

M^r Turner

Civil Aviation Authority



CAA Monthly Statistics

July 1973

up to and including April 1973

Civil Aviation Authority

CAA Monthly Statistics

JULY 1973

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

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

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Symbols and Abbreviations The following are used throughout:

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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Civil Aviation Statistics—April 1973

Activity at UK Airports

During April there were more than 60 000 air transport movements at UK airports and this shows an apparent growth of 14.4 per cent on 1972. This is in part because in 1973 Easter traffic movements fell entirely in April, whereas last year the pre-Easter traffic fell in March. Comparison of the three months February to April shows a growth of 11.1 per cent between the two years. (In this comparison, and in similar comparisons throughout this article, figures for February to April 1972 have been adjusted to allow for the fact that 1972 was a Leap Year.)

The rate of growth at the London area airports was much lower than the national average, 6.7 per cent over the comparable three months period. Gatwick and Heathrow were close to the London Area average, but Luton traffic increased by 13.6 per cent, and Stansted's fell by 17.5 per cent. There were substantial increases at all of the major provincial airports, especially Manchester, Birmingham, Newcastle, Edinburgh, Glasgow and Belfast. An exception to the general rule was Prestwick whose traffic declined by 13.4 per cent, more steeply than previously. UK airlines accounted for most of the increased movements, with 11.3 per cent more scheduled services and 21.9 per cent more charter flights. Total charter flights including foreign operators increased by 23.4 per cent, but scheduled services by only 8.6 per cent.

Comparing the three months period February to April the number of terminal passengers rose by 17.6 per cent over the last year. As in recent months, the growth in the provinces (25.4 per cent) was substantially greater than in the London area (14.8 per cent). But 70% of total UK passengers still used London area airports. There were large increases in numbers of passengers at Heathrow (16.5 per cent) and Gatwick (13.2 per cent) and also at Southend, the first to be recorded in more than a year; passenger numbers at Stansted continued to fall. At the airports outside the London area, traffic at Manchester (23.5 per cent) and Glasgow (26.0 per cent) showed notable buoyancy, as was also true of other major provincial airports; exceptionally Prestwick had a relatively large fall (32.0 per cent). Passenger numbers on scheduled flights over the three months were up by 15.8 per cent and on charter flights by 23 per cent. UK operators marginally increased their share of passengers (74.4 per cent this year compared with 73.3 per cent last year), increasing their share on scheduled services (+1.6 per cent) but losing ground marginally on charters (-0.8 per cent).

During the three months February to April 1973 the number of passengers arriving from or departing on international flights was over 6 million, over 70 per cent of the total number of terminal passengers. At London area airports the proportion of international passengers was even higher, over 85 per cent of the total. Outside the London area, the number of international passengers was less than 1 million, but although small in absolute magnitude, it is this sector which, relatively, is now growing most rapidly, at 35.7 per cent against the London area's 14.5 per cent compared with last year.

For the three months February to April routes to or from the USA accounted for the largest share (13.4 per cent) of international scheduled services. Close behind was France (13.0 per cent) followed by

Germany (9.8 per cent) and the Netherlands and the Irish Republic (8.7 per cent each). The number of passengers on the USA routes increased by 18.6 per cent over 1972, a higher growth than the 14.5 per cent for passengers on all international scheduled services. Routes to or from Spain continued to be by far the most popular for passengers on charter flights with 42.4 per cent of the total, followed by Italy (10.3 per cent) and Germany (8.7 per cent). The Spanish routes had a growth of 33.3 per cent compared with 23.7 per cent for all international charter passengers and appear to be holding on to their dominant position. Italy had a 27.4 per cent growth but Germany had a slight fall of 3.2 per cent. Passengers travelling on the domestic routes of the UK totalled more than 2.5 million in the three months February to April 1973, 18.9 per cent more than a year ago. The principal area of growth continues to be the services between London and Scotland.

Cargo handled at UK airports in April amounted to nearly 54 000 tonnes, 12.9 per cent more than a year ago. This is a smaller increase than in recent months, the growth rate for February to April compared with 1972 being 17 per cent. London area airports had a better month than the country's airports as a whole with a 22.7 per cent increase. The more uneven performance at airports outside the London area produced a small decline in April, but an increase of 19.8 per cent for the three months ending in April. Of the total UK air cargo, 76 per cent is handled by the London area airports, and Heathrow alone accounts for 64 per cent of the total.

Output of UK Airlines

The Advance Booking Charter services commenced in April and statistics are now included. The details are in a separate table, Table 25, on page 42, and the summary tables 9.1, 9.2, 9.3, 29.1 and 29.2 include ABC statistics. In April 1973 the output of UK airlines for scheduled and non-scheduled services together amounted to 696 million available tonne-kilometres which is about the same as in March, but is 12.5 per cent higher than April 1972.

Scheduled services accounted for 458 million available tonne-kilometres (65.8 per cent of the total), a growth of 10 per cent on April 1972. The UK airlines carried nearly 1.5 million passengers and nearly 24 000 tonnes of cargo in the month, and achieved an overall load factor of 53.3 per cent; this compares with 48.0 per cent in April 1972. Seat-kilometres used as a percentage of those available increased to 57.0 per cent from 51.1 per cent in April 1972. This factor was 56.4 per cent on international services and 63.3 per cent on domestic services.

The total output for non-scheduled services in April was 238 million available tonne-kilometres, an increase of 17.8 per cent on April 1972. Inclusive Tour Charters accounted for 108 million available tonne-kilometres, 45 per cent of all non-scheduled output.

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 arise because airlines are not asked to report non-revenue passengers and cargo.

Analysis of Inclusive Tour Charter Traffic by Passenger Destination and Nationality of Carrier

A general survey of Inclusive Tour Charter traffic was published in the June edition of Monthly Statistics. Since that article was prepared we have been asked, by a British airline operating in this market, for more specific information about traffic flows.

As this type of analysis may be of general interest we take this opportunity of publishing some estimates of the principal ITC traffic flows and the division of the traffic between British and foreign airlines. The figures combine information from different sources, and for

foreign airlines the amount of estimation required has been rather greater than for British airlines. The accuracy of the figures is not as great as might be inferred from the detail in which they are presented. Nevertheless, we believe they provide a sound guide to the main traffic flows.

A summary table is given opposite, and on pages 4 and 5, winter (5 months) and summer (7 months) are given in country detail.

PASSENGERS DEPARTING FROM UK AIRPORTS ON INCLUSIVE TOUR CHARTER FLIGHTS

Twelve Months ending 31st October, 1970, 1971 and 1972—All Destinations

	Passengers—Thousands								
	Twelve Months			Winter (Nov–March)			Summer (April–Oct)		
	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72	1970	1971	1972
All Airlines	2 646 (100%)	3 422 (100%)	4 206 (100%)	292 (100%)	454 (100%)	975 (100%)	2 354 (100%)	2 968 (100%)	3 231 (100%)
UK Airlines	2 396 (90·6%)	3 119 (91·1%)	3 718 (88·4%)	271 (92·8%)	424 (93·4%)	927 (95·1%)	2 126 (90·3%)	2 694 (90·8%)	2 791 (86·4%)
Foreign Airlines	250 (9·4%)	303 (8·9%)	488 (11·6%)	21 (7·2%)	30 (6·6%)	48 (4·9%)	228 (9·7%)	274 (9·2%)	440 (13·6%)
UK originating traffic	2 561 (96·8%)	3 293 (96·2%)	4 003 (95·2%)	276 (94·5%)	430 (94·7%)	933 (95·7%)	2 285 (97·1%)	2 863 (96·5%)	3 071 (95·0%)
UK Airlines	2 392 (90·4%)	3 092 (90·3%)	3 671 (87·3%)	270 (92·5%)	422 (92·9%)	919 (94·3%)	2 122 (90·2%)	2 669 (89·9%)	2 752 (85·2%)
Foreign Airlines	169 (6·4%)	201 (5·9%)	332 (7·9%)	6 (2·0%)	8 (1·8%)	14 (1·4%)	163 (6·9%)	194 (6·6%)	319 (9·8%)
Non-UK originating traffic	85 (3·2%)	129 (3·8%)	202 (4·8%)	16 (5·5%)	24 (5·3%)	42 (4·3%)	69 (2·9%)	105 (3·5%)	160 (5·0%)
UK Airlines	5 (0·2%)	27 (0·8%)	47 (1·1%)	1 (0·3%)	2 (0·4%)	8 (0·8%)	4 (0·2%)	25 (0·8%)	39 (1·2%)
Foreign Airlines	80 (3·0%)	102 (3·0%)	155 (3·7%)	15 (5·1%)	22 (4·9%)	34 (3·5%)	65 (2·7%)	80 (2·7%)	121 (3·8%)

PASSENGERS DEPARTING FROM UK AIRPORTS ON INCLUSIVE TOUR CHARTER FLIGHTS

WINTER (November–March) 1969/70, 1970/71 and 1971/72

	COUNTRY OF DESTINATION														
	SPAIN (incl. Canaries and Balearics)			ITALY (incl. Sicily)			GERMANY			GREECE (incl. the Islands)			SWITZERLAND		
	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72
All Airlines	154 300	251 992	604 062	29 900	40 942	78 729	54 830	72 886	102 671	1 139	4 382	21 394	18 742	20 801	31 983
UK Airlines	151 112	251 486	598 245	25 144	33 621	69 640	50 686	70 052	94 191	1 139	4 382	21 394	17 724	19 588	29 931
Foreign Airlines	3 188	506	5 817	4 756	7 321	9 089	4 144	2 834	8 480	—	—	—	1 018	1 213	2 052
UK originating traffic	152 182	251 992	603 794	27 451	39 217	71 212	52 991	71 409	96 807	1 139	4 382	21 394	17 874	19 588	29 498
UK Airlines	151 085	251 486	598 245	24 622	33 581	67 088	50 635	70 052	93 607	1 139	4 382	21 394	17 724	19 588	29 498
Foreign Airlines	1 097	506	5 549	2 829	5 636	4 124	2 356	1 357	3 200	—	—	—	150	—	—
Non-UK originating traffic	2 118	—	268	2 449	1 725	7 517	1 839	1 477	5 864	—	—	—	868	1 213	2 485
UK Airlines	27	—	—	522	40	2 552	51	—	584	—	—	—	—	—	433
Foreign Airlines	2 091	—	268	1 927	1 685	4 965	1 788	1 477	5 280	—	—	—	868	1 213	2 052
	NORTH AFRICA			YUGOSLAVIA			PORTUGAL			FRANCE			OTHER COUNTRIES		
	1969/70	1970/71	1971/72	1969/70	1970/71	1972/72	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72	1969/70	1970/71	1971/72
All Airlines	4 976	8 697	45 712	1 484	2 793	6 656	5 165	12 190	34 443	3 403	9 519	9 620	18 364	30 173	39 612
UK Airlines	4 976	8 697	45 712	1 423	578	3 410	5 165	12 190	34 443	2 816	8 172	8 272	10 650	15 767	21 999
Foreign Airlines	—	—	—	61	2 215	3 246	—	—	—	587	1 347	1 348	7 714	14 406	17 613
UK originating traffic	4 976	8 697	45 712	1 423	671	3 789	5 165	12 190	34 116	2 397	7 936	7 627	10 650	14 410	18 489
UK Airlines	4 976	8 697	45 712	1 423	578	3 410	5 165	12 190	34 116	2 397	7 936	7 627	10 650	14 348	18 010
Foreign Airlines	—	—	—	—	93	379	—	—	—	—	—	—	—	62	479
Non-UK originating traffic	—	—	—	61	2 122	2 867	—	—	327	1 006	1 583	1 993	7 714	15 763	21 123
UK Airlines	—	—	—	—	—	—	—	—	327	419	236	645	—	1 419	3 989
Foreign Airlines	—	—	—	61	2 122	2 867	—	—	—	587	1 347	1 348	7 714	14 344	17 134

Passengers Departing from WINTER

	SPAIN incl Canaries & Balearics	ITALY incl. Sicily	GERMANY	GREECE	SWITZ
All Airlines	777 053	110 297	113 761	33 437	30
UK Airlines	726 694	105 605	113 444	33 437	30
Foreign Airlines	50 359	4 692	- 317	-	-
UK originating Traffic	774 423	109 257	108 606	33 437	29
UK Airlines	726 575	105 379	108 606	33 437	29
Foreign Airlines	47 848	3 878	-	-	-
Non-UK originating Traffic	2 630	1 040	5 155	-	-
UK Airlines	119	226	4 838	-	-
Foreign Airlines	2 511	814	317	-	-

Passengers Departing from UK Airports on Inclusive Tour

	SPAIN incl Canaries & Balearics	ITALY incl Sicily	GERMANY	GREECE	SWITZ
All Airlines	1845 216	405 595	198 550	171 820	111
UK Airlines	1671 608	361 180	191 380	171 820	93
Foreign Airlines	173 608	44 415	7 170	-	17
UK originating Traffic	1837 622	385 465	173 058	171 820	95
UK Airlines	1669 682	357 494	171 843	171 820	87
Foreign Airlines	167 940	27 971	1 215	-	8
Non-UK originating Traffic	7 594	20 130	25 492	-	15
UK Airlines	1 926	3 686	19 537	-	6
Foreign Airlines	5 668	16 444	5 955	-	9

UK Airports on Inclusive Tour Charter Flights
(November to March) 1972/73.

ISLAND	NORTH AFRICA		YUGOSLAVIA		PORTUGAL		FRANCE		OTHER	COUNTRIES
896	97	245	7	534	45	207	30	518		63 472
092	97	245	5	657	44	707	29	988		40 698
804	-	-	1	877	1	500		530		22 774
177	97	245	6	299	44	588	29	988		41 914
098	97	245	5	657	44	588	29	988		39 619
79	-	-		642	-	-	-	-		2 295
719	-	-	1	235		619		530		22 426
994	-	-	-	-		119	-	-		1 079
725	-	-	1	235		500		530		21 347

Charter Flights - SUMMER (APR - OCT) 1973										
ISLAND	NORTH AFRICA		YUGOSLAVIA		PORTUGAL		FRANCE		OTHER	COUNTRIES
034	69	457	133	259	107	539	91	907	260	937
513	69	457	85	950	103	407	88	397	155	821
521	-	-	47	309	4	132	3	510	105	106
527	69	457	131	611	97	231	88	397	174	345
048	69	457	85	950	93	277	88	397	150	540
479	-	-	45	661	3	954	-	-	23	805
507	-	-	1	648	10	308	3	510	97	959
465	-	-	-	-	10	130	-	-	5	281
042	-	-	1	648		178	3	510	92	678

PASSENGERS DEPARTING FROM UK AIRPORTS ON INCLUSIVE TOUR CHARTER FLIGHTS

Summer (April–October) 1970, 1971 and 1972

	COUNTRY OF DESTINATION														
	SPAIN (incl. Canaries and Balearics)			ITALY (incl. Sicily)			GERMANY			GREECE (incl. the Islands)			SWITZERLAND		
	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972
All Airlines	1 306 882	1 677 254	1 705 839	298 898	372 671	416 919	145 000	139 095	192 423	52 382	112 549	156 120	133 244	138 803	124 668
UK Airlines	1 255 651	1 623 644	1 565 809	259 732	316 198	361 973	132 309	122 098	163 325	48 710	112 549	155 754	111 539	111 981	92 801
Foreign Airlines	51 231	53 610	140 030	39 166	56 473	54 946	12 691	16 997	29 098	3 672	—	366	21 705	26 822	31 867
UK originating traffic	1 306 181	1 676 893	1 703 268	293 822	353 005	400 446	144 356	133 167	174 230	52 382	112 549	155 998	130 077	128 726	101 115
UK Airlines	1 255 602	1 623 283	1 565 645	259 192	311 763	355 164	132 219	119 385	149 317	48 710	112 549	155 754	111 539	109 399	83 860
Foreign Airlines	50 579	53 610	137 623	34 630	41 242	45 282	12 137	13 782	24 913	3 672	—	244	18 538	19 327	17 255
Non-UK originating traffic	701	361	2 571	5 076	19 666	16 473	644	5 928	18 193	—	—	122	3 167	10 077	23 553
UK Airlines	49	361	164	540	4 435	6 809	90	2 713	14 008	—	—	—	—	2 582	8 941
Foreign Airlines	652	—	2 407	4 536	15 231	9 664	554	3 215	4 185	—	—	122	3 167	7 495	14 612
	NORTH AFRICA			YUGOSLAVIA			PORTUGAL			FRANCE			OTHER COUNTRIES		
	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972
All Airlines	30 977	36 947	73 957	64 762	110 288	111 387	34 917	63 806	80 453	70 533	92 925	94 312	216 511	223 212	274 808
UK Airlines	30 977	36 947	73 957	44 701	71 814	81 053	34 917	61 932	78 201	56 472	80 847	85 046	150 815	156 235	132 698
Foreign Airlines	—	—	—	20 061	38 474	30 334	—	1 874	2 252	14 061	12 078	9 266	65 696	66 977	142 110
UK originating traffic	30 977	36 947	73 957	62 793	107 132	109 941	34 917	63 806	78 855	62 001	84 742	88 616	174 820	165 541	184 622
UK Airlines	30 977	36 947	73 957	44 701	71 814	81 053	34 917	61 932	76 603	56 323	78 683	85 046	148 098	143 528	125 730
Foreign Airlines	—	—	—	18 092	35 318	28 888	—	1 874	2 252	5 678	6 059	3 570	26 722	22 013	58 892
Non-UK originating traffic	—	—	—	1 969	3 156	1 446	—	—	1 598	8 532	8 183	5 696	41 691	57 671	90 186
UK Airlines	—	—	—	—	—	—	—	—	1 598	149	2 164	—	2 717	12 707	6 968
Foreign Airlines	—	—	—	1 969	3 156	1 446	—	—	—	8 383	6 019	5 696	38 974	44 964	83 218

Size Structure of UK

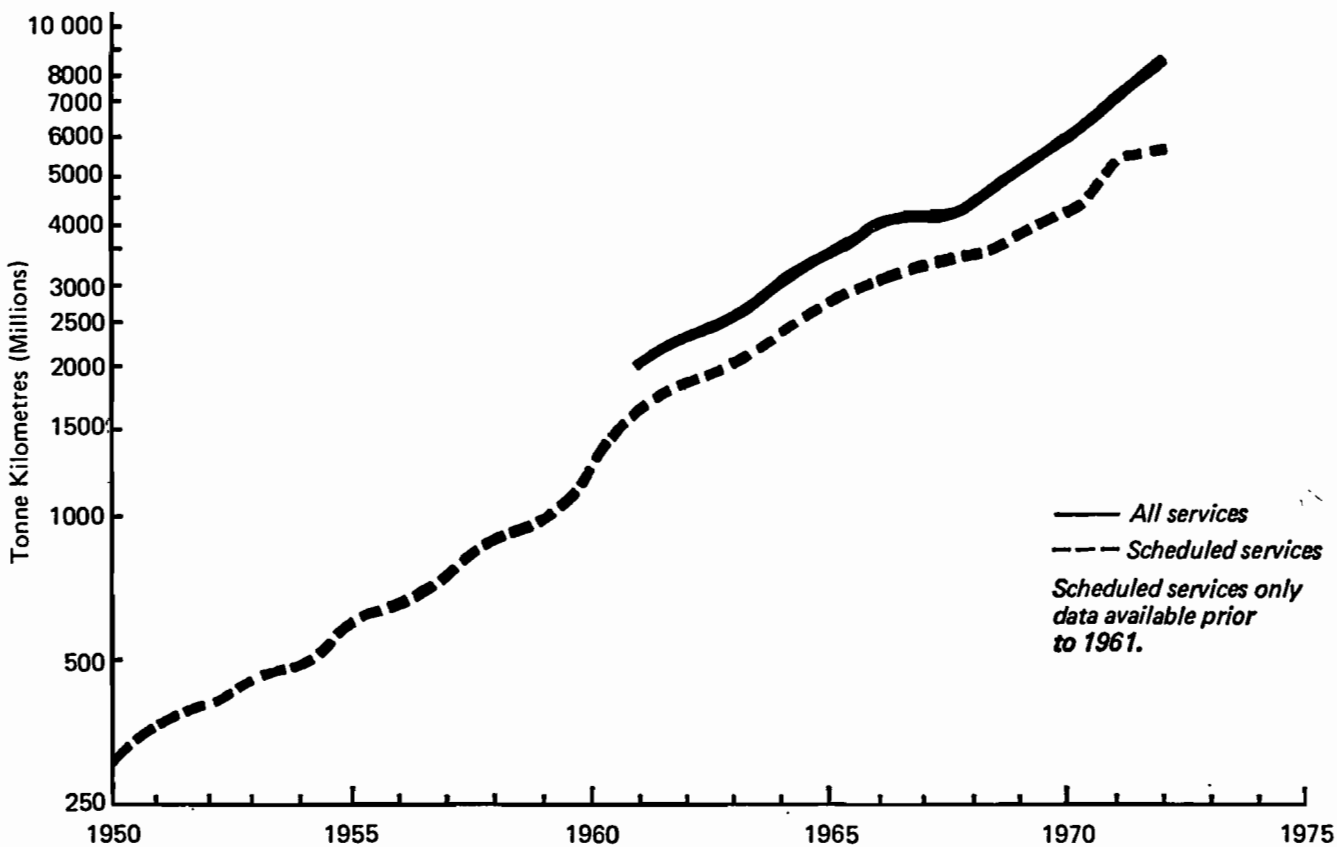
Table 1

Airports and Airlines Year ended 31 March 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	18 749	46·76	100	100·00
Gatwick	5 388	13·43	98	53·24
Luton	3 127	7·80	95	39·81
Manchester	2 417	6·03	93	32·01
Glasgow	1 952	4·87	90	25·98
Belfast	1 215	3·03	88	21·11
Birmingham	986	2·46	86	18·09
Edinburgh	793	1·98	83	15·63
Newcastle	560	1·40	81	13·65
Liverpool	534	1·33	79	12·25
Prestwick	442	1·10	76	10·92
Isle of Man	442	1·10	74	9·82
East Midlands	436	1·09	71	8·71
Southend	311	0·77	69	7·63
Southampton	293	0·73	67	6·85
Stansted	289	0·72	64	6·12
Bristol	281	0·70	62	5·40
Leeds/Bradford	270	0·67	60	4·70
Glamorgan	261	0·65	57	4·03
Aberdeen	207	0·52	55	3·37
Tees-side	158	0·39	52	2·86
Ashford	155	0·39	50	2·47
Others (20 reporting airports)	834	2·08	48	2·08
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	4 264	50·51	100	100·00
British Airways—BEA	1 218	14·43	98	49·49
British Caledonian Airways	1 087	12·88	97	35·06
Britannia Airways	306	3·62	95	22·18
Dan-Air Services	269	3·19	93	18·56
Court-Line Aviation	191	2·26	92	15·38
BEA Airtours	161	1·91	90	13·11
Laker Airways	141	1·67	88	11·21
Tradewinds Airways	122	1·45	86	9·54
British Midland Airways	113	1·34	85	8·09
Monarch Airlines	104	1·23	83	6·75
Trans-Meridian Air Cargo	100	1·18	81	5·52
Donaldson International Airways	84	1·00	80	4·34
Northeast Airlines	57	0·68	78	3·34
Cambrian Airways	57	0·68	76	2·67
Lloyd International Airways	31	0·37	75	1·99
Invicta Airlines	31	0·37	73	1·62
British Air Ferries	25	0·30	71	1·26
International Aviation Services	21	0·25	69	0·66
British Island Airways	20	0·24	68	0·41
Dan-Air/Skyways	15	0·18	66	0·18
Others (38 airlines)	25	0·30	64	0·96

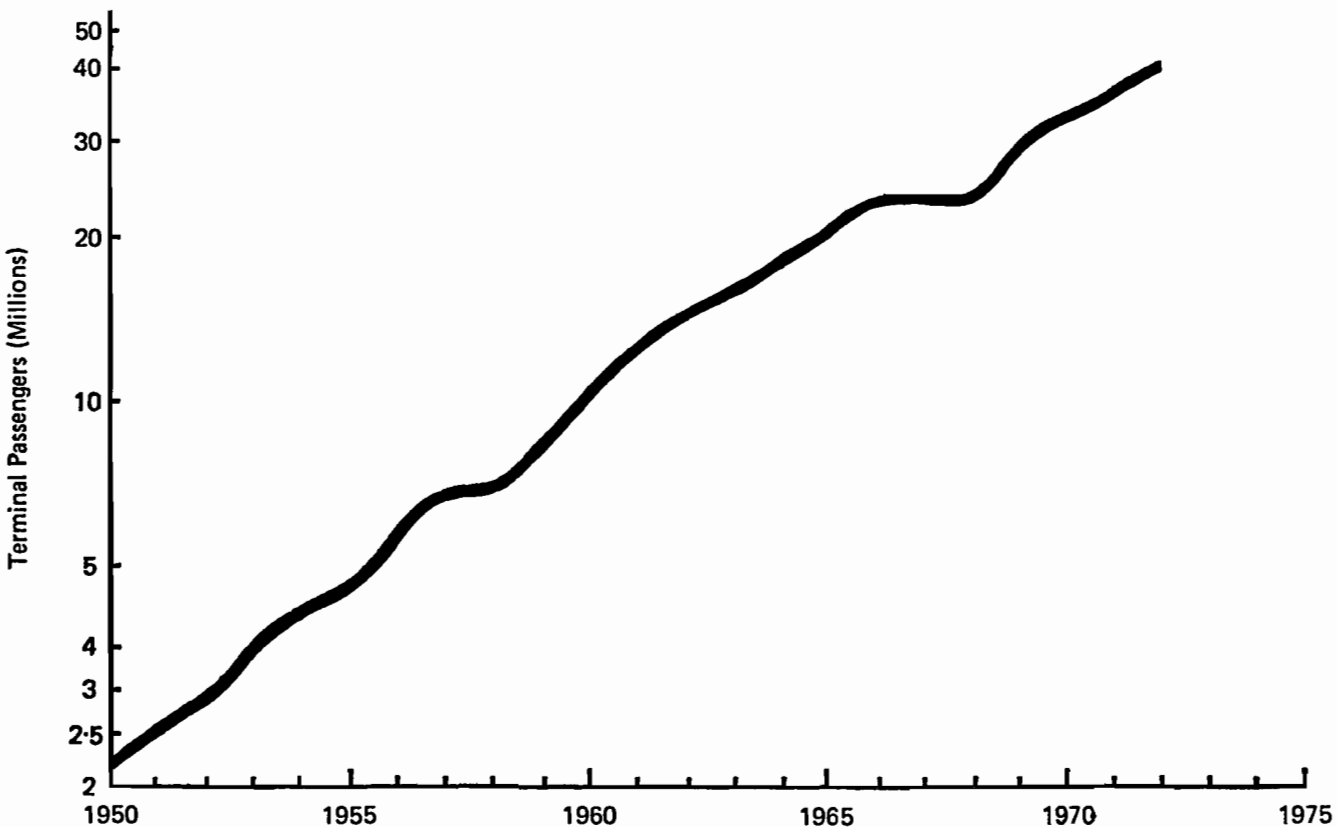
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	..	355
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
Year ended						
April 1972	1 638	646	36 531	7 514	4 874	2 640
April 1973	1 817	688	40 697	8 516	5 554	2 962
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)						
	10.9	6.5	11.4	13.3	14.0	12.2

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
1971	October	53.7	3 039	30.4	1 444	9.2	742	12.8	749	1.3	104
	November	41.8	2 075	24.1	996	6.5	500	10.5	526	0.7	53
	December	42.5	2 080	25.6	1 095	5.6	391	10.5	532	0.8	62
1972	January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
	February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
	March	46.9	2 571	27.2	1 286	7.8	602	10.9	612	1.0	70
	April	52.9	3 015	30.7	1 481	9.4	712	11.7	719	1.1	103
	October	57.3	3 481	32.5	1 656	10.4	865	12.7	816	1.7	144
	November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
	December	45.9	2 533	26.9	1 282	7.3	529	10.7	649	1.0	73
1973	January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
	February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
	March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
	April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142

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
1971 October	136.6	59.0	53.6	5.4	77.6	49.4	18.6	9.6
November	114.7	44.8	41.8	3.0	69.9	40.2	21.2	8.6
December	99.5	45.2	42.5	2.7	54.3	33.6	14.8	5.9
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
April	145.7	58.2	52.9	5.3	87.5	57.2	21.7	8.6
October	147.5	63.7	57.3	6.4	83.8	58.7	15.7	9.4
November	128.5	51.4	47.4	4.0	77.1	49.8	18.3	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3

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
1971 October	31 933	5 613	1 821	825	1 042	2 800	5 060	1 995	2 549	7 859
November	24 408	4 694	1 480	675	673	1 658	4 307	1 784	2 118	4 905
December	25 033	4 496	1 493	657	745	1 549	4 431	1 861	2 263	4 763
1972 January	25 503	4 560	1 367	709	676	1 493	4 285	1 746	2 195	4 321
February	23 622	4 428	1 339	709	619	1 565	4 198	1 729	2 048	4 135
March	27 608	4 896	1 685	730	880	2 362	4 557	1 981	2 209	5 788
April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 438
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322

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
1971 October	2 175	244	98	44	36	70	227	41	105	133
November	1 464	175	71	26	23	34	175	30	76	57
December	1 484	157	63	26	19	31	171	32	96	61
1972 January	1 547	162	59	29	20	27	181	31	91	48
February	1 311	153	55	27	18	29	158	28	75	46
March	1 849	192	77	34	32	48	206	38	96	77
April	2 152	221	99	55	40	78	213	43	114	135
October	2 461	272	128	59	45	78	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	42	31	33	195	37	88	56
March	1 979	233	102	54	46	47	243	50	106	85
April	2 535	267	136	62	51	101	253	53	147	161

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
1971 October	40 999	5 067	559	113	89	766	2 779	251	1 966	1 010
November	37 544	5 002	608	118	89	679	2 791	248	1 855	963
December	37 940	4 530	522	113	64	593	2 866	261	1 839	931
1972 January	33 620	4 085	451	118	64	1 007	2 168	219	1 778	993
February	34 296	4 497	488	130	64	1 176	2 508	228	1 634	1 317
March	40 374	5 089	700	126	105	1 319	2 653	246	1 791	2 573
April	36 366	4 748	531	281	79	976	2 444	246	1 961	1 719
October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
November	44 290	4 975	1 082	209	66	1 197	3 580	291	2 038	1 948
December	41 637	4 839	662	137	72	1 473	3 149	279	1 854	1 555
1973 January	41 020	4 636	734	150	82	1 341	2 960	250	1 859	1 785
February	40 628	4 748	917	174	54	1 432	3 084	226	1 774	2 017
March	45 752	5 849	1 226	284	79	1 635	3 854	288	2 170	3 077
April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423

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
1971	October	391.7	196.3	7.4	53.1	135.7	50.1	2 933.8	1 454.4	49.6
	November	338.0	159.1	7.4	53.5	98.2	47.1	2 441.0	1 101.2	45.1
	December	422.8	204.9	12.5	59.1	133.4	48.5	3 068.0	1 509.7	49.2
1972	January	367.3	165.8	6.9	44.4	114.6	45.1	2 666.6	1 297.8	48.7
	February	354.8	149.4	6.8	47.3	95.3	42.1	2 613.0	1 065.2	40.8
	March	427.4	201.4	8.6	58.8	134.0	47.1	3 120.7	1 513.8	48.5
	April	416.4	200.0	7.7	49.2	143.1	48.0	3 198.5	1 633.0	51.1
	October	459.4	241.4	8.2	62.1	171.1	52.5	3 458.6	1 931.1	55.8
	November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
	December	471.9	254.0	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973	January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
	February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
	March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
	April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0

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
1971	October	26.8	15.2	0.2	1.6	13.3	56.7	266.6	161.5	60.6
	November	21.6	11.1	0.2	1.5	9.4	51.4	207.3	114.1	55.0
	December	22.8	11.9	0.3	1.4	10.2	52.2	221.9	123.0	55.4
1972	January	22.6	11.8	0.2	1.4	10.2	52.2	221.0	123.6	55.9
	February	22.0	10.8	0.2	1.4	9.1	49.1	211.7	110.7	52.3
	March	24.7	14.1	0.3	1.8	12.0	57.1	237.1	145.7	61.5
	April	26.8	15.6	0.2	1.7	13.7	58.2	261.7	165.2	63.1
	October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.7	65.7
	November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
	December	24.0	13.8	0.3	1.8	11.7	57.5	228.6	141.5	61.9
1973	January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
	February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
	March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
	April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3

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
1971 October	365.0	181.1	7.2	51.5	122.4	49.6	2 667.1	1 292.8	48.5
November	316.4	148.0	7.1	52.1	88.8	46.8	2 233.7	987.0	44.2
December	400.0	193.1	12.2	57.6	123.2	48.3	2 846.1	1 386.8	48.7
1972 January	344.8	154.0	6.6	43.0	104.4	44.7	2 445.6	1 174.2	48.0
February	332.9	138.6	6.6	45.8	86.2	41.6	2 401.3	954.6	39.8
March	402.7	187.3	8.3	57.0	122.0	46.5	2 883.6	1 368.0	47.4
April	389.7	184.4	7.5	47.5	129.5	47.3	2 936.8	1 467.8	50.0
October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.3	1 334.6	48.4
December	447.8	240.2	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4

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 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
1971 October	218.6	35.8	..	..	..	..	..	..
November	177.8	34.5	..	..	..	..	..	..
December	165.1	28.1	..	..	..	..	..	..
1972 January	182.1	33.1	..	..	..	..	..	..
February	153.0	30.1	..	..	..	..	..	..
March	195.7	31.4	..	..	..	..	..	..
April	202.4	32.7	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
November	194.4	32.4	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6

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
1971	October	..	..	..	..	..	..	..	..
	November	..	..	..	..	..	..	..	..
	December	..	..	..	..	..	..	..	..
1972	January	..	..	..	..	..	..	..	..
	February	..	..	..	..	..	..	..	..
	March	..	..	..	..	..	..	..	..
	April	..	..	..	..	..	..	..	..
	October	..	..	..	..	..	..	..	..
	November	..	..	..	..	..	..	..	..
	December	..	..	..	..	..	..	..	..
1973	January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
	February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
	March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
	April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385

Non-scheduled Services by UK Airlines

Table 9.3

Load Factors and Distances: Other Separate Fare 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
1971 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
April	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area ^(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13		188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16		255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21		289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23		394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29		458	20	94	24	88
1971	1st quarter	797	44	24	127	140	12	59	34	77	9	17	11		127	10	67	4	38
	2nd quarter	1 679	82	38	248	172	50	161	44	167	21	35	23		424	18	101	25	71
	3rd quarter	2 284	97	50	285	227	68	245	60	140	28	49	43		668	22	134	53	114
	4th quarter	1 230	54	29	174	139	31	91	40	94	12	31	16		357	13	66	15	67
1972	1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12		262	12	75	4	57
	2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28		433	23	103	26	79
	3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51		693	27	130	53	121
	4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24		443	16	70	15	97
1973	1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19		323	15	82	7	83
	Feb–April 1972	1 298	56	29	202	195	30	111	40	117	13	33	15		293	14	80	6	62
	Feb–April 1973	1 521	67	31	204	200	37	134	48	135	15	42	21		378	17	91	11	89
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							
	Feb–April 1972	347.0	7.6	13.1	43.0	12.7	12.1	5.6	12.6	174.2	5.7	60.3							
	Feb–April 1973	399.0	14.3	17.4	51.3	11.0	16.4	8.2	12.4	196.3	7.2	64.6							

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 April 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	9 051	6 244	—	597	—	405	8	—	1 731	—	66
+ Heathrow	25 333	23 198	—	202	—	134	344	—	1 397	—	58
+ Luton	5 632	3 032	23	611	57	89	65	819	901	—	35
+ Southend	6 720	1 542	36	1	—	301	—	3 746	1 052	42	—
+ Stansted	2 441	280	—	83	—	1 482	7	—	492	74	23
TOTAL (London Area)	49 177	34 296	59	1 494	57	2 411	424	4 565	5 573	116	182
Westland Heliport (Battersea)	932	239	6	241	18	—	—	—	250	—	178
Other UK Airports											
+ Leeds/Bradford	3 655	652	24	66	71	64	6	2 221	487	2	62
+ Liverpool	5 959	1 214	—	73	47	172	13	3 538	852	8	42
+ Manchester	5 532	3 780	108	390	28	39	153	228	754	6	46
+ Birmingham	6 495	1 711	—	99	10	5	13	3 516	1 121	—	20
+ Coventry	3 268	82	—	28	55	302	—	1 789	1 010	—	2
+ East Midlands	5 109	908	7	143	25	2 957	49	10	912	40	58
+ Newcastle	2 146	966	46	50	196	54	12	342	431	19	30
+ Tees-side	3 237	331	418	30	—	752	110	1 149	207	—	240
+ Bristol	3 083	750	—	1	—	20	114	1 102	1 082	—	14
+ Glamorgan	3 705	583	2	94	—	157	—	2 479	353	19	18
+ Swansea	1 232	11	12	1	33	14	—	985	156	—	20
+ Ashford	3 146	706	78	6	51	48	20	1 046	1 135	2	54
+ Blackpool	7 161	298	56	40	20	171	—	5 796	746	—	34
+ Bournemouth	5 496	378	—	40	—	660	—	2 683	1 574	60	101
+ Cambridge	3 077	66	—	23	2	354	9	914	502	—	1 207
+ Exeter	1 793	216	1	8	114	44	—	775	556	—	79
+ Gloucester/Cheltenham	4 270	108	8	—	30	538	—	2 600	932	—	54
+ Hawarden	375	—	—	—	—	46	—	—	270	—	59
+ Isles of Scilly	442	368	—	1	3	—	—	—	68	—	2
+ Lydd	1 356	16	—	3	—	33	—	1 164	70	—	70
+ Manston	288	127	—	12	31	34	—	—	84	—	—
+ Norwich	1 871	498	14	221	106	74	60	431	467	—	—
+ Penzance Heliport	350	334	—	—	—	10	—	—	6	—	—
+ Portsmouth	3 508	240	—	—	10	792	—	2 058	406	—	2
+ Southampton	3 786	1 077	2	59	35	2 061	6	—	534	—	12
+ Edinburgh	5 554	1 279	—	12	—	3 381	27	16	662	2	175
+ Glasgow	7 348	3 279	6	92	1	411	18	1 895	676	4	966
+ Prestwick	4 021	760	30	17	—	2 373	54	162	222	2	401
+ Aberdeen	4 558	625	4	2	637	434	10	1 818	77	—	951
+ Benbecula	236	100	—	2	104	—	—	4	—	—	26
+ Inverness	1 220	358	—	60	164	220	—	256	140	2	20
+ Islay	169	70	—	6	19	4	2	2	66	—	—
+ Kirkwall	696	443	—	47	6	2	7	16	151	—	24
+ Stornoway	370	152	—	26	27	2	4	118	10	—	31
+ Sumburgh	520	296	—	44	141	34	—	—	1	—	4
+ Tiree	141	57	—	1	9	6	—	6	2	—	60
+ Wick	302	216	—	20	14	—	—	27	9	—	16
+ Belfast	6 606	2 145	—	5	71	—	—	1 562	230	2	2 591
+ Isle of Man	1 730	816	—	72	8	297	1	367	145	—	24
TOTAL (Incl. London Area)	163 920	60 551	881	3 529	2 143	18 976	1 112	45 640	22 929	284	7 875
Channel Islands Airports											
+ Alderney	1 122	1 122	..	..	..	..	..	..	..	..	..
+ Guernsey	3 016	3 016	..	..	..	..	..	..	..	..	..
+ Jersey	5 184	5 184	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	9 322	9 322	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator April 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		Corporations	Others		Corporations	Others	
London Area Airports							
+ Gatwick	6 244	77	2 473	76	515	2 475	628
+ Heathrow	23 198	10 847	1 201	10 296	328	264	262
+ Luton	3 032	—	99	—	1	2 823	109
+ Southend	1 542	—	1 141	—	—	303	98
+ Stansted	280	—	—	—	—	84	196
TOTAL (London Area)	34 296	10 924	4 914	10 372	844	5 949	1 293
Westland Heliport (Battersea)	239	—	—	—	31	208	—
Other UK Airports							
+ Leeds/Bradford	652	—	477	30	—	135	10
+ Liverpool	1 214	—	1 006	62	4	102	40
+ Manchester	3 780	1 557	269	873	62	914	105
+ Birmingham	1 711	867	244	129	17	423	31
+ Coventry	82	—	53	—	—	29	—
+ East Midlands	908	—	697	—	—	203	8
+ Newcastle	966	4	800	5	—	155	2
+ Tees-side	331	—	308	—	—	23	—
+ Bristol	750	—	374	36	—	327	13
+ Glamorgan	583	—	355	38	—	179	11
Swansea	11	—	—	—	—	11	—
+ Ashford	706	—	701	—	—	5	—
+ Blackpool	298	—	275	—	—	19	4
+ Bournemouth	378	2	324	—	—	40	12
+ Cambridge	66	—	—	—	—	40	26
+ Exeter	216	—	193	—	—	21	2
Gloucester/Cheltenham	108	—	12	—	—	96	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	368	334	34	—	—	—	—
+ Lydd	16	—	4	—	—	12	—
+ Manston	127	—	—	—	—	116	11
+ Norwich	498	—	167	—	—	308	23
Penzance Heliport	334	334	—	—	—	—	—
+ Portsmouth	240	—	187	—	—	53	—
+ Southampton	1 077	139	838	—	3	58	39
+ Edinburgh	1 279	736	471	28	3	20	21
+ Glasgow	3 279	1 738	905	364	13	212	47
+ Prestwick	760	353	65	222	2	44	74
Aberdeen	625	484	55	—	—	79	7
Benbecula	100	100	—	—	—	—	—
Inverness	358	314	17	—	3	24	—
Islay	70	48	—	—	—	22	—
+ Kirkwall	443	149	—	15	—	278	1
Stornoway	152	100	50	—	2	—	—
+ Sumburgh	296	140	65	—	2	89	—
Tiree	57	50	—	—	1	6	—
Wick	216	200	—	—	—	16	—
+ Belfast	2 145	1 210	850	40	4	5	36
+ Isle of Man	816	—	813	—	—	3	—
TOTAL (Incl. London Area)	60 551	19 783	15 523	12 214	991	10 224	1 816
Channel Islands Airports							
Alderney	1 122	—	1 008	—	—	114	—
Guernsey	3 016	257	2 259	—	—	498	2
Jersey	5 184	831	3 266	324	3	736	24
TOTAL (Channel Islands Airports)	9 322	1 088	6 533	324	3	1 348	26

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	Feb 1973- April 1973	Feb 1972- April 1972	Percentage Change
London Area Airports			
+ Gatwick	5 200	4 926	5.6
+ Heathrow	20 114	19 115	5.2
+ Luton	2 252	2 005	12.3
+ Southend	1 067	1 041	2.5
+ Stansted	179	219	-18.3
TOTAL (London Area)	28 812	27 306	5.5
Westland Heliport (Battersea)	238	157	51.6
Other UK Airports			
+ Leeds/Bradford	636	544	16.9
+ Liverpool	1 249	1 143	9.3
+ Manchester	3 429	3 192	7.4
+ Birmingham	1 522	1 167	30.4
+ Coventry	61	52	17.3
+ East Midlands	679	511	32.9
+ Newcastle	865	610	41.8
+ Tees-side	260	196	32.7
+ Bristol	628	491	27.9
+ Glamorgan	492	392	25.5
Swansea	8	7	14.3
+ Ashford	490	572	-14.3
+ Blackpool	188	161	16.8
+ Bournemouth	331	171	93.6
+ Cambridge	42	40	5.0
+ Exeter	143	..	—
Gloucester/Cheltenham	96	82	17.1
Hawarden	—	—	—
Isles of Scilly	201	173	16.2
+ Lydd	15	16	-6.2
+ Manston	118	66	78.8
+ Norwich	..	..	..
Penzance Heliport	190	173	9.8
+ Portsmouth	100	74	35.1
+ Southampton	789	736	7.2
+ Edinburgh	1 195	984	21.4
+ Glasgow	3 072	2 709	13.4
+ Prestwick	704	822	-14.4
Aberdeen	544	388	40.2
Benbecula	99	99	—
Inverness	335	295	13.6
Islay	67	66	1.5
+ Kirkwall	452	404	11.9
Stornoway	153	153	—
+ Sumburgh	264	219	20.5
Tiree	77	68	13.2
Wick	224	212	5.7
+ Belfast	1 929	1 726	11.8
+ Isle of Man	597	525	13.7
TOTAL (Incl. London Area)	51 294	46 702	9.8
Channel Islands Airports			
Alderney	889	711	25.0
Guernsey	2 405	2 024	18.8
Jersey	3 716	3 052	21.8
TOTAL (Channel Islands Airports)	7 010	5 787	21.1

Air Transport Landings Diverted to UK Reporting Airports April 1973

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Gatwick	20		1He						1He 1Lu					1He			2Lu	2He		3He	1He				1He 2Ma 2Lu	2He				1He	
Heathrow	3							1Pr			1Em																		1Pr		
Luton	3		2Bi																												1Bi
Stansted	1		1Ga																												
Leeds/Bradford	4		2Em																												2Te
Liverpool	2								2Ma																						
Manchester	2																						1He								1Ga
Birmingham	2												1Lu				1Em														
Coventry	1								1Em 1Lu																						
Bristol	1																														
Southampton	3		3Bo																												
Edinburgh	5				2Gl		1Pr																	1Gl	1Gl						
Glasgow	2							1Ma			1Ma																				
Aberdeen	1						1Gl																								
Inverness	1		1Gl																												
Kirkwall	1														1Ab																
Sumburgh	1				1Ki																										
Belfast	1		1Pr																												
Other Internal	1																														
Overseas	15	1He 1Pr									1Pr	1Pr	1Lu	1Pr	1He		1He			2Pr	1He	1Sh					1Ma		1He	1He	1Ex
All Aerodromes	70	2	11	3			2	2	6		3	1	2	2	2		4	2		5	2	1	1	1	6	3		1	3	5	

Aerodrome of actual landing : letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Li	Liverpool	Pr	Prestwick	Ti	Tiree
As	Ashford	Co	Coventry	Ha	Hawarden	Lu	Luton	Sh	Southampton	Wi	Wick
Be	Belfast	Em	East Midlands	He	Heathrow	Ld	Lydd	So	Southend	Xi	Other Internal
Bb	Benbecula	Ed	Edinburgh	In	Inverness	Ma	Manchester	St	Stansted	Xo	Overseas
Bi	Birmingham	Ex	Exeter	Is	Isley	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

April 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		Terminal	Transit	Terminal	Transit
				Corporations	Others	Corporations	Others	Corporations	Others	Corporations	Others				
London Area Airports															
+ Gatwick	468 837	466 323	2 514	2 953	—	114 906	43	1 594	27	60 968	218	223 068	1 258	62 834	968
+ Heathrow	1 720 885	1 691 149	29 736	803 825	—	62 896	—	744 228	27 497	37 828	676	20 852	—	21 520	1 563
+ Luton	311 978	311 218	760	—	—	3 056	132	—	—	159	—	298 225	333	9 778	295
+ Southend	49 211	49 211	—	—	—	37 107	—	—	—	—	—	6 129	—	5 975	—
+ Stansted	22 335	17 012	5 323	—	—	—	—	—	—	—	—	3 395	—	13 617	5 323
TOTAL (London Area)	2 573 246	2 534 913	38 333	806 778	—	217 965	175	745 822	27 524	98 955	894	551 669	1 591	113 724	8 149
Westland Heliport (Battersea)	634	634	—	—	—	—	—	—	—	95	—	539	—	—	—
Other UK Airports															
+ Leeds/Bradford	22 095	21 647	448	—	—	18 777	448	1 623	—	—	—	1 061	—	186	—
+ Liverpool	42 534	40 304	2 230	—	—	33 258	2 110	3 083	—	—	—	3 819	120	144	—
+ Manchester	212 899	204 883	8 016	82 911	643	6 203	1 083	24 091	5 559	4 857	—	78 187	234	8 634	497
+ Birmingham	96 817	93 798	3 019	37 603	844	3 670	1 841	6 743	315	1 606	—	41 297	19	2 879	—
+ Coventry	2 411	2 411	—	—	—	722	—	—	—	—	—	1 689	—	—	—
+ East Midlands	40 066	39 997	69	—	—	22 717	69	—	—	—	—	16 484	—	796	—
+ Newcastle	53 141	50 461	2 680	206	—	34 663	2 680	198	—	—	—	15 356	—	38	—
+ Tees-side	12 121	11 337	784	—	—	8 887	784	—	—	—	—	2 450	—	—	—
+ Bristol	36 391	30 239	6 152	—	—	7 620	3 792	1 244	354	—	—	20 604	2 006	771	—
+ Glamorgan	24 067	21 308	2 759	—	—	6 914	2 122	841	603	—	—	12 707	34	846	—
Swansea	24	24	—	—	—	—	—	—	—	—	—	24	—	—	—
+ Ashford	20 629	20 629	—	—	—	20 388	—	—	—	—	—	241	—	—	—
+ Blackpool	8 793	8 793	—	—	—	8 510	—	—	—	—	—	7	—	276	—
+ Bournemouth	9 354	9 304	50	100	—	6 541	10	—	—	—	—	1 283	40	1 380	—
+ Cambridge	323	323	—	—	—	—	—	—	—	—	—	132	—	191	—
+ Exeter	8 167	7 496	671	—	—	5 947	671	—	—	—	—	1 407	—	142	—
Gloucester/Cheltenham	561	561	—	—	—	173	—	—	—	—	—	388	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	7 675	7 675	—	7 489	—	186	—	—	—	—	—	—	—	—	—
+ Lydd	212	212	—	—	—	170	—	—	—	—	—	42	—	—	—
+ Manston	340	340	—	—	—	—	—	—	—	—	—	318	—	22	—
+ Norwich	6 175	6 153	22	—	—	4 064	22	—	—	—	—	1 864	—	225	—
Penzance Heliport	7 489	7 489	—	7 489	—	—	—	—	—	—	—	—	—	—	—
+ Portsmouth	1 661	1 661	—	—	—	1 499	—	—	—	—	—	162	—	—	—
+ Southampton	29 700	29 366	334	6 545	—	21 222	311	—	—	115	—	1 270	7	214	16
+ Edinburgh	72 878	71 741	1 137	47 333	971	19 774	164	1 549	2	153	—	1 277	—	1 655	—
+ Glasgow	164 929	163 617	1 312	95 812	107	30 655	—	13 091	1 194	1 055	—	18 022	4	4 982	7
+ Prestwick	34 268	18 375	15 893	9 376	6 240	1 661	—	2 422	5 994	335	—	2 864	1 686	1 717	1 973
Aberdeen	21 332	20 192	1 140	17 768	1 140	997	—	—	—	—	—	992	—	435	—
Benbecula	3 477	2 054	1 423	2 054	1 423	—	—	—	—	—	—	—	—	—	—
Inverness	12 226	10 928	1 298	10 805	1 298	31	—	—	—	24	—	68	—	—	—
Islay	1 736	1 716	20	—	—	1 659	20	—	—	—	—	57	—	—	—
+ Kirkwall	6 784	5 728	1 056	4 433	840	—	—	29	180	—	—	1 266	1	—	35
Stornoway	4 093	3 611	482	3 526	481	64	—	—	—	21	1	—	—	—	—
+ Sumburgh	5 307	5 307	—	4 049	—	211	—	—	—	14	—	1 033	—	—	—
Tiree	458	457	1	412	—	—	—	—	—	7	—	38	1	—	—
Wick	6 531	3 058	3 473	2 985	3 473	—	—	—	—	—	—	73	—	—	—
+ Belfast	116 700	116 700	—	77 406	—	35 326	—	665	—	—	—	491	—	2 812	—
+ Isle of Man	31 879	30 051	1 828	—	—	29 773	1 828	—	—	—	—	278	—	—	—
TOTAL (Incl. London Area)	3 700 123	3 605 493	94 630	1 226 739	17 480	548 588	18 110	801 401	41 725	107 237	895	779 459	5 743	142 069	10 677
Channel Islands Airports															
Alderney	6 079	6 079	—	—	—	5 833	—	—	—	—	—	246	—	—	—
Guernsey	39 576	37 521	2 055	10 439	—	25 440	2 055	—	—	—	—	1 584	—	58	—
Jersey	119 482	117 854	1 628	39 386	63	68 109	1 404	6 035	76	144	—	2 882	71	1 298	14
TOTAL (Channel Is. Airports)	165 137	161 454	3 683	49 825	63	99 382	3 459	6 035	76	144	—	4 712	71	1 356	14

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	Feb 1973– April 1973	Feb 1972– April 1972	Percentage change
London Area Airports			
+ Gatwick	362 460	323 664	12·0
+ Heathrow	1 394 142	1 209 456	15·3
+ Luton	217 296	195 723	11·0
+ Southend	26 119	22 305	17·1
+ Stansted	10 351	19 368	–46·6
TOTAL (London Area)	2 010 368	1 770 516	13·5
Westland Heliport (Battersea)	621	355	74·9
Other UK Airports			
+ Leeds/Bradford	18 648	15 370	21·3
+ Liverpool	36 735	31 979	14·9
+ Manchester	172 546	141 265	22·1
+ Birmingham	77 455	57 294	35·2
+ Coventry	907	880	3·1
+ East Midlands	28 568	19 251	48·4
+ Newcastle	42 265	29 986	40·9
+ Tees-side	10 311	8 438	22·2
+ Bristol	23 587	16 327	44·5
+ Glamorgan	19 695	13 367	47·3
Swansea	20	39	–48·7
+ Ashford	11 661	15 140	–23·0
+ Blackpool	5 324	5 170	3·0
+ Bournemouth	7 653	5 075	50·8
+ Cambridge	246	222	10·8
+ Exeter	4 092	..	—
Gloucester/Cheltenham	432	333	29·7
Hawarden	—	—	—
Isles of Scilly	4 014	3 458	16·1
+ Lydd	149	670	–77·8
+ Manston	502	1 186	–57·7
+ Norwich	..	..	..
Penzance Heliport	3 952	3 458	14·3
+ Portsmouth	712	394	80·7
+ Southampton	18 996	16 122	17·8
+ Edinburgh	64 897	50 156	29·4
+ Glasgow	151 569	121 619	24·6
+ Prestwick	13 926	20 679	–32·7
Aberdeen	17 978	11 701	53·6
Benbecula	1 852	1 883	–1·6
Inverness	9 822	7 898	24·4
Islay	1 325	1 018	30·2
+ Kirkwall	4 921	4 552	8·1
Stornoway	3 312	3 220	2·9
+ Sumburgh	4 493	3 048	47·4
Tiree	308	239	28·9
Wick	2 701	2 403	12·4
+ Belfast	93 742	78 637	19·2
+ Isle of Man	19 567	16 355	19·6
TOTAL (Incl. London Area)	2 889 872	2 479 703	16·5
Channel Islands Airports			
Alderney	4 195	3 423	22·6
Guernsey	25 711	21 706	18·5
Jersey	70 885	60 671	16·8
TOTAL (Channel Islands Airports)	100 791	85 800	17·5

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Feb-Apr 1973	Feb-Apr 1973	Feb-Apr 1972	Per-centage change	Feb-Apr 1973	Feb-Apr 1972	Per-centage change
London Area Airports							
+ Gatwick	362 460	315 140	285 606	10	47 320	38 058	24
+ Heathrow	1 394 142	1 152 654	997 795	16	241 488	211 661	14
+ Luton	217 296	214 758	193 678	11	2 538	2 045	24
+ Southend	26 119	25 968(a)	21 973(a)	18	151	332	-55
+ Stansted	10 351	10 349	19 225	-46	2	143	-99
TOTAL (London Area)	2 010 368	1 718 869	1 518 277	13	291 499	252 239	16
Westland Heliport (Battersea)	621	—	—	—	621	355	75

Other UK Airports

+ Leeds/Bradford	18 648	3 355	2 732	23	15 293	12 638	21
+ Liverpool	36 735	8 525	6 519	31	28 210	25 460	11
+ Manchester	172 546	116 877	92 083	27	55 669	49 182	13
+ Birmingham	77 455	55 684	38 343	45	21 771	18 951	15
+ Coventry	907	527	784	-33	380	95	300
+ East Midlands	28 568	18 119	9 819	85	10 449	9 432	11
+ Newcastle	42 265	15 461	8 283	87	26 804	21 704	23
+ Tees-side	10 311	2 476	1 430	73	7 835	7 008	12
+ Bristol	23 587	19 896	13 267	50	3 691	3 060	21
+ Glamorgan	19 695	14 116	9 751	45	5 579	3 616	54
Swansea	20	1	4	-75	19	35	-46
+ Ashford	11 661	11 255	15 108	-26	406	32	—
+ Blackpool	5 324	346	935	-63	4 978	4 235	18
+ Bournemouth	7 653	3 344	2 574	30	4 309	2 501	72
+ Cambridge	246	185	128	45	61	93	-34
+ Exeter	4 092	965	..	—	3 127	..	—
Gloucester/Cheltenham	432	—	—	—	432	333	30
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	4 014	—	—	—	4 014	3 458	16
+ Lydd	149	98	668	-85	51	2	—
+ Manston	502	502	1 186	-58	—	—	—
+ Norwich	—	—	—	—	—	—	—
Penzance	3 952	—	—	—	3 952	3 458	14
+ Portsmouth	712	—	—	—	712	394	81
+ Southampton	18 996	1 196	823	45	17 800	15 299	16
+ Edinburgh	64 897	4 089	1 917	113	60 808	48 240	26
+ Glasgow	151 569	32 559	16 039	103	119 010	105 580	13
+ Prestwick	13 926	12 113	18 691	-35	1 813	1 988	-09
Aberdeen	17 978	364	132	176	17 614	11 568	52
Benbecula	1 852	—	—	—	1 852	1 883	-02
Inverness	9 822	—	—	—	9 822	7 898	24
Islay	1 325	—	—	—	1 325	1 018	30
+ Kirkwall	4 921	93	25	272	4 828	4 527	7
Stornoway	3 312	—	—	—	3 312	3 220	3
+ Sumburgh	4 493	1	6	-83	4 492	3 042	48
Tiree	308	—	—	—	308	239	29
Wick	2 701	—	—	—	2 701	2 403	12
+ Belfast	93 742	3 975	1 792	122	89 767	76 845	17
+ Isle of Man	19 567	491	395	24	19 076	15 960	20
TOTAL (Incl. London Area)	2 889 872	2 045 482	1 761 711		844 390	717 991	

(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	Feb–April 1973			Feb–April 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	9.6	6.9	2.7	8.7	6.1	2.6	11
London – Vienna	7.2	6.2	1.0	6.1	5.5	0.6	17
Other Routes	2.5	0.8	1.7	2.6	0.6	2.0	–4
Belgium	67.4	63.0	4.3	56.2	51.7	4.5	20
London – Brussels	43.8	42.3	1.5	34.0	33.6	0.4	29
Other S.E. England – Belgium	18.6	16.9	1.7	19.2	15.5	3.7	–3
Other Routes	5.0	3.9	1.1	3.0	2.6	0.4	67
Denmark	31.2	24.4	6.8	29.2	23.1	6.1	7
London – Copenhagen	24.2	19.5	4.7	24.0	19.7	4.2	1
Other Routes	7.0	4.9	2.1	5.2	3.3	1.9	34
Finland	5.4	4.1	1.3	4.2	3.5	0.6	31
France	204.1	165.7	38.4	202.5	173.9	28.6	1
London – Nice	7.0	6.4	0.6	7.2	6.6	0.5	–2
– Paris	127.7	118.4	9.2	134.1	127.2	6.9	–5
– N. France (a)	9.5	7.7	1.8	10.5	9.1	1.4	–10
– Other France	10.8	7.1	3.7	6.7	3.7	3.0	61
Manchester – Paris	5.4	4.9	0.5	4.4	4.3	—	24
Other U.K. – Paris	11.7	6.7	5.0	8.1	4.3	3.8	45
Luton – Other France	7.2	—	7.2	4.6	—	4.6	57
Other S.E. England – France	15.6	13.6	1.9	17.5	17.3	0.2	–11
Other Routes	9.3	0.8	8.4	9.4	1.3	8.1	–1
Germany (Fed. Republic)	190.5	125.0	65.5	185.4	116.9	68.4	3
London – Dusseldorf	22.0	21.6	0.4	22.5	21.8	0.7	–3
– Frankfurt	41.2	38.5	2.7	38.7	35.9	2.7	7
– Hamburg	17.2	17.0	0.2	16.1	15.8	0.3	7
– Munich	31.4	12.5	19.0	31.0	11.1	19.9	1
– Other Germany	30.2	26.5	3.7	30.1	25.0	5.1	—
Luton – Germany	26.8	—	26.8	25.4	—	25.4	5
Manchester – Germany	10.7	5.8	4.9	9.6	5.3	4.3	12
Other Routes	11.0	3.1	7.9	11.8	2.0	9.9	–7
Gibraltar	5.6	5.6	—	5.5	5.5	—	1
Greece	37.1	17.0	20.2	30.2	13.8	16.4	23
Iceland	1.9	1.8	0.1	1.7	1.4	0.3	12
London – Reykjavik	1.1	1.1	—	0.9	0.7	0.2	16
Glasgow – Reykjavik	0.7	0.7	0.1	0.7	0.7	—	9
Other Routes	0.1	—	0.1	0.1	—	0.1	13

Table 18 cont.

	Feb–April 1973			Feb–April 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	114.2	111.1	3.2	101.8	99.5	2.3	12
London – Cork	8.0	7.8	0.2	7.5	6.8	0.7	7
– Dublin	56.9	56.8	0.1	52.5	52.0	0.4	8
– Shannon	6.7	6.2	0.5	5.8	5.6	0.2	15
Manchester – Dublin	10.4	10.4	—	9.5	9.5	—	10
Birmingham – Dublin	8.6	8.6	—	7.3	7.3	—	17
Glasgow – Dublin	5.3	5.2	—	4.5	4.4	0.1	17
Liverpool – Dublin	5.2	5.1	0.1	4.3	4.3	—	21
Leeds/Bradford – Dublin	2.1	2.1	—	1.8	1.8	—	18
Edinburgh – Dublin	2.3	1.2	1.1	1.3	1.3	—	82
Bristol – Dublin	1.6	1.6	—	1.5	1.5	—	4
Other Routes	7.2	6.0	1.2	5.8	5.1	0.7	24
Italy	134.4	56.3	78.1	111.0	49.0	62.0	21
London – Genoa (g)	0.2	—	0.2	0.4	—	0.4	–42
– Milan	30.2	21.0	9.3	25.4	18.4	6.9	19
– Rimini (g)	—	—	—	0.2	—	0.2	–90
– Rome	32.5	23.4	9.1	26.5	20.6	6.0	26
– Venice	7.1	2.4	4.7	7.6	2.5	5.1	–6
– Other Italy	26.7	9.1	17.6	17.1	6.8	10.3	57
Luton – Rimini	1.6	—	1.6	2.8	—	2.8	–45
– Other Italy	31.1	—	31.1	26.3	—	26.3	18
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	3.0	0.4	2.6	2.5	0.7	1.8	18
Other Routes	1.9	0.1	1.9	2.2	—	2.2	–14
Luxembourg	3.7	3.2	0.5	3.0	2.7	0.3	24
London – Luxembourg	3.5	3.2	0.3	2.8	2.7	0.1	23
Other Routes	0.2	—	0.2	0.2	—	0.2	35
Netherlands	135.0	111.1	23.9	117.5	91.4	26.1	15
London – Amsterdam	77.3	72.7	4.5	6.5	59.0	4.5	22
– Rotterdam	19.7	16.1	3.7	17.3	14.2	3.1	14
Other S.E. England – Netherlands	6.6	5.2	1.4	12.9	4.8	8.1	–49
Manchester – Amsterdam	7.5	7.1	0.3	6.3	6.2	0.2	19
Other Routes	23.9	9.9	14.0	17.4	7.2	10.2	37
Norway	14.7	11.8	2.9	13.0	10.8	2.2	13
London – Oslo	9.4	8.7	0.8	8.3	7.7	0.6	13
Other Routes	5.3	3.1	2.1	4.7	3.1	1.6	12
Portugal	41.7	17.2	24.5	32.6	15.1	17.5	28
London – Lisbon	20.0	12.4	7.6	17.5	15.1	2.4	14
Other Routes	21.7	4.8	16.9	15.1	—	15.1	44
Soviet Union and Eastern Europe (b)	16.2	12.2	4.0	12.2	10.2	1.9	33
London – Moscow	3.4	3.4	—	2.7	2.7	—	25
– Prague	1.9	1.9	—	1.8	1.8	—	4
Other Routes	10.9	6.9	4.0	7.7	5.7	1.9	42

Table 18 cont.

	Feb–April 1973			Feb–April 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	378.1	57.0	321.2	293.3	49.7	243.6	29
London – Barcelona	11.5	8.6	2.9	8.9	7.1	1.8	29
– Ibiza	6.1	0.7	5.4	6.7	0.7	6.0	–9
– Madrid	22.3	19.6	2.7	17.4	16.1	1.3	29
– Malaga	17.9	8.8	9.1	14.5	7.2	7.4	23
– Palma	59.3	9.6	49.6	53.8	9.5	44.2	10
– Other Spain	32.3	8.3	24.0	26.4	6.2	20.1	23
Luton – Alicante	16.6	—	16.6	16.2	—	16.2	2
– Barcelona	4.1	—	4.1	0.4	—	0.4	1 039
– Gerona	7.4	—	7.4	8.5	—	8.5	–13
– Ibiza	11.0	—	11.0	6.3	—	6.3	75
– Palma	29.0	—	29.0	33.1	—	33.1	–12
– Other Spain	18.6	—	18.6	12.7	—	12.7	47
Other S.E. England – Spain	0.6	—	0.6	0.6	—	0.6	–6
Manchester – Barcelona	1.5	—	1.5	1.4	—	1.4	11
– Palma	25.2	0.1	25.1	20.9	—	20.9	20
Other N. England – Spain	33.5	1.2	32.3	18.7	2.6	16.1	79
Scotland – Spain	16.4	—	16.4	10.2	—	10.2	60
Other Routes	65.0	0.1	64.9	36.7	0.3	36.4	77
Sweden	17.4	12.6	4.8	13.7	10.2	3.6	27
London – Stockholm	10.5	8.0	2.5	9.4	7.3	2.1	11
Other Routes	6.9	4.6	2.3	4.3	2.9	1.4	62
Switzerland	91.2	65.8	25.4	80.4	57.8	22.6	13
London – Basle	7.3	5.6	1.7	6.8	4.8	2.0	7
– Geneva	33.9	26.9	6.9	28.0	23.6	4.4	21
– Zurich	37.5	29.5	8.0	34.7	27.2	7.5	8
Luton – Switzerland	7.2	0.1	7.1	7.4	—	7.4	–3
Other Routes	5.3	3.7	1.6	3.5	2.2	1.4	50
Yugoslavia	10.8	4.5	6.3	6.4	3.4	3.0	69
London – Dubrovnic	1.0	0.2	0.8	0.9	—	0.9	9
– Ljubljana	0.6	0.4	0.3	0.1	—	0.1	909
Luton – Yugoslavia	3.5	—	3.5	1.2	—	1.2	188
Other Routes	5.7	4.0	1.7	4.2	3.4	0.8	34
Other Europe	39.0	28.2	10.9	29.7	22.5	7.2	32
WESTERN HEMISPHERE							
Canada	51.3	40.8	10.5	43.0	33.3	9.7	19
London – Montreal	10.0	9.0	1.0	7.8	7.6	0.2	29
– Toronto	21.6	15.7	5.9	18.0	12.2	5.8	20
– Other Canada	10.6	8.0	2.6	9.3	6.1	3.1	14
Other UK – Montreal	2.6	2.6	—	2.8	2.7	—	–5
– Toronto	5.5	4.7	0.8	4.0	3.8	0.2	37
Other Routes	0.9	0.8	0.1	1.1	0.8	0.3	–19

Table 18 cont.

	Feb–April 1973			Feb–April 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	196.8	170.6	26.2	174.5	145.5	29.1	13
London – New York	82.0	73.6	8.4	77.7	66.6	11.1	6
– Other East Coast U.S.A.	52.7	47.1	5.6	46.9	40.1	6.8	13
– Chicago and Detroit	22.0	19.8	2.2	17.9	15.3	2.6	23
– West Coast U.S.A.	26.6	23.4	3.2	21.7	17.7	4.0	23
– Other U.S.A.	5.8	1.9	3.9	2.5	1.5	1.0	135
Other UK – New York	5.3	4.6	0.7	4.7	4.1	0.6	11
Other Routes	2.4	0.3	2.2	3.2	0.2	3.0	–23
West Atlantic and Caribbean Islands	17.9	16.5	1.4	13.1	12.6	0.4	37
Central and South America	6.4	6.2	0.2	5.2	5.0	0.2	22
REST OF THE WORLD							
Canary Islands	22.7	2.8	19.9	22.8	3.1	19.7	—
North Africa (c)	37.8	6.2	31.7	21.6	4.2	17.4	75
East Africa (d)	11.0	8.7	2.3	12.7	9.9	2.8	–14
Central Africa (e)	4.7	4.6	0.1	4.5	4.5	—	3
West Africa (d)	7.2	6.8	0.4	5.7	5.4	0.3	25
South Africa	12.4	12.3	0.1	12.6	12.6	—	–2
Middle East (f)	48.0	44.5	3.5	40.5	39.4	1.1	19
India	10.3	8.8	1.6	8.2	5.7	2.5	26
Pakistan	5.0	3.6	1.4	3.2	2.3	0.8	57
Far East	31.7	21.9	9.8	28.5	15.8	12.8	11
Australia and New Zealand	14.3	14.2	0.1	7.6	7.2	0.4	88
Other Routes n.e.i.	7.4	4.5	2.8	5.4	3.9	1.4	38
ALL ROUTES	2 034.2	1 277.5	756.7	1 747.3	1 128.6	618.6	16

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages		Feb 1973	Feb 1972	
Origin/Destination		–April 1973 (000)	–April 1972 (000)	Percentage change
London (a)	Aberdeen	8.5	5.1	67
	Belfast	44.7	38.3	17
	Birmingham	3.0	3.3	–9
	Channel Islands	33.8	29.5	15
	Edinburgh	46.2	39.0	18
	Glasgow (b)	69.8	62.2	12
	Isle of Man	1.2	0.8	50
	Leeds/Bradford	9.3	7.8	19
	Liverpool	9.9	9.4	5
	Manchester	29.9	26.5	13
	Newcastle	20.7	17.7	17
	Tees-side	7.3	6.1	20
	Other Airports	4.6	4.2	—
Belfast	Birmingham	5.7	5.0	14
	East Midlands	2.4	2.3	4
	Edinburgh	1.5	1.4	7
	Glasgow (b)	11.3	9.9	14
	Isle of Man	2.2	1.4	57
	Leeds/Bradford	3.0	2.3	30
	Liverpool	3.5	3.4	3
	Manchester	10.0	9.2	9
	Newcastle	2.0	1.6	25
	Other Airports	3.5	2.1	—
Channel Islands	Bournemouth	2.9	1.9	53
	Birmingham	3.0	2.0	50
	Bristol/Glamorgan	2.9	2.8	4
	East Midlands	3.6	3.3	9
	Glasgow (b)	0.2	0.2	—
	Leeds/Bradford	0.4	0.3	33
	Liverpool	1.9	2.0	–5
	Manchester	1.6	1.0	60
	Newcastle	0.2	0.2	—
	Southampton	15.1	12.9	17
	Other Airports	3.8	1.7	—
Edinburgh	Birmingham	2.5	2.1	19
	Glasgow (b)	0.9	0.5	80
	Manchester	3.3	2.6	27
	Other Airports	6.5	2.6	—
Glasgow (b)	Birmingham	6.3	6.3	—
	East Midlands	3.7	3.4	9
	Isle of Man	0.7	0.3	133
	Leeds/Bradford	1.6	1.7	–6
	Liverpool	3.2	2.6	23
	Manchester	5.9	6.0	–2
	Southampton	1.9	1.7	12
	Other Scottish Airports	14.4	10.3	40
	Other Airports	1.1	0.5	—
Isle of Man	Blackpool	3.5	3.5	—
	Liverpool	8.1	7.3	11
	Manchester	2.9	2.6	12
	Newcastle	—	—	—
	Other Airports	0.5	0.1	—
Penzance	Isles of Scilly	4.0	3.5	14
Other Routes		16.4	11.6	41
Total		457.0	386.0	

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

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

Cargo by Type and Nationality of Operator April 1973

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators		Set down	Picked up
		Corporations		Others		Set down	Picked up	Corporations		Others		Set down	Picked up		
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up				
London Area Airports															
+ Gatwick	3 291.3	0.1	0.2	588.0	785.5	4.8	18.1	—	—	793.1	992.1	78.4	31.0		
+ Heathrow	35 040.2	6 534.3	7 179.7	210.3	339.5	9 245.3	10 571.1	135.5	122.4	79.5	—	369.5	253.1		
+ Luton	99.5	—	—	0.1	—	—	—	—	—	29.6	37.0	25.2	7.6		
+ Southend	1 923.0	—	—	1 093.0	798.0	—	—	—	—	3.0	29.0	—	—		
+ Stansted	856.4	—	—	—	—	—	—	—	—	222.7	580.3	5.9	47.5		
TOTAL (London Area)	41 210.4	6 534.4	7 179.9	1 891.4	1 923.0	9 250.1	10 589.2	135.5	122.4	1 127.9	1 638.4	479.0	339.2		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports															
+ Leeds/Bradford	74.8	—	—	25.2	27.6	11.6	8.2	—	—	0.7	—	—	1.5		
+ Liverpool	1 405.2	—	—	120.0	737.1	119.2	33.6	54.0	—	39.1	11.2	36.3	254.7		
+ Manchester	3 203.9	658.8	598.2	10.6	17.2	809.3	941.6	16.9	—	15.8	3.7	95.9	35.9		
+ Birmingham	297.5	70.9	63.9	7.4	0.7	59.1	68.8	—	—	—	1.4	25.3	—		
+ Coventry	181.3	—	—	112.5	49.3	—	—	—	—	18.2	1.3	—	—		
+ East Midlands	572.7	—	—	333.2	232.2	—	—	—	—	7.3	—	—	—		
+ Newcastle	145.7	—	—	50.6	75.4	0.6	0.1	—	—	18.0	—	—	1.0		
+ Tees-side	16.8	—	—	9.4	7.4	—	—	—	—	—	—	—	—		
+ Bristol	84.1	—	—	12.9	7.9	25.1	18.8	—	—	13.0	—	4.0	2.4		
+ Glamorgan	12.2	—	—	1.6	8.3	—	2.2	—	—	0.1	—	—	—		
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Ashford	293.5	—	—	95.6	197.9	—	—	—	—	—	—	—	—		
+ Blackpool	79.2	—	—	7.8	40.3	—	—	—	—	0.2	30.9	—	—		
+ Bournemouth	188.9	0.1	—	119.9	38.6	—	—	—	—	29.0	—	—	1.3		
+ Cambridge	90.9	—	—	—	—	—	—	—	—	—	—	44.4	46.5		
+ Exeter	14.5	—	—	4.5	10.0	—	—	—	—	—	—	—	—		
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		
Isles of Scilly	11.7	6.7	5.0	—	—	—	—	—	—	—	—	—	—		
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Manston	335.2	—	—	—	—	—	—	—	—	191.3	101.7	23.4	18.8		
+ Norwich	35.5	—	—	12.4	11.6	—	—	—	—	1.9	0.9	0.3	8.4		
Penzance Heliport	11.7	5.0	6.7	—	—	—	—	—	—	—	—	—	—		
+ Portsmouth	6.1	—	—	—	3.9	—	—	—	—	—	2.2	—	—		
+ Southampton	98.6	2.1	2.5	18.8	45.9	—	—	—	—	—	7.0	11.3	11.0		
+ Edinburgh	323.0	204.5	45.4	24.3	43.3	3.6	1.7	—	—	—	—	0.2	—		
+ Glasgow	1 622.2	439.5	544.6	78.4	83.8	188.0	278.9	4.1	1.3	—	0.1	1.5	2.0		
+ Prestwick	1 290.1	480.7	158.8	0.7	0.3	229.7	247.6	2.4	—	—	—	78.4	91.5		
Aberdeen	82.3	30.5	39.9	5.6	1.8	—	—	—	—	1.6	2.9	—	—		
Benbecula	16.6	12.5	4.1	—	—	—	—	—	—	—	—	—	—		
Inverness	39.9	10.5	29.4	—	—	—	—	—	—	—	—	—	—		
Islay	14.9	9.2	5.7	—	—	—	—	—	—	—	—	—	—		
+ Kirkwall	30.4	21.5	6.3	—	—	—	—	—	—	0.2	2.4	—	—		
Stornoway	38.5	12.2	4.5	21.5	0.3	—	—	—	—	—	—	—	—		
+ Sumburgh	37.1	24.1	8.7	—	—	—	—	—	—	2.9	1.4	—	—		
Tiree	2.0	1.3	0.6	—	—	—	—	0.1	—	—	—	—	—		
Wick	6.9	3.8	2.9	—	—	—	—	—	—	0.2	—	—	—		
+ Belfast	1 555.4	483.2	207.0	721.1	109.7	7.9	4.1	21.7	—	—	—	—	0.7		
+ Isle of Man	344.8	—	—	275.9	68.9	—	—	—	—	—	—	—	—		
TOTAL (Incl. London Area)	53 774.5	9 011.5	8 914.1	3 961.3	3 742.4	10 704.2	12 194.8	234.7	123.7	1 467.4	1 805.5	800.0	814.9		
Channel Islands Airports															
Alderney	31.2	—	—	13.2	7.9	—	—	—	—	8.2	1.9	—	—		
Guernsey	961.4	106.5	49.8	156.8	130.3	—	—	—	—	101.7	416.3	—	—		
Jersey	1 430.1	282.3	345.9	333.2	136.9	3.7	2.7	—	—	131.8	193.6	—	—		
TOTAL (Channel Islands Airports)	2 422.7	388.8	395.7	503.2	275.1	3.7	2.7	—	—	241.7	611.8	—	—		

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	Feb 1973 –April 1973	Feb 1972 –April 1972	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+ Gatwick	4 090·7	3 373·4	21·3
+ Heathrow	3 5662·3	30 433·3	17·2
+ Luton	235·3	301·2	–21·9
+ Southend	1 759·9	2 184·3	–19·4
+ Stansted	781·9	719·6	8·7
TOTAL (London Area)	42 530·1	37 011·8	14·9
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	85·1	78·0	9·1
+ Liverpool	1 443·2	1 318·2	9·5
+ Manchester	3 565·4	3 381·6	5·4
+ Birmingham	271·4	327·2	–17·1
+ Coventry	227·9	157·3	44·9
+ East Midlands	565·4	88·7	537·4
+ Newcastle	172·6	130·5	32·3
+ Tees-side	34·2	48·7	–29·8
+ Bristol	62·4	68·7	–9·2
+ Glamorgan	14·0	13·9	0·7
Swansea	—	—	—
+ Ashford	341·5	338·9	0·8
+ Blackpool	67·4	46·5	44·9
+ Bournemouth	231·0	120·3	92·0
+ Cambridge	75·9	63·5	19·5
+ Exeter	18·2	..	—
Gloucester/Cheltenham	—	0·1	—
Hawarden	—	—	—
Isles of Scilly	44·1	42·9	2·8
+ Lydd	—	—	—
+ Manston	468·7	382·3	22·6
+ Norwich	..	..	..
Penzance Heliport	44·1	42·9	2·8
+ Portsmouth	3·1	8·4	–63·1
+ Southampton	105·4	111·4	–5·4
+ Edinburgh	361·6	222·8	62·3
+ Glasgow	1 707·4	1 255·1	36·0
+ Prestwick	1 322·4	1 057·0	25·1
Aberdeen	72·3	55·5	30·3
Benbecula	17·4	14·5	20·0
Inverness	39·5	37·8	4·5
Islay	13·3	11·8	12·7
+ Kirkwall	34·6	42·9	–19·3
Stornoway	39·3	35·7	10·1
+ Sumburgh	35·5	34·6	2·6
Tiree	1·5	1·0	50·0
Wick	7·0	6·1	14·8
+ Belfast	1 584·4	1 482·1	6·9
+ Isle of Man	363·6	313·5	16·0
TOTAL (Incl. London Area)	55 970·9	48 352·2	15·8
Channel Islands Airports			
Alderney	25·5	24·1	5·8
Guernsey	987·7	810·5	21·9
Jersey	1 492·2	1 035·2	44·1
TOTAL (Channel Islands Airports)	2 505·4	1 869·8	34·0

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

Table 22.1

All Scheduled Services April 1973

	1 Aircraft-km (000)	2 Stage flights	3 Aircraft hours	4 Number of passengers uplifted	5 Seat-km available (000)	6 Seat-km used (000)	7 As percentage of available	8 Cargo uplifted tonnes	9 Tonne-km available (000)	10 Total (000)	11 Tonne-kilometres used Mail (000)	12 Freight (000)	13 Passengers (000)	14 As percentage of available
Passenger Services														
British Airways – BOAC	11 487	3 637	15 618	190 493	2 066 386	1 208 748	58.5	4 263	269 028	147 297	6 195	32 466	108 636	54.8
British Airways – BEA	8 763	11 673	16 582	747 296	958 144	551 623	57.6	6 752	100 513	51 962	1 032	4 686	46 244	51.7
British Airways Helicopters	20	334	110	7 317	533	436	81.8	14	40	35	—	1	34	87.5
British Airways Regional Division—														
Channel Islands Airways	602	1 747	1 825	79 832	50 102	27 099	54.1	290	4 602	2 381	20	90	2 271	51.7
Scottish Airways	400	1 478	1 361	48 085	26 698	16 214	60.7	242	2 342	1 422	14	54	1 354	60.7
Cambrian Airways	429	1 719	1 356	59 691	30 021	18 106	60.3	979	2 921	1 678	4	228	1 446	57.4
Northeast Airlines	329	828	873	48 112	31 442	20 133	64.0	157	2 853	1 733	—	65	1 668	60.7
British Caledonian Airways	2 875	2 840	4 811	116 690	331 597	150 180	45.3	1 135	37 739	16 101	200	2 701	13 200	42.7
Air Anglia	60	198	260	4 225	2 621	1 486	56.7	16	242	141	—	6	135	58.3
Aurigny Air Services	121	2 149	715	16 498	1 386	929	67.0	43	125	78	—	3	75	62.4
British Air Ferries	217	1 129	980	33 075	10 487	5 787	55.2	2 210	1 508	992	—	466	526	65.8
BIA	268	1 307	1 035	36 098	11 096	7 294	65.7	595	1 206	757	6	129	622	62.8
British Midland Airways	399	1 024	1 100	36 335	29 888	15 337	51.3	128	2 398	1 252	—	61	1 191	52.2
Brymon Aviation	18	113	87	468	163	77	47.2	—	13	6	—	—	6	46.2
Dan-Air/Skyways	302	1 300	1 075	32 325	14 366	7 941	55.3	—	1 173	649	—	—	649	55.3
Intra Airways	11	96	58	1 576	382	167	43.7	—	31	11	—	—	11	35.5
J F Airlines	36	187	150	1 404	472	283	60.0	1	37	21	—	—	21	56.8
Loganair	31	282	144	1 000	251	110	43.8	—	23	10	—	—	10	43.5
TOTAL Passenger Services	26 368	32 041	48 140	1 460 520	3 566 035	2 031 950	57.0	16 824	426 794	226 526	7 471	40 956	178 099	53.1
Cargo Services														
British Airways – BOAC	724	276	1 025					1 892	23 569	14 051	26	14 025	—	59.6
British Airways – BEA	252	441	605					3 857	4 718	2 209	142	2 067	—	46.8
British Caledonian Airways	69	23	91					138	2 127	975	—	975	—	45.8
Air-Bridge Carriers	41	94	131					485	398	211	—	211	—	53.0
Air Freight	31	142	156					294	104	63	—	63	—	60.6
BIA	56	96	251					175	165	100	5	95	—	60.6
Intra Airways	5	26	23					30	15	5	—	5	—	33.3
TOTAL Cargo Services	1 178	1 098	2 282					6 871	31 096	17 614	173	17 441	—	56.6
GRAND TOTAL	27 546	33 139	50 422	1 460 520	3 566 035	2 031 950	57.0	23 695	457 890	244 140	7 644	58 397	178 099	53.3

International Scheduled Services April 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		Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	11 487	3 637	15 618	190 493	2 066 386	1 208 748	58.5	4 263	269 028	147 297	6 195	32 466	108 636	54.8
British Airways – BEA	7 687	9 326	14 158	563 570	839 760	466 951	55.6	4 381	87 806	44 383	931	4 254	39 198	50.5
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	150	330	352	14 126	15 904	7 103	44.7	88	1 508	649	2	45	602	43.0
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	151	390	382	13 778	12 441	6 799	54.6	38	1 082	562	—	19	543	51.9
Northeast Airlines	92	174	223	9 355	9 192	5 393	58.7	39	810	468	—	21	447	57.8
British Caledonian Airways	2 271	1 683	3 526	63 887	279 606	122 786	43.9	744	32 721	13 632	193	2 498	10 941	41.7
Air Anglia	26	102	168	2 734	1 145	704	61.5	11	106	67	—	3	64	63.2
Aurigny Air Services	11	152	66	801	86	58	67.4	—	8	5	—	—	5	62.5
British Air Ferries	192	1 024	867	32 335	9 921	5 603	56.5	1 889	1 332	891	—	381	510	66.9
BIA	41	138	153	3 888	2 055	1 133	55.1	17	187	102	—	5	97	54.5
British Midland Airways	117	270	308	6 411	8 581	3 485	40.6	29	689	292	—	21	271	42.4
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dan-Air/Skyways	180	680	621	22 618	8 513	5 299	62.2	—	695	433	—	—	433	62.3
Intra Airways	7	84	43	1 405	253	116	45.8	—	20	8	—	—	8	40.0
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	22 412	17 990	36 485	925 401	3 253 843	1 834 178	56.4	11 499	395 992	208 789	7 321	39 713	161 755	52.7
Cargo Services														
British Airways – BOAC	724	276	1025					1 892	23 569	14 051	26	14 025	—	59.6
British Airways – BEA	168	218	378					3 070	3 222	1 465	53	1 412	—	45.5
British Caledonian Airways	69	23	91					138	2 127	975	—	975	—	45.8
Air-Bridge Carriers	—	—	—					—	—	—	—	—	—	—
Air Freight	31	142	156					294	104	63	—	63	—	60.6
BIA	56	96	251					175	165	100	5	95	—	60.6
Intra Airways	—	—	—					—	—	—	—	—	—	—
TOTAL Cargo Services	1 048	755	1 901					5 569	29 187	16 654	84	16 570	—	57.1
GRAND TOTAL	23 460	18 745	38 386	925 401	3 253 843	1 834 178	56.4	17 068	425 179	225 443	7 405	56 283	161 755	53.0

Domestic Scheduled Services April 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percentage of available	8 Cargo uplifted tonnes	Tonne-km available (000)	10 Total (000)	11 Tonne-kilometres used Mail (000)	12 Freight (000)	Passengers (000)	As percentage of available
Passenger Services													
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	1 076	2 347	2 424	183 726	118 384	84 672	71.5	2 371	12 707	7 579	101	432	59.6
British Airways Helicopters	20	334	110	7 317	533	436	81.8	14	40	35	—	1	87.5
British Airways Regional Division—													
Channel Islands Airways	452	1 417	1 473	65 706	34 198	19 996	58.5	202	3 094	1 732	18	45	56.0
Scottish Airways	400	1 478	1 361	48 085	26 698	16 214	60.7	242	2 342	1 422	14	54	60.7
Cambrian Airways	278	1 329	974	45 913	17 580	11 307	64.3	941	1 839	1 116	4	209	60.7
Northeast Airlines	237	654	650	38 757	22 250	14 740	66.2	118	2 043	1 265	—	44	61.9
British Caledonian Airways	604	1 157	1 285	52 803	51 991	27 394	52.7	391	5 018	2 469	7	203	49.2
Air Anglia	34	96	92	1 491	1 476	782	53.0	5	136	74	—	3	54.4
Aurigny Air Services	110	1 997	649	15 697	1 300	871	67.0	43	117	73	—	3	62.4
British Air Ferries	25	105	113	740	566	184	32.5	321	176	101	—	85	57.4
BIA	227	1 169	882	32 210	9 041	6 161	68.1	578	1 019	655	6	124	64.3
British Midland Airways	282	754	792	29 924	21 307	11 852	55.6	99	1 709	960	—	40	56.2
Brymon Aviation	18	113	87	468	163	77	47.2	—	13	6	—	—	46.2
Dan-Air/Skyways	122	620	454	9 707	5 853	2 642	45.1	—	478	216	—	—	45.2
Intra Airways	4	12	15	171	129	51	39.5	—	11	3	—	—	27.3
J F Airlines	36	187	150	1 404	472	283	60.0	1	37	21	—	—	56.8
Loganair	31	282	144	1 000	251	110	43.8	—	23	10	—	—	43.5
TOTAL Passenger Services	3 956	14 051	11 655	535 119	312 192	197 772	63.3	5 325	30 802	17 737	150	1 243	57.6
Cargo Services													
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	84	223	227	—	—	—	—	787	1 496	744	89	655	49.7
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	41	94	131	—	—	—	—	485	398	211	—	211	53.0
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	5	26	23	—	—	—	—	30	15	5	—	5	33.3
TOTAL Cargo Services	130	343	381	—	—	—	—	1 302	1 909	960	89	871	50.3
GRAND TOTAL	4 086	14 394	12 036	535 119	312 192	197 772	63.3	6 627	32 711	18 697	239	2 114	57.2

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

All Non-scheduled Services April 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	1581	407	2 162	32 128
British Airways – BEA	406	613	883	5 274
British Airways Helicopters	111	1 240	508	204
British Airways Regional Division—				
Channel Islands Airways	45	61	90	435
Cambrian Airways	323	422	665	2 336
Northeast Airlines	257	266	471	2 495
BEA Airtours	853	588	1 336	12 443
British Caledonian Airways	2 313	1 373	3 598	42 003
Air Anglia	39	117	145	134
Air-Bridge Carriers	1	3	4	9
Air Freight	4	13	17	13
Air London	13	55	63	7
Alidair	133	333	358	844
Britannia Airways	2 330	1 384	2 858	20 635
British Air Ferries	4	9	19	30
BIA	60	200	235	272
British Midland Airways	579	599	995	6 134
Brymon Aviation	1	5	6	1
Court-Line Aviation	1 820	1 473	2 996	21 775
Dan-Air Services	2 616	1 642	4 171	24 764
Dan-Air/Skyways	32	80	114	126
Directair	3	7	13	7
Donaldson Int. Airways	338	118	475	6 432
Eagle Flying Services	12	33	45	5
Fairflight Charters	53	106	276	53
Haywards Aviation	5	16	19	4
Humber Airways	11	43	49	9
International Aviation Services	339	136	674	5 428
Intra Airways	10	60	49	28
Invicta Airlines	196	197	404	3 174
Island Air Charter	5	26	30	4
Laker Airways	1 393	694	2 131	17 370
Loganair	42	636	226	35
Macedonian Aviation	7	21	29	21
McAlpine Aviation	234	598	539	142
Merlot Int. Aviation	8	13	14	6
Monarch Airlines	627	488	1 143	9 009
Northair Airlines	67	115	223	31
Northern Executive Aviation	15	46	76	13
Peters Aviation	34	100	183	54
Silver City Airways	32	24	69	464
Thurston Aviation	17	60	72	15
Trader Airways	10	20	45	4
Tradewinds Airways	490	127	896	11 112
Trans-Meridian Air Cargo	475	155	876	12 928
Vernair Transport	12	30	36	6
TOTAL	17 956	14 752	30 286	238 416

International Non-scheduled Services April 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	1 581	407	2 162	32 128
British Airways – BEA	398	587	860	5 176
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	41	48	76	413
Cambrian Airways	309	346	610	2 256
Northeast Airlines	254	258	462	2 469
BEA Airtours	852	587	1 335	12 440
British Caledonian Airways	2 313	1 371	3 597	42 001
Air Anglia	16	48	62	52
Air-Bridge Carriers	—	1	1	1
Air Freight	2	8	12	8
Air London	4	14	19	2
Alidair	122	296	329	772
Britannia Airways	2 330	1 384	2 858	20 635
British Air Ferries	4	6	16	26
BIA	54	163	209	245
British Midland Airways	570	574	968	6 082
Brymon Aviation	1	2	2	—
Court-Line Aviation	1 820	1 472	2 995	21 773
Dan-Air Services	2 616	1 642	4 171	24 764
Dan-Air/Skyways	31	76	110	121
Directair	3	6	12	7
Donaldson Int. Airways	338	118	475	6 432
Eagle Flying Services	6	14	23	3
Fairflight Charters	50	96	258	50
Haywards Aviation	3	10	14	3
Humber Airways	—	—	—	—
International Aviation Services	339	136	674	5 428
Intra Airways	6	27	27	16
Invicta Airlines	195	194	401	3 151
Island Air Charter	—	2	2	—
Laker Airways	1 393	694	2 131	17 370
Loganair	—	—	—	—
Macedonian Aviation	3	10	14	10
McAlpine Aviation	123	170	231	77
Merlot Int. Aviation	4	4	8	3
Monarch Airlines	627	488	1 143	9 009
Northair Airlines	7	8	24	3
Northern Executive Aviation	1	4	7	1
Peters Aviation	19	46	93	29
Silver City Airways	32	24	69	464
Thurston Aviation	6	12	25	6
Trader Airways	10	16	42	4
Tradewinds Airways	490	127	896	11 112
Trans-Meridian Air Cargo	475	155	876	12 928
Vernair Transport	5	6	17	3
TOTAL	17 453	11 657	28 316	237 473

Domestic Non-scheduled Services April 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	8	26	23	98
British Airways Helicopters	111	1 240	508	204
British Airways Regional Division—				
Channel Islands Airways	4	13	14	22
Cambrian Airways	14	76	55	80
Northeast Airlines	3	8	9	26
BEA Airtours	—	1	1	2
British Caledonian Airways	—	2	1	2
Air Anglia	23	69	83	82
Air-Bridge Carriers	1	2	3	8
Air Freight	1	5	5	5
Air London	9	41	44	5
Alidair	11	37	29	72
Britannia Airways	—	—	—	—
British Air Ferries	1	3	3	4
BIA	6	37	26	26
British Midland Airways	9	25	27	52
Brymon Aviation	1	3	4	1
Court-Line Aviation	—	1	1	2
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	1	4	4	5
Directair	—	1	1	—
Donaldson Int. Airways	—	—	—	—
Eagle Flying Services	6	19	22	3
Fairflight Charters	3	10	18	3
Haywards Aviation	1	6	5	1
Humber Airways	11	43	49	9
International Aviation Services	—	—	—	—
Intra Airways	4	33	22	12
Invicta Airlines	1	3	3	23
Island Air Charter	5	24	28	4
Laker Airways	—	—	—	—
Loganair	42	636	226	35
Macedonian Aviation	4	11	15	11
McAlpine Aviation	111	428	308	65
Merlot Int. Aviation	3	9	6	3
Monarch Airlines	—	—	—	—
Northair Airlines	60	107	199	28
Northern Executive Aviation	13	42	69	12
Peters Aviation	15	54	90	24
Silver City Airways	—	—	—	—
Thurston Aviation	11	48	47	9
Trader Airways	—	4	3	—
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	6	24	19	3
TOTAL	499	3 095	1 970	941

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 April 1973

Table 24

	1 Aircraft-km (000)	2 Stage flights	3 Aircraft hours	4 Tonne-km available (000)	5 Number of passengers uplifted	6 Seat-km available (000)	7 Seat-km used (000)	8 As percentage of available
British Airways—BOAC	27	21	41	437	2 707	4 324	3 780	87.4
British Airways—BEA	131	184	280	1 443	16 352	16 337	10 555	64.6
British Airways Regional Division—								
Channel Islands Airways	40	46	73	409	3 168	4 566	3 131	68.6
Cambrian Airways	246	222	420	1 849	11 511	21 089	16 175	76.7
Northeast Airlines	219	206	383	2 164	17 402	25 235	20 669	81.9
Northeast Airlines (D)	(1)	(2)	(2)	(3)	(74)	(39)	(20)	51.3
BEA Airtours	595	381	908	9 227	47 001	101 673	73 507	72.3
British Caledonian Airways	1 214	942	2 033	13 919	76 308	144 011	107 961	75.0
Air Anglia	3	14	17	11	395	139	137	98.6
Air Anglia (D)	(1)	(6)	(7)	(5)	(115)	(65)	(65)	100.0
Alidair	24	23	57	153	1 352	1 874	1 233	65.8
Alidair (D)	(1)	(4)	(4)	(9)	(268)	(115)	(99)	86.1
Britannia Airways	2 222	1 250	2 675	19 439	135 579	227 941	190 249	83.5
British Air Ferries (D)	—	1	1	1	62	12	11	91.7
British Midland Airways	300	390	578	2 385	30 083	29 014	24 866	85.7
British Midland Airways (D)	(8)	(24)	(26)	(50)	(1 639)	(626)	(570)	91.1
Court-Line Aviation	1 651	1 284	2 696	20 114	150 322	238 081	196 924	82.7
Dan-Air Services	2 136	1 403	3 416	19 180	127 797	241 591	193 696	80.2
Dan-Air/Skyways	28	68	95	109	2 561	1 333	1 068	80.1
Donaldson Int. Airways	76	35	111	1 309	5 429	14 429	12 924	89.6
Invicta Airlines	99	125	215	1 298	16 215	14 425	13 200	91.5
Laker Airways	958	514	1 454	8 273	34 971	118 059	78 021	66.1
Monarch Airlines	398	343	710	5 929	43 879	65 853	53 519	81.3
TOTAL	10 367	7 452	16 163	107 649	723 094	1 269 986	1 001 626	78.9

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

Advance Booking Charters April 1973

Table 25

	1 Aircraft-km (000)	2 Stage flights	3 Aircraft hours	4 Tonne-km available (000)	5 Number of passengers uplifted	6 Seat-km available (000)	7 Seat-km used (000)	8 As percentage of available
British Airways—BOAC	155	39	218	3 664	4 274	27 300	24 027	88.0
British Caledonian Airways	9	2	12	226	138	1 638	1 209	73.8
Dan-Air Services	73	16	97	1 099	2 014	13 850	12 212	88.2
Laker Airways	173	36	214	5 803	6 792	59 760	39 428	66.0
TOTAL	410	93	541	10 792	13 218	102 548	76 876	75.0

There were no US originating passengers in April 1973.

All Other Separate Fare Charters April 1973

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Tonne—km available (000)	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available
British Airways—BOAC	912	245	1 215	21 412	22 505	170 232	149 660	87·9
British Airways—BEA	11	20	26	135	407	444	231	52·0
British Airways Regional Division—								
Channel Islands Airways	2	9	8	12	226	132	57	43·2
Cambrian Airways	16	80	59	94	1 767	1 082	612	56·6
Northeast Airlines	14	15	25	137	1 087	1 610	1 164	72·3
BEA Airtours	168	174	300	1 729	15 654	19 128	14 252	74·5
British Caledonian Airways	384	186	567	7 557	14 069	59 222	45 482	76·8
Alldair	16	32	41	102	2 283	1 247	1 181	94·7
Britannia Airways	17	14	24	188	1 384	2 202	1 620	73·6
British Air Ferries	—	2	2	3	130	24	24	100·0
BIA	5	33	22	21	701	234	99	42·3
British Midland Airways	54	66	104	438	4 703	5 463	5 088	93·1
Court-Line Aviation	137	158	244	1 337	14 566	16 155	12 317	76·2
Dan-Air Services	224	82	335	3 145	6 336	39 615	34 628	87·4
Dan-Air/Skyways	4	12	19	18	510	215	175	81·4
Donaldson Int. Airways	87	21	124	1 493	1 854	16 454	14 486	88·0
Intra Airways	7	39	33	19	1 276	242	217	89·7
Invicta Airlines	2	4	5	28	509	315	274	87·0
Laker Airways	25	8	31	582	1 398	6 477	4 778	73·8
Loganair	17	422	89	17	1 204	190	75	39·5
Monarch Airlines	48	31	92	640	1 944	6 802	3 587	52·7
TOTAL	2 150	1 653	3 365	39 107	94 513	347 485	290 007	83·5

International Other Separate Fare Charters April 1973

Table 26.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways—BOAC	912	245	1 215	21 412	22 505	170 232	149 660	87.9
British Airways—BEA	11	20	26	135	407	444	231	52.0
British Airways Regional Division—								
Channel Islands Airways	—	—	—	—	—	—	—	—
Cambrian Airways	9	26	29	58	994	680	507	74.6
Northeast Airlines	14	15	25	137	1 087	1 610	1 164	72.3
BEA Airtours	168	174	300	1 729	15 654	19 128	14 252	74.5
British Caledonian Airways	384	186	567	7 557	14 069	59 222	45 482	76.8
Alidair	15	30	39	95	2 127	1 164	1 099	94.4
Britannia Airways	17	14	24	188	1 384	2 202	1 620	73.6
British Air Ferries	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—
British Midland Airways	54	65	103	436	4 633	5 436	5 062	93.1
Court-Line Aviation	137	158	244	1 337	14 566	16 155	12 317	76.2
Dan-Air Services	224	82	335	3 145	6 336	39 615	34 628	87.4
Dan-Air/Skyways	3	8	15	12	313	150	113	75.3
Donaldson Int. Airways	87	21	124	1 493	1 854	16 454	14 486	88.0
Intra Airways	4	16	20	12	504	161	146	90.7
Invicta Airlines	2	4	5	28	509	315	274	87.0
Laker Airways	25	8	31	582	1 398	6 477	4 778	73.8
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	48	31	92	640	1 944	6 802	3 587	52.7
TOTAL	2 114	1 103	3 194	38 996	90 284	346 247	289 406	83.6

Domestic Other Separate Fare Charters April 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways—BOAC	—	—	—	—	—	—	—	—
British Airways—BEA	—	—	—	—	—	—	—	—
British Airways Regional Division—								
Channel Islands Airways	2	9	8	12	226	132	57	43.2
Cambrian Airways	7	54	30	37	773	402	105	26.1
Northeast Airlines	—	—	—	—	—	—	—	—
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Alidair	1	2	2	7	156	83	83	100.0
Britannia Airways	—	—	—	—	—	—	—	—
British Air Ferries	—	2	2	3	130	24	24	100.0
BIA	5	33	22	21	701	234	99	42.3
British Midland Airways	—	1	1	2	70	27	25	92.6
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	1	4	4	5	197	65	62	95.4
Donaldson Int. Airways	—	—	—	—	—	—	—	—
Intra Airways	2	23	13	7	772	81	71	87.7
Invicta Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	17	422	89	17	1 204	190	75	39.5
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	35	550	171	111	4 229	1 238	601	48.5

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 VI of Class E licences.

All Exempt Services and Sub-charters April 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	486	102	688	6 615
British Airways – BEA	264	409	577	3 696
British Airways Helicopters	111	1 240	508	204
British Airways Regional Division—				
Channel Islands Airways	2	6	9	14
Cambrian Airways	60	120	186	393
Northeast Airlines	24	45	63	194
BEA Airtours	89	33	128	1 487
British Caledonian Airways	707	243	986	20 302
Air Anglia	35	103	128	123
Air-Bridge Carriers	1	3	4	9
Air Freight	4	13	17	13
Air London	13	55	63	7
Alidair	93	278	260	590
Britannia Airways	91	120	159	1 008
British Air Ferries	4	6	16	26
BIA	55	167	213	250
British Midland Airways	225	143	313	3 310
Brymon Aviation	1	5	6	1
Court-Line Aviation	32	31	56	323
Dan-Air Services	182	141	323	1 339
Directair	3	7	13	7
Donaldson International Airways	174	62	240	3 630
Eagle Flying Services	12	33	45	5
Fairflight Charters	53	106	276	53
Haywards Aviation	5	16	19	4
Humber Airways	11	43	49	9
International Aviation Services	339	136	674	5 428
Intra Airways	3	21	16	9
Invicta Airlines	95	68	184	1 848
Island Air Charter	5	26	30	4
Laker Airways	237	136	432	2 713
Loganair	25	214	137	18
Macedonian Aviation	7	21	29	21
McAlpine Aviation	234	598	539	142
Merlot International Aviation	8	13	14	6
Monarch Airlines	181	114	341	2 440
Northair Aviation	67	115	223	31
Northern Executive Aviation	15	46	76	13
Peters Aviation	34	100	183	54
Silver City Airways	32	24	69	464
Thurston Aviation	17	60	72	15
Trader Airways	10	20	45	4
Tradewinds Airways	490	127	896	11 112
Trans-Meridian Air Cargo	475	155	876	12 928
Vernair Transport	12	30	36	6
TOTAL	5 023	5 554	10 217	80 868

International Exempt Services and Sub-charters Table 27.2

April 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	486	102	688	6 615
British Airways – BEA	256	383	554	3 598
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	1	2	3	4
Cambrian Airways	53	98	161	350
Northeast Airlines	21	39	56	171
BEA Airtours	89	32	127	1 484
British Caledonian Airways	706	241	985	20 300
Air Anglia	14	40	52	46
Air-Bridge Carriers	—	1	1	1
Air Freight	2	8	12	8
Air London	4	14	19	2
Alidair	84	247	237	534
Britannia Airways	91	120	159	1 008
British Air Ferries	4	6	16	26
BIA	54	163	209	245
British Midland Airways	225	143	313	3 310
Brymon Aviation	1	2	2	—
Court-Line Aviation	32	30	55	321
Dan-Air Services	182	141	323	1 339
Directair	3	6	12	7
Donaldson International Airways	174	62	240	3 630
Eagle Flying Services	6	14	23	3
Fairflight Charters	50	96	258	50
Haywards Aviation	3	10	14	3
Humber Airways	—	—	—	—
International Aviation Services	339	136	674	5 428
Intra Airways	1	11	7	4
Invicta Airlines	94	65	181	1 824
Island Air Charter	—	2	2	—
Laker Airways	237	136	432	2 713
Loganair	—	—	—	—
Macedonian Aviation	3	10	14	10
McAlpine Aviation	123	170	231	77
Merlot International Aviation	4	4	8	3
Monarch Airlines	181	114	341	2 440
Northair Aviation	7	8	24	3
Northern Executive Aviation	1	4	7	1
Peters Aviation	19	46	93	29
Silver City Airways	32	24	69	464
Thurston Aviation	6	12	25	6
Trader Airways	10	16	42	4
Tradewinds Airways	490	127	896	11 112
Trans-Meridian Air Cargo	475	155	876	12 928
Vernair Transport	5	6	17	3
TOTAL	4 568	3 046	8 458	80 104

Domestic Exempt Services and Sub-charters April 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	8	26	23	98
British Airways Helicopters	111	1 240	508	204
British Airways Regional Division—				
Channel Islands Airways	2	4	6	10
Cambrian Airways	7	22	25	44
Northeast Airlines	3	6	7	23
BEA Airtours	—	1	1	2
British Caledonian Airways	—	2	1	2
Air Anglia	22	63	76	77
Air-Bridge Carriers	1	2	3	8
Air Freight	1	5	5	5
Air London	9	41	44	5
Alidair	9	31	23	56
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
BIA	1	4	4	5
British Midland Airways	—	—	—	—
Brymon Aviation	1	3	4	1
Court-Line Aviation	—	1	1	2
Dan-Air Services	—	—	—	—
Directair	—	1	1	—
Donaldson International Airways	—	—	—	—
Eagle Flying Services	6	19	22	3
Fairflight Charters	3	10	18	3
Haywards Aviation	1	6	5	1
Humber Airways	11	43	49	9
International Aviation Services	—	—	—	—
Intra Airways	2	10	9	5
Invicta Airlines	1	3	3	23
Island Air Charter	5	24	28	4
Laker Airways	—	—	—	—
Loganair	25	214	137	18
Macedonian Aviation	4	11	15	11
McAlpine Aviation	111	428	308	65
Merlot International Aviation	3	9	6	3
Monarch Airlines	—	—	—	—
Northair Aviation	60	107	199	28
Northern Executive Aviation	13	42	69	12
Peters Aviation	15	54	90	24
Silver City Airways	—	—	—	—
Thurstons Aviation	11	48	47	9
Trader Airways	—	4	3	—
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	6	24	19	3
TOTAL	452	2 508	1 759	763

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines

April 1973

Table 28.1

	Aircraft in service End of March 1973	Aircraft in service End of April 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
Boeing 747	12	12	605	—	3 324	—	3 610	64 106	460 759
BAC VC10	13	13	1 074	—	3 920	—	3 888	36 304	181 539
BAC VC10 Super	16	16	1 271	—	5 313	—	4 329	52 637	336 975
Boeing 707 120/120B/138B	2	2	104	—	365	—	2 219	9 917	29 804
Boeing 707 320C/336C/321	29	29	1 249	431	6 267	1 599	3 386	76 816	461 517
Boeing 707 420/436	18	18	924	—	3 531	—	2 488	89 374	313 623
Comet 4	17	16	1 050	—	2 633	—	2 000	100 100	152 856
Comet 4B/C	5	5	248	—	501	—	1 219	20 713	23 305
Boeing 720B	3	3	292	—	674	—	2 730	36 757	57 148
Boeing 727 100	—	2	91	—	216	—	1 314	9 265	14 457
Lockheed 1011 Tristar	—	1	101	—	230	—	4 417	30 039	44 622
Trident 1C	20	19	2 862	—	3 610	—	2 310	208 622	122 129
Trident 1E	4	4	642	—	821	—	2 497	47 901	38 342
Trident 2E	14	15	1 230	—	3 343	—	2 708	61 473	121 441
Trident 3B	24	25	3 406	10	5 326	10	2 595	276 143	229 640
DC10	2	2	22	—	44	—	266	4 767	7 166
BAC 1-11 200	7	7	1 245	—	1 417	—	2 460	50 855	29 450
BAC 1-11 300/400	14	14	1 588	—	3 259	—	2 829	87 323	131 397
BAC 1-11 500	43	42	7 597	8	10 123	7	2 997	482 459	389 504
Boeing 737 200	11	11	1 384	—	2 858	—	3 219	150 596	202 125
HS 125	7	8	240	134	242	94	529	833	472
Argosy	2	2	—	97	—	135	1 117	—	—
Britannia 300	7	7	196	136	469	673	1 982	18 120	12 765
Canadair CL44	12	12	—	282	—	1 772	1 869	—	—
Vanguard 954-2/453	9	9	376	140	609	276	1 226	36 485	24 894
Merchantman	10	10	—	919	—	1 531	1 924	—	—
Viscount 700	1	1	48	—	28	—	376	733	102
Viscount 700D/800/810	42	46	6 351	220	6 275	174	1 705	261 041	91 586
Fokker-Friendship	1	2	247	—	304	—	2 219	5 209	1 912
Herald 100/200	8	8	1 293	142	1 049	107	1 701	41 310	8 892
HS 748	7	7	1 379	—	1 189	—	2 066	35 331	9 158
Skyvan	1	3	144	34	123	45	1 095	789	160
Carvair	5	6	979	6	892	16	1 840	25 641	4 663
Heron	7	7	194	16	284	60	657	1 630	486
Trislander	3	4	1 163	—	476	—	1 971	11 222	772
Aztec	6	7	153	62	162	46	361	446	120
Beagle 206S	5	5	139	—	246	—	653	501	300
Beechcraft E-18-S	1	2	4	—	3	—	18	7	4
Beechcraft Baron B55	1	2	31	—	42	—	310	75	22
Beechcraft Queen Air	2	2	32	—	39	—	405	66	27
DC3	12	12	218	376	193	602	810	4 587	884
Dove	6	7	145	21	206	65	471	979	338
Islander	15	16	2 151	13	859	14	686	9 520	716
Piper PA30/31	4	6	61	1	98	1	201	171	73
Bell 206	1	1	126	—	45	—	548	60	18
S61 N	7	7	1 201	—	500	—	869	12 584	931
Bell 212	1	1	247	—	73	—	887	875	26
TOTAL	437	456	44 103	3 048	72 181	7 227	2 180	2 364 382	3 507 120

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

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of March 1973	End of April 1973	Passenger	Cargo	Passenger	Cargo			
British Airways—BOAC									
Boeing 747	12	12	605	—	3 324	—	3 610	64 106	460 759
BAC VC10	11	11	929	—	3 270	—	3 875	29 865	152 642
BAC VC10 Super	16	16	1 271	—	5 313	—	4 329	52 637	336 975
Boeing 707 336C	11	11	477	285	2 570	1 062	4 304	25 619	172 881
Boeing 707 420/436	11	11	584	—	2 697	—	3 196	43 143	237 555
TOTAL	61	61	3 866	285	17 174	1 062	3 897	215 370	1 360 812
British Airways—BEA									
Trident 1C	20	19	2 862	—	3 610	—	2 310	208 622	122 129
Trident 1E	1	—	—	—	—	—	—	—	—
Trident 2E	14	15	1 230	—	3 343	—	2 708	61 473	121 441
Trident 3B	24	25	3 406	10	5 326	10	2 595	276 143	229 640
BAC 1-11 500	17	17	3 810	8	3 687	7	2 643	197 717	79 449
Vanguard 951/3	5	5	244	77	384	97	1 168	19 224	11 172
Merchantman	9	9	—	895	—	1 462	1 975	—	—
Viscount 700/800/810	19	—	—	—	—	—	—	—	—
Heron	2	—	—	—	—	—	—	—	—
TOTAL	111	90	11 552	990	16 350	1 576	2 420	763 179	563 831
British Airways Helicopters									
Bell 206	1	1	126	—	45	—	548	60	18
S61 N	7	7	1 201	—	500	—	869	12 584	931
Bell 212	1	1	247	—	73	—	888	875	26
TOTAL	9	9	1 574	—	618	—	832	13 519	975
British Airways Regional Division									
Channel Islands Airways									
Trident 1E	—	1	199	—	225	—	2 738	9 593	6 604
Viscount 700/800/810	—	11	1 393	—	1 489	—	1 646	60 500	19 322
TOTAL	—	12	1 592	—	1 714	—	1 737	70 093	25 926
Scottish Airways									
Viscount 700/800/810	—	7	1 338	—	1 210	—	2 102	45 065	14 624
Skyvan	—	2	88	—	84	—	1 179	711	137
Heron	—	2	10	—	10	—	88	88	16
TOTAL	—	11	1 436	—	1 304	—	1 716	45 864	14 777
Cambrian Airways									
BAC 1-11 300/400	4	4	638	—	819	—	2 489	30 856	25 602
Viscount 700	1	1	48	—	28	—	376	733	102
Viscount 700D/800/810	8	8	1 235	220	1 000	174	1 785	46 203	12 256
TOTAL	13	13	1 921	220	1 847	174	1 905	77 792	37 960
Northeast Airlines									
Trident 1E	3	3	443	—	596	—	2 416	38 308	31 739
Viscount 700D/800/810	6	6	634	—	721	—	1 460	30 246	11 081
TOTAL	9	9	1 077	—	1 317	—	1 778	68 554	42 820
BEA Airtours									
Comet 4B/C	5	5	248	—	501	—	1 219	20 713	23 305
Boeing 707 420/436	7	7	340	—	834	—	1 449	46 231	76 068
TOTAL	12	12	588	—	1 335	—	1 351	66 944	99 373

Table 28.2 cont.

	Aircraft in service End of March 1973	Aircraft in service End of April 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
			Passenger	Cargo	Passenger	Cargo			
British Caledonian Airways									
BAC VC10	2	2	145	—	650	—	3 953	6 439	28 897
Boeing 707 320C/336C/321	11	12	456	123	2 617	438	3 095	25 190	185 973
BAC 1-11 200	7	7	1 245	—	1 417	—	2 460	50 855	29 450
BAC 1-11 500	14	14	2 267	—	3 380	—	2 935	132 957	126 306
TOTAL	34	35	4 113	123	8 064	438	2 953	215 441	370 626
Air Anglia									
Fokker-Friendship	1	2	247	—	304	—	2 219	5 209	1 912
DC3	2	2	64	4	84	15	657	1 356	439
TOTAL	3	4	311	4	388	15	1 398	6 565	2 351
Air-Bridge Carriers									
Argosy	2	2	—	97	—	135	1 117	—	—
Air Freight									
DC3	3	3	—	155	—	173	701	—	—
Air London									
Aztec	1	2	23	—	29	—	175	24	17
Beagle 206S	1	1	24	—	23	—	277	19	13
Piper PA30/31	2	2	8	—	11	—	66	6	3
TOTAL	4	5	55	—	63	—	153	49	33
Alidair									
Viscount 700D/800/810	2	3	333	—	358	—	1 449	16 089	6 339
Aurigny Air Services									
Trislander	3	3	1 097	—	421	—	2 048	10 629	653
Islander	3	2	1 052	—	294	—	1 278	5 869	276
TOTAL	6	5	2 149	—	715	—	1 639	16 498	929
Britannia Airways									
Boeing 707 320C/336C/321	1	—	—	—	—	—	—	—	—
Boeing 737 200	11	11	1 384	—	2 858	—	3 219	150 596	202 125
TOTAL	12	11	1 384	—	2 858	—	3 219	150 596	202 125
British Air Ferries									
Viscount 700/800/810	—	1	153	—	91	—	1 106	7 626	1 159
Carvair	5	6	979	6	892	16	1 840	25 641	4 663
TOTAL	5	7	1 132	6	983	16	1 734	33 267	5 822
BIA									
Herald 100/200	8	8	1 293	142	1 049	107	1 701	41 310	8 892
DC3	3	3	—	168	—	364	1 427	—	—
TOTAL	11	11	1 293	310	1 049	471	1 624	41 310	8 892
British Midland Airways									
Boeing 707 320C/336C/321	2	2	138	—	315	—	1 916	6 556	12 526
BAC 1-11 500	2	1	148	—	291	—	3 541	13 904	15 882
Viscount 700D/800/810	7	10	1 265	—	1 406	—	1 708	55 312	26 806
TOTAL	11	13	1 551	—	2 012	—	1 880	75 772	55 214
Brymon Aviation									
Islander	1	2	118	—	93	—	847	495	81

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 March 1973	End of April 1973	Passenger	Cargo	Passenger	Cargo			
Court-Line Aviation									
Lockheed 1011 Tristar	—	1	101	—	230	—	4 417	30 039	44 622
BAC 1-11 500	10	10	1 372	—	2 765	—	3 694	137 881	167 867
TOTAL	10	11	1 473	—	2 995	—	3 741	167 920	212 489
Dan-Air Services									
Boeing 707 320C/336C/321	2	2	83	—	389	—	2 365	7 530	46 668
Comet 4	17	16	1 050	—	2 633	—	2 000	100 100	152 856
Boeing 727	—	2	91	—	216	—	1 314	9 265	14 457
BAC 1-11 300/400	5	5	418	—	933	—	2 270	27 803	39 570
TOTAL	24	25	1 642	—	4 171	—	2 029	144 698	253 551
Dan-Air/Skyways									
HS 748	7	7	1 379	—	1 189	—	2 066	35 331	9 158
Directair									
Piper PA 30/31	1	1	7	—	13	—	157	35	18
Donaldson Int. Airways									
Boeing 707 320C/336C/321	2	2	95	23	376	99	2 887	11 921	43 469
Eagle Flying Services									
Beechcraft Baron B55	1	2	31	—	42	—	310	75	22
Beechcraft Queen Air	1	1	2	—	3	—	219	5	2
TOTAL	2	3	33	—	45	—	303	80	24
Eastern Seaboard									
Beechcraft E-18-S	1	1	—	—	—	—	—	—	—
Fairflight Charters									
Heron	1	1	16	16	40	60	1 215	192	93
Dove	3	4	60	14	120	56	533	480	185
TOTAL	4	5	76	30	160	116	672	672	278
Haywards Aviation									
Dove	1	1	16	—	19	—	237	135	63
Humber Airways									
Islander	2	2	43	—	49	—	307	197	46
International Aviation Services									
Britannia 300	3	3	—	136	—	673	2 727	—	—
Intra Airways									
DC3	3	3	144	38	97	33	533	3 142	423
Invicta Airlines									
Vanguard 951/3	4	4	132	63	225	179	1 303	17 261	13 722
Island Air Charter									
Islander	1	1	17	9	23	6	350	80	15
J F Airlines									
Heron	1	1	68	—	51	—	621	533	109
Trislander	—	1	66	—	55	—	1 544	593	119
Islander	—	1	53	—	44	—	1 234	278	55
TOTAL	1	3	187	—	150	—	975	1 404	283

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 March 1973	End of April 1973	Passenger	Cargo	Passenger	Cargo			
Laker Airways									
Boeing 707 120/120B/138B	2	2	104	—	365	—	2 219	9 917	29 804
DC10	2	2	22	—	44	—	266	4 767	7 166
BAC 1-11 300/400	5	5	532	—	1 507	—	3 665	28 664	66 224
TOTAL	9	9	658	—	1 916	—	2 588	43 348	103 194
Loganair									
Skyvan	1	1	56	34	39	45	1 022	78	23
Beechcraft E-18-S	—	1	4	—	3	—	37	7	4
Islander	6	6	824	—	283	—	573	2 460	192
TOTAL	7	8	884	34	325	45	562	2 545	219
Macedonian Aviation									
DC3	1	1	10	11	12	17	350	89	22
McAlpine Aviation									
HS125	7	7	227	134	228	94	558	817	462
Aztec	4	4	104	57	105	36	427	348	85
Dove	2	2	69	7	67	9	460	364	89
TOTAL	13	13	400	198	400	139	504	1 529	636
Merlot Int. Aviation									
HS125	—	1	13	—	14	—	241	16	10
Monarch Airlines									
Boeing 720B	3	3	292	—	674	—	2 730	36 757	57 148
Britannia 300	4	4	196	—	469	—	1 424	18 120	12 765
TOTAL	7	7	488	—	1 143	—	1 986	54 877	69 913
Northair Aviation									
Beagle 206S	4	4	115	—	223	—	759	482	286
Northern Executive Aviation									
Islander	1	1	42	4	69	8	1 004	127	45
Peters Aviation									
Heron	3	3	100	—	183	—	741	817	268
Silver City Airways									
Merchantman	1	1	—	24	—	69	1 259	—	—
Thurston Aviation									
Aztec	1	1	26	5	28	10	460	74	17
Islander	1	1	2	—	4	—	47	14	5
Piper PA30/31	—	2	26	1	29	1	183	89	30
TOTAL	2	4	54	6	61	11	219	177	52
Trader Airways									
Piper PA30/31	1	1	20	—	45	—	548	41	22
Tradewinds Airways									
Canadair CL44	5	5	—	127	—	896	2 179	—	—
Trans-Meridian Air Cargo									
Canadair CL44	7	7	—	155	—	876	1 628	—	—
Vernair Transport									
Beechcraft Queen Air	1	1	30	—	36	—	438	61	25
GRAND TOTAL	437	456	44 103	3 048	72 181	7 227	2 180	2 364 382	3 507 117

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

Table 29.1

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance Booking Charters	Other		
Operations under Air Service Licences:—		(000)	(000)	(000)		(000)
Class A	457 894				457 894	
Class B		97 216		2 878	100 094	
Class C		10 433		12 381	22 814	
Class D		—		181	181	
Class E Types I and VI				23 665	23 665	
Class 2			10 792	—	10 792	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						80 869
TOTAL	457 894	107 649	10 792	39 105	615 440	80 869

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

Table 29.2

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance Booking Charters	Other		
Operations under Air Service Licences:—		(000)	(000)	(000)		(000)
Class A	244 134				244 134	
Class B		75 454		2 117	77 571	
Class C		7 850		8 147	15 997	
Class D		—		181	181	
Class E Types I and VI				16 244	16 244	
Class 2			7 300	—	7 300	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	244 134	83 304	7 300	26 689	361 427	..

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.

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.