

M^R Turner

Civil Aviation Authority



CAA Monthly Statistics

March 1974

up to and including December 1973

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

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
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Civil Aviation Authority

CAA Monthly Statistics

MARCH 1974

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

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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—December 1973

Activity at UK Airports

The normal seasonal decline in air transport movements continued further into December when nearly 50 000 movements were recorded: this represented a 1.1 per cent growth on December 1972. For the three month period October to December 1973 the monthly average number of movements stood at just over 53 000—6.4 per cent growth on the corresponding period the year before. Movements in the London area during December declined fractionally on December 1972, whilst the monthly average of movements during the period October-December increased by 1.7 per cent on the corresponding figure for 1972; the greatest increase in movements occurred again at Heathrow (236 additional movements a month 1.2 per cent growth) followed by Gatwick (208 additional movements 4.0 per cent growth); Southend recorded the greatest growth of 18.0 per cent; Luton and Stansted, however, reported declines on 1972 of 4.9 and 11.3 per cent respectively. Airports elsewhere in the UK reported a growth of 2.9 per cent on 1972 for the month of December when movements in excess of 20 000 were reported. A monthly average of over 24 000 movements was achieved over the three months October-December 1973, representing a growth of 12.6 per cent on the corresponding period the year before. Glasgow with 14.8 per cent growth again recorded the greatest increase in movements (446 additional ATMs per month) followed by East Midlands and Aberdeen (250 and 156 additional ATMs respectively per month). The greatest proportionate growth was again recorded at Islay although this was closely followed by the Penzance Heliport, which owing to the operation of a smaller aircraft doubled its growth rate since November. Portsmouth during this period showed some increase in growth before permanently closing down on 31 December. During the October-December period there was just over 6.4 per cent growth in scheduled services and 6.0 per cent growth in charter services. UK operators increased their share of this traffic by 1.9 percentage points to 73.7 per cent of scheduled services but decreased by 1.2 percentage points to 85.9 their share of charter services.

Just over 2.7 million terminal passengers used UK airports during December and although this reflected a seasonal drop from November of almost 300 000 passengers, a 7.0 per cent growth was achieved against December 1972. Over the three month period October-December the monthly average number of terminal passengers was almost 3.1 million, an 8.1 per cent increase since the same period the previous year. During December almost two million passengers used London area airports, a 9.8 per cent growth on December 1972. However, when considering the monthly averages for the periods October-December of the two years, a 7.9 per cent growth was achieved. Heathrow recorded the greatest increase in terminal passengers (an additional 151 799 per month, 10.7 per cent growth) although Southend experienced the greatest growth (17.0 per cent) Stansted and Luton reported declines of 3.3 and 28.3 per cent respectively. Elsewhere in UK a much lower growth of less than 1.0 per cent was reported during December thus reversing the recent trend. A growth of 8.6 per cent, however, was achieved between the monthly averages for the 1972 and 1973 October-December periods. The

greatest growth in passengers occurred at Glasgow (15 569 additional passengers; 10.4 per cent growth) followed by Edinburgh and Aberdeen (7434 and 5689 additional passengers respectively). Although it handles only a small number of passengers the greatest growth was achieved at Gloucester/Cheltenham (81.8 per cent) which almost doubled its previous growth. The 8.1 per cent growth in total terminal passengers during this period comprises 12.2 per cent increase in passengers travelling by scheduled services and a decrease of 2.8 per cent of passengers using charter services. Comparing the same periods again UK operators only marginally increased their share of scheduled service passengers (67.3 per cent) whereas their share of charter service passengers although improved slightly on the previous quarter fell 2.1 percentage points to 85.2 per cent.

During the October-December period, of the monthly average of 3.1 million terminal passengers who used UK airports, 2.2 million travelled by international services (7.0 per cent growth) and less than 1 million by domestic services (12.0 per cent growth).

During 1973 a direct Norwegian service was introduced at Sumburgh and a comparison of the monthly averages for October-December in 1972 and 1973 shows a ten-fold increase in international passengers. Aberdeen continued to record over an eight-fold growth. Of the international passengers over this period, a monthly average of almost 1.5 million travelled by scheduled services, an increase of 12 per cent since 1972, whilst less than half that number travelled by charter services, a decline of 4.1 per cent. The most popular scheduled services continued to be those to the USA, carrying 13.4 per cent of the total scheduled passengers, followed by those to France with 12.9 per cent of the total. Growth since the same period last year on USA and French services was 4.8 and 2.2 per cent respectively. Services to the Irish Republic were the third most heavily used, and they showed a growth of 9.7 per cent. In the charter sector, services to Spain with 49.8 per cent of total charter passengers were again by far the most popular, although a decline of 7.5 per cent was reported against the corresponding period in 1972. Services to Italy came second with 7.2 per cent of total charter passengers—a decline of 13.7 per cent, followed by services to Germany which represented 5.4 per cent of total and showed a growth of 21.5 per cent. The monthly average number of passengers flying on the domestic routes during the October-December period amounted to almost half a million and this represented a 12.3 per cent growth on the corresponding period in 1972. Routes into and out of London reported an 11.6 per cent growth in passengers and were dominated by the London/Scotland services which recorded a 14.0 per cent growth. Passengers on non-Scottish routes grew by 9.8 per cent. From other points in the UK services to and from the Channel Islands recorded the greatest growth of 29.3 per cent. During December over 58 000 tonnes of cargo was picked up and set down at UK airports; a 7.8 per cent increase on December 1972. Between October and December a monthly average of almost 63 000 tonnes was handled representing a growth of 11.6 per cent on the corresponding monthly average for 1972. The London area over the three months period reported a

growth of 12.0 per cent. Heathrow handled the greatest increase in cargo (3561 additional tonnes a month) but its growth of 9.8 per cent was well exceeded by Gatwick's 28.0 per cent, and Stansted's 46.4 per cent. Only Luton reported a decline (24.0 per cent). Outside the London area a growth of 10.2 per cent was reported for the October-December period. Prestwick again handled the greatest increase in cargo, 679 additional tonnes per month, followed by Manchester and Glasgow with 354 and 279 additional tonnes respectively. The greatest decline continued at Coventry (95.3 per cent). Cargo carried during October-December period by scheduled services grew by 9.7 per cent and that by charter services by 26.8 per cent. The UK operators share of cargo carried by scheduled and charter services declined by 2.5 percentage points to 50.3 per cent and by 7.7 percentage points to 64.4 per cent respectively.

Output of UK Airlines

In December the output of UK airlines for scheduled and non-scheduled services was over 680 million available tonne kilometres, and this represented a small decline on December 1972. The scheduled service output was over 476 million available tonne kilometres; less than 1.0 per cent growth on 1972. 1.2 million passengers and almost 27 000 tonnes of cargo were uplifted, and an overall load factor of 61.0 per cent was achieved (7.2 percentage points higher than the

load factor of 53.8 for December 1972). Seat kilometres used were 64.1 per cent of those available, compared with 56.1 per cent in December 1972. The seat factor on domestic services was 66.5 per cent and on international services 63.9 per cent. The corresponding overall load factors were 60.4 and 61.0 per cent respectively, and it is noteworthy that these load factors are the highest achieved for this period in the last six years.

For non-scheduled services the output during December was 204 million available tonne kilometres, a decline of 4.6 per cent on 1972. International services contributed over 202 million available tonne kilometres and domestic services almost 2 million available tonne kilometres. Advance Booking Charters accounted for 4.5 million tonne kilometres, 2.2 per cent of the total non-scheduled output. On these services 5183 passengers were uplifted and a seat factor of 72.9 was achieved. Inclusive Tour Charters accounted for over 72 million tonne kilometres and this represented 35.4 per cent of the total 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.

1973 Airport and Airline Statistics

This article is designed to summarise the 1973 air transport statistics and comment on the more interesting results.

Though 1973 ended with difficulties in fuel supply and greatly increased costs, it was, on the whole, a year of

further expansion, with air transport movements increasing by 7.5%, and terminal passengers by 10.2%. Scheduled passengers increased by 9.7% and charter passengers by 8.2%.

Of the airports, Heathrow showed the largest absolute

Table 1. 1973 Terminal Passengers and Cargo by Airport

Airport	Terminal Passengers			Cargo		
	Number (000)	Percent	Percentage Increase on 1972	Amount (Tonnes) (000)	Percent	Percentage Increase on 1972
Heathrow	20 288	47.1	10.9	453.8	64.9	12.8
Gatwick	5 728	13.3	8.0	46.3	6.6	10.7
Luton	3 217	7.5	3.9	2.6	0.4	-20.9
Manchester	2 574	6.0	9.5	42.5	6.1	0.6
Glasgow	2 142	5.0	13.9	22.0	3.1	29.8
Belfast	1 313	3.0	10.7	17.4	2.5	-21.6
Birmingham	1 132	2.6	21.0	3.5	0.5	-18.4
Edinburgh	877	2.0	15.9	3.9	0.6	23.5
Newcastle	620	1.4	19.6	2.0	0.3	-20.7
Liverpool	556	1.3	8.4	16.3	2.3	4.9
East Midlands	516	1.2	27.2	6.5	0.9	35.4
Isle of Man	465	1.1	6.4	4.3	0.6	4.7
Prestwick	386	0.9	-14.4	16.7	2.4	12.1
Southend	385	0.9	21.8	25.1	3.6	-15.6
Southampton	308	0.7	7.3	1.1	0.2	-35.0
Bristol	289	0.7	10.1	0.8	0.1	-19.5
Glamorgan	284	0.7	18.8	0.3	0.1	6.7
Leeds/Bradford	280	0.7	7.9	0.8	0.1	-19.8
Aberdeen	260	0.6	36.7	1.0	0.1	11.2
Tees-side	189	0.4	23.7	0.5	0.1	27.1
Stansted	173	0.4	-44.3	12.9	1.8	-9.1
Blackpool	143	0.3	-2.2	0.7	0.1	-1.7
Others	1 000	2.3	20.6	18.3	2.6	-10.8
TOTAL	43 125	100.0	10.2	699.4	100.0	7.8

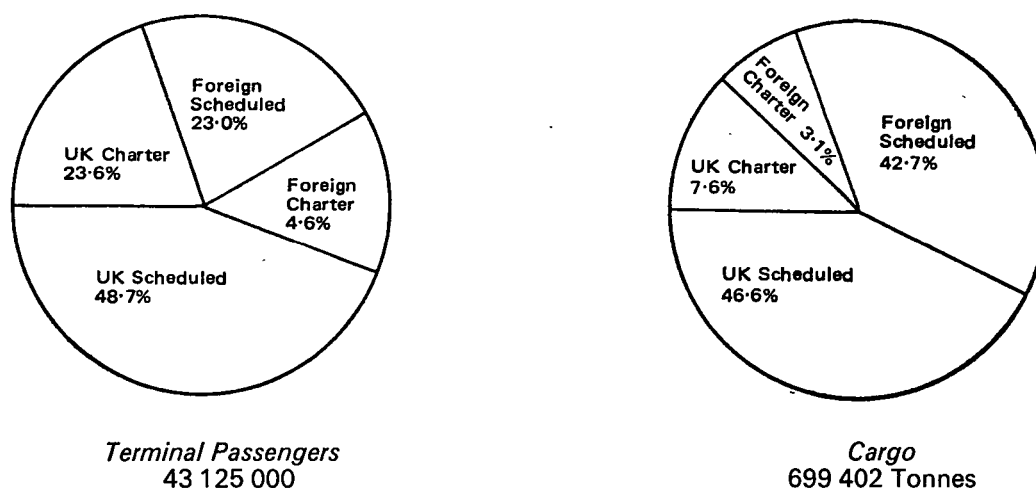


Fig. 1. Pie charts of Terminal Passengers and Cargo Handled in 1973

expansion both in terminal passengers and cargo carried. The proportion of all passengers travelling by scheduled services increased slightly. The number of passengers per aircraft marginally increased. The seasonal variation in inclusive tour traffic was further reduced.

Airport Terminal Passengers and Cargo

Table 1 shows the 1973 terminal passenger and cargo figures by airport. The increases over 1972 are shown.

The increase in terminal passengers in 1973 was just under 4 million representing a 10.2% increase over 1972. The biggest individual increases were recorded at Aberdeen (37%), East Midlands (27%), Tees-side (24%), Southend (22%) and Birmingham (21%). The large increase of passengers at Aberdeen was thought to be the result of the expanding North Sea Oil Industry. The largest fall was 44% at Stansted. Although some of the provincial airports had large percentage increases in terminal passengers, Heathrow Airport had by far the biggest absolute change with an increase of nearly 2 million passengers in 1973. Gatwick Airport had the second largest increase with just over 400 000 extra passengers in 1973.

Table 2. 1972 and 1973 Passenger and Cargo Market Shares

Operator and Service	Terminal Passengers		Cargo	
	1973 %	1972 %	1973 %	1972 %
UK Scheduled	48.7	48.0	46.6	45.9
Foreign Scheduled	23.0	23.4	42.7	41.2
UK Charter	23.6	24.3	7.6	9.2
Foreign Charter	4.6	4.3	3.1	3.7
TOTAL	100	100	100	100

The largest single increases in cargo handled were recorded at East Midlands (35%), Glasgow (30%), Tees-side (27%) and Edinburgh (24%). Luton, Belfast, Newcastle, Birmingham, Bristol and Leeds/Bradford all had drops in cargo carrying of about 20% while

Southampton decreased by more than 30%. Heathrow had the biggest absolute increase in cargo handled with an increase of 51 600 tonnes in 1973 which was more than the net increase at all the other airports.

In 1973 Heathrow Airport enhanced its dominant position among UK airports by increasing its share of terminal passengers to 47% and cargo handling to 65%, respectively.

International passengers accounted for 78% and Domestic passengers 22% of the total terminal passengers. This ratio was exactly the same as in 1972.

Figure 1 shows the 1973 makeup of both air passengers and cargo by UK and Foreign Operators subdivided into scheduled and charter flights. Table 2 compares the 1973 and 1972 percentage shares for passengers and cargo.

The pattern of passenger and cargo handling changed very little in 1973. Foreign and UK Operators held the same share of the passenger market as in 1972. Foreign operators, however, increased their share of the cargo market by 0.9 of a percentage point in 1973 to 45.8%. For both passenger and cargo traffic, scheduled services marginally increased their share of the market.

In 1973 the UK Airlines introduced five more large capacity planes. Laker Airways received two DC10 aircraft and Court-Line Aviation two Lockheed 1011 Tristars. BOAC increased from 13 to 14 the number of Boeing 747 aircraft in their fleet. Foreign airlines also continued to introduce larger capacity planes in 1973. Table 3 shows for the three years 1971, 1972 and 1973 the changes in passengers per aircraft and the growth of air movements and passengers. The five London Area Airports have been shown individually as the majority of the larger planes were operating from Heathrow, Gatwick or Luton.

The increase in the number of passengers per flight resulted from a substantially larger number of passengers with a modestly higher number of aircraft movements. Throughout the country, seven of the ten airport groups increased the number of passengers per aircraft with the biggest increase being recorded for the London Area airports where the passengers per aircraft ratio increased from 72.1 to 76.1. Changes in load factors appear insufficient to account for this difference, and it seems related mainly to the use of larger aircraft by both UK and foreign airlines.

Table 3. Passengers per aircraft and movement and passenger increases – by airport or airport group

Airport or Airport Group	Passengers per aircraft			Percentage Changes			
	1971	1972	1973	Movements	Passengers	Movements	Passengers
				1971–72	1971–72	1972–73	1972–73
				%	%	%	%
London Area							
Heathrow	64.7	71.2	75.8	3.0	13.3	4.0	10.9
Gatwick	72.9	72.7	76.3	14.4	14.1	2.9	8.0
Luton	96.8	99.6	104.7	11.9	14.5	-1.7	3.9
Stansted	86.9	76.6	60.3	-28.5	-37.0	-29.2	-44.3
Southend	21.5	22.9	25.2	-35.2	-30.8	11.0	21.8
All London Area Airports	66.4	72.1	76.1	2.9	11.8	3.4	9.0
Manchester, Liverpool, Leeds/Bradford	43.8	44.4	47.3	8.8	10.2	2.9	9.6
Birmingham, East Midlands, Coventry	53.8	48.9	49.7	26.9	15.3	20.2	22.1
Newcastle, Tees-side	55.0	51.1	48.1	28.1	19.1	27.1	19.6
Glamorgan, Swansea, Bristol	31.4	36.1	37.0	4.4	20.0	11.3	14.3
Others in England & Wales	23.0	22.9	20.5	12.9	12.1	29.8	16.2
Edinburgh, Glasgow, Prestwick	45.4	47.8	48.3	6.6	12.2	9.3	10.5
Others in Scotland	19.8	21.0	22.0	14.2	21.1	16.1	21.7
Belfast, Isle of Man	44.4	45.6	47.4	5.3	8.0	5.3	9.6
Channel Islands	18.3	19.8	18.9	1.4	9.4	14.9	9.9

UK Airline Market Share Changes

Rather than examine the changes in capacity provided by individual airlines three groups are considered. These are British Airways, British Caledonian Airways and the remaining independent operators.

Table 4 looks at International, Domestic, Scheduled and Charter Tonne-Kilometres available in 1973 and compares them with 1972.

On International routes in 1973 the total output showed a 9% increase over the 1972 level; there was little change in the shares held by the three groups. On Domestic routes tonne-kilometres provided increased by 13% in 1973; British Airways increased its share by

5 percentage points whilst British Caledonian held exactly the same share, 14% as in 1972.

A look at the split between scheduled and charter capacity shows some changes in market positions.

British Airways increased their share of the scheduled market by 5 percentage points and of the charter market by 4 percentage points. British Caledonian Airways increased its scheduled share by 3 percentage points but its charter share dropped by 8 percentage points. The other airlines share of the scheduled market dropped from 10% to 2% but they increased their hold on the charter market with a rise of three percentage points to 57%.

Table 4. Tonne-Kilometres available in 1973 by Airline Group

	<i>Distribution of Available Tonne-Kilometres</i>									
	All Services		International		Domestic		Scheduled		Charter	
	1972	1973	1972	1973	1972	1973	1972	1973	1972	1973
	(000 000)		%	%	%	%	%	%	%	%
British Airways	67	68	67	68	65	70	85	90	20	24
British Caledonian	14	11	13	11	14	14	5	8	26	18
Other Airlines	20	21	20	21	21	16	10	2	54	57
Total Tonne-km available (000 000)	8 249	9 005	7 890	8 599	359	406	5 399	5 953	2 850	3 051

ROUTES

International

The largest air passenger increases on routes to and from Britain in 1973 were India (47%), Australia (42%), Yugoslavia (35%), West Africa (25%), Luxembourg (23%), Central and South America (20%), Portugal (20%), and Finland (20%). The largest drop was 12% on the London-Iceland route.

However, the overall picture of international route movements was one of stability. 74% of all passengers travelled to or from Europe, 16% the Americas and 10% the rest of the world. This compares with 75%, 16% and 9% respectively for 1972.

Domestic

Of the major domestic routes, London-Aberdeen (42%), Channel Islands-Bournemouth (33%), Channel Islands-Newcastle (30%) and Edinburgh-Birmingham (40%) showed the biggest single increases. The biggest falls were London-Birmingham (-18%) and Isle of Man-Newcastle (-25%). Domestic flights in and out of London accounted for 58% of all movements, exactly the same percentage as in 1972.

Inclusive Tours

Figure 2 shows monthly averages of inclusive tour passengers carried by UK Airlines for each quarter in the years 1971-1973.

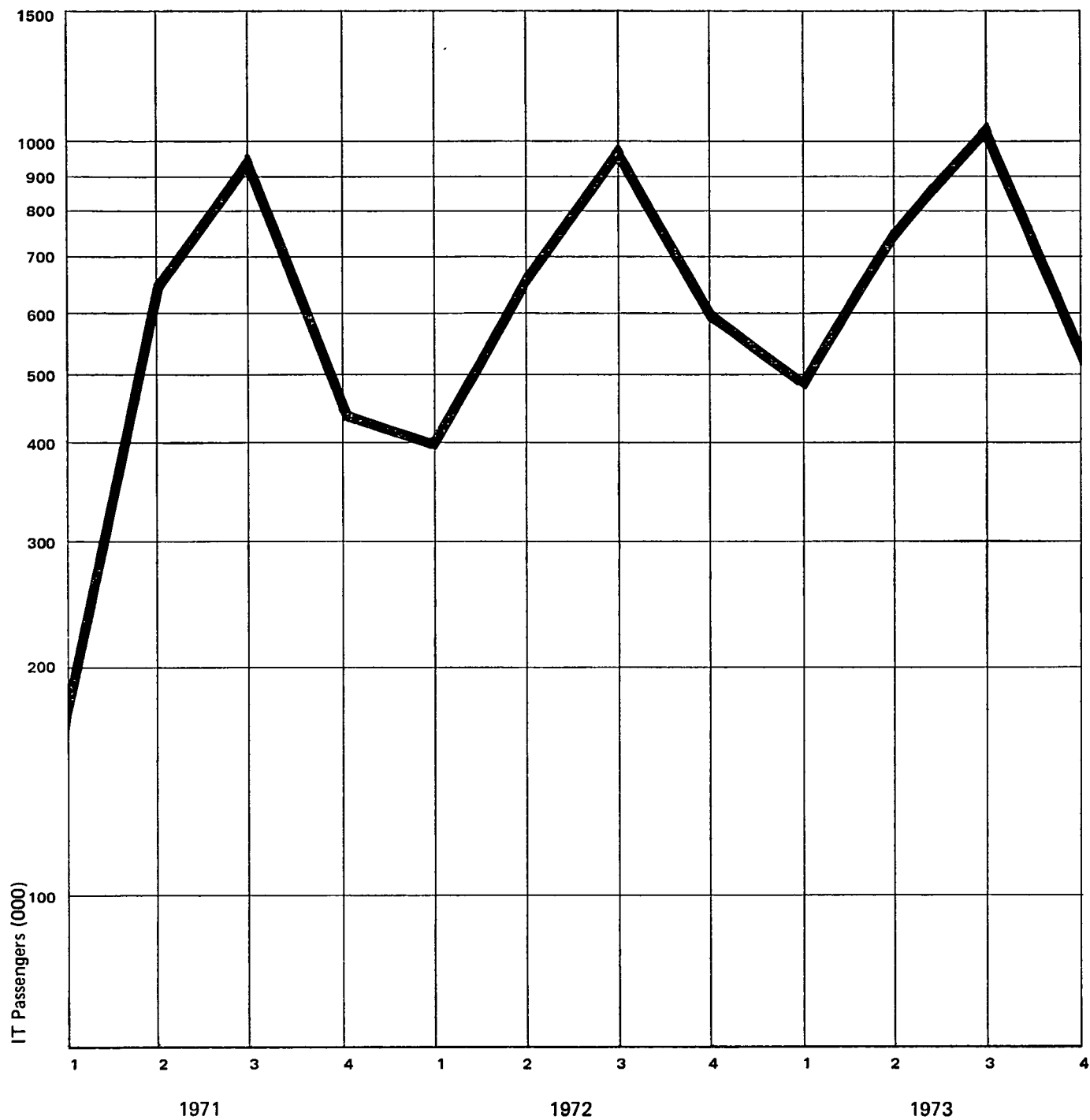


Fig. 2. Average Inclusive Tour Passengers for 1971–1973

The graph shows that the gradual compressing of the summer and winter quarterly figures continued into 1973. In 1971 the difference between the high and low quarterly figures was 754 300, in 1972, 569 600 and in 1973, 540 500. The average load factor for 1973 on inclusive tours was 80·3% compared with 84% for 1971

and 1972. As the year went on load factors decreased compared to 1972. The first quarter of 1973 was 2·5 percentage points down, the second quarter 3·3 points, the third quarter 4 points and the fourth quarter 4·9 points.

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Size Structure of UK

Table 1

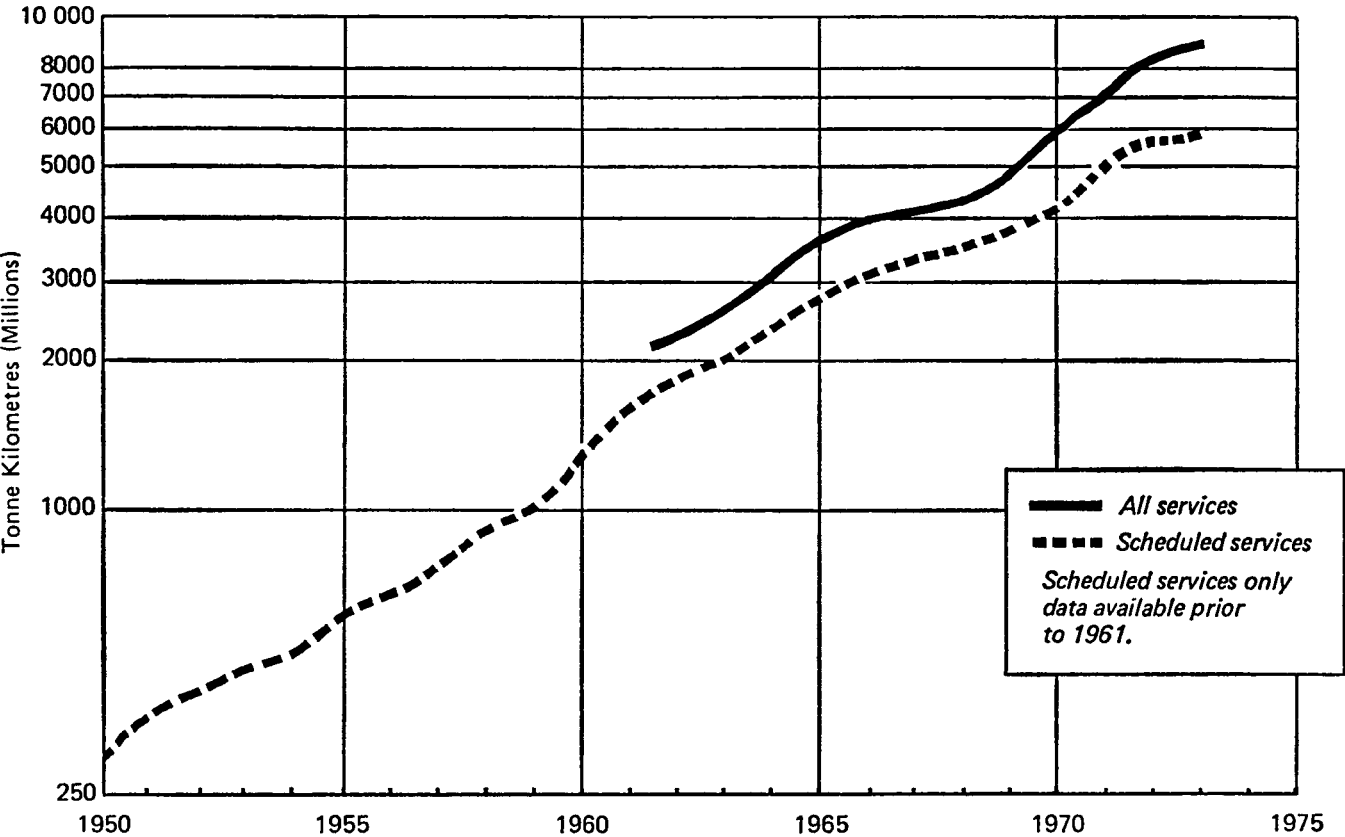
Airports and Airlines Year ended 31 December 1973

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of all UK passengers at airports this size and smaller
Heathrow	20 288	47.05	100	100.00
Gatwick	5 728	13.28	98	52.95
Luton	3 217	7.46	96	39.67
Manchester	2 574	5.97	93	32.21
Glasgow	2 142	4.97	91	26.24
Belfast	1 313	3.04	89	21.27
Birmingham	1 132	2.62	87	18.23
Edinburgh	877	2.03	84	15.61
Newcastle	620	1.44	82	13.57
Liverpool	556	1.29	80	12.13
East Midlands	516	1.20	78	10.85
Isle of Man	465	1.08	76	9.65
Prestwick	386	0.90	73	8.57
Southend	385	0.89	71	7.67
Southampton	308	0.72	69	6.78
Bristol	289	0.67	67	6.07
Glamorgan	284	0.66	64	5.40
Leeds/Bradford	280	0.65	62	4.74
Aberdeen	260	0.60	60	4.09
Tees-side	189	0.44	58	3.49
Stansted	173	0.40	56	3.05
Blackpool	143	0.33	53	2.65
Others (23 reporting airports)	1 000	2.32	51	2.32

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways—BOAC	4 481	49.78	100	100.00
British Airways—BEA	1 269	14.10	98	50.22
British Caledonian Airways	1 035	11.50	97	36.13
Dan-Air Services	324	3.60	95	24.63
Britannia Airways	283	3.14	93	21.03
Court-Line Aviation	250	2.78	92	17.89
Laker Airways	241	2.68	90	15.11
British Airtours	174	1.93	88	12.43
Tradewinds Airways	128	1.42	86	10.50
Trans-Meridian Air Cargo	126	1.40	85	9.08
Monarch Airlines	119	1.32	83	7.68
British Midland Airways	111	1.23	82	6.35
Donaldson International Airways	77	0.86	80	5.12
British Airways—Cambrian Airways	64	0.71	78	4.27
British Airways—Northeast Airlines	62	0.69	77	3.56
International Aviation Services	61	0.68	75	2.87
British Airways—Channel Islands Airways	45	0.50	73	2.19
Invicta International Airlines	35	0.39	72	1.69
British Island Airways	22	0.24	70	1.30
British Airways—Scottish Airways	22	0.24	68	1.06
British Air Ferries	16	0.18	67	0.81
Dan-Air/Skyways	15	0.17	65	0.63
Others (32 airlines)	42	0.47	63	0.47

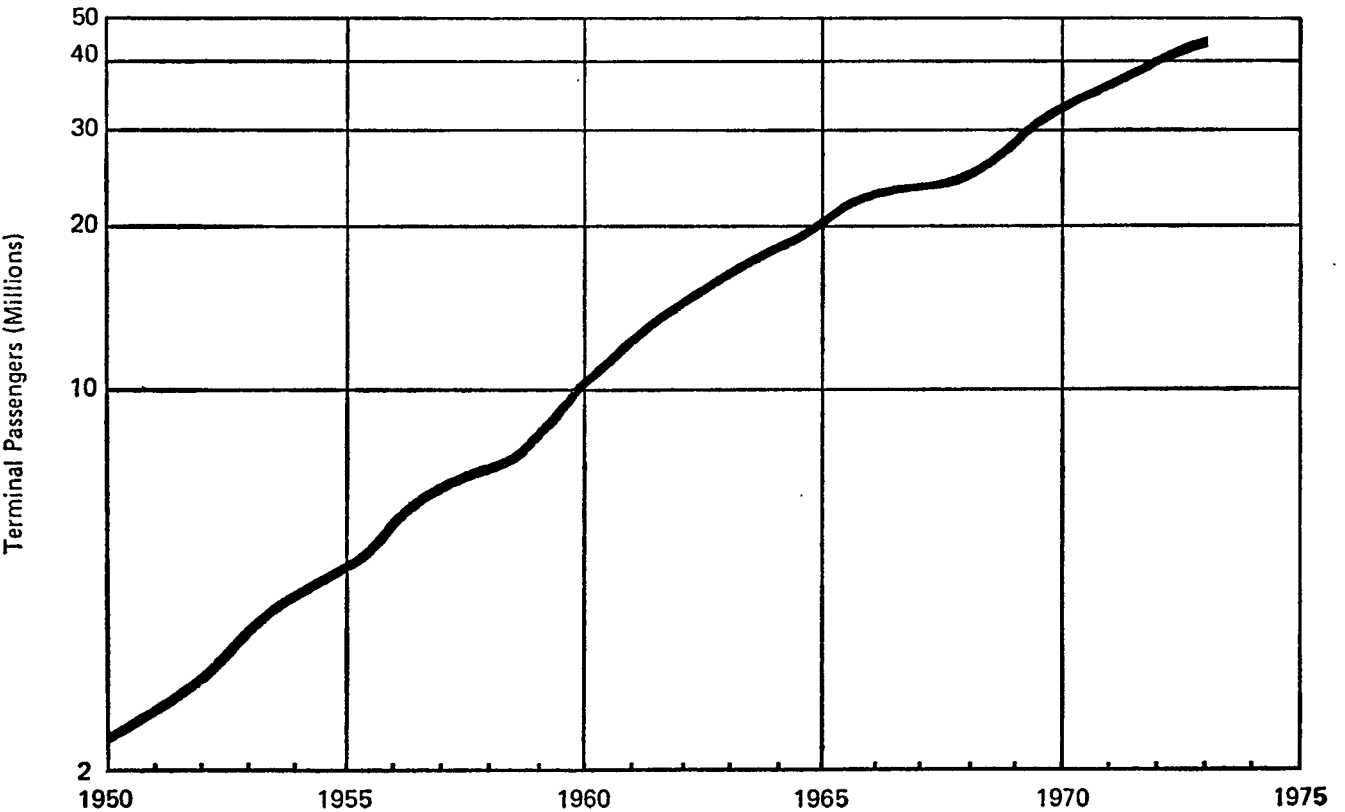
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050

Year ended

December 1972	1 733	669	39 125	8 249	5 399	2 850
December 1973	1 892	719	43 125	9 003	5 953	3 050

Mean rates of growth (percentages) to 1973

20 years	6.4	5.4	13.2		14.3	
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7

Latest year's growth (percentages)

9.2	7.5	10.2	9.1	10.3	7.1
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Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T.	Terminal	Scheduled		Non-scheduled		Scheduled		Non-scheduled	
	movements (000) 1	passengers (000) 2	movements (000) 3	passengers (000) 4	movements (000) 5	passengers (000) 6	movements (000) 7	passengers (000) 8	movements (000) 9	passengers (000) 10
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
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1972 July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
August	73.5	4 675	40.4	2 083	15.3	1 278	14.5	1 034	3.3	280
September	67.1	4 433	37.6	2 021	13.2	1 164	13.6	1 017	2.7	231
October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.8	1 282	7.3	529	10.7	649	1.1	73
1973 July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 084	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97
December	46.5	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77

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
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1972 July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
August	186.4	83.1	73.5	9.6	103.3	79.0	17.4	6.9
September	172.1	74.0	67.1	6.9	98.1	70.9	16.8	10.4
October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.3

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1972 July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
August	40 315	7 344	3 135	1 523	1 658	5 323	6 989	2 952	4 298	12 223
September	37 173	7 053	2 345	1 326	1 537	4 553	6 397	2 487	3 755	10 458
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
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 July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207

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
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1972 July	3 087	375	177	82	62	117	384	62	216	260
August	3 227	375	160	84	65	121	358	68	217	285
September	3 101	357	153	76	60	116	330	58	182	256
October	2 461	272	128	59	45	77	267	48	123	155
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 July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	185	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91
December	1 954	188	80	46	27	42	212	42	119	80

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
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1972 1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1972 July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
August	53 019	6 531	3 062	1 082	292	5 321	3 472	487	4 464	6 024
September	43 135	4 782	843	160	139	1 052	3 178	316	1 991	1 802
October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948
December	41 637	4 839	662	137	72	1 473	3 150	279	1 854	1 555
1973 July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	250	1 443	1 584

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1972 July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
August	485.6	268.8	8.0	60.4	200.4	55.4	3 770.0	2 325.8	61.7
September	559.9	314.8	9.1	69.8	235.9	56.2	4 252.9	2 687.8	63.2
October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	253.9	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1972 July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
August	35.9	22.5	0.3	2.2	20.0	62.7	360.7	243.5	67.5
September	33.4	21.5	0.3	1.9	19.3	64.4	337.0	234.1	69.5
October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
December	24.1	13.8	0.3	1.8	11.7	57.3	228.6	141.5	61.9
1973 July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5

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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
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
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1972 July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
August	449.7	246.4	7.7	58.3	180.4	54.8	3 409.2	2 082.3	61.1
September	526.5	293.3	8.8	67.9	216.6	55.7	3 915.9	2 453.8	62.7
October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
December	447.8	240.1	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1972 July	325.0	40.8	..	..	..	..	..	..
August	324.5	40.1	..	..	..	..	..	..
September	313.8	35.9	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1972 July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
September	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)		As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1		21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3		29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3		30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4		37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7		55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5		78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9		106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3		106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6		102.6	1 651	2 828	1 713	3 978
1972 1st quarter	387.1	318.9	82.4		61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7		97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0		204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1		61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2		44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3		111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4		194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7		59.9	1 153	1 511	1 310	3 351
1972 July	..	..	..		..	..	..	..	..
August	..	..	..		..	..	..	..	..
September	..	..	..		..	..	..	..	..
October	..	..	..		..	..	..	..	..
November	..	..	..		..	..	..	..	..
December	..	..	..		..	..	..	..	..
1973 July	831.2	675.9	81.3		186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2		225.2	2 748	5 207	1 895	4 274
September	792.8	674.3	85.1		170.1	2 260	4 573	2 023	3 964
October	339.4	273.4	80.5		78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6		34.7	917	985	1 074	3 542
December	253.3	205.8	81.3		66.7	1 198	1 553	1 296	3 085

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
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1972	1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
	2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
	3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
	4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973	1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
	2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
	4th quarter	1 575	68	36	219	179	47	114	46	133	18	44	34	426	20	73	19	89

Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8
1973		560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2
1972	1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5
	2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8
	3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1
	4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9
1973	1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8
	2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2
	3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0
	4th quarter	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7

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 December 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	7 010	5 052	—	516	15	124	91	—	1 155	—	57
+Heathrow	20 125	18 522	—	56	—	229	278	—	1 002	11	27
+Luton	3 021	1 600	—	362	17	61	42	496	442	—	1
+Southend	3 497	870	10	—	—	117	—	1 772	725	3	—
+Stansted	2 372	189	—	54	—	1 453	40	168	426	42	—
TOTAL (London Area)	36 025	26 233	10	988	32	1 984	451	2 436	3 750	56	85
Westland Heliport (Battersea)	456	114	6	113	—	—	—	—	203	—	20
Other UK Airports											
+Leeds/Bradford	1 635	445	—	44	33	144	9	756	202	—	2
+Liverpool	3 856	1 121	—	123	29	14	21	2 104	414	—	30
+Manchester	3 813	3 019	—	183	2	14	76	95	406	4	14
+Birmingham	2 994	1 180	—	70	6	18	18	1 092	608	—	2
+Coventry	2 133	15	—	7	—	244	—	1 566	301	—	—
+East Midlands	2 581	656	—	141	5	319	16	863	551	2	28
+Newcastle	1 593	693	—	56	124	162	—	305	241	—	12
+Tees-side	3 042	423	236	39	34	782	—	1 052	248	—	228
+Bristol	1 551	444	2	1	—	4	23	520	549	2	6
+Glamorgan	2 171	448	—	47	18	50	—	1 410	190	—	8
Swansea	521	5	—	4	31	—	—	404	77	—	—
+Ashford	1 470	344	—	13	39	52	15	594	407	2	4
+Blackpool	3 816	249	—	25	5	38	—	3 262	221	—	16
+Bournemouth	3 382	323	—	54	—	486	—	1 572	852	74	21
+Cambridge	1 397	99	—	12	12	36	1	424	207	—	606
+Exeter	1 834	123	—	12	100	219	—	733	619	4	24
Gloucester/Cheltenham	2 111	99	—	—	2	500	—	1 092	382	20	16
Hawarden	691	—	—	—	—	28	—	480	179	—	4
Isles of Scilly	218	204	—	—	8	—	—	—	6	—	—
+Lydd	530	12	—	—	—	36	—	429	53	—	—
+Manston	266	108	—	16	49	50	—	—	43	—	—
+Norwich	1 191	303	4	138	45	60	2	299	338	—	2
Penzance Heliport	244	204	—	—	10	30	—	—	—	—	—
+Portsmouth	1 873	66	—	—	2	956	—	618	229	—	2
+Southampton	1 545	529	—	25	14	646	1	10	316	4	—
+Edinburgh	3 001	917	—	3	—	1 637	10	13	382	—	39
+Glasgow	4 238	2 922	—	56	1	50	15	699	360	—	135
+Prestwick	2 680	604	—	33	384	1 500	7	34	118	—	—
Aberdeen	2 416	507	69	—	819	219	9	636	—	—	157
Benbecula	198	90	—	—	96	—	6	—	—	—	6
Inverness	654	289	—	3	184	26	—	108	44	—	—
Islay	168	129	—	13	4	—	—	—	18	—	4
+Kirkwall	529	416	—	19	58	—	4	12	20	—	—
Stornoway	180	180	—	—	—	—	—	—	—	—	—
+Sumburgh	727	299	—	23	387	14	—	—	—	—	4
Tiree	72	62	—	3	1	—	—	2	—	—	4
Wick	224	180	—	20	10	—	—	8	—	—	6
+Belfast	4 979	1 855	—	4	61	2	—	890	155	—	2 012
+Isle of Man	954	536	—	82	4	146	—	133	45	2	6
TOTAL (Incl. London Area)	103 959	46 445	327	2 370	2 609	10 466	684	24 651	12 734	170	3 503
Channel Islands Airports											
Alderney	496	496	..	..	..	..	..	..	..	..	..
Guernsey	1 886	1 886	..	..	..	..	..	..	..	..	..
Jersey	2 825	2 825	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	5 207	5 207	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator December 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	5 052	63	2 214	173	215	2 064	323
+ Heathrow	18 522	9 053	326	8 654	308	32	149
+ Luton	1 600	—	38	—	2	1 493	67
+ Southend	870	—	605	—	—	191	74
+ Stansted	189	—	2	—	—	60	127
TOTAL (London Area)	26 233	9 116	3 185	8 827	525	3 840	740
Westland Heliport (Battersea)	114	—	—	—	2	112	—
Other UK Airports							
+ Leeds/Bradford	445	238	97	12	1	94	3
+ Liverpool	1 121	735	93	50	40	158	45
+ Manchester	3 019	1 220	284	722	39	721	33
+ Birmingham	1 180	578	252	100	4	227	19
+ Coventry	15	5	4	—	—	6	—
+ East Midlands	656	9	464	—	—	175	8
+ Newcastle	693	216	358	—	13	103	3
+ Tees-side	423	17	336	—	20	43	7
+ Bristol	444	240	24	30	72	76	2
+ Glamorgan	448	153	129	36	49	78	3
Swansea	5	—	—	—	—	5	—
+ Ashford	344	—	344	—	—	—	—
+ Blackpool	249	—	224	—	—	25	—
+ Bournemouth	323	2	290	—	—	23	8
+ Cambridge	99	—	—	—	—	13	86
+ Exeter	123	—	120	—	—	3	—
Gloucester/Cheltenham	99	—	22	—	—	77	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	204	204	—	—	—	—	—
+ Lydd	12	—	—	—	—	10	2
Manston	108	—	—	—	—	104	4
Norwich	303	—	139	—	—	147	17
Penzance Heliport	204	204	—	—	—	—	—
+ Portsmouth	66	—	58	—	—	8	—
+ Southampton	529	98	406	—	2	19	4
+ Edinburgh	917	597	275	36	1	6	2
+ Glasgow	2 922	1 579	778	256	4	230	75
+ Prestwick	604	335	22	175	7	17	48
Aberdeen	507	366	53	—	—	87	1
Benbecula	90	90	—	—	—	—	—
Inverness	289	259	12	—	—	18	—
Islay	129	89	—	—	—	40	—
+ Kirkwall	416	139	—	16	—	261	—
Stornoway	180	90	84	2	—	4	—
+ Sumburgh	299	98	73	—	—	116	12
Tiree	62	57	—	—	—	5	—
Wick	180	156	—	—	—	24	—
+ Belfast	1 855	1 401	359	47	—	1	47
+ Isle of Man	536	370	166	—	—	—	—
TOTAL (Incl. London Area)	46 445	18 661	8 651	10 309	779	6 876	1 169
Channel Islands Airports							
Alderney	496	—	438	—	—	58	—
Guernsey	1 886	140	1 572	—	—	174	—
Jersey	2 825	544	1 763	52	3	444	19
TOTAL (Channel Islands Airports)	5 207	684	3 773	52	3	676	19

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	October 1973 —December 1973	October 1972 —December 1972	Percentage Change
London Area Airports			
+ Gatwick	5 389	5 181	4.0
+ Heathrow	20 565	20 329	1.2
+ Luton	1 926	2 025	-4.9
+ Southend	1 049	889	18.0
+ Stansted	235	265	-11.3
TOTAL (London Area)	29 164	28 689	1.7
Westland Heliport (Battersea)	227	146	55.5
Other UK Airports			
+ Leeds/Bradford	624	566	10.2
+ Liverpool	1 271	1 237	2.7
+ Manchester	3 525	3 603	-2.2
+ Birmingham	1 636	1 485	10.2
+ Coventry	10	65	-84.6
+ East Midlands	862	612	40.8
+ Newcastle	865	790	9.5
+ Tees-side	408	230	77.4
+ Bristol	535	566	-5.5
+ Glamorgan	529	441	20.0
Swansea	11	10	10.0
+ Ashford	359	382	-6.0
+ Blackpool	293	214	36.9
+ Bournemouth	380	300	26.7
+ Cambridge	93	66	40.9
+ Exeter	170	..	..
Gloucester/Cheltenham	143	75	90.7
Hawarden	—	—	—
Isles of Scilly	264	130	103.1
+ Lydd	14	19	-26.3
+ Manston	123	115	7.0
+ Norwich	360	..	..
Penzance Heliport	220	104	111.5
+ Portsmouth	114	66	72.7
+ Southampton	725	780	-7.1
+ Edinburgh	1 133	1 054	7.5
+ Glasgow	3 468	3 022	14.8
+ Prestwick	750	844	-11.1
Aberdeen	632	476	32.8
Benbecula	97	104	-6.7
Inverness	361	326	10.7
Islay	139	64	117.2
+ Kirkwall	478	408	17.2
Stornoway	179	153	17.0
+ Sumburgh	359	247	45.3
Tiree	64	80	-20.0
Wick	211	212	-0.5
+ Belfast	1 966	1 941	1.3
+ Isle of Man	624	573	8.9
TOTAL (Incl. London Area)	53 386	50 195	6.4
Channel Islands Airports			
Alderney	693	725	-4.4
Guernsey	2 319	2 095	10.7
Jersey	3 786	3 344	13.2
TOTAL (Channel Islands Airports)	6 798	6 164	10.3

Air Transport Landings Diverted to UK Reporting Airports December 1973

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
Gatwick Heathrow Luton	5 8 28		1Gl		1Bo			2Ma 1Em	1Lu 1Gl		1St			1Gl									2Ga 3Bi 1He 3Ga		3Bi 1He		3He 1Ma 3Em 1Bi 1Ma 3He 5Ga 1Te							
Leeds/Bradford	17							2Te					2Em									2Te 2Em 1Ma 1Lu	1Em 2Ma 1Lu										2Te	
Liverpool	8																										2Gm 5Ma 1Gl 2Li 1Em 4Bi 1Lu 3He						1Im	
Manchester	14							1Lu						1Li																				
Birmingham	15				1Gl																		4Co 2Ma		1Lu								2Ma	
East Midlands	7	1Bi																					1Bi										1Bi 2Ma	
Newcastle	20							3Te 1Ma															15Te	1Te										
Tees-side	1																						1Ma											
Bristol	9							1Gm							1Gm	1Gm							1Gm 1Ga 1Ma				3Gm		1Gm	1Gm	2Ga			
Ashford	6																																	
Blackpool	3																																	
Gloucester/Cheltenham	1																																	
Edinburgh	29					3Gl		6Gl 1Pr 1Pr				3Gl			1Gl	1Gl						5Gl	2Gl	3Gl	1Ga					1Gl		3Gl		
Glasgow	40	20Pr 3Ed 3Ed			1Pr								1Pr										7Pr 7Ed 1Gl				1Ed							
Aberdeen	14		1Gl										1Ed	1Gl		1Gl				1Gl 1Ed	1Gl		1Gl											
Inverness	5																																	
Kirkwall	2																																	
Wick	3							1Pr																										
Belfast	3																															1Li	1Ne	
Isle of Man	2														1Bi 1Li																			
Other UK	8							1Bo																										
Overseas	13	1Lu	1Ma					1Pr																	1Lu	1Lu	1Ga			1Lu		4He	1He	1Gl
All Aerodromes	261	30	3	—	3	3	—	22	2	—	1	—	5	4	3	2	3	—	1	3	15	58	9	7	51	—	2	7	8	9	1	9		

Aerodrome of actual landing: letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham
As	Ashford	Co	Coventry	Ha	Hawarden
Ba	Belfast	Em	East Midlands	He	Heathrow
Bb	Benbecula	Ed	Edinburgh	In	Inverness
Bi	Birmingham	Ex	Exeter	Is	Islay
Bl	Blackpool	Ga	Gatwick	Im	Isle of Man
Bo	Bournemouth	Gm	Glamorgan	Ki	Kirkwall
Br	Bristol	Gl	Glasgow	Lb	Leeds/Bradford

Li	Liverpool	Pr	Prestwick
Lu	Luton	Sh	Southampton
Ld	Lydd	So	Southend
Ma	Manchester	St	Stansted
Mt	Manston	Sw	Stornoway
Ne	Newcastle	Su	Sumburgh
No	Norwich	Ss	Swansea
Po	Portsmouth	Te	Tees-side

Ti	Tiree
Wi	Wick
Xi	Other Internal
Xo	Overseas

Air Passengers by Type and Nationality of Operator
December 1973

Table 15

Total				Scheduled Services						Charter Flights					
Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators British Airways		Overseas operators Others		United Kingdom operators British Airways		Overseas operators Others		Terminal Passengers	Transit Passengers	Terminal Passengers	Transit Passengers	
			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit					
London Area Airports															
+Gatwick	340 559	339 517	1 042	2 659	—	99 004	347	4 498	—	29 611	—	173 031	462	30 714	233
+Heathrow	1 468 331	1 441 871	26 460	719 238	—	11 550	—	666 017	25 210	31 367	946	709	—	12 990	304
+Luton	143 257	142 736	521	—	—	579	29	—	—	221	—	138 644	483	3 292	9
+Southend	19 521	19 521	—	—	—	15 115	—	—	—	—	—	1 089	—	3 317	—
+Stansted	11 590	10 674	916	—	—	—	182	—	—	—	—	1 556	—	9 118	734
TOTAL (London Area)	1 983 258	1 954 319	28 939	721 897	—	126 248	558	670 515	25 210	61 199	946	315 029	945	59 431	1 280
Westland Heliport (Battersea)	297	297	—	—	—	—	—	—	—	4	—	293	—	—	—
Other UK Airports															
+Leeds/Bradford	14 054	13 664	390	10 647	—	1 873	380	771	—	—	—	359	10	14	—
+Liverpool	32 965	30 198	2 767	22 442	2 162	1 107	543	2 532	49	2 375	—	1 700	13	42	—
+Manchester	150 032	144 586	5 446	66 329	790	5 281	966	20 620	2 884	3 041	205	46 926	210	2 389	391
+Birmingham	57 464	54 840	2 624	23 604	1 213	3 006	1 233	6 663	142	248	—	20 230	36	1 089	—
+Coventry	479	479	—	251	—	228	—	—	—	—	—	—	—	—	—
+East Midlands	24 829	24 825	4	558	—	12 826	—	—	—	—	—	11 441	4	—	—
+Newcastle	32 947	30 788	2 159	16 620	—	7 165	2 060	—	—	1 007	—	5 857	99	139	—
+Tees-side	16 330	14 840	1 490	945	—	10 865	1 031	—	—	1 220	208	1 629	73	181	178
+Bristol	16 127	12 651	3 476	4 051	2 315	321	127	1 005	206	1 885	828	5 208	—	181	—
+Glamorgan	16 569	14 258	2 311	3 351	726	1 034	1 043	914	542	2 286	—	6 673	—	—	—
Swansea	20	20	—	—	—	—	—	—	—	—	—	20	—	—	—
+Ashford	5 276	5 276	—	—	—	5 276	—	—	—	—	—	—	—	—	—
+Blackpool	4 136	4 079	57	—	—	3 977	57	—	—	—	—	102	—	—	—
+Bournemouth	5 654	5 518	136	97	—	3 519	125	—	—	—	—	1 276	11	626	—
+Cambridge	672	672	—	—	—	—	—	—	—	—	—	97	—	575	—
+Exeter	3 370	2 809	561	—	—	2 704	548	—	—	—	—	105	13	—	—
Gloucester/Cheltenham	401	401	—	—	—	88	—	—	—	—	—	313	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 382	1 382	—	1 382	—	—	—	—	—	—	—	—	—	—	—
+Lydd	29	29	—	—	—	—	—	—	—	—	—	29	—	—	—
+Manston	241	241	—	—	—	—	—	—	—	—	—	219	—	22	—
+Norwich	5 042	5 042	—	—	—	4 004	—	—	—	—	—	868	—	170	—
Penzance Heliport	1 382	1 382	—	1 382	—	—	—	—	—	—	—	—	—	—	—
+Portsmouth	373	373	—	—	—	341	—	—	—	—	—	32	—	—	—
+Southampton	14 907	14 873	34	3 721	—	10 761	34	—	—	126	—	256	—	9	—
+Edinburgh	54 068	52 984	1 084	39 020	814	11 866	—	1 543	270	5	—	427	—	123	—
+Glasgow	143 810	141 630	2 180	90 104	230	26 212	—	7 258	1 679	100	—	11 469	81	6 487	190
+Prestwick	28 705	16 940	11 765	9 786	6 070	803	29	2 192	4 666	221	336	1 512	26	2 426	638
Aberdeen	17 060	16 244	816	13 151	815	1 080	—	—	—	—	—	1 987	1	26	—
Benbecula	2 691	1 462	1 229	1 462	1 229	—	—	—	—	—	—	—	—	—	—
Inverness	9 721	8 733	988	8 662	988	17	—	—	—	—	—	54	—	—	—
Islay	1 189	1 147	42	1 033	42	—	—	—	—	—	—	114	—	—	—
+Kirkwall	5 005	4 350	655	3 246	527	—	—	39	127	—	—	1 065	1	—	—
Stornoway	3 416	3 016	400	2 959	362	29	—	2	38	—	—	26	—	—	—
+Sumburgh	4 691	4 691	—	2 524	—	247	—	—	—	—	—	1 577	—	343	—
Tiree	332	212	120	201	120	—	—	—	—	—	—	11	—	—	—
Wick	4 134	1 998	2 136	1 902	2 136	—	—	—	—	—	—	96	—	—	—
+Belfast	103 268	103 265	3	85 714	—	13 703	1	1 075	—	—	—	79	—	2 694	2
+Isle of Man	17 805	15 601	2 204	11 471	1 958	4 130	246	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 784 131	2 710 115	74 016	1 148 512	22 497	258 711	8 981	715 129	35 813	73 717	2 523	437 079	1 523	76 967	2 679
Channel Islands Airports															
Alderney	2 769	2 769	—	—	—	2 618	—	—	—	—	—	151	—	—	—
Guernsey	22 218	20 433	1 785	5 930	—	14 175	1 785	—	—	—	—	328	—	—	—
Jersey	57 152	56 421	731	25 113	58	29 330	649	1 056	2	125	—	726	—	71	22
TOTAL (Channel Is. Airports)	82 139	79 623	2 516	31 043	58	46 123	2 434	1 056	2	125	—	1 205	—	71	22

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	October 1973 —December 1973	October 1972 —December 1972	Percentage change
London Area Airports			
+ Gatwick	375 999	359 338	4.6
+ Heathrow	1 566 265	1 414 466	10.7
+ Luton	188 538	194 903	-3.3
+ Southend	22 115	18 904	17.0
+ Stansted	14 755	20 575	-28.3
TOTAL (London Area)	2 167 672	2 008 186	7.9
Westland Heliport (Battersea)	617	349	76.8
Other UK Airports			
+ Leeds/Bradford	18 138	16 431	10.4
+ Liverpool	39 648	35 142	12.8
+ Manchester	178 038	176 616	0.8
+ Birmingham	79 996	74 790	7.0
+ Coventry	220	399	-44.9
+ East Midlands	36 707	31 313	17.2
+ Newcastle	43 110	38 372	12.3
+ Tees-side	14 710	10 221	43.9
+ Bristol	18 661	20 434	-8.7
+ Glamorgan	18 845	16 575	13.7
Swansea	63	44	43.2
+ Ashford	6 363	8 836	-28.0
+ Blackpool	6 756	8 009	-15.6
+ Bournemouth	8 599	8 872	-3.1
+ Cambridge	601	443	35.7
+ Exeter	4 773	—	—
Gloucester/Cheltenham	648	345	87.8
Hawarden	—	—	—
Isles of Scilly	2 376	2 254	5.4
+ Lydd	70	449	-84.4
+ Manston	784	462	69.7
+ Norwich	6 145	—	—
Penzance Heliport	2 080	2 094	-0.7
+ Portsmouth	798	475	68.0
+ Southampton	20 707	19 338	7.1
+ Edinburgh	63 275	55 741	13.5
+ Glasgow	165 969	150 400	10.4
+ Prestwick	19 270	21 687	-11.1
Aberdeen	20 560	14 871	38.3
Benbecula	1 760	1 855	-5.1
Inverness	10 345	9 572	8.1
Islay	1 342	1 149	16.8
+ Kirkwall	5 435	4 882	11.3
Stornoway	3 385	3 392	-0.2
+ Sumburgh	5 678	3 610	57.3
Tiree	263	243	8.2
Wick	2 664	2 567	3.8
+ Belfast	97 775	92 420	5.8
+ Isle of Man	19 520	18 538	5.3
TOTAL (Incl. London Area)	3 094 366	2 861 376	8.1
Channel Islands Airports			
Alderney	3 820	3 752	1.8
Guernsey	27 590	23 810	15.9
Jersey	85 315	70 643	20.8
TOTAL (Channel Islands Airports)	116 725	98 205	18.9

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

London Area Airports	Total Oct-Dec 1973	International			Domestic		
		Oct-Dec 1973	Oct-Dec 1972	Per- centage change	Oct-Dec 1973	Oct-Dec 1972	Per- centage change
+ Gatwick	375 999	321 290	315 298	2	54 709	44 040	24
+ Heathrow	1 566 265	1 312 198	1 182 122	11	254 067	232 344	9
+ Luton	188 538	185 747	193 067	-4	2 791	1 836	52
+ Southend	22 115	21 304(a)	18 673(a)	14	811	231	251
+ Stansted	14 755	14 604	19 992	-27	151	583	-74
TOTAL (London Area)	2 167 672	1 855 143	1 729 152	7	312 529	279 034	12
Westland Heliport (Battersea)	617	—	—	—	617	349	77
Other UK Airports							
+ Leeds/Bradford	18 138	3 436	3 030	13	14 702	13 400	10
+ Liverpool	39 648	13 123	8 665	51	26 525	26 477	—
+ Manchester	178 038	120 749	123 019	-2	57 290	53 596	7
+ Birmingham	79 996	57 124	54 374	5	22 872	20 416	12
+ Coventry	220	132	213	-38	88	186	-53
+ East Midlands	36 707	23 708	20 887	14	12 999	10 426	25
+ Newcastle	43 110	16 291	13 873	17	26 819	24 499	9
+ Tees-side	14 710	4 328	2 677	62	10 382	7 544	38
+ Bristol	18 661	15 135	16 922	-11	3 526	3 512	—
+ Glamorgan	18 845	13 277	11 594	15	5 567	4 981	12
Swansea	63	31	—	—	32	44	-27
+ Ashford	6 363	6 355	8 836	-28	8	—	—
+ Blackpool	6 756	1 148	2 550	-55	5 608	5 459	3
+ Bournemouth	8 599	3 342	4 841	-31	5 256	4 031	30
+ Cambridge	601	560	392	43	41	51	-20
+ Exeter	4 773	676	..	—	4 097	..	—
Gloucester/Cheltenham	648	—	—	—	648	345	88
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	2 376	—	—	—	2 376	2 254	5
+ Lydd	70	50	437	-89	21	12	75
+ Manston	784	784	462	70	—	—	—
+ Norwich	6 145	4 059	..	—	2 086	..	—
Penzance Heliport	2 080	—	—	—	2 080	2 094	-1
+ Portsmouth	798	—	—	—	798	475	68
+ Southampton	20 707	732	764	-4	19 975	18 574	8
+ Edinburgh	63 275	2 520	1 939	30	60 755	53 802	13
+ Glasgow	165 969	38 172	36 065	6	127 797	114 336	12
+ Prestwick	19 270	16 316	17 473	-7	2 954	4 215	-30
Aberdeen	20 560	849	94	803	19 711	14 777	33
Benbecula	1 760	—	—	—	1 760	1 855	-5
Inverness	10 345	1	59	-98	10 344	9 513	9
Islay	1 342	—	—	—	1 342	1 149	17
+ Kirkwall	5 435	136	102	33	5 300	4 781	11
Stornoway	3 385	1	—	—	3 384	3 392	—
+ Sumburgh	5 678	287	26	1 004	5 391	3 584	50
Tiree	263	—	—	—	263	243	8
Wick	2 664	—	—	—	2 664	2 567	4
+ Belfast	97 775	4 284	4 223	1	93 490	88 196	6
+ Isle of Man	19 520	558	481	16	18 962	18 057	5
TOTAL (Incl. London Area)	3 094 366	2 203 307	2 063 150	7	891 059	798 226	12

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	October— December 1973			October— December 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	12.3	8.3	3.9	10.0	7.3	2.7	22
London — Vienna	9.8	7.6	2.2	7.9	6.8	1.1	23
Other Routes	2.5	0.7	1.8	2.1	0.5	1.6	17
Belgium	65.6	64.2	1.4	59.9	56.4	3.5	9
London — Brussels	45.9	45.3	0.5	38.2	38.0	0.2	20
Other S.E. England — Belgium	14.4	14.3	—	17.1	15.1	2.1	-17
Other Routes	5.4	4.5	0.9	4.5	3.3	1.2	18
Denmark	36.3	28.8	7.5	31.0	25.2	5.8	16
London — Copenhagen	29.7	23.6	6.1	24.9	20.9	4.0	19
Other Routes	6.6	5.3	1.3	6.2	4.3	1.8	6
Finland	5.8	4.8	1.0	4.6	4.1	0.5	26
France	213.2	188.9	24.3	209.6	184.9	24.7	1
London — Nice	7.7	5.8	1.9	7.0	5.7	1.3	10
— Paris	161.2	151.4	9.9	154.3	144.4	9.9	4
— N. France (a)	7.7	7.3	0.4	8.4	7.5	0.9	-9
— Other France	12.4	9.4	3.0	7.8	5.9	1.9	62
Manchester — Paris	5.9	5.7	0.2	5.4	5.1	0.3	9
Other U.K. — Paris	9.3	7.3	2.0	8.1	5.2	2.9	15
Luton — Other France	3.8	—	3.8	4.2	—	4.2	-10
Other S.E. England — France	1.4	1.4	—	11.4	10.8	0.6	-88
Other Routes	3.7	0.5	3.2	3.1	0.4	2.7	21
Germany (Fed. Republic)	165.0	126.5	38.5	153.0	121.3	31.7	7
London — Dusseldorf	23.6	21.7	1.9	21.4	20.8	0.7	10
— Frankfurt	42.4	38.8	3.7	40.7	38.0	2.7	4
— Hamburg	19.0	18.5	0.5	17.6	17.3	0.3	8
— Munich	20.2	13.5	6.7	18.6	12.7	5.9	8
— Other Germany	30.1	25.8	4.3	28.3	24.7	3.6	6
Luton — Germany	16.1	0.1	16.0	10.7	—	10.7	50
Manchester — Germany	7.3	5.7	1.6	7.3	5.4	1.9	-1
Other Routes	6.2	2.5	3.8	8.4	2.4	6.0	-27
Gibraltar	6.9	6.7	0.2	5.3	5.2	0.1	29
Greece	46.7	21.5	25.2	42.4	17.8	24.6	10
Iceland	1.8	1.7	0.1	2.3	2.2	0.1	-22
London — Reykjavik	0.9	0.8	0.1	1.4	1.3	0.1	-35
Glasgow — Reykjavik	0.9	0.9	—	0.8	0.8	—	9
Other Routes	—	—	—	0.1	—	0.1	-98

Table 18 cont.

	October— December 1973			October— December 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	130.2	127.7	2.4	119.4	116.4	3.0	8
London – Cork	9.7	9.6	0.1	8.3	8.3	—	16
– Dublin	68.1	67.6	0.5	60.8	60.7	0.1	12
– Shannon	7.2	6.9	0.3	8.1	6.9	1.2	-12
Manchester – Dublin	11.6	11.4	0.2	11.1	10.9	0.2	4
Birmingham – Dublin	8.8	8.7	—	8.5	8.5	—	3
Glasgow – Dublin	5.4	5.3	—	4.9	4.9	—	9
Liverpool – Dublin	5.5	5.4	—	4.8	4.8	—	16
Leeds/Bradford – Dublin	2.2	2.2	—	2.2	2.1	—	2
Edinburgh – Dublin	1.6	1.6	—	1.5	1.5	—	2
Bristol – Dublin	2.0	1.9	0.1	1.9	1.9	—	5
Other Routes	8.3	7.0	1.2	7.5	6.0	1.5	10
Italy	114.4	63.3	51.1	114.2	55.0	59.2	—
London – Genoa (g)	0.5	—	0.5	0.5	—	0.5	1
– Milan	30.2	22.9	7.4	22.1	18.7	3.4	36
– Rimini (g)	0.5	—	0.5	1.1	—	1.1	-50
– Rome	37.0	27.3	9.7	32.7	24.5	8.2	13
– Venice	5.7	2.9	2.8	6.7	2.7	4.0	-15
– Other Italy	17.2	9.2	8.0	21.9	8.4	12.5	-22
Luton – Rimini	1.6	—	1.6	3.7	—	3.7	-56
– Other Italy	16.2	—	16.2	20.5	—	20.5	-21
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	2.1	—	2.1	2.2	—	2.2	-7
Other Routes	3.4	1.0	2.4	3.0	0.6	2.3	15
Luxembourg	4.9	4.4	0.6	3.7	3.2	0.5	34
London – Luxembourg	4.5	4.4	0.1	3.3	3.2	0.1	36
Other Routes	0.4	—	0.4	0.4	—	0.4	16
Netherlands	132.0	125.7	6.3	110.3	106.1	4.3	19
London – Amsterdam	85.0	81.9	3.1	76.2	72.9	3.3	11
– Rotterdam	18.0	17.9	0.1	16.1	16.0	0.2	11
Other S.E. England – Netherlands	4.3	3.9	0.5	4.1	3.9	0.2	5
Manchester – Amsterdam	8.9	8.6	0.3	7.1	6.9	0.1	25
Other Routes	15.7	13.4	2.3	6.9	6.4	0.5	127
Norway	17.5	14.6	2.9	12.9	11.4	1.5	35
London – Oslo	12.1	10.3	1.8	9.5	8.4	1.1	27
Other Routes	5.4	4.3	1.1	3.4	3.0	0.4	59
Portugal	43.7	18.5	25.2	39.4	16.8	22.5	10
London – Lisbon	19.6	13.8	5.8	18.5	12.5	6.1	5
Other Routes	24.1	4.7	19.4	20.8	4.3	16.5	15
Soviet Union and Eastern Europe (b)	22.9	14.7	8.2	18.7	13.5	5.2	22
London – Moscow	4.9	3.8	1.1	3.7	3.7	—	31
– Prague	2.2	2.2	—	2.2	2.2	0.1	-1
Other Routes	15.8	8.7	7.1	12.8	7.6	5.2	23

Table 18 cont.

	October— December 1973			October— December 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	425.5	70.3	355.3	443.3	59.2	384.1	-5
London – Barcelona	13.3	10.8	2.6	12.3	8.3	4.0	8
– Ibiza	8.6	1.0	7.6	9.9	1.1	8.7	-13
– Madrid	28.4	24.6	3.9	22.0	19.8	2.2	29
– Malaga	19.0	10.7	8.4	17.7	8.1	9.7	7
– Palma	57.9	10.8	47.0	74.0	11.4	62.6	-22
– Other Spain	42.1	11.4	30.7	36.5	8.4	28.1	15
Luton – Alicante	21.2	—	21.1	21.1	—	21.1	—
– Barcelona	3.4	—	3.4	4.7	—	4.7	-28
– Gerona	8.7	—	8.7	9.2	—	9.2	-7
– Ibiza	10.5	—	10.5	10.3	—	10.3	2
– Palma	28.5	—	28.5	38.3	—	38.3	-26
– Other Spain	15.4	—	15.3	15.4	—	15.4	-1
Other S.E. England – Spain	0.5	—	0.5	0.2	—	0.2	100
Manchester – Barcelona	1.5	—	1.5	2.9	—	2.9	-50
– Palma	25.2	—	25.2	29.5	0.2	29.3	-15
Other N. England – Spain	44.4	0.4	44.0	42.5	1.4	41.1	4
Scotland – Spain	22.7	0.1	22.7	24.4	0.1	24.2	-7
Other Routes	74.3	0.5	73.8	72.4	0.3	72.0	2
Sweden	20.3	15.1	5.2	16.3	13.2	3.1	24
London – Stockholm	12.3	10.4	1.9	10.5	9.1	1.4	16
Other Routes	8.0	4.7	3.3	5.8	4.1	1.7	38
Switzerland	73.6	61.2	12.4	69.5	56.9	12.7	5
London – Basle	5.2	5.0	0.2	4.8	4.2	0.6	8
– Geneva	28.6	24.4	4.2	26.1	23.4	2.7	9
– Zurich	34.3	29.0	5.3	32.4	26.7	5.7	5
Luton – Switzerland	2.3	—	2.3	2.9	—	2.9	-19
Other Routes	3.2	2.8	0.3	3.4	2.6	0.8	-7
Yugoslavia	19.0	6.3	12.6	14.6	5.0	9.7	29
London – Dubrovnic	6.0	0.2	5.8	2.0	—	2.0	195
– Ljubljana	1.6	1.0	0.6	1.4	0.5	0.9	18
Luton – Yugoslavia	1.0	—	1.0	2.7	—	2.7	-62
Other Routes	10.3	5.1	5.2	8.5	4.4	4.1	20
Other Europe	59.8	43.4	16.4	39.6	28.1	11.4	51
WESTERN HEMISPHERE							
Canada	70.9	54.3	16.6	59.3	46.6	12.8	19
London – Montreal	12.9	12.8	0.1	10.8	10.5	0.3	19
– Toronto	29.5	20.3	9.1	24.0	18.3	5.7	23
– Other Canada	13.7	9.4	4.3	11.4	7.8	3.7	19
Other U.K. – Montreal	2.0	2.0	—	3.2	3.2	—	38
– Toronto	10.9	8.3	2.6	8.4	5.9	2.5	30
Other Routes	1.9	1.5	0.4	1.6	1.0	0.6	23

Table 18 cont.

	October— December 1973			October— December 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	227.2	196.3	30.9	218.1	187.3	30.8	4
London – New York	92.4	84.0	8.4	89.1	81.0	8.1	3
– Other East Coast U.S.A.	58.0	52.0	6.0	57.8	51.3	6.5	—
– Chicago and Detroit	24.6	19.4	5.2	25.7	21.9	3.8	–5
– West Coast U.S.A.	36.1	31.4	4.7	30.0	25.2	4.9	20
– Other U.S.A.	7.0	3.2	3.8	4.4	1.3	3.1	58
Other U.K. – New York	6.8	5.9	0.9	7.1	6.2	0.9	–5
Other Routes	2.4	0.4	2.0	4.0	0.5	3.5	–41
West Atlantic and Caribbean Islands	18.5	16.5	1.9	18.8	16.0	2.8	–2
Central and South America	7.0	6.8	0.2	6.5	6.3	0.2	8
REST OF THE WORLD							
Canary Islands	25.4	3.8	21.6	22.6	3.4	19.2	12
North Africa (c)	29.2	6.5	22.7	45.5	4.9	40.6	–36
East Africa (d)	11.3	8.4	2.9	17.8	11.5	6.3	–37
Central Africa (e)	5.6	5.6	—	5.1	5.0	—	11
West Africa (d)	9.8	9.0	0.7	7.9	7.4	0.6	23
South Africa	16.9	16.4	0.6	13.3	13.1	0.2	27
Middle East (f)	46.4	45.2	1.3	46.4	43.3	3.1	—
India	17.0	16.8	0.2	9.7	7.6	2.1	75
Pakistan	4.3	4.1	0.2	3.7	3.7	—	16
Far East	41.5	30.4	11.1	34.1	21.4	12.7	21
Australia and New Zealand	19.5	19.4	0.1	15.0	14.8	0.2	30
Other Routes n.e.i.	8.5	6.1	2.4	6.1	3.9	2.2	38
ALL ROUTES	2 176.4	1 462.3	714.1	2 050.0	1 305.3	744.7	6

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		October 1973 —December 1973 (000)	October 1972 —December 1972 (000)	Percentage change
London (a)	Aberdeen	9.3	7.1	31
	Belfast	48.8	45.8	7
	Birmingham	2.6	3.1	-16
	Channel Islands	39.6	33.7	18
	Edinburgh	49.1	43.7	12
	Glasgow	76.3	67.4	13
	Isle of Man	1.8	1.4	29
	Leeds/Bradford	8.6	8.1	6
	Liverpool	9.1	9.2	-1
	Manchester	29.5	28.5	4
	Newcastle	20.2	19.1	6
	Tees-side	8.8	6.7	31
	Other airports	5.2	3.1	68
Belfast	Birmingham	5.9	5.3	11
	East Midlands	3.1	2.7	15
	Edinburgh	1.6	1.5	7
	Glasgow	9.8	9.9	-1
	Isle of Man	1.3	1.4	-7
	Leeds/Bradford	2.7	2.6	4
	Liverpool	3.6	3.5	3
	Manchester	10.0	9.8	2
	Newcastle	1.8	1.9	-5
	Other airports	4.7	3.9	21
Channel Islands	Bournemouth	3.6	2.6	38
	Birmingham	3.9	3.0	30
	Bristol/Glamorgan	3.9	2.9	34
	East Midlands	4.9	3.5	40
	Glasgow	0.9	0.3	200
	Leeds/Bradford	0.6	0.5	20
	Liverpool	1.9	2.0	-5
	Manchester	2.5	1.7	47
	Newcastle	0.4	0.2	100
	Southampton	16.4	15.6	5
	Other airports	4.3	1.2	258
Edinburgh	Birmingham	3.1	2.2	41
	Glasgow	0.5	0.5	—
	Manchester	3.4	2.9	17
	Other airports	3.0	4.0	-25
Glasgow	Birmingham	6.3	5.4	17
	East Midlands	3.9	3.5	11
	Isle of Man	0.6	0.5	20
	Leeds/Bradford	2.2	1.7	29
	Liverpool	2.8	2.9	-3
	Manchester	6.1	6.0	2
	Southampton	2.6	2.0	30
	Other Scottish airports	13.9	12.3	13
	Other airports	3.0	2.4	25
Isle of Man	Blackpool	4.2	4.1	2
	Liverpool	8.0	7.4	8
	Manchester	2.7	2.7	—
	Newcastle	—	—	—
Penzance	Other airports	0.3	0.5	-40
	Isles of Scilly	2.1	2.1	—
Other Routes		21.6	17.8	21
TOTAL		487.0	433.8	—

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

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

Cargo by Type and Nationality of Operator December 1973

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up	
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up			
London Area Airports														
+ Gatwick	4 955·6	—	—	695·7	1 105·0	33·2	1·3	—	—	1 202·0	1 882·8	7·0	28·6	
+ Heathrow	36 104·1	6 920·7	6 737·6	5·4	75·7	9 504·1	11 734·2	131·7	34·4	112·4	108·0	257·3	482·6	
+ Luton	306·9	—	—	0·3	—	—	—	—	—	57·5	198·3	36·6	14·2	
+ Southend	1 614·0	—	—	938·0	574·0	—	—	—	—	23·0	25·0	38·0	16·0	
+ Stansted	1 409·6	—	—	—	—	—	—	—	—	394·2	623·6	101·2	290·6	
TOTAL (London Area)	44 390·2	6 920·7	6 737·6	1 639·4	1 754·7	9 537·3	11 735·5	131·7	34·4	1 789·1	2 837·7	440·1	832·0	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	41·8	17·7	12·7	1·0	2·2	4·6	3·2	—	—	0·4	—	—	—	
+ Liverpool	1 503·9	81·0	638·8	1·9	0·8	91·0	48·0	—	—	277·0	0·3	89·6	275·5	
+ Manchester	3 557·3	723·5	601·9	8·5	6·0	925·3	1 213·3	—	—	1·0	8·9	17·1	51·8	
+ Birmingham	259·0	62·9	63·4	10·7	2·0	49·1	61·7	—	—	—	0·4	5·3	3·5	
+ Coventry	15·5	—	—	0·2	—	—	—	—	—	—	15·3	—	—	
+ East Midlands	576·4	0·2	—	151·4	210·3	—	—	—	—	3·0	126·7	20·9	63·9	
+ Newcastle	298·1	17·0	28·5	25·6	25·3	—	—	—	—	174·3	16·6	—	10·8	
+ Tees-side	119·5	0·8	0·2	8·8	5·3	—	—	—	—	100·6	0·2	3·6	—	
+ Bristol	71·1	5·8	4·4	0·6	—	37·6	22·7	—	—	—	—	—	—	
+ Glamorgan	34·7	0·3	7·2	0·4	1·8	—	1·4	—	—	—	13·1	2·7	7·8	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Ashford	444·6	—	—	148·6	296·0	—	—	—	—	—	—	—	—	
+ Blackpool	46·1	—	—	6·4	27·8	—	—	—	—	2·1	9·8	—	—	
+ Bournemouth	309·3	—	—	202·0	107·3	—	—	—	—	—	—	—	—	
+ Cambridge	303·2	—	—	—	—	—	—	—	—	—	10·8	131·8	160·6	
+ Exeter	30·0	—	—	22·0	8·0	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	10·4	7·7	2·7	—	—	—	—	—	—	—	—	—	—	
+ Lydd	13·4	—	—	—	—	—	—	—	—	—	—	—	13·4	
+ Manston	336·7	—	—	—	—	—	—	—	—	154·8	119·3	37·7	24·9	
+ Norwich	24·9	—	—	13·1	6·5	—	—	—	—	3·4	1·9	—	—	
Penzance Heliport	10·4	2·7	7·7	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	2·8	—	—	0·1	2·7	—	—	—	—	—	—	—	—	
+ Southampton	41·1	1·9	5·2	11·4	22·5	—	—	—	—	0·1	—	—	—	
+ Edinburgh	257·5	120·8	56·9	28·8	34·2	3·6	8·8	—	—	—	4·4	—	—	
+ Glasgow	1 922·9	464·3	492·6	98·4	89·4	221·5	335·9	—	—	144·0	9·4	5·2	62·2	
+ Prestwick	2 003·9	403·0	199·3	3·0	1·9	326·0	424·5	—	—	5·2	23·4	23·2	594·4	
Aberdeen	75·6	21·5	37·6	2·7	2·7	—	—	—	—	3·2	7·9	—	—	
Benbecula	13·7	9·4	4·3	—	—	—	—	—	—	—	—	—	—	
Inverness	34·7	8·8	25·9	—	—	—	—	—	—	—	—	—	—	
Islay	6·2	2·8	3·4	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	35·0	24·9	6·5	—	—	0·1	—	—	—	0·7	2·8	—	—	
Stornoway	37·8	9·1	4·3	20·8	3·6	—	—	—	—	—	—	—	—	
+ Sumburgh	39·0	18·0	9·5	—	—	—	—	—	—	6·1	3·7	1·7	—	
Tiree	1·2	0·8	0·4	—	—	—	—	—	—	—	—	—	—	
Wick	7·4	5·0	1·7	—	—	—	—	—	—	—	0·7	—	—	
+ Belfast	1 190·1	775·3	226·7	110·1	44·8	4·3	7·8	—	—	—	—	—	21·1	
+ Isle of Man	252·7	162·9	44·3	38·4	7·1	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	58 318·1	9 868·8	9 223·7	2 554·3	2 662·9	11 200·4	13 862·8	131·7	34·4	2 665·0	3 213·3	778·9	2 121·9	
Channel Islands Airports														
Alderney	16·8	—	—	10·9	0·9	—	—	—	—	1·9	3·1	—	—	
Guernsey	703·9	100·6	37·1	145·4	217·8	—	—	—	—	76·1	126·9	—	—	
Jersey	863·6	222·2	137·1	242·1	90·2	5·6	6·6	—	—	112·9	44·6	—	2·3	
TOTAL (Channel Islands Airports)	1 584·3	322·8	174·2	398·4	308·9	5·6	6·6	—	—	190·9	174·6	—	2·3	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	October 1973 –December 1973 (tonnes)	October 1972 –December 1972 (tonnes)	Percentage change
London Area Airports			
+Gatwick	4 563.7	3 566.2	28.0
+Heathrow	40 047.3	36 486.6	9.8
+Luton	285.5	375.6	–24.0
+Southend	2 092.3	1 818.9	15.0
+Stansted	1 482.6	1 013.0	46.4
TOTAL (London Area)	48 471.4	43 260.3	12.0
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	60.5	78.1	–22.5
+Liverpool	1 398.3	1 344.6	4.0
+Manchester	3 857.4	3 503.8	10.1
+Birmingham	335.9	266.6	26.0
+Coventry	13.6	287.2	–95.3
+East Midlands	551.0	285.4	93.1
+Newcastle	205.8	127.6	61.3
+Tees-side	56.1	35.4	58.5
+Bristol	70.1	64.7	8.3
+Glamorgan	33.2	22.4	48.2
Swansea	—	—	—
+Ashford	412.6	340.1	21.3
+Blackpool	48.5	58.0	–16.4
+Bournemouth	259.0	127.8	102.7
+Cambridge	240.3	136.8	75.7
+Exeter	20.6	..	..
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8.5	4.8	77.1
+Lydd	16.8	3.4	394.1
+Manston	355.0	482.0	–26.3
+Norwich	27.5	..	..
Penzance Heliport	8.1	4.6	76.1
+Portsmouth	3.4	1.6	112.5
+Southampton	71.2	128.4	–44.5
+Edinburgh	333.9	333.0	0.3
+Glasgow	1 959.1	1 680.1	16.6
+Prestwick	2 006.9	1 327.5	51.2
Aberdeen	86.8	76.9	12.9
Benbecula	18.0	19.0	–5.3
Inverness	41.1	40.6	1.2
Islay	5.3	12.6	–57.9
+Kirkwall	38.4	42.3	–9.2
Stornoway	39.4	41.5	–5.1
+Sumburgh	41.4	40.2	3.0
Tiree	1.4	1.4	—
Wick	8.5	7.2	18.1
+Belfast	1 335.8	1 685.0	–20.7
+Isle of Man	314.1	349.0	–10.0
TOTAL (Incl. London Area)	62 754.9	56 219.9	11.6
Channel Islands Airports			
Alderney	19.7	19.8	–0.5
Guernsey	716.2	758.7	–5.6
Jersey	1 065.2	1 051.7	1.3
TOTAL (Channel Islands Airports)	1 801.1	1 830.2	–1.6

All Scheduled Services December 1973

	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 Overseas Division	12 710	3 638	16 245	232 387	2 363 782	1 594 181	67.4	6 697	309 919	196 420	11 144	42 422	142 854	63.4
British Airways European Division	6 522	9 359	13 141	618 735	722 855	428 181	59.2	4 634	76 790	41 675	1 226	4 299	36 150	54.3
British Airways Helicopters	13	210	71	1 280	100	76	76.0	12	11	7	—	1	6	63.6
British Airways Regional Division—														
Channel Islands Airways	373	1 137	1 178	50 492	27 536	16 848	61.2	254	2 565	1 505	26	69	1 410	58.7
Scottish Airways	329	1 325	1 207	38 891	21 314	13 109	61.5	214	1 871	1 166	20	43	1 103	62.3
Cambrian Airways	297	1 213	1 009	38 934	19 409	11 991	61.8	836	1 973	1 155	6	192	957	58.5
Northeast Airlines	227	583	625	33 089	20 856	13 520	64.8	83	1 860	1 154	—	34	1 120	62.0
British Caledonian Airways	2 636	2 299	4 303	96 400	319 445	169 873	53.2	1 449	36 777	19 369	309	4 011	15 049	52.7
Air Anglia	51	176	145	4 144	2 246	1 483	66.0	19	203	141	—	6	135	69.5
Alidair	22	37	57	345	969	370	38.2	7	120	39	—	8	31	32.5
Aurigny Air Services	64	1 215	382	9 877	761	516	67.8	42	71	43	—	2	41	60.6
British Air Ferries	110	526	514	12 779	4 168	2 412	57.9	1 457	773	539	—	320	219	69.7
British Island Airways	176	1 016	773	19 236	6 119	3 673	60.0	691	807	453	34	107	312	56.1
British Midland Airways	373	921	1 051	27 299	27 048	11 973	44.3	128	2 177	1 022	—	51	971	46.9
Brymon Airways	15	77	71	398	134	77	57.5	—	11	6	—	—	6	54.6
*Dan-Air Services (Scheduled Services Division)	187	743	669	15 358	9 107	4 537	49.8	—	744	371	—	—	371	49.9
Intra Airways	8	70	41	707	119	64	53.8	—	10	5	—	—	5	50.0
J F Airlines	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Loganair	24	205	134	730	195	88	45.1	—	18	8	—	—	8	44.4
TOTAL Passenger Services	24 137	24 750	41 616	1 201 081	3 546 163	2 272 972	64.1	16 523	436 700	265 078	12 765	51 565	200 748	60.7
Cargo Services														
British Airways Overseas Division	1 125	352	1 445					2 653	33 051	21 331	647	20 684		64.5
British Airways European Division	200	355	506					6 521	3 772	2 243	161	2 082		59.5
British Caledonian Airways	62	22	83					215	1 869	1 383	20	1 363		74.0
Air-Bridge Carriers	19	43	66					296	183	129	—	129		70.5
Air Freight	43	188	214					445	148	99	—	99		66.9
British Air Ferries	4	9	10					45	27	19	—	19		70.4
British Island Airways	56	95	189					161	256	92	13	79		35.9
Intra Airways	6	33	28					70	21	12	—	12		57.1
TOTAL Cargo Services	1 515	1 097	2 541					10 406	39 327	25 308	841	24 467		64.4
GRAND TOTAL	25 652	25 847	44 157	1 201 081	3 546 163	2 272 972	64.1	26 929	476 027	290 386	13 606	76 032	200 748	61.0

*formerly Dan-Air/Skyways

International Scheduled Services December 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 Overseas Division	12 710	3 638	16 245	232 387	2 363 782	1 594 181	67.4	6 697	309 919	196 420	11 144	42 422	142 854	63.4
British Airways European Division	5 573	7 387	11 009	451 449	616 665	349 054	56.6	4 031	65 218	34 453	1 108	3 808	29 537	52.8
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	101	222	261	10 114	9 096	4 448	48.9	90	929	424	1	46	377	45.6
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	101	273	274	10 580	8 084	4 651	57.5	33	699	387	—	16	371	55.4
Northeast Airlines	87	169	226	7 509	8 074	4 066	50.4	27	767	349	—	12	337	45.5
British Caledonian Airways	2 184	1 452	3 325	57 265	280 477	148 853	53.1	1 018	32 980	17 405	277	3 811	13 317	52.8
Air Anglia	25	96	70	2 589	1 077	667	61.9	16	97	64	—	4	60	66.0
Alidair	22	37	57	345	969	370	38.2	7	120	39	—	8	31	32.5
Aurigny Air Services	8	85	46	437	64	43	67.2	—	6	3	—	—	3	50.0
British Air Ferries	110	526	514	12 779	4 168	2 412	57.9	1 457	773	539	—	320	219	69.7
British Island Airways	31	104	114	2 551	1 533	734	47.9	10	141	65	—	3	62	46.1
British Midland Airways	136	289	355	5 555	9 931	3 117	31.4	45	787	275	—	19	256	34.9
Brymon Airways	5	26	24	119	45	23	51.1	—	4	2	—	—	2	50.0
*Dan-Air Services (Scheduled Services Division)	82	245	274	7 086	3 855	1 969	51.1	—	315	161	—	—	161	51.1
Intra Airways	4	58	24	640	87	44	50.6	—	7	3	—	—	3	42.9
J F Airlines	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	21 179	14 607	32 818	801 405	3 307 907	2 114 632	63.9	13 431	412 762	250 589	12 530	50 469	187 590	60.7
Cargo Services														
British Airways Overseas Division	1 125	352	1 445					2 653	33 051	21 331	647	20 684		64.5
British Airways European Division	134	178	319					3 864	2 581	1 563	59	1 504		60.6
British Caledonian Airways	62	22	83					215	1 869	1 383	20	1 363		74.0
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—
Air Freight	43	188	214					445	148	99	—	99		66.9
British Air Ferries	4	9	10					45	27	19	—	19		70.4
British Island Airways	56	95	189					161	256	92	13	79		35.9
Intra Airways	—	—	—					—	—	—	—	—		—
TOTAL Cargo Services	1 424	844	2 260					7 383	37 932	24 487	739	23 748		64.6
GRAND TOTAL	22 603	15 451	35 078	801 405	3 307 907	2 114 632	63.9	20 814	450 694	275 076	13 269	74 217	187 590	61.0

*formerly Dan-Air/Skyways

Independents
carrying
2186

Domestic Scheduled Services December 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways European Division	949	1 972	2 132	167 286	106 190	79 127	74.5	603	11 572	7 222	118	491	6 613	62.4
British Airways Helicopters	13	210	71	1 280	100	76	76.0	12	11	7	—	1	6	63.6
British Airways Regional Division—														
Channel Islands Airways	271	915	917	40 378	18 441	12 400	67.2	164	1 636	1 082	25	23	1 034	66.1
Scottish Airways	329	1 325	1 207	38 891	21 314	13 109	61.5	214	1 871	1 166	20	43	1 103	62.3
Cambrian Airways	196	940	735	28 354	11 325	7 340	64.8	803	1 274	768	6	176	586	60.3
Northeast Airlines	140	414	399	25 580	12 782	9 454	74.0	57	1 093	804	—	21	783	73.6
British Caledonian Airways	452	847	978	39 135	38 968	21 019	53.9	431	3 797	1 964	32	200	1 732	51.7
Air Anglia	27	80	75	1 555	1 168	817	70.0	3	106	76	—	2	74	71.7
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	56	1 130	336	9 440	697	473	67.9	42	65	40	—	2	38	61.5
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	145	912	659	16 685	4 586	2 939	64.1	681	666	388	34	104	250	58.3
British Midland Airways	237	632	696	21 744	17 118	8 856	51.7	83	1 391	747	—	32	715	53.7
Brymon Airways	10	51	47	279	89	54	60.7	—	7	4	—	—	4	57.1
*Dan-Air Services (Scheduled														
Services Division)	104	498	395	8 272	5 252	2 568	48.9	—	429	210	—	—	210	49.0
Intra Airways	4	12	17	67	32	20	62.5	—	3	2	—	—	2	66.7
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	24	205	134	730	195	88	45.1	—	18	8	—	—	8	44.4
TOTAL Passenger Services	2 957	10 143	8 798	399 676	238 257	158 340	66.5	3 093	23 939	14 488	235	1 095	13 158	60.5
Cargo Services														
British Airways Overseas Division	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways European Division	66	177	187	—	—	—	—	2 657	1 191	680	102	578	—	57.1
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	19	43	66	—	—	—	—	296	183	129	—	129	—	70.5
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	6	33	28	—	—	—	—	70	21	12	—	12	—	57.1
TOTAL Cargo Services	91	253	281	—	—	—	—	3 023	1 395	821	102	719	—	58.9
GRAND TOTAL	3 048	10 396	9 079	399 676	238 257	158 340	66.5	6 116	25 334	15 309	337	1 814	13 158	60.4

*formerly Dan-Air/Skyways.

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

All Non-scheduled Services December 1973 Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways Overseas Division	1 228	357	1 739	23 776
British Airways European Division	414	573	838	4 954
British Airways Helicopters	106	740	475	213
British Airways Regional Division—				
Channel Islands Airways	21	65	68	131
Cambrian Airways	173	192	302	1 299
Northeast Airlines	144	128	241	1 471
British Airtours	475	245	672	8 153
British Caledonian Airways	1 722	998	2 664	32 658
Air Anglia	38	99	140	118
Air-Bridge Carriers	6	10	19	57
Air Freight	23	37	102	70
Air London	10	47	54	6
Alidair	81	133	211	514
Beecham Imperial	10	12	19	7
Bristow Helicopters	198	772	1 063	329
Britannia Airways	1 747	1 257	2 789	19 377
British Air Ferries	14	15	115	96
British Island Airways	94	304	376	429
British Midland Airways	415	282	586	6 041
Brymon Airways	1	5	4	1
Court-Line Aviation	973	669	1 631	14 831
Dan-Air Services	1 972	1 350	3 262	19 935
*Dan-Air Services (Scheduled Services Division)	13	22	44	53
Directair	6	20	28	7
Donaldson International Airways	298	104	412	6 424
Eagle Flying Services	8	27	27	4
Eastern Seaboard	1	4	6	1
Fairflight Charters	38	86	197	40
Haywards Aviation	3	10	14	3
Humber Airways	1	6	5	—
International Aviation Services	346	143	750	5 800
Intra Airways	11	34	55	33
Invicta International Airlines	177	93	355	3 384
J F Airlines	..	..	..	..
Laker Airways	1 362	680	2 126	20 654
Loganair	67	536	320	54
MAM Aviation	23	30	54	19
Macedonian Aviation	10	19	44	31
McAlpine Aviation	151	340	347	113
Merlot International Aviation	18	28	33	14
Monarch Airlines	672	330	1 090	9 678
Moseley Aviation	10	25	31	5
Northern Air Taxis	57	140	244	26
Northern Executive Aviation	5	17	23	7
Peters Aviation	22	63	113	34
Thurston Aviation	12	38	57	10
Trader Airways	30	51	72	19
Tradewinds Airways	491	132	887	11 582
Trans-Meridian Air Cargo	431	154	779	11 729
Vernair Transport	8	17	26	4
TOTAL	14 136	11 439	25 509	204 194

*formerly Dan-Air/Skyways

International Non-scheduled Services December 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways Overseas Division	1 228	357	1 739	23 776
British Airways European Division	384	483	758	4 650
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	8	25	26	53
Cambrian Airways	167	150	277	1 269
Northeast Airlines	139	112	224	1 437
British Airtours	475	245	672	8 153
British Caledonian Airways	1 720	994	2 659	32 641
Air Anglia	18	35	59	58
Air-Bridge Carriers	6	10	19	57
Air Freight	23	37	102	70
Air London	3	11	15	4
Alidair	61	63	152	388
Beecham Imperial	10	12	19	7
Bristow Helicopters	—	—	—	—
Britannia Airways	1 747	1 257	2 789	19 377
British Air Ferries	14	15	115	96
British Island Airways	51	149	191	230
British Midland Airways	407	269	570	5 994
Brymon Airways	1	3	2	—
Court-Line Aviation	973	669	1 631	14 831
Dan-Air Services	1 948	1 292	3 203	19 723
*Dan-Air Services (Scheduled Services Division)	10	16	32	40
Directair	3	8	13	3
Donaldson International Airways	298	104	412	6 424
Eagle Flying Services	5	17	15	2
Eastern Seaboard	1	2	3	1
Fairflight Charters	35	78	177	37
Haywards Aviation	1	4	6	1
Humber Airways	—	—	—	—
International Aviation Services	346	143	750	5 800
Intra Airways	8	23	37	23
Invicta International Airlines	177	93	355	3 384
J F Airlines	..	..	..	..
Laker Airways	1 362	680	2 126	20 654
Loganair	—	—	—	—
MAM Aviation	20	20	42	16
Macedonian Aviation	9	16	39	28
McAlpine Aviation	95	121	171	78
Merlot International Aviation	16	23	29	12
Monarch Airlines	672	330	1 090	9 678
Moseley Aviation	4	7	12	2
Northern Air Taxis	6	14	24	3
Northern Executive Aviation	—	2	2	—
Peters Aviation	7	19	36	11
Thurston Aviation	6	15	32	6
Trader Airways	27	37	59	18
Tradewinds Airways	491	132	887	11 582
Trans-Meridian Air Cargo	431	154	779	11 729
Vernair Transport	6	10	18	3
TOTAL	13 419	8 256	22 368	202 349

*formerly Dan-Air/Skyways

Domestic Non-scheduled Services December 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways Overseas Division	—	—	—	—
British Airways European Division	30	90	80	304
British Airways Helicopters	106	740	475	213
British Airways Regional Division—				
Channel Islands Airways	12	40	42	78
Cambrian Airways	6	42	25	30
Northeast Airlines	5	16	17	33
British Airtours	—	—	—	—
British Caledonian Airways	2	4	5	18
Air Anglia	20	64	81	60
Air-Bridge Carriers	—	—	—	—
Air Freight	—	—	—	—
Air London	7	36	39	2
Alidair	20	70	59	126
Beecham Imperial	—	—	—	—
Bristow Helicopters	198	772	1 063	329
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
British Island Airways	43	155	185	200
British Midland Airways	8	13	16	48
Brymon Airways	—	2	2	—
Court-Line Aviation	—	—	—	—
Dan-Air Services	24	58	59	212
*Dan-Air Services (Scheduled Services Division)	3	6	12	13
Directair	3	12	15	3
Donaldson International Airways	—	—	—	—
Eagle Flying Services	3	10	12	2
Eastern Seaboard	1	2	3	1
Fairflight Charters	3	8	20	3
Haywards Aviation	2	6	8	2
Humber Airways	1	6	5	—
International Aviation Services	—	—	—	—
Intra Airways	4	11	18	10
Invicta International Airlines	—	—	—	—
J F Airlines	..	..	..	..
Laker Airways	—	—	—	—
Loganair	67	536	320	54
MAM Aviation	4	10	12	3
Macedonian Aviation	1	3	5	3
McAlpine Aviation	56	219	176	35
Merlot International Aviation	2	5	4	2
Monarch Airlines	—	—	—	—
Moseley Aviation	6	18	19	3
Northern Air Taxis	51	126	220	23
Northern Executive Aviation	5	15	21	6
Peters Aviation	15	44	77	23
Thurston Aviation	5	23	25	5
Trader Airways	3	14	13	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	3	7	8	1
TOTAL	719	3 183	3 141	1 846

*formerly Dan-Air/Skyways

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

All Inclusive Tour Charters December 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways Overseas Division	—	—	—	—	—	—	—	—
British Airways European Division	184	150	294	1 746	11 138	19 579	13 369	68.3
British Airways Regional Division—								
Cambrian Airways	161	144	266	1 226	6 302	13 856	9 580	69.1
Northeast Airlines	126	97	193	1 339	9 306	15 543	12 334	79.4
British Airtours	281	142	407	4 816	20 005	53 027	37 775	71.2
British Caledonian Airways	836	646	1 383	9 536	50 200	99 740	71 821	72.0
British Caledonian Airways (D)	(2)	(4)	(5)	(18)	(132)	(197)	(81)	(41.1)
Alidair	10	6	23	62	307	761	499	65.6
Britannia Airways	1 634	1 087	2 584	18 116	106 832	212 427	160 842	75.7
Court-Line Aviation	701	500	1 186	8 505	52 296	98 553	74 800	75.9
Dan-Air Services	1 446	948	2 378	13 754	81 975	173 257	128 908	74.4
Invicta International Airlines	2	2	4	24	211	263	190	72.2
Laker Airways	721	365	1 095	7 043	28 265	81 967	54 725	66.8
Monarch Airlines	410	218	605	6 109	27 452	67 861	52 264	77.0
TOTAL	6 512	4 305	10 418	72 276	394 289	836 834	617 107	73.7

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

Table 25 covers all operations performed under Class 2 Licences

Advance Booking Charters December 1973

Table 25

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways Overseas Division	108	19	145	1 933	1 931	16 375	10 893	66.5
British Airways Regional Division—								
British Airtours	8	2	9	129	157	1 439	1 196	83.1
British Caledonian Airways	11	2	15	284	212	2 072	1 143	55.2
Laker Airways	91	16	119	2 141	2 883	20 834	16 456	79.0
TOTAL	218	39	288	4 487	5 183	40 720	29 688	72.9

There were no US originating passengers in December 1973.

All Other Separate Fare Charters December 1973

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways Overseas Division	639	172	888	13 047	10 683	114 968	99 283	86.4
British Airways European Division	9	18	23	144	68	80	25	31.3
British Airways Regional Division—								
Cambrian Airways	5	40	23	26	680	283	99	35.0
Northeast Airlines	11	13	24	89	985	1 071	862	80.5
British Airtours	76	68	126	1 303	7 891	14 347	8 705	60.7
British Caledonian Airways	145	126	252	2 509	9 350	20 117	16 796	83.5
Britannia Airways	1	1	2	16	120	190	175	92.1
British Island Airways	33	115	142	150	3 321	1 629	941	57.8
British Midland Airways	1	2	2	7	132	88	80	90.9
Court-Line Aviation	140	107	244	2 327	11 182	26 880	23 798	88.5
Dan-Air Services	130	124	224	1 408	11 315	17 746	14 008	78.9
*Dan-Air Services (Scheduled Services Division)	8	14	26	31	452	382	229	60.0
Intra Airways	1	5	3	2	119	20	14	70.0
Invicta International Airlines	7	14	17	94	1 875	1 049	958	91.3
Laker Airways	58	24	80	720	1 481	7 834	6 062	77.4
Loganair	26	301	124	19	1 114	212	71	33.5
Monarch Airlines	45	15	98	563	710	5 691	4 002	70.3
TOTAL	1 335	1 159	2 298	22 455	61 478	212 587	176 108	82.8

*formerly Dan Air/Skyways

International Other Separate Fare Charters December 1973

Table 26.2

	Aircraft—km (000)	Stage flights	Aircraft hours	Tonne—km available (000)	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available
British Airways Overseas Division	639	172	888	13 047	10 683	114 968	99 283	86.4
British Airways European Division	9	18	23	144	68	80	25	31.3
British Airways Regional Division—								
Cambrian Airways	—	—	—	—	—	—	—	—
Northeast Airlines	10	11	22	77	803	937	764	81.5
British Airtours	76	68	126	1 303	7 891	14 347	8 705	60.7
British Caledonian Airways	145	126	252	2 509	9 350	20 117	16 796	83.5
Britannia Airways	1	1	2	16	120	190	175	92.1
British Island Airways	—	—	—	—	—	—	—	—
British Midland Airways	1	2	2	7	132	88	80	90.9
Court-Line Aviation	140	107	244	2 327	11 182	26 880	23 798	88.5
Dan-Air Services	130	124	224	1 408	11 315	17 746	14 008	78.9
*Dan-Air Services (Scheduled Services Division)	8	14	26	31	452	382	229	60.0
Intra Airways	1	5	3	2	119	20	14	70.0
Invicta International Airlines	7	14	17	94	1 875	1 049	958	91.3
Laker Airways	58	24	80	720	1 481	7 834	6 062	77.4
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	45	15	98	563	710	5 691	4 002	70.3
TOTAL	1 270	701	2 007	22 248	56 181	210 329	174 899	83.2

*formerly Dan-Air/Skyways

Domestic Other Separate Fare Charters December 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways								
Overseas Division	—	—	—	—	—	—	—	—
British Airways								
European Division	—	—	—	—	—	—	—	—
British Airways Regional Division—								
Cambrian Airways	5	40	23	26	680	283	99	35.0
Northeast Airlines	1	2	2	11	182	133	99	74.4
British Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Britannia Airways	—	—	—	—	—	—	—	—
British Island Airways	33	115	142	150	3 321	1 629	941	57.8
British Midland Airways	—	—	—	—	—	—	—	—
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
*Dan-Air Services (Scheduled Services Division)	—	—	—	—	—	—	—	—
Intra Airways	—	—	—	—	—	—	—	—
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	26	301	124	19	1 114	212	71	33.5
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	65	458	291	206	5 297	2 257	1 210	53.6

*formerly Dan-Air/Skyways

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

All Exempt Services and Sub-charters December 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways Overseas Division	481	166	706	8 797
British Airways European Division	221	405	521	3 064
British Airways Helicopters	106	740	475	213
British Airways Regional Division—				
Channel Islands Airways	21	65	68	131
Cambrian Airways	6	8	13	47
Northeast Airlines	7	18	24	43
British Airtours	111	33	130	1 904
British Caledonian Airways	731	224	1 014	20 329
Air Anglia	38	99	140	118
Air-Bridge Carriers	6	10	19	57
Air Freight	23	37	102	70
Air London	10	47	54	6
Alidair	71	127	188	452
Beecham Imperial	10	12	19	7
Bristow Helicopters	198	772	1 063	329
Britannia Airways	111	169	203	1 245
British Air Ferries	14	15	115	96
British Island Airways	62	189	234	279
British Midland Airways	414	280	584	6 034
Brymon Airways	1	5	4	1
Court-Line Aviation	133	62	201	3 999
Dan-Air Services	397	278	660	4 773
*Dan-Air Services (Scheduled Services Division)	5	8	18	22
Directair	7	20	28	7
Donaldson International Airways	298	104	412	6 424
Eagle Flying Services	8	27	27	4
Eastern Seaboard	1	4	6	1
Fairflight Charters	38	86	197	40
Haywards Aviation	3	10	14	3
Humber Airways	1	6	5	—
International Aviation Services	346	143	750	5 800
Intra Airways	11	29	52	32
Invicta International Airlines	168	77	334	3 266
JF Airlines	..	..	..	..
Laker Airways	492	275	832	10 751
Loganair	40	235	196	35
MAM Aviation	23	30	54	19
Macedonian Aviation	10	19	44	31
McAlpine Aviation	151	340	347	113
Merlot International Aviation	18	28	33	14
Monarch Airlines	218	97	387	3 005
Moseley Aviation	10	25	31	5
Northern Air Taxis	57	140	244	26
Northern Executive Aviation	5	17	23	7
Peters Aviation	22	63	113	34
Thurston Aviation	12	38	57	10
Trader Airways	30	51	72	19
Tradewinds Airways	491	132	887	11 582
Trans-Meridian Air Cargo	431	154	779	11 729
Vernair Transport	8	17	26	4
TOTAL	6 076	5 936	12 505	104 977

*formerly Dan Air/Skyways

International Exempt Services and Sub-charters December 1973

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways Overseas Division	481	166	706	8 797
British Airways European Division	191	315	441	2 760
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	8	25	26	53
Cambrian Airways	6	6	11	44
Northeast Airlines	3	4	9	21
British Airtours	111	33	130	1 904
British Caledonian Airways	731	224	1 014	20 329
Air Anglia	18	35	59	58
Air-Bridge Carriers	6	10	19	57
Air Freight	23	37	102	70
Air London	3	11	15	4
Alidair	51	57	129	326
Beecham Imperial	10	12	19	7
Bristow Helicopters	—	—	—	—
Britannia Airways	111	169	203	1 245
British Air Ferries	14	15	115	96
British Island Airways	51	149	191	230
British Midland Airways	406	267	568	5 986
Brymon Airways	1	3	2	—
Court-Line Aviation	133	62	201	3 999
Dan-Air Services	373	220	601	4 561
*Dan-Air Services (Scheduled Services Division)	2	2	6	9
Directair	3	8	13	3
Donaldson International Airways	298	104	412	6 424
Eagle Flying Services	5	17	15	2
Eastern Seaboard	1	2	3	1
Fairflight Charters	35	78	177	37
Haywards Aviation	1	4	6	1
Humber Airways	—	—	—	—
International Aviation Services	346	143	750	5 800
Intra Airways	7	18	34	21
Invicta International Airlines	168	77	334	3 266
JF Airlines	..	..	..	..
Laker Airways	492	275	832	10 751
Loganair	—	—	—	—
MAM Aviation	20	20	42	16
Macedonian Aviation	9	16	39	28
McAlpine Aviation	95	121	171	78
Merlot International Aviation	16	23	29	12
Monarch Airlines	218	97	387	3 005
Moseley Aviation	4	7	12	2
Northern Air Taxis	6	14	24	3
Northern Executive Aviation	—	2	2	—
Peters Aviation	7	19	36	11
Thurston Aviation	6	15	32	6
Trader Airways	27	37	59	18
Tradewinds Airways	491	132	887	11 582
Trans-Meridian Air Cargo	431	154	779	11 729
Vernair Transport	6	10	18	3
TOTAL	5 425	3 215	9 660	103 355

*formerly Dan-Air/Skyways

Domestic Exempt Services and Sub-charters December 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways Overseas Division	—	—	—	—
British Airways European Division	30	90	80	304
British Airways Helicopters	106	740	475	213
British Airways Regional Division—				
Channel Islands Airways	12	40	42	78
Cambrian Airways	1	2	2	3
Northeast Airlines	4	14	15	22
British Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	20	64	81	60
Air-Bridge Carriers	—	—	—	—
Air Freight	—	—	—	—
Air London	7	36	39	2
Alidair	20	70	59	126
Beecham Imperial	—	—	—	—
Bristow Helicopters	198	772	1 063	329
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
British Island Airways	11	40	43	50
British Midland Airways	8	13	16	48
Brymon Airways	—	2	2	—
Court-Line Aviation	—	—	—	—
Dan-Air Services	24	58	59	212
*Dan-Air Services (Scheduled Services Division)	3	6	12	13
Directair	3	12	15	3
Donaldson International Airways	—	—	—	—
Eagle Flying Services	3	10	12	2
Eastern Seaboard	1	2	3	1
Fairflight Charters	3	8	20	3
Haywards Aviation	2	6	8	2
Humber Airways	1	6	5	—
International Aviation Services	—	—	—	—
Intra Airways	4	11	18	10
Invicta International Airlines	—	—	—	—
JF Airlines	..	..	..	..
Laker Airways	—	—	—	—
Loganair	40	235	196	35
MAM Aviation	4	10	12	3
Macedonian Aviation	1	3	5	3
McAlpine Aviation	56	219	176	35
Merlot International Aviation	2	5	4	2
Monarch Airlines	—	—	—	—
Moseley Aviation	6	18	19	3
Northern Air Taxis	51	126	220	23
Northern Executive Aviation	5	15	21	6
Peters Aviation	15	44	77	23
Thurston Aviation	5	23	25	5
Trader Airways	3	14	13	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	3	7	8	1
TOTAL	652	2 721	2 845	1 621

*formerly Dan-Air/Skyways

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines

December 1973

Table 28.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of Nov 1973	End of Dec 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	14	15	874	—	4 889	—	3 479	112 128	860 502
BAC VC10	13	13	915	—	3 212	—	2 623	31 917	156 481
BAC VC10 Super	16	16	1 359	—	5 825	—	3 797	57 018	384 302
Boeing 707 120/120B/138B	2	2	214	—	442	—	2 599	21 875	31 378
Boeing 707 320C/336C/321	26	28	1 268	506	5 376	2 111	2 996	85 390	389 477
Boeing 707 420/436	18	18	829	—	3 417	—	2 072	68 843	308 332
Comet 4	15	13	647	53	1 522	51	1 424	57 072	79 310
Boeing 720B	3	3	206	—	602	—	2 362	25 521	53 794
Boeing 727 100	3	3	244	—	618	—	2 424	25 647	45 148
Lockheed 1011 Tristar	2	2	73	—	310	—	2 307	21 475	68 337
Trident 1C	20	20	2 217	—	2 714	—	1 595	160 556	90 950
Trident 1E	4	4	269	—	372	—	1 095	23 914	19 592
Trident 2E	15	15	1 026	—	2 496	—	1 956	46 606	78 137
Trident 3B	26	26	2 735	—	4 138	—	1 872	226 832	176 822
DC10	2	2	107	—	529	—	3 113	20 232	74 695
BAC 1-11 200	7	7	1 019	—	1 090	—	1 832	40 121	21 107
BAC 1-11 300/400	14	14	1 083	5	2 439	6	2 055	53 823	84 421
BAC 1-11 500	40	40	5 549	19	7 253	20	2 197	317 010	228 279
Boeing 737 200	11	11	1 242	15	2 774	15	2 982	122 177	171 292
HS 125	16	16	232	68	320	49	274	783	580
Argosy	2	2	—	53	—	85	500	—	—
Britannia 300	7	8	119	148	474	764	1 851	7 945	14 277
Canadair CL 44	13	13	—	286	—	1 668	1 686	—	—
Vanguard 952/953	8	9	162	102	358	367	945	12 476	11 744
Merchantman	9	9	—	717	—	1 156	1 511	—	—
Viscount 700	2	2	40	—	23	—	135	680	99
Viscount 700D/800/810	48	46	4 286	320	4 315	347	1 190	161 811	54 430
Fokker Friendship	2	2	204	—	170	—	1 000	4 892	1 818
Herald 100/200	12	14	889	380	777	445	1 026	24 529	5 650
HS 748	7	7	741	6	685	12	1 172	15 379	4 660
Skyvan	3	2	252	—	176	—	1 033	2 655	313
Carvair	7	7	526	24	514	125	1 267	12 779	2 412
Heron	4	4	69	20	125	50	529	314	120
Trislander	3	5	751	8	253	11	672	7 163	394
Aztec	8	7	133	41	150	38	314	412	112
Beagle 206S	4	4	92	—	161	—	471	240	98
Beechcraft 18	2	2	11	15	13	21	197	8	3
Beechcraft Baron B55	2	2	6	—	6	—	274	12	2
Beechcraft 65/80 Queen Air	1	1	11	6	14	12	303	44	21
Beechcraft 90 King Air	1	2	21	—	21	—	135	32	14
Cessna 310/320/340	1	1	—	—	—	—	—	—	—
DC3	12	12	130	359	176	476	639	2 753	807
Dove	4	4	35	35	66	83	566	214	74
Islander	16	16	1 290	43	644	46	548	5 674	488
Piper PA 30/31	8	9	101	7	114	9	161	442	135
Bell 206	1	1	6	—	4	—	44	12	2
S61 N	14	16	904	—	1 012	—	745	7 301	2 110
Westland Wessex 60	6	6	440	—	470	—	975	5 202	939
S 58T	1	1	210	—	71	—	836	1 280	76
Bell 212	2	2	162	—	52	—	303	854	93
TOTAL	477	484	33 699	3 236	61 182	7 967	1 688	1 794 043	3 423 827

Aircraft Type and Utilisation — Individual Airlines Table 28.2

December 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of November 1973	End of December 1973	Passenger	Cargo	Passenger	Cargo			
British Airways Overseas Division									
Boeing 747	14	15	874	—	4 889	—	3 479	112 128	860 502
BAC VC10	11	11	803	—	2 764	—	2 620	27 766	135 189
BAC VC10 Super	16	16	1 359	—	5 825	—	3 797	57 018	384 302
Boeing 707-336C	11	11	368	352	1 718	1 445	2 999	17 198	117 545
Boeing 707-436	11	11	584	—	2 745	—	2 602	37 244	244 849
TOTAL	63	64	3 988	352	17 941	1 445	3 176	251 354	1 742 387
British Airways European Division									
Trident 1C	20	20	2 217	—	2 714	—	1 595	160 556	90 950
Trident 2E	15	15	1 026	—	2 496	—	1 956	46 606	78 137
Trident 3B	26	26	2 735	—	4 138	—	1 872	226 832	176 822
BAC 1-11 500	17	18	3 351	16	3 432	16	2 252	170 528	68 921
Vanguard 953	4	5	143	28	333	35	865	10 080	10 399
Merchantman	9	9	—	717	—	1 156	1 511	—	—
TOTAL	91	93	9 472	761	13 113	1 207	1 810	614 602	425 229
British Airways Helicopters									
Bell 206	1	1	6	—	4	—	44	12	2
S61 N	7	7	606	—	450	—	756	3 544	684
S58 T	1	1	210	—	71	—	836	1 280	76
Bell 212	1	1	128	—	21	—	245	408	18
TOTAL	10	10	950	—	546	—	642	5 244	780
British Airways Regional Division									
Channel Islands Airways									
BAC 1-11 300/400	1	1	122	—	137	—	1 610	2 593	2 508
Viscount 800	11	11	1 006	—	1 037	—	1 110	48 389	14 060
TOTAL	12	12	1 128	—	1 174	—	1 150	50 982	16 568
Scottish Airways									
Viscount 800	7	7	1 016	—	974	—	1 635	33 705	11 932
Skyvan	2	2	252	—	176	—	1 033	2 655	313
TOTAL	9	9	1 268	—	1 150	—	1 504	36 360	12 245
Cambrian Airways									
BAC 1-11 400 Series	3	3	311	—	442	—	1 734	14 292	13 733
Viscount 700 Series	2	2	40	—	23	—	135	680	99
Viscount 800	8	8	864	190	694	152	1 245	31 421	8 193
TOTAL	13	13	1 215	190	1 159	152	1 186	46 393	22 025
Northeast Airlines									
Trident 1E	4	4	269	—	372	—	1 095	23 914	19 592
Viscount 800	6	6	434	—	479	—	938	20 182	7 145
TOTAL	10	10	703	—	851	—	1 000	44 096	26 737
British Airtours									
Boeing 707 436	7	7	245	—	672	—	1 128	31 599	63 483
British Caledonian Airways									
BAC VC10	2	2	112	—	448	—	2 635	4 151	21 292
Boeing 707 300 Series	8	9	442	143	2 388	618	3 931	25 054	179 863
BAC 1-11 200	7	7	1 019	—	1 090	—	1 832	40 121	21 107
BAC 1-11 500	13	13	1 605	—	2 504	—	2 267	92 890	89 173
TOTAL	30	31	3 178	143	6 430	618	2 675	162 216	311 435

Table 28.2 cont.

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of November 1973	End of December 1973	Passenger	Cargo	Passenger	Cargo			
Air Anglia									
Fokker Friendship	2	2	204	—	170	—	1 000	4 892	1 818
DC3	2	2	68	3	103	12	675	1 376	477
TOTAL	4	4	272	3	273	12	836	6 268	2 295
Air-Bridge Carriers									
Argosy	2	2	—	53	—	85	500	—	—
Air Freight									
DC3	4	4	—	225	—	316	927	—	—
Air London									
Aztec	3	2	47	—	54	—	318	93	21
Piper PA30	1	2	—	—	—	—	—	—	—
TOTAL	4	4	47	—	54	—	157	93	21
Alidair									
Viscount 800 Series	3	2	50	120	85	183	1 577	692	871
Aurigny Air Services									
Trislander	2	3	719	—	216	—	971	7 054	351
Islander	2	2	496	—	166	—	1 026	2 823	165
TOTAL	4	5	1 215	—	382	—	993	9 877	516
Beecham Imperial									
HS 125	2	2	12	—	19	—	124	42	26
Cessna 310/320	1	1	—	—	—	—	—	—	—
TOTAL	3	3	12	—	19	—	91	42	26
Bristow Helicopters									
S61 N	7	9	298	—	562	—	737	3 757	1 425
Westland Wessex 60	6	6	440	—	470	—	975	5 202	939
Bell 212	1	1	34	—	31	—	365	446	75
TOTAL	14	16	772	—	1 063	—	799	9 405	2 439
Britannia Airways									
Boeing 737 200	11	11	1 242	15	2 774	15	2 982	122 177	171 292
British Air Ferries									
Carvair	7	7	526	24	514	125	1 267	12 779	2 412
British Island Airways									
Herald 200 Series	11	13	867	380	745	445	1 077	24 014	5 436
DC3	3	3	—	81	—	81	318	—	—
TOTAL	14	16	867	461	745	526	934	24 014	5 436
British Midland Airways									
Boeing 707 321	2	2	255	—	547	—	3 219	14 401	22 364
Viscount 800	13	12	916	10	1 046	12	1 037	27 422	12 229
Herald 100/200	1	1	22	—	32	—	376	515	213
TOTAL	16	15	1 193	10	1 625	12	1 285	42 338	34 806
Brymon Airways									
Islander	2	2	82	—	75	—	595	412	80
Court-Line Aviation									
Lockheed 1011 Tristar	2	2	73	—	310	—	2 307	21 475	68 337
BAC 1-11 500	10	9	593	3	1 317	4	1 956	53 592	70 185
TOTAL	12	11	666	3	1 627	4	2 015	75 067	138 522

Table 28.2 cont.

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of November 1973	End of December 1973	Passenger	Cargo	Passenger	Cargo			
Dan-Air Services									
Boeing 707 321	2	2	110	—	359	—	2 113	19 436	43 221
Comet 4	15	13	647	53	1 522	51	1 424	57 072	79 310
Boeing 727 100	3	3	244	—	618	—	2 424	25 647	45 148
BAC 1-11 300/400	5	5	291	5	705	6	1 672	17 432	26 096
TOTAL	25	23	1 292	58	3 204	57	1 668	119 587	193 775
*Dan-Air Services (Scheduled Services Division)									
HS 748	7	7	741	6	685	12	1 172	15 379	4 660
Directair									
Piper PA31	1	1	20	—	28	—	329	80	22
Donaldson International Airways									
Boeing 707 321	3	4	93	11	364	48	1 212	9 301	26 484
Eagle Flying Services									
Beechcraft Baron B55	2	2	6	—	6	—	274	12	2
Beechcraft King Air	1	2	21	—	21	—	135	32	14
TOTAL	3	4	27	—	27	—	153	44	16
Eastern Seaboard									
Beechcraft 18	1	1	—	4	—	6	69	—	—
Fairflight Charters									
Heron	1	1	6	20	12	50	836	72	28
Dove	3	3	30	30	60	75	672	180	70
TOTAL	4	4	36	50	72	125	719	252	98
Haywards Aviation									
Dove	1	1	5	5	6	8	219	34	5
Humber Airways									
Islander	2	1	6	—	5	—	84	4	1
International Aviation Services									
Britannia 300 Series	4	4	—	143	—	750	2 205	—	—
Intra Airways									
DC3	2	2	57	36	66	30	562	1 284	311
Islander	1	1	43	1	27	1	376	247	33
TOTAL	3	3	100	37	93	31	507	1 531	344
Invicta International Airlines									
Vanguard 952	4	4	19	74	25	332	1 048	2 396	1 345
J F Airlines									
Trislander	..	..	..	..	..	..	..	..	..
Islander	..	..	..	..	..	..	..	..	..
TOTAL	..	..	..	..	..	..	..	..	..
Laker Airways									
Boeing 707 138B	2	2	214	—	442	—	2 599	21 875	31 378
DC10	2	2	107	—	529	—	3 113	20 232	74 695
BAC 1-11 300	5	5	359	—	1 155	—	2 719	19 506	42 085
TOTAL	9	9	680	—	2 126	—	2 781	61 613	148 158

*formerly Dan-Air/Skyways

Table 28.2 cont.

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of November 1973	End of December 1973	Passenger	Cargo	Passenger	Cargo			
Loganair									
Skyvan	1	—	—	—	—	—	—	—	—
Trislander	1	2	32	8	37	11	281	109	43
Beechcraft 18	1	1	11	11	13	15	329	8	3
Islander	7	8	650	29	354	24	555	2 108	186
TOTAL	10	11	693	48	404	50	485	2 225	232
MAM Aviation									
HS 125	1	1	30	—	54	—	679	80	66
Macedonian Aviation									
DC3	1	1	5	14	7	37	515	93	19
McAlpine Aviation									
HS 125	9	9	121	68	155	49	266	487	373
Aztec	4	4	82	31	89	23	329	308	86
Piper PA31	1	1	34	4	28	3	365	178	46
TOTAL	14	14	237	103	272	75	288	973	505
Merlot International Airlines									
HS 125	3	3	28	—	33	—	128	64	42
Monarch Airlines									
Boeing 720B	3	3	206	—	602	—	2 362	25 521	53 794
Britannia 300	3	4	119	5	474	14	1 482	7 945	14 277
TOTAL	6	7	325	5	1 076	14	1 865	33 466	68 071
Moseley Aviation									
Piper PA31	1	1	25	—	31	—	365	125	50
Northern Air Taxis									
Beagle 206S	4	4	92	—	161	—	471	240	98
Northern Executive Aviation									
Islander	1	1	13	4	17	6	310	80	24
Peters Aviation									
Heron	3	3	63	—	113	—	442	242	92
Thurston Aviation									
Aztec	1	1	4	10	7	15	256	11	4
Islander	1	1	—	9	—	15	175	—	—
Piper PA31	3	3	12	3	14	6	77	43	10
TOTAL	5	5	16	22	21	36	131	54	14
Trader Airways									
HS 125	1	1	41	—	59	—	694	110	72
Piper PA31	1	1	10	—	13	—	150	16	7
TOTAL	2	2	51	—	72	—	423	126	79
Tradewinds Airways									
Canadair CL44	5	5	—	132	—	889	2 091	—	—
Trans-Meridian Air Cargo									
Canadair CL44	8	8	—	154	—	779	1 380	—	—
Vernair Transport									
Beechcraft 65/80 Queen Air	1	1	11	6	14	12	303	44	21
GRAND TOTAL	477	484	33 699	3 236	61 182	7 967	1 688	1 794 043	3 423 826

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

Table 29.1

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
	(000)	(000)	Advance booking charters	Other	(000)	(000)
Operations under Air Service Licences:—						
Class A	476 025				476 025	
Class B		66 392		2 868	69 260	
Class C		5 883		7 662	13 545	
Class D		—		—	—	
Class E Types I and VI				11 923	11 923	
Class 2			4 487		4 487	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						104 981
TOTAL	476 025	72 275	4 487	22 453	575 240	104 981

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

Table 29.2

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
	(000)	(000)	Advance booking charters	Other	(000)	(000)
Operations under Air Service Licences:—						
Class A	290 388				290 388	
Class B		48 312		1 734	50 046	
Class C		3 912		5 484	9 396	
Class D		—		—	—	
Class E Types I and VI				8 559	8 559	
Class 2			2 876		2 876	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	290 388	52 224	2 876	15 777	361 265	..

Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

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

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

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

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

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

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

AIR CARGO

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

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

AIRLINE OPERATIONS

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

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

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

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

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

Seat-km available	a seat-kilometre is available when a seat is flown one kilometre. Seat-km available is equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the distance measured in kilometres.
Seat-km used	a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the distance measured in kilometres.
Passenger load factor	is an expression of seat-km used as a percentage of seat-km available.
Tonne-km available	a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.
Tonne-km used	a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.
Overall load factor	is an expression of tonne-km used as a percentage of tonne-km available.
Cargo	means any property carried on an aircraft. In airline statistics it includes the weight of vehicles carried, excess baggage, mail and diplomatic bags (see also definition above for air cargo statistics where mail, excess baggage, company stores and diplomatic bags are excluded).
Mail	covers only that handled by postal administrations and includes troop mail.
Separate Fare Charters	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
Advance Booking Charters	Charter flights operated under Class 2 licences between the UK and designated territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Details of the sales to travel organisers have to be notified to the Civil Aviation Authority 120 days before the date of the flight; details of the sales of seats to passengers, which must be on a round trip basis, have to be notified to the Authority 90 days before departure. (Shorter periods of notification apply during the early months of the scheme i.e. from April, 1973.)
Inclusive Tours	are separate fare charters where the cost to the passenger includes the cost of accommodation.
Single Entity Charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Sub-charters	are charters to other British or foreign operators.
Fifth Freedom Charters	are those between foreign territories.
Licence	means an air transport licence granted under Section 22 of the Civil Aviation Act, 1971.

Classes of Licence

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

