

M^r Turner

FEBRUARY 1973

Civil Aviation Authority



CAA Monthly Statistics

May 1973

up to and including February 1973

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

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Civil Aviation Authority

CAA Monthly Statistics

MAY 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—February 1973

Activity at UK Airports

February is seasonally the month of lowest civil aviation activity in the UK. The average daily number of air transport movements at UK airports in February 1973 was some 84 per cent of the average for the twelve months ended February 1973, and some 76½ per cent of the daily average in the peak month August 1972. In the discussion that follows comparisons with February 1972 or the three months ended February 1972 take account of 1972 being a Leap Year; one twenty-ninth is deducted from February 1972.

There were 43,000 air transport movements at UK airports during February 1973, a growth of 11 per cent; this rate of growth is little different from that in the three months ended February 1973 compared with a year earlier (9·6 per cent). Growth at London area airports was slightly more than half the national rate, amounting to just over 5·0 per cent both in the month of February and in the three months ended February 1973. There was markedly disparate growth in air transport movements between the five airports making up the London area. Heathrow, accounting for 72 per cent of the movements in the three months period, grew by 3·8 per cent, while Gatwick grew by 11·7 per cent and Luton 21·8 per cent. At Southend and Stansted there were decreases of 19·9 per cent and 15·4 per cent respectively; decreases were mainly the result of certain airlines ceasing to operate. Air transport movements at airports outside the London area in the three months ended February 1973 were 23·3 per cent greater than a year earlier; there were notably large increases at Birmingham (38·5 per cent) and Newcastle (47·5 per cent). In the UK as a whole charter flight movements continued to grow more rapidly than scheduled service movements: in the three months period 27·8 per cent compared with 6·4 per cent. For both scheduled and non-scheduled movements United Kingdom maintained their share of movements compared with foreign airlines.

Terminal passengers using UK airports in February 1973 were 23·5 per cent more than in the previous year. In the three months period to end-February 1973 growth was somewhat less (20·1 per cent). At London area airports growth in the three months period was 17·4 per cent while at airports other than in the London area the growth was 29·9 per cent. It will be noted that the difference in growth between London and the rest of the country is less marked for terminal passengers than for air transport movements. This is because the tendency for there to be more passengers per aircraft is more marked in the London area airports.

	Passengers per aircraft			Per cent change
	Dec 1972	Jan Feb 1973	Dec Jan Feb 1973	
London area airports	57·2		65·5	14·6
Other UK airports	35·2		37·1	5·3

The growth in passengers arriving or departing at UK airports during the three months' period was greater for charter flights (28·2 per cent) than for scheduled flights (17·7 per cent). Here it will be noted that the difference in growth between scheduled and charter activities is less marked for terminal passengers than for air movements. This again arises from differing rates of change in passengers per aircraft.

	Passengers per aircraft			Per cent change
	Dec 1972	Jan Feb 1973	Dec Jan Feb 1973	
Scheduled services	44·2		48·9	10·7
Charter flights	72·7		72·9	0·25

In the three months to end-February 1973 international terminal passengers outnumbered domestic passengers in the ratio of about five to two (a monthly average of 1·7 million international and 0·7 million domestic passengers). During this period UK airlines carried 67 per cent of all terminal passengers on scheduled services, and 89·7 per cent of all passengers on charter flights.

Of passengers using international scheduled services during the three months ended February 1973 most travelled to or from the United States (13·5 per cent); slightly smaller proportions travelled to or from France (12·8 per cent), and Germany (10·0 per cent).

Since the first quarter of 1972⁽¹⁾ the number of passengers travelling on routes to the United States has grown by 11·4 per cent, that to Germany by 2·3 per cent, and that to France has fallen by 1·2 per cent; over-all growth in international services between the two periods amounted to 12·2 per cent. The growth in scheduled services to the United States was accompanied by a marked fall in the number of passengers using charter flights (a decrease of 38·3 per cent). The greatest number of passengers travelling on charter flights used the routes to and from Spain (45 per cent); growth on these routes amounted to 16·5 per cent above the first quarter of 1972. The next most used routes by charter flights were to Germany (11 per cent of all international charter flights) and to North Africa (7 per cent); since the first quarter of 1972 charter passengers to North Africa have more than doubled at 104 per cent.

Some 1·1 million passengers travelled on the domestic air routes of the United Kingdom in the three months, December 1972 to February 1973; this figure is 17 per cent higher than for the equivalent period last year. A comparison of the numbers of passengers travelling on individual routes over the same three months periods shows that there was some growth in all but one of the routes into and out of London, varying between 2·8 per cent for Manchester and 48 per cent on the Birmingham route. There were modest increases on routes between other parts of the United Kingdom with small decreases on the Glasgow-Birmingham and Glasgow-Manchester routes.

Cargo picked up or set down at UK airports in February 1973 amounted to just over 53,000 tonnes, 22 per cent more than a year earlier; a similar comparison, but for the three months ended February 1973, shows an increase of 18·7 per cent. The increase over the three months at London area airports was 17·8 per cent, rather less than the national average; the increases at Heathrow (19·5 per cent) and Gatwick (20·2 per cent) were offset by a substantial decrease at Southend (24·9 per cent). The growth in cargo carried by scheduled services was 15·6 per cent, over the three

(1) In 1972 airport derived statistics of international passengers were collated in calendar quarters so that such statistics of the period November 1971 to February 1972 are not readily available for comparison. Comparison has therefore been made between the three months ended February 1973 and the first quarter of 1972; adjustments have been made to correct for the differing number of days in the two periods but not otherwise; the earlier period contains part of the Easter holiday, the later period the Christmas holiday.

months period; the UK airlines maintained a 52.5 per cent share of this traffic. The growth in cargo transported on charter flights was 39.4 per cent.

Output of UK Airlines

During February 1973 the output of United Kingdom airlines in services of all kinds was 564 million available tonne-kilometres; this is an estimated increase of 17.0 per cent on February 1972. Scheduled services accounted for 391 million available tonne-kilometres (69 per cent of the total), a growth of 14 per cent on February last year. Over 915,000 passengers and 24,000 tonnes of cargo were transported by the scheduled services of the United Kingdom airlines during February 1973 at an average load factor of 49.7 per cent; this compares with 42.1 per cent in February 1972. Seat-kilometres used as a percentage of those

available was 49.0 per cent which was a considerable improvement on February last year (40.8 per cent). The seat factor was better on domestic scheduled services (58.6 per cent) than on international services (48.2 per cent).

The total output for non-scheduled services in February 1973 was 172.9 million tonne-kilometres, an estimated increase of 24 per cent on the output for February, 1972. Inclusive tour charters accounted for 75 million tonne-kilometres or 43 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 arising because airlines are not asked to report non-revenue passengers and cargo.

The Development of Air Traffic between The United Kingdom and North America

Regular services by air across the North Atlantic started in the summer of 1939 with flying-boats operating via Foynes, in Ireland, and Botwood, Newfoundland, but the era of trans-Atlantic air travel as we know it today really began with the operation of the first service by land-plane in October 1945. By the summer of 1947, seven airlines were operating between Europe and North America, offering fifty scheduled services and something under two thousand seats a week in each direction. This summer there will be some nine hundred scheduled flights and about two hundred thousand seats offered in each direction; more than one third of this capacity will be operated to and from the United Kingdom.

Two hundred and fifty-nine thousand passengers travelled by sea between the United Kingdom and North America in 1938; in 1947 there were two hundred and thirty-two thousand sea passengers while a further one hundred and eight thousand, nearly one third of the total, travelled by air. In the next four years total traffic showed little growth and there was only minor diversion from sea to air, but a change came with the introduction of tourist class air fares, set at 32 per cent below the existing standard fare, in the summer of 1952. Before 1952, several variants of the standard fare, in the form of "off peak" and "excursion" fares, had been tried, but these had the effect of distorting the traffic pattern rather than generating new traffic. The effect of tourist fares was immediate; in the five years up to 1951 air traffic had grown by less than 25 per cent, to one hundred and twenty-five thousand passengers, while the number of passengers by sea had increased to two hundred and ninety-eight thousand, but in the next four years air traffic doubled and has gone on doubling every four or five years since that date. The final turning point in the competition between sea and air came in 1957. In that year more passengers travelled by air than by sea and it was also the last year in which sea traffic increased. By 1961 less than 25 per cent of the traffic was travelling by sea and this decline continued steadily until, in 1972, only fifty-one thousand passengers, about 1 per cent of the total, travelled by sea compared with more than four million by air. Figure 1 illustrates the relative growth of sea and air traffic.

The trend of growth over rather more than two decades has been remarkably constant. Between 1950 and 1960

the UK – North America air market grew at an annual rate of 20 per cent; from 1960 onwards growth has been slightly less at 16 per cent. The majority of the traffic originates in the United States and is to some extent influenced by the level of economic activity in that country, but slower growth in years of recession is quickly recovered. This is well illustrated at Figure 2; a ruler placed along this graph will show how closely growth approximates to a straight line when the logarithms of passengers are plotted, and how small are the fluctuations about this line.

The North Atlantic market has always been fiercely competitive. In the early post-war years BOAC, handicapped with an out-dated and uneconomic fleet of aircraft, had only one fifth of the UK – North America traffic, but by 1951 the UK share rose to 42 per cent and maintained this level until 1954. In the mid-fifties BOAC encountered problems arising from the withdrawal of the Comet aircraft, and increasing competition came from foreign companies operating through the United Kingdom to North America. The United Kingdom share of traffic dropped to 37 per cent in 1954, and by 1955 was down to 33 per cent. From 1956 onwards the UK share began to build up again, and by 1961 it was once more above 40 per cent. But a high share of the market does not ensure profitability. All the major airlines had been building up capacity on the North Atlantic, and the introduction of the Boeing 707 jet aircraft from 1958 onwards, with their much greater productivity, accelerated the process. It was possible to maintain market shares only at the expense of greatly reduced load factors. The United Kingdom chose to restrict the expansion of scheduled capacity in order to achieve more satisfactory profitability, so that throughout the nineteen sixties the UK share of the market declined. In the past two years the United Kingdom share has been increasing and in 1972 rose above one third for the first time since 1967. The share of traffic by countries is illustrated in figure 3.

Until 1960 charter activity was relatively unimportant, taking less than 10 per cent of the UK – North America market; but by 1968 the charter share was over 20 per cent, and three years later in 1971 it was 31 per cent. Before 1963 nearly all the charter traffic was carried by IATA airlines, i.e. airlines whose main activity was in scheduled services, but after that strong competition

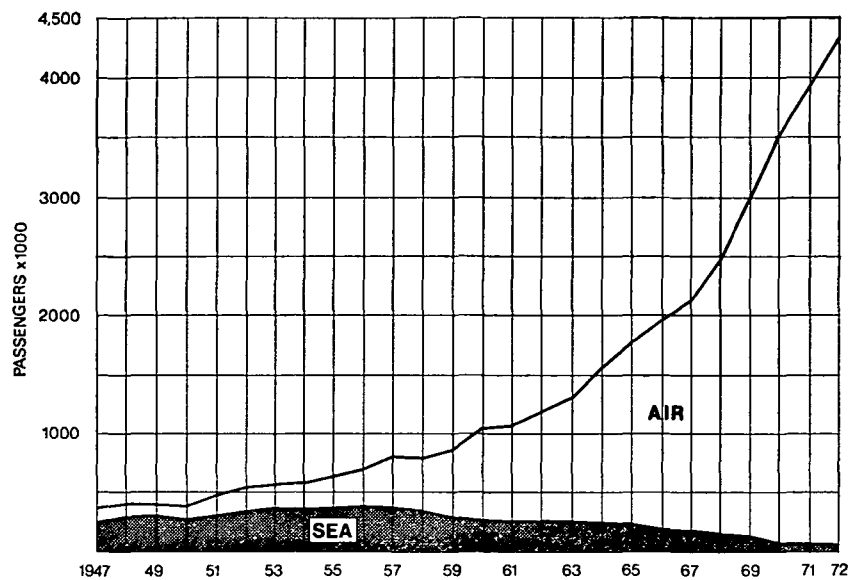


Fig.1 PASSENGERS TRAVELLING BY SEA AND AIR BETWEEN THE UNITED KINGDOM AND NORTH AMERICA 1947-1972

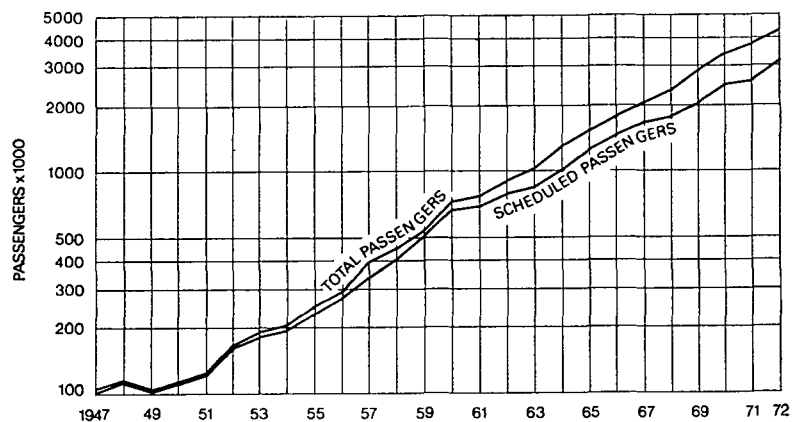


Fig.2 GROWTH OF PASSENGER TRAFFIC BY AIR BETWEEN THE UNITED KINGDOM AND NORTH AMERICA 1947-1972

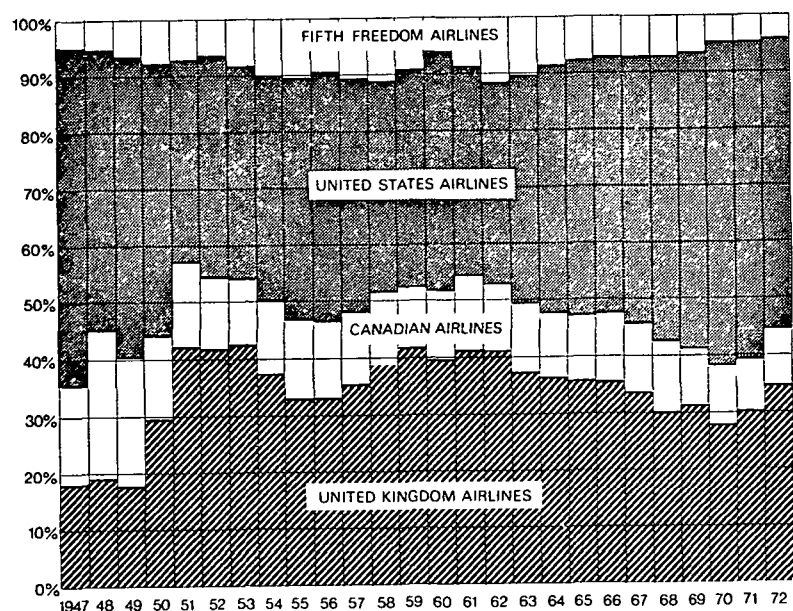


Fig.3 PERCENTAGE SHARES OF UNITED KINGDOM-NORTH AMERICA SCHEDULED PASSENGER TRAFFIC 1947-1972

from non-IATA carriers began to emerge, and it is estimated that by 1971 the charter operations of non-IATA carriers accounted for two thirds of the total Europe-North America charter traffic.

The pattern of activity over the five years 1968 to 1972 is examined in some detail in the table on page 4. Total growth in passengers over these years averaged 16.9 per cent, a figure very close to a consistent trend over ten years. In this sense aggregate demand in these years might be described as normal; but the constituent parts showed marked differences. The charter market grew rapidly, increasing in 1969 by nearly 65 per cent above 1968; although in 1969 foreign airlines had the greater charter growth they fell away in the subsequent years, whereas United Kingdom airlines had consistent growth rates of over 40 per cent from 1969 to 1971. In 1972 United Kingdom North Atlantic charter services were virtually no different from 1971, and foreign airlines charter services fell by over a sixth. United Kingdom charter operators showed rather more resilience in the face of this hesitation in demand, and in 1972 achieved a 51.5 per cent share of the charter

market compared with 46.5 per cent the previous year and 32.1 per cent in 1969.

United Kingdom scheduled carriage of passengers grew by an annual average of 18.1 per cent over the five years to 1972 compared with 14.0 per cent by foreign airlines. United Kingdom scheduled North Atlantic services were outstandingly successful in 1972 with a growth over the previous year of 43.4 per cent. It seems clear that in 1972 the scheduled services gained much of the traffic which might have accrued to the charter market; foreign scheduled airlines, however, had a growth only a little more (18.1 per cent) than the average for all services (14.9 per cent). The UK share of the scheduled market in 1972 was 34.5 per cent compared with a figure of around 30 per cent in the four previous years.

NOTE: All the passenger statistics used in the table and in the charts in this article are derived from returns from airports and include revenue and non-revenue passengers; see definitions on page 53.

Passengers carried between the United Kingdom and North America on Scheduled and Chartered Services 1968-1972

	1968	Percent change	1969	Percent change	1970	Percent change	1971	Percent change	1972	Percent change	Average growth (2) percentage 1968-1972
All Services											
UK Airlines	711 109		889 409	25.1	1 063 117	19.5	1 321 328	24.3	1 663 613	25.9	23.3
Foreign Airlines	1 569 422	(1)	1 925 760	22.7	2 352 111	22.1	2 425 000	3.1	2 641 448	8.9	13.6
Total	2 280 531	12.8	2 815 169	23.4	3 415 228	21.3	3 746 328	9.7	4 305 061	14.9	16.9
Scheduled Services											
UK Airlines	539 192	-5.1	634 764	17.7	685 266	8.0	781 239	14.0	1 120 477	43.4	18.1
Foreign Airlines	1 260 599	13.5	1 387 951	10.1	1 787 427	28.8	1 803 942	0.9	2 130 211	18.1	14.0
Total	1 799 791	7.2	2 022 715	12.4	2 472 693	22.2	2 585 181	4.5	3 250 688	25.7	15.3
Charter Flights											
UK Airlines	171 917		254 645	48.1	377 851	48.4	540 089	42.9	543 136	0.6	35.7
Foreign Airlines	308 823	(1)	537 809	74.1	564 684	5.0	621 058	10.0	511 237	-17.7	12.2
Total	480 740	40.2	792 454	64.8	942 535	18.9	1 161 147	23.2	1 054 373	-9.2	21.0
Charter Market Share of Total Market (Percentage)											
UK Airlines	24.2		28.6		35.5		40.9		32.6		
Foreign Airlines	19.7		27.9		24.0		25.6		19.4		
Total	21.1		28.1		27.6		31.0		24.5		
Share of Charter Market											
UK Airlines	35.8		32.1		40.1		46.5		51.5		
Foreign Airlines	64.2		67.9		59.9		53.5		48.5		
Share of Scheduled Market											
UK Airlines	30.0		31.4		27.7		30.2		34.5		
Foreign Airlines	70.0		68.6		72.3		69.8		65.5		

(1) 1967 Charter of figures divided between U.K. and Foreign not readily available.

(2) Least squares method.

Size Structure of UK Airports and Airlines 1972

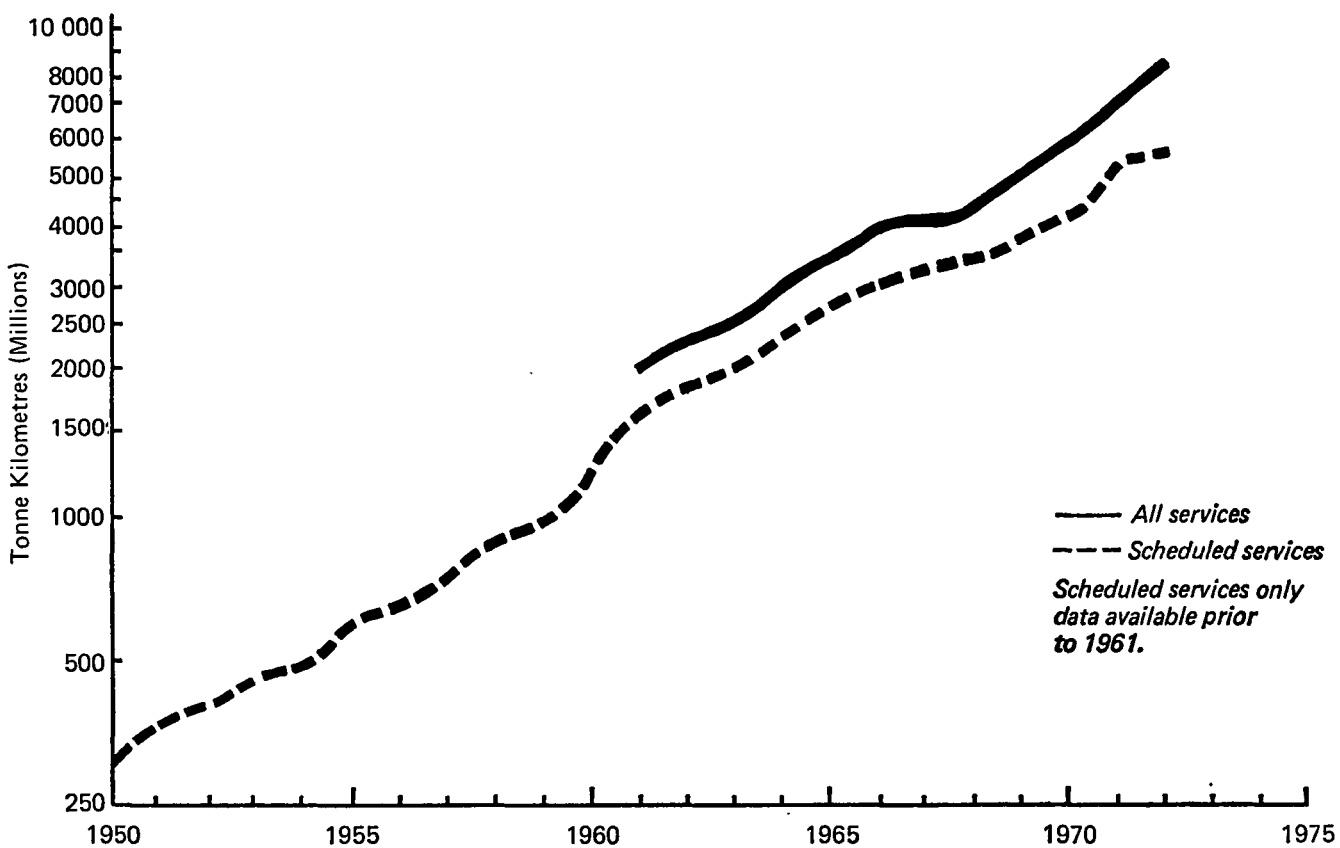
Table 1

Airports	Terminal passengers (000)	Percentage of all UK passengers	Percentage of airports this size and smaller	Percentage of all UK passengers at airports this size and smaller
London Heathrow	18 297	46.76	100	100.00
Gatwick	5 306	13.56	98	53.23
Luton	3 096	7.92	95	39.67
Manchester	2 351	6.00	93	31.75
Glasgow	1 880	4.80	90	25.75
Belfast	1 186	3.03	88	20.94
Birmingham	936	2.39	86	17.91
Edinburgh	757	1.95	83	15.52
Newcastle	518	1.32	81	13.60
Liverpool	513	1.32	79	12.26
Prestwick	452	1.15	76	10.95
Isle of Man	437	1.12	74	9.80
East Midlands	406	1.03	71	8.70
Southend	316	0.80	69	7.64
Stansted	310	0.80	67	6.83
Southampton	287	0.73	64	6.04
Bristol	262	0.66	62	5.30
Leeds/Bradford	260	0.66	60	4.63
Glamorgan	239	0.63	57	3.97
Aberdeen	190	0.49	55	3.36
Ashford	167	0.42	52	2.87
Others (21) reporting airports	959	2.47	50	2.45

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
BOAC	4 156	50.38	100	100.00
BEA	1 207	14.63	98	49.62
British Caledonian Airways	1 062	12.87	96	34.99
Britannia Airways	290	3.52	94	22.11
Dan Air Services	253	3.07	92	18.60
Court Line Aviation	187	2.27	91	15.53
BEA Airtours	156	1.89	89	13.26
Laker Airways	126	1.53	87	11.37
Tradewinds Airways	118	1.43	85	9.84
British Midland Airways	103	1.25	83	8.41
Monarch Airlines	102	1.24	81	7.16
Trans-Meridian Air Cargo	90	1.09	79	5.93
Donaldson International Airways	90	1.09	77	4.84
Lloyd International Airways	74	0.90	75	3.75
Northeast Airlines	55	0.67	74	2.85
Cambrian Airways	54	0.65	72	2.18
Invicta International Airlines	32	0.39	70	1.53
British Air Ferries	25	0.30	68	1.14
British Island Airways	19	0.23	66	0.84
Dan Air/Skyways	13	0.16	64	0.61
Others (33 airlines)	37	0.45	62	0.45

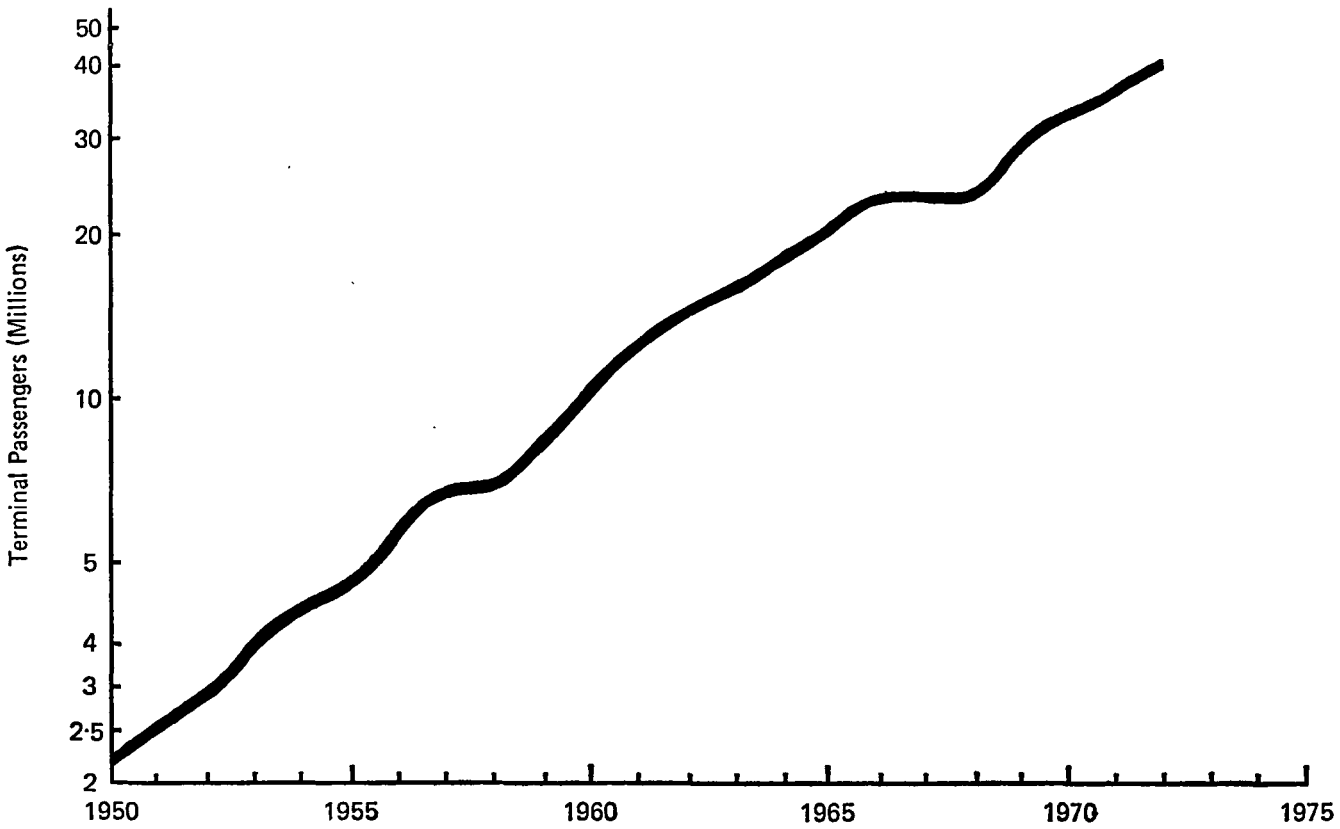
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1972

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

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
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	2 581	27.2	1 286	7.8	602	10.9	612	1.0	70
1972	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

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
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
1972 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	46.1	43.1	3.5	77.5	50.0	18.8	8.7

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
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
1972 October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944

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
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
1972 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

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
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
1972 October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
November	44 290	4 975	1 082	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

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 As percentage of available (000 000)	
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
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
1972	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

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 As percentage (000 000) 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
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
1972 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

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 As percentage (000 000) 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
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
1972	October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
	November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.3	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

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
1971 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
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

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
1971 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582

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
1971	October	..	..	..	..	..	..	..	..
	November	..	..	..	..	..	..	..	..
	December	..	..	..	..	..	..	..	..
1972	January	..	..	..	..	..	..	..	..
	February	..	..	..	..	..	..	..	..
	March	..	..	..	..	..	..	..	..
1972	October	..	..	..	..	..	..	..	..
	November	..	..	..	..	..	..	..	..
	December	..	..	..	..	..	..	..	..
1973	January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
	February	136.1	110.8	81.4	23.2	724	846	1 169	4 776

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
Dec 1971 – Feb 1972	977	47	26	142	159	17	77	63	36	10	24	12	225	11	68	5	56
Dec 1972 – Feb 1973	1 210	54	27	162	182	23	93	82	44	12	30	19	301	13	78	5	84

Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan and Ceylon (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
Dec 1971 – Jan 1972	323.6	7.9	17.7	34.8	16.1	10.5	4.3	15.6	147.6	5.9	63.3
Dec 1972 – Jan 1973	378.9	15.6	20.3	46.5	13.3	17.8	5.2	15.9	167.1	8.4	68.9

Note: 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 February 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	6 603	4 287	—	331	—	446	26	—	1 453	4	56
+ Heathrow	19 355	17 339	—	99	—	141	277	—	1 426	2	71
+ Luton	3 792	1 576	8	349	32	108	53	880	752	—	34
+ Southend	4 305	738	—	—	—	415	—	2 522	606	24	—
+ Stansted	2 259	104	—	40	—	1 445	13	—	555	88	14
Total (London Area)	36 314	24 044	8	819	32	2 555	369	3 402	4 792	118	175
Westland Heliport (Battersea)	582	142	2	144	—	—	—	—	181	—	113
Other UK Airports											
+ Leeds/Bradford	2 956	571	—	39	30	90	27	1 621	562	—	16
+ Liverpool	5 000	1 175	—	55	17	125	33	2 910	617	16	52
+ Manchester	4 066	3 006	—	243	6	42	134	94	513	4	24
+ Birmingham	4 840	1 346	—	42	2	12	32	2 436	926	2	42
+ Coventry	2 435	50	—	10	6	234	—	1 378	747	—	10
+ East Midlands	3 942	518	—	67	7	2 457	10	61	763	17	42
+ Newcastle	2 555	731	22	10	313	242	3	978	198	2	56
+ Tees-side	3 045	206	—	10	18	1 308	322	649	322	—	210
+ Bristol	2 075	499	—	2	—	10	18	728	813	—	5
+ Glamorgan	2 243	393	—	92	—	142	—	1 381	229	—	6
Swansea	1 237	7	4	11	18	8	—	1 072	115	—	2
+ Ashford	1 131	312	2	16	41	14	23	426	277	—	20
+ Blackpool	4 805	120	12	58	4	146	—	3 868	579	2	16
+ Bournemouth	4 849	268	—	34	—	1 624	—	1 627	938	93	265
+ Cambridge	2 936	24	—	2	8	28	3	690	401	—	1 780
+ Exeter	895	102	—	—	78	10	—	378	259	—	68
Gloucester/Cheltenham	3 106	74	—	—	—	454	—	1 870	672	—	36
Hawarden	272	—	—	—	—	32	—	—	204	—	36
Isles of Scilly	237	90	—	20	23	—	—	—	10	—	94
+ Lydd	939	14	—	—	—	—	3	802	104	—	16
+ Manston	201	52	—	6	60	14	18	—	51	—	—
+ Norwich	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	150	90	—	20	20	18	2	—	—	—	—
+ Portsmouth	2 510	22	—	—	4	536	—	1 706	240	—	2
+ Southampton	2 589	588	—	13	7	1 534	10	—	433	—	4
+ Edinburgh	4 521	1 121	—	89	—	2 643	10	9	511	—	138
+ Glasgow	5 968	2 801	—	63	—	160	14	1 905	523	11	491
+ Prestwick	4 972	586	—	3	—	3 658	43	29	152	10	491
Aberdeen	2 967	450	—	2	447	272	—	1 178	111	—	507
Benbecula	199	89	—	—	84	2	—	—	—	—	24
Inverness	987	293	—	6	82	176	—	327	96	2	5
Islay	108	60	—	15	19	2	—	2	10	—	—
+ Kirkwall	641	426	—	8	9	2	15	1	178	2	—
Stornoway	201	144	—	5	16	2	—	2	4	2	26
+ Sumburgh	298	215	2	10	65	2	—	—	—	—	4
Tiree	80	56	—	—	—	2	—	—	—	—	22
Wick	256	219	—	7	13	—	—	4	7	—	6
+ Belfast	5 826	1 712	—	5	59	—	—	1 426	173	14	2 437
+ Isle of Man	1 127	460	—	34	9	265	—	230	101	4	24
Total (Incl. London Area)	124 061	43 076	52	1 960	1 497	18 821	1 089	33 190	16 812	299	7 265
Channel Islands Airports											
Alderney	614	614	..	..	..	..	..	..	..	..	..
Guernsey	1 800	1 800	..	..	..	..	..	..	..	..	..
Jersey	2 530	2 530	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	4 944	4 944	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator February 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		Corporations	Others		Corporations	Others	
London Area Airports							
+Gatwick	4 287	63	1 906	51	269	1 843	155
+Heathrow	17 339	8 019	813	8 073	159	123	152
+Luton	1 576	8	40	1	—	1 484	43
+Southend	738	—	533	—	—	168	37
+Stansted	104	—	—	—	—	44	60
TOTAL (London Area)	24 044	8 090	3 292	8 125	428	3 662	447
Westland Heliport (Battersea)	142	—	—	—	12	130	—
Other UK Airports							
+Leeds/Bradford	571	—	433	24	—	112	2
+Liverpool	1 175	3	1 005	55	—	79	33
+Manchester	3 006	1 230	225	811	1	681	58
+Birmingham	1 346	649	311	77	6	303	—
+Coventry	50	—	45	—	—	3	2
+East Midlands	518	—	362	—	—	154	2
+Newcastle	731	—	654	1	—	72	4
+Tees-side	206	—	184	—	—	22	—
+Bristol	499	—	278	30	—	191	—
+Glamorgan	393	—	206	28	—	143	16
Swansea	7	—	—	—	—	7	—
+Ashford	312	—	294	—	—	18	—
+Blackpool	120	—	101	—	—	19	—
+Bournemouth	268	—	200	—	—	49	19
+Cambridge	24	—	—	—	—	8	16
+Exeter	102	—	102	—	—	—	—
Gloucester/Cheltenham	74	—	—	—	—	74	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	90	90	—	—	—	—	—
+Lydd	14	—	4	—	—	10	—
+Manston	52	—	—	—	—	52	—
+Norwich	—	—	—	—	—	—	—
Penzance Heliport	90	90	—	—	—	—	—
+Portsmouth	22	—	20	—	—	2	—
+Southampton	588	116	448	—	2	9	13
+Edinburgh	1 121	603	387	25	—	67	39
+Glasgow	2 801	1 477	788	292	44	177	23
+Prestwick	586	293	55	190	—	4	44
Aberdeen	450	356	48	—	2	42	2
Benbecula	89	89	—	—	—	—	—
Inverness	293	246	11	—	4	32	—
Islay	60	42	—	—	12	6	—
+Kirkwall	426	141	—	19	—	265	1
Stornoway	144	95	47	—	—	2	—
+Sumburgh	215	90	79	—	2	43	1
Tiree	56	50	—	—	4	2	—
Wick	219	194	—	—	2	23	—
+Belfast	1 712	993	633	44	5	5	32
+Isle of Man	460	—	458	—	—	2	—
TOTAL (Incl. London Area)	43 076	14 937	10 670	9 721	524	6 470	754
Channel Islands Airports							
Alderney	614	—	542	—	—	72	—
Guernsey	1 800	126	1 472	—	—	201	1
Jersey	2 530	471	1 445	108	2	495	9
TOTAL (Channel Islands Airports)	4 944	597	3 459	108	2	768	10

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly averages	Dec 1972- Feb 1973	Dec 1971- Feb 1972	Percentage Change
London Area Airports			
+ Gatwick	4 604	4 167	10.5
+ Heathrow	18 536	18 050	2.7
+ Luton	1 617	1 342	20.5
+ Southend	769	971	-20.8
+ Stansted	159	190	-16.3
TOTAL (London Area)	25 685	24 720	3.9
Westland Heliport (Battersea)	106	50	112.0
Other UK Airports			
+ Leeds/Bradford	509	467	9.0
+ Liverpool	1 232	1 078	14.3
+ Manchester	3 122	2 950	5.8
+ Birmingham	1 357	991	36.9
+ Coventry	50	31	61.3
+ East Midlands	526	378	39.2
+ Newcastle	749	514	45.7
+ Tees-side	203	178	14.0
+ Bristol	515	376	37.0
+ Glamorgan	399	295	35.3
Swansea	10	9	11.1
+ Ashford	318	378	-15.9
+ Blackpool	129	105	22.9
+ Bournemouth	275	108	154.6
+ Cambridge	32	20	60.0
+ Exeter	93	63	47.6
Gloucester/Cheltenham	—	—	—
Hawarden	86	75	14.7
Isles of Scilly	16	9	77.8
+ Lydd	105	..	—
+ Manston	..	..	..
+ Norwich	86	74	16.2
Penzance Heliport	27	25	8.0
+ Portsmouth	636	590	7.8
+ Southampton	1 043	910	14.6
+ Edinburgh	2 815	2 597	8.4
+ Glasgow	742	797	- 6.9
+ Prestwick	470	340	38.2
Aberdeen	98	97	1.0
Benbecula	306	279	9.7
Inverness	64	73	-12.3
Islay	415	377	10.1
+ Kirkwall	151	150	0.7
Stornoway	243	194	25.3
+ Sumburgh	64	59	8.5
Tiree	212	209	1.4
Wick	1 837	1 735	5.9
+ Belfast	502	434	15.7
+ Isle of Man	45 228	41 735	8.4
TOTAL (Incl. London Area)			
Channel Islands Airports			
Alderney	640	548	16.8
Guernsey	1 843	1 596	15.5
Jersey	2 654	2 262	17.3
TOTAL (Channel Islands Airports)	5 137	4 406	16.6

Air Transport Landings Diverted to UK Reporting Airports

February 1973

Table 14

CLASSIFIED BY AIRPORT OF INTENDED LANDING AND DATE February 1973

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	39		2Lu 2Bi	1Lu 1Bi 3He	2Bi 2He 1Ma 1Bo	2He 1Lu	1He								15He 1Sh 2Bo 1Lu												1Lu						
Heathrow	67	4Lu	3Lu 1Bi		21Bi 15Ga 3Li 12Ma 7Pr																								1Ma				
Luton	19	1He		4Bi	1Bi 13Em																												
Stansted	3			1Lu 1Ga 1He																													
Leeds/Bradford	3		2Em										1Em																				
Liverpool	3		3Ma																														
Manchester	22		3Bi 1He 1Li	3Bi									2Li	1Li	1GI			2Ga		6Li 1Bi	1Li												
Birmingham	1															1Em																	
East Midlands	1																															1Bi	
Bristol	2																			1Gm							1Bo						
Glamorgan	1																				1Bi												
Ashford	3		1Lu		2Ga																												
Edinburgh	6		1GI				2GI						2GI	1GI																			
Glasgow	3																	1Pr							1Ma		1Pr						
Inverness	1																				1GI												
Sumburgh	1																					1Ab											
Belfast	7	1GI							1Ma						1Em 2Im 1GI 3Wi	1GI																	
Other Internal <i>UK</i>	6					1Bo															1Sh 1Bo												
Overseas	35		1He 1Pr	1Ki	1He		1He			1He 1GI	1He	1Ga				1He 1Ki		1He				4He 1Pr 1Sh 1Ki		2He		4He	5He 1Ma	1He	1He 1Pr 1GI				
<i>Total</i> All Aerodromes	223	6	22	16	81	4	4		1	2	1	3	4	8	21	3		4		8	9	4	2	1	4	8	2	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	Islay	Mt	Manston	Sw	Stornoway		
Bl	Blackpool	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Bo	Bournemouth	Gm	Glamorgan	Ki	Kirkwall	No	Norwich	Ss	Swansea		
Br	Bristol	GI	Glasgow	Lb	Leeds/Bradford	Po	Portsmouth	Te	Tees-side		

Air Passengers by Type and Nationality of Operator February 1973

Table 15

February 1973				Total			Scheduled Services				Charter Flights						
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators							
				Corporations		Others						Corporations		Others			
Terminal and Transit				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Passengers				Passengers	Passengers												
London Area Airports																	
+Gatwick	274 401	271 733	2 668	1 800	157	63 575	—	1 498	19	30 218	—	164 271	1 313	10 371	1 179		
+Heathrow	1 103 732	1 083 801	19 931	520 303	—	45 645	—	475 875	19 169	20 061	496	10 873	—	11 044	266		
+Luton	145 751	145 112	639	241	—	562	—	68	—	—	—	140 749	162	3 492	477		
+Southend	10 967	10 967	—	—	—	9 042	—	—	—	—	—	797	—	1 128	—		
+Stansted	5 394	5 269	125	—	—	—	—	—	—	—	—	464	—	4 805	125		
TOTAL (London Area)	1 540 245	1 516 882	23 363	522 344	157	118 824	—	477 441	19 188	50 279	496	317 154	1 475	30 840	2 047		
Westland Heliport (Battersea)	366	366	—	—	—	—	—	—	—	30	—	336	—	—	—		
Other UK Airports																	
+Leeds/Bradford	14 715	14 253	462	—	—	12 981	458	799	—	—	—	438	4	35	—		
+Liverpool	34 228	30 923	3 305	238	—	25 846	3 285	2 142	16	—	—	2 649	4	48	—		
+Manchester	143 621	139 209	4 412	58 417	590	3 455	967	18 451	2 631	—	—	52 627	1	6 259	223		
+Birmingham	65 769	62 917	2 852	23 939	745	2 337	1 786	3 919	158	715	—	32 007	163	—	—		
+Coventry	113	113	—	—	—	96	—	—	—	—	—	—	—	17	—		
+East Midlands	20 133	20 088	45	—	—	8 199	45	—	—	—	—	11 889	—	—	—		
+Newcastle	34 193	33 180	1 013	—	—	25 856	1 013	34	—	—	—	7 290	—	—	—		
+Tees-Side	8 719	8 384	335	—	—	6 494	289	—	—	—	—	1 890	46	—	—		
+Bristol	20 115	16 045	4 070	—	—	2 961	1 979	654	159	—	—	12 430	1 932	—	—		
+Glamorgan	16 389	15 317	1 072	—	—	3 060	764	369	289	—	—	10 474	19	1 414	—		
Swansea	19	19	—	—	—	—	—	—	—	—	—	19	—	—	—		
+Ashford	6 538	6 538	—	—	—	5 858	—	—	—	—	—	680	—	—	—		
+Blackpool	3 360	3 360	—	—	—	3 062	—	—	—	—	—	298	—	—	—		
+Bournemouth	6 211	5 779	432	—	—	2 111	2	—	—	—	—	1 726	299	1 942	131		
+Cambridge	156	156	—	—	—	—	—	—	—	—	—	21	—	135	—		
+Exeter	2 425	1 994	431	—	—	1 994	431	—	—	—	—	—	—	—	—		
Gloucester/Cheltenham	288	288	—	—	—	—	—	—	—	—	—	288	—	—	—		
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Isles of Scilly	1 549	1 549	—	1 549	—	—	—	—	—	—	—	—	—	—	—		
+Lydd	166	166	—	—	—	124	—	—	—	—	—	42	—	—	—		
+Manston	60	60	—	—	—	—	—	—	—	—	—	60	—	—	—		
+Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Penzance Heliport	1 549	1 549	—	1 549	—	—	—	—	—	—	—	—	—	—	—		
+Portsmouth	134	134	—	—	—	126	—	—	—	—	—	8	—	—	—		
+Southampton	12 188	11 530	658	2 974	44	8 351	603	—	—	144	—	13	11	48	—		
+Edinburgh	57 116	56 149	967	33 363	801	14 025	136	873	—	—	—	4 474	30	3 414	—		
+Glasgow	131 611	130 277	1 334	80 749	159	24 145	—	6 302	1 048	99	—	17 229	127	1 753	—		
+Prestwick	16 969	8 383	8 586	5 081	3 705	909	—	1 233	3 497	—	—	131	179	1 029	1 205		
Aberdeen	14 655	13 865	790	12 600	787	726	—	—	—	2	2	535	1	2	—		
Benbecula	2 370	1 519	851	1 519	851	—	—	—	—	—	—	—	—	—	—		
Inverness	8 910	7 897	1 013	7 782	1 013	17	—	—	—	10	—	88	—	—	—		
Islay	1 077	1 017	60	971	58	—	—	—	—	27	1	19	1	—	—		
+Kirkwall	4 756	4 057	699	2 855	551	—	—	161	148	—	—	1 030	—	11	—		
Stornoway	3 030	2 775	255	2 705	255	58	—	—	—	—	—	12	—	—	—		
+Sumburgh	3 330	3 330	—	2 628	—	322	—	—	—	7	—	372	—	1	—		
Tiree	272	151	121	132	118	—	—	—	—	4	3	15	—	—	—		
Wick	4 761	2 436	2 325	2 320	2 325	—	—	—	—	6	—	110	—	—	—		
+Belfast	74 463	74 463	—	52 311	—	18 618	—	501	—	83	—	280	—	2 670	—		
+Isle of Man	14 787	13 113	1 674	—	—	13 015	1 674	—	—	—	—	98	—	—	—		
TOTAL (Incl. London Area)	2 271 356	2 210 231	61 125	816 026	12 159	303 570	13 432	512 879	27 134	51 406	502	476 732	4 292	49 618	3 606		
Channel Islands Airports																	
Alderney	2 559	2 559	—	—	—	2 458	—	—	—	—	—	101	—	—	—		
Guernsey	17 727	15 922	1 805	3 772	—	11 716	1 805	—	—	—	—	398	—	36	—		
Jersey	38 169	37 382	787	17 222	36	16 757	682	2 230	51	144	—	934	18	95	—		
TOTAL (Channel Is. Airports)	58 455	55 863	2 592	20 994	36	30 931	2 487	2 230	51	144	—	1 433	18	131	—		

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

monthly averages

	Dec 1972– Feb 1973	Dec 1971– Feb 1972	Percentage change
London Area Airports			
+ Gatwick	295 025	253 800	16.2
+ Heathrow	1 218 640	1 040 459	17.1
+ Luton	145 354	121 977	19.2
+ Southend	13 464	14 921	–9.8
+ Stansted	9 270	16 249	–43.0
TOTAL (London Area)	1 681 753	1 447 406	16.2
Westland Heliport (Battersea)	251	108	132.4
Other UK Airports			
+ Leeds/Bradford	13 509	11 580	16.7
+ Liverpool	33 653	27 796	21.1
+ Manchester	144 988	117 937	22.9
+ Birmingham	62 498	46 666	33.9
+ Coventry	170	62	174.2
+ East Midlands	22 978	12 457	84.5
+ Newcastle	32 850	20 357	61.4
+ Tees-side	7 622	6 553	16.3
+ Bristol	16 685	11 046	51.1
+ Glamorgan	15 006	7 796	92.5
Swansea	32	20	60.0
+ Ashford	6 849	8 609	–20.4
+ Blackpool	3 598	2 813	27.9
+ Bournemouth	6 676	3 302	102.2
+ Cambridge	215	138	55.8
+ Exeter	..	..	..
Gloucester/Cheltenham	308	235	31.1
Hawarden	—	—	—
Isles of Scilly	1 516	1 246	21.7
+ Lydd	222	177	25.4
+ Manston	352	..	..
+ Norwich	..	..	..
Penzance Heliport	1 516	1 244	21.9
+ Portsmouth	165	107	54.2
+ Southampton	13 389	10 733	24.7
+ Edinburgh	51 137	42 968	19.0
+ Glasgow	130 862	108 881	20.2
+ Prestwick	17 720	18 060	–1.9
Aberdeen	13 709	9 744	40.7
Benbecula	1 683	1 668	0.9
Inverness	8 493	6 477	31.1
Islay	1 242	1 005	23.6
+ Kirkwall	4 377	3 746	16.8
Stornoway	3 042	2 872	5.9
+ Sumburgh	3 365	2 420	39.0
Tiree	195	212	–8.0
Wick	2 271	2 108	7.7
+ Belfast	87 594	75 491	16.0
+ Isle of Man	14 425	11 756	22.7
TOTAL (Incl. London Area)	2 406 916	2 025 796	18.8
Channel Islands Airports			
Alderney	2 806	2 237	25.4
Guernsey	17 352	14 399	20.5
Jersey	41 789	34 953	19.6
TOTAL (Channel Islands Airports)	61 947	51 589	20.1

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

monthly averages

London Area Airports	Total	International			Domestic		
	Dec 1972 Feb 1973	Dec 1972 Feb 1973	Dec 1971 Feb 1972	Percentage change	Dec 1972 Feb 1973	Dec 1971 Feb 1972	Percentage change
+ Gatwick	295 025	256 791	223 227	15	38 234	30 573	25
+ Heathrow	1 218 640	1 018 254	857 734	19	200 386	182 725	10
+ Luton	145 354	144 281	121 443	19	1 073	535	101
+ Southend	13 464	13 246	14 593	-9	218	328	-34
+ Stansted	9 270	9 154	16 162	-43	116	88	32
TOTAL (London Area)	1 681 753	1 441 726	1 233 159	17	240 027	214 249	12
Westland Heliport (Battersea)	251	—	—	—	251	108	132
Other UK Airports							
+ Leeds/Bradford	13 509	2 510	2 008	25	10 999	9 572	15
+ Liverpool	33 653	8 826	6 121	44	24 827	21 675	15
+ Manchester	144 988	98 999	74 270	33	45 989	43 667	5
+ Birmingham	62 498	45 078	30 145	50	17 420	16 521	5
+ Coventry	170	49	46	7	121	17	612
+ East Midlands	22 978	15 302	6 502	135	7 676	5 955	29
+ Newcastle	32 850	11 128	3 516	216	21 722	16 842	29
+ Tees-side	7 622	1 693	1 143	48	5 929	5 410	10
+ Bristol	16 685	14 231	9 172	55	2 454	1 873	31
+ Glamorgan	15 006	9 888	5 512	79	5 118	2 284	124
Swansea	32	—	—	—	32	20	60
+ Ashford	6 849	6 849	8 609	-20	—	—	—
+ Blackpool	3 598	319	185	72	3 279	2 628	25
+ Bournemouth	6 676	4 238	2 341	81	2 438	961	154
+ Cambridge	215	182	127	43	33	11	200
+ Exeter	..	..	..	—	..	..	—
Gloucester/Cheltenham	308	—	—	—	308	235	31
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 516	—	—	—	1 516	1 246	22
+ Lydd	222	193	165	17	29	12	142
+ Manston	352	352	..	—	—	—	—
+ Norwich	..	..	—	—	..	..	..
Penzance Heliport	1 516	—	—	—	1 516	1 244	22
+ Portsmouth	165	—	—	—	165	107	54
+ Southampton	13 389	729	517	41	12 660	10 215	24
+ Edinburgh	51 137	2 967	2 322	28	48 170	40 646	19
+ Glasgow	130 862	26 402	14 048	88	104 460	94 833	10
+ Prestwick	17 720	13 829	16 871	-18	3 891	1 189	227
Aberdeen	13 709	36	21	71	13 673	9 723	41
Benbecula	1 683	—	—	—	1 683	1 668	1
Inverness	8 493	1	—	—	8 492	6 477	31
Islay	1 242	—	—	—	1 242	1 005	24
+ Kirkwall	4 377	158	—	—	4 219	3 746	13
Stornoway	3 042	—	—	—	3 042	2 872	6
+ Sumburgh	3 365	5	6	-17	3 360	2 414	31
Tiree	195	—	—	—	195	212	-8
Wick	2 271	—	—	—	2 271	2 108	8
+ Belfast	87 594	3 668	1 617	127	83 926	73 874	14
+ Isle of Man	14 425	342	250	37	14 083	11 507	22
TOTAL (Incl. London Area)	2 406 916	1 709 700	1 418 673	21	697 216	607 126	15

(a) Includes Channel Islands Traffic.

NOTE: 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

Monthly averages	Dec. 1972 – Feb. 1973			1st Quarter 1972			
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	Percentage change
EUROPE							
Austria	7.1	5.8	1.4	7.4	5.4	2.0	-4
London – Vienna	5.5	5.1	0.3	5.4	4.8	0.6	2
Other Routes	1.7	0.6	1.0	2.0	0.5	1.5	-15
Belgium	53.8	50.7	3.1	48.2	46.5	1.7	12
London – Brussels	37.8	36.8	1.0	32.9	32.7	0.2	15
Other S.E. England – Belgium	10.3	8.8	1.5	12.8	11.6	1.2	-20
Other Routes	5.7	5.1	0.6	2.4	2.2	0.2	138
Denmark	27.4	21.8	5.6	27.3	21.2	6.1	—
London – Copenhagen	21.4	17.5	3.8	22.2	18.2	4.0	-4
Other Routes	6.0	4.2	1.8	5.1	3.0	2.1	18
Finland	4.2	3.5	0.8	3.8	3.4	0.5	11
France	161.8	144.1	17.7	161.7	148.0	13.8	—
London – Nice	5.0	4.5	0.4	5.4	5.2	0.2	-7
– Paris	118.3	112.3	5.9	117.5	113.1	4.4	1
– N. France (a)	6.8	5.7	1.1	7.6	7.2	0.4	-11
– Other France	6.3	5.0	1.3	4.2	2.5	1.7	50
Manchester – Paris	4.8	4.6	0.2	3.3	3.3	—	45
Other U.K. – Paris	4.7	2.6	2.1	7.5	3.4	4.1	-37
Luton – Other France	4.0	—	4.0	1.3	—	1.3	208
Other S.E. England – France	8.3	7.0	1.2	13.2	13.1	0.1	-37
Other Routes	3.7	2.3	1.4	1.8	0.1	1.7	106
Germany (Fed. Republic)	174.8	112.6	62.2	172.7	107.8	64.9	1
London – Dusseldorf	18.6	18.2	0.4	20.9	20.4	0.5	-11
– Frankfurt	37.7	35.4	2.3	33.9	32.9	1.1	11
– Hamburg	15.1	14.9	0.2	15.1	14.4	0.6	—
– Munich	32.7	11.6	21.1	33.9	11.2	22.7	-4
– Other Germany	26.5	22.7	3.8	25.6	22.0	3.6	4
Luton – Germany	22.4	—	22.4	23.5	—	23.4	-5
Manchester – Germany	10.2	5.3	4.9	9.4	5.2	4.2	9
Other Routes	11.7	4.5	7.2	10.4	1.7	8.7	13
Gibraltar	5.0	4.8	0.2	5.5	5.4	0.1	-9
Greece	23.4	12.5	10.9	19.1	10.6	8.5	23
Iceland	1.5	1.4	0.1	1.3	1.2	0.2	15
London – Reykjavik	0.8	0.8	—	0.7	0.5	0.2	14
Glasgow – Reykjavik	0.7	0.6	0.1	0.6	0.6	—	17
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	Dec. 1972 – Feb. 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	107.3	104.5	2.8	97.7	95.8	1.9	10
London – Cork	7.9	7.9	—	7.3	7.0	0.3	8
– Dublin	53.9	53.8	0.2	51.4	50.7	0.6	5
– Shannon	5.9	5.7	0.2	5.0	4.8	0.2	18
Manchester – Dublin	10.3	10.2	0.1	9.5	9.5	—	8
Birmingham – Dublin	7.8	7.8	—	7.2	7.2	—	8
Glasgow – Dublin	4.1	4.1	—	4.0	3.9	0.1	3
Liverpool – Dublin	4.7	4.7	—	4.1	4.1	—	15
Leeds/Bradford – Dublin	1.9	1.8	—	1.4	1.4	—	36
Edinburgh – Dublin	2.1	1.1	1.0	1.0	1.0	—	110
Bristol – Dublin	1.8	1.8	—	1.4	1.4	—	29
Other Routes	6.9	5.8	1.2	5.4	4.8	0.6	28
Italy	81.8	44.4	37.4	81.6	42.1	39.5	—
London – Genoa (g)	0.2	—	0.2	0.2	—	0.2	—
– Milan	21.9	15.7	6.2	20.5	15.4	5.2	7
– Rimini (g)	0.1	—	0.1	—	—	—	—
– Rome	27.4	20.5	6.9	22.8	17.8	5.0	20
– Venice	2.8	1.4	1.4	5.4	1.6	3.8	-48
– Other Italy	16.4	6.5	9.9	15.2	6.6	8.6	8
Luton – Rimini	0.4	—	0.4	1.5	—	1.5	-73
– Other Italy	10.5	—	10.5	13.7	—	13.7	-23
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	0.7	0.1	0.7	0.2	—	0.2	250
Other Routes	1.3	0.2	1.1	2.0	0.8	1.2	-35
Luxembourg	3.0	2.8	0.2	2.8	2.5	0.2	7
London – Luxembourg	3.0	2.8	0.2	2.7	2.5	0.2	11
Other Routes	—	—	—	0.1	—	0.1	—
Netherlands	93.1	89.1	4.0	85.2	78.8	6.4	9
London – Amsterdam	63.1	60.4	2.7	55.3	51.9	3.4	14
– Rotterdam	14.3	14.2	0.1	13.2	13.0	0.2	8
Other S.E. England – Netherlands	3.0	2.4	0.6	5.7	3.5	2.2	-47
Manchester – Amsterdam	6.1	6.1	—	5.7	5.6	—	7
Other Routes	6.6	6.0	0.6	5.4	4.9	0.5	22
Norway	12.3	10.6	1.6	10.5	9.6	0.9	17
London – Oslo	8.7	7.7	1.0	7.4	6.9	0.5	18
Other Routes	3.6	2.9	0.7	3.1	2.7	0.4	16
Portugal	29.8	12.9	17.0	28.9	12.5	16.3	3
London– Lisbon	16.1	10.3	5.8	12.5	10.0	2.5	29
Other Routes	13.7	2.6	11.1	16.4	2.5	13.8	-16
Soviet Union and Eastern Europe (b)	13.9	10.8	3.1	9.8	9.2	0.6	42
London – Moscow	3.0	3.0	0.1	2.4	2.4	—	25
– Prague	1.7	1.7	—	1.6	1.6	—	6
Other Routes	9.2	6.2	3.0	5.8	5.2	0.6	59

Table 18 cont.

	Dec. 1972 – Feb. 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	300.8	45.4	255.4	261.7	40.1	221.6	15
London – Barcelona	9.2	6.8	2.4	8.0	5.8	2.2	15
– Ibiza	3.6	0.3	3.3	4.0	0.3	3.7	-10
– Madrid	18.4	16.6	1.8	15.5	14.4	1.1	19
– Malaga	13.7	6.2	7.5	12.1	5.5	6.6	13
– Palma	53.8	7.2	46.6	51.5	6.9	44.7	4
– Other Spain	23.3	6.4	16.9	23.4	5.5	17.9	—
Luton – Alicante	14.7	—	14.7	15.4	—	15.4	-5
– Barcelona	1.9	—	1.9	0.3	—	0.3	533
– Gerona	1.8	—	1.8	4.0	—	4.0	-55
– Ibiza	5.2	—	5.2	2.9	—	2.9	79
– Palma	23.5	—	23.5	30.4	—	30.4	-23
– Other Spain	11.7	—	11.7	9.9	—	9.9	18
Other S.E. England – Spain	0.2	0.1	—	0.3	—	0.3	-33
Manchester – Barcelona	1.6	—	1.6	1.2	—	1.2	33
– Palma	22.4	0.3	22.1	22.3	—	22.3	—
Other N. England – Spain	27.9	1.2	26.7	15.3	1.4	13.9	82
Scotland – Spain	15.0	—	14.9	11.0	—	11.0	36
Other Routes	53.0	0.3	52.7	34.2	0.3	33.9	55
Sweden	13.5	11.3	2.2	11.9	9.2	2.7	13
London – Stockholm	8.4	7.1	1.3	8.4	6.5	1.9	—
Other Routes	5.1	4.2	0.9	3.5	2.7	0.8	46
Switzerland	77.8	60.2	17.6	74.9	56.1	18.8	4
London – Basle	5.0	4.3	0.8	5.0	4.1	0.9	—
– Geneva	30.1	24.6	5.5	27.2	23.3	3.9	11
– Zurich	34.6	27.8	6.8	34.1	26.8	7.3	1
Luton – Switzerland	4.0	—	4.0	6.2	—	6.2	-35
Other Routes	4.1	3.4	0.7	2.4	1.9	0.5	71
Yugoslavia	4.8	3.6	1.3	4.2	3.3	0.9	14
London – Dubrovnic	0.1	—	0.1	0.1	—	0.1	—
– Ljubljana	0.3	0.3	—	—	—	—	—
Luton – Yugoslavia	0.8	—	0.8	0.5	—	0.5	60
Other Routes	3.7	3.3	0.4	3.6	3.3	0.3	3
Other Europe	30.7	22.3	8.4	24.2	19.9	4.3	27
WESTERN HEMISPHERE							
Canada	46.5	38.1	8.4	35.8	25.0	10.9	30
London – Montreal	8.2	7.8	0.3	6.0	5.7	0.4	37
– Toronto	17.8	15.0	2.8	14.9	8.9	6.1	19
– Other Canada	9.0	7.0	2.0	7.6	4.6	3.0	18
Other U.K. – Montreal	2.8	2.8	0.1	2.4	2.3	0.1	17
– Toronto	6.9	4.5	2.4	4.2	3.0	1.2	64
Other Routes	1.7	0.9	0.8	0.7	0.6	0.1	143

Table 18 cont.

	Dec. 1972 – Feb. 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	167.5	152.6	14.9	152.1	127.7	24.4	10
London – New York	69.5	65.0	4.5	69.0	58.4	10.7	1
– Other East Coast U.S.A.	44.7	42.9	1.7	38.9	34.9	4.0	15
– Chicago and Detroit	18.6	17.0	1.7	15.2	13.7	1.5	22
– West Coast U.S.A.	23.1	20.5	2.6	19.0	15.1	3.9	22
– Other U.S.A.	3.2	1.7	1.4	2.0	1.4	0.6	60
Other U.K. – New York	5.0	4.7	0.3	4.3	3.7	0.6	16
Other Routes	3.4	0.7	2.7	3.8	0.5	3.2	-11
West Atlantic and Caribbean Islands	21.2	17.0	4.2	15.5	12.8	2.7	37
Central and South America	6.5	6.0	0.4	5.4	4.9	0.4	20
REST OF THE WORLD							
Canary Islands	24.2	3.2	21.0	24.8	3.4	21.4	-2
North Africa (c)	45.0	5.6	39.4	22.3	4.2	18.2	102
East Africa (d)	13.3	10.2	3.0	15.4	10.9	4.5	-14
Central Africa (e)	5.2	5.1	0.1	4.5	4.5	—	16
West Africa (d)	8.4	7.4	0.9	5.8	5.3	0.5	45
South Africa	15.9	15.5	0.4	14.5	14.2	0.2	10
Middle East (f)	44.1	41.1	3.0	37.7	36.8	0.9	17
India	10.6	9.0	1.6	8.5	6.5	2.0	25
Pakistan	5.7	4.0	1.6	2.9	2.3	0.6	97
Far East	31.0	20.6	10.4	29.6	14.9	14.7	5
Australia and New Zealand	15.6	15.4	0.3	7.3	6.7	0.6	114
Other Routes n.e.i.	7.5	4.5	3.0	5.8	3.8	1.9	29
ALL ROUTES	1 695.9	1 130.3	565.6	1 528.1	1 012.3	515.8	11

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.

NOTE

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		Dec 1972	Dec 1971	Percentage change
Origin/Destination		—Feb 1973 (000)	—Feb 1972 (000)	
London (a)	Aberdeen	6.3	4.3	46
	Belfast	42.9	36.9	16
	Birmingham	2.4	2.9	-18
	Channel Islands	24.4	22.3	9
	Edinburgh	37.7	32.3	17
	Glasgow (b)	63.3	55.0	15
	Isle of Man	.7	.7	—
	Leeds/Bradford	6.4	5.6	14
	Liverpool	8.6	7.9	9
	Manchester	23.7	23.3	2
	Newcastle	16.4	13.6	21
	Tees-side	5.6	4.8	17
	Other airports	.2	3.7	—
Belfast	Birmingham	5.1	4.8	6
	East Midlands	2.6	2.0	30
	Edinburgh	1.3	1.2	8
	Glasgow (b)	10.6	9.6	10
	Isle of Man	1.1	1.0	10
	Leeds/Bradford	2.6	2.3	13
	Liverpool	3.8	3.7	3
	Manchester	9.4	8.8	7
	Newcastle	2.0	1.7	18
	Other airports	2.6	2.0	—
Channel Islands	Bournemouth	1.3	.7	86
	Birmingham	1.4	.9	56
	Bristol and Glamorgan	1.3	1.1	18
	East Midlands	.9	.7	29
	Glasgow (b)	—	—	—
	Leeds/Bradford	1.0	—	—
	Liverpool	1.4	1.3	8
	Manchester	.6	—	—
	Newcastle	—	—	—
	Southampton	10.1	8.2	23
	Other airports	.9	.4	—
Edinburgh	Birmingham	2.0	1.8	11
	Glasgow (b)	.8	.3	167
	Manchester	2.9	2.4	21
	Other airports	3.4	2.6	31
Glasgow (b)	Birmingham	5.3	6.0	-12
	East Midlands	3.3	2.9	14
	Isle of Man	.4	—	—
	Leeds/Bradford	1.6	1.3	23
	Liverpool	2.9	2.4	21
	Manchester	5.6	6.2	-10
	Southampton	1.6	1.3	23
	Other Scottish airports	12.1	11.4	6
	Other airports	1.0	—	—
	Blackpool	2.2	2.1	5
Isle of Man	Liverpool	7.1	5.8	22
	Manchester	2.2	2.0	10
	Newcastle	—	—	—
	Other airports	.4	—	—
Penzance	Isles of Scilly	1.5	1.2	25
Other Routes		16.5	8.0	106
Total		371.4	321.1	—

- (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 February 1973

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		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	4 409.7	—	—	675.8	846.9	5.3	14.9	—	—	1 587.1	1 093.1	162.2	24.4	
+Heathrow	33 558.2	6 653.5	7 020.0	128.6	130.9	9 040.8	9 733.5	60.8	66.2	101.7	7.7	302.0	312.5	
+Luton	387.5	—	—	0.2	—	—	—	—	—	222.8	126.5	20.9	17.1	
+Southend	1 427.9	—	—	828.3	588.8	—	—	—	—	5.4	4.5	0.9	—	
+Stansted	844.2	—	—	—	—	—	—	—	—	347.8	402.6	64.9	28.9	
TOTAL (London Area)	40 627.5	6 653.5	7 020.0	1 632.9	1 566.6	9 046.1	9 748.4	60.8	66.2	2 264.8	1 634.4	550.9	382.9	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	77.2	—	—	33.0	29.0	7.6	7.1	—	—	0.2	0.2	0.1	—	
+Liverpool	1 266.9	0.6	0.1	141.1	654.9	119.4	44.6	—	—	24.3	14.3	40.4	227.2	
+Manchester	3 403.6	853.0	700.0	9.1	14.1	799.5	957.0	—	—	35.9	0.1	34.9	—	
+Birmingham	261.8	79.9	60.9	4.8	0.9	48.9	62.4	—	—	—	4.0	—	—	
+Coventry	244.6	—	—	101.8	136.6	—	—	—	—	0.9	5.3	—	—	
+East Midlands	410.5	—	—	222.2	86.4	—	—	—	—	69.6	11.9	20.4	—	
+Newcastle	147.6	—	—	63.7	63.2	—	—	—	—	—	—	20.7	—	
+Tees-side	26.4	—	—	17.0	7.6	—	—	—	—	1.8	—	—	—	
+Bristol	40.5	—	—	6.9	8.4	12.3	12.9	—	—	—	—	—	—	
+Glamorgan	13.6	—	—	2.3	7.4	—	1.1	—	—	—	2.8	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Ashford	305.6	—	—	85.4	220.2	—	—	—	—	—	—	—	—	
+Blackpool	59.4	—	—	8.0	22.2	—	—	—	—	0.2	29.0	—	—	
+Bournemouth	148.8	—	—	99.6	24.7	—	—	—	—	21.7	2.5	—	0.3	
+Cambridge	66.4	—	—	—	—	—	—	—	—	—	—	32.6	33.8	
+Exeter	13.9	—	—	4.4	9.5	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	68.2	7.9	60.3	—	—	—	—	—	—	—	—	—	—	
+Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Manston	601.7	—	—	—	—	—	—	—	—	335.4	205.6	29.7	31.0	
+Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—	
Penzance Heliport	68.2	60.3	7.9	—	—	—	—	—	—	—	—	—	—	
+Portsmouth	1.3	—	—	0.1	1.2	—	—	—	—	—	—	—	—	
+Southampton	98.5	7.0	2.0	20.9	55.2	—	—	—	—	—	0.9	4.5	8.0	
+Edinburgh	300.6	190.8	55.5	18.7	29.6	4.1	1.5	—	—	—	0.2	0.2	—	
+Glasgow	1 683.4	459.4	559.7	64.7	76.0	164.1	295.9	—	0.4	6.9	50.5	2.2	3.6	
+Prestwick	1 099.6	372.4	159.8	0.2	0.3	243.9	202.2	—	—	—	23.8	53.4	43.6	
Aberdeen	54.1	20.6	30.6	0.5	0.5	—	—	—	—	0.9	1.0	—	—	
Benbecula	19.1	14.1	5.0	—	—	—	—	—	—	—	—	—	—	
Inverness	36.5	7.9	28.6	—	—	—	—	—	—	—	—	—	—	
Islay	8.9	4.2	4.7	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	35.2	21.5	9.1	—	—	0.8	0.8	—	—	0.9	2.1	—	—	
Stornoway	34.9	12.9	3.6	18.1	0.3	—	—	—	—	—	—	—	—	
+Sumburgh	29.4	18.2	8.5	0.1	0.8	—	—	0.2	—	0.8	0.4	0.4	—	
Tiree	1.2	0.6	0.6	—	—	—	—	—	—	—	—	—	—	
Wick	6.4	3.6	2.4	—	—	—	—	—	—	—	0.4	—	—	
+Belfast	1 442.7	473.9	213.5	617.9	107.0	8.3	6.0	16.0	—	—	—	0.1	—	
+Isle of Man	331.6	—	—	232.7	98.8	—	—	—	—	0.1	—	—	—	
TOTAL (Incl. London Area)	53 035.8	9 262.3	8 932.8	3 406.1	3 221.4	10 455.0	11 339.9	77.0	66.6	2 764.4	1 989.4	790.5	730.4	
Channel Islands Airports														
Alderney	21.2	—	—	11.1	1.0	—	—	—	—	9.0	0.1	—	—	
Guernsey	873.4	79.8	48.3	140.0	138.8	—	—	—	—	85.5	381.0	—	—	
Jersey	1 122.3	242.3	306.4	280.5	146.3	3.7	0.8	—	—	28.1	114.2	—	—	
TOTAL (Channel Islands Airports)	2 016.9	322.1	354.7	431.6	286.1	3.7	0.8	—	—	122.6	495.3	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly averages	Dec. 1972— Feb. 1973 (tonnes)	Dec. 1971— Feb. 1972 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 040·0	3 400·3	18·8
+ Heathrow	34 308·2	29 027·9	18·2
+ Luton	346·1	202·7	70·7
+ Southend	1 510·5	2 033·0	−25·7
+ Stansted	890·0	621·3	43·2
TOTAL (London Area)	41 094·8	35 285·2	16·5
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	67·3	74·2	−9·3
+ Liverpool	1 313·2	1 234·1	6·4
+ Manchester	3 360·4	3 062·2	9·7
+ Birmingham	241·7	306·5	−21·1
+ Coventry	230·2	94·2	144·4
+ East Midlands	299·2	86·1	247·5
+ Newcastle	122·9	110·8	10·9
+ Tees-side	30·8	9·2	234·8
+ Bristol	54·3	51·3	5·8
+ Glamorgan	15·0	12·6	19·0
Swansea	—	—	—
+ Ashford	284·6	361·1	−21·2
+ Blackpool	59·7	37·0	61·4
+ Bournemouth	143·9	59·1	143·5
+ Cambridge	81·0	71·3	13·6
+ Exeter	..	..	..
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	28·0	18·7	49·7
+ Lydd	3·4	1·2	183·3
+ Manston	674·2	..	..
+ Norwich	..	..	..
Penzance Heliport	28·0	18·7	49·7
+ Portsmouth	1·5	6·9	−78·3
+ Southampton	101·1	96·6	4·7
+ Edinburgh	296·2	161·7	83·2
+ Glasgow	1 621·9	1 269·2	27·8
+ Prestwick	1 146·2	1 083·0	5·8
Aberdeen	67·5	54·1	24·8
Benbecula	18·1	12·7	42·5
Inverness	37·1	37·2	−0·3
Islay	11·8	12·8	−7·8
+ Kirkwall	38·1	44·0	−13·4
Stornoway	36·3	33·5	8·4
+ Sumburgh	34·1	35·7	−4·5
Tiree	1·4	1·0	40·0
Wick	7·0	5·1	37·3
+ Belfast	1 484·9	1 475·2	0·7
+ Isle of Man	344·1	275·4	24·9
TOTAL (Incl. London Area)	53 379·9	45 497·6	17·3
Channel Islands Airports			
Alderney	18·8	18·3	2·7
Guernsey	785·4	440·5	78·3
Jersey	981·3	621·3	57·9
TOTAL (Channel Islands Airports)	1 785·5	1 080·1	65·3

All Scheduled Services February 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
						✕ (000)	✕ As percentage of available			Total (000)	Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways – BOAC	10 697	3 555	14 678	149 085	1 919 016	945 256	49.3	4 959	251 849	125 148	7 020	31 692	86 436	49.7
British Airways – BEA	6 815	11 424	14 504	567 534	707 327	350 716	49.6	6 804	74 368	35 461	991	4 762	29 708	47.7
British Airways Helicopters	8	126	42	1 476	145	88	60.7	75	13	11	—	4	7	84.6
British Caledonian Airways	1 800	2 012	3 143	64 644	190 535	84 122	44.2	953	23 411	9 693	211	2 100	7 382	41.4
Air Anglia	49	170	154	2 621	2 083	917	44.0	14	185	87	—	4	83	47.0
Aurigny Air Services	66	1 252	391	8 275	731	423	57.9	35	66	36	—	2	34	54.5
British Air Ferries	119	570	551	8 738	4 014	1 750	43.6	1 774	834	541	—	382	159	64.9
BIA	158	788	614	13 415	5 959	2 810	47.2	560	708	368	9	119	240	52.0
British Midland Airways	230	661	613	16 100	17 254	6 844	39.7	140	1 374	593	—	62	531	43.2
Brymon Aviation	1	4	4	7	7	1	14.3	—	1	—	—	—	—	—
Cambrian Airways	290	1 222	982	34 765	19 108	10 352	54.2	892	1 933	1 030	4	200	826	53.3
Dan-Air/Skyways	220	880	757	13 998	10 358	4 100	39.6	2	846	336	—	1	335	39.7
J F Airlines	4	33	20	130	66	27	40.9	1	5	2	—	—	2	40.0
Loganair	23	208	124	780	162	84	51.9	—	15	8	—	—	8	53.3
Northeast Airlines	249	681	687	33 948	22 717	13 437	59.1	170	2 033	1 182	—	69	1 113	58.1
TOTAL Passenger Services	20 729	23 586	37 264	915 516	2 899 482	1 420 927	49.0	16 379	357 641	174 496	8 235	39 397	126 864	48.8
Freight Services														
British Airways – BOAC	871	326	1 242					2 288	27 572	16 355	32	16 323		59.3
British Airways – BEA	176	294	432					4 386	3 391	1 879	66	1 813		55.4
British Caledonian Airways	69	23	92					185	2 197	1 376	—	1 376		62.6
Air Freight	30	141	163					400	104	65	—	65		62.5
BIA	56	96	259					174	169	98	5	93		58.0
Carbia Transport	28	64	88					275	271	119	—	119		43.9
Intra Airways	4	20	18					18	12	3	—	3		25.0
TOTAL Freight Services	1 234	964	2 294					7 726	33 716	19 895	103	19 792		59.0
GRAND TOTAL	21 963	24 550	39 558	915 516	2 899 482	1 420 927	49.0	24 105	391 357	194 391	8 338	59 189	126 864	49.7

International Scheduled Services February 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways – BOAC	10 697	3 555	14 678	149 085	1 919 016	945 256	49.3	4 959	251 849	125 148	7 020	31 692	86 436	49.7
British Airways – BEA	5 360	7 356	10 415	363 506	576 466	266 380	46.2	4 451	61 104	27 526	773	4 031	22 722	45.0
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Caledonian Airways	1 317	1 118	2 111	32 491	151 320	66 409	43.9	622	19 385	8 067	210	1 933	5 924	41.6
Air Anglia	24	92	69	1 812	1 027	467	45.5	13	95	45	—	3	42	47.4
Aurigny Air Services	6	72	35	407	60	35	58.3	—	6	3	—	—	3	50.0
British Air Ferries	99	481	466	8 619	3 674	1 719	46.8	1 418	693	442	—	286	156	63.8
BIA	30	104	111	1 634	1 507	456	30.3	13	138	43	—	4	39	31.2
British Midland Airways	70	182	182	2 574	5 218	1 425	27.3	30	416	130	—	19	111	31.3
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	63	226	187	5 391	4 922	2 217	45.0	27	424	189	—	12	177	44.6
Dan-Air/Skyways	90	238	283	6 686	4 027	1 701	42.2	—	329	139	—	—	139	42.2
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northeast Airlines	71	138	176	4 599	6 492	2 519	38.8	45	556	234	—	25	209	42.1
TOTAL Passenger Services	17 827	13 562	28 713	576 804	2 673 729	1 288 584	48.2	11 578	334 995	161 966	8 003	38 005	115 958	48.3
Freight Services														
British Airways – BOAC	871	326	1 242					2 288	27 572	16 355	32	16 323		59.2
British Airways – BEA	136	193	320					3 208	2 641	1 440	47	1 393		54.5
British Caledonian Airways	69	23	92					185	2 197	1 376	—	1 376		62.6
Air Freight	30	141	163					400	104	65	—	65		62.5
BIA	56	96	259					174	169	98	5	93		58.0
Carbia Transport	—	—	—					—	—	—	—	—		—
Intra Airways	—	—	—					—	—	—	—	—		—
TOTAL Freight Services	1 162	779	2 076					6 255	32 683	19 334	84	19 250		
GRAND TOTAL	18 989	14 341	30 789	576 804	2 673 729	1 288 584	48.2	17 833	367 678	181 300	8 087	57 255	115 958	49.3

Domestic Scheduled Services February 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	1 455	4 068	4 089	204 028	130 861	84 336	64·4	2 353	13 264	7 935	218	731	6 986	59·8
British Airways Helicopters	8	126	42	1 476	145	88	60·7	75	13	11	—	4	7	84·6
British Caledonian Airways	483	894	1 032	32 153	39 214	17 712	45·2	331	4 026	1 626	1	167	1 458	40·4
Air Anglia	25	78	85	809	1 056	450	42·6	1	91	41	—	—	41	45·1
Aurigny Air Services	60	1 180	356	7 868	672	388	57·7	35	61	33	—	2	31	54·1
British Air Ferries	20	89	85	119	341	31	9·1	356	141	99	—	96	3	70·2
BIA	128	684	503	11 781	4 452	2 354	52·9	547	570	325	9	115	201	57·0
British Midland Airways	160	479	431	13 526	12 036	5 419	45·0	110	958	464	—	43	421	48·4
Brymon Aviation	1	4	4	7	7	1	14·3	—	1	—	—	—	—	—
Cambrian Airways	227	996	795	29 374	14 185	8 135	57·3	865	1 509	842	4	189	649	55·8
Dan-Air/Skyways	131	642	474	7 312	6 331	2 399	37·9	2	517	197	—	1	196	38·1
J F Airlines	4	33	20	130	66	27	40·9	1	5	2	—	—	2	40·0
Loganair	23	208	124	780	162	84	51·9	—	15	8	—	—	8	53·3
Northeast Airlines	178	543	511	29 349	16 225	10 918	67·3	124	1 477	949	—	45	904	64·3
TOTAL Passenger Services	2 903	10 024	8 551	338 712	225 753	132 342	58·6	4 800	22 648	12 532	232	1 393	10 907	55·3
Freight Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	40	101	112	—	—	—	—	1 178	750	439	19	420	—	58·5
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Carbia Transport	28	64	88	—	—	—	—	275	271	119	—	119	—	43·9
Intra Airways	4	20	18	—	—	—	—	18	12	3	—	3	—	25·0
TOTAL Freight Services	72	185	218	—	—	—	—	1 471	1 033	561	19	542	—	54·3
GRAND TOTAL	2 975	10 209	8 769	338 712	225 753	132 342	58·6	6 271	23 681	13 093	251	1 935	10 907	55·3

Table 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 February 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	1 067	291	1 461	20 609
British Airways—BEA	252	465	605	4 015
BEA Airtours	484	286	731	6 589
British Airways Helicopters	91	875	406	180
British Caledonian Airways	2 213	1 236	3 419	45 432
Air Anglia	10	33	50	28
Air Freight	8	20	43	28
Air London	11	44	55	6
Alidair	26	48	72	167
Britannia Airways	1 479	1 014	2 268	17 277
British Air Ferries	2	4	10	12
BIA	53	176	200	238
British Midland Airways	565	332	811	7 356
Brymon Aviation	1	3	3	—
Cambrian Airways	228	264	440	1 694
Court-Line Aviation	822	656	1 434	8 460
Dan-Air Services	1 775	1 095	3 018	16 189
Dan-Air/Skyways	17	55	59	77
Directair	1	4	6	1
Donaldson Int. Airways	266	94	384	5 207
Eagle Flying Services	10	31	37	6
Fairflight Charters	40	82	205	43
Haywards Aviation	1	4	4	1
Humber Airways	9	39	45	6
International Aviation Services	228	103	462	3 624
Intra Airways	5	24	24	15
Invicta Airlines	15	9	27	283
Island Air Charter	2	15	11	2
Laker Airways	979	475	1 404	10 749
Loganair	40	546	218	29
Macedonian Aviation	2	4	7	4
McAlpine Aviation	233	525	517	141
Monarch Airlines	303	154	562	4 297
Northair Airlines	45	79	153	21
Northeast Airlines	111	96	185	1 131
Northern Executive Aviation	2	10	10	2
Peters Aviation	9	32	43	15
Thurston Aviation	12	55	59	10
Trader Airways	7	24	34	3
Tradewinds Airways	408	103	769	9 789
Trans-Meridian Air Cargo	338	114	643	9 192
Vernair Transport	5	10	16	3
TOTAL	12 175	9 529	20 910	172 931

International Non-scheduled Services February 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	1 067	291	1 461	20 609
British Airways—BEA	236	385	529	3 915
BEA Airtours	484	286	731	6 589
British Airways Helicopters	—	—	—	—
British Caledonian Airways	2 213	1 234	3 417	45 427
Air Anglia	5	17	26	15
Air Freight	7	17	39	25
Air London	4	11	19	2
Alidair	19	24	50	121
Britannia Airways	1 479	1 014	2 268	17 277
British Air Ferries	1	3	8	9
BIA	44	128	163	199
British Midland Airways	561	325	804	7 331
Brymon Aviation	1	3	3	—
Cambrian Airways	220	212	403	1 649
Court-Line Aviation	820	648	1 429	8 440
Dan-Air Services	1 775	1 095	3 018	16 189
Dan-Air/Skyways	16	53	56	74
Directair	1	2	4	1
Donaldson Int. Airways	266	94	384	5 207
Eagle Flying Services	5	8	22	3
Fairflight Charters	36	74	189	40
Haywards Aviation	1	4	4	1
Humber Airways	—	—	—	—
International Aviation Services	228	103	462	3 624
Intra Airways	3	13	12	7
Invicta Airlines	15	9	27	283
Island Air Charter	—	4	3	—
Laker Airways	979	475	1 404	10 749
Loganair	—	—	—	—
Macedonian Aviation	2	4	7	4
McAlpine Aviation	148	220	275	93
Monarch Airlines	303	154	562	4 297
Northair Airlines	—	—	—	—
Northeast Airlines	107	90	175	1 111
Northern Executive Aviation	—	—	—	—
Peters Aviation	8	22	36	12
Thurston Aviation	6	16	26	5
Trader Airways	6	16	27	2
Tradewinds Airways	408	103	769	9 789
Trans-Meridian Air Cargo	338	114	643	9 192
Vernair Transport	1	2	3	1
TOTAL	11 813	7 273	19 458	172 292

Domestic Non-scheduled Services February 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	—	—	—	—
British Airways—BEA	16	80	76	100
BEA Airtours	—	—	—	—
British Airways Helicopters	91	875	406	180
British Caledonian Airways	1	2	2	5
Air Anglia	5	16	24	14
Air Freight	1	3	4	3
Air London	7	33	36	4
Alidair	7	24	22	46
Britannia Airways	—	—	—	—
British Air Ferries	—	1	2	3
BIA	9	48	37	39
British Midland Airways	4	7	7	25
Brymon Aviation	—	—	—	—
Cambrian Airways	8	52	37	45
Court-Line Aviation	2	8	5	19
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	1	2	3	3
Directair	—	2	2	—
Donaldson Int. Airways	—	—	—	—
Eagle Flying Services	4	23	15	3
Fairflight Charters	3	8	16	4
Haywards Aviation	—	—	—	—
Humber Airways	9	39	45	6
International Aviation Services	—	—	—	—
Intra Airways	3	11	12	8
Invicta Airlines	—	—	—	—
Island Air Charter	1	11	8	1
Laker Airways	—	—	—	—
Loganair	40	546	218	29
Macedonian Aviation	—	—	—	—
McAlpine Aviation	85	305	242	48
Monarch Airlines	—	—	—	—
Northair Airlines	45	79	153	21
Northeast Airlines	3	6	10	20
Northern Executive Aviation	2	10	10	2
Peters Aviation	2	10	7	3
Thurston Aviation	6	39	33	5
Trader Airways	2	8	7	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	4	8	13	2
TOTAL	361	2 256	1 452	639

Table 24 covers all operations performed under Classes B, C, D, and types I and VI of Class E licences. The division between 'inclusive tours' (Table 24) and 'other separate fare charters' (Table 25) 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 February 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percentage (000) of available	
British Airways—BOAC	219	79	306	4 307	8 183	40 158	32 936	82.0
British Airways—BEA	37	49	73	416	5 512	4 631	4 201	90.7
BEA Airtours	475	270	712	6 506	30 661	71 760	56 317	78.5
British Caledonian Airways	1 066	839	1 824	11 587	72 324	127 693	101 856	79.8
Alidair	5	10	12	29	710	362	330	91.2
Britannia Airways	1 401	900	2 127	16 484	107 531	193 300	170 078	88.0
British Midland Airways	188	135	333	1 880	14 160	22 424	19 670	87.7
Cambrian Airways	203	184	355	1 534	10 355	17 481	15 370	87.9
Court-Line Aviation	790	614	1 372	8 140	64 591	93 960	84 344	89.8
Dan-Air Services	1 558	991	2 688	13 471	90 416	169 666	143 518	84.6
Dan-Air/Skyways	16	51	54	72	1 537	879	449	51.1
Donaldson Int. Airways	71	32	103	1 216	4 746	13 408	11 495	85.7
Laker Airways	709	350	1 035	6 231	28 345	73 161	56 334	77.0
Monarch Airlines	134	91	240	2 016	11 597	22 394	18 351	81.9
Northeast Airlines	103	79	160	1 081	8 446	12 639	10 870	86.0
TOTAL	6 975	4 674	11 394	74 970	459 114	863 916	726 119	84.0

NOTE: There were no domestic IT Charters in February 1973.

All Other Separate Fare Charters February 1973

Table 25.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percentage of available	
British Airways—BOAC	443	119	597	9 129	8 798	73 896	61 588	83.3
British Airways—BEA	7	12	18	84	—	—	—	—
BEA Airtours	8	16	19	84	1 349	926	699	75.5
British Caledonian Airways	128	52	173	2 684	4 240	20 134	17 501	86.9
BIA	6	37	27	28	716	308	147	47.7
British Midland Airways	25	8	38	321	744	3 990	3 743	93.8
Cambrian Airways	2	2	5	12	141	139	134	96.4
Court-Line Aviation	16	19	30	158	2 084	1 903	1 765	92.7
Dan-Air Services	90	38	130	1 267	2 296	15 962	12 142	76.1
Donaldson Int. Airways	66	17	95	1 131	1 352	12 469	11 076	88.8
Intra Airways	2	13	9	6	248	79	62	78.5
Loganair	16	379	92	10	986	109	41	37.6
Monarch Airlines	36	10	47	538	103	6 100	1 848	30.3
Northeast Airlines	1	2	4	7	142	89	88	98.9
TOTAL	846	724	1 284	15 459	23 199	136 104	110 834	81.4

International Other Separate Fare Charters February 1973

Table 25.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percentage (000) of available	
British Airways—BOAC	443	119	597	9 129	8 798	73 896	61 588	83.3
British Airways—BEA	7	12	18	84	—	—	—	—
BEA Airtours	8	16	19	84	1 349	926	699	75.5
British Caledonian Airways	128	52	173	2 684	4 240	20 134	17 501	86.9
BIA	—	—	—	—	—	—	—	—
British Midland Airways	25	8	38	321	744	3 990	3 743	93.8
Cambrian Airways	2	2	5	12	141	139	134	96.4
Court-Line Aviation	16	19	30	158	2 084	1 903	1 765	92.7
Dan-Air Services	90	38	130	1 267	2 296	15 962	12 142	76.1
Donaldson Int. Airways	66	17	95	1 131	1 352	12 469	11 076	88.8
Intra Airways	1	11	6	3	208	45	43	95.6
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	36	10	47	538	103	6 100	1 848	30.3
Northeast Airlines	1	2	4	7	142	89	88	98.9
TOTAL	823	306	1 162	15 418	21 457	135 653	110 627	81.6

Domestic Other Separate Fare Charters February 1973

Table 25.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percentage of available	
British Airways—BOAC	—	—	—	—	—	—	—	—
British Airways—BEA	—	—	—	—	—	—	—	—
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
BIA	6	37	27	28	716	308	147	47.7
British Midland Airways	—	—	—	—	—	—	—	—
Cambrian Airways	—	—	—	—	—	—	—	—
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Donaldson Int. Airways	—	—	—	—	—	—	—	—
Intra Airways	1	2	3	3	40	34	19	55.9
Loganair	16	379	92	10	986	109	41	37.6
Monarch Airlines	—	—	—	—	—	—	—	—
Northeast Airlines	—	—	—	—	—	—	—	—
TOTAL	23	418	122	41	1 742	451	207	45.9

All Exempt Services and Sub-charters February 1973

Table 26.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	406	93	558	7 173
British Airways—BEA	208	404	514	3 515
British Airways Helicopters	91	875	406	180
British Caledonian Airways	1 020	345	1 422	31 161
Air Anglia	10	33	50	28
Air Freight	8	20	43	28
Air London	11	44	55	6
Alidair	22	38	60	138
Britannia Airways	78	114	141	793
British Air Ferries	2	4	10	12
BIA	46	139	173	210
British Midland Airways	352	189	440	5 155
Brymon Aviation	1	3	3	—
Cambrian Airways	23	78	80	148
Court-Line Aviation	16	23	32	162
Dan-Air Services	128	66	200	1 451
Dan-Air/Skyways	1	4	5	6
Directair	1	4	6	1
Donaldson International Airways	129	45	186	2 859
Eagle Flying Services	10	31	37	6
Fairflight Charters	40	82	205	43
Haywards Aviation	1	4	4	1
Humber Airways	9	39	45	6
International Aviation Services	228	103	462	3 624
Intra Airways	3	11	15	9
Invicta Airlines	15	9	27	283
Island Air Charter	2	15	11	2
Laker Airways	270	125	369	4 517
Loganair	24	167	126	19
Macedonian Aviation	2	4	7	4
McAlpine Aviation	233	525	517	141
Monarch Airlines	133	53	275	1 743
Northair Aviation	45	79	153	21
Northeast Airlines	7	15	21	42
Northern Executive Aviation	2	10	10	2
Peters Aviation	9	32	43	15
Thurston Aviation	12	55	59	10
Trader Airways	7	24	34	3
Tradewinds Airways	408	103	769	9 789
Trans-Meridian Air Cargo	338	114	643	9 192
Vernair	5	10	16	3
TOTAL	4 356	4 131	8 232	82 501

International Exempt Services and Sub-charters Table 26.2

February 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	406	93	558	7 173
British Airways—BEA	192	324	438	3 415
British Airways Helicopters	—	—	—	—
 British Caledonian Airways	 1 019	 343	 1 420	 31 156
Air Anglia	5	17	26	15
Air Freight	7	17	39	25
Air London	4	11	19	2
Alidair	14	14	38	92
Britannia Airways	78	114	141	793
British Air Ferries	1	3	8	9
BIA	44	128	163	199
British Midland Airways	348	182	433	5 131
Brymon Aviation	1	3	3	—
Cambrian Airways	15	26	43	103
Court-Line Aviation	14	15	27	142
Dan-Air Services	128	66	200	1 451
Dan-Air/Skyways	1	2	2	2
Directair	1	2	4	1
Donaldson International Airways	129	45	186	2 859
Eagle Flying Services	5	8	22	3
Fairflight Charters	36	74	189	40
Haywards Aviation	1	4	4	1
Humber Airways	—	—	—	—
International Aviation Services	228	103	462	3 624
Intra Airways	1	2	6	4
Invicta Airlines	15	9	27	283
Island Air Charter	—	4	3	—
Laker Airways	270	125	369	4 517
Loganair	—	—	—	—
Macedonian Aviation	2	4	7	4
McAlpine Aviation	148	220	275	93
Monarch Airlines	133	53	275	1 743
Northair Aviation	—	—	—	—
Northeast Airlines	3	9	11	23
Northern Executive Aviation	—	—	—	—
Peters Aviation	8	22	36	12
Thurston Aviation	6	16	26	5
Trader Airways	6	16	27	2
Tradewinds Airways	408	103	769	9 789
Trans-Meridian Air Cargo	338	114	643	9 192
Vernair	1	2	3	1
 TOTAL	 4 016	 2 293	 6 902	 81 904

Domestic Exempt Services and Sub-charters February 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	—	—	—	—
British Airways—BEA	16	80	76	100
British Airways Helicopters	91	875	406	180
British Caledonian Airways	1	2	2	5
Air Anglia	5	16	24	14
Air Freight	1	3	4	3
Air London	7	33	36	4
Alidair	7	24	22	46
Britannia Airways	—	—	—	—
British Air Ferries	—	1	2	3
BIA	2	11	10	11
British Midland Airways	4	7	7	25
Brymon Aviation	—	—	—	—
Cambrian Airways	8	52	37	45
Court-Line Aviation	2	8	5	19
Dan-Air Services	—	—	—	—
Dair-Air/Skyways	1	2	3	3
Directair	—	2	2	—
Donaldson International Airways	—	—	—	—
Eagle Flying Services	4	23	15	3
Fairflight Charters	3	8	16	4
Haywards Aviation	—	—	—	—
Humber Airways	9	39	45	6
International Aviation Services	—	—	—	—
Intra Airways	2	9	9	5
Invicta Airlines	—	—	—	—
Island Air Charter	1	11	8	1
Laker Airways	—	—	—	—
Loganair	24	167	126	19
Macedonian Aviation	—	—	—	—
McAlpine Aviation	85	305	242	48
Monarch Airlines	—	—	—	—
Northair Aviation	45	79	153	21
Northeast Airlines	3	6	10	20
Northern Executive Aviation	2	10	10	2
Peters Aviation	2	10	7	3
Thurston Aviation	6	39	33	5
Trader Airways	2	8	7	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair	4	8	13	2
TOTAL	337	1,838	1 330	598

Tables 27.1, 27.2 cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines February 1973

Table 27.1

	Aircraft in service End of January 1973	Aircraft in service End of February 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	600	—	3 225	—	3 502	51 899	382 428
BAC VC10	14	13	1 127	—	4 107	—	4 118	30 535	158 161
BAC VC10 Super	16	16	1 229	—	4 990	—	4 066	44 725	259 276
Boeing 707 120/120B/138B	2	2	85	—	265	—	1 726	8 451	18 169
Boeing 707 320C/336C/321	29	29	1 123	535	4 682	2 040	3 094	89 688	363 240
Boeing 707 420/436	18	18	722	—	2 799	—	1 906	48 744	212 829
Comet 4	15	17	750	—	2 155	—	1 650	71 840	121 010
Comet 4B/C	5	5	124	—	260	—	675	10 925	13 762
Boeing 720B	3	3	89	—	258	—	1 121	10 626	19 624
Trident 1C	20	20	2 092	—	2 559	—	1 664	142 536	79 792
Trident 1E	4	4	358	1	441	1	1 438	28 015	20 740
Trident 2E	14	14	916	—	2 213	—	2 059	36 877	62 413
Trident 3B	23	23	2 147	2	3 274	2	1 854	146 967	110 334
DC10	2	2	46	—	143	—	931	8 479	15 999
BAC 1-11 200	7	7	1 141	—	1 335	—	2 486	38 325	21 949
BAC 1-11 300/400	14	14	1 035	—	2 191	—	2 037	64 160	96 077
BAC 1-11 500	43	43	5 475	22	7 303	40	2 292	313 073	268 489
Boeing 737-200	10	10	893	28	1 966	36	2 665	102 110	140 394
HS 125	7	7	211	121	234	101	621	286	383
Argosy	1	1	—	64	—	88	1 529	—	—
Britannia 300	6	7	44	124	201	567	1 365	2 167	7 398
Canadair CL44	13	12	—	217	—	1 412	1 588	—	—
Vanguard 951/3	6	9	385	106	592	153	1 730	30 459	18 792
Merchantman	9	9	—	740	—	1 177	1 705	—	—
Viscount 700	1	1	52	—	45	—	584	754	208
Viscount 700D/800/810	42	43	4 366	258	4 019	222	1 285	136 979	45 174
Fokker Friendship	1	1	156	—	138	—	1 935	2 409	838
Herald 100/200	8	8	789	123	640	111	1 223	17 897	4 210
HS 748	6	7	925	—	804	—	1 497	15 310	4 446
Skyvan	1	1	34	20	25	23	624	46	15
Corvair	6	6	569	5	550	11	1 635	8 738	1 750
Heron	6	5	169	35	168	70	621	766	204
Trislander	1	2	683	—	208	—	1 518	5 504	269
Aztec	6	6	169	39	178	28	445	447	113
Beagle 206S	5	5	93	—	167	—	584	373	222
Beechcraft E18S	1	—	—	—	—	—	—	—	—
Beechcraft Baron B55	1	1	18	—	17	—	237	37	13
Beechcraft Queen Air	2	2	22	1	34	2	256	57	33
Bristol 170	—	—	—	—	—	—	—	—	—
DC3	11	12	64	336	76	558	770	1 190	357
Dove	6	6	68	28	98	73	376	393	132
Islander	13	13	1 308	41	512	53	770	5 057	342
Piper PA30/31	3	4	40	—	53	—	172	67	23
Bell 206	1	1	72	—	18	—	234	30	10
S61N	7	7	929	—	430	—	799	7 052	613
TOTAL	421	428	31 118	2 846	53 373	6 768	1 889	1 483 993	2 450 231

Aircraft Type and Utilisation—Individual Airlines Table 27.2 February 1973

	Aircraft in service End of January 1973	Aircraft in service End of February 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
British Airways—BOAC									
Boeing 747	12	12	600	—	3 225	—	3 502	51 899	382 428
BAC VC10	11	11	957	—	3 415	—	4 047	25 645	134 130
BAC VC10 Super	16	16	1 229	—	4 990	—	4 066	44 725	259 276
Boeing 707—336C	11	11	394	327	1 981	1 247	3 827	16 293	112 363
Boeing 707—420/436	13	12	560	—	2 328	—	2 394	27 659	169 575
TOTAL	63	62	3 740	327	15 939	1 247	3 574	166 221	1 057 772
British Airways—BEA									
Trident 1C	20	20	2 092	—	2 559	—	1 664	142 536	79 792
Trident 1E	1	1	101	—	107	—	1 394	4 508	2 966
Trident 2E	14	14	916	—	2 213	—	2 059	36 877	62 413
Trident 3B	23	23	2 147	2	3 274	2	1 854	146 967	110 334
BAC 1–11 500	18	18	3 241	9	3 111	9	2 259	140 065	56 016
Vanguard 951/3	6	5	385	97	592	126	1 869	30 459	18 792
Merchantman	9	9	—	740	—	1 177	1 705	—	—
Viscount 700D/800/810	19	19	2 332	53	2 157	48	1 511	74 816	23 540
Heron	2	2	100	—	90	—	584	375	70
TOTAL	112	111	11 314	901	14 103	1 362	1 814	576 603	353 923
British Airways—BEA Airtours									
Comet 4B/C	5	5	124	—	260	—	675	10 925	13 762
Boeing 707 420/436	5	6	162	—	471	—	949	21 085	43 254
TOTAL	10	11	286	—	731	—	829	32 010	57 016
British Airways Helicopters									
Bell 206	1	1	72	—	18	—	234	30	10
S61N	7	7	929	—	430	—	799	7 052	613
TOTAL	8	8	1 001	—	448	—	730	7 082	623
British Caledonian Airways									
BAC VC10	3	2	170	—	692	—	4 508	4 890	24 031
Boeing 707 320C/336C/321	9	9	325	181	1 495	683	3 154	20 113	118 147
BAC 1–11 200	7	7	1 141	—	1 335	—	2 486	38 325	21 949
BAC 1–11 500	13	13	1 441	13	2 418	31	2 453	89 924	104 752
TOTAL	32	31	3 077	194	5 940	714	2 796	153 252	268 879
Air Anglia									
Fokker Friendship	1	1	156	—	138	—	1 935	2 409	838
DC3	2	2	46	1	60	6	482	844	264
TOTAL	3	3	202	1	198	6	978	3 253	1 102
Air Freight									
DC3	3	3	—	161	—	205	891	—	—
Air London									
Aztec PA30	1	1	18	—	26	—	336	18	13
Beagle 206S	1	1	14	—	14	—	183	15	8
Piper PA30/31	2	2	12	—	14	—	91	9	4
TOTAL	4	4	44	—	54	—	175	42	25

Table 27.2 cont.

	Aircraft in service End of January 1973	Aircraft in service End of February 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
			Passenger	Cargo	Passenger	Cargo			
Alidair Cargo									
Viscount 700D/800/810	2	2	36	12	55	17	467	1 289	898
Aurigny Air Services									
BN2A Trislander	1	2	683	—	208	—	1 518	5 504	269
Islander BN2	3	2	569	—	183	—	1 077	2 771	154
TOTAL	4	4	1 252	—	391	—	1 274	8 275	423
Britannia Airways									
Boeing 707-320C/336C/321	2	2	93	—	266	—	2 621	14 938	30 286
Boeing 737-200	10	10	893	28	1 966	36	2 665	102 110	140 394
TOTAL	12	12	986	28	2 232	36	2 661	117 048	170 680
British Air Ferries									
Canadair CL44	1	—	—	—	—	—	—	—	—
Corvair	6	6	569	5	550	11	1 635	8 738	1 750
TOTAL	7	6	569	5	550	11	1 635	8 738	1 750
BIA									
Herald 100/200	8	8	789	123	640	111	1 223	17 897	4 210
DC3	3	3	—	144	—	314	1 361	—	—
TOTAL	11	11	789	267	640	425	1 259	17 897	4 210
British Midland Airways									
Boeing 707-320C/336C/321	2	2	176	—	438	—	2 854	21 776	45 729
BAC 1-11 500	2	2	137	—	340	—	2 216	14 327	20 000
Viscount 700D/800/810	8	8	677	3	643	3	1 051	17 026	7 726
TOTAL	12	12	990	3	1 421	3	1 544	53 129	73 455
Brymon Aviation									
Islander	1	1	7	—	7	—	128	12	2
Cambrian Airways									
BAC 1-11 303/400	4	4	414	—	558	—	1 818	20 625	19 553
Viscount 700	1	1	52	—	45	—	584	754	208
Viscount 700D/800/810	8	8	822	190	649	154	1 307	25 005	6 548
TOTAL	13	13	1 288	190	1 252	154	1 409	46 384	26 309
Carbia Transport									
Argosy	1	1	—	64	—	88	1 529	—	—
Court-Line Aviation									
BAC 1-11 500	10	10	656	—	1 434	—	2 135	68 757	87 721
Dan-Air Services									
Boeing 707-320C/336C/321	2	2	68	—	228	—	1 486	8 847	24 307
Comet 4	15	17	750	—	2 155	—	1 650	71 840	121 010
BAC 1-11 300/400	5	5	277	—	636	—	1 657	19 448	25 954
TOTAL	22	24	1 095	—	3 019	—	1 639	100 135	171 231
Dan-Air-Skyways									
HS 748	6	7	925	—	804	—	1 497	15 310	4 446
Directair									
Piper PA30/31	—	1	4	—	5	—	62	14	5

Table 27.2 cont.

	Aircraft in service End of January 1973	Aircraft in service End of February 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
Donaldson Int. Airways									
Boeing 707-320C/336C/321	3	3	67	27	274	110	1 668	7 721	32 409
Eagle Flying Services									
Beechcraft Baron B55	1	1	18	—	17	—	237	37	13
Beechcraft Queen Air	1	1	12	1	18	2	314	32	18
TOTAL	2	2	30	1	35	2	274	69	31
Eastern Seaboard									
Beechcraft-E18S	1	—	—	—	—	—	—	—	—
Fairflight Charters									
Heron	1	1	4	35	15	70	1 106	56	41
Dove	3	3	18	25	50	70	518	108	58
TOTAL	4	4	22	60	65	140	668	164	99
Haywards Aviation									
Dove	1	1	4	—	4	—	58	48	14
Humber Airways									
Islander	1	1	39	—	45	—	606	137	35
International Aviation Service									
Britannia 300	2	3	—	103	—	463	1 814	—	—
Intra Airways									
DC3	2	3	16	28	13	29	281	313	74
Invicta Airlines									
Vanguard 951/3	—	4	—	9	—	27	577	—	—
Island Air Charter									
Islander	1	1	2	13	3	8	142	4	1
J F Airlines									
Heron	1	1	33	—	20	—	259	130	27
Laker Airways									
Boeing 707 120/120B/138B	2	2	85	—	265	—	1 726	8 451	18 169
DC10	2	2	46	—	143	—	931	8 479	15 999
BAC 1-11 300/400	5	5	344	—	997	—	2 599	24 087	50 610
TOTAL	9	9	475	—	1 405	—	2 033	41 017	84 778
Loganair									
Skyvan	1	1	34	20	25	23	624	46	15
Islander	5	6	676	24	257	37	1 278	2 085	138
TOTAL	6	7	710	44	282	60	1 113	2 131	153
Macedonian Aviation									
DC3	1	1	2	2	3	4	91	33	19
McAlpine Aviation									
HS125	7	7	211	121	234	101	621	286	383
Aztec	4	4	106	38	109	26	438	319	77
Dove	2	2	46	3	44	3	303	237	61
TOTAL	13	13	363	162	387	130	518	842	521

Table 27.2 cont.

	Aircraft in service End of January 1973	Aircraft in service End of February 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
Monarch Airlines									
Boeing 720	3	3	89	—	258	—	1 121	10 626	19 624
Britannia 300	4	4	44	21	201	104	993	2 167	7 398
TOTAL	7	7	133	21	459	104	1 048	12 793	27 022
Northair Aviation									
Beagle 206S	4	4	79	—	153	—	734	358	213
Northeast Airlines									
Trident 1E	3	3	257	1	334	1	1 453	23 507	17 774
Viscount 700D/800/810	5	6	499	—	515	—	1 117	18 843	6 461
TOTAL	8	9	756	1	849	1	1 230	42 350	24 235
Northern Executive Aviation									
Islander	1	1	10	—	10	—	201	36	9
Peters Aviation									
Heron	2	1	32	—	43	—	558	205	66
Thurston Aviation									
Aztec	1	1	45	1	43	2	584	110	23
Islander	1	1	5	4	7	8	193	12	3
TOTAL	2	2	50	5	50	10	391	122	26
Trader Airways									
Piper PA30/31	1	1	24	—	34	—	442	44	15
Tradewind Airways									
Canadair CL44	5	5	—	103	—	769	2 004	—	—
Trans-Meridian Air Cargo									
Canadair CL44	7	7	—	114	—	643	1 274	—	—
Vernair Transport									
Beechcraft Queen Air	1	1	10	—	16	—	208	25	15
TOTAL	421	428	31 118	2 846	53 373	6 768	1 889	1 483 993	2 450 232

Operations by Type of Licence— Capacity Tonne-Km February 1973

Table 28.1

	Scheduled services (000)	Separate fare charters		Total (000)	Other charters (000)
		Inclusive tours (000)	Other (000)		
Operations under Air Service Licences :—					
Class A	391 356			391 356	
Class B		72 731	1 271	74 002	
Class C		2 241	4 729	6 970	
Class D			351	351	
Class E Types I & VI			9 107	9 107	
Operations 'exempt' from requirement of licence and Class E Types II III VI V & VII					82 500
Total	391 356	74 972	15 458	481 786	82 500

Operations by Type of Licence— Load Tonne-Km February 1973

Table 28.2

	Scheduled services (000)	Separate fare charters		Total (000)	Other charters (000)
		Inclusive tours (000)	Other (000)		
Operations under Air Service Licences :—					
Class A	194 392			194 392	
Class B		59 600	1 086	60 686	
Class C		1 784	3 094	4 878	
Class D			177	177	
Class E Types I & VI			5 897	5 897	
Operations 'exempt' from requirement of licence and Class E Types II III IV V & VII					
Total	194 392	61 384	10 254	266 030	..

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.

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 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.

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.