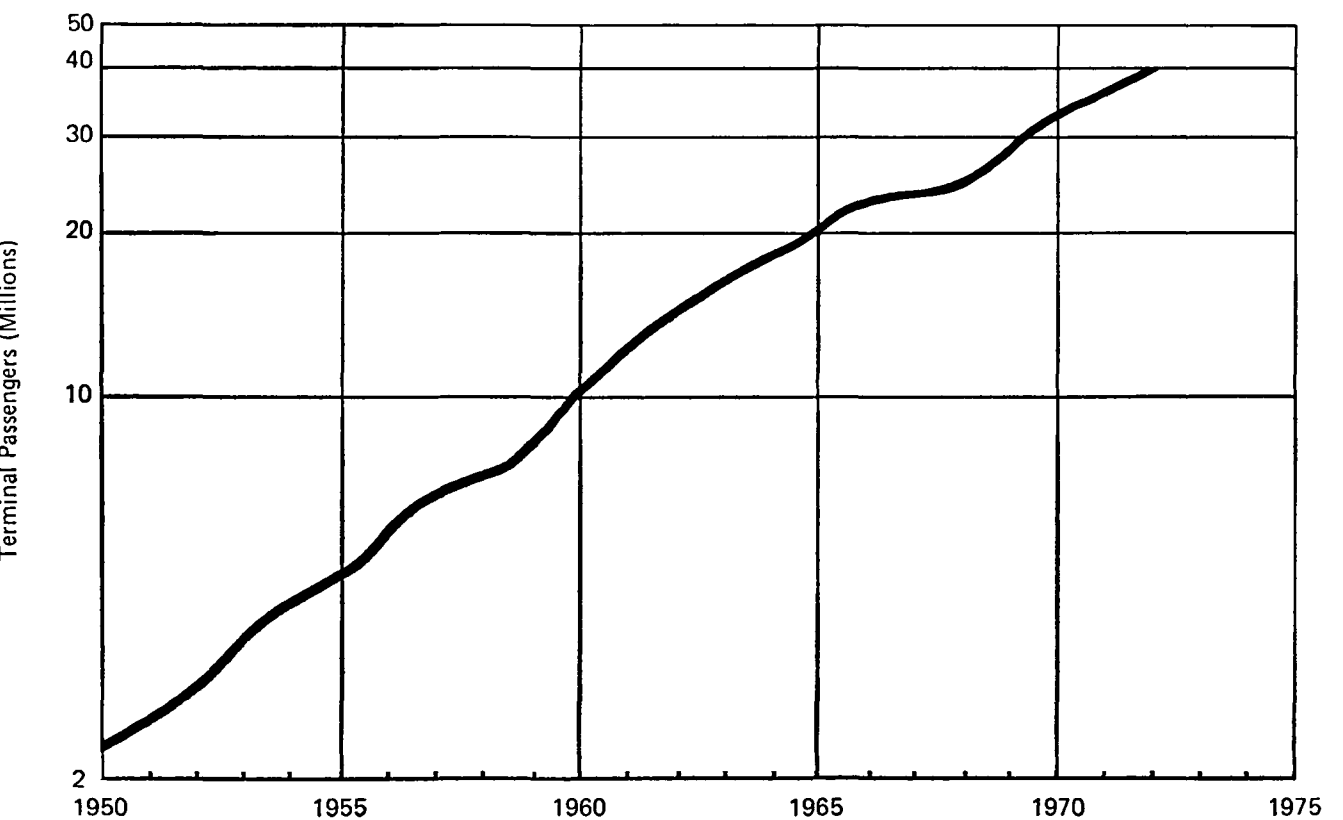
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	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
Year ended						
June 1972	1 651	649	37 028	7 713	5 027	2 686
June 1973	1 854	698	41 320	8 701	5 678	3 023
Mean rates of growth (percentages) to 1972						
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
Latest year's growth (percentages)						
	12.3	7.6	11.6	12.8	13.0	12.5

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
1972	January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
	February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
	March	46.9	2 571	27.2	1 286	7.8	602	10.9	612	1.0	70
	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
1973	January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
	February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
	March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
	April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
	May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
	June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
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
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
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
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3

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
1972 January	25 503	4 560	1 367	709	676	1 493	4 285	1 746	2 195	4 321
February	23 622	4 428	1 339	709	619	1 565	4 198	1 729	2 048	4 135
March	27 608	4 896	1 685	730	880	2 362	4 557	1 981	2 209	5 788
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
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 487	6 762	2 806	3 782	10 658

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
1972 January	1 547	162	59	29	20	27	181	31	91	48
February	1 311	153	55	27	18	29	158	28	75	46
March	1 849	192	77	34	32	48	206	38	96	77
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
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	42	31	33	195	37	88	56
March	1 979	233	102	54	46	47	243	50	106	85
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

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
1972 January	33 620	4 085	451	118	64	1 007	2 168	219	1 778	993
February	34 296	4 497	488	130	64	1 176	2 508	228	1 634	1 317
March	40 374	5 089	700	126	105	1 319	2 653	246	1 791	2 573
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
1973 January	41 020	4 636	734	150	82	1 341	2 960	250	1 859	1 785
February	40 628	4 748	917	174	54	1 432	3 084	226	1 774	2 017
March	45 752	5 849	1 226	284	79	1 635	3 854	288	2 170	3 077
April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
May	44 469	5 099	1 066	201	83	1 382	3 483	287	2 094	2 647
June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258

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
1972 January	367.3	165.8	6.9	44.4	114.6	45.1	2 666.6	1 297.8	48.7
February	354.8	149.4	6.8	47.3	95.3	42.1	2 613.0	1 065.2	40.8
March	427.4	201.4	8.6	58.8	134.0	47.1	3 120.7	1 513.8	48.5
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
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	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

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
1972 January		22.6	11.8	0.2	1.4	10.2	52.2	221.0	123.6	55.9
February		22.0	10.8	0.2	1.4	9.1	49.1	211.7	110.7	52.3
March		24.7	14.1	0.3	1.8	12.0	57.1	237.1	145.7	61.5
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
1973 January		25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February		23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
March		27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
April		32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May		34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June		37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2

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
1972 January		344.8	154.0	6.6	43.0	104.4	44.7	2 445.6	1 174.2	48.0
February		332.9	138.6	6.6	45.8	86.2	41.6	2 401.3	954.6	39.8
March		402.7	187.3	8.3	57.0	122.0	46.5	2 883.6	1 368.0	47.4
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
1973 January		367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February		367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March		451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
April		425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May		462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
June		569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0

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
1972 January	182.1	33.1	..	..	..	..	..	..
February	153.0	30.1	..	..	..	..	..	..
March	195.7	31.4	..	..	..	..	..	..
April	202.4	32.7	..	..	..	..	..	..
May	227.2	34.5	..	..	..	..	..	..
June	270.8	33.0	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4

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
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
April	..	..	..	..	..	..	..	..
May	..	..	..	..	..	..	..	..
June	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 433

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
1972	January	..	..	..	..	..	..	..	..
	February	..	..	..	..	..	..	..	..
	March	..	..	..	..	..	..	..	..
	April	..	..	..	..	..	..	..	..
	May	..	..	..	..	..	..	..	..
	June	..	..	..	..	..	..	..	..
1973	January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
	February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
	March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
	April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
	May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
	June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area ^(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
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

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	112·2	10·4	15·1	9·7	12·8	308·1	7·5	63·2

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 June 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	10 689	7 220	—	568	103	328	35	—	2 434	1	—
+ Heathrow	27 291	24 642	—	150	96	139	434	—	1 758	72	—
+ Luton	6 411	3 155	114	455	141	137	85	1 038	1 263	—	23
+ Southend	6 896	1 533	50	—	—	350	—	3 519	1 420	24	—
+ Stansted	2 541	312	—	46	21	1 048	37	280	679	118	—
TOTAL (London Area)	53 828	36 862	164	1 219	361	2 002	591	4 837	7 554	215	23
Westland Heliport (Battersea)	1 521	403	14	403	8	2	—	—	533	—	158
Other UK Airports											
+ Leeds/Bradford	4 544	857	4	72	82	74	8	2 883	547	—	17
+ Liverpool	6 648	1 367	—	78	45	78	16	3 984	946	22	112
+ Manchester	6 723	4 732	134	232	66	40	199	219	1 050	7	44
+ Birmingham	6 515	2 099	—	75	22	28	16	2 708	1 505	—	62
+ Coventry	3 791	58	10	13	52	414	—	1 860	1 384	—	—
+ East Midlands	5 920	1 117	29	114	69	3 279	66	61	1 117	6	62
+ Newcastle	3 090	1 184	18	19	267	32	8	843	670	—	49
+ Tees-side	3 396	510	398	35	28	272	—	1 499	448	2	204
+ Bristol	3 862	809	2	—	—	6	25	1 310	1 664	—	46
+ Glamorgan	3 760	739	24	86	—	325	—	2 127	445	2	12
Swansea	1 507	30	32	20	31	52	27	1 109	176	—	30
+ Ashford	4 371	565	472	8	97	54	34	1 336	1 741	4	60
+ Blackpool	8 527	558	214	13	54	346	—	6 383	909	6	44
+ Bournemouth	7 267	494	—	44	—	1 408	—	2 818	2 179	65	259
+ Cambridge	3 323	81	—	21	12	8	2	1 222	600	—	1 377
+ Exeter	2 370	321	—	26	157	—	—	890	620	—	356
Gloucester/Cheltenham	5 306	153	—	—	110	708	—	3 352	953	—	30
Hawarden	640	—	—	—	—	44	—	92	440	—	64
Isles of Scilly	588	510	4	—	6	—	—	—	54	—	14
+ Lydd	1 080	2	—	—	1	90	—	872	93	—	22
+ Manston	378	85	—	23	100	32	—	—	138	—	—
+ Norwich	2 299	564	20	212	69	114	51	705	564	—	—
Penzance Heliport	400	396	—	—	—	2	—	—	2	—	—
+ Portsmouth	3 685	317	—	—	10	476	—	2 300	580	—	2
+ Southampton	3 875	1 038	2	57	82	2 046	35	—	603	—	12
+ Edinburgh	5 865	1 488	2	10	328	2 082	3	1 010	885	57	—
+ Glasgow	7 860	4 028	—	145	—	142	54	2 377	838	—	276
+ Prestwick	3 586	1 246	52	38	6	926	18	231	366	2	701
Aberdeen	4 819	730	2	4	859	218	—	2 318	71	8	609
Benbecula	192	92	—	—	74	—	8	2	—	—	16
Inverness	1 642	433	—	24	273	343	—	344	207	—	18
Islay	242	157	—	11	11	—	—	16	29	—	18
+ Kirkwall	888	540	—	29	51	—	18	208	35	—	7
Stornoway	266	192	—	18	20	—	—	1	19	6	10
+ Sumburgh	915	389	—	40	448	20	—	—	4	—	14
Tiree	54	48	—	—	—	—	—	2	—	—	4
Wick	356	225	—	7	31	4	2	29	44	—	14
+ Belfast	7 485	2 209	—	15	84	—	—	1 910	291	—	2 976
+ Isle of Man	3 330	1 573	—	129	10	481	—	984	122	1	30
TOTAL (Incl. London Area)	186 714	69 201	1 597	3 240	3 924	16 148	1 181	52 842	30 426	403	7 752
Channel Islands Airports											
Alderney	1 016	1 016	..	..	..	..	..	..	..	..	..
Guernsey	3 203	3 203	..	..	..	..	..	..	..	..	..
Jersey	6 439	6 439	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	10 658	10 658	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator June 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	7 220	88	2 663	169	691	2 590	1 019
+ Heathrow	24 642	11 218	1 437	11 031	459	227	270
+ Luton	3 155	—	183	—	—	2 848	124
+ Southend	1 533	—	1 264	—	—	213	56
+ Stansted	312	—	4	—	—	73	235
TOTAL (London Area)	36 862	11 306	5 551	11 200	1 150	5 951	1 704
Westland Heliport (Battersea)	403	—	—	—	20	383	—
Other UK Airports							
+ Leeds/Bradford	857	—	661	28	—	156	12
+ Liverpool	1 367	—	1 071	59	6	190	41
+ Manchester	4 732	1 679	455	877	219	1 214	288
+ Birmingham	2 099	958	411	116	26	480	108
+ Coventry	58	—	57	—	—	1	—
+ East Midlands	1 117	—	810	—	—	286	21
+ Newcastle	1 184	4	928	7	3	216	26
+ Tees-side	510	—	356	—	8	133	13
+ Bristol	809	—	404	53	3	325	24
+ Glamorgan	739	—	454	9	6	269	1
Swansea	30	—	16	—	—	14	—
+ Ashford	565	—	551	—	—	14	—
+ Blackpool	558	—	543	—	—	14	1
+ Bournemouth	494	2	439	—	—	45	8
+ Cambridge	81	—	37	—	—	32	12
+ Exeter	321	—	308	—	10	—	3
Gloucester/Cheltenham	153	—	43	—	—	110	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	510	394	116	—	—	—	—
+ Lydd	2	—	—	—	—	2	—
+ Manston	85	—	—	—	—	76	9
+ Norwich	564	—	206	—	—	348	10
Penzance Heliport	396	394	—	—	2	—	—
+ Portsmouth	317	—	278	—	—	39	—
+ Southampton	1 038	137	877	—	—	14	10
+ Edinburgh	1 488	816	555	59	10	29	19
+ Glasgow	4 028	2 017	1 036	409	47	431	88
+ Prestwick	1 246	423	198	371	13	116	125
Aberdeen	730	544	51	—	—	117	18
Benbecula	92	92	—	—	—	—	—
Inverness	433	368	15	—	—	48	2
Islay	157	121	—	—	—	36	—
+ Kirkwall	540	182	—	24	—	332	2
Stornoway	192	140	52	—	—	—	—
+ Sumburgh	389	124	89	—	—	169	7
Tiree	48	48	—	—	—	—	—
Wick	225	208	—	—	—	17	—
+ Belfast	2 209	1 122	972	28	2	15	70
+ Isle of Man	1 573	—	1 567	—	—	6	—
TOTAL (Incl. London Area)	69 201	21 079	19 107	13 240	1 525	11 628	2 622
Channel Islands Airports							
Alderney	1 016	—	944	—	—	72	—
Guernsey	3 203	416	2 563	24	—	200	—
Jersey	6 439	974	4 160	599	4	596	106
TOTAL (Channel Islands Airports)	10 658	1 390	7 667	623	4	868	106

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	April 1973 –June 1973	April 1972 –June 1972	Percentage Change
London Area Airports			
+ Gatwick	6 531	6 421	1·7
+ Heathrow	24 068	22 123	8·8
+ Luton	2 983	2 911	2·5
+ Southend	1 556	1 286	21·0
+ Stansted	282	409	–31·1
TOTAL (London Area)	35 420	33 150	6·8
Westland Heliport (Battersea)	318	263	20·9
Other UK Airports			
+ Leeds/Bradford	783	733	6·8
+ Liverpool	1 319	1 390	–5·1
+ Manchester	4 275	4 054	5·5
+ Birmingham	1 910	1 643	16·3
+ Coventry	76	71	7·0
+ East Midlands	1 049	842	24·6
+ Newcastle	1 090	915	19·1
+ Tees-side	426	291	46·4
+ Bristol	760	729	4·3
+ Glamorgan	672	570	17·9
Swansea	21	20	5·0
+ Ashford	640	728	–12·1
+ Blackpool	429	417	2·9
+ Bournemouth	441	263	67·7
+ Cambridge	81	98	–17·3
+ Exeter	272	..	—
Gloucester/Cheltenham	130	112	16·1
Hawarden	—	—	—
Isles of Scilly	431	326	32·2
+ Lydd	22	1	—
+ Manston	105	73	43·8
+ Norwich	560	..	—
Penzance Heliport	357	321	11·2
+ Portsmouth	290	193	50·3
+ Southampton	1 062	1 057	0·5
+ Edinburgh	1 407	1 254	12·2
+ Glasgow	3 672	3 067	19·7
+ Prestwick	995	1 157	–14·0
Aberdeen	683	511	33·7
Benbecula	99	102	–2·9
Inverness	394	316	24·7
Islay	115	75	53·3
+ Kirkwall	506	461	9·8
Stornoway	174	163	6·7
+ Sumburgh	350	328	6·7
Tiree	57	64	–10·9
Wick	218	211	3·3
+ Belfast	2 176	1 987	9·5
+ Isle of Man	1 188	1 111	6·9
TOTAL (Incl. London Area)	64 973	59 067	10·0
Channel Islands Airports			
Alderney	1 080	989	9·2
Guernsey	3 169	2 681	18·2
Jersey	5 961	4 964	20·1
TOTAL (Channel Islands Airports)	10 210	8 634	18·3

Air Transport Landings Diverted to UK Reporting Airports June 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
Gatwick	33		1Lu 3He	1Lu 1He			1He			1He		1He	1He	1Lu 1He				2He 1St	1St	2He	1He	1Lu	1He		1He 1St	2He 2St 1Gl	2He 1Bi 2Ga	2He 2Bi 1Lu 1Ma	1Lu 1Ma		
Heathrow	18						1Bi 2Ga 2Ma												1Gl		1Lu	1Ga 1Ma									
Luton	48																1Ga				2Em 2Bi 1He	2Em 7Bi	3Bi 2He		1Bi 2Em 1He 1He		2Bi 4Em 6Ma	6Bi		2Bi 3Em 1St	
Stansted	1																														
Leeds/Bradford	4																														
Manchester	2							1He		1Ga																					
East Midlands	2								2Bi																						
Newcastle	1																														1Im
Tees-side	1									1Em																					
Bristol	3																	2Gm									1Gm				
Glamorgan	1									1Bi																					
Swansea	2									1Bo									1Gm												
Southampton	1																														
Edinburgh	9					1Gl 1Ga							1Gl	1Gl							1Ma				1Gl			3Gl	1Ga		1Gl
Glasgow	4							2Ed 1Ma															1In								
Prestwick	2								1Gl															1He							
Aberdeen	1																														
Benbecula	1						1Gl																								
Sumburgh	9							1Ab				1Ab					1Ki				2Ab	1Ki	1Ab				1In 1Ab				
Belfast	1																1Pr														
Isle of Man	4								1Bl								1Bl		1Bl 1Ex												
Other Internal	12									1Em 1Bo 1Ex 1Sh	1Bo							1Bo 2Sh 1Ex										2Bo			1Bl
Overseas	19	1Lu	1He			1Ki		1Ki					1He				1He				1He		3He	1He		1Lu	1He	4He	2He		
All Aerodromes	179	1	5	2		3	7	6	4	9	1	2	3	3		2	3	9	5	5	12	14	7	4	4	12	6	23	16	2	9

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

June 1973

Table 15

Total				Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+Gatwick	580 807	574 603	6 204	3 975	1	123 804	88	5 265	—	82 480	771	241 023	1 588	118 056	3 756
+Heathrow	1 951 827	1 907 877	43 950	869 306	80	74 803	—	874 963	38 690	53 054	250	17 985	—	17 766	4 930
+Luton	339 187	337 714	1 473	—	—	5 502	614	—	—	—	—	322 657	854	9 555	5
+Southend	41 455	41 455	—	—	—	38 437	—	—	—	—	—	1 315	—	1 703	—
+Stansted	22 380	17 699	4 681	—	—	150	—	—	—	—	—	1 152	98	16 397	4 583
TOTAL (London Area)	2 935 656	2 879 348	56 308	873 281	81	242 696	702	880 228	38 690	135 534	1 021	584 132	2 540	163 477	13 274
Westland Heliport (Battersea)	1 113	1 113	—	—	—	—	—	—	—	55	—	1 058	—	—	—
Other UK Airports															
+Leeds/Bradford	29 343	28 821	522	—	—	25 817	514	1 261	—	—	—	1 537	8	206	—
+Liverpool	54 865	53 499	1 366	—	—	39 370	1 364	3 090	—	283	—	10 431	2	325	—
+Manchester	280 351	268 168	12 183	91 415	1 068	11 576	2 758	24 215	4 780	18 425	590	95 243	1 203	27 294	1 784
+Birmingham	115 029	109 804	5 225	40 149	1 093	6 943	2 983	5 762	376	1 902	38	44 928	703	10 120	32
+Coventry	458	458	—	—	—	458	—	—	—	—	—	—	—	—	—
+East Midlands	54 790	53 550	1 240	—	—	27 756	80	—	—	—	—	23 819	1 160	1 975	—
+Newcastle	63 994	60 882	3 112	356	—	39 022	3 112	231	—	263	—	19 302	—	1 708	—
+Tees-side	23 119	22 167	952	—	—	11 744	781	—	—	264	162	9 438	9	721	—
+Bristol	33 417	26 623	6 794	—	—	7 916	3 529	2 108	69	118	1	14 644	3 195	1 837	—
+Glamorgan	29 516	26 636	2 880	—	—	9 115	2 532	170	213	608	—	16 743	135	—	—
Swansea	373	373	—	—	—	310	—	—	—	—	—	63	—	—	—
+Ashford	12 375	12 375	—	—	—	11 962	—	—	—	—	—	413	—	—	—
+Blackpool	19 519	19 479	40	—	—	19 344	40	—	—	—	—	54	—	81	—
+Bournemouth	11 096	10 915	181	—	—	8 192	176	—	—	—	—	1 874	5	849	—
+Cambridge	916	916	—	—	—	512	—	—	—	—	—	115	—	289	—
+Exeter	9 443	8 388	1 055	—	—	7 921	773	—	—	467	282	—	—	—	—
Gloucester/Cheltenham	1 165	1 165	—	—	—	719	—	—	—	—	—	446	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10 352	10 352	—	9 720	—	632	—	—	—	—	—	—	—	—	—
+Lydd	10	10	—	—	—	—	—	—	—	—	—	10	—	—	—
+Manston	378	378	—	—	—	—	—	—	—	—	—	362	—	16	—
+Norwich	7 776	7 516	260	—	—	5 405	247	—	—	—	—	1 859	13	252	—
Penzance Heliport	9 726	9 725	1	9 720	—	—	—	—	—	5	1	—	—	—	—
+Portsmouth	2 258	2 240	18	—	—	2 157	18	—	—	—	—	83	—	—	—
+Southampton	30 534	30 383	151	5 610	80	24 473	65	—	—	—	—	262	—	38	6
+Edinburgh	87 235	85 705	1 530	55 855	1 067	22 701	426	3 099	37	788	—	2 110	—	1 152	—
+Glasgow	202 493	199 639	2 854	102 990	183	37 372	—	14 546	2 599	3 917	—	32 220	—	8 594	72
+Prestwick	68 445	42 783	25 662	14 541	5 316	5 301	981	7 593	9 362	923	47	7 976	4 526	6 449	5 430
Aberdeen	25 843	24 583	1 260	20 901	1 249	961	—	—	—	—	—	2 004	—	717	11
Benbecula	3 035	1 859	1 176	1 859	1 176	—	—	—	—	—	—	—	—	—	—
Inverness	13 572	12 073	1 499	11 755	1 499	19	—	—	—	—	—	139	—	160	—
Islay	1 733	1 724	9	1 363	9	—	—	—	—	—	—	361	—	—	—
+Kirkwall	8 531	7 423	1 108	5 545	894	—	—	192	205	—	—	1 601	9	85	—
Stornoway	4 737	4 336	401	4 290	401	46	—	—	—	—	—	—	—	—	—
+Sumburgh	7 199	7 148	51	4 591	51	221	—	—	—	—	—	2 124	—	212	—
Tiree	340	340	—	340	—	—	—	—	—	—	—	—	—	—	—
Wick	6 712	3 037	3 675	2 967	3 675	—	—	—	—	—	—	70	—	—	—
+Belfast	110 175	110 104	71	67 525	—	34 537	71	808	—	248	—	1 170	—	5 816	—
+Isle of Man	66 513	65 275	1 238	—	—	64 829	1 238	—	—	—	—	446	—	—	—
TOTAL (Incl. London Area)	4 344 135	4 211 313	132 822	1 324 773	17 842	670 027	22 390	943 303	56 331	163 800	2 142	877 037	13 508	232 373	20 609
Channel Islands Airports															
Alderney	6 759	6 759	—	—	—	6 561	—	—	—	—	—	198	—	—	—
Guernsey	54 397	54 397	—	17 559	—	35 198	—	472	—	—	—	1 168	—	—	—
Jersey	166 685	164 488	2 197	46 431	72	101 032	1 978	12 193	7	135	—	1 327	6	3 370	134
TOTAL (Channel Is. Airports)	227 841	225 644	2 197	63 990	72	142 791	1 978	12 665	7	135	—	2 693	6	3 370	134

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	April 1973 —June 1973	April 1972 —June 1972	Percentage change
London Area Airports			
+ Gatwick	490 099	453 460	8.3
+ Heathrow	1 796 545	1 593 719	12.7
+ Luton	310 563	279 759	11.0
+ Southend	43 868	32 355	35.6
+ Stansted	16 436	33 991	-51.6
TOTAL (London Area)	2 658 411	2 393 284	11.1
Westland Heliport (Battersea)	898	657	36.7
Other UK Airports			
+ Leeds/Bradford	25 750	25 072	2.7
+ Liverpool	48 496	48 271	0.5
+ Manchester	230 441	201 446	14.4
+ Birmingham	98 215	78 024	25.9
+ Coventry	1 641	1 857	-11.6
+ East Midlands	47 399	36 882	28.5
+ Newcastle	55 606	50 743	9.6
+ Tees-side	16 391	13 623	20.3
+ Bristol	26 437	23 455	12.7
+ Glamorgan	24 157	21 587	11.9
Swansea	187	209	-10.5
+ Ashford	15 341	18 444	-16.8
+ Blackpool	14 184	14 780	-4.0
+ Bournemouth	10 425	8 796	18.5
+ Cambridge	774	970	-20.2
+ Exeter	7 907	—	—
Gloucester/Cheltenham	928	859	8.0
Hawarden	—	—	—
Isles of Scilly	8 654	7 757	11.6
+ Lydd	289	5	—
+ Manston	411	1 171	-64.9
+ Norwich	6 963	—	—
Penzance Heliport	8 270	7 713	7.2
+ Portsmouth	1 898	1 575	20.5
+ Southampton	29 448	27 658	6.5
+ Edinburgh	78 667	68 810	14.3
+ Glasgow	178 060	147 810	20.5
+ Prestwick	30 009	46 165	-35.0
Aberdeen	21 798	16 893	29.0
Benbecula	1 894	2 064	-3.2
Inverness	11 320	9 612	17.8
Islay	1 535	1 335	15.0
+ Kirkwall	6 337	5 818	8.9
Stornoway	3 837	3 695	3.8
+ Sumburgh	6 043	5 216	15.9
Tiree	383	358	7.0
Wick	2 851	2 710	5.2
+ Belfast	108 676	94 651	14.8
+ Isle of Man	46 993	43 321	8.5
TOTAL (Incl. London Area)	3 837 924	3 433 296	11.8
Channel Islands Airports			
Alderney	6 400	5 560	15.1
Guernsey	46 048	42 013	9.6
Jersey	142 649	133 587	6.8
TOTAL (Channel Islands Airports)	195 097	181 160	7.7

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

London Area Airports	Total April-June 1973	International			Domestic		
		April-June 1973	April-June 1972	Per- centage change	April-June 1973	April-June 1972	Per- centage change
+ Gatwick	490 999	430 065	398 113	8	60 934	55 347	10
+ Heathrow	1 796 545	1 514 105	1 331 945	14	282 440	261 774	8
+ Luton	310 563	304 746	273 287	12	5 817	6 473	-10
+ Southend	43 868	43 561 (a)	32 136 (a)	36	307	219	40
+ Stansted	16 436	16 267	33 857	-52	169	134	26
TOTAL (London Area)	2 658 411	2 308 744	2 069 338	12	349 667	323 947	8
Westland Heliport (Battersea)	898	—	—	—	898	657	37
Other UK Airports							
+ Leeds/Bradford	25 750	4 394	3 856	14	21 356	21 216	1
+ Liverpool	48 496	14 992	12 792	17	33 504	35 479	-6
+ Manchester	230 441	162 115	137 666	18	68 326	63 780	7
+ Birmingham	98 215	67 960	50 356	35	30 255	27 668	9
+ Coventry	1 641	907	1 440	-37	734	417	76
+ East Midlands	47 399	26 488	16 755	58	20 911	20 127	4
+ Newcastle	55 606	23 641	20 185	17	31 965	30 558	5
+ Tees-side	16 391	5 798	4 487	29	10 593	9 136	16
+ Bristol	26 437	20 409	17 124	19	6 028	6 331	-5
+ Glamorgan	24 157	17 208	14 486	19	6 949	7 101	-2
Swansea	187	13	29	-55	174	180	-3
+ Ashford	15 341	15 084	18 412	-18	257	31	—
+ Blackpool	14 184	524	1 822	-71	13 660	12 958	5
+ Bournemouth	10 425	2 490	2 586	-4	7 935	6 210	28
+ Cambridge	774	364	159	129	410	811	-49
+ Exeter	7 907	1 598	—	—	6 309	—	—
Gloucester/Cheltenham	928	—	—	—	928	859	8
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	8 654	—	—	—	8 654	7 757	12
+ Lydd	289	—	—	—	289	5	—
+ Manston	411	411	1 171	—	—	—	—
+ Norwich	6 963	4 342	—	—	2 621	—	—
Penzance Heliport	8 270	—	—	—	8 270	7 713	7
+ Portsmouth	1 898	—	—	—	1 898	1 575	21
+ Southampton	29 448	1 680	1 565	7	27 768	26 093	6
+ Edinburgh	78 667	6 397	4 809	33	72 270	64 001	13
+ Glasgow	178 060	45 071	25 210	79	132 989	122 600	8
+ Prestwick	30 009	26 391	42 981	-39	3 618	3 184	14
Aberdeen	21 798	568	220	158	21 230	16 673	27
Benbecula	1 894	—	—	—	1 894	2 064	-8
Inverness	11 320	27	—	—	11 293	9 612	17
Islay	1 535	—	—	—	1 535	1 335	15
+ Kirkwall	6 337	162	167	-3	6 175	5 650	9
Stornoway	3 837	—	6	—	3 837	3 689	4
+ Sumburgh	6 043	75	44	70	5 968	5 172	15
Tiree	383	—	—	—	383	358	7
Wick	2 851	—	—	—	2 851	2 710	5
+ Belfast	108 676	5 260	4 857	8	103 416	89 794	15
+ Isle of Man	46 993	1 344	1 102	22	45 649	42 219	8
TOTAL (Incl. London Area)	3 837 924	2 764 457	2 453 625	13	1 073 467	979 670	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	April – June 1973			April – June 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	13.9	10.7	3.2	11.5	9.7	1.8	21
London – Vienna	10.7	9.2	1.4	9.3	8.4	0.8	15
Other Routes	3.3	1.5	1.8	2.3	1.2	1.0	45
Belgium	87.2	80.3	6.9	78.2	72.3	5.9	11
London – Brussels	45.9	45.5	0.4	38.4	38.2	0.2	20
Other S.E. England – Belgium	34.4	30.8	3.6	33.4	30.0	3.4	3
Other Routes	6.9	4.0	3.0	6.4	4.1	2.3	8
Denmark	41.8	33.2	8.6	40.3	32.1	8.2	4
London – Copenhagen	32.6	26.9	5.7	33.7	27.2	6.4	–3
Other Routes	9.2	6.3	2.9	6.6	4.9	1.7	39
Finland	8.1	5.2	2.9	6.4	5.1	1.4	27
France	296.5	248.0	48.5	265.1	223.3	41.8	12
London – Nice	15.7	14.7	1.0	13.9	12.9	1.0	13
– Paris	185.1	172.4	12.7	166.3	156.7	9.7	11
– N. France (a)	11.4	10.1	1.3	13.1	10.9	2.2	–13
– Other France	20.3	13.2	7.1	12.8	6.6	6.2	58
Manchester – Paris	7.9	7.3	0.6	5.6	5.5	0.1	42
Other UK – Paris	14.9	10.2	4.7	8.7	5.8	2.9	72
Luton – Other France	8.4	—	8.4	7.7	—	7.7	9
Other S.E. England – France	19.3	19.1	0.2	23.4	22.5	0.9	–18
Other Routes	13.5	1.0	12.5	13.6	2.4	11.1	—
Germany (Fed. Republic)	209.3	145.7	63.6	200.0	139.9	60.1	5
London – Dusseldorf	26.0	25.4	0.6	25.0	24.6	0.4	4
– Frankfurt	47.6	44.6	2.9	47.6	44.4	3.1	—
– Hamburg	20.8	20.6	0.3	18.3	17.9	0.4	13
– Munich	26.9	14.3	12.6	25.7	14.0	11.6	5
– Other Germany	36.6	30.7	5.9	35.4	29.7	5.7	3
Luton – Germany	27.2	—	27.2	26.7	—	26.7	2
Manchester – Germany	10.5	6.1	4.4	10.3	5.7	4.6	2
Other Routes	13.8	4.0	9.7	11.0	3.4	7.5	26
Gibraltar	6.5	6.4	0.1	5.9	5.8	0.1	10
Greece	70.1	27.5	42.5	59.3	21.6	37.7	18
Iceland	3.3	3.1	0.2	3.3	2.8	0.4	—
London – Reykjavik	2.1	2.1	—	2.0	1.9	0.1	3
Glasgow – Reykjavik	1.1	1.0	0.1	1.1	0.9	0.2	–1
Other Routes	0.1	—	0.1	0.1	—	0.1	–35

Table 18 cont.

	April – June 1973			April – June 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	137.6	134.5	3.1	124.3	121.7	2.6	11
London – Cork	10.1	9.8	0.3	8.9	8.5	0.4	14
– Dublin	67.0	66.8	0.2	60.3	60.2	0.1	11
– Shannon	9.1	8.4	0.7	9.1	8.6	0.5	—
Manchester – Dublin	11.6	11.5	0.1	10.7	10.6	0.1	9
Birmingham – Dublin	9.3	9.3	—	8.3	8.3	—	12
Glasgow – Dublin	7.7	7.7	—	6.6	6.6	0.1	15
Liverpool – Dublin	6.1	6.0	0.1	5.1	5.1	—	19
Leeds/Bradford – Dublin	2.8	2.7	—	2.5	2.5	—	10
Edinburgh – Dublin	2.3	2.2	0.1	2.6	2.6	—	–11
Bristol – Dublin	2.1	2.1	—	2.0	2.0	—	5
Other Routes	9.6	8.0	1.6	8.1	6.8	1.3	19
Italy	199.4	76.7	122.7	175.1	70.0	105.2	14
London – Genoa (g)	1.6	—	1.6	1.9	—	1.9	–16
– Milan	38.2	26.0	12.2	33.7	24.2	9.5	13
– Rimini (g)	4.2	—	4.2	5.6	—	5.6	–25
– Rome	37.0	28.3	8.7	32.3	26.8	5.5	15
– Venice	11.9	5.3	6.7	11.0	5.8	5.2	8
– Other Italy	32.6	15.6	17.0	27.9	11.3	16.6	17
Luton – Rimini	8.2	—	8.2	9.9	—	9.9	–17
– Other Italy	45.2	—	45.1	37.0	—	37.0	22
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	10.9	1.3	9.7	7.6	—	7.6	44
Other Routes	9.6	0.2	9.4	8.2	1.9	6.3	17
Luxembourg	4.6	4.3	0.4	3.7	3.2	0.5	26
London – Luxembourg	4.4	4.3	0.1	3.5	3.2	0.3	27
Other Routes	0.2	—	0.2	0.2	—	0.2	—
Netherlands	184.2	148.8	35.4	160.5	124.1	36.4	15
London – Amsterdam	101.3	96.1	5.2	87.5	81.6	5.9	16
– Rotterdam	27.2	21.3	6.0	22.4	18.1	4.3	22
Other S.E. England – Netherlands	14.8	7.0	7.8	10.9	7.6	3.3	36
Manchester – Amsterdam	9.0	8.7	0.3	7.3	7.1	0.2	24
Other Routes	31.8	15.7	16.1	32.4	9.7	22.7	–2
Norway	28.1	18.6	9.4	25.9	17.9	8.0	8
London – Oslo	13.8	11.4	2.4	13.2	10.8	2.4	5
Other Routes	14.2	7.2	7.0	12.7	7.1	5.6	12
Portugal	47.7	22.1	25.6	36.8	19.3	17.5	30
London – Lisbon	20.5	14.4	6.1	15.1	13.2	1.9	35
Other Routes	27.2	7.7	19.5	21.7	6.1	15.6	26
Soviet Union and Eastern Europe (b)	26.9	16.7	10.2	22.7	14.7	8.0	18
London – Moscow	3.8	3.7	0.1	3.3	3.3	—	16
– Prague	2.7	2.7	—	2.5	2.5	—	8
Other Routes	20.4	10.3	10.1	17.0	9.0	8.0	20

Table 18 cont.

	April – June 1973			April – June 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	497.0	77.5	419.5	432.6	77.1	355.5	15
London – Barcelona	16.4	11.9	4.5	13.8	11.0	2.9	19
– Ibiza	14.7	1.9	12.7	15.3	2.0	13.3	–4
– Madrid	26.3	23.1	3.3	22.3	20.9	1.4	18
– Malaga	19.9	11.1	8.8	16.5	8.8	7.7	20
– Palma	62.8	13.2	49.5	62.5	13.7	48.7	—
– Other Spain	56.5	14.9	41.6	43.8	9.0	34.9	29
Luton – Alicante	20.4	—	20.4	16.5	—	16.5	24
– Barcelona	10.0	—	10.0	2.9	—	2.9	248
– Gerona	15.4	—	15.4	21.8	—	21.8	–29
– Ibiza	23.1	—	23.1	16.8	—	16.8	37
– Palma	38.7	—	38.7	38.8	—	38.8	—
– Other Spain	21.0	—	21.0	16.1	—	16.1	31
Other S.E. England – Spain	0.2	—	0.2	0.6	—	0.6	–65
Manchester – Barcelona	2.4	0.1	2.4	3.4	0.1	3.4	–30
– Palma	24.5	0.1	24.4	22.6	0.1	22.4	8
Other N. England – Spain	54.1	1.0	53.2	44.4	11.3	33.1	22
Scotland – Spain	19.8	—	19.8	22.4	0.1	22.4	–12
Other Routes	70.9	0.3	70.6	52.1	0.1	52.0	36
Sweden	27.3	17.8	9.5	23.3	15.4	7.9	17
London – Stockholm	16.2	11.5	4.7	15.7	11.4	4.3	3
Other Routes	11.1	6.3	4.8	7.6	4.0	3.6	46
Switzerland	110.6	73.0	37.6	102.7	67.4	35.3	8
London – Basle	11.4	7.0	4.4	11.7	6.3	5.4	–3
– Geneva	34.0	28.7	5.3	29.7	26.4	3.3	14
– Zurich	43.5	33.3	10.2	39.5	31.1	8.4	10
Luton – Switzerland	13.6	—	13.6	14.8	—	14.8	–8
Other Routes	8.1	4.0	4.1	7.0	3.5	3.5	16
Yugoslavia	37.5	8.5	29.0	25.5	5.2	20.4	47
London – Dubrovnic	6.0	0.9	5.1	4.9	0.1	4.8	22
– Ljubljana	1.4	1.2	0.2	0.8	0.2	0.6	77
Luton – Yugoslavia	9.0	—	9.0	6.1	—	6.1	48
Other Routes	21.1	6.4	14.7	13.7	4.9	8.8	54
Other Europe	55.6	41.6	14.0	43.3	30.5	12.8	28
WESTERN HEMISPHERE							
Canada	112.0	67.4	44.6	97.9	65.5	32.4	14
London – Montreal	15.0	13.5	1.5	15.1	13.6	1.4	—
– Toronto	46.8	24.6	22.2	39.9	26.6	13.2	18
– Other Canada	27.1	14.3	12.8	22.4	11.3	11.1	21
Other UK – Montreal	2.2	2.1	0.2	3.4	3.3	0.1	–35
– Toronto	18.0	10.9	7.0	13.9	9.1	4.7	30
Other Routes	2.8	1.9	0.9	3.3	1.5	1.9	–17

Table 18 cont.

	April – June 1973			April – June 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	308.6	251.8	56.8	297.2	237.9	59.3	4
London – New York	119.9	100.9	19.0	115.1	99.7	15.4	4
– Other East Coast U.S.A.	82.0	71.8	10.2	79.6	66.3	13.2	3
– Chicago and Detroit	36.4	30.1	6.3	33.7	28.3	5.4	8
– West Coast U.S.A.	48.0	38.3	9.7	44.9	30.6	14.3	7
– Other U.S.A.	6.6	0.9	5.7	6.0	2.7	3.3	10
Other UK – New York	12.6	9.6	3.0	10.7	9.3	1.5	17
Other Routes	3.3	0.3	3.0	7.1	0.9	6.2	–54
West Atlantic and Caribbean Islands	19.0	17.6	1.4	15.0	14.1	0.9	26
Central and South America	7.8	7.7	0.1	5.5	5.3	0.2	42
REST OF THE WORLD							
Canary Islands	17.3	3.0	14.2	17.4	2.5	14.8	–1
North Africa (c)	25.8	5.7	20.0	22.1	4.3	17.8	17
East Africa (d)	10.4	8.1	2.2	9.8	8.1	1.7	6
Central Africa (e)	5.4	5.4	—	5.0	4.9	0.1	8
West Africa (d)	7.5	7.3	0.3	6.3	6.2	0.1	20
South Africa	12.8	12.6	0.1	12.3	12.1	0.3	3
Middle East (f)	58.1	55.3	2.9	47.0	45.3	1.6	24
India	9.9	9.1	0.8	7.5	5.2	2.3	32
Pakistan	4.7	3.6	1.1	4.2	2.9	1.4	10
Far East	35.4	25.0	10.4	29.7	18.3	11.3	19
Australia and New Zealand	16.2	16.0	0.2	11.3	10.9	0.4	43
Other Routes n.e.i.	6.9	5.0	1.9	5.0	3.8	1.3	37
ALL ROUTES	2 750.9	1 700.8	1 050.0	2 439.7	1 526.3	913.4	13

London includes Heathrow, Gatwick and Stansted.

S.E. England includes Ashford, London, Luton, Lydd 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		April 1973 –June 1973 (000)	April 1972 –June 1972 (000)	Percentage change
London (a)	Aberdeen	10.1	7.3	38
	Belfast	50.1	43.7	15
	Birmingham	3.4	4.0	-15
	Channel Islands	50.1	48.3	4
	Edinburgh	56.2	52.6	7
	Glasgow (b)	76.7	69.3	11
	Isle of Man	3.4	2.8	21
	Leeds/Bradford	10.2	11.0	-7
	Liverpool	10.2	11.8	-14
	Manchester	33.8	31.8	6
	Newcastle	23.5	23.0	2
	Tees-side	8.4	7.9	6
	Other airports	7.5	3.6	—
Belfast	Birmingham	6.6	5.3	25
	East Midlands	2.7	2.8	-4
	Edinburgh	1.8	1.6	13
	Glasgow (b)	12.2	11.1	10
	Isle of Man	4.7	4.0	18
	Leeds/Bradford	3.5	2.9	21
	Liverpool	3.4	3.1	10
	Manchester	10.8	9.5	14
	Newcastle	2.1	1.8	17
	Other airports	5.4	4.1	—
Channel Islands	Bournemouth	6.2	4.6	35
	Birmingham	9.2	8.7	6
	Bristol/Glamorgan	6.9	7.1	-3
	East Midlands	11.7	11.8	-1
	Glasgow (b)	1.2	1.2	—
	Leeds/Bradford	3.5	3.4	3
	Liverpool	4.1	4.3	-5
	Manchester	5.7	6.1	-7
	Newcastle	1.5	1.3	15
	Southampton	24.3	22.5	8
	Other airports	12.9	7.9	—
Edinburgh	Birmingham	2.9	2.0	45
	Glasgow (b)	0.9	1.1	-18
	Manchester	3.6	2.8	29
	Other airports	6.9	3.9	—
Glasgow (b)	Birmingham	6.8	6.4	6
	East Midlands	3.9	4.1	-5
	Isle of Man	2.7	2.2	23
	Leeds/Bradford	1.7	1.9	-11
	Liverpool	3.2	3.0	7
	Manchester	5.8	5.8	—
	Southampton	2.5	2.6	-4
	Other Scottish airports	17.0	16.4	4
	Other airports	3.2	1.8	—
Isle of Man	Blackpool	11.3	10.9	4
	Liverpool	11.9	11.9	—
	Manchester	5.9	5.7	4
	Newcastle	0.6	0.7	-14
Penzance	Other airports	5.0	4.0	—
	Isles of Scilly	8.7	7.7	13
Other Routes		16.8	16.1	4
Total		605.3	553.2	—

- (a) Heathrow, Gatwick and Stansted
 (b) 'Glasgow' includes Prestwick and Abbotsinch
 Traffic counted in either direction

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

Cargo by Type and Nationality of Operator June 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	2 650.1	—	—	594.2	827.6	14.0	3.5	—	—	429.8	732.6	29.0	19.4	
+ Heathrow	39 123.0	7 246.4	8 112.9	155.8	570.6	10 763.5	11 476.0	229.4	60.3	132.0	110.6	136.0	129.5	
+ Luton	176.7	—	—	0.1	0.1	—	—	—	—	47.3	80.4	21.8	27.0	
+ Southend	2 267.0	—	—	1 207.0	1 039.0	—	—	—	—	3.0	16.0	1.0	1.0	
+ Stansted	795.6	—	—	—	—	—	—	—	—	185.3	590.5	9.6	10.2	
TOTAL (London Area)	45 012.4	7 246.4	8 112.9	1 957.1	2 437.3	10 777.5	11 479.5	229.4	60.3	797.4	1 530.1	197.4	187.1	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	66.8	—	—	26.3	26.4	7.5	6.2	—	—	—	0.4	—	—	
+ Liverpool	1 324.1	—	—	133.6	737.8	119.2	39.8	—	—	1.2	5.3	39.0	248.2	
+ Manchester	3 523.1	769.1	656.2	22.0	22.0	827.2	1 169.6	17.1	—	—	12.1	27.8	—	
+ Birmingham	268.8	85.5	59.6	9.7	2.1	56.6	52.4	—	—	—	2.9	—	—	
+ Coventry	156.2	—	—	80.1	68.6	—	—	—	—	7.5	—	—	—	
+ East Midlands	580.7	—	—	164.0	206.5	—	—	—	—	62.6	103.6	44.0	—	
+ Newcastle	135.7	—	—	53.6	77.6	—	—	—	—	—	4.5	—	—	
+ Tees-side	23.5	—	—	15.4	7.9	—	—	—	—	0.2	—	—	—	
+ Bristol	78.2	—	—	16.2	9.3	31.4	21.3	—	—	—	—	—	—	
+ Glamorgan	24.0	—	—	3.3	12.9	—	—	—	—	—	7.8	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Ashford	390.3	—	—	127.5	262.8	—	—	—	—	—	—	—	—	
+ Blackpool	57.3	—	—	6.3	46.4	—	—	—	—	—	4.6	—	—	
+ Bournemouth	216.4	—	—	123.1	54.8	—	—	—	—	34.3	—	—	4.2	
+ Cambridge	40.0	—	—	0.8	—	—	—	—	—	—	—	17.4	21.8	
+ Exeter	29.1	—	—	3.0	11.6	—	—	—	—	—	—	14.5	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	9.9	8.3	1.6	—	—	—	—	—	—	—	—	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Manston	346.6	—	—	—	—	—	—	—	—	132.5	179.8	19.7	14.6	
+ Norwich	34.6	—	—	19.6	7.4	—	—	—	—	3.5	4.1	—	—	
Penzance Heliport	9.9	1.6	8.3	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	7.6	—	—	0.2	3.2	—	—	—	—	0.3	3.9	—	—	
+ Southampton	71.0	0.5	2.2	17.8	49.0	—	—	—	—	—	—	—	1.5	
+ Edinburgh	192.8	79.1	54.3	23.6	29.9	1.9	3.8	—	—	—	—	—	0.2	
+ Glasgow	2 038.5	681.9	679.0	87.6	80.3	191.6	310.5	0.1	—	—	0.2	1.1	6.2	
+ Prestwick	1 153.5	449.2	188.9	8.3	2.5	225.7	181.0	3.0	4.3	25.1	45.2	9.3	11.0	
Aberdeen	92.4	36.1	41.5	1.6	1.3	—	—	—	—	3.9	8.0	—	—	
Benbecula	17.0	13.0	4.0	—	—	—	—	—	—	—	—	—	—	
Inverness	35.7	8.3	27.4	—	—	—	—	—	—	—	—	—	—	
Islay	2.6	1.9	0.7	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	36.7	22.9	10.0	—	—	—	—	—	—	0.4	3.4	—	—	
Stornoway	41.7	14.8	7.3	19.5	0.1	—	—	—	—	—	—	—	—	
+ Sumburgh	42.5	18.8	9.3	0.1	0.1	—	—	—	—	11.0	3.2	—	—	
Tiree	2.0	1.5	0.5	—	—	—	—	—	—	—	—	—	—	
Wick	6.9	4.0	2.4	—	—	—	—	—	—	—	0.5	—	—	
+ Belfast	1 432.7	323.0	269.5	688.2	132.2	9.6	3.7	—	—	—	—	—	6.5	
+ Isle of Man	365.7	—	—	272.8	92.9	—	—	—	—	—	—	—	—	
TOTAL (Incl London Area)	57 866.9	9 765.9	10 135.6	3 881.3	4 382.9	12 248.2	13 267.8	249.6	64.6	1 079.9	1 919.6	370.2	501.3	
Channel Islands Airports														
Alderney	25.9	—	—	16.1	3.3	—	—	—	—	4.7	1.8	—	—	
Guernsey	913.5	91.4	36.1	206.3	304.9	—	—	—	—	56.5	218.3	—	—	
Jersey	1 318.8	278.8	352.6	360.4	68.7	8.7	1.0	—	—	137.4	110.1	—	1.1	
TOTAL (Channel Islands Airports)	2 258.2	370.2	388.7	582.8	376.9	8.7	1.0	—	—	198.6	330.2	—	1.1	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	April 1973 –June 1973	April 1972 –June 1972	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+ Gatwick	3 069·2	3 232·4	–5·0
+ Heathrow	37 461·3	31 451·4	19·1
+ Luton	140·4	289·1	–51·4
+ Southend	2 140·3	2 583·4	–17·2
+ Stansted	752·8	842·2	–10·6
TOTAL (London Area)	43 564·0	38 398·5	13·5
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	76·1	83·4	–8·8
+ Liverpool	1 380·3	1 307·6	5·6
+ Manchester	3 442·4	3 423·1	0·6
+ Birmingham	285·1	399·5	–28·6
+ Coventry	184·9	140·5	31·6
+ East Midlands	571·0	235·3	142·7
+ Newcastle	151·1	153·0	–1·2
+ Tees-side	23·3	62·8	–62·9
+ Bristol	75·5	67·1	12·5
+ Glamorgan	18·2	15·7	15·9
Swansea	—	—	—
+ Ashford	367·8	339·2	8·4
+ Blackpool	64·4	58·7	9·7
+ Bournemouth	207·2	85·8	141·5
+ Cambridge	88·3	58·0	52·2
+ Exeter	20·0	· ·	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	11·4	10·2	11·8
+ Lydd	9·4	—	—
+ Manston	339·7	328·5	3·4
+ Norwich	36·6	· ·	—
Penzance Heliport	11·4	10·2	11·8
+ Portsmouth	5·9	3·3	78·8
+ Southampton	91·1	140·6	–35·2
+ Edinburgh	306·1	272·8	12·2
+ Glasgow	1 844·1	1 173·4	57·2
+ Prestwick	1 217·4	1 376·9	–11·6
Aberdeen	87·1	74·6	16·8
Benbecula	19·2	16·8	14·3
Inverness	38·7	38·8	–0·3
Islay	6·8	17·0	–60·0
+ Kirkwall	34·6	37·4	–7·5
Stornoway	41·5	39·7	4·5
+ Sumburgh	39·7	41·1	–3·4
Tiree	2·1	1·1	90·9
Wick	8·0	6·6	21·2
+ Belfast	1 567·6	1 815·1	–13·6
+ Isle of Man	363·1	337·5	7·6
TOTAL (Incl. London Area)	56 601·1	50 569·8	11·9
Channel Islands Airports			
Alderney	27·0	23·4	15·4
Guernsey	954·5	801·0	19·2
Jersey	1 461·2	1 155·3	26·5
TOTAL (Channel Islands Airports)	2 442·7	1 979·7	23·4

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

Table 22.1

All Scheduled Services June 1973

Passenger Services	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km used			Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
					Seat-km available (000)	(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
British Airways – BOAC	15 092	4 699	20 593	266 278	3 054 134	1 689 718	55.3	6 978	399 211	203 265	8 418	42 943	151 904	50.9
British Airways – BEA	8 821	11 942	17 068	797 084	968 862	593 649	61.3	4 795	100 987	58 014	1 089	4 807	52 118	57.4
British Airways Helicopters	23	394	131	9 370	655	558	85.2	12	48	44	—	1	43	91.7
British Airways Regional Division—														
Channel Islands Airways	736	2 049	2 281	91 317	60 206	32 169	53.4	275	5 501	2 883	16	96	2 771	52.4
Scottish Airways	441	1 705	1 551	52 304	28 464	17 659	62.0	214	2 489	1 562	12	51	1 499	62.8
Cambrian Airways	501	1 982	1 583	75 374	35 731	21 824	61.1	1 027	3 392	1 976	4	230	1 742	58.3
Northeast Airlines	421	993	1 143	57 157	38 374	25 006	65.2	157	3 442	2 137	—	66	2 071	62.1
British Caledonian Airways	3 282	2 985	5 406	123 021	390 965	170 958	43.7	1 267	45 225	18 625	262	3 301	15 062	41.2
Air Anglia	79	230	205	5 758	3 528	2 247	63.7	11	317	207	—	3	204	65.3
Alidair	29	51	74	253	1 267	271	21.4	2	157	25	—	2	23	15.9
Aurigny Air Services	108	1 942	639	16 116	1 269	936	73.8	47	114	78	—	3	75	68.4
British Air Ferries	235	1 213	1 024	30 299	10 430	5 396	51.7	2 475	1 632	995	—	504	491	61.0
BIA	404	2 030	1 581	62 327	18 085	12 205	67.5	595	1 837	1 171	6	124	1 041	63.7
British Midland Airways	652	1 649	1 770	60 570	49 125	25 300	51.5	147	3 920	2 036	—	70	1 966	51.9
Brymon Aviation	37	229	174	1 241	333	205	61.6	—	28	16	—	—	16	57.1
Dan-Air/Skyways	379	1 492	1 331	31 377	18 068	8 657	47.9	—	1 475	707	—	—	707	47.9
Intra Airways	46	249	217	4 679	1 644	803	48.8	—	132	52	—	—	52	39.4
J F Airlines	60	353	283	2 082	749	442	59.0	6	62	34	—	1	33	54.8
Loganair	39	343	190	1 145	307	127	41.4	—	28	12	—	—	12	42.9
TOTAL Passenger Services	31 385	36 530	57 244	1 687 752	4 682 196	2 608 130	55.7	18 008	569 997	293 839	9 807	52 202	231 830	51.6
CARGO SERVICES														
British Airways – BOAC	900	190	1 240					2 101	28 286	16 861	32	16 829		59.6
British Airways – BEA	269	491	684					7 393	5 359	2 684	141	2 543		50.1
British Caledonian Airways	69	23	91					179	2 324	1 265	—	1 265		54.4
Air-Bridge Carriers	31	72	114					359	305	156	—	156		51.1
Air Freight	44	204	195					374	150	81	—	81		54.0
BIA	61	104	295					200	172	112	5	107		65.1
Intra Airways	2	9	8					11	5	2	—	2		40.0
TOTAL Cargo Services	1 376	1 093	2 627					10 617	36 601	21 161	178	20 983		57.8
GRAND TOTAL	32 761	37 623	59 871	1 687 752	4 682 196	2 608 130	55.7	28 625	606 598	315 000	9 985	73 185	231 830	51.9

International Scheduled Services June 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percentage of available (000)	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				As percentage of available
Passenger Services														
British Airways – BOAC	15 092	4 699	20 593	266 278	3 054 134	1 689 718	55.3	6 978	399 211	203 265	8 418	42 943	151 904	50.9
British Airways – BEA	7747	9 617	14 613	606 169	845 944	505 461	59.8	4 190	87 922	50 045	1 015	4 354	44 676	56.9
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	219	501	561	20 104	20 628	8 964	43.5	105	1 915	832	1	58	773	43.4
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	158	394	391	13 773	13 113	6 907	52.7	54	1 140	574	—	23	551	50.4
Northeast Airlines	113	197	278	9 903	10 324	5 913	57.3	38	891	512	—	22	490	57.5
British Caledonian Airways	2 684	1 828	4 107	67 763	339 510	142 811	42.1	889	40 271	16 105	256	3 110	12 739	40.0
Air Anglia	26	102	68	3 019	1 197	777	64.9	9	107	73	—	2	71	68.2
Alidair	29	51	74	253	1 267	271	21.4	2	157	25	—	2	23	15.9
Aurigny Air Services	11	149	64	696	85	50	58.8	—	8	4	—	—	4	50.0
British Air Ferries	208	1 093	914	29 923	9 971	5 297	53.1	2 169	1 442	911	—	429	482	63.2
BIA	47	176	177	5 632	2 342	1 391	59.4	10	215	122	—	3	119	56.7
British Midland Airways	160	322	383	6 301	12 051	3 575	29.7	40	964	305	—	27	278	31.6
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dan-Air/Skyways	188	568	637	14 508	8 888	4 124	46.4	—	726	337	—	—	337	46.4
Intra Airways	19	172	100	3 513	676	401	59.3	—	53	26	—	—	26	49.1
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	26 701	19 869	42 960	1 047 835	4 320 130	2 375 660	55.0	14 484	535 022	273 136	9 690	50 973	212 473	51.1
Cargo Services														
British Airways – BOAC	900	190	1 240					2 101	28 286	16 861	32	16 829		59.6
British Airways – BEA	167	231	402					4 548	3 464	1 794	43	1 751		51.8
British Caledonian Airways	69	23	91					179	2 324	1 265	—	1 265		54.4
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—
Air Freight	44	204	195					374	150	81	—	81		54.0
BIA	61	104	295					200	172	112	5	107		65.1
Intra Airways	—	—	—					—	—	—	—	—		—
TOTAL Cargo Services	1 241	752	2 223					7 402	34 396	20 113	80	20 033		58.5
GRAND TOTAL	27 942	20 621	45 183	1 047 835	4 320 130	2 375 660	55.0	21 886	569 418	293 249	9 770	71 006	212 473	51.5

Domestic Scheduled Services June 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
										Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services													
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	1 074	2 325	2 455	190 915	122 918	88 188	605	13 065	7 969	74	453	7 442	61·0
British Airways Helicopters	23	394	131	9 370	655	558	12	48	44	—	1	43	91·7
British Airways Regional Division—													
Channel Islands Airways	517	1 548	1 720	71 213	39 578	23 206	170	3 586	2 051	15	38	1 998	57·2
Scottish Airways	441	1 705	1 551	52 304	28 464	17 659	214	2 489	1 562	12	51	1 499	62·8
Cambrian Airways	343	1 588	1 192	61 601	22 618	14 916	972	2 252	1 402	4	207	1 191	62·3
Northeast Airlines	308	796	865	47 254	28 050	19 093	118	2 551	1 626	—	45	1 581	63·7
British Caledonian Airways	598	1 157	1 299	55 258	51 455	28 147	378	4 954	2 520	6	191	2 323	50·9
Air Anglia	53	128	137	2 739	2 331	1 470	1	210	134	—	1	133	63·8
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	97	1 793	575	15 420	1 184	886	47	106	74	—	3	71	69·8
British Air Ferries	27	120	110	376	459	100	306	190	84	—	75	9	44·2
BIA	357	1 854	1 404	56 695	15 743	10 814	585	1 622	1 049	6	121	922	64·7
British Midland Airways	491	1 327	1 387	54 269	37 074	21 724	106	2 956	1 731	—	43	1 688	58·6
Brymon Aviation	37	229	174	1 241	333	205	—	28	16	—	—	16	57·1
Dan-Air/Skyways	191	924	694	16 869	9 180	4 533	—	749	370	—	—	370	49·4
Intra Airways	27	77	117	1 166	968	402	—	79	26	—	—	26	32·9
J F Airlines	60	353	283	2 082	749	442	6	62	34	—	1	33	54·8
Loganair	39	343	190	1 145	307	127	—	28	12	—	—	12	42·9
TOTAL Passenger Services	4 683	16 661	14 284	639 917	362 066	232 470	3 520	34 975	20 704	117	1 230	19 357	59·2
Cargo Services													
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	102	260	282	—	—	—	2 845	1 895	890	98	792	—	47·0
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	31	72	114	—	—	—	359	305	156	—	156	—	51·1
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	2	9	8	—	—	—	11	5	2	—	2	—	40·0
TOTAL Cargo Services	135	341	404	—	—	—	3 215	2 205	1 048	98	950	—	47·5
GRAND TOTAL	4 818	17 002	14 688	639 917	362 066	232 470	6 735	37 180	21 752	215	2 180	19 357	58·5

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 June 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	2 596	710	3 394	48 676
British Airways – BEA	950	1 204	1 885	11 079
British Airways Helicopters	122	1 152	545	226
British Airways Regional Division—				
Channel Islands Airways	44	50	89	387
Cambrian Airways	475	697	948	3 445
Northeast Airlines	267	209	423	2 742
BEA Airtours	1 299	788	1 941	19 842
British Caledonian Airways	2 603	1 473	3 988	45 764
Air Anglia	37	110	141	123
Air-Bridge Carriers	5	7	16	46
Air Freight	6	14	28	19
Air London	28	101	116	16
Alidair	122	308	326	772
Beecham Imperial	15	32	37	10
Britannia Airways	2 445	1 780	3 639	27 084
British Air Ferries	6	8	25	39
BIA	59	173	223	268
British Midland Airways	487	335	753	6 480
Brymon Aviation	—	2	1	—
Court-Line Aviation	1 960	1 547	3 237	27 814
Dan-Air Services	3 593	2 178	5 547	35 409
Dan-Air/Skyways	15	47	53	58
Directair	10	25	44	11
Donaldson International Airways	290	99	404	4 909
Eagle Flying Services	20	47	72	9
Eastern Seaboard	4	12	18	3
Fairflight Charters	61	150	315	72
Haywards Aviation	5	22	23	4
Humber Airways	8	48	47	4
International Aviation Services	278	107	608	4 664
Intra Airways	9	73	48	26
Invicta International Airlines	189	148	374	2 945
Island Air Charter	1	7	6	1
Laker Airways	1 685	772	2 284	25 262
Loganair	71	740	321	44
MAM Aviation	21	28	43	17
Macedonian Aviation	12	27	52	37
McAlpine Aviation	303	775	736	182
Merlot International Aviation	56	90	99	39
Monarch Airlines	872	593	1 572	12 516
Northair Airlines	40	68	134	19
Northern Executive Aviation	13	69	68	12
Peters Aviation	41	123	207	57
Silver City Airways	72	47	134	1 299
Thurston Aviation	30	129	141	27
Trader Airways	4	19	21	2
Tradewinds Airways	356	103	651	8 398
Trans-Meridian Air Cargo	303	119	612	8 256
Vernair Transport	15	43	47	8
TOTAL	21 903	17 408	36 436	299 122

International Non-scheduled Services June 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	2 596	710	3 394	48 676
British Airways – BEA	860	950	1 628	9 921
British Airways Helicopters	—	—	—	—
British Airways Regional Divisions—				
Channel Islands Airways	43	48	86	380
Cambrian Airways	438	469	801	3 245
Northeast Airlines	265	202	416	2 729
BEA Airtours	1 299	788	1 941	19 842
British Caledonian Airways	2 603	1 473	3 988	45 764
Air Anglia	16	41	62	52
Air-Bridge Carriers	4	4	11	31
Air Freight	5	11	24	16
Air London	12	34	56	6
Alidair	107	259	286	679
Beecham Imperial	—	—	—	—
Britannia Airways	2 445	1 780	3 639	27 084
British Air Ferries	6	8	25	39
BIA	58	169	219	264
British Midland Airways	485	329	746	6 467
Brymon Aviation	—	—	—	—
Court-Line Aviation	1 958	1 543	3 233	27 799
Dan-Air Services	3 593	2 178	5 547	35 409
Dan-Air/Skyways	14	46	52	57
Directair	9	16	36	9
Donaldson International Airways	290	99	404	4 909
Eagle Flying Services	12	21	35	6
Eastern Seaboard	3	8	14	2
Fairflight Charters	56	134	291	68
Haywards Aviation	4	15	15	3
Humber Airways	1	5	5	1
International Aviation Services	278	107	608	4 664
Intra Airways	5	28	25	15
Invicta International Airlines	188	147	372	2 930
Island Air Charter	—	—	—	—
Laker Airways	1 685	772	2 284	25 262
Loganair	—	—	—	—
MAM Aviation	21	28	43	17
Macedonian Aviation	12	24	48	35
McAlpine Aviation	148	241	317	91
Merlot International Aviation	50	82	89	35
Monarch Airlines	872	593	1 572	12 516
Northair Airlines	—	—	—	—
Northern Executive Aviation	1	4	7	1
Peters Aviation	18	45	96	22
Silver City Airways	72	47	134	1 299
Thurston Aviation	12	37	54	11
Trader Airways	3	13	15	1
Tradewinds Airways	356	103	651	8 398
Trans-Meridian Air Cargo	303	119	612	8 256
Vernair Transport	3	4	8	1
TOTAL	21 209	13 734	33 889	297 012

Domestic Non-scheduled Services June 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	90	254	257	1 158
British Airways Helicopters	122	1 152	545	226
British Airways Regional Division—				
Channel Islands Airways	1	2	3	7
Cambrian Airways	37	228	147	200
Northeast Airlines	2	7	7	13
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	21	69	79	71
Air-Bridge Carriers	1	3	5	15
Air Freight	1	3	4	3
Air London	16	67	60	10
Alidair	15	49	40	93
Beecham Imperial	15	32	37	10
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
BIA	1	4	4	4
British Midland Airways	2	6	7	13
Brymon Aviation	—	2	1	—
Court-Line Aviation	2	4	4	15
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	—	1	1	1
Directair	2	9	8	2
Donaldson International Airways	—	—	—	—
Eagle Flying Services	8	26	37	3
Eastern Seaboard	1	4	4	—
Fairflight Charters	5	16	24	4
Haywards Aviation	2	7	8	2
Humber Airways	7	43	42	4
International Aviation Services	—	—	—	—
Intra Airways	3	45	23	11
Invicta International Airlines	1	1	2	15
Island Air Charter	1	7	6	1
Laker Airways	—	—	—	—
Loganair	71	740	321	44
MAM Aviation	—	—	—	—
Macedonian Aviation	1	3	4	3
McAlpine Aviation	155	534	419	91
Merlot International Aviation	6	8	10	4
Monarch Airlines	—	—	—	—
Northair Airlines	40	68	134	19
Northern Executive Aviation	12	65	61	11
Peters Aviation	22	78	111	35
Silver City Airways	—	—	—	—
Thurston Aviation	18	92	87	16
Trader Airways	1	6	6	—
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	12	39	39	7
TOTAL	694	3 674	2 547	2 111

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 June 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	87	66	159	1 584	9 986	15 156	13 105	86.5
British Airways – BEA	442	374	755	4 671	33 607	52 724	42 296	80.2
British Airways Regional Division—								
Channel Islands Airways	39	37	72	355	2 239	4 097	2 506	61.2
Cambrian Airways	406	424	726	3 022	19 860	34 516	26 385	76.4
Northeast Airlines	247	170	371	2 592	16 220	30 227	23 578	78.0
BEA Airtours	902	531	1 335	14 466	70 750	159 359	118 237	74.2
British Caledonian Airways	1 463	1 091	2 414	15 685	90 403	169 454	130 235	76.9
Air Anglia	1	4	5	3	138	37	36	97.3
Alidair	38	40	92	244	2 074	2 996	2 133	71.2
Britannia Airways	2 348	1 660	3 472	26 031	172 944	305 247	248 799	81.5
British Midland Airways	112	89	208	1 114	7 322	13 372	9 657	72.2
Court-Line Aviation	1 862	1 412	3 049	26 739	183 371	318 332	245 665	77.2
Dan-Air Services	2 791	1 811	4 427	26 563	153 026	332 997	236 134	70.9
Dan-Air/Skyways	12	39	43	48	1 413	585	453	77.4
Donaldson International Airways	19	9	27	320	1 357	3 524	2 756	78.2
Invicta International Airlines	103	94	212	1 357	10 545	15 074	11 898	78.9
Laker Airways	684	378	1 042	6 377	28 455	74 598	50 847	68.2
Monarch Airlines	696	528	1 208	10 361	71 636	115 090	98 461	85.6
TOTAL	12 252	8 757	19 617	141 532	875 346	1 647 385	1 263 181	76.7

Note: There were no domestic IT Charters in June 1973.

Table 25 covers all operations performed under Class 2 Licences

Advance Booking Charters June 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	743	155	962	14 099	16 525	113 950	91 769	80.5
British Caledonian Airways	179	46	243	4 622	4 716	33 676	29 720	88.3
Dan-Air Services	226	68	302	3 392	6 737	42 742	41 240	96.5
Laker Airways	285	61	351	9 557	12 062	98 421	70 814	72.0
TOTAL	1 433	330	1 858	31 670	40 040	288 789	233 543	80.9

Note: There were no US originating passengers in June, 1973.

All Other Separate Fare Charters June 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	1 204	305	1 547	23 551	19 154	203 544	157 209	77.2
British Airways – BEA	35	30	50	272	832	2 004	963	48.1
British Airways Regional Division—								
Channel Islands Airways	4	8	12	20	244	236	100	42.4
Cambrian Airways	26	184	110	133	3 838	1 448	572	39.5
Northeast Airlines	6	11	17	41	783	483	424	87.8
BEA Airtours	194	193	345	1 958	14 859	21 664	14 514	67.0
British Caledonian Airways	298	111	414	7 073	11 133	52 801	46 616	88.3
Air Anglia	2	4	6	8	170	90	72	80.0
Alidair	7	18	19	44	1 207	538	463	86.1
Britannia Airways	21	13	31	236	1 331	2 764	2 174	78.7
British Midland Airways	9	15	28	55	786	687	473	68.9
Court-Line Aviation	76	109	151	819	9 855	9 789	7 142	73.0
Dan-Air Services	231	72	230	2 763	4 939	34 811	21 378	61.4
Dan-Air/Skyways	2	8	10	10	278	119	88	73.9
Donaldson International Airways	96	24	129	1 644	2 262	18 116	15 390	85.9
Fairflight Charters	5	18	25	7	—	—	—	—
Intra Airways	4	52	26	12	1 547	153	143	93.5
Invicta International Airlines	12	15	26	162	1 903	1 804	1 627	90.2
Laker Airways	46	7	62	1 473	779	16 002	5 129	32.1
Loganair	26	430	99	18	1 401	196	52	26.5
Monarch Airlines	28	12	60	347	410	3 658	1 185	32.4
TOTAL	2 332	1 639	3 397	40 646	77 711	370 907	275 714	74.3

International Other Separate Fare Charters June 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	1 204	305	1 547	23 551	19 154	203 544	157 209	77.2
British Airways – BEA	35	29	49	270	768	1 991	952	47.8
British Airways Regional Division—								
Channel Islands Airways	4	8	12	20	244	236	100	42.4
Cambrian Airways	1	2	3	5	138	64	61	95.3
Northeast Airlines	6	11	17	41	783	483	424	87.8
BEA Airtours	194	193	345	1 958	14 859	21 664	14 514	67.0
British Caledonian Airways	298	111	414	7 073	11 133	52 801	46 616	88.3
Air Anglia	2	4	6	8	170	90	72	80.0
Alidair	5	11	13	29	683	356	287	80.6
Britannia Airways	21	13	31	236	1 331	2 764	2 174	78.7
British Midland Airways	7	10	22	44	429	554	347	62.6
Court-Line Aviation	76	109	151	819	9 855	9 789	7 142	73.0
Dan-Air Services	231	72	230	2 763	4 939	34 811	21 378	61.4
Dan-Air/Skyways	2	7	9	9	268	108	86	79.6
Donaldson International Airways	96	24	129	1 644	2 262	18 116	15 390	85.0
Fairflight Charters	5	18	25	7	—	—	—	—
Intra Airways	3	17	14	8	506	102	101	99.0
Invicta International Airlines	12	15	26	162	1 903	1 804	1 627	90.2
Laker Airways	46	7	62	1 473	779	16 002	5 129	32.1
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	28	12	60	347	410	3 658	1 185	32.4
TOTAL	2 276	978	3 165	40 467	70 614	368 937	274 794	74.5

Domestic Other Separate Fare Charters June 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 (000)	As percentage of available
British Airways – BOAC	—	—	—	—	—	—	—	—
British Airways – BEA	—	1	1	2	64	13	11	84.6
British Airways Regional Division—								
Channel Islands Airways	—	—	—	—	—	—	—	—
Cambrian Airways	25	182	107	128	3 700	1 384	511	36.9
Northeast Airlines	—	—	—	—	—	—	—	—
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Air Anglia	—	—	—	—	—	—	—	—
Alidair	2	7	6	15	524	182	175	96.2
Britannia Airways	—	—	—	—	—	—	—	—
British Midland Airways	2	5	6	11	357	133	126	94.7
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	—	1	1	1	10	11	2	18.2
Donaldson International Airways	—	—	—	—	—	—	—	—
Fairflight Charters	—	—	—	—	—	—	—	—
Intra Airways	1	35	12	4	1 041	51	42	82.4
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	26	430	99	18	1 401	196	52	26.5
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	56	661	232	179	7 097	1 970	919	46.6

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 June 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	562	184	726	9 442
British Airways – BEA	473	800	1 080	6 136
British Airways Helicopters	122	1 152	545	226
British Airways Regional Division—				
Channel Islands Airways	2	5	5	12
Cambrian Airways	44	89	112	290
Northeast Airlines	13	28	35	109
BEA Airtours	203	64	261	3 418
British Caledonian Airways	662	225	917	18 385
Air Anglia	34	102	130	112
Air-Bridge Carriers	5	7	16	46
Air Freight	6	14	28	19
Air London	28	101	116	16
Alidair	76	250	215	484
Beecham Imperial	15	32	37	10
Britannia Airways	75	107	136	817
British Air Ferries	6	8	25	39
BIA	59	173	223	268
British Midland Airways	366	231	517	5 311
Brymon Aviation	—	2	1	—
Court-Line Aviation	21	26	37	256
Dan-Air Services	345	227	588	2 691
Directair	10	25	44	11
Donaldson International Airways	176	66	248	2 946
Eagle Flying Services	20	47	72	9
Eastern Seaboard	4	12	18	3
Fairflight Charters	55	132	290	65
Haywards Aviation	5	22	23	4
Humber Airways	8	48	47	4
International Aviation Services	278	107	608	4 664
Intra Airways	5	21	22	14
Invicta International Airlines	73	39	136	1 426
Island Air Charter	1	7	6	1
Laker Airways	669	326	829	7 855
Loganair	45	310	222	27
Macedonian Aviation	12	27	52	37
MAM Aviation	21	28	43	17
McAlpine Aviation	303	775	736	182
Merlot International Aviation	56	90	99	39
Monarch Airlines	148	53	304	1 808
Northair Aviation	40	68	134	19
Northern Executive Aviation	13	69	68	12
Peters Aviation	41	123	207	57
Silver City Airways	72	47	134	1 299
Thurston Aviation	30	129	141	27
Trader Airways	4	19	21	2
Tradewinds Airways	356	103	651	8 398
Trans-Meridian Air Cargo	303	119	612	8 256
Vernair Transport	15	43	47	8
TOTAL	5 880	6 682	11 564	85 277

International Exempt Services and Sub-charters Table 27.2

June 1973

	Aircraft—km (000)	Stage flights	Aircraft hours	Tonne—km available (000)
British Airways – BOAC	562	184	726	9 442
British Airways – BEA	383	547	824	4 980
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	1	3	2	5
Cambrian Airways	31	43	72	218
Northeast Airlines	11	21	28	96
BEA Airtours	203	64	261	3 418
British Caledonian Airways	662	225	917	18 385
Air Anglia	13	33	51	41
Air-Bridge Carriers	4	4	11	31
Air Freight	5	11	24	16
Air London	12	34	56	6
Alidair	64	208	181	406
Beecham Imperial	—	—	—	—
Britannia Airways	75	107	136	817
British Air Ferries	6	8	25	39
BIA	58	169	219	264
British Midland Airways	365	230	516	5 309
Brymon Aviation	—	—	—	—
Court-Line Aviation	20	22	33	241
Dan-Air Services	345	227	588	2 691
Directair	9	16	36	9
Donaldson International Airways	176	66	248	2 946
Eagle Flying Services	12	21	35	6
Eastern Seaboard	3	8	14	2
Fairflight Charters	51	116	266	60
Haywards Aviation	4	15	15	3
Humber Airways	1	5	5	1
International Aviation Services	278	107	608	4 664
Intra Airways	3	11	11	7
Invicta International Airlines	72	38	134	1 411
Island Air Charter	—	—	—	—
Laker Airways	669	326	829	7 855
Loganair	—	—	—	—
Macedonian Aviation	12	24	48	35
MAM Aviation	21	28	43	17
McAlpine Aviation	148	241	317	91
Marlot International Aviation	50	82	89	35
Monarch Airlines	148	53	304	1 808
Northair Aviation	—	—	—	—
Northern Executive Aviation	1	4	7	1
Peters Aviation	18	45	96	22
Silver City Airways	72	47	134	1 299
Thurston Aviation	12	37	54	11
Trader Airways	3	13	15	1
Tradewinds Airways	356	103	651	8 398
Trans-Meridian Air Cargo	303	119	612	8 256
Vernair Transport	3	4	8	1
TOTAL	5 245	3 669	9 249	83 344

Domestic Exempt Services and Sub-charters June 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	90	253	256	1 156
British Airways Helicopters	122	1 152	545	226
British Airways Regional Division—				
Channel Islands Airways	1	2	3	7
Cambrian Airways	12	46	40	72
Northeast Airlines	2	7	7	13
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	21	69	79	71
Air-Bridge Carriers	1	3	5	15
Air Freight	1	3	4	3
Air London	16	67	60	10
Alidair	12	42	34	79
Beecham Imperial	15	32	37	10
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
BIA	1	4	4	4
British Midland Airways	—	1	1	2
Brymon Aviation	—	2	1	—
Court-Line Aviation	2	4	4	15
Dan-Air Services	—	—	—	—
Directair	2	9	8	2
Donaldson International Airways	—	—	—	—
Eagle Flying Services	8	26	37	3
Eastern Seaboard	1	4	4	—
Fairflight Charters	5	16	24	4
Haywards Aviation	2	7	8	2
Humber Airways	7	43	42	4
International Aviation Services	—	—	—	—
Intra Airways	2	10	11	7
Invicta International Airlines	1	1	2	15
Island Air Charter	1	7	6	1
Laker Airways	—	—	—	—
Loganair	45	310	222	27
Macedonian Aviation	1	3	4	3
MAM Aviation	—	—	—	—
McAlpine Aviation	155	534	419	91
Merlot International Aviation	6	8	10	4
Monarch Airlines	—	—	—	—
Northair Aviation	40	68	134	19
Northern Executive Aviation	12	65	61	11
Peters Aviation	22	78	111	35
Silver City Airways	—	—	—	—
Thurston Aviation	18	92	87	16
Trader Airways	1	6	6	—
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	12	39	39	7
TOTAL	637	3 013	2 315	1 934

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines

June 1973

Table 28.1

	Aircraft in service End of May 1973	Aircraft in service End of June 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger kms (000)
Boeing 747	13	13	1 089	—	6 206	—	4 978	134 025	855 515
BAC VC10	13	13	1 086	—	4 921	—	4 036	44 563	219 182
BAC VC10 Super	16	16	1 592	—	6 730	—	4 387	60 241	425 093
Boeing 707 120/120B/138B	2	2	156	—	483	—	2 938	9 510	28 354
Boeing 707 320C/336C/321	27	27	1 610	463	7 439	1 750	3 877	99 336	519 531
Boeing 707 420/436	18	18	1 303	—	5 041	—	3 092	133 762	455 170
Comet 4	15	15	1 014	—	2 609	—	2 113	89 802	142 384
Comet 4B/C	5	5	288	—	562	—	1 365	22 342	25 734
Boeing 720B	3	3	392	—	911	—	3 694	56 392	84 632
Boeing 727 100	3	3	385	—	886	—	3 592	37 536	57 262
Lockheed 1011 Tristar	2	2	253	—	561	—	4 263	76 036	105 294
Trident 1C	20	20	2 998	—	3 775	—	2 296	221 116	131 612
Trident 1E	4	4	669	—	905	—	2 752	50 877	41 801
Trident 2E	15	15	1 222	2	3 097	2	2 511	74 286	136 979
Trident 3B	26	26	3 702	—	6 146	—	2 873	307 049	268 766
DC10	2	2	86	—	406	—	2 467	15 966	77 479
BAC 1-11 200	7	7	1 307	—	1 500	—	2 606	53 509	31 523
BAC 1-11 300/400	14	14	2 012	—	3 983	—	3 460	112 835	147 490
BAC 1-11 500	42	43	7 843	10	10 815	10	3 121	483 861	404 233
Boeing 737 200	11	11	1 773	7	3 624	15	4 022	185 257	258 211
HS 125	9	12	394	149	438	126	606	1 172	771
Argosy	2	2	—	79	—	130	788	—	—
Britannia 300	8	8	187	121	587	681	1 927	17 408	21 172
Canadair CL44	11	12	—	222	—	1 264	1 281	—	—
Vanguard 952/953	8	8	528	117	805	239	1 588	40 425	28 486
Merchantman	10	10	—	1 011	—	1 719	2 091	—	—
Viscount 700	1	2	200	—	121	—	734	4 899	776
Viscount 700D/800/810	46	47	7 248	233	7 376	234	1 967	285 758	98 045
Fokker Friendship	2	2	270	—	235	—	1 427	6 937	2 623
Herald 100/200	8	8	2 005	133	1 597	143	2 646	66 814	13 766
HS 748	7	7	1 537	—	1 384	—	2 405	33 068	8 745
Skyvan	3	3	352	26	260	30	1 175	2 911	403
Carvair	7	7	1 059	4	938	20	1 810	23 710	4 484
Heron	7	5	208	34	303	77	949	1 652	363
Trislander	4	4	1 255	—	506	—	1 756	12 673	919
Aztec	7	7	289	79	259	68	562	565	175
Beagle 206S	6	6	80	—	146	—	361	338	204
Beechcraft 18	2	2	11	12	14	18	193	31	9
Beechcraft Baron B55	2	2	39	—	54	—	409	47	27
Beechcraft 65/80 Queen Air	2	1	43	—	47	—	569	133	69
Beechcraft 90 King Air	—	1	8	—	18	—	1 095	14	15
Cessna 310/320/340	—	1	3	—	5	—	77	4	1
DC3	13	13	404	407	398	614	949	8 415	1 696
Dove	7	7	176	59	266	74	591	1 037	337
Islander	17	17	2 306	27	1 134	35	894	9 985	922
Piper PA 30/31	6	6	134	—	180	—	365	401	237
Bell 206	1	1	165	—	55	—	668	70	29
S61 N	7	7	1 332	—	604	—	1 048	15 146	1 124
Bell 212	1	1	49	—	17	—	204	206	6
TOTAL	462	468	51 062	3 195	88 347	7 249	2 467	2 802 120	4 601 649

Aircraft Type and Utilisation—Individual Airlines **Table 28.2** June 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger kms (000)
	End of May 1973	End of June 1973	Passenger	Cargo	Passenger	Cargo			
British Airways—BOAC									
Boeing 747	13	13	1 089	—	6 206	—	4 978	134 025	855 515
BAC VC10	11	11	948	—	4 354	—	4 128	39 709	200 134
BAC VC10 Super	16	16	1 592	—	6 730	—	4 387	60 241	425 093
Boeing 707 336C	11	11	548	331	2 713	1 256	3 763	26 323	179 888
Boeing 707 436	11	11	803	—	3 663	—	3 473	61 686	315 366
TOTAL	62	62	4 980	331	23 666	1 256	4 192	321 984	1 975 996
British Airways—BEA									
Trident 1C	20	20	2 998	—	3 775	—	2 296	221 116	131 612
Trident 2E	15	15	1 222	2	3 097	2	2 511	74 286	136 979
Trident 3B	26	26	3 702	—	6 146	—	2 873	307 049	268 766
BAC 1-11 500	17	18	4 131	10	4 249	10	2 876	221 828	95 560
Vanguard 953	5	5	419	78	567	103	1 628	27 977	14 962
Merchantman	9	9	—	964	—	1 585	2 143	—	—
TOTAL	92	93	12 472	1 054	17 834	1 700	2 555	852 256	647 879
British Airways Helicopters									
Bell 206	1	1	165	—	55	—	668	70	29
S61 N	7	7	1 332	—	604	—	1 048	15 146	1 124
Bell 212	1	1	49	—	17	—	204	206	6
TOTAL	9	9	1 546	—	676	—	913	15 422	1 159
British Airways Regional Division									
Channel Islands Airways									
Trident 1E	1	1	164	—	193	—	2 347	6 765	4 718
Viscount 800	11	11	1 644	—	1 887	—	2 084	70 704	23 982
TOTAL	12	12	1 808	—	2 080	—	2 106	77 469	28 700
Scottish Airways									
Viscount 800	7	7	1 357	—	1 269	—	2 205	46 825	15 523
Skyvan	2	2	287	—	212	—	1 288	2 799	377
Heron	2	—	—	—	—	—	—	—	—
TOTAL	11	9	1 644	—	1 481	—	2 000	49 624	15 900
Cambrian Airways									
BAC 1-11 400 Series	4	4	854	—	1 105	—	3 358	41 155	35 779
Viscount 700 Series	1	2	200	—	121	—	734	4 899	776
Viscount 800	8	8	1 420	201	1 150	163	1 997	56 715	14 050
TOTAL	13	14	2 474	201	2 376	163	2 205	102 769	50 605
Northeast Airlines									
Trident 1E	3	3	505	—	712	—	2 887	44 112	37 083
Viscount 800	6	6	693	—	848	—	1 719	31 705	12 629
TOTAL	9	9	1 198	—	1 560	—	2 106	75 817	49 712
BEA Airtours									
Comet 4B	5	5	288	—	562	—	1 365	22 342	25 734
Boeing 707 436	7	7	500	—	1 378	—	2 394	72 076	139 804
TOTAL	12	12	788	—	1 940	—	1 964	94 418	165 538

Table 28.2 cont.

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of May 1973	End of June 1973	Passenger	Cargo	Passenger	Cargo			
British Caledonian Airways									
BAC VC10	2	2	138	—	567	—	3 449	4 854	19 048
Boeing 707 300 Series	10	10	641	85	3 450	314	4 577	45 567	238 633
BAC 1-11 200	7	7	1 307	—	1 500	—	2 606	53 509	31 523
BAC 1-11 500	14	14	2 322	—	3 678	—	3 194	134 266	149 382
TOTAL	33	33	4 408	85	9 195	314	3 504	238 196	438 586
Air Anglia									
Fokker Friendship	2	2	270	—	235	—	1 427	6 937	2 623
DC3	2	2	66	4	92	16	657	1 431	454
TOTAL	4	4	336	4	327	16	1 040	8 368	3 077
Air-Bridge Carriers									
Argosy	2	2	—	79	—	130	788	—	—
Air Freight									
DC3	4	4	—	218	—	223	675	—	—
Air London									
Aztec	2	2	64	—	57	—	332	71	44
Beagle 206S	1	1	12	—	12	—	139	21	12
Piper PA30	2	2	25	—	47	—	274	27	16
TOTAL	5	5	101	—	116	—	270	119	72
Alidair									
Viscount 800 Series	3	3	331	28	337	62	1 617	12 712	5 040
Aurigny Air Services									
Trislander	3	3	1 124	—	404	—	1 913	11 719	722
Islander	3	3	818	—	235	—	1 033	4 397	214
TOTAL	6	6	1 942	—	639	—	1 456	16 116	936
Beecham-Imperial									
HS 125	—	2	29	—	33	—	230	98	54
Cessna 340	—	1	3	—	5	—	77	4	1
TOTAL	—	3	32	—	38	—	183	102	55
Britannia Airways									
Boeing 737 200	11	11	1 773	7	3 624	15	4 022	185 257	258 210
British Air Ferries									
Viscount 800	1	1	158	—	91	—	1 106	6 801	1 029
Carvair	7	7	1 059	4	938	20	1 810	23 710	4 484
TOTAL	8	8	1 217	4	1 029	20	1 716	30 511	5 513
BIA									
Herald 200 Series	8	8	2 005	133	1 597	143	2 646	66 814	13 766
DC3	3	3	—	165	—	357	1 445	—	—
TOTAL	11	11	2 005	298	1 597	500	2 318	66 814	13 766
British Midland Airways									
Boeing 707 321	2	2	218	—	486	—	2 957	6 817	10 736
BAC 1-11 500	1	1	96	—	210	—	2 555	7 829	9 686
Viscount 800	10	11	1 645	4	1 794	9	1 993	60 296	25 792
TOTAL	13	14	1 959	4	2 490	9	2 172	74 942	46 214
Brymon Aviation									
Islander	2	2	230	1	175	1	1 106	1 247	206

Table 28.2 cont.

	Aircraft in service End of May 1973	Aircraft in service End of June 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
Court-Line Aviation									
Lockheed 1011 Tristar	2	2	253	—	561	—	4 263	76 036	105 294
BAC 1-11 500	10	10	1 294	—	2 678	—	3 551	119 938	149 605
TOTAL	12	12	1 547	—	3 239	—	3 657	195 974	254 899
Dan-Air Services									
Boeing 707 321 Series	2	2	151	—	567	—	3 449	14 767	67 518
Comet 4	15	15	1 014	—	2 609	—	2 113	89 802	142 384
Boeing 727 100 Series	3	3	385	—	886	—	3 592	37 536	57 262
BAC 1-11 300/400	5	5	628	—	1 485	—	3 614	37 017	56 156
TOTAL	25	25	2 178	—	5 547	—	2 697	179 122	323 320
Dan-Air/Skyways									
HS 748	7	7	1 537	—	1 384	—	2 405	33 068	8 745
Directair									
Piper PA 31	1	1	25	—	44	—	573	114	37
Donaldson International Airways									
Boeing 707 321	2	2	52	47	223	180	2 449	5 862	22 755
Eagle Flying Services									
Beechcraft Baron B55	2	2	39	—	54	—	409	47	27
Beechcraft 65/80 Queen Air	1	—	—	—	—	—	—	—	—
Beechcraft 90 King Air	—	1	8	—	18	—	1 095	14	15
TOTAL	3	3	47	—	72	—	485	61	42
Eastern Seaboard									
Beechcraft 18	1	1	—	12	—	18	219	—	—
Fairflight Charter									
Heron	1	1	35	25	70	55	1 518	420	16
Dove	4	4	60	30	150	40	577	360	174
TOTAL	5	5	95	55	220	95	767	780	190
Haywards Aviation									
Dove	1	1	19	3	18	5	288	175	46
Humber Airways									
Islander	2	2	48	—	47	—	285	166	40
International Aviation Services									
Britannia 300 Series	4	4	—	107	—	608	1 847	—	—
Intra Airways									
DC3	3	3	311	20	254	18	1 128	6 550	1 027
Invicta International Airlines									
Vanguard 952	3	3	109	39	238	136	1 515	12 448	13 524
Island Air Charter									
Islander	1	1	4	3	4	2	310	36	6
J F Airlines									
Heron	1	1	59	—	48	—	672	466	96
Trislander	1	1	131	—	102	—	1 329	954	198
Islander	1	1	163	—	133	—	1 617	662	149
TOTAL	3	3	353	—	283	—	1 226	2 082	443

Table 28.2 cont.

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
	End of May 1973	End of June 1973	Passenger	Cargo	Passenger	Cargo			
Laker Airways									
Boeing 707 138B	2	2	156	—	483	—	2 938	9 510	28 354
DC10	2	2	86	—	406	—	2 467	15 966	77 479
BAC 1-11 300	5	5	530	—	1 393	—	3 387	34 663	55 555
TOTAL	9	9	772	—	2 282	—	3 084	60 139	161 388
Loganair									
Skyvan	1	1	65	26	48	30	949	112	26
Beechcraft 18	1	1	11	—	14	—	168	31	9
Islander	6	6	980	1	481	1	975	3 147	238
TOTAL	8	8	1 056	27	543	31	872	3 290	273
MAM Aviation									
HS 125	—	1	28	—	43	—	978	89	52
Macedonian Aviation									
DC3	1	1	27	—	52	—	631	434	215
McAlpine Aviation									
HS 125	8	7	247	149	263	126	675	827	567
Aztec	4	4	180	76	158	62	668	368	103
Dove	2	2	97	26	98	29	770	502	118
TOTAL	14	13	524	251	519	217	686	1 697	788
Merlot International Aviation									
HS 125	1	2	90	—	99	—	602	158	98
Monarch Airlines									
Boeing 720B	3	3	392	—	911	—	3 694	56 392	84 632
Britannia 300 Series	4	4	187	14	587	73	2 008	17 408	21 172
TOTAL	7	7	579	14	1 498	73	2 730	73 800	105 804
Northair Aviation									
Beagle 206S	5	5	68	—	134	—	420	317	192
Northern Executive Aviation									
Islander	1	1	50	19	44	24	883	254	52
Peters Aviation									
Heron	3	3	114	9	185	22	840	766	251
Silver City Airways									
Merchantman	1	1	—	47	—	134	1 628	—	—
Thurston Aviation									
Aztec	1	1	45	3	44	6	606	126	28
Islander	1	1	13	3	15	7	266	76	17
Piper PA 31	2	2	65	—	68	—	412	226	175
TOTAL	4	4	123	6	127	13	423	428	220
Trader Airways									
Piper PA 31	1	1	19	—	21	—	256	34	9
Tradewinds Airways									
Canadair CL 44	5	5	—	103	—	651	1 584	—	—
Trans-Meridian Air Cargo									
Canadair CL 44	6	7	—	119	—	613	1 062	—	—
Vernair Transport									
Beechcraft 65/80 Queen Air	1	1	43	—	47	—	569	133	69
GRAND TOTAL	462	468	51 062	3 195	88 347	7 249	2 467	2 802 120	4 601 649

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

Table 29.1

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance booking charters	Other		
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	606 600				606 600	
Class B		139 554		4 521	144 075	
Class C		1 977		11 341	13 318	
Class D				555	555	
Class E Types I and VI				24 228	24 228	
Class 2			31 670		31 670	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						85 277
TOTAL	606 600	141 531	31 670	40 645	820 446	85 277

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

Table 29.2

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance booking charters	Other		
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	315 003				315 003	
Class B		105 241		2 929	108 170	
Class C		1 406		6 671	8 077	
Class D				458	458	
Class E Types I and VI				14 160	14 160	
Class 2			21 046		21 046	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	315 003	106 647	21 046	24 218	466 914	..

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 transiting 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.

Seat-km available	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.
Seat-km used	a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the distance measured in kilometres.
Passenger load factor	is an expression of seat-km used as a percentage of seat-km available.
Tonne-km available	a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.
Tonne-km used	a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.
Overall load factor	is an expression of tonne-km used as a percentage of tonne-km available.
Cargo	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).
Mail	covers only that handled by postal administrations and includes troop mail.
Separate Fare Charters	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
Advance Booking Charters	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.)
Inclusive Tours	are separate fare charters where the cost to the passenger includes the cost of accommodation.
Single Entity Charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Sub-charters	are charters to other British or foreign operators.
Fifth Freedom Charters	are those between foreign territories.
Licence	means an air transport licence granted under Section 22 of the Civil Aviation Act, 1971.

Classes of Licence

Class A	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	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.
C	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.
D	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.
E	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:—
Type I	Group Charter flights of the same nature as those licensed under Class D but for flights not restricted to places named in the licence.
Type II	Fifth Freedom Charters, i.e. flights between foreign territories.
Type III	Charters to other airlines (British).
Type IV	Charters to other airlines (Foreign).
Type V	Cargo charters for more than one consignor.
Type VI	Passenger charters for the carriage of more than one affinity group.
Type VII	Miscellaneous charter flights.
Class 2	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.
Exempt Services	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.