

Mr. W.N. Turner
Rm. 6/4.

Civil Aviation Authority



CAA Monthly Statistics
January 1974

up to and including October 1973

ENQUIRIES

Statistics

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

Airport and Air
Passenger Statistics : Civil Aviation Authority
Room 209
Shell Mex House
Strand
London WC2R 0DP
Tel. 01 836 1207 Ext. 408

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

Distribution

Enquiries concerning orders and subscriptions should be addressed to:—

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

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CA. 2	<i>Air passengers</i>	"
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CA. 4	<i>Airline operations</i>	"
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Civil Aviation Authority

CAA Monthly Statistics

JANUARY 1974

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

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

Symbols and Abbreviations The following are used throughout:

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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Civil Aviation Statistics—October 1973

Activity at UK Airports

During October there were just over 61 000 air transport movements at UK airports, almost 10 000 less than in September, but a growth of 6.6 per cent over October 1972. For the three month period August–October the monthly average showed a 5 per cent growth over last year's corresponding period. Comparing the monthly averages for these two periods, airports in the London area had an aggregate growth of only 1.2 per cent. Heathrow and Southend showed a growth of 2.8 per cent and 17.4 per cent respectively, although Luton again recorded a decline of 8.8 per cent. The aggregate growth elsewhere in the UK comparing the October figures for 1972 and 1973 was 14.7 per cent, but taking the monthly averages over the August–October periods for the two years a 9.8 per cent growth was indicated. Glasgow, Birmingham and East Midlands recorded the greatest increases in the monthly average movements (497, 324 and 275 additional movements respectively) with corresponding growths of 13.7 per cent, 18.0 per cent and 29.6 per cent respectively. Coventry, however, recorded a decline of 85.9 per cent on 1972. Scheduled service movements at UK airports increased by 6 per cent between these two three month periods and UK operators increased their share by 1.7 percentage points to 74.7 per cent. Charter flight movements increased by 1.8 per cent and the UK operators share fell slightly to 83.3 per cent. Scheduled services in October represented 79.4 per cent of the total number of air transport movements for the month; a proportion virtually unchanged compared with the previous October.

The total number of terminal passengers using UK airports during this month fell by just over one million from September—a somewhat greater (by 0.8 percentage points) seasonal decline compared with last year. The growth between October 1972 and October 1973 was 5.1 per cent. The monthly average of terminal passengers for the period August–October stood at 4.5 millions, an increase of 6.8 per cent on the corresponding period last year. London area airports increased their terminal passengers by 5.1 per cent on 1972; Heathrow's grew by 6.9 per cent although the Luton figures declined by 2.5 per cent. When again considering these two monthly averages, at airports elsewhere in the UK there was an overall growth of 10.7 per cent; Birmingham recorded a growth of 20.2 per cent, Manchester 6.5 per cent and Glasgow 8.1 per cent with 20 091, 16 551 and 15 621 additional passengers respectively.

The growth between the monthly averages of the August–October periods for 1972 and 1973, at all UK airports, of passengers travelling on charter flights was 2.9 per cent compared with 8.6 per cent for those on scheduled flights. UK operators achieved 9.9 per cent growth in scheduled passengers but made only very slight growth in charter passengers. UK operators handled 67.6 per cent of all scheduled service passengers compared with 81.2 per cent of all charter service passengers. Of the monthly average of 4.48 million passengers who commenced or terminated their journey at UK airports 3.27 million travelled on international routes and 1.21 million on domestic. Of the scheduled services, those routes to and from the USA were the most heavily used. Passengers on these

routes comprised 14.4 per cent of the total on scheduled services; they fell in numbers by 20 per cent on last year. Routes to and from France were the second most heavily used, comprising 12.5 per cent of total passengers on scheduled services and representing a decline of 3 per cent on last year. The Irish Republic and German services followed, comprising 9.2 per cent and 7.9 per cent of the total with growths of 8.2 and 0.5 per cent respectively. Whilst the overall growth on international scheduled services was 6.6 per cent, international charter services grew by only 2.2 per cent. Of charter services, the Spanish routes remained the most heavily used. They comprised 43.7 per cent of total passengers on charter services and represented 1.3 per cent growth on 1972. The Italian routes were the second most frequently used services, comprising 10.1 per cent of the total but representing a decline of 4.7 per cent since the 1972 corresponding period. USA services followed with 6.2 per cent of total charter services, and indicating a growth of 2.8 per cent. Although Canadian services were less heavily used than those to the USA and comprised just 6 per cent of the total, there was a growth of 25.2 per cent on the corresponding period last year.

Whilst the number of international terminal passengers increased by 5 per cent between the August–October periods for 1972 and 1973 that of domestic terminal passengers increased by 11 per cent. The heaviest domestic traffic was on the London/Scottish routes which increased by 12.9 per cent (6.2 percentage points more than for the other domestic routes from London). The Channel Island/London route, the second heaviest domestic service, grew by 5 per cent.

Because of the 1972 dock strike all monthly average comparisons for air cargo for the August–October periods 1972 and 1973 are distorted by the high volume of air cargo carried during August of that year. Thus, although during October 1973 nearly 66 000 tonnes of cargo were picked up or set down at UK airports showing a 15.4 per cent growth on October 1972, the monthly average comparison mentioned above shows a decline of 4.6 per cent. It is, therefore, more valid to compare with 1971, and when doing so for the monthly comparison a growth of 13.7 per cent per year is indicated. Actual cargo handled at London area airports during October 1973 just exceeded 51 000 tonnes, a 17.1 per cent growth on October 1972. A growth of 14.5 per cent per year, however, was achieved when comparing the monthly averages for the August–October periods in 1971 and 1973. Heathrow and Gatwick reported a growth of 17.4 per cent per year, and Stansted 11.6 per cent per year. Airports elsewhere in the UK handled a monthly average of almost 13 000 tonnes—an average annual growth of 11.4 per cent over the years 1971–1973. Between August and October 1973 the UK operators share of Scheduled service cargo stood at 51.7 per cent, and their share of Charter service cargo at 65.4 per cent.

Output of UK Airlines

During October 1973 the output of UK airlines for scheduled and non-scheduled services was 749 million available tonne kilometres, this represented a growth of 6.6 per cent on October 1972. Scheduled

service output was 503 million available tonne kilometres—9.5 per cent higher than last year. Nearly 1.5 million passengers and 29 000 tonnes of cargo were carried on scheduled services and an overall load factor of 52.1 per cent was achieved, compared with 52.6 last year. Seat kilometres used amounted to 54.1 per cent of those available and compared with 55.8 per cent in October 1972. Although the seat factor on domestic services was 72.0 and 52.5 on international services, the overall load factors were 60.7 and 51.6 respectively. The output for October on non-scheduled services was 246 million available tonne kilometres—99.2 per cent of which were located on international non-scheduled services—and this indicated a growth of 1.3 per cent on October 1972. Inclusive Tour Charters accounted for 108 million available tonne

kilometres—43.7 per cent of the non-scheduled output for the month. Class 2 licensed operations which are mainly Advance Booking Charters dropped substantially from the September output figure of 37.5 million to 13.4 million available tonne kilometres, this represented 5.4 per cent of the non-scheduled output. 17 000 passengers were carried under Class 2 licences in October compared with 53 000 in September; a seat factor of 79.2 was achieved.

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

The 1972 Origin/Destination Survey at London's Airports

V. The Air Passenger at Southend and Stansted

In the previous three issues we looked at some of the characteristics of the air passenger at Heathrow, Gatwick and Luton which are the three largest airports in the United Kingdom. In this article we look at Stansted and Southend, the other two airports covered by the 1972 Survey, each of which catered for about 0.8 per cent of all terminal passengers.

Table 1 shows the business/leisure split at the two airports.

Table 1. Passenger Traffic Broken Down by Journey Purpose

	Per cent business	Per cent leisure
Southend	17.0	83.0
Stansted	19.9	80.1

Transport To/From Airport

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

Table 2A. Mode of Transport—Southend

Mode	Departing passengers per cent	Arriving passengers per cent	All passengers per cent
Car	42.2	53.4	47.8
Taxi	6.9	30.5	18.8
Chartered bus	20.9	12.6	16.7
Other bus*	30.0	3.5	16.7
	100.0	100.0	100.0

*Includes bus service Rochford BR Station/Southend Airport.

Table 2B. Mode of Transport—Stansted

Mode	Departing passengers per cent	Arriving passengers per cent	All passengers per cent
Car	22.2	31.2	26.7
Taxi	2.4	15.3	8.8
Chartered bus	66.7	46.5	56.6
Other bus	8.6	7.0	7.8
	100.0	100.0	100.0

NOTE: We have combined hired car and private car in Tables 2 and 3 as few passengers used a hire car. Some arriving passengers expected to leave the airport by rail. We have allocated them pro rata between taxi and other bus.

Nearly one half of the Southend passengers used a car, compared with just over a quarter of Stansted passengers. As at Heathrow, Gatwick and Luton taxis were used more frequently by arriving passengers than by departing passengers, who tended to make greater use of bus services.

Table 3 shows how the mode of transport varies with the origin or destination of the passenger. It should be noted that passengers with origin/destination outside SE England were few in number.

We see from Table 3A that the mode of transport varies little with the origin or destination of the Southend passenger. However, Table 3B shows how the Stansted passenger who has origin/destination in the South East makes greater use of chartered buses than his counterpart who has origin/destination outside the South East. His use of the other three transport modes is correspondingly lower.

Table 3A. Mode of Transport to and from Southend—South East and non-South East Origins and Destinations

Mode	Departing passengers		Arriving passengers		All passengers	
	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
	South East	non-SE	South East	non-SE	South East	non-SE
Car	41.5	46.2	52.8	56.1	47.2	51.0
Taxi	7.7	1.5	31.0	26.8	19.3	14.3
Chartered bus	20.8	21.5	12.9	11.0	16.8	16.3
Other bus	30.0	30.8	3.3	6.1	16.7	18.4
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

87.5 per cent of passengers at Southend Airport had origin/destination in the South East Region.

Table 3B. Mode of Transport to and from Stansted—South East and non-South East Origins and Destinations

Mode	Departing passengers		Arriving passengers		All passengers	
	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
	South East	non-SE	South East	non-SE	South East	non-SE
Car	19.0	35.4	28.5	43.9	23.8	39.5
Taxi	1.9	3.7	13.9	24.2	7.9	14.3
Chartered bus	70.4	51.2	52.1	18.2	61.2	34.7
Other bus	8.7	9.8	5.5	13.6	7.1	11.6
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

82.2 per cent of passengers at Stansted had origin/destination in the South East Region.

Persons Seeing Off/Meeting the Passenger

About one passenger in five at Southend and one passenger in ten at Stansted had someone seeing him off or meeting him. Table 4 shows the distribution and the average number for each passenger. The figures should be used with caution as, if a group of four is being seen off by four friends, an interviewee would lay claim to all four, whereas the true ratio is only one to one.

Income

Figure 1 shows the cumulative income distribution of leisure passengers at Southend and Stansted. The income distribution refers to the total income of all the members of the passenger's family who are living in his house. Table 5 compares the income levels of leisure passengers at the five airports covered by the survey.

Table 4. Persons Seeing Off/Meeting

No. of persons	Southend per cent	Stansted per cent
0	80.7	90.6
1	10.2	4.6
2	5.4	2.5
3	1.5	1.0
4	1.3	0.3
5	0.3	0.3
6+	0.7	0.6
	<u>100.0</u>	<u>100.0</u>
Average No.	0.37	0.20

Table 5. Quartile Points in Income Distribution of Leisure Passengers

	Heathrow	Gatwick	Luton	Southend	Stansted
1st quartile £	2 400	1 900	1 800	1 700	2 000
2nd quartile £	3 800	2 900	2 500	2 700	3 100
3rd quartile £	6 000	4 200	3 500	4 300	4 800

Southend shows similar characteristics to Gatwick. Stansted is used largely by foreign residents, which may explain the higher income levels of its passengers.

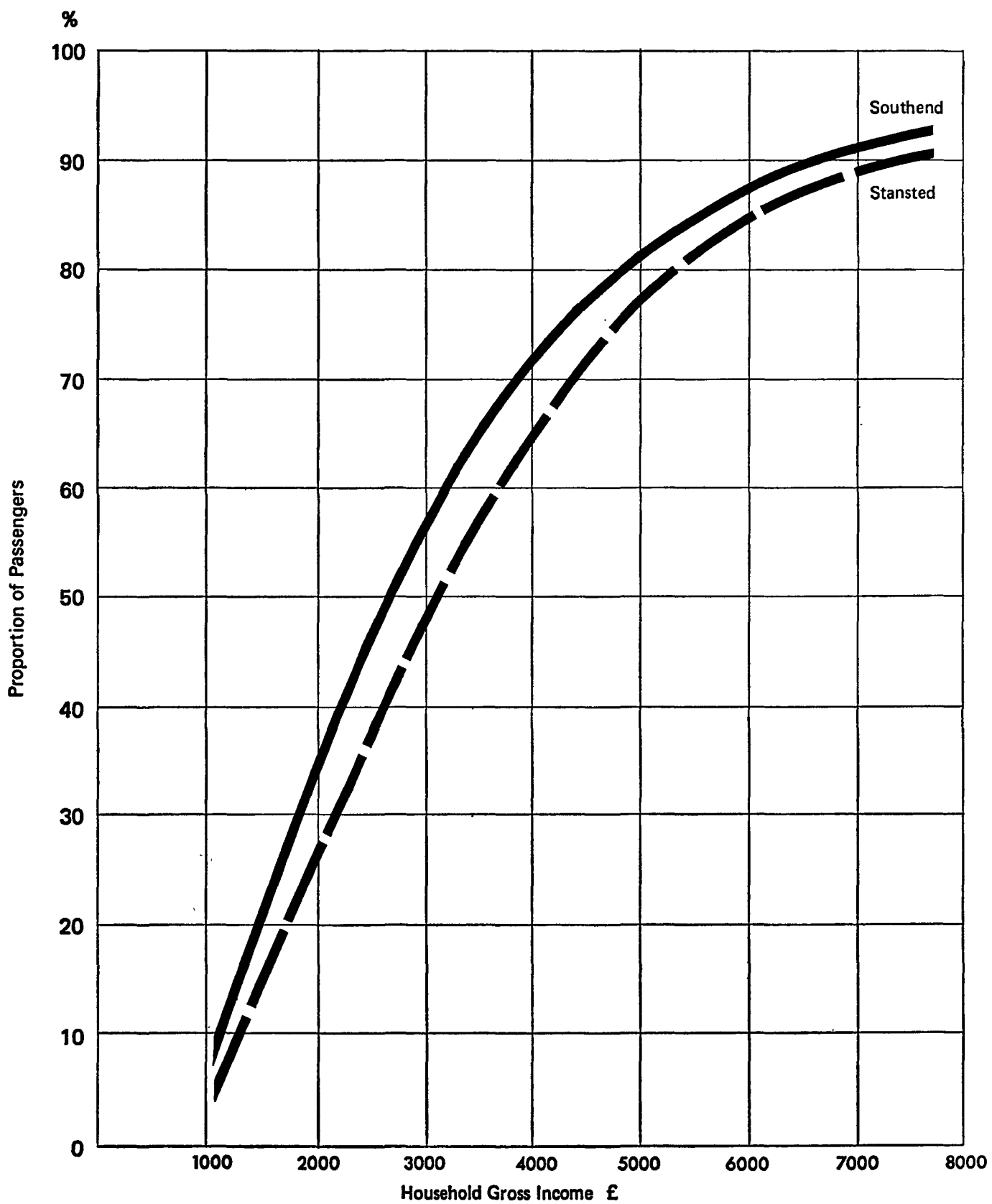


Fig 1 Cumulative Distribution of Leisure Passengers by Income

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Size Structure of UK

Table 1

Airports and Airlines Year ended 30 September 1973

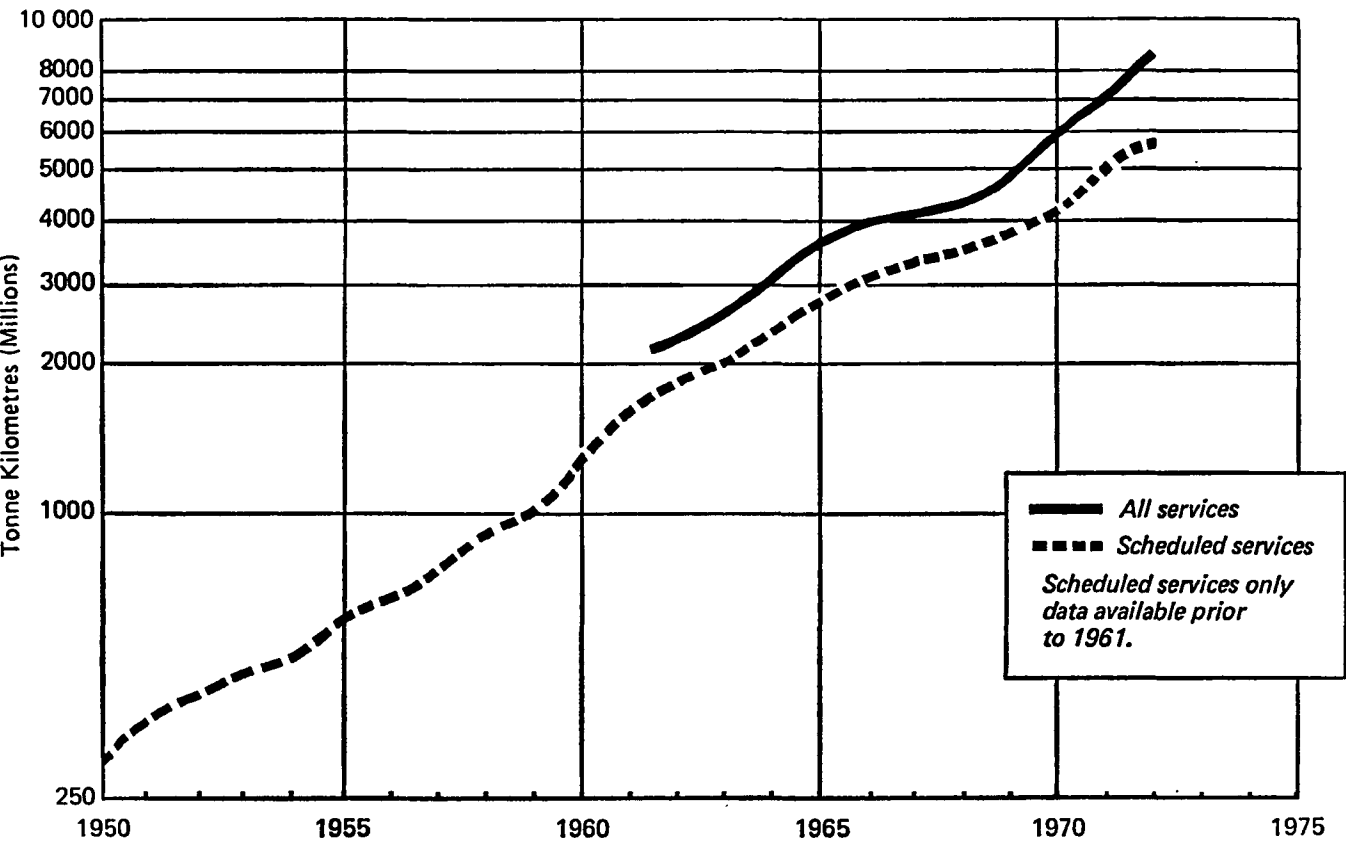
Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
London Heathrow	19 833	46.75	100	100.00
Gatwick	5 678	13.38	98	53.25
Luton	3 236	7.63	96	39.87
Manchester	2 570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

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

• Operators who had not given consent to publish by 24/7/74
(73.08% of all output)

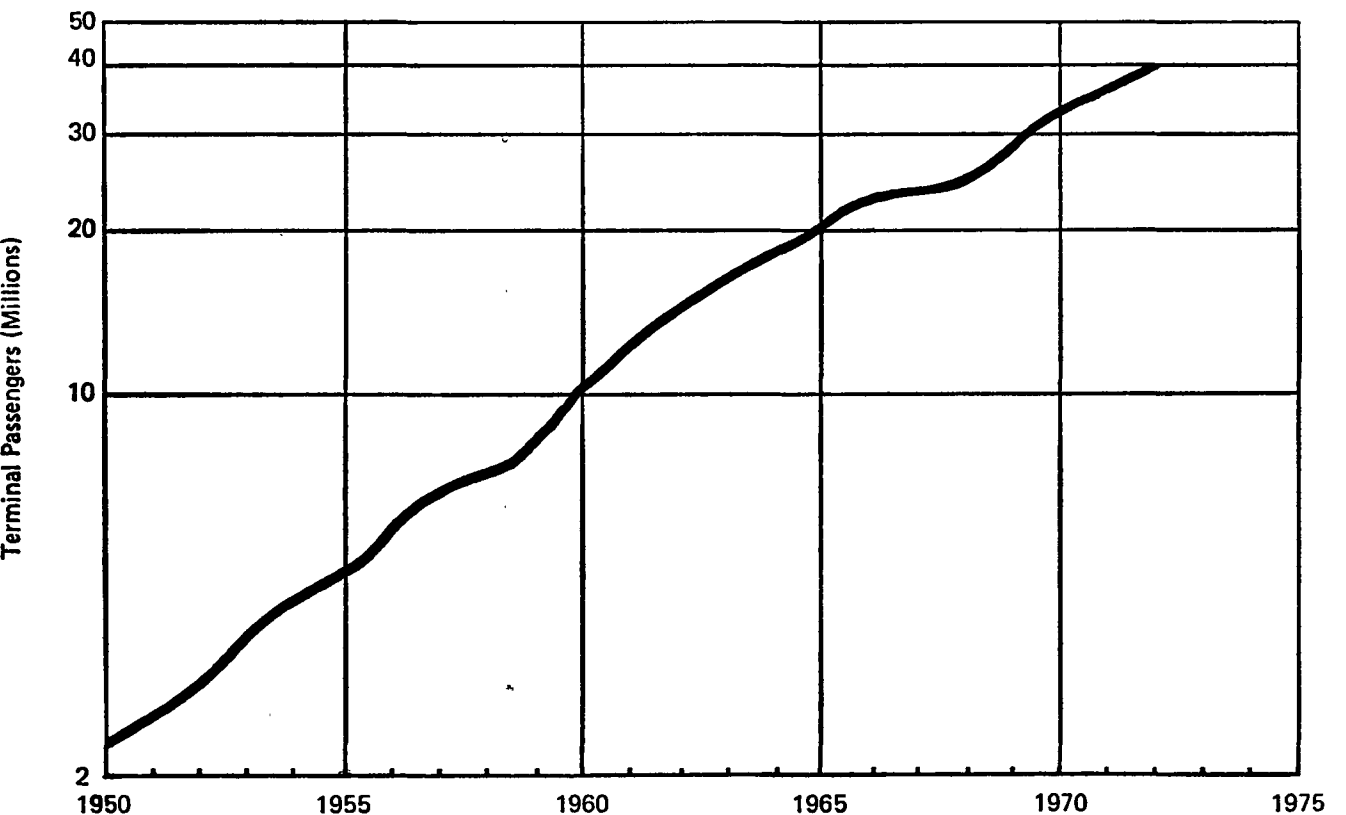
Output of UK Airlines

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 ^c (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						
October 1972	1 713	660	38 174	8 064	5 284	2 780
October 1973	1 883	713	42 601	8 955	5 901	3 054
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)						
	9.9	8.0	11.6	11.1	11.7	9.9

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
1972 April	52.9	3 015	30.7	1 481	9.4	712	11.7	719	1.1	103
May	59.6	3 412	35.4	1 743	10.0	736	12.6	796	1.6	137
June	64.6	3 873	37.4	1 847	12.0	939	13.0	883	2.3	204
July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
August	73.5	4 675	40.4	2 083	15.3	1 278	14.5	1 034	3.3	280
September	67.1	4 433	37.6	2 021	13.2	1 164	13.6	1 017	2.7	231
October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
1973 April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 084	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
1972 April	145.7	58.2	52.9	5.3	87.5	57.2	21.7	8.6
May	156.2	66.2	59.6	6.6	90.0	57.8	20.8	11.4
June	166.3	71.3	64.7	6.6	95.0	68.2	16.0	10.8
July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
August	186.4	83.1	73.5	9.6	103.3	79.0	17.4	6.9
September	172.1	74.0	67.1	6.9	98.1	70.9	16.8	10.4
October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
1973 April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1971 1st quarter	22 294	4 185	1 184	553	638	1 620	4 120	1 685	2 015	4 933
2nd quarter	33 950	5 641	2 065	959	1 352	3 399	5 114	1 967	3 104	8 505
3rd quarter	39 290	6 783	2 432	1 187	1 653	4 442	6 358	2 151	3 827	10 834
4th quarter	27 124	4 934	1 598	719	820	2 002	4 599	1 880	2 310	5 842
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	934	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
1972 April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 438
May	33 255	6 356	2 708	1 256	1 303	3 897	5 539	2 200	3 057	9 217
June	35 504	6 864	2 798	1 383	1 482	4 328	6 106	2 488	3 742	9 246
July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
August	40 315	7 344	3 135	1 523	1 658	5 323	6 989	2 952	4 298	12 223
September	37 173	7 053	2 845	1 326	1 537	4 553	6 397	2 487	3 755	10 458
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
1973 April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 487	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1971 1st quarter	1 235	133	47	26	15	26	159	26	82	51
2nd quarter	2 212	266	113	55	42	82	232	39	136	166
3rd quarter	2 995	353	155	74	56	112	333	51	193	250
4th quarter	1 708	192	77	32	26	45	191	34	92	84
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
1972 April	2 152	221	99	55	40	78	213	43	114	135
May	2 358	275	121	66	48	91	275	46	132	198
June	2 670	328	130	72	48	102	300	54	168	211
July	3 087	375	177	82	62	117	384	62	216	260
August	3 227	375	160	84	65	121	358	68	217	285
September	3 101	357	153	76	60	116	330	58	182	256
October	2 461	272	128	59	45	77	267	48	123	155
1973 April	2 535	267	136	62	51	101	253	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	185	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	289	62	130	179

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1971 1st quarter	30 604	4 373	541	135	103	723	2 221	219	1 525	1 093
2nd quarter	32 571	4 120	601	161	90	669	2 211	250	1 726	1 228
3rd quarter	34 669	4 034	526	132	68	735	2 401	255	1 714	1 034
4th quarter	38 827	4 866	563	114	81	679	2 812	253	1 887	968
1972 1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
1972 April	36 366	4 748	531	281	79	976	2 444	246	1 961	1 719
May	38 043	4 831	577	221	86	856	2 941	283	2 011	2 138
June	40 787	4 863	1 218	145	84	1 272	3 084	291	2 485	2 083
July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
August	53 019	6 531	3 062	1 082	292	5 321	3 472	487	4 464	6 024
September	43 135	4 782	843	160	139	1 052	3 178	316	1 991	1 802
October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
1973 April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
May	44 469	5 099	1 066	201	83	1 382	3 483	287	2 094	2 647
June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1971 1st quarter	306.7	142.3	4.8	37.5	100.0	46.3	2 253.8	1 129.5	50.1
2nd quarter	396.8	190.7	8.1	41.1	141.5	48.1	2 726.4	1 466.0	53.8
3rd quarter	442.9	236.6	7.6	46.5	182.5	53.4	3 386.0	2 120.9	62.6
4th quarter	384.2	186.8	9.1	55.2	122.5	48.6	2 814.2	1 355.1	48.2
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
1972 April	416.4	200.0	7.7	49.2	143.1	48.0	3 198.5	1 633.0	51.1
May	430.7	213.2	7.9	49.5	155.8	49.5	3 305.1	1 769.5	53.2
June	548.9	273.9	9.4	61.9	202.6	49.9	4 133.9	2 307.5	55.8
July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
August	485.6	268.8	8.0	60.4	200.4	55.4	3 770.0	2 325.8	61.7
September	559.9	314.8	9.1	69.8	235.9	56.2	4 252.9	2 687.8	63.2
October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
1973 April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1971 1st quarter	21.5	11.1	0.1	1.4	9.6	51.6	212.5	116.9	55.0
2nd quarter	28.7	16.5	0.2	1.5	14.8	57.5	265.5	163.2	61.5
3rd quarter	32.4	20.4	0.2	1.6	18.7	63.0	331.4	227.6	68.7
4th quarter	23.7	0.2	0.2	1.5	11.1	54.0	231.9	132.9	57.3
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
1972 April	26.8	15.6	0.2	1.7	13.7	58.2	261.7	165.2	63.1
May	32.1	19.3	0.3	2.0	17.0	60.1	319.1	206.5	64.7
June	33.2	20.1	0.2	1.9	18.0	60.5	333.1	213.4	64.1
July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
August	35.9	22.5	0.3	2.2	20.0	62.7	360.7	243.5	67.5
September	33.4	21.5	0.3	1.9	19.3	64.4	337.0	234.1	69.5
October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
1973 April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	2.0	2.0	21.6	62.7	373.0	260.2	69.8
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1971 1st quarter	285.2	131.2	4.7	36.1	90.4	46.0	2 041.3	1 012.6	49.6
2nd quarter	368.1	174.2	7.9	39.6	126.7	47.3	2 460.9	1 302.8	52.9
3rd quarter	410.5	216.2	7.4	44.9	163.8	52.7	3 054.6	1 893.3	62.0
4th quarter	360.5	174.0	8.9	53.7	111.4	48.3	2 582.3	1 222.2	47.3
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
1972 April	389.7	184.4	7.5	47.5	129.5	47.3	2 936.8	1 467.8	50.0
May	398.6	193.9	7.6	47.5	138.8	48.6	2 986.0	1 562.9	52.3
June	515.7	253.9	9.2	60.0	184.7	49.2	3 800.8	2 094.1	55.1
July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
August	449.7	246.4	7.7	58.3	180.4	54.8	3 409.2	2 082.3	61.1
September	526.5	293.3	8.8	67.9	216.6	55.7	3 915.9	2 453.8	62.7
October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
1973 April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1971 1st quarter	103.4	25.2	27.5	6.7	27.9	6.8	48.0	11.7
2nd quarter	205.6	34.1	97.3	16.1	59.4	9.9	48.9	8.1
3rd quarter	297.8	40.2	135.1	18.2	107.3	14.5	55.4	7.5
4th quarter	187.1	32.7	71.4	12.5	44.0	7.7	71.7	12.5
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
1972 April	202.4	32.7	..	..	..	..	..	..
May	227.2	34.5	..	..	..	..	..	..
June	270.8	33.0	..	..	..	..	..	..
July	325.0	40.8	..	..	..	..	..	..
August	324.5	40.1	..	..	..	..	..	..
September	313.8	35.9	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
1973 April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966		239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967		289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968		366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969		513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970		696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971		964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972		1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1971	1st quarter	321.6	269.7	83.9	187.4	2 100	2 946	1 403	1 439
	2nd quarter	1 127.9	900.7	79.9	651.5	7 198	9 841	1 367	1 383
	3rd quarter	1 579.1	1 379.7	87.4	940.8	9 621	13 758	1 430	1 467
	4th quarter	828.5	688.0	83.0	441.8	4 789	7 333	1 531	1 557
1972	1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
	2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
	3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
	4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973	1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
	2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
	3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
1972	April	..	..	..	..	..	..	..	..
	May	..	..	..	..	..	..	..	..
	June	..	..	..	..	..	..	..	..
	July	..	..	..	..	..	..	..	..
	August	..	..	..	..	..	..	..	..
	September	..	..	..	..	..	..	..	..
	October	..	..	..	..	..	..	..	..
1973	April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
	May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
	June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 433
	July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
	August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
	September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
	October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft - km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966		128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967		124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968		154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969		228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970		411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971		531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972		549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1971	1st quarter	279.8	212.2	75.8	39.6	621	1 744	2 808	5 359
	2nd quarter	517.1	409.3	79.2	106.2	1 676	3 188	1 902	3 854
	3rd quarter	937.1	795.6	84.9	207.6	2 795	5 851	2 094	3 832
	4th quarter	391.4	322.9	82.5	73.0	1 351	2 539	1 880	4 423
1972	1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
	2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
	3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
	4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973	1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
	2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
	3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
1972	April	..	..	..	..	..	..	..	..
	May	..	..	..	..	..	..	..	..
	June	..	..	..	..	..	..	..	..
	July	..	..	..	..	..	..	..	..
	August	..	..	..	..	..	..	..	..
	September	..	..	..	..	..	..	..	..
	October	..	..	..	..	..	..	..	..
1973	April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
	May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
	June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
	July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
	August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
	September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964
	October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496

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 ^(c) (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54	
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61	
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63	
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73	
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88	
1971	1st quarter	797	44	24	127	140	12	59	34	77	9	17	11	127	10	67	4	38	
	2nd quarter	1 679	82	38	248	172	50	161	44	167	21	35	23	424	18	101	25	71	
	3rd quarter	2 284	97	50	285	227	68	245	60	140	28	49	43	668	22	134	53	114	
	4th quarter	1 230	54	29	174	139	31	91	40	94	12	31	16	357	13	66	15	67	
1972	1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57	
	2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79	
	3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121	
	4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97	
1973	1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83	
	2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101	
	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117	
	August–October 72	2 188	66	46	265	231	84	224	60	136	23	54	44	660	22	112	45	116	
	August–October 73	2 305	62	48	277	233	99	219	70	153	28	66	48	676	26	110	55	137	
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)							
1968		270·8	5·8	11·1	53·4	9·5	12·7	1·6	7·7	136·6	5·5	26·9							
1969		327·9	7·7	12·8	66·3	10·8	13·4	2·7	9·2	168·3	6·2	30·6							
1970		392·9	9·5	13·3	75·4	11·4	13·5	3·7	11·9	209·3	7·2	37·8							
1971		433·8	9·0	14·4	77·7	12·5	11·8	5·9	12·5	234·5	7·6	47·8							
1972		512·6	12·1	18·3	91·9	15·3	14·1	6·6	13·6	267·0	7·8	65·8							
1971	1st quarter	259·0	9·4	12·9	29·8	11·2	11·3	3·7	12·4	119·2	6·6	42·4							
	2nd quarter	426·0	8·2	10·2	79·9	9·1	11·2	5·9	11·6	246·9	6·3	36·8							
	3rd quarter	685·2	9·7	20·5	153·7	17·1	13·0	8·0	12·7	381·2	10·9	58·4							
	4th quarter	365·0	8·7	14·1	47·4	12·6	11·6	6·2	13·4	190·8	6·6	53·7							
1972	1st quarter	327·7	7·3	15·5	35·8	15·4	12·1	5·0	14·5	151·9	5·8	64·5							
	2nd quarter	524·3	11·3	15·0	97·9	9·8	12·6	6·2	12·3	296·9	6·3	55·8							
	3rd quarter	760·4	14·9	24·9	174·3	18·4	15·0	8·8	14·3	401·4	11·3	77·1							
	4th quarter	437·8	15·0	18·0	59·3	17·8	16·5	6·5	13·3	217·6	7·9	65·9							
1973	1st quarter	375·5	14·1	18·9	46·2	12·0	17·9	6·9	14·7	170·4	7·4	66·8							
	2nd quarter	573·7	16·2	18·8	112·0	10·4	15·1	9·7	12·8	308·1	7·5	63·2							
	3rd quarter	808·7	19·3	26·1	200·5	17·3	36·0	11·9	16·1	401·1	14·3	66·0							
	August–October 72	680·3	14·8	21·1	141·4	21·1	15·1	9·2	13·9	359·3	9·9	74·4							
	August–October 73	718·4	19·0	22·4	163·8	15·2	19·5	12·4	15·4	356·3	12·7	81·6							

The above figures are derived from airport statistics.

- (a) Excluding passengers to and from the Irish Republic.
- (b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.
- (c) Commonwealth countries only.

Aircraft Movements October 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	9 561	6 055	—	664	24	504	81	—	2 166	—	67
+ Heathrow	25 508	23 026	—	156	—	99	352	—	1 766	29	80
+ Luton	5 128	2 443	2	603	50	81	87	804	1 052	—	6
+ Southend	5 592	1 360	20	—	—	129	—	3 036	1 033	14	—
+ Stansted	2 586	273	—	48	—	1 172	51	160	733	134	15
TOTAL (London Area)	48 375	33 157	22	1 471	74	1 985	571	4 000	6 750	177	168
Westland Heliport (Battersea)	1 143	288	2	285	8	—	—	—	412	—	148
Other UK Airports											
+ Leeds/Bradford	3 554	762	—	100	98	62	10	1 983	491	8	40
+ Liverpool	5 906	1 335	2	106	50	59	29	3 500	734	23	68
+ Manchester	5 574	4 028	—	320	30	23	171	179	779	14	30
+ Birmingham	4 717	1 995	—	114	28	48	38	1 352	1 114	2	26
+ Coventry	2 897	3	4	2	8	110	2	2 404	359	—	5
+ East Midlands	4 798	1 100	2	141	10	2 527	39	18	839	4	118
+ Newcastle	2 936	984	8	78	271	120	30	787	544	—	114
+ Tees-side	3 528	399	285	29	23	489	—	1 473	600	—	230
+ Bristol	2 812	651	—	1	—	6	42	1 150	910	—	52
+ Glamorgan	3 044	636	2	106	75	145	—	1 732	342	—	6
Swansea	1 170	15	—	11	46	16	4	936	108	—	34
+ Ashford	2 512	370	52	5	86	11	31	970	931	6	50
+ Blackpool	7 064	351	250	20	25	118	—	5 600	656	6	38
+ Bournemouth	4 983	450	—	76	—	663	—	1 690	1 618	80	406
+ Cambridge	3 250	113	—	26	40	40	4	1 038	406	—	1 583
+ Exeter	2 677	229	—	11	202	528	—	983	458	—	266
Gloucester/Cheltenham	2 824	168	16	—	54	324	—	1 470	748	—	44
Hawarden	788	—	—	—	—	50	—	186	524	—	28
Isles of Scilly	436	357	—	1	2	36	—	—	30	—	10
+ Lydd	1 116	8	—	—	—	56	—	1 000	48	—	4
+ Manston	357	115	—	24	44	88	—	—	86	—	—
+ Norwich	1 966	410	—	199	137	122	114	429	553	—	2
Penzance Heliport	258	228	—	—	—	14	—	—	16	—	—
+ Portsmouth	2 292	210	—	—	10	594	—	1 130	342	4	2
+ Southampton	2 714	986	—	40	26	1 179	2	—	477	—	4
+ Edinburgh	6 085	1 324	—	5	—	3 511	11	64	808	12	350
+ Glasgow	7 869	3 817	—	85	—	295	22	2 102	869	20	659
+ Prestwick	4 048	968	10	20	399	2 224	12	160	255	—	—
Aberdeen	5 500	697	—	2	1 190	272	—	2 561	187	4	587
Benbecula	251	101	—	—	142	—	—	—	—	—	8
Inverness	1 202	396	7	29	269	229	8	133	117	2	12
Islay	219	151	2	8	9	—	—	—	49	—	—
+ Kirkwall	787	527	—	36	78	—	9	55	70	2	10
Stornoway	304	156	—	26	42	4	—	50	12	4	10
+ Sumburgh	950	427	—	31	415	48	—	—	16	—	13
Tiree	80	61	—	7	—	2	—	6	—	—	4
Wick	376	227	—	29	32	4	6	61	8	—	9
+ Belfast	7 118	2 087	—	11	65	—	—	1 722	288	—	2 945
+ Isle of Man	1 542	735	—	73	—	350	—	261	95	8	20
TOTAL (Incl. London Area)	160 022	61 022	664	3 528	3 988	16 352	1 155	41 185	23 649	376	8 103
Channel Islands Airports											
Alderney	1 005	1 005	..	..	..	..	..	..	..	..	..
Guernsey	2 813	2 813	..	..	..	..	..	..	..	..	..
Jersey	5 091	5 091	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	8 909	8 909	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator October 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	6 055	91	2 628	161	432	2 159	584
+Heathrow	23 026	11 491	310	10 493	447	25	260
+Luton	2 443	12	92	11	10	2 229	89
+Southend	1 360	—	990	—	—	294	76
+Stansted	273	7	11	18	8	59	170
TOTAL (London Area)	33 157	11 601	4 031	10 683	897	4 766	1 179
Westland Heliport (Battersea)	288	—	—	—	6	282	—
Other UK Airports							
+Leeds/Bradford	762	386	130	27	2	194	23
+Liverpool	1 335	911	114	63	65	144	38
+Manchester	4 028	1 713	238	904	78	908	187
+Birmingham	1 995	950	405	126	7	428	79
+Coventry	3	—	—	—	—	3	—
+East Midlands	1 100	2	741	1	—	325	31
+Newcastle	984	375	449	—	27	120	13
+Tees-side	399	2	351	—	8	29	9
+Bristol	651	319	36	34	103	149	10
+Glamorgan	636	264	146	36	74	101	15
Swansea	15	—	—	—	—	14	1
+Ashford	370	—	370	—	—	—	—
+Blackpool	351	—	314	—	12	22	3
+Bournemouth	450	—	346	—	6	80	18
+Cambridge	113	—	—	—	—	31	82
+Exeter	229	—	216	—	—	13	—
Gloucester/Cheltenham	168	—	20	—	—	148	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	357	317	40	—	—	—	—
+Lydd	8	—	2	—	—	4	2
+Manston	115	—	—	—	—	105	10
+Norwich	410	—	161	—	2	241	6
Penzance Heliport	228	228	—	—	—	—	—
+Portsmouth	210	—	198	—	—	12	—
+Southampton	986	170	764	—	2	37	13
+Edinburgh	1 324	897	375	40	3	6	3
+Glasgow	3 817	2 061	924	395	12	357	68
+Prestwick	968	495	40	306	—	51	76
Aberdeen	697	521	62	—	—	97	17
Benbecula	101	101	—	—	—	—	—
Inverness	396	323	21	—	1	51	—
Islay	151	107	—	—	—	44	—
+Kirkwall	527	172	—	20	—	335	—
Stornoway	156	106	50	—	—	—	—
+Sumburgh	427	140	95	—	—	186	6
Tiree	61	52	—	—	—	9	—
Wick	227	206	—	—	—	20	1
+Belfast	2 087	1 549	436	48	6	13	35
+Isle of Man	735	473	257	—	5	—	—
TOTAL (Inc. London Area)	61 022	24 441	11 332	12 683	1 316	9 325	1 925
Channel Islands Airports							
Alderney	1 005	—	925	—	—	80	—
Guernsey	2 813	281	2 327	3	—	202	—
Jersey	5 091	859	3 252	277	5	648	50
TOTAL (Channel Islands Airports)	8 909	1 140	6 504	280	5	930	50

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	August 1973 –October 1973	August 1972 –October 1972	Percentage Change
London Area Airports			
+ Gatwick	7 548	7 517	0.4
+ Heathrow	24 761	24 086	2.8
+ Luton	3 141	3 444	–8.8
+ Southend	1 559	1 328	17.4
+ Stansted	262	440	–40.5
TOTAL (London Area)	37 271	36 815	1.2
Westland Heliport (Battersea)	310	209	48.3
Other UK Airports			
+ Leeds/Bradford	848	794	6.8
+ Liverpool	1 401	1 420	–1.3
+ Manchester	4 602	4 620	–0.4
+ Birmingham	2 123	1 799	18.0
+ Coventry	12	85	–85.9
+ East Midlands	1 205	930	29.6
+ Newcastle	1 142	992	15.1
+ Tees-side	459	326	40.8
+ Bristol	765	792	–3.4
+ Glamorgan	734	653	12.4
Swansea	26	18	44.4
+ Ashford	469	635	–26.1
+ Blackpool	549	527	4.2
+ Bournemouth	492	480	2.5
+ Cambridge	87	111	–21.6
+ Exeter	297	..	..
Gloucester/Cheltenham	161	107	50.5
Hawarden	—	—	—
Isles of Scilly	499	416	20.0
+ Lydd	11	9	22.2
+ Manston	107	104	2.9
+ Norwich	479	..	..
Penzance Heliport	369	347	6.3
+ Portsmouth	341	248	37.5
+ Southampton	1 169	1 161	0.7
+ Edinburgh	1 452	1 341	8.3
+ Glasgow	4 128	3 631	13.7
+ Prestwick	1 240	1 306	–5.1
Aberdeen	758	568	33.5
Benbecula	99	102	–2.9
Inverness	419	351	19.4
Islay	141	75	88.0
+ Kirkwall	531	526	1.0
Stornoway	174	170	2.4
+ Sumburgh	447	380	17.6
Tiree	65	89	–27.0
Wick	220	253	–13.0
+ Belfast	2 363	2 286	3.4
+ Isle of Man	1 324	1 297	2.1
TOTAL (Incl. London Area)	69 289	65 973	5.0
Channel Islands Airports			
Alderney	1 178	1 156	1.9
Guernsey	3 462	3 228	7.2
Jersey	6 591	5 834	13.0
TOTAL (Channel Islands Airports)	11 231	10 218	9.9

Air Transport Landings Diverted to UK Reporting Airports October 1973

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	62				1He	2Bi 1Pr 2He	1St 1He		1He							1Lu											1Bi 2Lu 9He 1St	1Ma 3Lu 1He 1Pr				8Bo 4Sh 7Lu 1Pr 10St 1He	2Pr
Heathrow	128		5Ga	1Ma	1Gl 2Ga	1Pr	1Bi 1Gm 1Lu 4St																		1Ga	2Bi 3Ga	10Ma 8Lu 3Ga 9Pr 8St		5Ma 2Lu 6Pr 1St 19Ga	1Ma	1Gm 3Sh 1Br 1Em 1Gl 24Bi 1St	1Ga 1Pr	
Luton	24		1He	1Ma 1He		3Bi 2Em		1Bi 2Em			1St												1He		1Li	1Em 1Bi	2Em	1Em	1He		1St	2Li 1Ma	
Stansted	2															1Lu															1Gl		
Leeds/Bradford	9				1Te	1Ma 1Te	2Em							2Em																		1Te 1Em 3Ma	
Liverpool	7																												2Bi 2Ma				
Manchester	16	3Li			1He								1Bi																		5Li 5Bi 1Lu 1Lu		
Birmingham	4																										1Ma 1Em		1Lu		1Bi		
East Midlands	3																					1Bi	1Bi										
Newcastle	8			1Ma 4Te			1Ma 1Lu 2Gl																						1Gl				
Tees-side	6										1Em	1Em								1Em								1Ne					
Bristol	5		1Gm											1Gm		2Gm																	
Glamorgan	2																					1Lu		1Bi							1Br		
Ashford	1	1Ga																														1Br	
Bournemouth	1																																
Norwich	2						1Em 1St																										
Portsmouth	1																																
Edinburgh	11			3Gl	1Bo																											2Ma	
Glasgow	13			10Pr				1Gl						1Lu	1Lu							3Gl 1Pr		2Gl									
Prestwick	1			1Ma																													
Aberdeen	8			1Gl		2Gl 2In	1Gl 1Ed												1In														
Benbecula	1				1Ti																												
Inverness	1			1Gl																													
Kirkwall	1																	1Wi															
Sumburgh	4	2Ki																						2Ki									
Belfast	7			1Ma 2Im 1Bi				1Li 1Ma 1Pr																									
Other UK	8						1Ed										1He		1He		1He	4Wi 2He			1Ex 1He				1Lb 2He	1Ga	1Pr	1Ki	
Overseas	31		1Gl 1He			1He	3He	1Li 1Ma 1Gm 3He 2Pr				1He 1Ga			1He						1Lu	1He	1He		1Ki 1He	1He							
All Aerodromes	367	6	9	28	8	18	23	15	1	—	1	1	4	2	4	4	1	8	1	1	1	5	3	9	—	3	20	49	6	35	8	82	12

Aerodrome of actual landing: letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Li	Liverpool	Pr	Prestwick	Ti	Tiree
As	Ashford	Co	Coventry	He	Hawarden	Lu	Luton	Sh	Southampton	Wi	Wick
Be	Belfast	Em	East Midlands	He	Heathrow	Ld	Lydd	So	Southend	Xi	Other Interna
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

October 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		United Kingdom operators		Overseas operators	
				British Airways		Others		British Airways		Others		British Airways		Others	
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	451 889	447 894	3 995	4 367	—	121 244	—	4 805	—	55 812	434	195 120	765	66 546	2 796
+ Heathrow	1 817 785	1 788 706	29 079	883 712	131	12 098	72	823 289	26 958	45 639	671	1 030	—	22 938	1 247
+ Luton	254 634	254 136	498	1 113	—	2 485	96	871	—	692	—	243 083	389	5 892	13
+ Southend	29 358	29 358	—	—	—	24 392	—	—	—	—	—	2 385	—	2 581	—
+ Stansted	20 518	19 126	1 392	612	—	571	—	1 490	25	779	—	723	324	14 951	1 043
TOTAL (London Area)	2 574 184	2 539 220	34 964	889 804	131	160 790	168	830 455	26 983	102 922	1 105	442 341	1 478	112 908	5 099
Westland Heliport (Battersea)	772	772	—	—	—	—	—	—	—	17	—	755	—	—	—
Other UK Airports															
+ Leeds/Bradford	23 581	23 015	566	17 940	32	2 351	534	1 306	—	69	—	761	—	588	—
+ Liverpool	50 161	48 075	2 086	32 792	1 263	1 206	626	3 096	126	4 211	—	6 541	63	229	8
+ Manchester	224 818	215 225	9 593	94 369	1 714	2 709	2 031	24 285	4 192	6 526	247	72 114	811	15 222	598
+ Birmingham	102 387	98 900	3 487	40 549	1 019	4 056	1 792	6 318	267	788	—	40 923	218	6 266	191
+ Coventry	154	154	—	—	—	—	—	—	—	—	—	154	—	—	—
+ East Midlands	51 301	51 182	119	68	—	24 219	119	189	—	—	—	24 142	—	2 564	—
+ Newcastle	55 220	52 659	2 561	28 575	28	8 781	2 533	—	—	2 629	—	11 802	—	872	—
+ Tees-side	15 665	14 587	1 078	162	—	11 105	1 000	—	—	922	—	1 700	—	698	78
+ Bristol	29 055	23 808	5 247	6 041	3 145	511	156	1 415	225	1 894	1 721	13 317	—	630	—
+ Glamorgan	26 761	22 955	3 806	7 718	1 679	1 211	1 141	547	759	3 527	72	8 875	81	1 077	74
Swansea	93	93	—	—	—	—	—	—	—	—	—	44	—	49	—
+ Ashford	6 288	6 288	—	—	—	6 288	—	—	—	—	—	—	—	—	—
+ Blackpool	10 482	10 482	—	—	—	8 934	—	—	—	1 034	—	324	—	190	—
+ Bournemouth	12 806	12 661	145	—	—	7 832	—	—	—	487	—	2 599	145	1 743	—
+ Cambridge	735	735	—	—	—	—	—	—	—	—	—	172	—	563	—
+ Exeter	8 476	7 825	651	—	—	7 387	615	—	—	—	—	438	36	—	—
Gloucester/Cheltenham	769	769	—	—	—	297	—	—	—	—	—	472	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	4 251	4 251	—	4 013	—	238	—	—	—	—	—	—	—	—	—
+ Lydd	22	22	—	—	—	10	—	—	—	—	—	12	—	—	—
+ Manston	1 341	1 341	—	—	—	—	—	—	—	—	—	998	—	343	—
+ Norwich	6 413	6 413	—	—	—	4 466	—	—	—	109	—	1 494	—	344	—
Penzance Heliport	3 383	3 383	—	3 383	—	—	—	—	—	—	—	—	—	—	—
+ Portsmouth	1 742	1 707	35	—	—	1 647	35	—	—	—	—	60	—	—	—
+ Southampton	29 746	29 733	13	7 534	—	21 630	—	—	—	144	—	384	12	41	1
+ Edinburgh	77 075	75 665	1 410	54 286	1 383	18 371	—	2 201	27	204	—	370	—	233	—
+ Glasgow	186 569	184 401	2 168	106 356	88	33 309	—	12 561	1 694	940	—	24 450	194	6 785	192
+ Prestwick	50 332	28 338	21 994	16 280	6 247	1 161	534	5 482	9 353	—	—	1 950	2 894	3 465	2 966
Aberdeen	25 962	24 688	1 274	20 374	1 274	1 235	—	—	—	—	—	1 960	—	1 119	—
Benbecula	3 660	2 043	1 617	2 043	1 617	—	—	—	—	—	—	—	—	—	—
Inverness	13 421	12 021	1 400	11 699	1 400	35	—	—	—	60	—	227	—	—	—
Islay	1 545	1 545	—	1 448	—	—	—	—	—	—	—	97	—	—	—
+ Kirkwall	7 926	6 776	1 150	5 008	935	—	—	171	190	—	—	1 597	25	—	—
Stornoway	4 244	3 821	423	3 800	423	21	—	—	—	—	—	—	—	—	—
+ Sumburgh	7 042	7 042	—	4 163	—	256	—	—	—	—	—	2 447	—	176	—
Tiree	360	345	15	331	10	—	—	—	—	—	—	14	5	—	—
Wick	6 768	3 334	3 434	3 249	3 430	—	—	—	—	—	—	85	4	—	—
+ Belfast	103 718	103 706	12	82 632	—	15 731	10	1 128	—	289	—	1 073	—	2 853	2
+ Isle of Man	27 801	25 751	2 050	17 482	1 585	7 993	465	—	—	276	—	—	—	—	—
TOTAL (Incl. London Area)	3 757 029	3 655 731	101 298	1 462 099	27 403	353 780	11 759	889 154	43 816	127 048	3 145	664 692	5 966	158 958	9 209
Channel Islands Airports															
Alderney	5 651	5 651	—	—	—	5 501	—	—	—	—	—	150	—	—	—
Guernsey	39 618	39 618	—	11 526	—	26 984	—	110	—	—	—	998	—	—	—
Jersey	134 897	133 886	1 011	43 202	—	80 179	946	4 794	28	250	—	3 263	37	2 198	—
TOTAL (Channel Is. Airports)	180 166	179 155	1 011	54 728	—	112 664	946	4 904	28	250	—	4 411	37	2 198	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	August 1973 —October 1973	August 1972 —October 1972	Percentage change
London Area Airports			
+Gatwick	638 161	603 683	5·7
+Heathrow	2 025 126	1 895 232	6·9
+Luton	356 225	365 417	-2·5
+Southend	42 267	34 152	23·8
+Stansted	17 910	31 220	-42·6
TOTAL (London Area)	3 079 689	2 929 704	5·1
Westland Heliport (Battersea)	800	515	55·3
Other UK Airports			
+Leeds/Bradford	30 420	28 980	5·0
+Liverpool	57 250	52 820	8·4
+Manchester	269 414	252 863	6·5
+Birmingham	119 431	99 340	20·2
+Coventry	460	1 170	-60·7
+East Midlands	60 525	46 483	30·2
+Newcastle	64 937	55 892	16·2
+Tees-side	19 507	17 352	12·4
+Bristol	28 935	28 462	1·7
+Glamorgan	29 700	27 905	6·4
Swansea	363	281	29·2
+Ashford	10 131	15 649	-35·3
+Blackpool	18 971	19 466	-2·5
+Bournemouth	13 875	12 257	13·2
+Cambridge	780	1 222	-36·2
+Exeter	9 817	· ·	· ·
Gloucester/Cheltenham	1 289	945	36·4
Hawarden	—	—	—
Isles of Scilly	9 207	8 866	3·8
+Lydd	41	155	-73·5
+Manston	730	310	135·5
+Norwich	7 842	· ·	—
Penzance Heliport	8 369	8 419	-0·6
+Portsmouth	3 111	2 462	26·4
+Southampton	37 058	34 547	7·3
+Edinburgh	85 480	76 834	11·3
+Glasgow	208 089	192 468	8·1
+Prestwick	49 554	48 881	1·4
Aberdeen	27 127	19 783	37·1
Benbecula	2 116	2 158	-1·9
Inverness	13 203	11 810	11·8
Islay	1 739	1 608	8·1
+Kirkwall	7 817	7 434	5·2
Stornoway	4 553	4 770	-4·5
+Sumburgh	8 102	6 854	18·2
Tiree	487	432	12·7
Wick	3 215	3 081	4·3
+Belfast	129 258	119 074	8·6
+Isle of Man	57 831	54 890	5·4
TOTAL (Includes London Area)	4 481 223	4 196 142	6·8
Channel Islands Airports			
Alderney	8 273	8 007	3·3
Guernsey	61 318	54 550	12·4
Jersey	186 441	169 247	10·2
TOTAL (Channel Islands Airport)	256 032	231 804	10·5

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Aug-Oct 1973	Aug-Oct 1973	Aug-Oct 1972	Per- centage change	Aug-Oct 1973	Aug-Oct 1972	Per- centage change
London Area Airports							
+ Gatwick	638 161	566 779	543 957	4	71 382	59 726	20
+ Heathrow	2 025 126	1 721 776	1 611 286	7	303 350	283 945	7
+ Luton	356 225	349 281	359 598	-3	6 944	5 819	19
+ Southend	42 267	41 731(a)	33 828(a)	23	536	324	65
+ Stansted	17 910	17 467	31 112	-44	443	108	310
TOTAL (London Area)	3 079 689	2 697 034	2 579 781	5	382 655	349 922	9
Westland Heliport (Battersea)	800	—	6	—	800	509	57
Other UK Airports							
+ Leeds/Bradford	30 420	5 140	4 952	4	25 280	24 028	5
+ Liverpool	57 250	20 351	16 720	22	36 899	36 099	2
+ Manchester	269 414	196 527	183 885	7	72 887	68 978	6
+ Birmingham	119 431	83 428	67 642	23	36 003	31 698	14
+ Coventry	460	77	410	-81	383	760	-50
+ East Midlands	60 525	35 107	24 568	43	25 418	21 915	16
+ Newcastle	64 937	29 337	24 450	20	35 600	31 441	13
+ Tees-side	19 507	7 286	7 581	-4	12 221	9 772	25
+ Bristol	28 935	22 379	21 603	4	6 556	6 858	-4
+ Glamorgan	29 700	20 176	18 762	8	9 524	9 142	4
Swansea	363	17	19	-11	346	262	32
+ Ashford	10 131	9 883	15 649	-37	248	—	—
+ Blackpool	18 971	1 087	2 493	-56	17 884	16 973	5
+ Bournemouth	13 875	3 935	4 537	-13	9 940	7 720	29
+ Cambridge	780	350	428	-18	430	794	-46
+ Exeter	9 817	1 152	..	—	8 665	..	—
Gloucester/Cheltenham	1 289	—	—	—	1 289	945	36
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	9 207	—	—	—	9 207	8 866	4
+ Lydd	41	5	146	-97	36	9	300
+ Manston	730	730	310	135	—	—	—
+ Norwich	7 842	4 159	..	..	3 683	..	..
Penzance	8 369	—	—	—	8 369	8 419	-1
+ Portsmouth	3 111	—	—	—	3 111	2 462	26
+ Southampton	37 058	1 149	1 140	1	35 909	33 407	7
+ Edinburgh	85 480	7 961	7 230	10	77 519	69 604	11
+ Glasgow	208 089	67 208	63 885	5	140 881	128 583	10
+ Prestwick	49 554	44 108	44 081	—	5 446	4 800	13
Aberdeen	27 127	1 232	138	793	25 895	19 645	32
Benbecula	2 116	—	—	—	2 116	2 158	-2
Inverness	13 203	29	3	867	13 174	11 807	12
Islay	1 739	—	—	—	1 739	1 608	8
+ Kirkwall	7 817	248	305	-19	7 569	7 130	6
Stornoway	4 553	—	—	—	4 553	4 770	-5
+ Sumburgh	8 102	199	126	58	7 903	6 728	17
Tiree	487	—	—	—	487	432	13
Wick	3 215	—	—	—	3 215	3 081	4
+ Belfast	129 258	10 255	9 611	7	119 003	109 463	9
+ Isle of Man	57 831	1 650	1 768	-7	56 181	53 122	6
TOTAL (Incl. London Area)	4 481 223	3 272 199	3 102 229	5	1 209 024	1 093 910	11

(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	August-October 1973			August-October 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	17.3	12.3	5.0	14.6	11.5	3.1	19
London – Vienna ✓	13.1	10.3	2.9	11.3	9.5	1.8	16
Other Routes ✓	4.1	2.0	2.1	3.3	2.0	1.3	27
Belgium	83.2	77.8	5.4	82.7	74.7	8.0	1
London – Brussels	47.1	46.4	0.8	39.5	39.0	0.6	19
Other S.E. England – Belgium	27.5	26.4	1.1	33.6	31.0	2.5	-18
Other Routes	8.6	5.0	3.6	9.7	4.7	5.0	-11
Denmark	47.7	37.2	10.5	46.1	36.1	10.1	3
London – Copenhagen	38.9	30.4	8.5	38.4	30.8	7.6	1
Other Routes	8.8	6.8	2.1	7.7	5.2	2.5	15
Finland	7.5	5.4	2.1	7.1	5.6	1.5	6
France	279.8	240.0	39.8	286.0	247.3	38.6	-2
London – Nice	18.1	16.8	1.4	17.6	16.5	1.2	3
– Paris	186.3	173.9	12.5	183.5	171.8	11.7	2
– N. France (a)	11.0	10.5	0.5	12.6	12.1	0.5	-13
– Other France	25.4	17.9	7.5	18.8	12.2	6.5	35
Manchester – Paris	7.3	6.9	0.4	6.2	5.8	0.4	18
Other U.K. – Paris	12.9	10.1	2.7	11.2	7.4	3.8	15
Luton – Other France	7.6	—	7.6	8.0	—	8.0	-4
Other S.E. England – France	3.1	3.1	—	20.6	20.2	0.4	-85
Other Routes	8.1	0.8	7.3	7.6	1.4	6.2	7
Germany (Fed. Republic)	218.5	150.6	67.9	222.4	149.8	72.6	-2
London – Dusseldorf	26.2	24.8	1.4	25.9	25.3	0.6	1
– Frankfurt	47.7	44.1	3.6	48.6	46.5	2.1	-2
– Hamburg	23.5	22.4	1.1	20.6	20.2	0.5	14
– Munich	28.1	16.5	11.6	25.7	17.8	7.9	10
– Other Germany	40.4	32.5	7.8	38.4	31.4	7.0	5
Luton – Germany	29.9	0.1	29.7	36.1	—	36.1	-17
Manchester – Germany	10.0	6.2	3.7	9.9	5.9	4.0	1
Other Routes	12.7	3.9	8.9	17.3	2.7	14.5	-26
Gibraltar	8.8	8.3	0.5	7.6	7.5	0.1	16
Greece	99.1	37.9	61.3	84.0	30.3	53.8	18
Iceland	4.3	4.3	—	5.5	5.1	0.3	-21
London – Reykjavik	2.7	2.7	—	3.3	3.3	—	-19
Glasgow – Reykjavik	1.7	1.7	—	1.9	1.8	0.1	-13
Other Routes	—	—	—	0.3	—	0.2	—

Table 18 cont.

	August-October 1973			August-October 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	181.4	177.2	4.2	168.5	163.8	4.7	8
London – Cork	13.5	13.4	0.1	11.6	11.6	—	17
– Dublin	84.7	84.5	0.1	79.1	79.0	0.1	7
– Shannon	13.1	12.8	0.2	13.3	11.9	1.3	-2
Manchester – Dublin	14.8	14.6	0.2	13.9	13.8	0.1	7
Birmingham – Dublin	12.8	12.8	—	11.2	11.2	—	14
Glasgow – Dublin	9.8	9.8	—	8.9	8.9	—	11
Liverpool – Dublin	7.1	7.1	0.1	6.5	6.5	—	9
Leeds/Bradford – Dublin	3.6	3.5	—	3.5	3.4	0.1	2
Edinburgh – Dublin	3.6	3.6	—	3.9	3.9	—	-8
Bristol – Dublin	3.3	3.3	—	2.8	2.8	—	15
Other Routes	15.2	11.8	3.4	13.8	10.7	3.0	10
Italy	219.0	86.1	132.8	223.7	84.3	139.4	-2
London – Genoa (g)	1.6	—	1.6	2.2	—	2.2	-27
– Milan	40.9	28.3	12.7	35.9	26.7	9.2	14
– Rimini (g)	7.2	—	7.2	10.2	—	10.2	-29
– Rome	41.4	31.4	10.1	42.3	32.4	10.0	-2
– Venice	13.3	6.6	6.7	14.0	6.9	7.1	-5
– Other Italy	34.5	18.2	16.3	41.1	17.7	23.5	-16
Luton – Rimini	13.3	—	13.3	15.7	—	15.7	-16
– Other Italy	39.9	—	39.9	40.0	—	40.0	—
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	12.4	—	12.4	11.5	—	11.5	8
Other Routes	14.4	1.8	12.6	10.8	0.7	10.1	34
Luxembourg	6.0	4.7	1.3	5.1	4.0	1.1	18
London – Luxembourg	5.0	4.7	0.3	4.2	4.0	0.2	19
Other Routes	1.0	—	1.0	0.9	—	0.9	15
Netherlands	158.2	149.0	9.2	143.2	134.4	8.7	10
London – Amsterdam	105.0	99.1	5.9	97.9	92.7	5.2	7
– Rotterdam	20.7	20.7	0.1	18.9	18.7	0.2	10
Other S.E. England – Netherlands	5.7	4.9	0.8	9.0	7.1	1.9	-36
Manchester – Amsterdam	9.2	9.0	0.2	7.8	7.6	0.2	18
Other Routes	17.5	15.3	2.2	9.6	8.5	1.2	82
Norway	27.6	20.0	7.6	23.2	16.9	6.3	19
London – Oslo	14.3	11.8	2.5	12.8	10.5	2.3	11
Other Routes	13.3	8.2	5.1	10.4	6.3	4.0	29
Portugal	66.0	28.3	37.6	56.0	26.2	29.8	18
London – Lisbon	26.4	18.1	8.2	23.0	17.0	6.0	15
Other Routes	39.6	10.2	29.4	33.0	9.2	23.8	20
Soviet Union and Eastern Europe (b)	39.3	21.0	18.3	36.6	20.9	15.7	7
London – Moscow	4.8	4.4	0.3	5.1	5.0	0.1	-6
– Prague	3.3	3.3	—	3.2	3.2	—	2
Other Routes	31.2	13.3	18.0	28.3	12.7	15.7	10

Table 18 cont.

	August-October 1973			August-October 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	676.4	100.3	576.1	660.4	91.5	568.9	2
London – Barcelona	22.2	15.3	6.9	20.5	14.3	6.2	8
– Ibiza	19.4	2.7	16.7	21.0	3.5	17.4	-7
– Madrid	33.2	29.3	4.0	29.8	26.3	3.5	12
– Malaga	24.7	13.0	11.7	23.8	12.2	11.6	3
– Palma	86.1	15.6	70.5	93.7	18.5	75.2	-8
– Other Spain	85.3	21.3	64.1	72.3	14.3	58.0	18
Luton – Alicante	26.6	—	26.6	26.1	—	26.1	2
– Barcelona	13.1	—	13.1	4.9	—	4.9	166
– Gerona	22.9	—	22.9	38.1	—	38.1	-40
– Ibiza	23.1	—	23.1	21.7	—	21.7	.7
– Palma	47.3	—	47.3	52.7	—	52.7	-10
– Other Spain	26.5	—	26.5	22.4	—	22.4	19
Other S.E. England – Spain	0.4	—	0.4	0.3	—	0.3	40
Manchester – Barcelona	4.3	0.2	4.1	5.7	0.3	5.4	-24
– Palma	31.6	0.4	31.3	33.2	0.3	32.8	-5
Other N. England – Spain	76.7	1.1	75.5	74.3	0.8	73.5	3
Scotland – Spain	36.7	0.3	36.4	37.0	0.4	36.6	-1
Other Routes	96.2	1.0	95.2	82.8	0.5	82.3	16
Sweden	25.5	18.3	7.3	22.3	15.2	7.1	14
London – Stockholm	15.5	12.2	3.3	14.7	11.3	3.4	5
Other Routes	10.0	6.0	4.0	7.6	3.9	3.7	32
Switzerland	110.0	76.6	33.4	113.3	73.2	40.1	-3
London – Basle	10.9	6.7	4.2	11.6	5.8	5.8	-6
– Geneva	33.8	29.9	3.9	32.2	28.5	3.7	5
– Zurich	46.1	35.8	10.3	43.7	34.3	9.4	5
Luton – Switzerland	10.7	—	10.7	16.5	—	16.5	-35
Other Routes	8.5	4.1	4.4	9.2	4.6	4.6	-8
Yugoslavia	55.1	10.3	44.9	45.0	7.4	37.6	22
London – Dubrovnic	8.7	0.9	7.7	8.2	0.2	7.9	6
– Ljubljana	1.9	1.5	0.4	2.4	0.7	1.7	-22
Luton – Yugoslavia	12.0	—	12.0	10.5	—	10.5	14
Other Routes	32.6	7.8	24.8	23.9	6.5	17.4	36
Other Europe	85.5	62.1	23.4	62.5	45.9	16.6	37
WESTERN HEMISPHERE							
Canada	163.8	84.8	79.0	141.4	78.3	63.1	16
London – Montreal	18.4	17.1	1.3	19.5	16.8	2.7	-6
– Toronto	69.8	29.0	40.8	55.9	28.3	27.5	25
– Other Canada	35.9	18.5	17.4	30.4	14.4	16.0	18
Other U.K. – Montreal	2.8	2.4	0.4	4.5	4.2	0.3	-38
– Toronto	32.3	14.8	17.5	25.7	12.7	13.0	26
Other Routes	4.6	2.9	1.7	5.4	1.8	3.6	-15

Table 18 cont.

	August-October 1973			August-October 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	356.6	275.4	81.2	360.0	281.0	79.0	-1
London – New York	130.9	102.5	28.3	143.6	120.5	23.1	-9
– Other East Coast U.S.A.	77.7	68.6	9.2	83.8	74.3	9.6	-7
– Chicago and Detroit	32.0	25.2	6.8	40.0	33.4	6.6	-20
– West Coast U.S.A.	72.1	53.6	18.6	56.2	36.6	19.6	28
– Other U.S.A.	17.1	9.8	7.3	6.2	1.5	4.7	177
Other U.K. – New York	20.8	15.0	5.8	18.1	13.2	5.0	15
Other Routes	6.0	0.6	5.3	12.1	1.6	10.5	-51
West Atlantic and Caribbean Islands	22.4	19.3	3.1	21.1	17.7	3.5	6
Central and South America	8.8	8.5	0.3	8.2	7.4	0.8	7
REST OF THE WORLD							
Canary Islands	24.6	3.6	21.0	23.7	3.7	20.0	4
North Africa (c)	30.4	7.5	22.9	32.1	5.5	26.6	-5
East Africa (d)	15.2	10.9	4.3	21.0	13.6	7.5	-28
Central Africa (e)	7.3	7.3	0.1	6.8	6.8	—	7
West Africa (d)	12.7	11.4	1.3	9.9	8.7	1.2	29
South Africa	15.4	15.2	0.2	13.9	13.8	0.1	11
Middle East (f)	69.6	66.8	2.8	59.7	55.5	4.1	17
India	13.3	13.2	0.1	8.5	6.2	2.3	57
Pakistan	3.8	3.8	—	33.5	33.5	—	14
Far East	47.7	36.1	11.6	40.9	25.6	15.4	16
Australia and New Zealand	19.0	18.7	0.3	14.8	14.4	0.4	29
Other Routes n.e.i.	7.7	5.8	1.8	6.7	4.6	2.0	15
ALL ROUTES	3 234.7	1 915.9	1 318.9	3 087.7	1 797.6	1 290.1	5

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		August 1973 –October 1973 (000)	August 1972 –October 1972 (000)	Percentage change
London (a)	Aberdeen	12.0	8.6	40
	Belfast	55.4	51.6	7
	Birmingham	3.4	4.4	–23
	Channel Islands	65.4	62.2	5
	Edinburgh	62.7	56.1	12
	Glasgow	78.0	70.5	11
	Isle of Man	4.1	3.8	8
	Leeds/Bradford	10.9	10.6	3
	Liverpool	10.5	10.7	–2
	Manchester	34.4	32.9	5
	Newcastle	24.3	22.1	10
	Tees-side	8.8	6.6	33
	Other airports	5.1	3.5	46
Belfast	Birmingham	8.2	6.3	30
	East Midlands	3.5	3.2	9
	Edinburgh	2.0	2.1	–5
	Glasgow	11.2	10.8	4
	Isle of Man	7.0	6.6	6
	Leeds/Bradford	4.1	3.6	14
	Liverpool	4.0	3.6	11
	Manchester	11.2	11.0	2
	Newcastle	2.6	2.4	8
	Other airports	9.7	8.3	17
	Bournemouth	7.9	6.0	32
	Birmingham	12.4	11.3	10
	Bristol/Glamorgan	8.9	9.1	–2
Channel Islands	East Midlands	14.7	12.7	16
	Glasgow	2.4	2.5	–4
	Leeds/Bradford	5.6	5.4	4
	Liverpool	5.2	5.5	–5
	Manchester	7.8	7.3	7
	Newcastle	2.6	1.9	37
	Southampton	31.2	29.4	6
	Other airports	18.1	9.3	95
	Birmingham	2.9	1.9	53
	Glasgow	0.5	0.9	–44
	Manchester	3.7	2.9	28
	Other airports	5.6	5.6	—
Edinburgh	Birmingham	7.0	6.2	13
	East Midlands	4.2	3.8	11
	Isle of Man	2.9	2.8	4
	Leeds/Bradford	2.0	1.8	11
	Liverpool	3.2	2.8	14
	Manchester	5.6	6.0	–7
	Southampton	3.2	2.8	14
	Other Scottish airports	18.3	16.3	12
	Other airports	4.6	4.0	15
	Blackpool	14.3	13.4	7
	Liverpool	12.9	12.3	5
	Manchester	6.8	6.4	6
	Newcastle	1.3	1.5	–13
Glasgow	Other airports	6.9	6.4	8
Isle of Man	Isles of Scilly	8.4	8.4	—
Penzance				
Other Routes		25.6	20.1	27
TOTAL		695.2	628.2	—

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

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

Cargo by Type and Nationality of Operator October 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	4 324·4	0·3	—	725·4	1 160·2	28·3	9·0	—	—	486·9	1 843·3	1·2	69·8	
+Heathrow	42 941·4	7 259·9	8 687·5	45·1	87·4	10 810·0	14 276·3	38·7	22·6	65·9	116·9	116·3	1 414·8	
+Luton	292·3	—	—	0·2	0·1	0·3	—	—	—	85·3	149·1	37·8	19·5	
+Southend	2 711·0	—	—	1 496·0	990·0	—	—	—	—	19·0	42·0	7·0	157·0	
+Stansted	1 087·4	—	—	1·8	—	0·8	—	—	—	207·9	714·8	17·2	144·9	
TOTAL (London Area)	51 356·5	7 260·2	8 687·5	2 268·5	2 237·7	10 839·4	14 285·3	38·7	22·6	865·0	2 866·1	179·5	1 806·0	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	74·0	21·1	23·1	0·8	0·5	8·5	9·2	—	—	—	—	6·7	4·1	
+Liverpool	1 345·6	147·0	730·0	2·8	0·1	120·7	41·1	—	—	39·6	11·7	33·3	219·3	
+Manchester	3 984·2	842·5	696·7	14·8	4·2	1 057·3	1 314·9	0·4	—	—	10·2	—	43·2	
+Birmingham	408·7	89·1	90·3	16·2	2·9	92·8	92·4	—	—	3·0	13·1	3·3	5·6	
+Coventry	1·7	—	—	—	—	—	—	—	—	—	1·7	—	—	
+East Midlands	545·7	—	—	141·8	307·5	—	—	—	—	21·2	50·7	7·4	17·1	
+Newcastle	167·3	32·1	62·8	23·0	48·3	—	—	0·2	—	—	0·6	—	0·3	
+Tees-side	17·4	—	—	6·6	9·6	—	—	—	—	—	—	—	1·2	
+Bristol	65·4	13·3	8·0	0·2	—	21·8	20·9	—	—	—	—	—	1·2	
+Glamorgan	23·4	0·7	7·5	1·5	0·4	1·8	1·4	—	0·2	—	9·9	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Ashford	414·1	—	—	153·7	260·4	—	—	—	—	—	—	—	—	
+Blackpool	45·4	—	—	5·9	31·3	—	—	—	—	0·1	8·1	—	—	
+Bournemouth	244·0	—	—	84·7	97·8	—	—	—	—	27·1	32·4	—	2·0	
+Cambridge	230·2	—	—	—	—	—	—	—	—	14·7	5·0	128·4	82·1	
+Exeter	17·7	—	—	2·7	15·0	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	5·7	5·2	0·5	—	—	—	—	—	—	—	—	—	—	
+Lydd	16·0	—	—	—	—	—	—	—	—	—	—	—	16·0	
+Manston	361·3	—	—	—	—	—	—	—	—	162·9	149·3	29·6	19·5	
+Norwich	23·7	—	—	12·3	7·5	—	—	—	—	2·0	1·9	—	—	
Penzance Heliport	4·6	0·4	4·2	—	—	—	—	—	—	—	—	—	—	
+Portsmouth	4·4	—	—	0·4	4·0	—	—	—	—	—	—	—	—	
+Southampton	94·6	1·1	3·1	20·6	57·3	—	—	—	—	0·1	0·4	2·5	9·5	
+Edinburgh	385·5	239·2	61·7	30·6	45·3	7·6	1·1	—	—	—	—	—	—	
+Glasgow	1 993·8	499·1	644·4	89·0	124·3	228·3	405·6	—	—	—	—	—	3·1	
+Prestwick	1 683·9	638·3	200·4	4·0	0·3	298·0	260·1	—	—	—	—	100·6	182·2	
Aberdeen	94·2	38·6	44·2	1·9	1·8	—	—	—	—	2·8	4·4	—	0·5	
Benbecula	17·5	13·8	3·7	—	—	—	—	—	—	—	—	—	—	
Inverness	44·2	11·0	33·2	—	—	—	—	—	—	—	—	—	—	
Islay	5·0	1·7	3·3	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	39·4	25·4	9·8	—	—	1·2	—	—	—	0·2	2·8	—	—	
Stornoway	37·3	14·2	3·6	19·2	0·3	—	—	—	—	—	—	—	—	
+Sumburgh	43·0	22·3	12·3	—	—	—	—	—	—	4·4	4·0	—	—	
Tiree	1·3	0·9	0·4	—	—	—	—	—	—	—	—	—	—	
Wick	10·7	3·4	1·3	—	—	—	—	—	—	—	1·2	—	2·8	
+Belfast	1 425·1	889·9	317·6	132·9	60·0	11·2	5·3	2·2	—	3·0	3·0	—	—	
+Isle of Man	341·9	198·1	101·7	35·8	5·7	—	—	0·6	—	—	—	—	—	
TOTAL (Incl. London Area)	65 574·4	11 010·6	11 751·3	3 069·9	3 322·2	12 688·6	16 437·3	42·1	22·8	1 146·1	3 176·5	491·3	2 415·7	
Channel Islands Airports														
Alderney	20·6	—	—	13·0	1·9	—	—	—	—	4·2	1·5	—	—	
Guernsey	746·0	93·3	63·1	216·3	154·9	0·4	—	—	—	105·3	112·7	—	—	
Jersey	1 251·8	319·3	271·3	347·6	72·2	57·1	0·7	—	—	130·7	52·9	—	—	
TOTAL (Channel Islands Airports)	2 018·4	412·6	334·4	576·9	229·0	57·5	0·7	—	—	240·2	167·1	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	August 1973 —October 1973 (tonnes)	August 1972 —October 1972 (tonnes)	Percentage change
London Area Airports			
+Gatwick	3 747.9	3 720.8	0.7
+Heathrow	39 961.4	37 661.5	6.1
+Luton	188.2	264.8	-28.9
+Southend	2 608.3	3 103.1	-15.9
+Stansted	1 022.1	1 918.8	-46.7
TOTAL (London Area)	47 527.9	46 669.0	1.8
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	63.0	118.9	-47.0
+Liverpool	1 282.7	1 280.2	0.2
+Manchester	3 495.7	4 027.0	-13.2
+Birmingham	343.1	417.6	-17.8
+Coventry	8.8	258.3	-96.6
+East Midlands	564.8	883.5	-36.1
+Newcastle	146.2	443.2	-67.0
+Tees-side	36.8	18.3	101.1
+Bristol	71.2	137.4	-48.2
+Glamorgan	28.0	47.3	-40.8
Swansea	0.6	—	—
+Ashford	368.2	489.8	-24.8
+Blackpool	58.1	82.0	-29.1
+Bournemouth	233.9	1 039.4	-77.5
+Cambridge	124.5	133.0	-6.4
+Exeter	13.8	..	—
Gloucester/Cheltenham	0.2	—	—
Hawarden	—	—	—
Isles of Scilly	7.4	8.2	-9.8
+Lydd	5.3	4.9	8.2
+Manston	346.2	587.7	-41.1
+Norwich	53.6	..	—
Penzance Heliport	7.1	8.2	-13.4
+Portsmouth	6.0	2.3	160.9
+Southampton	83.3	166.5	-50.0
+Edinburgh	390.6	318.0	22.8
+Glasgow	1 887.0	1 630.7	15.7
+Prestwick	1 296.7	1 365.2	-5.0
Aberdeen	98.7	97.7	1.0
Benbecula	18.1	19.4	-6.7
Inverness	39.9	33.7	18.4
Islay	5.7	13.8	-58.7
+Kirkwall	38.3	71.2	-46.2
Stornoway	36.1	39.5	-8.6
+Sumburgh	41.6	55.6	-25.2
Tiree	1.5	1.8	-16.7
Wick	12.3	26.9	-54.3
+Belfast	1 375.8	2 508.8	-45.2
+Isle of Man	368.0	379.6	-3.1
TOTAL (Incl. London Area)	60 486.7	63 384.6	-4.6
Channel Islands Airports			
Alderney	25.8	30.5	-15.4
Guernsey	741.8	1 719.8	-56.9
Jersey	1 196.9	1 520.8	-21.3
TOTAL (Channel Islands Airports)	1 964.5	3 271.1	-39.9

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

Table 22.1

All Scheduled Services October 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways – Overseas Division	12 099	3 634	16 405	191 467	2 389 220	1 235 910	51.7	6 164	311 256	157 146	7 264	37 186	112 696	50.5
British Airways – European Division	8 150	11 290	16 237	783 365	896 842	562 275	62.7	4 859	94 565	53 418	1 033	5 012	47 373	56.5
British Airways Helicopters	19	312	97	3 848	285	229	80.4	8	22	19	—	—	18	86.4
British Airways Regional Division—														
Channel Islands Airways	636	1 767	1 902	82 681	50 986	28 070	55.1	287	4 674	2 476	19	101	2 356	53.0
Scottish Airways	428	1 668	1 526	54 302	27 446	17 857	65.1	263	2 418	1 570	22	54	1 494	64.9
Cambrian Airways	408	1 605	1 317	54 836	28 563	16 794	58.8	1 025	2 788	1 583	5	237	1 341	56.8
Northeast Airlines	354	870	949	52 200	34 077	21 988	64.5	143	3 082	1 880	—	59	1 821	61.0
British Caledonian Airways	3 065	2 899	5 124	122 966	359 276	167 389	46.6	1 432	41 591	18 669	262	3 685	14 722	44.9
Air Anglia	64	212	187	4 892	2 782	1 785	64.2	26	257	170	—	8	162	66.2
Alidair	31	56	79	355	1 368	379	27.7	7	169	39	—	7	32	23.1
Aurigny Air Services	109	2 031	647	17 396	1 347	907	67.3	46	124	75	—	2	72	60.5
British Air Ferries	172	874	822	19 730	6 418	3 570	55.6	2 463	1 208	841	—	516	325	69.6
British Island Airways	294	1 442	1 116	39 582	11 457	8 080	70.5	775	1 321	854	31	136	687	64.7
British Midland Airways	522	1 248	1 445	42 833	39 130	18 259	46.7	171	3 119	1 501	—	82	1 419	48.1
Brymon Airways	20	127	95	781	180	129	71.7	—	15	10	—	—	10	66.7
Dan-Air/Skyways	262	1 056	928	21 789	12 436	5 923	47.6	—	1 016	483	—	—	483	47.5
Intra Airways	12	86	64	1 722	445	243	54.6	—	35	17	—	—	17	48.6
J F Airlines	44	240	179	1 713	549	352	64.1	4	43	27	—	1	26	62.8
Loganair	34	304	191	1 105	275	125	45.5	—	25	11	—	—	11	44.0
TOTAL Passenger Services	26 723	31 721	49 310	1 497 563	3 863 082	2 090 264	54.1	17 673	467 728	240 789	8 636	47 086	185 065	51.5
Cargo Services														
British Airways – Overseas Division	872	279	1 193					2 008	27 065	16 792	57	16 735		62.0
British Airways – European Division	256	478	681					7 790	4 863	2 805	172	2 633		57.7
British Caledonian Airways	86	30	118					248	2 568	1 430	12	1 418		55.7
Air-Bridge Carriers	22	50	81					336	211	146	—	146		69.2
Air Freight	38	166	188					413	131	92	—	92		70.2
British Air Ferries	6	14	13					34	41	14	—	14		34.2
British Island Airways	64	110	221					222	294	124	8	116		42.2
Intra Airways	4	20	17					65	12	11	—	11		91.7
TOTAL Cargo Services	1 348	1 147	2 512					11 116	35 185	21 414	249	21 165		60.9
GRAND TOTAL	28 071	32 868	51 822	1 497 563	3 863 082	2 090 264	54.1	28 789	502 913	262 203	8 885	68 251	185 065	52.1

International Scheduled Services October 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				As percentage of available
Passenger Services															
British Airways—Overseas Division	12 099	3 634	16 405	191 467	2 389 220	1 235 910	51.7	6 164	311 256	157 146	7 264	37 186	112 696	50.5	
British Airways—European Division	7 134	9 080	13 860	596 196	783 872	476 413	60.8	4 301	82 358	45 781	967	4 558	40 256	55.6	
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
British Airways Regional Division—															
Channel Islands Airways	131	282	307	13 909	16 051	6 517	40.6	120	1 525	621	1	66	554	40.7	
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cambrian Airways	147	365	373	12 318	12 167	6 303	51.8	53	1 059	528	—	25	503	49.9	
Northeast Airlines	108	193	257	9 097	10 455	5 384	51.5	37	904	466	—	20	446	51.6	
British Caledonian Airways	2 465	1 755	3 822	64 381	306 083	122 162	39.9	1 021	36 547	15 947	247	3 469	12 231	43.6	
Air Anglia	28	108	80	2 805	1 224	722	59.0	22	114	72	—	6	66	63.2	
Alidair	31	56	79	355	1 368	379	27.7	7	169	39	—	7	32	23.1	
Aurigny Air Services	11	154	68	636	90	48	53.3	—	8	4	—	—	4	50.0	
British Air Ferries	172	874	822	19 730	6 418	3 570	55.6	2 463	1 208	841	—	516	325	69.6	
British Island Airways	43	151	164	3 943	2 171	1 090	50.2	13	200	97	—	4	93	48.5	
British Midland Airways	203	402	530	6 837	15 225	3 903	25.6	55	1 214	340	—	36	304	28.0	
Brymon Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dan-Air/Skyways	116	332	389	3 069	5 408	2 357	43.6	—	442	192	—	—	192	43.4	
Intra Airways	6	65	36	1 417	219	152	69.4	—	17	11	—	—	11	64.7	
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL Passenger Services	22 694	17 451	37 192	931 160	3 549 971	1 864 910	52.5	14 256	437 021	222 085	8 479	45 893	167 713	50.8	
Cargo Services															
British Airways—Overseas Division	872	279	1 193					2 008	27 065	16 792	57	16 735		62.0	
British Airways—European Division	170	226	417					4 888	3 262	1 942	60	1 882		60.0	
British Caledonian Airways	86	30	118					248	2 568	1 430	12	1 418		55.7	
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—	
Air Freight	38	166	188					413	131	92	—	92		70.2	
British Air Ferries	6	14	13					34	41	14	—	14		34.2	
British Island Airways	64	110	221					222	294	124	8	116		42.2	
Intra Airways	—	—	—					—	—	—	—	—		—	
TOTAL Cargo Services	1 236	825	2 150					7 813	33 361	20 394	137	20 257		61.1	
GRAND TOTAL	23 930	18 276	39 342	931 160	3 549 971	1 864 910	52.5	22 069	470 382	242 479	8 616	66 150	167 713	51.6	

Domestic Scheduled Services October 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)		
Passenger Services														
British Airways – Overseas Division	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – European Division	1 016	2 210	2 377	187 169	112 970	85 862	76.0	558	12 207	7 637	66	454	7 117	62.6
British Airways Helicopters	19	312	97	3 848	285	229	80.4	8	22	19	—	—	18	86.4
British Airways Regional Division—														
Channel Islands Airways	505	1 485	1 595	68 772	34 935	21 553	61.7	167	3 149	1 854	18	35	1 801	58.9
Scottish Airways	428	1 668	1 526	54 302	27 446	17 857	65.1	263	2 418	1 570	22	54	1 494	64.9
Cambrian Airways	261	1 240	944	42 518	16 396	10 491	64.0	972	1 729	1 055	5	213	838	61.0
Northeast Airlines	246	677	692	43 103	23 622	16 604	70.3	106	2 177	1 415	—	39	1 375	65.0
British Caledonian Airways	600	1 144	1 302	58 585	53 193	45 227	85.0	411	5 044	2 722	15	216	2 491	54.0
Air Anglia	36	104	107	2 087	1 558	1 062	68.2	4	144	99	—	3	96	68.7
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	98	1 877	579	16 760	1 257	859	68.3	46	116	71	—	2	69	61.2
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	251	1 291	952	35 639	9 286	6 990	75.3	762	1 121	757	31	132	594	67.5
British Midland Airways	319	846	915	35 996	23 904	14 356	60.1	115	1 905	1 162	—	47	1 115	61.0
Brymon Airways	20	127	95	781	180	129	71.7	—	15	10	—	—	10	66.7
Dan-Air/Skyways	146	724	539	13 720	7 029	3 566	50.7	—	574	290	—	—	290	50.5
Intra Airways	6	21	28	305	226	91	40.3	—	18	6	—	—	6	33.3
J F Airlines	44	240	179	1 713	549	352	64.1	4	43	27	—	1	26	62.8
Loganair	34	304	191	1 105	275	125	45.5	—	25	11	—	—	11	44.0
TOTAL Passenger Services	4 029	14 270	12 118	566 403	313 111	225 353	72.0	3 416	30 707	18 705	157	1 196	17 351	60.9
Cargo Services														
British Airways – Overseas Division	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – European Division	86	252	264	—	—	—	—	2 902	1 601	863	112	751	—	53.9
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	22	50	81	—	—	—	—	336	211	146	—	146	—	69.2
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	4	20	17	—	—	—	—	65	12	11	—	11	—	91.7
TOTAL Cargo Services	112	322	362	—	—	—	—	3 303	1 824	1 020	112	908	—	55.9
GRAND TOTAL	4 141	14 592	12 480	566 403	313 111	225 353	72.0	6 719	32 531	19 725	269	2 104	17 351	60.7

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

All Non-scheduled Services October 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—Overseas Division	1 390	398	1 945	26 416
British Airways—European Division	636	927	1 343	8 208
British Airways Helicopters	118	1 132	572	229
British Airways Regional Division—				
Channel Islands Airways	29	54	80	211
Cambrian Airways	289	449	590	2 071
Northeast Airlines	242	197	396	2 457
BEA Airtours	915	477	1 333	14 852
British Caledonian Airways	2 288	1 248	3 480	45 211
Air Anglia	41	112	159	138
Air-Bridge Carriers	19	36	63	201
Air Freight	17	38	75	50
Air London	21	93	113	13
Alidair	148	202	368	941
Beecham Imperial	14	25	30	10
Britannia Airways	2 113	1 531	3 184	23 405
British Air Ferries	33	28	176	230
British Island Airways	66	191	255	301
British Midland Airways	314	246	534	3 668
Brymon Airways	5	93	26	4
Court-Line Aviation	1 511	1 104	2 445	20 982
Dan-Air Services	2 558	1 577	4 098	25 600
Dan-Air/Skyways	23	45	78	89
Directair	7	20	29	7
Donaldson International Airways	340	133	465	8 841
Eagle Flying Services	13	18	46	4
Eastern Seaboard	8	24	35	8
Fairflight Charters	62	160	320	69
Haywards Aviation	7	19	29	6
Humber Airways	9	32	44	7
International Aviation Services	362	156	757	6 074
Intra Airways	7	30	28	18
Invicta International Airlines	189	94	381	3 381
Island Air Charter	1	8	7	1
J F Airlines	4	16	19	4
Laker Airways	1 282	655	1 926	17 221
Loganair	73	615	347	57
MAM Aviation	34	56	73	27
Macedonian Aviation	19	37	81	58
McAlpine Aviation	325	713	688	255
Merlot International Aviation	46	71	82	35
Monarch Airlines	754	462	1 333	10 746
Moseley Aviation	16	31	49	9
Northair Airlines	57	140	246	26
Northern Executive Aviation	9	37	46	8
Peters Aviation	28	82	136	43
Silver City Airways	41	37	86	747
Thurston Aviation	27	92	113	24
Trader Airways	29	82	85	18
Tradewinds Airways	490	128	894	11 104
Trans-Meridian Air Cargo	443	144	845	12 072
Vernair Transport	11	28	34	6
TOTAL	17 483	14 323	30 567	246 163

International Non-scheduled Services October 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	1 390	398	1 945	26 416
British Airways – European Division	564	725	1 135	7 259
British Airways Helicopters	8	60	36	3
British Airways Regional Division—				
Channel Islands Airways	21	34	54	165
Cambrian Airways	260	268	473	1 912
Northeast Airlines	240	191	390	2 445
BEA Airtours	915	477	1 333	14 852
British Caledonian Airways	2 288	1 248	3 480	45 211
Air Anglia	17	35	61	57
Air-Bridge Carriers	17	30	56	183
Air Freight	17	38	75	50
Air London	9	24	42	5
Alidair	140	170	343	889
Beecham Imperial	10	13	20	7
Britannia Airways	2 113	1 531	3 184	23 405
British Air Ferries	33	28	176	230
British Island Airways	63	178	242	285
British Midland Airways	291	216	494	3 531
Brymon Airways	1	3	3	—
Court-Line Aviation	1 510	1 101	2 442	20 970
Dan-Air Services	2 557	1 575	4 095	25 589
Dan-Air/Skyways	21	42	73	84
Directair	5	10	20	5
Donaldson International Airways	340	133	465	8 841
Eagle Flying Services	7	8	21	2
Eastern Seaboard	5	12	22	5
Fairflight Charters	57	147	296	64
Haywards Aviation	5	12	22	4
Humber Airways	3	8	16	3
International Aviation Services	362	156	757	6 074
Intra Airways	5	21	18	12
Invicta International Airlines	189	94	381	3 381
Island Air Charter	—	1	1	—
J F Airlines	2	10	10	2
Laker Airways	1 282	655	1 926	17 221
Loganair	21	306	105	20
MAM Aviation	29	45	62	24
Macedonian Aviation	19	37	81	58
McAlpine Aviation	199	283	359	164
Merlot International Aviation	38	57	67	29
Monarch Airlines	754	462	1 333	10 746
Moseley Aviation	10	15	29	5
Northair Airlines	6	14	25	3
Northern Executive Aviation	2	6	12	2
Peters Aviation	9	21	45	15
Silver City Airways	41	37	86	747
Thurston Aviation	18	46	73	17
Trader Airways	17	29	41	11
Tradewinds Airways	490	128	894	11 104
Trans-Meridian Air Cargo	443	144	845	12 072
Vernair Transport	2	2	6	1
TOTAL	16 845	11 284	28 170	244 180

Domestic Non-scheduled Services October 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	—	—	—	—
British Airways – European Division	72	202	208	949
British Airways Helicopters	110	1 072	536	226
British Airways Regional Division—				
Channel Islands Airways	8	20	26	46
Cambrian Airways	30	181	117	160
Northeast Airlines	2	6	6	11
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	24	77	98	81
Air-Bridge Carriers	2	6	7	18
Air Freight	—	—	—	—
Air London	12	69	71	8
Alidair	8	32	25	52
Beecham Imperial	4	12	10	3
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
British Island Airways	3	13	13	15
British Midland Airways	23	30	40	136
Brymon Airways	4	90	23	3
Court-Line Aviation	1	3	3	12
Dan-Air Services	1	2	3	10
Dan-Air/Skyways	1	3	5	5
Directair	2	10	9	2
Donaldson International Airways	—	—	—	—
Eagle Flying Services	6	10	25	2
Eastern Seaboard	3	12	13	3
Fairflight Charters	5	13	24	4
Haywards Aviation	2	7	7	1
Humber Airways	6	24	28	4
International Aviation Services	—	—	—	—
Intra Airways	2	9	10	6
Invicta International Airlines	—	—	—	—
Island Air Charter	1	7	6	1
J F Airlines	2	6	9	2
Laker Airways	—	—	—	—
Loganair	51	309	242	37
MAM Aviation	4	11	11	4
Macedonian Aviation	—	—	—	—
McAlpine Aviation	126	430	329	90
Merlot International Aviation	8	14	15	6
Monarch Airlines	—	—	—	—
Moseley Aviation	6	16	20	3
Northair Airlines	51	126	221	23
Northern Executive Aviation	6	31	34	6
Peters Aviation	18	61	91	29
Silver City Airways	—	—	—	—
Thurston Aviation	9	46	40	7
Trader Airways	12	53	44	7
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	9	26	28	5
TOTAL	634	3 039	2 397	1 977

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 October 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 — Overseas Division	21	10	31	337	776	3 540	1 514	42.8
British Airways — European Division	215	190	365	2 334	18 210	26 390	19 893	75.4
British Airways Regional Division—								
Channel Islands Airways	16	24	35	135	1 440	1 492	1 296	86.9
Channel Islands Airways (D)	(1)	(2)	(4)	(7)	(118)	(45)	(45)	(100.0)
Cambrian Airways	235	231	410	1 762	10 281	20 112	14 443	71.8
Northeast Airlines	225	170	350	2 338	16 808	27 287	23 103	84.7
BEA Airtours	589	317	857	9 863	42 396	108 621	77 927	71.7
British Caledonian Airways	1 150	874	1 926	11 722	63 871	127 284	90 180	70.9
Air Anglia	1	4	4	4	160	41	41	100.0
Alidair	56	40	134	355	2 410	4 358	3 451	79.2
Britannia Airways	1 988	1 375	2 978	22 044	149 922	258 497	217 686	84.2
British Midland Airways	77	81	171	459	4 438	5 756	4 264	74.1
Court-Line Aviation	1 448	1 045	2 330	20 328	134 829	240 283	191 203	79.6
Dan-Air Services	2 151	1 376	3 454	20 568	130 959	259 125	205 808	79.4
Dan-Air/Skyways	8	26	29	30	803	368	265	72.0
Donaldson International Airways	11	6	17	195	914	2 144	1 728	80.6
Invicta International Airlines	33	20	65	438	2 111	4 871	2 982	61.2
Laker Airways	685	389	1 069	6 593	30 460	78 150	57 926	74.1
Monarch Airlines	540	363	897	8 168	46 337	89 264	70 388	78.9
TOTAL	9 449	6 541	15 122	107 673	657 125	1 257 583	984 098	78.3

(D) Denotes domestic inclusive tour charters: brackets indicate that the figures are included in that operator's statistics in the line above.

Table 25 covers all operations performed under Class 2 Licences

Advance Booking Charters October 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 — Overseas Division	227	42	307	4 176	5 242	35 049	29 040	82.9
British Caledonian Airways	70	19	92	1 813	1 988	13 212	11 538	87.3
Dan-Air Services	75	22	100	1 122	2 093	14 137	13 098	92.7
Laker Airways	204	46	250	6 262	7 627	61 502	44 432	72.2
TOTAL	576	129	749	13 373	16 950	123 900	98 108	79.2

There were no US originating passengers in October 1973.

All Other Separate Fare Charters October 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 — Overseas Division	790	218	1 083	16 272	15 809	137 817	111 722	81.1
British Airways — European Division	45	72	109	596	3 667	4 890	2 651	54.2
British Airways Regional Division—								
Channel Islands Airways	1	2	2	3	32	40	9	22.5
Cambrian Airways	21	151	88	111	3 107	1 201	507	42.2
Northeast Airlines	5	10	16	27	668	330	306	92.7
BEA Airtours	78	91	148	781	8 789	8 641	7 264	84.1
British Caledonian Airways	116	55	169	2 464	4 700	18 273	15 771	86.3
Alidair	21	55	57	136	3 642	1 670	1 471	88.1
Britannia Airways	29	17	34	319	1 955	3 745	3 208	85.7
British Island Airways	1	3	3	4	71	41	19	46.3
British Midland Airways	22	26	48	134	1 789	1 683	1 553	92.3
Court-Line Aviation	29	33	54	329	3 838	3 893	3 182	81.7
Dan-Air Services	141	74	221	1 729	6 349	21 817	18 702	85.7
Dan-Air/Skyways	15	19	49	59	999	720	552	76.7
Fairflight Charters	7	22	33	9	—	—	—	—
Intra Airways	6	25	21	14	731	181	153	84.5
Invicta International Airlines	17	19	36	226	2 120	2 507	1 847	73.7
Laker Airways	52	14	61	727	1 239	7 754	6 140	79.2
Loganair	21	306	105	20	1 422	220	85	38.6
Monarch Airlines	1	2	2	10	284	106	106	100.0
TOTAL	1 418	1 214	2 339	23 970	61 211	215 529	175 248	81.3

International Other Separate Fare Charters October 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 –								
Overseas Division	790	218	1 083	16 272	15 809	137 817	111 722	81.1
British Airways –								
European Division	44	65	105	587	3 089	4 802	2 564	53.4
British Airways Regional								
Division—								
Channel Islands Airways	—	—	—	—	—	—	—	—
Cambrian Airways	1	2	3	6	47	72	23	31.9
Northeast Airlines	5	10	16	27	668	330	306	92.7
BEA Airtours	78	91	148	781	8 789	8 641	7 264	84.1
British Caledonian Airways	116	55	169	2 464	4 700	18 273	15 771	86.3
Alidair	20	51	53	125	3 338	1 537	1 340	87.2
Britannia Airways	29	17	34	319	1 955	3 745	3 208	85.7
British Island Airways	—	1	1	1	15	15	5	33.3
British Midland Airways	13	12	27	79	806	989	903	91.3
Court-Line Aviation	29	33	54	329	3 838	3 893	3 182	81.7
Dan-Air Services	141	74	221	1 729	6 349	21 817	18 702	85.7
Dan-Air/Skyways	14	16	44	54	846	659	507	76.9
Fairflight Charters	7	22	33	9	—	—	—	—
Intra Airways	5	20	17	11	588	151	125	82.8
Invicta International								
Airlines	17	19	36	226	2 120	2 507	1 847	73.7
Laker Airways	52	14	61	727	1 239	7 754	6 140	79.2
Loganair	21	306	105	20	1 422	220	85	38.6
Monarch Airlines	1	2	2	10	284	106	106	100.0
TOTAL	1 383	1 028	2 212	23 776	55 902	213 328	173 800	81.5

Domestic Other Separate Fare Charters October 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 – Overseas Division	—	—	—	—	—	—	—	—
British Airways – European Division	1	7	4	9	578	88	87	98.9
British Airways Regional Division—								
Channel Islands Airways	1	2	2	3	32	40	9	22.5
Cambrian Airways	20	149	85	104	3 060	1 129	484	42.9
Northeast Airlines	—	—	—	—	—	—	—	—
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Alidair	2	4	4	11	304	134	130	97.0
Britannia Airways	—	—	—	—	—	—	—	—
British Island Airways	1	2	2	2	56	26	15	57.7
British Midland Airways	9	14	21	55	983	694	650	93.7
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	1	3	5	5	153	61	46	75.4
Fairflight Charters	—	—	—	—	—	—	—	—
Intra Airways	1	5	4	2	143	30	28	93.3
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	36	186	127	191	5 309	2 202	1 449	65.8

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 October 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	352	128	524	5 631
British Airways – European Division	376	665	869	5 278
British Airways Helicopters	118	1 132	572	229
British Airways Regional Division—				
Channel Islands Airways	13	28	43	73
Cambrian Airways	32	67	92	199
Northeast Airlines	12	17	30	92
BEA Airtours	248	69	328	4 208
British Caledonian Airways	952	300	1 293	29 212
Air Anglia	40	108	155	134
Air-Bridge Carriers	19	36	63	201
Air Freight	17	38	75	50
Air London	21	93	113	13
Alidair	71	107	177	450
Beecham Imperial	14	25	30	10
Britannia Airways	95	139	172	1 042
British Air Ferries	33	28	176	230
British Island Airways	65	188	252	297
British Midland Airways	215	139	315	3 074
Brymon Airways	5	93	26	4
Court-Line Aviation	34	26	61	325
Dan-Air Services	191	105	323	2 180
Directair	7	20	29	7
Donaldson International Airways	329	127	448	8 646
Eagle Flying Services	13	18	46	4
Eastern Seaboard	8	24	35	8
Fairflight Charters	55	138	287	60
Haywards Aviation	7	19	29	6
Humber Airways	9	32	44	7
International Aviation Services	362	156	757	6 074
Intra Airways	2	5	7	5
Invicta International Airlines	139	55	280	2 717
Island Air Charter	1	8	7	1
J F Airlines	4	16	19	4
Laker Airways	341	206	546	3 639
Loganair	51	309	242	37
MAM Aviation	34	56	73	27
Macedonian Aviation	19	37	81	58
McAlpine Aviation	325	713	688	255
Merlot International Aviation	46	71	82	35
Monarch Airlines	214	97	434	2 569
Moseley Aviation	16	31	49	9
Northair Aviation	57	140	246	26
Northern Executive Aviation	9	37	46	8
Peters Aviation	28	82	136	43
Silver City Airways	41	37	86	747
Thurston Aviation	27	92	113	24
Trader Airways	29	82	85	18
Tradewinds Airways	490	128	894	11 104
Trans-Meridian Air Cargo	443	144	845	12 072
Vernair Transport	11	28	34	6
TOTAL	6 040	6 439	12 357	101 148

International Exempt Services and Sub-charters Table 27.2

October 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	352	128	524	5 631
British Airways – European Division	305	470	665	4 338
British Airways Helicopters	8	60	36	3
British Airways Regional Division—				
Channel Islands Airways	7	12	23	37
Cambrian Airways	23	35	60	144
Northeast Airlines	10	11	24	80
BEA Airtours	248	69	328	4 208
British Caledonian Airways	952	300	1 293	29 212
Air Anglia	16	31	57	53
Air-Bridge Carriers	17	30	56	183
Air Freight	17	38	75	50
Air London	9	24	42	5
Alidair	64	79	156	409
Beecham Imperial	10	13	20	7
Britannia Airways	95	139	172	1 042
British Air Ferries	33	28	176	230
British Island Airways	62	177	241	284
British Midland Airways	201	123	296	2 993
Brymon Airways	1	3	3	—
Court-Line Aviation	33	23	58	313
Dan-Air Services	190	103	320	2 170
Directair	5	10	20	5
Donaldson International Airways	329	127	448	8 646
Eagle Flying Services	7	8	21	2
Eastern Seaboard	5	12	22	5
Fairflight Charters	51	125	263	56
Haywards Aviation	5	12	22	4
Humber Airways	3	8	16	3
International Aviation Services	362	156	757	6 074
Intra Airways	—	1	1	1
Invicta International Airlines	139	55	280	2 717
Island Air Charter	—	1	1	—
J F Airlines	2	10	10	2
Laker Airways	341	206	546	3 639
Loganair	—	—	—	—
MAM Aviation	29	45	62	24
Macedonian Aviation	19	37	81	58
McAlpine Aviation	199	283	359	164
Merlot International Aviation	38	57	67	29
Monarch Airlines	214	97	434	2 569
Moseley Aviation	10	15	29	5
Northair Aviation	6	14	25	3
Northern Executive Aviation	2	6	12	2
Peters Aviation	9	21	45	15
Silver City Airways	41	37	86	747
Thurston Aviation	18	46	73	17
Trader Airways	17	29	41	11
Tradewinds Airways	490	128	894	11 104
Trans-Meridian Air Cargo	443	144	845	12 072
Vernair Transport	2	2	6	1
TOTAL	5 439	3 588	10 091	99 367

Domestic Exempt Services and Sub-charters October 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	—	—	—	—
British Airways – European Division	71	195	204	940
British Airways Helicopters	110	1 072	536	226
British Airways Regional Division—				
Channel Islands Airways	6	16	20	35
Cambrian Airways	9	32	32	55
Northeast Airlines	2	6	6	11
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	24	77	98	81
Air-Bridge Carriers	2	6	7	18
Air Freight	—	—	—	—
Air London	12	69	71	8
Alidair	7	28	21	42
Beecham Imperial	4	12	10	3
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
British Island Airways	3	11	11	13
British Midland Airways	14	16	19	81
Brymon Airways	4	90	23	3
Court-Line Aviation	1	3	3	12
Dan-Air Services	1	2	3	10
Directair	2	10	9	2
Donaldson International Airways	—	—	—	—
Eagle Flying Services	6	10	25	2
Eastern Seaboard	3	12	13	3
Fairflight Charters	5	13	24	4
Haywards Aviation	2	7	7	1
Humber Airways	6	24	28	4
International Aviation Services	—	—	—	—
Intra Airways	1	4	6	4
Invicta International Airlines	—	—	—	—
Island Air Charter	1	7	6	1
JF Airlines	2	6	9	2
Laker Airways	—	—	—	—
Loganair	51	309	242	37
MAM Aviation	4	11	11	4
Macedonian Aviation	—	—	—	—
McAlpine Aviation	126	430	329	90
Merlot International Aviation	8	14	15	6
Monarch Airlines	—	—	—	—
Moseley Aviation	6	16	20	3
Northair Aviation	51	126	221	23
Northern Executive Aviation	6	31	34	6
Peters Aviation	18	61	91	29
Silver City Airways	—	—	—	—
Thurston Aviation	9	46	40	7
Trader Airways	12	53	44	7
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	9	26	28	5
TOTAL	598	2 851	2 266	1 778

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines

October 1973

Table 28.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of Sept 1973	End of Oct 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	13	13	863	—	4 782	—	4 795	87 783	568 624
BAC VC10	13	13	966	—	3 957	—	3 903	33 287	168 766
BAC VC10 Super	16	16	1 179	—	5 253	—	4 280	44 026	319 729
Boeing 707 120/120B/138B	2	2	125	—	433	—	2 548	9 757	39 815
Boeing 707 320C/336C/321	27	28	1 206	465	5 579	2 042	3 455	67 090	381 898
Boeing 707 420/436	18	18	928	—	3 836	—	2 667	86 230	287 797
Comet 4	14	15	842	—	2 157	—	1 690	79 804	125 755
Comet 4B/C	5	3	115	—	202	—	635	10 066	9 679
Boeing 720B	3	3	288	—	711	—	2 789	39 010	65 685
Boeing 727 100	3	3	274	—	652	—	2 559	32 030	49 587
Lockheed 1011 Tristar	2	2	161	—	371	—	3 562	48 231	73 208
Trident 1C	20	20	2 787	—	3 631	—	2 135	213 063	124 974
Trident 1E	4	4	686	—	890	—	2 617	53 134	41 499
Trident 2E	15	15	1 265	—	3 232	—	2 537	64 071	116 919
Trident 3B	26	26	3 255	—	5 088	—	2 303	292 328	245 505
DC10	2	2	60	—	243	—	1 427	13 730	48 431
BAC 1-11 200	7	7	1 275	—	1 443	—	2 424	54 929	31 798
BAC 1-11 300/400	14	14	1 460	—	2 949	—	2 478	82 232	109 983
BAC 1-11 500	43	42	7 158	10	9 564	13	2 763	445 541	336 592
Boeing 737 200	11	11	1 527	4	3 174	10	3 405	166 396	230 380
HS 125	16	16	552	182	612	132	548	1 812	1 193
Argosy	2	2	—	86	—	144	847	—	—
Britannia 300	8	8	150	180	504	876	2 029	10 389	10 051
Canadair CL44	11	11	—	272	—	1 741	1 862	—	—
Vanguard 952/953	9	9	295	111	472	353	1 077	24 962	15 050
Merchantman	10	10	—	972	—	1 639	1 927	—	—
Viscount 700	2	2	150	—	83	—	485	3 051	449
Viscount 700D/800/810	49	48	5 960	231	6 423	219	1 628	235 753	87 441
Fokker Friendship	2	2	253	—	230	—	1 351	5 960	2 228
Herald 100/200	9	11	1 313	310	1 090	387	1 632	45 341	10 051
HS 748	7	7	1 099	—	1 004	—	1 686	23 441	6 702
Skyvan	3	3	374	28	277	35	1 223	3 399	435
Carvair	7	7	877	39	828	180	1 694	19 747	3 570
Heron	4	4	115	37	186	60	723	964	307
Trislander	5	4	1 355	11	540	16	1 489	14 417	1 005
Aztec	7	8	241	45	247	34	412	701	182
Beagle 206S	4	4	140	—	246	—	723	364	145
Beechcraft 18	2	2	10	27	12	38	292	26	8
Beechcraft Baron B55	2	2	12	—	31	—	339	74	16
Beechcraft 65/80 Queen Air	1	1	26	2	28	6	398	55	25
Beechcraft 90 King Air	1	1	6	—	15	—	274	17	15
Cessna 310/320/340	1	1	—	—	—	—	—	—	—
DC3	13	13	197	365	237	441	617	3 995	966
Dove	7	5	87	42	165	93	679	573	271
Islander	18	17	2 045	22	958	27	672	9 767	866
Piper PA 30/31	7	6	131	8	176	13	412	466	163
Bell 206	1	1	80	—	55	—	646	150	19
S 61N	7	7	1 024	—	551	—	923	6 821	858
Bell 212	1	1	257	—	43	—	504	573	82
TOTAL	474	470	43 169	3 449	73 160	8 499	2 094	2 335 556	3 518 722

Aircraft Type and Utilisation—Individual Airlines Table 28.2

October 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
	End of September 1973	End of October 1973	Passenger	Cargo	Passenger	Cargo			
British Airways—Overseas Division									
Boeing 747	13	13	863	—	4 782	—	4 795	87 783	568 624
BAC VC10	11	11	830	—	3 367	—	3 990	27 894	145 505
BAC VC10 Super	16	16	1 179	—	5 253	—	4 280	44 026	319 729
Boeing 707–336C	11	11	401	281	1 908	1 200	3 683	18 226	129 827
Boeing 707–436	11	11	566	—	2 706	—	3 207	35 034	175 206
TOTAL	62	62	3 839	281	18 016	1 200	4 040	212 963	1 338 891
British Airways—European Division									
Trident 1C	20	20	2 787	—	3 631	—	2 135	213 063	124 974
Trident 2E	15	15	1 265	—	3 232	—	2 537	64 071	116 919
Trident 3B	26	26	3 255	—	5 088	—	2 303	292 328	245 505
BAC 1–11 500	18	18	4 099	8	4 203	8	2 752	234 683	98 538
Vanguard 953	5	5	256	56	371	72	1 040	20 731	10 220
Merchantman	9	9	—	935	—	1 554	2 029	—	—
TOTAL	93	93	11 662	999	16 525	1 634	2 296	824 876	596 156
British Airways Helicopters									
Bell 206	1	1	80	—	55	—	646	150	19
S61 N	7	7	1 024	—	551	—	923	6 821	858
Bell 212	1	1	257	—	43	—	504	573	82
TOTAL	9	9	1 361	—	649	—	847	7 544	959
British Airways Regional Division									
Channel Islands Airways									
Trident 1E	1	1	191	—	209	—	2 460	9 045	5 159
Viscount 800	11	11	1 418	—	1 574	—	1 683	63 577	20 661
TOTAL	12	12	1 609	—	1 783	—	1 748	72 622	25 820
Scottish Airways									
Viscount 800	7	7	1 290	—	1 233	—	2 073	48 230	15 673
Skyvan	2	2	320	—	235	—	1 383	3 339	416
TOTAL	9	9	1 610	—	1 468	—	1 920	51 569	16 089
Cambrian Airways									
BAC 1–11 400 Series	4	4	617	—	771	—	2 267	27 779	22 170
Viscount 700 Series	2	2	150	—	83	—	485	3 051	449
Viscount 800	8	8	1 081	204	883	167	1 544	39 837	10 336
TOTAL	14	14	1 848	204	1 737	167	1 599	70 667	32 955
Northeast Airlines									
Trident 1E	3	3	495	—	681	—	2 672	44 089	36 340
Viscount 800	6	6	566	—	653	—	1 281	25 874	9 265
TOTAL	9	9	1 061	—	1 334	—	1 745	69 963	45 605
BEA Airtours									
Comet 4B	5	3	115	—	202	—	635	10 066	9 679
Boeing 707 436	7	7	362	—	1 130	—	1 898	51 196	112 591
TOTAL	12	10	477	—	1 332	—	1 460	61 262	122 270

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 September 1973	End of October 1973	Passenger	Cargo	Passenger	Cargo			
British Caledonian Airways									
BAC VC10	2	2	136	—	590	—	3 471	5 393	23 261
Boeing 707 300 Series	10	10	493	155	2 664	731	3 997	23 781	181 302
BAC 1-11 200	7	7	1 275	—	1 443	—	2 424	54 929	31 798
BAC 1-11 500	14	14	2 116	2	3 289	5	2 767	118 543	114 404
TOTAL	33	33	4 020	157	7 986	736	3 110	202 646	350 765
Air Anglia									
Fokker Friendship	2	2	253	—	230	—	1 351	5 960	2 228
DC3	2	2	70	1	113	3	683	1 340	448
TOTAL	4	4	323	1	343	3	1 018	7 300	2 676
Air-Bridge Carriers									
Argosy	2	2	—	86	—	144	847	—	—
Air Freight									
DC3	4	4	—	204	—	263	774	—	—
Air London									
Aztec	2	3	73	—	80	—	314	119	35
Piper PA30	2	1	20	—	33	—	387	33	9
TOTAL	4	4	93	—	113	—	332	152	44
Alidair									
Viscount 800 Series	3	3	232	26	395	51	1 748	8 343	6 715
Aurigny Air-Services									
Trislander	3	2	1 203	—	409	—	1 964	13 023	693
Islander	3	2	828	—	238	—	1 022	4 373	214
TOTAL	6	4	2 031	—	647	—	1 464	17 396	907
Beecham Imperial									
HS 125	2	2	25	—	30	—	175	69	51
Cessna 310/320	1	1	—	—	—	—	—	—	—
TOTAL	3	3	25	—	30	—	131	69	51
Britannia Airways									
Boeing 737 200	11	11	1 527	4	3 174	10	3 405	166 396	230 380
British Air Ferries									
Viscount 800	1	—	—	—	—	—	—	—	—
Carvair	7	7	877	39	828	180	1 694	19 747	3 570
TOTAL	8	7	877	39	828	180	1 694	19 747	3 570
British Island Airways									
Herald 200 Series	9	11	1 313	310	1 090	387	1 632	45 341	10 051
DC3	3	3	—	119	—	114	445	—	—
TOTAL	12	14	1 313	429	1 090	501	1 372	45 341	10 051
British Midland Airways									
Boeing 707 321	2	2	120	—	291	—	1 712	6 215	10 302
BAC 1-11 500	1	—	—	—	—	—	—	—	—
Viscount 800	13	13	1 373	1	1 685	1	1 526	49 892	24 791
TOTAL	16	15	1 493	1	1 976	1	1 551	56 107	35 093
Brymon Airways									
Islander	3	2	220	—	121	—	788	1 415	169

Table 28.2 cont.

	Aircraft in service End of September 1973	Aircraft in service End of October 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
Court-Line Aviation									
Lockheed 1011 Tristar	2	2	161	—	371	—	3 562	48 231	73 208
BAC 1-11 500	10	10	943	—	2 072	—	2 778	92 315	123 649
TOTAL	12	12	1 104	—	2 443	—	2 876	140 546	196 857
Dan-Air Services									
Boeing 707 321	2	2	81	7	330	32	2 128	8 651	36 849
Comet 4	14	15	842	—	2 157	—	1 690	79 804	125 755
Boeing 727 100	3	3	274	—	652	—	2 559	32 030	49 587
BAC 1-11 300/400	5	5	373	—	929	—	2 186	26 488	40 268
TOTAL	24	25	1 570	7	4 068	32	1 931	146 973	252 458
Dan-Air/Skyways									
HS 748	7	7	1 099	—	1 004	—	1 686	23 441	6 702
Directair									
Piper PA 31	1	1	20	—	29	—	960	96	28
Donaldson International Airways									
Boeing 707 321	2	3	111	22	386	79	2 694	10 217	23 619
Eagle Flying Services									
Beechcraft Baron B55	2	2	12	—	31	—	339	74	16
Beechcraft 90 King Air	1	1	6	—	15	—	274	17	15
TOTAL	3	3	18	—	46	—	314	91	31
Eastern Seaboard									
Beechcraft 18	1	1	—	24	—	35	409	—	—
Fairflight Charters									
Heron	1	1	33	37	50	60	1 292	396	116
Dove	4	3	50	40	120	90	821	350	162
TOTAL	5	4	83	77	170	150	942	746	278
Haywards Aviation									
Dove	1	1	18	1	27	2	365	119	85
Humber Airways									
Islander	2	2	32	—	44	—	256	80	35
International Aviation Services									
Britannia 300 Series	4	4	—	156	—	757	2 227	—	—
Intra Airways									
DC3	3	3	108	23	84	20	416	2 474	414
Islander	—	1	5	—	5	—	62	39	9
TOTAL	3	4	113	23	89	20	329	2 513	423
Invicta International Airlines									
Vanguard 952	4	4	39	55	101	281	1 124	4 231	4 829
Island Air Charter									
Islander	1	1	4	4	4	3	80	13	2
J F Airlines									
Trislander	1	1	126	—	91	—	1 142	1 174	258
Islander	1	1	130	—	106	—	1 380	650	141
TOTAL	2	2	256	—	197	—	1 259	1 824	399

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 September 1973	End of October 1973	Passenger	Cargo	Passenger	Cargo			
Laker Airways									
Boeing 707 138B	2	2	125	—	433	—	2 548	9 757	39 815
DC10	2	2	60	—	243	—	1 427	13 730	48 431
BAC 1-11 300	5	5	470	—	1 249	—	2 938	27 965	47 544
TOTAL	9	9	655	—	1 925	—	2 515	51 452	135 790
Loganair									
Skyvan	1	1	54	28	42	35	905	60	20
Trislander	1	1	26	11	40	16	657	220	53
Beechcraft 18	1	1	10	3	12	3	175	26	8
Islander	6	6	787	—	390	—	763	3 015	248
TOTAL	9	9	877	42	484	54	701	3 321	329
MAM Aviation									
HS 125	1	1	66	—	73	—	858	164	114
Macedonian Aviation									
DC3	1	1	19	18	40	41	953	181	103
McAlpine Aviation									
HS 125	9	9	328	182	362	132	646	1 282	849
Aztec	4	4	147	42	147	28	515	532	137
Dove	2	1	19	1	18	1	431	104	24
TOTAL	15	14	494	225	527	161	599	1 918	1 010
Merlot International Aviation									
HS 125	3	3	71	—	82	—	321	170	111
Monarch Airlines									
Boeing 720B	3	3	288	—	711	—	2 789	39 010	65 685
Britannia 300	4	4	150	24	504	119	1 832	10 389	10 051
TOTAL	7	7	438	24	1 215	119	2 241	49 399	75 736
Moseley Aviation									
Piper PA 31	1	1	31	—	49	—	577	155	79
Northair Aviation									
Beagle 206S	4	4	140	—	246	—	723	364	145
Northern Executive Aviation									
Islander	1	1	28	9	38	8	642	134	38
Peters Aviation									
Heron	3	3	82	—	136	—	533	568	191
Silver City Airways									
Merchantman	1	1	—	37	—	85	1 000	—	—
Thurston Aviation									
Aztec	1	1	21	3	20	6	303	50	10
Islander	1	1	11	9	12	16	329	48	10
Piper PA 31	2	2	40	8	45	13	339	135	35
TOTAL	4	4	72	20	77	35	329	233	55
Trader Airways									
HS 125	1	1	62	—	65	—	763	127	67
Piper PA 31	1	1	20	—	20	—	234	47	12
TOTAL	2	2	82	—	85	—	500	174	79
Tradewinds Airways									
Canadair CL44	5	5	—	128	—	895	2 106	—	—
Trans-Meridian Air Cargo									
Canadair CL44	6	6	—	144	—	846	1 657	—	—
Vernair Transport									
Beechcraft 65/80 Queen Air	1	1	26	2	28	6	398	55	25
GRAND TOTAL	474	470	43 169	3 449	73 160	8 499	2 094	2 335 556	3 518 717

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

Table 29.1

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
	(000)	(000)	Advance booking charters	Other	(000)	(000)
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	502 914				502 914	
Class B		103 649		1 752	105 401	
Class C		4 025		4 259	8 284	
Class D				—	—	
Class E Types I and VI				17 958	17 958	
Class 2			13 373		13 373	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						101 146
TOTAL	502 914	107 674	13 373	23 969	647 930	101 146

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

Table 29.2

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
	(000)	(000)	Advance booking charters	Other	(000)	(000)
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	262 203				262 203	
Class B		79 770		1 124	80 894	
Class C		3 093		2 852	5 945	
Class D				—	—	
Class E Types I and VI				11 793	11 793	
Class 2			9 231		9 231	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	262 203	82 863	9 231	15 769	370 066	..

Definitions

AIRPORT ACTIVITY

An air transport movement is a landing or a take-off of an aircraft engaged on commercial air transport. The types of movement covered are all scheduled service movements, whether loaded or empty, and charter movements transporting passengers or cargo from one point to another. All other types of commercial flying are excluded (e.g. flights returning to the airport of take-off without landing elsewhere, empty charter positioning flights paid for by the charterer, ferrying of empty aircraft, etc.).

Empty charter positioning flights are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.

Other commercial flights are miscellaneous non-transport charter flights (e.g. commercial delivery or ferry of empty aircraft and local flights for the Press, survey companies or farmers).

Test and training flights are flights for the purpose of testing aircraft or airports, or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. Aero-club instructional flights are excluded from this category and shown under 'Aero-club'.

Other non-commercial flights by air transport operators are flights by air transport operators for the sole purpose of moving their own aircraft, personnel or stores from one place to another, and air transport flights forced to return to base by bad weather, engine failure or other causes.

Private flights are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.

Aero-club flights are flights operated by aero-club members for instruction or pleasure.

Official flights are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.

Military flights are flights by British or foreign military personnel exclusively for military purposes.

AIR PASSENGERS

Passengers includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.

Revenue passengers are those who pay 25 per cent or more of the normal applicable fare.

A terminal passenger is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.

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

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

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

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

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

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

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

AIR CARGO

Cargo means the weight of cargo (including accompanied vehicles) picked up and set down by aircraft on air transport flights. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage and diplomatic bags picked up and set down. (See also definition below when used in airline statistics where mail and excess baggage are included.)

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

AIRLINE OPERATIONS

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

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

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

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

Passengers uplifted The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of flight, with the single exception that a passenger flying on both the international and domestic stages of the same flight would be counted as both a domestic and an international passenger.

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.