

MR Turner  
MARCH 1973.

**Civil Aviation Authority**



**CAA Monthly Statistics**  
**June 1973**

up to and including March 1973

W. N. TURNER  
Room 614

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Strand  
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Tel. 01 836 1207 Ext. 408

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Room 622  
Aviation House  
129 Kingsway  
London WC2B 6NN  
Tel. 01 405 6922 Ext. 244

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CA. 1	<i>Airport activity</i>	(Monthly)
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## ***Civil Aviation Authority***

# CAA Monthly Statistics

JUNE 1973

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

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

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

**Symbols and Abbreviations** The following are used throughout:

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

**A.T. Movements** = Air Transport Movements

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

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

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

**Conversion factors (foot/pound system to metric system)**

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

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

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# Civil Aviation Statistics—March 1973

## Activity at UK Airports

Air transport movements at UK airports during March 1973 totalled nearly 51 000, an increase of 8 per cent over March 1972. In the first quarter of 1973 the growth was nearly 10 per cent compared with last year. This percentage comparison and quarterly comparisons that follow in this article take account of 1972 being a Leap Year; to arrive at the percentages one ninety-first has been deducted from statistics for first quarter 1972. The growth at the London area airports was much less than the national figures at 2 per cent for the month of March and 4 per cent for the quarter. The modest growths over the quarter at Heathrow (3·4 per cent), Gatwick (7·4 per cent) and Luton (13·0 per cent) were offset by the continuing reductions at Southend (–12·5 per cent) and Stansted (–20·7 per cent). Outside the London area and measured over the first quarter there was sizeable growth at Birmingham (40·5 per cent), Glasgow (12·4 per cent), Newcastle (52·2 per cent), Edinburgh (25·8 per cent) and Liverpool (19·7 per cent). There was also a sizeable growth in movements at the Channel Islands airports which in aggregate showed a 20·2 per cent increase. Charter movements at UK airports (other than the Channel Islands) had a 22·5 per cent growth in the quarter, overseas operators increasing slightly their share of this business. United Kingdom operators provided 9 per cent more scheduled service flights than in this quarter last year. Apart from the growth in air transport movements during March there was nearly 40 per cent growth in club and private flying movements. This activity has now reached more than double the number of movements of 5 years ago.

Nearly 2·9 million terminal passengers passed through the airports of the United Kingdom during March 1973, 11 per cent more than during March 1972. The underlying increase is probably a little higher than 11 per cent because in 1972 the Easter holiday commenced at the end of March and some of the additional holiday traffic would have been included in the March 1972 statistics; this year Easter fell wholly within April. Growth in the March 1973 quarter compared with 1972 was over 16 per cent. The London area airports' growths for the month, 7 per cent, and for the quarter, 12·5 per cent, were lower than the national figures. The number of passengers using Heathrow during the quarter increased by 14·9 per cent and at Gatwick the increase was 10·8 per cent; in the London area totals, however, these increases were diminished by the continuing declines at Southend – 10·0 per cent and Stansted – 46 per cent. During the March quarter there was nearly 20 per cent growth in passengers using charter flights and 15 per cent growth in those using scheduled services. In this period over 90 per cent of the passengers travelling on charter flights and 68·5 per cent of those on scheduled services were travelling in the aircraft of UK airlines. Passengers on international services accounted for 70 per cent of those using UK airports during the quarter and, whereas, over the preceding five years this proportion had increased each year, in 1973 the proportion (70·1 per cent) is very slightly less than for 1972 (70·5 per cent). At the London area airports the proportion of international passengers has been 85 per cent for both the March 1972 and March 1973 quarters.

During the March 1973 quarter the largest proportion of passengers using international scheduled services were travelling on routes to United States of America (13·6 per cent) with slightly smaller proportions travelling to France (11·8 per cent) and Germany (10·2 per cent). The London-Paris route maintained its position of having the most intensive traffic with 9 per cent of the total number of passengers using scheduled services despite a decline in numbers carried since last year. The UK-France and UK-Germany services, each suffered declines, at about 8·5 per cent, but the UK-USA services had 22·5 per cent growth. The most used routes for passengers travelling on international charter flights were those between the UK and Spain which had over 45 per cent of the traffic: 26·4 per cent growth since the March 1972 quarter was achieved on these routes. The next most used routes were those to Germany (11 per cent) and to Italy (7·7 per cent); growth on these routes was 4·5 and 20·7 per cent respectively. Most growth was achieved on the services to North Africa which have more than doubled at 107·8 per cent, and which accounted for 6·1 per cent of the March 1972 quarter's traffic.

Passengers on the domestic air routes of the United Kingdom, during the first quarter of 1973, totalled 1·2 millions which is nearly 18 per cent more than last year. Changes in the relatively small numbers of passengers using domestic services tend to lead to percentage change figures which seen in isolation of the small numbers involved appear dramatic; in a comparison of the first quarters of 1972 and 1973 there are considerable variations on many routes. However, the number of passengers using the popular London-Scotland routes shows a substantial growth at 20 per cent.

During March 1973 over 61 000 tonnes of cargo was picked up or set down at United Kingdom airports, 16·7 per cent more than a year ago. In the first quarter of 1973 the growth was 20 per cent over 1972. For the same periods the growth at the London area airports was 18·9 per cent, somewhat less than the national average: there were increases at Heathrow (20·4 per cent) and Gatwick (28·2 per cent) but in the area figure these growths were diminished by the decline at Southend (–18·5 per cent). Outside the London area the largest freight airport, Manchester, had 13·8 per cent growth. There was an increase in cargo carried on scheduled services of 18·9 per cent and of this larger traffic the UK airlines carried 53·1 per cent. The growth in cargo carried on charter flights was 29·1 per cent.

## Output of UK Airlines

In March 1973 the output of United Kingdom airlines for scheduled and non-scheduled services together amounted to 697 million available tonne-kilometres which is an increase of 11·9 per cent over March 1972. Scheduled services accounted for 478 million available tonne-kilometres and was the same percentage of the total (69) as in February 1973. The growth of 12 per cent on March 1972 was, however, slightly lower than the growth of February on a year earlier. Just under 1 220 000 passengers and 29 000 tonnes of cargo were carried by the scheduled services of the United Kingdom airlines during the month of March at an

over-all load factor of 53.1 compared with 47.1 during March 1972. Seat kilometres used amounted to 54.8 per cent of those available showing quite an improvement over the March 1972 factor of 48.5; the seat factor was better on domestic services (67.1 per cent) than on international services (53.9 per cent).

The total output for non-scheduled services in March 1973 was 218.1 million tonne-kilometres, an increase of 11.4 per cent on the output for March 1972.

Inclusive tours accounted for 97.1 million tonne-

kilometres which represented 44.5 per cent of all non-scheduled output.

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

## The Development of Inclusive Tour Charters

Package holidays by air were introduced in the early 1950s. Their rapid development was due largely to the efforts of the British independent airlines, who were seeking a firm base for the expansion of their activities. Excluded almost entirely from the scheduled market, these airlines had made a massive contribution to the Berlin airlift but were dependent for nearly three quarters of their passenger traffic on government troop transport contracts. The only way the independents were permitted to enter the scheduled market was as "Associates" of the Airways Corporations and then only in the development of new services or new types of scheduled service.

Initially, inclusive tour charters were regarded as a special type of scheduled service, and were operated under Associate Agreements approved by the Minister of Transport and Civil Aviation on the advice of the Air Transport Advisory Council. There were objections to the early applications for permission to operate ITCs, on the grounds that they would cause diversion of traffic from existing scheduled services, but the Air Transport Advisory Council considered that most of the traffic would be new air traffic or traffic of a type which had previously travelled by surface transport. It is difficult to determine to what extent diversion did take place from normal scheduled services. For some years ITC traffic was too small in relation to scheduled traffic for any effect to show and there was at the same time another type of inclusive tour being developed, known as ITX, where traffic was carried not as a separate charter operation but as part of a normal scheduled passenger load. In fact, by the summer of 1956 ITX traffic was accounting for twelve per cent of BEA's summer revenue.

Figures for ITX traffic are not readily available and this article is concerned solely with Inclusive Tour Charters, but it should be noted that, rapid as the growth in ITC traffic has been, it is not the whole of the civil aviation inclusive tour market.

Inclusive tour charter traffic has shown remarkable growth ever since its inception. Apart from 1959, which was the only year in which traffic actually declined, ITC traffic, even in years of general recession in the airline industry, has always grown by better than 10 per cent a year, in fact the average rate of growth in the twenty years since 1953 has been 37 per cent.

Between 1953 and 1956 it grew at an average annual rate of 94 per cent, but after that it settled down to a less spectacular but remarkably steady average growth rate of 34 per cent, ground lost in years of recession being very quickly recovered in the following years. The

steadiness of the trend is clearly shown in Figure 1, where the number of passengers carried each year has been plotted on a logarithmic scale.

In spite of rapid growth, it was many years before ITC traffic became a major part of the independent airlines' operations. In 1953 about 83 per cent of the capacity operated by the independents was devoted to general civil and military charters, 16 per cent to scheduled services and only 1 per cent to inclusive tour charters. By 1963, capacity deployed by them on scheduled services had risen to 36 per cent of the total, inclusive tour charters took 14 per cent and the remaining 50 per cent was devoted to other types of charter. It was only in 1967 that ITC capacity operated by the independent airlines equalled scheduled capacity, with each accounting for 28 per cent of the total, but by 1972 the ITC share had risen to 41 per cent, with other types of charter taking a similar proportion and scheduled services the remaining 18 per cent.

The increasing importance of inclusive tour charters is illustrated in Figure 2.

The early inclusive tour charters were largely to France, Austria and Switzerland, although Spain and Majorca were appearing in the brochures as early as 1952. ITCs were essentially a summer activity, mainly operating from weekend to weekend and often incorporating a European coach tour. The traffic grew rapidly, increasing from 12 000 passengers in 1953 to nearly 540 000 in 1963, an annual rate of growth of better than 45 per cent, but life for an operator mainly dependent on ITC work was precarious. With traffic concentrated in the peak summer months, and then largely at weekends, it was extremely difficult to achieve a satisfactory level of aircraft utilisation. As late as 1963, the aircraft of many of the smaller independent companies were being employed for an average of under three hours a day.

As demand grew, new holiday centres, many specifically designed to cater for the ITC trade, were developed in Spain, the Mediterranean area and North Africa. The availability of these more southerly resorts and the provision of hotels devoted exclusively to inclusive tour business enabled the length of the season to be increased and made possible some staggering of departures and arrivals throughout the week. By offering the attraction of winter sunshine it was also possible to encourage the development of winter ITCs. The problem of seasonality is still a very real one but it is not as acute as it was in the early 1960s. Since 1965, when winter ITCs accounted for only 10 per cent of the annual ITC traffic carried by British operators, traffic



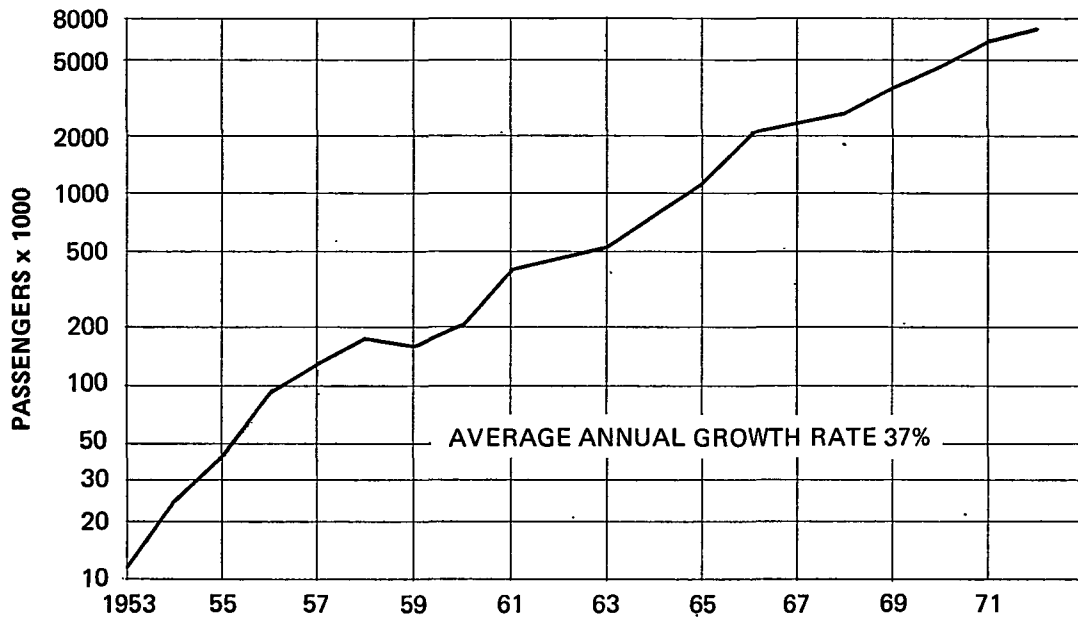


Fig. 1 GROWTH OF INCLUSIVE TOUR CHARTER TRAFFIC

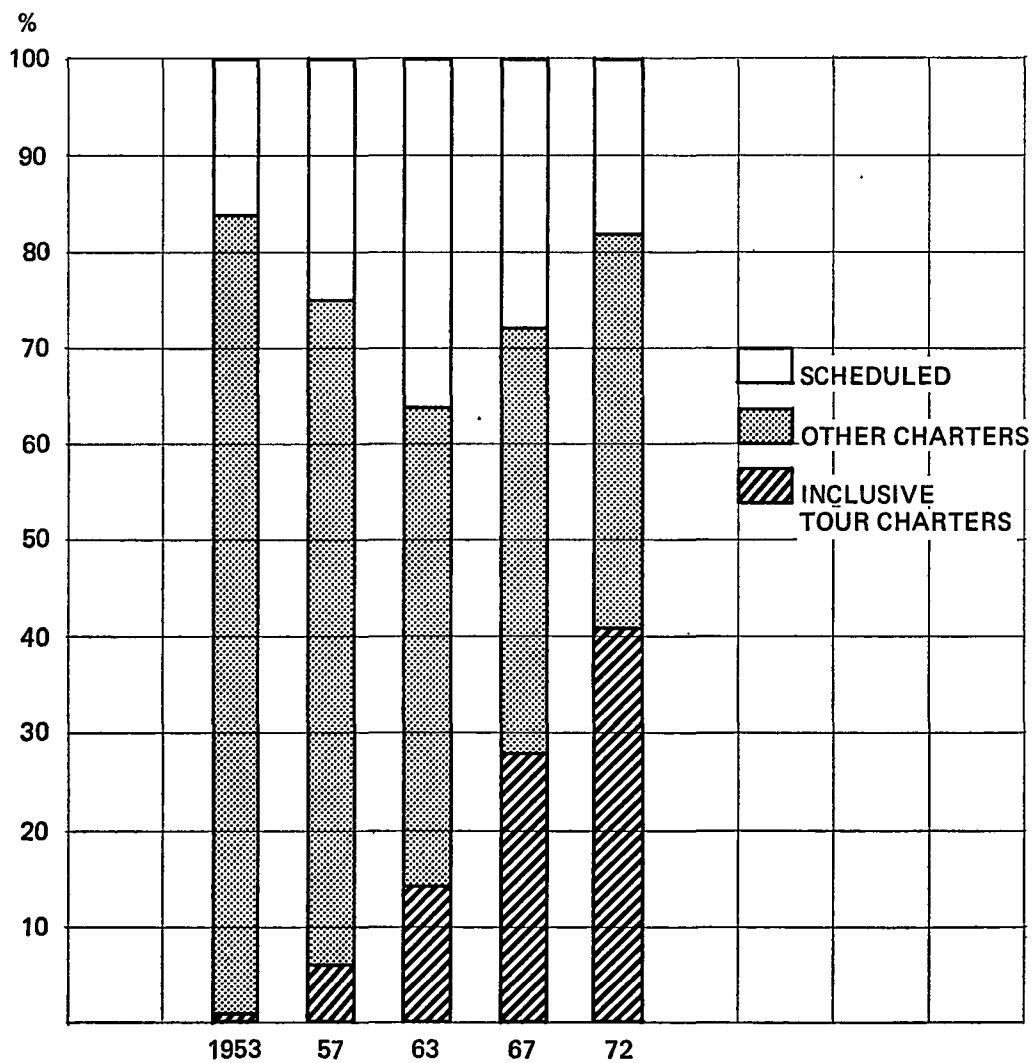
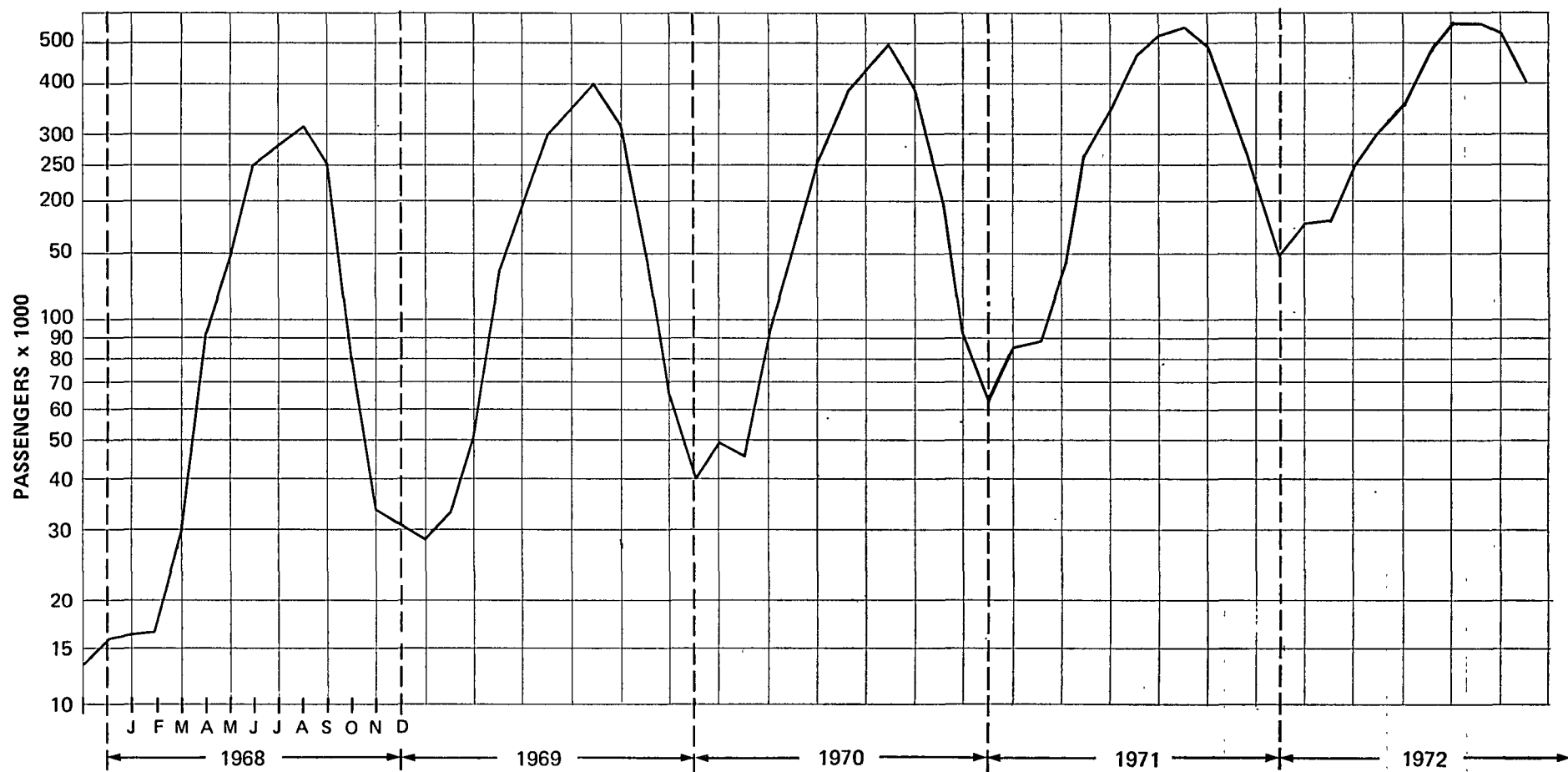


Fig. 2 U K INDEPENDENT AIRLINES PERCENTAGE OF CAPACITY DEPLOYED ON I.T.C.s AND OTHER OPERATIONS



**Fig. 3 SEASONALITY OF INCLUSIVE TOUR CHARTER TRAFFIC  
NUMBERS OF PASSENGERS DEPARTING FROM U K EACH MONTH**

has grown faster in the winter than in the summer. The growth of British operators' traffic between the summers of 1971 and 1972 amounted to only 3.6 per cent; this may be compared with growth in the preceding winter of 118 per cent. In Figure 3 the monthly pattern since 1968 is shown of all passengers departing from the United Kingdom on inclusive tour charters. The graph indicates clearly the sharply rising trend and the convergence of the troughs and the peaks.

Spain and the Balearic Islands have become by far the most popular destination for United Kingdom residents travelling on ITCs. Although in recent years destinations in Italy, Germany, Portugal, Yugoslavia and Greece have been claiming an increasing share of summer traffic, more than half the passengers in the summer of 1972 still chose Spain or the Balearics for their holidays. At the same time, Spanish resorts have become increasingly popular for winter holidays,

traffic was two and a half times greater in 1972 than in the previous year and accounted for over 60 per cent of the winter ITC traffic originating in the United Kingdom. The Canaries, although attracting an increasing number of passengers, have been decreasing in importance as a winter destination and their share of the traffic, which had been 11 per cent in the winter of 1968/69, had declined to 4 per cent by 1971/72. Tunis, Greece and Portugal, on the other hand, have all been attracting a larger proportion of winter traffic. The very rapid growth in traffic to more southerly destinations has also meant that the traditional winter sports centres of Germany and Switzerland, although still enjoying a healthy rate of growth, 36 per cent and 50 per cent respectively in 1971/72, have declined in relative importance for United Kingdom ITC traffic.

The percentage distribution of ITC traffic between the leading destinations is shown in Figure 4.

**Fig. 4 PERCENTAGE DISTRIBUTION OF INCLUSIVE TOUR CHARTER TRAFFIC ORIGINATING IN THE UNITED KINGDOM**

	WINTER (November-March)				SUMMER (April-October)			
	1968/69	1969/70	1970/71	1971/72	1969	1970	1971	1972
Spain*	50	46	51	61	61	55	57	53
Italy	9	10	9	8	11	13	12	13
Germany	16	19	17	10	3	6	5	6
Switzerland	5	6	5	3	5	6	4	4
Greece	..	..	1	2	1	2	4	5
Yugoslavia	..	1	..	..	2	3	4	4
France	1	1	2	1	3	3	3	3
Portugal	..	2	3	4	1	2	2	3
Tunis	3	2	2	5	2	1	1	2
The Canaries	11	9	8	4	2	2	2	2
Other destinations	5	4	2	2	9	7	6	5
<b>TOTAL</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Passengers (000) (Monthly average)	34	55	86	186	267	326	409	444

\*Including the Balearics, but excluding the Canaries.

.. = Less than 0.5% of total.

The United Kingdom has always generated the major part of the Inclusive Tour Charter traffic originating in Europe. According to statistics collected by the European Civil Aviation Conference, the United Kingdom contributed about 40 per cent of the ITC traffic generated in ECAC member States in 1970/71. The second largest contributor was Germany, with about 25 per cent of the total, followed by Denmark, with 7 per cent, and Sweden and the Netherlands, both with 6 per cent. Spain, which is by far the largest recipient of ITC traffic, receiving 59 per cent of the traffic generated by ECAC States, itself contributed the sixth largest share of the total with 5 per cent of the originating traffic.

There is a tendency for UK airlines to specialise in inclusive tour charters. In the two years ended March

1973 Britannia Airways, Dan-Air/Skyways, Court-Line Aviation, and Monarch Airlines each devoted more than two-thirds of their capacity to this type of activity. The average for the UK industry as a whole was just under 15 per cent. In the year ended March 1973, the five airlines mentioned plus British Airways (which has a small but growing percentage of its activity devoted to ITCs) and BCAL (which has contracted its ITC business over the past two years) accounted for 95.3 per cent of the total United Kingdom ITC effort. Detailed statistics by company are set out in Figure 5. The last column of this table is of some interest. As might be expected it shows a high load factor but the consistency of individual companies load factors compared over two years is striking and unlikely to have occurred by chance.

**Year ended 31 March 1972**

	Available tonne-kilometres	Percentage of all UK airlines ITC capacity	Percentage of the named airlines capacity	Load factors on ITC
British Caledonian Airways	232 728	21·24	22·41	78·79
Britannia Airways	175 007	15·97	79·45	89·22
Dan-Air/Skyways	164 993	15·06	78·47	85·96
Court-Line Aviation	155 023	14·15	95·10	89·42
British Airways (inc. Cambrian and Northeast) (of which BEA Airtours)	138 456 (102 037)	12·64 (9·31)	2·86 (83·70)	80·07 (79·90)
Laker Airways	64 696	5·91	55·19	77·96
Monarch Airlines	60 072	5·48	69·23	81·04
British Midland Airways	49 493	4·52	44·51	84·04
Other Airlines	55 141	5·03	8·69	84·00
TOTAL	1 095 609	100·00	14·76	83·93

**Year ended 31 March 1973**

Britannia Airways	245 309	19·55	80·30	87·54
British Airways (inc. Cambrian and Northeast) (of which BEA Airtours)	212 723 (138 293)	16·95 (11·02)	3·69 (86·07)	79·74 (78·49)
British Caledonian Airways	207 508	16·54	19·08	79·99
Dan-Air/Skyways	203 537	16·22	71·56	84·04
Court-Line Aviation	177 557	14·15	92·73	88·73
Monarch Airlines	76 097	6·06	73·27	82·30
Laker Airways	73 725	5·87	52·25	75·88
British Midland Airways	26 420	2·11	23·38	85·52
Other Airlines	32 055	2·55	7·04	84·05
TOTAL	1 254 931	100·00	14·87	83·53

**FIG. 5 ALL INCLUSIVE TOUR CHARTERS**

# Size Structure of UK

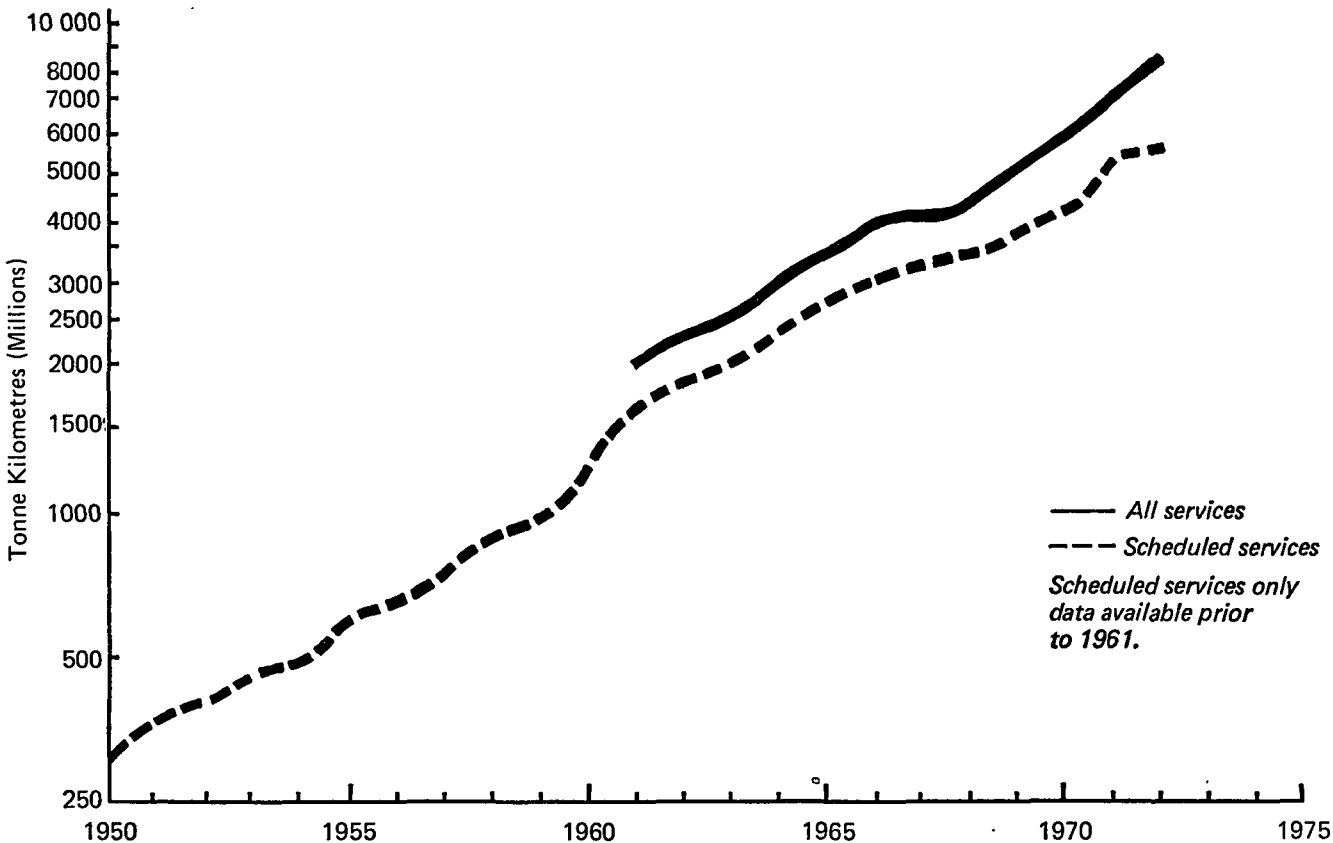
**Table 1**

## Airports and Airlines Year ended 31 March 1973

<b>Airports</b>	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
London Heathrow	18 749	46.76	100	100.00
Gatwick	5 388	13.43	98	53.24
Luton	3 127	7.80	95	39.81
Manchester	2 417	6.03	93	32.01
Glasgow	1 952	4.87	90	25.98
Belfast	1 215	3.03	88	21.11
Birmingham	986	2.46	86	18.09
Edinburgh	793	1.98	83	15.63
Newcastle	560	1.40	81	13.65
Liverpool	534	1.33	79	12.25
Prestwick	442	1.10	76	10.92
Isle of Man	442	1.10	74	9.82
East Midlands	436	1.09	71	8.71
Southend	311	0.77	69	7.63
Southampton	293	0.73	67	6.85
Stansted	289	0.72	64	6.12
Bristol	281	0.70	62	5.40
Leeds/Bradford	270	0.67	60	4.70
Glamorgan	261	0.65	57	4.03
Aberdeen	207	0.52	55	3.37
Tees-side	158	0.39	52	2.86
Ashford	155	0.39	50	2.47
Others (20) reporting airports	834	2.08	48	2.08
<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
BOAC	4 264	50.51	100	100.00
BEA	1 218	14.43	98	49.49
British Caledonian Airways	1 087	12.88	97	35.06
Britannia Airways	306	3.62	95	22.18
Dan-Air Services	269	3.19	93	18.56
Court-Line Aviation	191	2.26	92	15.38
BEA Airtours	161	1.91	90	13.11
Laker Airways	141	1.67	88	11.21
Tradewinds Airways	122	1.45	86	9.54
British Midland Airways	113	1.34	85	8.09
Monarch Airlines	104	1.23	83	6.75
Trans-Meridian Air Cargo	100	1.18	81	5.52
Donaldson International Airways	84	1.00	80	4.34
Northeast Airlines	57	0.68	78	3.34
Cambrian Airways	57	0.68	76	2.67
Lloyd International Airways	31	0.37	75	1.99
Invicta Airlines	31	0.37	73	1.62
British Air Ferries	25	0.30	71	1.26
International Aviation Services	21	0.25	69	0.66
British Island Airways	20	0.24	68	0.41
Dan-Air/Skyways	15	0.18	66	0.18
Others (38 airlines)	25	0.30	64	0.96

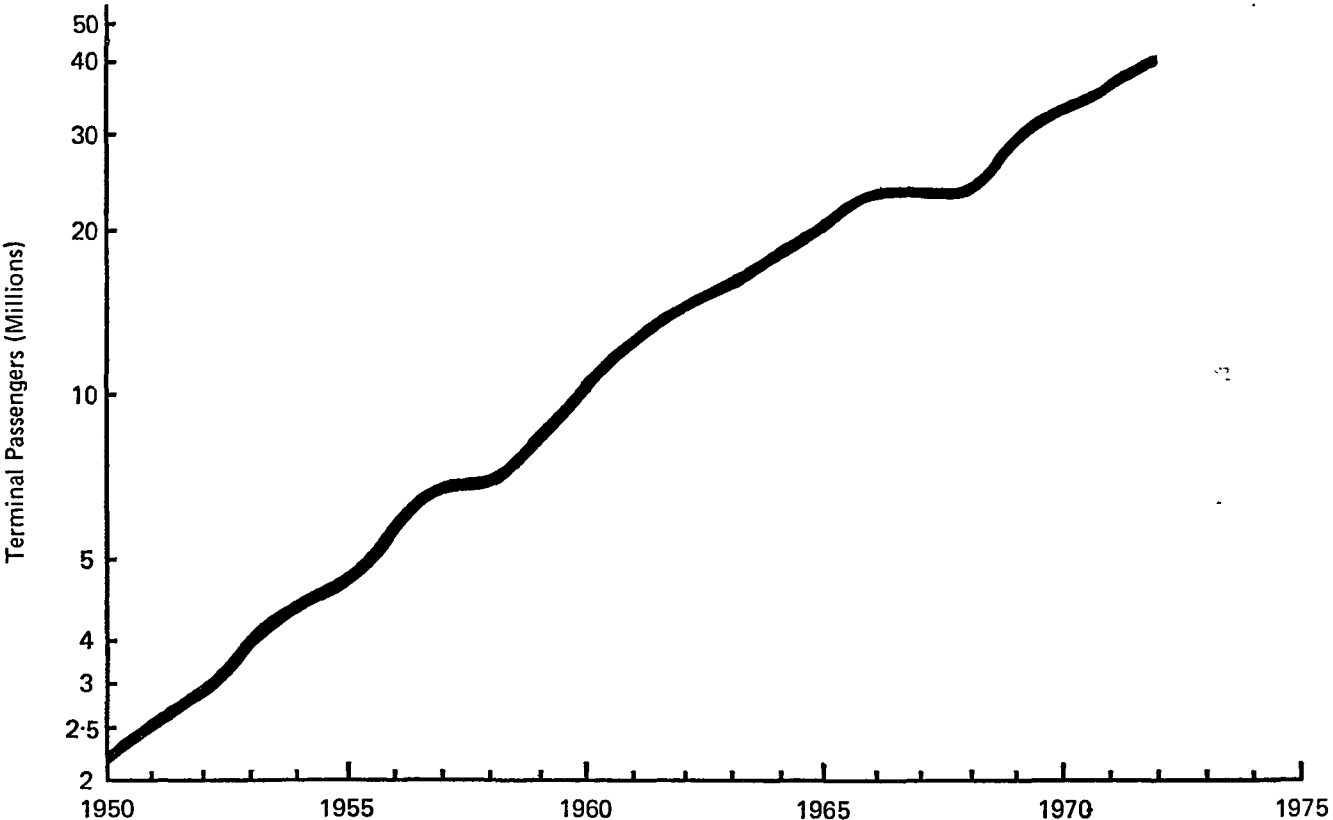
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1972

**Table 2**

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

# Use of UK Airports

**Table 3**

## Main Categories of Operator and Service

monthly averages or calendar months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
1971 October	53.7	3 039	30.4	1 444	9.2	742	12.8	749	1.3	104
November	41.8	2 075	24.1	996	6.5	500	10.5	526	0.7	53
December	42.5	2 080	25.6	1 095	5.6	391	10.5	532	0.8	62
1972 January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
March	46.9	2 571	27.2	1 286	7.8	602	10.9	612	1.0	70
1972 October	57.3	3 481	32.5	1 656	10.4	865	12.7	816	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.9	1 282	7.3	529	10.7	649	1.0	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	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
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
1971 October	136.6	59.0	53.6	5.4	77.6	49.4	18.6	9.6
November	114.7	44.8	41.8	3.0	69.9	40.2	21.2	8.6
December	99.5	45.2	42.5	2.7	54.3	33.6	14.8	5.9
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
1972 October	147.5	63.7	57.3	6.4	83.8	58.7	15.7	9.4
November	128.5	51.4	47.4	4.0	77.1	49.8	18.3	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5

# Air Transport Movements by Airports

**Table 5**

monthly averages or calendar months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1971 1st quarter	22 294	4 185	1 184	553	638	1 620	4 120	1 685	2 015	4 933
2nd quarter	33 950	5 641	2 065	959	1 352	3 399	5 114	1 967	3 104	8 505
3rd quarter	39 290	6 783	2 432	1 187	1 653	4 442	6 358	2 151	3 827	10 834
4th quarter	27 124	4 934	1 598	719	820	2 002	4 599	1 880	2 310	5 842
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	934	2 227	4 797	2 143	2 331	5 645
1971 October	31 933	5 613	1 821	825	1 042	2 800	5 060	1 995	2 549	7 859
November	24 408	4 694	1 480	675	673	1 658	4 307	1 784	2 118	4 905
December	25 033	4 496	1 493	657	745	1 549	4 431	1 861	2 263	4 763
1972 January	25 503	4 560	1 367	709	676	1 493	4 285	1 746	2 195	4 321
February	23 622	4 428	1 339	709	619	1 565	4 198	1 729	2 048	4 135
March	27 608	4 896	1 685	730	880	2 362	4 557	1 981	2 209	5 788
1972 October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763

# Terminal Passengers by Airports

Table 6

monthly averages or calendar months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1971 1st quarter	1 235	133	47	26	15	26	159	26	82	51
2nd quarter	2 212	266	113	55	42	82	232	39	136	166
3rd quarter	2 995	353	155	74	56	112	333	51	193	250
4th quarter	1 708	192	77	32	26	45	191	34	92	84
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
1971 October	2 175	244	98	44	36	70	227	41	105	133
November	1 464	175	71	26	23	34	175	30	76	57
December	1 484	157	63	26	19	31	171	32	96	61
1972 January	1 547	162	59	29	20	27	181	31	91	48
February	1 311	153	55	27	18	29	158	28	75	46
March	1 849	192	77	34	32	48	206	38	96	77
1972 October	2 461	272	128	59	45	78	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	42	31	33	195	37	88	56
March	1 979	233	102	54	46	47	243	50	106	85

# Cargo Taken Up and Set Down by Airports

**Table 7**

monthly averages or calendar months		tonnes									
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965		22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966		25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1971	1st quarter	30 604	4 373	541	135	103	723	2 221	219	1 525	1 093
	2nd quarter	32 571	4 120	601	161	90	669	2 211	250	1 726	1 228
	3rd quarter	34 669	4 034	526	132	68	735	2 401	255	1 714	1 034
	4th quarter	38 827	4 866	563	114	81	679	2 812	253	1 887	968
1972	1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
	2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
	3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
	4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973	1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
1971	October	40 999	5 067	559	113	89	766	2 779	251	1 966	1 010
	November	37 544	5 002	608	118	89	679	2 791	248	1 855	963
	December	37 940	4 530	522	113	64	593	2 866	261	1 839	931
1972	January	33 620	4 085	451	118	64	1 007	2 168	219	1 778	993
	February	34 296	4 497	488	130	64	1 176	2 508	228	1 634	1 317
	March	40 374	5 089	700	126	105	1 319	2 653	246	1 791	2 573
1972	October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
	November	44 290	4 975	1 082	209	66	1 197	3 580	291	2 038	1 948
	December	41 637	4 839	662	137	72	1 473	3 149	279	1 854	1 555
1973	January	41 020	4 636	734	150	82	1 341	2 960	250	1 859	1 785
	February	40 628	4 748	917	174	54	1 432	3 084	226	1 774	2 017
	March	45 752	5 849	1 226	284	79	1 635	3 854	288	2 170	3 077

# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

monthly averages or calendar months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1971	1st quarter	306.7	142.3	4.8	37.5	100.0	46.3	2 253.8	1 129.5	50.1
	2nd quarter	396.8	190.7	8.1	41.1	141.5	48.1	2 726.4	1 466.0	53.8
	3rd quarter	442.9	236.6	7.6	46.5	182.5	53.4	3 386.0	2 120.9	62.6
	4th quarter	384.2	186.8	9.1	55.2	122.5	48.6	2 814.2	1 355.1	48.2
1972	1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
	2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
	3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
	4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973	1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
1971	October	391.7	196.3	7.4	53.1	135.7	50.1	2 933.8	1 454.4	49.6
	November	338.0	159.1	7.4	53.5	98.2	47.1	2 441.0	1 101.2	45.1
	December	422.8	204.9	12.5	59.1	133.4	48.5	3 068.0	1 509.7	49.2
1972	January	367.3	165.8	6.9	44.4	114.6	45.1	2 666.6	1 297.8	48.7
	February	354.8	149.4	6.8	47.3	95.3	42.1	2 613.0	1 065.2	40.8
	March	427.4	201.4	8.6	58.8	134.0	47.1	3 120.7	1 513.8	48.5
1972	October	459.4	241.4	8.2	62.1	171.1	52.5	3 458.6	1 931.1	55.8
	November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
	December	471.9	254.0	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973	January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
	February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
	March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

### monthly averages or calendar months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1971	1st quarter	21.5	11.1	0.1	1.4	9.6	51.6	212.5	116.9	55.0
	2nd quarter	28.7	16.5	0.2	1.5	14.8	57.5	265.5	163.2	61.5
	3rd quarter	32.4	20.4	0.2	1.6	18.7	63.0	331.4	227.6	68.7
	4th quarter	23.7	0.2	0.2	1.5	11.1	54.0	231.9	132.9	57.3
1972	1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
	2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
	3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
	4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
1971	October	26.8	15.2	0.2	1.6	13.3	56.7	266.6	161.5	60.6
	November	21.6	11.1	0.2	1.5	9.4	51.4	207.3	114.1	55.0
	December	22.8	11.9	0.3	1.4	10.2	52.2	221.9	123.0	55.4
1972	January	22.6	11.8	0.2	1.4	10.2	52.2	221.0	123.6	55.9
	February	22.0	10.8	0.2	1.4	9.1	49.1	211.7	110.7	52.3
	March	24.7	14.1	0.3	1.8	12.0	57.1	237.1	145.7	61.5
1972	October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.7	65.7
	November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
	December	24.0	13.8	0.3	1.8	11.7	57.5	228.6	141.5	61.9
1973	January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
	February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
	March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1

# Scheduled Services by UK Airlines

**Table 8.3**

## International Services

### monthly averages or calendar months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1971 1st quarter	285.2	131.2	4.7	36.1	90.4	46.0	2 041.3	1 012.6	49.6
2nd quarter	368.1	174.2	7.9	39.6	126.7	47.3	2 460.9	1 302.8	52.9
3rd quarter	410.5	216.2	7.4	44.9	163.8	52.7	3 054.6	1 893.3	62.0
4th quarter	360.5	174.0	8.9	53.7	111.4	48.3	2 582.3	1 222.2	47.3
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
1971 October	365.0	181.1	7.2	51.5	122.4	49.6	2 667.1	1 292.8	48.5
November	316.4	148.0	7.1	52.1	88.8	46.8	2 233.7	987.0	44.2
December	400.0	193.1	12.2	57.6	123.2	48.3	2 846.1	1 386.8	48.7
1972 January	344.8	154.0	6.6	43.0	104.4	44.7	2 445.6	1 174.2	48.0
February	332.9	138.6	6.6	45.8	86.2	41.6	2 401.3	954.6	39.8
March	402.7	187.3	8.3	57.0	122.0	46.5	2 883.6	1 368.0	47.4
1972 October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.3	1 334.6	48.4
December	447.8	240.2	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9

# 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 charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1971 1st quarter	103.4	25.2	27.5	6.7	27.9	6.8	48.0	11.7
2nd quarter	205.6	34.1	97.3	16.1	59.4	9.9	48.9	8.1
3rd quarter	297.8	40.2	135.1	18.2	107.3	14.5	55.4	7.5
4th quarter	187.1	32.7	71.4	12.5	44.0	7.7	71.7	12.5
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
1971 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2



# Non-scheduled Services by UK Airlines

**Table 9.2**

## Load Factors and Distances: Inclusive Tours

monthly averages or calendar months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1971 1st quarter	321.6	269.7	83.9	187.4	2 100	2 946	1 403	1 439
2nd quarter	1 127.9	900.7	79.9	651.5	7 198	9 841	1 367	1 383
3rd quarter	1 579.1	1 379.7	87.4	940.8	9 621	13 758	1 430	1 467
4th quarter	828.5	688.0	83.0	441.8	4 789	7 333	1 531	1 557
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
1971 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591

.

# Non-scheduled Services by UK Airlines

Table 9.3

## Load Factors and Distances: Other Separate Fare Charters

monthly averages or calendar months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1971 1st quarter	279.8	212.2	75.8	39.6	621	1 744	2 808	5 359
2nd quarter	517.1	409.3	79.2	106.2	1 676	3 188	1 902	3 854
3rd quarter	937.1	795.6	84.9	207.6	2 795	5 851	2 094	3 832
4th quarter	391.4	322.9	82.5	73.0	1 351	2 539	1 880	4 423
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
1971 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229

# UK Passenger Movement by Air<sup>(a)</sup>

Table 10

Analysis by Countries of Landing and of Embarkation  
Monthly Averages

European continent and Mediterranean Sea area <sup>(b)</sup>			Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
													Portugal (000)						
1968			914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969			1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970			1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971			1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972			1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1971	1st quarter		797	44	24	127	140	12	59	34	77	9	17	11	127	10	67	4	38
	2nd quarter		1 679	82	38	248	172	50	161	44	167	21	35	23	424	18	101	25	71
	3rd quarter		2 284	97	50	285	227	68	245	60	140	28	49	43	668	22	134	53	114
	4th quarter		1 230	54	29	174	139	31	91	40	94	12	31	16	357	13	66	15	67
1972	1st quarter		1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
	2nd quarter		1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
	3rd quarter		2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
	4th quarter		1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973	1st quarter		1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
Rest of World			Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa <sup>(c)</sup> (000)	India, Pakistan and Ceylon (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa <sup>(c)</sup> (000)	Others (000)						
1968			270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969			327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970			392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971			433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972			512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1971	1st quarter		259.0	9.4	12.9	29.8	11.2	11.3	3.7	12.4	119.2	6.6	42.4						
	2nd quarter		426.0	8.2	10.2	79.9	9.1	11.2	5.9	11.6	246.9	6.3	36.8						
	3rd quarter		685.2	9.7	20.5	153.7	17.1	13.0	8.0	12.7	381.2	10.9	58.4						
	4th quarter		365.0	8.7	14.1	47.4	12.6	11.6	6.2	13.4	190.8	6.6	53.7						
1972	1st quarter		327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
	2nd quarter		524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
	3rd quarter		760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
	4th quarter		437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
1973	1st quarter		375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						

Note : The above figures are derived from airport statistics.

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

# Aircraft Movements March 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	8 177	5 068	—	494	—	569	14	—	1 942	4	86
+ Heathrow	22 156	19 804	—	171	—	216	280	—	1 621	1	63
+ Luton	5 569	2 147	8	477	79	254	65	1 486	1 013	—	40
+ Southend	6 089	922	—	1	—	426	—	3 563	1 145	32	—
+ Stansted	3 536	152	—	39	—	2 525	14	—	669	87	50
Total (London Area)	45 527	28 093	8	1 182	79	3 990	373	5 049	6 390	124	239
Westland Heliport (Battersea)	1 248	333	6	320	42	2	—	—	289	—	256
Other UK Airports											
+ Leeds/Bradford	3 840	685	—	68	75	52	33	2 442	465	6	14
+ Liverpool	6 509	1 358	—	106	64	266	45	3 681	873	22	94
+ Manchester	5 337	3 502	109	354	24	92	154	210	870	4	18
+ Birmingham	6 432	1 508	—	71	6	22	20	3 602	1 158	—	45
+ Coventry	3 281	51	—	8	10	308	—	1 932	968	—	4
+ East Midlands	5 112	612	26	90	14	3 237	16	41	988	2	86
+ Newcastle	3 069	899	42	11	181	403	41	974	482	6	30
+ Tees-side	3 848	242	572	22	—	1 217	430	987	41	8	329
+ Bristol	3 235	635	—	—	—	4	53	1 200	1 304	—	39
+ Glamorgan	2 939	501	—	119	—	107	—	1 865	311	4	32
Swansea	1 407	7	—	8	43	14	4	1 160	149	—	22
+ Ashford	3 460	451	92	16	64	48	26	1 394	1 315	—	54
+ Blackpool	7 274	145	18	58	19	167	—	6 118	719	10	20
+ Bournemouth	5 744	346	—	73	3	1 356	—	2 063	1 530	91	282
+ Cambridge	5 508	35	2	6	16	210	1	874	512	—	3 852
+ Exeter	1 493	110	—	2	159	92	—	591	439	—	100
Gloucester/Cheltenham	4 557	106	—	—	30	848	—	2 563	958	4	48
Hawarden	406	—	—	—	—	50	—	24	290	—	42
Isles of Scilly	221	145	—	6	12	8	—	—	46	—	4
+ Lydd	1 759	14	—	—	1	82	—	1 516	112	2	32
+ Manston	336	174	—	13	37	10	—	—	102	—	—
+ Norwich	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	208	146	—	—	—	56	—	—	6	—	—
+ Portsmouth	5 329	37	12	—	10	2 540	—	2 134	596	—	—
+ Southampton	2 469	702	2	31	20	1 228	6	—	470	—	10
+ Edinburgh	5 463	1 184	—	8	—	3 396	2	19	626	6	222
+ Glasgow	7 202	3 136	19	55	2	395	34	2 297	692	—	572
+ Prestwick	3 905	767	2	14	—	2 199	46	176	229	—	472
Aberdeen	4 378	557	16	3	723	214	—	2 049	63	2	751
Benbecula	222	108	—	—	104	—	—	—	—	—	10
Inverness	1 063	354	—	1	198	262	—	127	96	—	25
Islay	138	72	—	7	8	12	—	8	27	—	4
+ Kirkwall	773	488	—	27	20	—	3	16	209	—	10
Stornoway	237	162	—	8	16	4	—	2	4	—	41
+ Sumburgh	467	281	—	24	143	12	—	—	1	—	6
Tiree	192	118	—	18	—	6	2	—	—	—	48
Wick	318	237	—	5	—	4	—	58	—	2	12
+ Belfast	7 033	1 930	—	3	56	—	—	1 784	239	—	3 021
+ Isle of Man	1 229	516	—	40	5	258	—	259	125	—	26
Total (Incl. London Area)	163 168	50 747	926	2 777	2 184	23 171	1 289	47 215	23 694	293	10 872
Channel Islands Airports											
Alderney	931	931	..	..	..	..	..	..	..	..	..
Guernsey	2 399	2 399	..	..	..	..	..	..	..	..	..
Jersey	3 433	3 433	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	6 763	6 763	..	..	..	..	..	..	..	..	..

# Air Transport Movements by Type and Nationality of Operator March 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		Corporations	Others		Corporations	Others	
London Area Airports							
+ Gatwick	5 068	61	2 066	83	329	2 270	259
+ Heathrow	19 804	9 317	1 029	8 849	221	170	218
+ Luton	2 147	1	58	10	2	2 009	67
+ Southend	922	—	715	—	—	153	54
+ Stansted	152	—	—	1	—	56	95
TOTAL (London Area)	28 093	9 379	3 868	8 943	552	4 658	693
Westland Heliport (Battersea)	333	—	—	—	22	311	—
Other UK Airports							
+ Leeds/Bradford	685	—	484	28	—	156	17
+ Liverpool	1 358	—	1 128	58	6	116	50
+ Manchester	3 502	1 458	251	907	7	791	88
+ Birmingham	1 508	710	343	107	11	330	7
+ Coventry	51	—	43	—	—	3	5
+ East Midlands	612	—	440	1	—	169	2
+ Newcastle	899	—	785	—	—	111	3
+ Tees-side	242	—	199	—	2	41	—
+ Bristol	635	—	321	34	—	278	2
+ Glamorgan	501	—	240	36	—	194	31
Swansea	7	—	—	—	—	7	—
+ Ashford	451	—	427	—	—	24	—
+ Blackpool	145	—	118	—	—	27	—
+ Bournemouth	346	1	217	5	—	107	16
+ Cambridge	35	—	—	—	—	7	28
+ Exeter	110	—	108	—	—	2	—
Gloucester/Cheltenham	106	—	—	—	—	106	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	145	145	—	—	—	—	—
+ Lydd	14	—	—	—	—	14	—
+ Manston	174	—	—	—	—	160	14
+ Norwich	—	—	—	—	—	—	—
Penzance Heliport	146	146	—	—	—	—	—
+ Portsmouth	37	—	31	—	—	6	—
+ Southampton	702	136	521	—	1	23	21
+ Edinburgh	1 184	691	449	28	4	3	9
+ Glasgow	3 136	1 651	865	320	51	219	30
+ Prestwick	767	371	73	241	2	22	58
Aberdeen	557	416	68	—	6	51	16
Benbecula	108	108	—	—	—	—	—
Inverness	354	280	32	—	2	40	—
Islay	72	54	—	—	14	4	—
+ Kirkwall	488	174	—	24	—	290	—
Stornoway	162	106	54	—	2	—	—
+ Sumburgh	281	120	78	—	6	77	—
Tiree	118	82	—	—	5	31	—
Wick	237	217	—	—	1	18	1
+ Belfast	1 930	1 122	704	55	1	8	40
+ Isle of Man	516	—	512	—	—	4	—
TOTAL (Incl. London Area)	50 747	17 367	12 359	10 787	695	8 408	1 131
Channel Islands Airports							
Alderney	931	—	771	—	—	160	—
Guernsey	2 399	141	1 953	—	—	305	—
Jersey	3 433	633	1 878	154	—	761	7
TOTAL (Channel Islands Airports)	6 763	774	4 602	154	—	1 226	7

# Air Transport Movements

## Comparison with a Year Earlier

Monthly averages	Jan 1973- Mar 1973	Jan 1972- Mar 1972	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	4 745	4 466	6·2
+ Heathrow	18 828	18 412	2·3
+ Luton	1 770	1 583	11·8
+ Southend	818	945	-13·4
+ Stansted	134	171	-21·6
TOTAL (London Area)	26 295	25 577	2·8
Westland Heliport (Battersea)	186	92	102·2
<b>Other UK Airports</b>			
+ Leeds/Bradford	594	492	20·7
+ Liverpool	1 294	1 093	18·4
+ Manchester	3 187	3 043	4·7
+ Birmingham	1 419	1 021	39·0
+ Coventry	49	36	36·1
+ East Midlands	567	407	39·3
+ Newcastle	805	535	50·5
+ Tees-side	223	181	23·2
+ Bristol	541	395	37·0
+ Glamorgan	434	326	33·1
Swansea	9	4	125·0
+ Ashford	356	443	-19·6
+ Blackpool	128	106	20·8
+ Bournemouth	302	124	143·5
+ Cambridge	26	16	62·5
+ Exeter	113	..	—
Gloucester/Cheltenham	113	76	48·7
Hawarden	—	—	—
Isles of Scilly	105	107	-1·9
+ Lydd	12	20	-40·0
+ Manston	116	63	84·1
+ Norwich	..	..	..
Penzance Heliport	105	107	-1·9
+ Portsmouth	28	39	-28·2
+ Southampton	637	614	3·7
+ Edinburgh	1 137	914	24·4
+ Glasgow	2 933	2 639	11·1
+ Prestwick	728	793	-8·2
Aberdeen	498	347	43·5
Benbecula	100	99	1·0
Inverness	319	293	8·9
Islay	67	69	-2·9
+ Kirkwall	447	381	17·3
Stornoway	155	153	1·3
+ Sumburgh	258	197	31·0
Tiree	79	69	14·5
Wick	221	212	4·2
+ Belfast	1 841	1 714	7·4
+ Isle of Man	491	437	12·4
TOTAL (Incl. London Area)	46 918	43 234	8·5
<b>Channel Islands Airports</b>			
Alderney	737	591	24·7
Guernsey	2 028	1 733	17·0
Jersey	2 880	2 424	18·8
TOTAL (Channel Islands Airports)	5 645	4 748	18·9

Air Transport Landings Diverted to UK Reporting Airports March 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	15											2Bo 5Lu									1Lu	1He											
Heathrow	60								2Gm	2Pr		13Pr 5Bo 4Ma 5Lu																1Bi 1Pr 1Ma	1St 1Sh 1Bo 2Ma 1Lu 1Te 7Bi 4Pr 1St 6Ma 7Lu				
Luton	10									1Bi		1Ma	5He 1Em 1Bi				1Bi																
Liverpool	2											2Ma																					
Manchester	2												1Ga								1Li												
Birmingham	5										1Lu	3Lu 1Bo	1He																				
Coventry	3											1Bi	1Bo									1Bi	1Bi										
East Midlands	4						1Gm				1Bi 1Ma		1Ga																				
Bristol	3					2Gm															1Bi												
Southampton	1	1Bi																															
Glasgow	21			1Ne							10Pr	7Pr				2Pr 1In		1Lu															
Aberdeen	2																														1In		
Benbecula	1																								1GI								
Stornoway	1																	1In															
Belfast	5										3Ma	2GI																					
Other Internal	3																																
Overseas	25		1Pr				1Lu		1He		2He 1Ki		1Ga			1Pr 1Ki	1Bo 3He 1Pr	1He 1GI 1Lu	1He 1Ki				1Pr			1Ga			1Ti 1Pr		2Pr 1Ki	1He 1Ma	
All Aerodromes	163	1	1	1	2	2		3	3	19	50	11				5	6	5	2	3	2	1	1	1	1		3	34		4	2		

Aerodrome of actual landing : letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Li	Liverpool	Pr	Prestwick	Ti	Tiree
As	Ashford	Co	Coventry	Ha	Hawarden	Lu	Luton	Sh	Southampton	Wi	Wick
Be	Belfast	Em	East Midlands	He	Heathrow	Ld	Lydd	So	Southend	Xi	Other Internal
Bb	Benbecula	Ed	Edinburgh	In	Inverness	Ma	Manchester	St	Stansted	Xo	Overseas
Bi	Birmingham	Ex	Exeter	Is	Islay	Mt	Manston	Sw	Stornoway		
Bl	Blackpool	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Bo	Bournemouth	Gm	Glamorgan	Ki	Kirkwall	No	Norwich	Ss	Swansea		
Br	Bristol	Gl	Glasgow	Lb	Leeds/Bradford	Po	Portsmouth	Te	Tees-side		

# Air Passengers by Type and Nationality of Operator

## March 1973

Table 15

Total				Scheduled Services				Charter Flights							
			United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators						
			Corporations		Others		Corporations		Others						
Terminal and Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
Passengers	Passengers	Passengers	Corporations	Others	Corporations	Others	Corporations	Others	Corporations	Others	Corporations	Others	Corporations	Others	
London Area Airports															
+Gatwick	353 065	349 325	3 740	2 237	—	82 888	—	1 014	—	38 873	—	202 351	2 109	21 962	1 631
+Heathrow	1 434 441	1 407 477	26 964	698 516	—	62 775	92	585 414	25 470	28 959	427	13 110	—	18 703	975
+Luton	197 792	195 558	2 234	87	—	1 365	—	683	—	204	—	188 339	866	4 880	1 368
+Southend	18 179	18 179	—	—	—	15 583	—	—	—	—	—	209	—	2 387	—
+Stansted	9 517	8 772	745	—	—	—	—	37	—	—	—	1 001	272	7 734	473
TOTAL (London Area)	2 012 994	1 979 311	33 683	700 840	—	162 611	92	587 148	25 470	68 036	427	405 010	3 247	55 666	4 447
Westland Heliport (Battersea)	862	862	—	—	—	—	—	—	—	60	—	802	—	—	—
Other UK Airports															
+Leeds/Bradford	20 584	20 043	541	—	—	18 053	520	1 120	—	—	—	757	21	113	—
+Liverpool	43 074	38 978	4 096	—	—	32 682	4 071	2 734	—	725	—	2 674	8	163	17
+Manchester	181 077	173 545	7 532	77 190	1 547	3 996	1 165	21 942	4 200	539	—	62 272	201	7 606	419
+Birmingham	79 849	75 651	4 198	30 098	1 395	2 902	2 503	6 219	219	1 056	—	35 039	15	337	66
+Coventry	198	198	—	—	—	106	—	—	—	—	—	40	—	52	—
+East Midlands	25 653	25 619	34	—	—	10 391	34	13	—	—	—	15 215	—	—	—
+Newcastle	44 676	43 155	1 521	—	—	34 019	1 517	—	—	—	—	9 046	—	90	4
+Tees-side	11 919	11 211	708	—	—	8 300	425	—	—	98	—	2 813	283	—	—
+Bristol	29 844	24 477	5 367	—	—	4 007	2 964	967	311	—	—	19 503	2 092	—	—
+Glamorgan	24 428	22 459	1 969	—	—	4 780	1 116	781	509	—	—	14 436	344	2 462	—
Swansea	17	17	—	—	—	—	—	—	—	—	—	17	—	—	—
+Ashford	7 816	7 816	—	—	—	6 840	—	—	—	—	—	976	—	—	—
+Blackpool	3 869	3 820	49	—	—	3 542	49	—	—	—	—	278	—	—	—
+Bournemouth	8 137	7 875	262	39	—	3 404	—	175	42	—	—	2 019	220	2 238	—
+Cambridge	259	259	—	—	—	—	—	—	—	—	—	18	—	241	—
+Exeter	3 311	2 785	526	—	—	2 785	526	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	447	447	—	—	—	—	—	—	—	—	—	447	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	2 818	2 818	—	2 818	—	—	—	—	—	—	—	—	—	—	—
+Lydd	68	68	—	—	—	—	—	—	—	—	—	68	—	—	—
+Manston	1 106	1 106	—	—	—	—	—	—	—	—	—	1 080	—	26	—
+Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	2 818	2 818	—	2 818	—	—	—	—	—	—	—	—	—	—	—
+Portsmouth	341	341	—	—	—	319	—	—	—	—	—	22	—	—	—
+Southampton	16 883	16 092	791	4 516	—	11 363	780	—	—	71	—	62	6	80	5
+Edinburgh	67 967	66 801	1 166	45 973	959	18 806	207	1 029	—	251	—	5	—	737	—
+Glasgow	162 322	160 813	1 509	101 123	96	29 103	—	8 617	918	228	—	19 832	495	1 910	—
+Prestwick	29 560	15 020	14 540	8 204	6 055	1 692	—	1 854	6 235	—	30	1 599	350	1 671	1 870
Aberdeen	20 893	19 877	1 016	17 499	1 011	1 225	—	—	—	9	5	819	—	325	—
Benbecula	3 308	1 982	1 326	1 982	1 326	—	—	—	—	—	—	—	—	—	—
Inverness	12 169	10 641	1 528	10 427	1 528	70	—	—	—	4	—	140	—	—	—
Islay	1 265	1 242	23	1 195	23	—	—	—	—	31	—	16	—	—	—
+Kirkwall	6 104	4 977	1 127	3 573	944	—	—	79	183	—	—	1 325	—	—	—
Stornoway	3 887	3 550	337	3 412	337	71	—	—	—	67	—	—	—	—	—
+Sumburgh	4 844	4 842	2	3 792	2	277	—	—	—	19	—	754	—	—	—
Tiree	531	316	215	203	207	—	—	—	—	13	3	100	5	—	—
Wick	5 561	2 609	2 952	2 506	2 950	—	—	—	—	1	—	102	2	—	—
+Belfast	90 067	90 062	5	63 109	—	21 999	3	781	—	—	—	638	2	3 535	—
+Isle of Man	17 245	15 538	1 707	—	—	15 307	1 707	—	—	—	—	231	—	—	—
TOTAL (Incl. London Area)	2 948 771	2 860 041	88 730	1 081 317	18 380	398 650	17 679	633 459	38 087	71 208	465	598 155	7 291	77 252	6 828
Channel Islands Airports															
Alderney	3 948	3 948	—	—	—	3 695	—	—	—	—	—	253	—	—	—
Guernsey	26 638	23 691	2 947	5 764	—	17 311	2 947	—	—	—	—	616	—	—	—
Jersey	58 738	57 418	1 320	25 805	79	27 312	1 122	2 196	42	—	—	1 627	77	478	—
TOTAL (Channel Is. Airports)	89 324	85 057	4 267	31 569	79	48 318	4 069	2 196	42	—	—	2 496	77	478	—



# Terminal Air Passengers

Table 16

## Comparison with a Year Earlier

### monthly averages

	Jan 1973— Mar 1973	Jan 1972— Mar 1972	Percentage change
<b>London Area Airports</b>			
+ Gatwick	310 068	282 838	9.6
+ Heathrow	1 255 209	1 104 387	13.7
+ Luton	161 860	151 640	6.7
+ Southend	13 699	15 450	-11.3
+ Stansted	7 470	14 559	-48.7
TOTAL (London Area)	1 748 306	1 568 874	11.4
Westland Heliport (Battersea)	470	198	137.4
<b>Other UK Airports</b>			
+ Leeds/Bradford	15 841	12 515	26.6
+ Liverpool	35 917	28 739	25.0
+ Manchester	149 869	127 844	17.2
+ Birmingham	67 169	50 282	33.6
+ Coventry	151	42	259.5
+ East Midlands	23 763	13 628	74.4
+ Newcastle	36 372	22 290	63.2
+ Tees-side	8 996	7 301	23.2
+ Bristol	18 858	12 546	50.3
+ Glamorgan	17 924	10 487	70.9
Swansea	27	10	17.0
+ Ashford	6 842	10 793	-36.6
+ Blackpool	3 501	3 019	16.0
+ Bournemouth	6 845	3 536	93.6
+ Cambridge	176	123	43.1
+ Exeter	2 445	..	—
Gloucester/Cheltenham	400	285	40.4
Hawarden	—	—	—
Isles of Scilly	1 945	1 798	8.2
+ Lydd	127	758	-83.2
+ Manston	546	663	17.6
+ Norwich	—	—	—
Penzance Heliport	1 945	1 796	8.3
+ Portsmouth	200	144	38.9
+ Southampton	13 413	11 517	16.5
+ Edinburgh	58 395	46 264	26.2
+ Glasgow	140 550	116 682	20.5
+ Prestwick	15 585	18 772	-17.0
Aberdeen	15 836	10 259	54.4
Benbecula	1 741	1 780	-2.2
Inverness	9 214	7 146	28.9
Islay	1 299	986	31.7
+ Kirkwall	4 550	4 018	13.2
Stornoway	3 177	2 966	7.1
+ Sumburgh	3 972	2 638	50.6
Tiree	220	212	3.8
Wick	2 390	2 205	8.4
+ Belfast	84 292	74 870	12.6
+ Isle of Man	14 122	12 346	14.4
TOTAL (Incl. London Area)	2 517 391	2 190 332	14.9
<b>Channel Islands Airports</b>			
Alderney	3 103	2 486	24.8
Guernsey	18 855	15 837	19.1
Jersey	44 429	38 498	15.4
TOTAL (Channel Islands Airports)	66 387	56 821	16.8

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### monthly averages

London Area Airports	Total	International			Domestic		
	Jan-Mar 1973	Jan-Mar 1973	Jan-Mar 1972	Percentage change	Jan-Mar 1973	Jan-Mar 1972	Percentage change
+ Gatwick	310 068	268 610	250 351	7	41 458	32 487	28
+ Heathrow	1 255 209	1 036 399	907 746	14	218 810	196 641	11
+ Luton	161 861	160 384	151 253	6	1 477	387	282
+ Southend	13 699	13 559(a)	15 141(a)	-10	140	309	-55
+ Stansted	7 470	7 441	14 470	-49	29	89	-67
TOTAL (London Area)	1 748 306	1 486 393	1 338 961	11	261 913	229 913	14
Westland Heliport (Battersea)	470	—	—	—	470	198	137
<b>Other UK Airports</b>							
+ Leeds/Bradford	15 841	2 668	2 015	32	13 173	10 500	25
+ Liverpool	35 917	8 870	5 929	50	27 047	22 810	19
+ Manchester	149 869	99 520	80 809	23	50 349	47 035	7
+ Birmingham	67 169	48 009	32 829	46	19 160	17 453	10
+ Coventry	151	50	42	21	101	—	—
+ East Midlands	23 763	15 898	7 183	121	7 865	6 444	22
+ Newcastle	36 372	11 344	3 637	212	25 028	18 654	34
+ Tees-side	8 996	1 962	1 064	84	7 033	6 236	13
+ Bristol	18 858	16 255	10 603	53	2 603	1 943	34
+ Glamorgan	17 924	13 174	7 888	67	4 750	2 599	83
Swansea	27	—	—	—	27	10	170
+ Ashford	6 842	6 517	10 761	61	325	32	916
+ Blackpool	3 501	295	280	5	3 206	2 739	17
+ Bournemouth	6 845	4 095	2 445	67	2 750	1 091	152
+ Cambridge	176	145	106	38	31	18	72
+ Exeter	2 445	445	..	—	2 000	..	—
Gloucester/Cheltenham	400	—	—	—	400	285	40
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 945	—	—	—	1 945	1 798	8
+ Lydd	127	84	750	-89	43	8	438
+ Manston	546	546	663	-18	—	—	—
+ Norwich	..	..	..	..	..	..	..
Penzance	1 945	—	—	—	1 945	1 796	8
+ Portsmouth	200	—	—	—	200	144	39
+ Southampton	13 413	539	532	1	12 874	10 985	17
+ Edinburgh	58 395	3 084	2 501	23	55 311	43 763	26
+ Glasgow	140 550	27 724	15 622	78	112 826	101 060	12
+ Prestwick	15 585	12 315	17 081	-28	3 270	1 691	93
Aberdeen	15 836	204	73	178	15 632	10 186	54
Benbecula	1 741	—	—	—	1 741	1 780	-2
Inverness	9 214	—	—	—	9 214	7 146	29
Islay	1 299	—	—	—	1 299	986	32
+ Kirkwall	4 550	142	—	—	4 408	4 018	10
Stornoway	3 177	—	—	—	3 177	2 066	7
+ Sumburgh	3 972	—	6	—	3 972	2 632	51
Tiree	220	—	—	—	220	212	4
Wick	2 390	—	—	—	2 390	2 205	8
+ Belfast	84 292	3 954	1 673	136	80 339	73 197	10
+ Isle of Man	14 122	394	274	44	13 728	12 072	14
TOTAL (Incl. London Area)	2 517 391	1 764 626	1 543 727	14	752 765	646 605	16

(a) Includes Channel Islands Traffic.

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

# International Air Passenger Traffic to and from Airports

Table 18

monthly averages	1st Quarter 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
<b>Austria</b>	7.6	5.9	1.6	7.4	5.4	2.0	2
London – Vienna	5.7	5.4	0.4	5.4	4.8	0.6	5
Other Routes	1.8	0.6	1.2	2.0	0.5	1.5	-7
<b>Belgium</b>	58.7	55.8	2.9	48.2	46.5	1.7	22
London – Brussels	41.7	40.4	1.3	32.9	32.7	0.2	27
Other S.E. England – Belgium	12.7	16.0	1.2	12.8	11.6	1.2	25
Other Routes	4.3	9.9	0.3	2.4	2.2	0.2	-61
<b>Denmark</b>	28.9	23.1	5.8	27.3	21.2	6.1	6
London – Copenhagen	22.6	18.6	4.0	22.2	18.2	4.0	2
Other Routes	6.3	4.5	1.8	5.1	3.0	2.1	25
<b>Finland</b>	4.5	3.9	0.7	3.8	3.4	0.5	17
<b>France</b>	155.0	133.9	21.2	161.7	147.9	13.8	-4
London – Nice	4.7	4.4	0.4	5.4	5.2	0.2	-11
– Paris	109.2	102.8	6.3	117.5	113.1	4.4	-7
– N. France (a)	6.4	5.2	1.1	7.6	7.2	0.4	-16
– Other France	5.8	4.5	1.3	4.2	2.5	1.7	36
Manchester – Paris	4.3	4.0	0.2	3.3	3.3	—	30
Other U.K. – Paris	8.3	4.5	3.8	7.5	3.4	4.1	12
Luton – Other France	4.7	—	4.7	1.3	—	1.3	268
Other S.E. England – France	9.0	7.9	1.0	13.2	13.1	0.1	-32
Other Routes	2.7	0.4	2.3	1.8	0.1	1.7	53
<b>Germany (Fed. Republic)</b>	182.9	115.8	67.1	172.7	107.8	64.9	6
London – Dusseldorf	19.4	19.1	0.3	20.9	20.4	0.5	-7
– Frankfurt	39.0	36.7	2.2	33.9	32.9	1.1	15
– Hamburg	15.9	15.7	0.2	15.1	14.4	0.6	6
– Munich	35.0	12.0	23.0	33.9	11.2	22.7	3
– Other Germany	26.9	23.7	3.2	25.6	22.0	3.6	5
Luton – Germany	23.9	—	23.9	23.5	—	23.5	2
Manchester – Germany	11.0	5.6	5.4	9.4	5.2	4.2	17
Other Routes	11.9	2.8	9.0	10.4	1.7	8.7	14
<b>Gibraltar</b>	5.2	5.1	0.1	5.5	5.4	0.1	-6
<b>Greece</b>	26.0	12.6	13.4	19.1	10.6	8.5	36
<b>Iceland</b>	1.4	1.4	0.1	1.3	1.2	0.2	9
London – Reykjavik	0.8	0.8	—	0.7	0.5	0.2	22
Glasgow – Reykjavik	0.6	0.5	0.1	0.6	0.6	—	-4
Other Routes	—	—	—	—	—	—	

Table 18 cont.

	1st Quarter 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	104.1	101.7	2.4	97.7	95.8	1.9	7
London – Cork	7.6	7.6	—	7.3	7.0	0.3	3
– Dublin	52.8	52.7	0.1	51.4	50.7	0.6	3
– Shannon	5.6	5.3	0.3	5.0	4.8	0.2	12
Manchester – Dublin	9.7	9.7	—	9.5	9.5	—	2
Birmingham – Dublin	7.5	7.5	—	7.2	7.2	—	3
Glasgow – Dublin	4.2	4.2	—	4.0	3.9	0.1	6
Liverpool – Dublin	4.7	4.7	—	4.1	4.1	—	14
Leeds/Bradford – Dublin	1.8	1.8	—	1.4	1.4	—	26
Edinburgh – Dublin	2.1	1.0	1.1	1.0	1.0	—	116
Bristol – Dublin	1.6	1.6	—	1.4	1.4	—	16
Other Routes	6.6	5.7	0.9	5.4	4.8	0.6	21
<b>Italy</b>	95.0	47.9	47.2	81.6	42.1	39.5	16
London – Genoa (g)	0.1	—	0.1	0.2	—	0.2	-54
– Milan	24.8	18.1	6.7	20.5	15.4	5.2	21
– Rimini (g)	—	—	—	0.1	—	0.1	-100
– Rome	27.7	20.9	6.7	22.8	17.8	5.0	21
– Venice	3.9	1.6	2.3	5.4	1.6	3.8	-29
– Other Italy	20.8	7.1	13.8	15.2	6.6	8.6	37
Luton – Rimini	0.8	—	0.8	1.5	—	1.5	-46
– Other Italy	14.8	—	14.8	13.7	—	13.7	8
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1.0	—	1.0	0.2	—	0.2	497
Other Routes	1.1	0.2	0.9	2.0	0.8	1.2	-43
<b>Luxembourg</b>	3.1	2.8	0.2	2.8	2.5	0.2	12
London – Luxembourg	3.0	2.8	0.2	2.7	2.5	0.2	13
Other Routes	—	—	—	0.1	—	0.1	-43
<b>Netherlands</b>	98.6	94.6	4.0	85.2	78.8	6.4	16
London – Amsterdam	67.4	64.2	3.1	55.3	51.9	3.4	22
– Rotterdam	14.6	14.6	—	13.2	13.0	0.2	11
Other S.E. England – Netherlands	3.2	2.9	0.3	5.7	3.5	2.2	-44
Manchester – Amsterdam	6.4	6.3	0.1	5.7	5.6	—	13
Other Routes	7.1	6.5	0.6	5.4	4.9	0.5	31
<b>Norway</b>	12.4	11.0	1.4	10.5	9.6	0.9	18
London – Oslo	8.9	8.3	0.7	7.4	6.9	0.5	21
Other Routes	3.5	2.7	0.8	3.1	2.7	0.4	12
<b>Portugal</b>	33.7	14.0	19.7	28.9	12.5	16.3	17
London – Lisbon	17.3	11.0	6.4	12.5	10.0	2.5	39
Other Routes	16.3	3.0	13.4	16.4	2.5	13.8	—
<b>Soviet Union and Eastern Europe (b)</b>	14.3	11.2	3.1	9.8	9.2	0.6	46
London – Moscow	3.3	3.2	0.1	2.4	2.4	—	37
– Prague	1.6	1.6	—	1.6	1.6	—	—
Other Routes	9.4	6.4	3.0	5.8	5.2	0.6	62

Table 18 cont.

	1st Quarter 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	322.6	45.5	277.1	261.7	40.1	221.6	23
London – Barcelona	8.8	6.7	2.0	8.0	5.8	2.2	9
– Ibiza	3.7	0.2	3.5	4.0	0.3	3.7	8
– Madrid	19.1	17.4	1.7	15.5	14.4	1.1	23
– Malaga	15.0	6.6	8.5	12.1	5.5	6.6	24
– Palma	55.5	7.2	48.3	51.5	6.9	44.7	8
– Other Spain	24.9	6.1	18.8	23.4	5.5	17.9	7
Luton – Alicante	15.3	—	15.3	15.4	—	15.4	—
– Barcelona	2.0	—	2.0	0.3	—	0.3	667
– Gerona	4.2	—	4.2	4.0	—	4.0	4
– Ibiza	5.9	—	5.9	2.9	—	2.9	107
– Palma	24.0	—	24.0	30.4	—	30.4	-21
– Other Spain	15.1	—	15.0	9.9	—	9.9	53
Other S.E. England – Spain	0.3	—	0.3	0.3	—	0.3	-18
Manchester – Barcelona	1.4	—	1.4	1.2	—	1.2	14
– Palma	23.4	0.2	23.3	22.3	—	22.3	5
Other N. England – Spain	29.2	1.0	28.2	15.3	1.4	13.9	90
Scotland – Spain	15.4	—	15.4	11.0	—	11.0	40
Other Routes	59.5	0.2	59.3	34.2	0.3	33.9	74
<b>Sweden</b>	14.6	11.8	2.8	11.9	9.2	2.7	23
London – Stockholm	8.9	7.3	1.5	8.4	6.5	1.9	5
Other Routes	5.7	4.4	1.3	3.5	2.7	0.8	65
<b>Switzerland</b>	82.5	62.9	19.6	74.9	56.1	18.8	10
London – Basle	5.0	4.6	0.4	5.0	4.1	0.9	—
– Geneva	31.9	25.8	6.1	27.2	23.3	3.9	17
– Zurich	36.1	28.8	7.4	34.1	26.8	7.3	6
Luton – Switzerland	4.9	0.1	4.8	6.2	—	6.2	-21
Other Routes	4.5	3.6	0.9	2.4	1.9	0.5	85
<b>Yugoslavia</b>	6.6	3.5	3.1	4.2	3.3	0.9	60
London – Dubrovnic	0.1	—	0.1	0.1	—	0.1	48
– Ljubljana	0.3	0.2	0.1	—	—	—	—
Luton – Yugoslavia	2.3	—	2.3	0.5	—	0.5	327
Other Routes	3.9	3.3	0.6	3.6	3.3	0.3	10
<b>Other Europe</b>	30.9	22.4	8.5	24.2	19.9	4.3	28
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	46.2	37.9	8.4	35.8	25.0	10.9	29
London – Montreal	8.7	8.1	0.6	6.0	5.7	0.4	44
– Toronto	19.2	14.6	4.5	14.9	8.9	6.1	28
– Other Canada	9.0	7.3	1.7	7.6	4.6	3.0	18
Other U.K. – Montreal	2.6	2.5	0.1	2.4	2.3	0.1	9
– Toronto	5.7	4.6	1.2	4.2	3.0	1.2	37
Other Routes	1.0	0.8	0.2	0.7	0.6	0.1	53

Table 18 cont.

	1st Quarter 1973			1st Quarter 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	170.8	155.0	15.9	152.1	127.7	24.4	12
London – New York	70.7	66.6	4.0	69.0	58.4	10.7	2
– Other East Coast U.S.A.	46.8	43.6	3.2	38.9	34.9	4.0	20
– Chicago and Detroit	19.1	17.4	1.7	15.2	13.7	1.5	26
– West Coast U.S.A.	23.0	20.6	2.4	19.0	15.1	3.9	21
– Other U.S.A.	4.1	1.8	2.3	2.0	1.4	0.6	105
Other U.K. – New York	4.7	4.6	0.1	4.3	3.7	0.6	10
Other Routes	2.5	0.4	2.1	3.8	0.5	3.2	–35
<b>West Atlantic and Caribbean Islands</b>	16.9	16.6	2.8	15.5	12.8	2.7	25
<b>Central and South America</b>	6.4	6.0	0.4	5.4	4.9	0.4	19
REST OF THE WORLD							
<b>Canary Islands</b>	24.1	2.9	21.2	24.8	3.4	21.4	–3
<b>North Africa (c)</b>	43.0	5.6	37.4	22.3	4.2	18.2	93
<b>East Africa (d)</b>	12.0	9.5	2.6	15.4	10.9	4.5	–22
<b>Central Africa (e)</b>	4.8	4.7	0.1	4.5	4.5	—	6
<b>West Africa (d)</b>	7.5	6.9	0.6	5.8	5.3	0.5	29
<b>South Africa</b>	14.7	14.5	0.2	14.5	14.2	0.2	2
<b>Middle East (f)</b>	44.1	40.4	3.7	37.7	36.8	0.9	17
<b>India</b>	10.8	9.1	1.7	8.5	6.5	2.0	28
<b>Pakistan</b>	5.6	4.0	1.6	2.9	2.3	0.6	94
<b>Far East</b>	31.7	21.1	10.6	29.6	14.9	14.7	7
<b>Australia and New Zealand</b>	14.1	13.9	0.1	7.3	6.7	0.6	94
<b>Other Routes n.e.i.</b>	7.5	4.5	3.0	5.8	3.8	1.9	30
<b>ALL ROUTES</b>	1 751.4	1 139.2	612.2	1 528.1	1 012.3	515.8	15

**London** includes Heathrow, Gatwick and Stansted.

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly averages		Jan 1973	Jan 1972	Percentage change
Origin/Destination		—Mar 1973 (000)	—Mar 1972 (000)	
London (a)	Aberdeen	7.3	4.5	62
	Belfast	40.4	36.5	11
	Birmingham	2.8	3.2	-12
	Channel Islands	25.7	23.8	8
	Edinburgh	43.8	35.2	24
	Glasgow (b)	67.6	59.9	13
	Isle of Man	0.3	0.5	-40
	Leeds/Bradford	8.1	6.3	29
	Liverpool	10.0	8.5	18
	Manchester	27.3	25.9	5
	Newcastle	19.2	15.3	25
	Tees-side	6.7	5.3	26
	Other airports	0.9	4.2	—
Belfast	Birmingham	5.0	4.9	2
	East Midlands	2.3	2.0	15
	Edinburgh	1.3	1.2	8
	Glasgow (b)	10.6	9.6	10
	Isle of Man	1.1	1.1	—
	Leeds/Bradford	2.6	2.2	18
	Liverpool	3.5	3.7	-5
	Manchester	9.0	8.9	1
	Newcastle	1.9	1.5	27
	Other airports	2.6	1.6	—
Channel Islands	Bournemouth	1.4	0.9	56
	Birmingham	1.4	0.8	75
	Bristol/Glamorgan	1.3	1.4	-7
	East Midlands	1.0	0.8	25
	Glasgow (b)	—	—	—
	Leeds/Bradford	—	—	—
	Liverpool	1.4	1.7	-18
	Manchester	0.7	—	—
	Newcastle	—	—	—
	Southampton	10.4	9.0	16
	Other airports	1.3	—	—
Edinburgh	Birmingham	2.5	2.0	25
	Glasgow (b)	0.9	0.4	125
	Manchester	3.2	2.5	28
	Other airports	3.6	2.5	—
Glasgow (b)	Birmingham	6.1	6.4	-5
	East Midlands	3.8	3.3	15
	Isle of Man	0.4	—	—
	Leeds/Bradford	1.8	1.5	20
	Liverpool	3.2	2.4	33
	Manchester	5.8	6.6	-12
	Southampton	1.6	1.3	23
	Other Scottish airports	13.8	11.0	25
	Other airports	0.5	0.3	—
Isle of Man	Blackpool	2.0	2.2	-9
	Liverpool	7.3	6.2	18
	Manchester	2.2	2.1	5
	Newcastle	—	—	—
	Other airports	0.4	—	—
Penzance	Isles of Scilly	1.9	1.8	6
Other Routes		18.5	9.5	95
Total		398.7	342.5	—

(a) Heathrow, Gatwick and Stansted

(b) 'Glasgow' includes Prestwick and Abbotsinch

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator    March 1973

Table 2													
	Total	Scheduled Services						Charter Flights					
		UK operators				Overseas operators		UK operators				Overseas operators	
		Corporations		Others				Corporations		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+Gatwick	4 571·2	—	0·2	736·8	917·7	24·0	21·4	—	0·6	1 342·7	1 332·2	141·7	53·9
+Heathrow	38 388·6	7 653·1	8 091·6	234·2	285·9	9 982·6	11 096·1	317·5	62·9	1·8	89·5	224·9	348·5
+Luton	218·8	—	—	0·1	—	3·7	—	—	—	55·4	110·6	30·9	18·1
+Southend	1 928·7	—	—	1 139·4	756·6	—	—	—	—	9·1	22·7	0·9	—
+Stansted	645·1	—	—	—	—	—	—	—	—	197·6	431·9	15·0	0·6
TOTAL (London Area)	45 752·4	7 653·1	8 091·8	2 110·5	1 960·2	10 010·3	11 117·5	317·5	63·5	1 606·6	1 986·9	413·4	421·1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	103·2	—	—	34·6	38·0	8·0	11·6	—	—	0·1	2·3	—	7·8
+Liverpool	1 657·4	—	—	158·0	825·8	125·3	42·3	—	—	178·5	2·6	46·0	279·7
+Manchester	4 088·6	876·5	806·9	17·1	21·5	1 084·6	1 192·9	—	—	10·4	2·8	34·2	41·7
+Birmingham	255·0	61·7	63·2	11·5	1·7	50·3	66·6	—	—	—	—	—	—
+Coventry	257·7	—	—	125·2	113·5	—	—	—	—	—	—	9·0	10·0
+East Midlands	713·0	—	—	481·7	154·6	—	0·9	—	—	16·0	16·9	—	42·9
+Newcastle	224·5	—	—	70·7	77·2	—	—	—	—	71·9	4·0	—	0·7
+Tees-side	59·4	—	—	8·1	9·7	—	—	—	—	41·6	—	—	—
+Bristol	62·5	—	—	7·2	8·2	13·2	12·8	—	—	7·6	6·3	5·8	1·4
+Glamorgan	16·1	—	—	2·7	10·8	—	2·4	—	—	—	0·2	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Ashford	425·3	—	—	133·2	292·1	—	—	—	—	—	—	—	—
+Blackpool	63·6	—	—	5·1	23·7	—	—	—	—	0·9	33·9	—	—
+Bournemouth	355·3	—	—	136·9	40·4	—	—	—	—	178·0	—	—	—
+Cambridge	70·5	—	—	—	—	—	—	—	—	—	—	38·5	32·0
+Exeter	26·3	—	—	5·1	8·6	—	—	—	—	12·6	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	52·4	6·7	45·7	—	—	—	—	—	—	—	—	—	—
+Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—
+Manston	469·2	—	—	—	—	—	—	—	—	251·7	114·9	67·3	35·3
+Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	52·4	45·7	6·7	—	—	—	—	—	—	—	—	—	—
+Portsmouth	1·8	—	—	0·2	1·3	—	—	—	—	—	0·3	—	—
+Southampton	119·0	16·9	2·4	24·0	52·6	—	—	—	—	6·6	2·2	8·4	5·9
+Edinburgh	461·2	243·8	68·4	39·3	42·2	3·1	50·3	—	—	11·3	2·3	0·5	—
+Glasgow	1 816·5	490·8	559·3	90·4	90·1	229·7	349·9	—	0·8	0·5	2·3	—	2·7
+Prestwick	1 577·4	529·0	171·2	1·3	0·8	427·5	235·3	—	—	52·1	18·0	134·9	7·3
Aberdeen	80·6	31·0	44·0	1·3	1·3	—	—	—	—	1·1	1·9	—	—
Benbecula	16·5	12·7	3·8	—	—	—	—	—	—	—	—	—	—
Inverness	42·2	11·4	30·8	—	—	—	—	—	—	—	—	—	—
Islay	16·2	4·5	11·7	—	—	—	—	—	—	—	—	—	—
+Kirkwall	38·3	25·6	10·6	—	—	—	—	—	—	0·1	2·0	—	—
Stornoway	44·5	13·8	6·4	23·2	1·0	—	—	0·1	—	—	—	—	—
+Sumburgh	40·0	23·6	12·1	—	0·1	—	—	—	—	3·0	1·2	—	—
Tiree	1·4	1·0	0·3	—	—	—	—	0·1	—	—	—	—	—
Wick	7·7	3·6	3·2	—	—	—	—	—	—	—	—	—	0·9
+Belfast	1 755·0	577·7	240·2	794·3	120·3	9·7	7·4	5·4	—	—	—	—	—
+Isle of Man	414·5	—	—	300·0	114·5	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	61 137·6	10 629·1	10 178·7	4 581·6	4 010·2	11 961·7	13 089·9	323·1	64·3	2 450·6	2 201·0	758·0	889·4
Channel Islands Airports													
Alderney	24·1	—	—	16·6	1·7	—	—	—	—	5·2	0·6	—	—
Guernsey	1 128·4	98·1	41·4	165·0	234·2	—	—	—	—	95·5	494·2	—	—
Jersey	1 924·3	309·4	624·2	341·6	244·7	5·5	1·9	—	—	63·6	333·4	—	—
TOTAL (Channel Islands Airports)	3 076·8	407·5	665·6	523·2	480·6	5·5	1·9	—	—	164·3	828·2	—	—



Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	Jan. 1973 – Mar. 1973	Jan. 1972 – Mar. 1972	Percentage change
<b>London Area Airports</b>	(tonnes)	(tonnes)	
+ Gatwick	4 321·0	3 408·9	26·8
+ Heathrow	35 409·3	29 748·8	19·0
+ Luton	294·6	224·1	31·5
+ Southend	1 661·7	2 060·9	–19·4
+ Stansted	780·3	653·8	19·3
TOTAL (London Area)	42 466·9	36 096·5	17·6
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	83·9	71·7	17·0
+ Liverpool	1 396·4	1 288·5	8·4
+ Manchester	3 597·3	3 196·5	12·5
+ Birmingham	250·7	324·2	–22·7
+ Coventry	238·4	135·6	75·8
+ East Midlands	469·8	86·6	442·5
+ Newcastle	159·9	114·9	39·2
+ Tees-side	42·7	9·6	344·8
+ Bristol	54·8	63·2	–13·3
+ Glamorgan	16·6	14·3	16·1
Swansea	—	—	—
+ Ashford	332·4	359·2	–7·5
+ Blackpool	61·6	41·3	49·2
+ Bournemouth	217·8	102·5	112·5
+ Cambridge	63·6	62·4	1·9
+ Exeter	18·7	..	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	43·9	41·6	5·5
+ Lydd	—	1·2	—
+ Manston	580·7	397·4	46·1
+ Norwich	..	..	..
Penzance Heliport	43·9	41·6	5·5
+ Portsmouth	1·6	7·9	–79·7
+ Southampton	105·3	112·4	–6·3
+ Edinburgh	343·8	180·6	90·4
+ Glasgow	1 701·5	1 275·6	33·4
+ Prestwick	1 254·2	986·7	27·1
Aberdeen	66·9	51·6	29·7
Benbecula	17·8	13·7	29·9
Inverness	39·0	36·5	6·8
Islay	13·5	11·5	17·4
+ Kirkwall	37·1	45·3	–18·1
Stornoway	38·5	33·8	13·9
+ Sumburgh	33·4	32·2	3·7
Tiree	1·3	1·0	30·0
Wick	6·6	5·5	20·0
+ Belfast	1 569·7	1 438·6	9·1
+ Isle of Man	364·4	296·0	23·1
TOTAL (Incl. London Area)	55 734·6	46 977·7	18·6
<b>Channel Islands Airports</b>			
Alderney	20·4	22·8	–10·5
Guernsey	922·0	664·5	38·8
Jersey	1 350·4	940·3	43·6
TOTAL (Channel Islands Airports)	2 292·8	1 627·6	40·9

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

Table 22.1

## All Scheduled Services March 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	13 751	4 508	18 960	210 430	2 440 732	1 330 115	54.5	6 517	316 954	168 804	8 868	40 655	119 281	53.3
British Airways – BEA	7 906	13 218	16 791	743 545	818 951	474 845	58.0	8 547	86 157	43 748	1 153	5 220	37 375	50.8
British Airways Helicopters	9	156	51	2 704	231	161	69.7	55	18	16	—	3	13	88.9
British Caledonian Airways	1 998	2 229	3 492	83 055	217 650	100 607	46.2	1 226	27 009	11 569	241	2 523	8 805	42.8
Air Anglia	58	202	170	3 625	2 473	1 314	53.1	20	224	125	—	6	119	55.8
Aurigny Air Services	90	1 691	536	1 1965	1 023	618	60.4	49	92	52	—	3	49	56.5
British Air Ferries	151	744	699	14 304	4 938	2 629	53.2	2 237	1 063	723	—	484	239	68.0
BIA	169	860	651	19 466	6 693	3 893	58.2	554	760	456	7	117	332	60.0
British Midland Airways	259	770	674	21 406	19 420	9 049	46.6	207	1 547	805	—	102	703	52.0
Brymon Aviation	2	12	11	44	21	8	38.1	—	2	1	—	—	1	50.0
Cambrian Airways	334	1 396	1 122	44 795	21 867	13 348	61.0	1 123	2 233	1 320	10	244	1 066	59.1
Dan-Air/Skyways	244	1 126	839	17 141	11 576	4 900	42.3	3	945	400	—	1	399	42.3
J F Airlines	7	48	30	273	99	58	58.6	1	8	4	—	—	4	50.0
Loganair	30	265	175	1 097	228	120	52.6	—	21	11	—	—	11	52.4
Northeast Airlines	298	805	822	45 467	27 273	17 995	66.0	182	2 461	1 567	—	77	1 490	63.7
TOTAL Passenger Services	25 306	28 030	45 023	1 219 317	3 573 175	1 959 660	54.8	20 721	439 494	229 601	10 279	49 435	169 887	52.2
Cargo Services														
British Airways – BOAC	995	375	1 413					2 564	32 094	20 767	51	20 716		64.7
British Airways – BEA	204	346	491					4 756	3 871	2 238	77	2 161		57.8
British Caledonian Airways	69	23	93					181	2 325	1 290	10	1 280		55.5
Air-Bridge Carriers	43	100	137					467	424	203	—	203		47.9
Air Freight	42	195	205					425	143	90	—	90		62.9
BIA	63	108	298					200	180	113	6	107		62.8
Intra Airways	5	26	23					42	15	7	—	7		46.7
TOTAL Cargo Services	1 421	1 173	2 660					8 635	39 052	24 708	144	24 564		63.3
GRAND TOTAL	26 727	29 203	47 683	1 219 317	3 573 175	1 959 660	54.8	29 356	478 546	254 309	10 423	73 999	169 887	53.1

# International Scheduled Services    March 1973

**Table 22.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	13 751	4 508	18 960	210 430	2 440 732	1 330 115	54·5	6 517	316 954	168 804	8 868	40 655	119 281	53·3
British Airways – BEA	6 208	9 085	12 042	473 394	666 903	363 474	54·5	5 431	70 623	35 793	881	4 433	30 479	50·7
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Caledonian Airways	1 458	1 227	2 364	39 925	173 372	77 288	44·6	746	22 440	9 399	230	2 284	6 885	41·9
Air Anglia	27	106	90	2 325	1 179	599	50·8	17	109	58	—	4	54	53·2
Aurigny Air Services	8	108	50	390	66	31	47·0	—	6	2	—	—	2	33·3
British Air Ferries	130	651	602	14 154	4 573	2 590	56·6	1 838	912	612	—	376	236	67·1
BIA	35	120	128	2 404	1 753	681	38·8	18	161	64	—	6	58	39·8
British Midland Airways	77	202	200	3 393	5 772	1 849	32·0	55	460	187	—	43	144	40·7
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	128	354	366	12 045	10 106	5 337	52·8	27	871	437	—	11	426	50·2
Dan-Air/Skyways	102	427	319	7 761	4 656	1 913	41·1	—	380	155	—	—	155	40·8
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northeast Airlines	78	151	197	5 613	6 800	3 143	46·2	54	588	289	—	29	260	49·1
TOTAL Passenger Services	22 002	16 939	35 318	771 834	3 315 912	1 787 020	53·9	14 703	413 504	215 800	9 979	47 841	157 980	52·2
Cargo Services														
British Airways – BOAC	995	375	1 413					2 564	32 094	20 767	51	20 716		64·7
British Airways – BEA	158	226	367					3 400	3 016	1 745	51	1 694		57·9
British Caledonian Airways	69	23	93					181	2 325	1 290	10	1 280		55·5
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—
Air Freight	42	195	205					425	143	90	—	90		62·9
BIA	63	108	298					200	180	113	6	107		62·8
Intra Airways	—	—	—					—	—	—	—	—		—
TOTAL Cargo Services	1 327	927	2 376					6 770	37 758	24 005	118	23 887		63·6
GRAND TOTAL	23 329	17 866	37 694	771 834	3 315 912	1 787 020	53·9	21 473	451 262	239 805	10 097	71 728	157 980	53·1

# Domestic Scheduled Services March 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		
												Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	1 698	4 133	4 749	270 151	152 048	111 371	73.2	3 116	15 534	7 955	272	787	6 896	51.2
British Airways Helicopters	9	156	51	2 704	231	161	69.7	55	18	16	—	3	13	88.9
British Caledonian Airways	540	1 002	1 128	43 130	44 278	23 319	52.7	480	4 569	2 170	11	239	1 920	47.5
Air Anglia	30	96	80	1 300	1 294	715	55.3	3	115	67	—	2	65	58.3
Aurigny Air Services	82	1 583	486	11 575	957	587	61.3	48	86	50	—	3	47	58.1
British Air Ferries	21	93	97	150	365	39	10.7	399	151	111	—	108	3	73.5
BIA	134	740	523	17 062	4 940	3 212	65.0	536	599	392	7	111	274	65.4
British Midland Airways	182	568	474	18 013	13 648	7 200	52.8	153	1 086	619	—	60	559	57.0
Brymon Aviation	2	12	11	44	21	8	38.1	—	2	1	—	—	1	50.0
Cambrian Airways	206	1 042	756	32 750	11 761	8 011	68.1	1 096	1 362	883	10	233	640	64.8
Dan-Air/Skyways	142	699	520	9 380	6 920	2 987	43.2	3	565	245	—	1	244	43.4
J F Airlines	7	48	30	273	99	58	58.6	1	8	4	—	—	4	50.0
Loganair	30	265	175	1 097	228	120	52.6	—	21	11	—	—	11	52.4
Northeast Airlines	220	654	625	39 854	20 473	14 851	72.5	128	1 873	1 277	—	47	1 230	68.2
TOTAL Passenger Services	3 303	11 091	9 705	447 483	257 263	172 63	67.1	6 018	25 989	13 801	300	1 594	11 907	53.1
Cargo Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	46	120	124	—	—	—	—	1 356	855	493	26	467	—	57.7
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	43	100	137	—	—	—	—	467	424	203	—	203	—	47.9
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	5	26	23	—	—	—	—	42	15	7	—	7	—	46.7
TOTAL Cargo Services	94	246	284	—	—	—	—	1 865	1 294	703	26	677	—	54.3
GRAND TOTAL	3 397	11 337	9 989	447 483	257 263	172 639	67.1	7 883	27 283	14 504	326	2 271	11 907	53.2

and below 2

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

## All Non-scheduled Services March 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	1 609	403	2 187	35 025
British Airways—BEA	319	475	741	4 267
BEA Airtours	654	365	996	9 265
British Airways Helicopters	108	1 113	486	198
British Caledonian Airways	2 517	1 427	4 056	50 976
Air Anglia	21	64	90	59
Air-Bridge Carriers	3	10	13	35
Air Freight	16	47	68	57
Air London	12	57	64	7
Alidair	42	71	103	265
Britannia Airways	1 896	1 289	2 875	21 898
British Air Ferries	—	1	1	2
BIA	66	216	246	298
British Midland Airways	484	324	795	5 838
Brymon Aviation	1	8	7	1
Cambrian Airways	319	358	689	2 356
Court-Line Aviation	1 277	971	2 291	13 146
Dan-Air Services	2 243	1 368	3 923	20 479
Dan-Air/Skyways	38	99	129	163
Directair	4	16	19	8
Donaldson Int. Airways	350	120	502	6 948
Eagle Flying Services	19	35	73	26
Fairflight Charters	45	82	235	47
Haywards Aviation	4	8	11	3
Humber Airways	11	56	52	10
International Aviation Services	288	124	579	4 580
Intra Airways	12	92	76	37
Invicta Airlines	103	98	207	1 871
Island Air Charter	3	26	22	3
Laker Airways	1 353	688	1 918	12 816
Loganair	51	651	266	44
Macedonian Aviation	18	28	69	30
McAlpine Aviation	260	619	598	159
Monarch Airlines	347	224	662	4 852
Northair Airlines	57	97	191	26
Northeast Airlines	154	159	285	1 503
Northern Executive Aviation	2	9	9	2
Peters Aviation	28	79	142	441
Silver City Airways	5	5	11	108
Thurston Aviation	12	51	63	11
Trader Airways	4	11	17	1
Tradewinds Airways	430	111	785	9 756
Trans-Meridian Air Cargo	386	128	748	10 515
Vernair Transport	7	16	21	4
TOTAL	15 578	12 199	27 321	218 136

# International Non-scheduled Services March 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	1 609	403	2 187	35 025
British Airways – BEA	288	404	620	3 985
BEA Airtours	654	365	996	9 265
British Airways Helicopters	—	—	—	—
British Caledonian Airways	2 516	1 424	4 054	50 969
Air Anglia	9	26	39	23
Air-Bridge Carriers	—	—	—	—
Air Freight	16	47	68	57
Air London	5	11	24	3
Alidair	29	41	70	184
Britannia Airways	1 896	1 289	2 875	21 898
British Air Ferries	—	—	—	—
BIA	56	164	207	256
British Midland Airways	478	311	782	5 802
Brymon Aviation	1	6	6	1
Cambrian Airways	304	280	631	2 269
Court-Line Aviation	1 277	971	2 291	13 146
Dan-Air Services	2 243	1 368	3 923	20 479
Dan-Air/Skyways	37	97	127	161
Directair	1	2	3	1
Donaldson Int. Airways	350	120	502	6 948
Eagle Flying Services	9	14	35	12
Fairflight Charters	42	76	217	43
Haywards Aviation	—	2	2	—
Humber Airways	—	—	—	—
International Aviation Services	288	124	579	4 580
Intra Airways	2	10	11	7
Invicta Airlines	98	84	194	1 776
Island Air Charter	1	7	6	1
Laker Airways	1 353	688	1 918	12 816
Loganair	—	—	—	—
Macedonian Aviation	15	22	54	23
McAlpine Aviation	152	204	285	95
Monarch Airlines	343	213	650	4 800
Northair Airlines	2	4	8	1
Northeast Airlines	150	148	273	1 479
Northern Executive Aviation	—	—	—	—
Peters Aviation	20	44	104	429
Silver City Airways	4	2	8	85
Thurston Aviation	5	11	22	4
Trader Airways	3	9	16	1
Tradewinds Airways	430	111	785	9 756
Trans-Meridian Air Cargo	386	128	748	10 515
Vernair Transport	2	2	6	1
<b>TOTAL</b>	<b>15 076</b>	<b>9 232</b>	<b>25 326</b>	<b>216 896</b>

# Domestic Non-scheduled Services March 1973

**Table 23.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	31	71	121	282
BEA Airtours	—	—	—	—
British Airways Helicopters	108	1 113	486	198
British Caledonian Airways	1	3	2	7
Air Anglia	12	38	51	36
Air-Bridge Carriers	3	10	13	35
Air Freight	—	—	—	—
Air London	8	46	40	4
Alidair	13	30	33	81
Britannia Airways	—	—	—	—
British Air Ferries	—	1	1	2
BIA	9	52	39	42
British Midland Airways	6	13	13	36
Brymon Aviation	—	2	1	—
Cambrian Airways	15	78	58	87
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	1	2	2	3
Directair	4	14	16	7
Donaldson Int. Airways	—	—	—	—
Eagle Flying Services	10	21	38	14
Fairflight Charters	4	6	18	4
Haywards Aviation	3	6	9	2
Humber Airways	11	56	52	10
International Aviation Services	—	—	—	—
Intra Airways	10	82	65	31
Invicta Airlines	5	14	13	95
Island Air Charter	2	19	16	2
Laker Airways	—	—	—	—
Loganair	51	651	266	44
Macedonian Aviation	3	6	15	7
McAlpine Aviation	108	415	313	64
Monarch Airlines	4	11	12	52
Northair Airlines	55	93	183	25
Northeast Airlines	4	11	12	23
Northern Executive Aviation	2	9	9	2
Peters Aviation	8	35	38	12
Silver City Airways	1	3	3	24
Thurston Aviation	8	40	41	7
Trader Airways	—	2	1	—
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	5	14	15	3
<b>TOTAL</b>	<b>505</b>	<b>2 967</b>	<b>1 995</b>	<b>1 241</b>

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

## All Inclusive Tour Charters March 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways—BOAC	203	72	287	4 254	12 531	38 158	34 217	89.7
British Airways—BEA	47	48	88	546	5 373	5 976	4 404	73.7
BEA Airtours	537	278	809	7 624	32 447	84 077	62 936	74.8
British Caledonian Airways	1 301	977	2 315	14 951	86 061	157 182	130 788	83.2
Air Anglia (D)	1	2	3	2	36	22	22	100.0
Britannia Airways	1 790	1 141	2 687	20 757	124 513	243 419	196 279	80.6
British Midland Airways	209	145	389	2 054	14 654	24 528	21 206	86.5
Cambrian Airways	250	212	499	1 887	12 555	21 511	18 643	86.7
Court-Line Aviation	1 238	936	2 222	12 753	97 440	147 293	129 860	88.2
Dan-Air Services	2 006	1 249	3 548	17 583	114 891	221 473	187 720	84.8
Dan-Air/Skyways	35	88	117	149	2 982	1 827	1 120	61.3
Donaldson Int. Airways	88	46	142	1 514	7 911	16 692	15 188	91.0
Invicta Airlines	5	9	12	63	690	703	434	61.7
Laker Airways	971	524	1 431	8 113	37 183	97 722	73 574	75.2
Monarch Airlines	237	161	420	3 498	18 310	37 973	30 113	79.3
Northeast Airlines	133	119	224	1 359	10 874	15 924	13 803	86.7
<b>TOTAL</b>	<b>9 051</b>	<b>6 007</b>	<b>15 193</b>	<b>97 107</b>	<b>578 451</b>	<b>1 114 480</b>	<b>920 307</b>	<b>82.6</b>

(D) Denotes domestic inclusive tour charters.



# All Other Separate Fare Charters March 1973

**Table 25.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Tonne—km available (000)	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available
British Airways—BOAC	850	211	1 153	22 217	18 572	146 326	128 057	87·5
British Airways—BEA	31	49	83	421	2 383	3 112	1 497	48·1
BEA Airtours	29	37	54	343	3 821	3 788	3 190	84·2
British Caledonian Airways	197	99	290	4 282	5 651	32 236	27 474	85·2
Alidair	7	14	18	43	1 032	526	498	94·7
Britannia Airways	2	2	3	18	201	215	166	77·2
BIA	5	36	24	24	668	255	95	37·3
British Midland Airways	27	25	49	259	2 006	3 219	3 142	97·6
Cambrian Airways	28	78	78	190	2 226	2 147	1 442	67·2
Court-Line Aviation	13	16	24	130	1 346	1 567	1 112	71·0
Dan-Air Services	146	50	208	2 125	2 695	26 774	24 105	90·0
Dan-Air/Skyways	2	7	8	8	283	99	79	79·8
Donaldson Int. Airways	107	27	144	1 832	2 346	20 191	17 834	88·3
Intra Airways	4	29	22	12	874	155	122	78·7
Invicta Airlines	16	22	35	213	2 769	2 363	2 017	85·4
Laker Airways	86	22	76	1 559	2 855	17 507	9 855	56·3
Loganair	19	423	109	14	1 220	151	46	30·5
Monarch Airlines	9	16	21	129	791	1 055	544	51·6
Northeast Airlines	6	12	21	35	675	469	339	72·3
Silver City Airways	5	5	11	108	—	—	—	—
Trans-Meridian Air Cargo	80	30	155	2 169	—	—	—	—
<b>TOTAL</b>	<b>1 669</b>	<b>1 210</b>	<b>2 586</b>	<b>36 131</b>	<b>52 414</b>	<b>262 155</b>	<b>221 614</b>	<b>84·5</b>

# International Other Separate Fare Charters March 1973

**Table 25.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	850	211	1 153	22 217	18 572	146 326	128 057	87·5
British Airways – BEA	31	48	82	419	2 312	3 085	1 470	47·6
BEA Airtours	29	37	54	343	3 821	3 788	3 190	84·2
British Caledonian Airways	197	97	289	4 278	5 462	32 196	27 441	85·2
Alidair	7	14	18	43	1 032	526	498	94·7
Britannia Airways	2	2	3	18	201	215	166	77·2
BIA	—	—	—	—	—	—	—	—
British Midland Airways	23	15	39	234	1 337	2 917	2 872	98·5
Cambrian Airways	19	19	41	142	1 129	1 622	1 217	75·0
Court-Line Aviation	13	16	24	130	1 346	1 567	1 112	71·0
Dan-Air Services	146	50	208	2 125	2 695	26 774	24 105	90·0
Dan-Air/Skyways	1	5	6	5	226	65	58	89·2
Donaldson Int. Airways	107	27	144	1 832	2 346	20 191	17 834	88·3
Intra Airways	2	9	8	5	272	61	48	78·7
Invicta Airlines	16	22	35	213	2 769	2 363	2 017	85·4
Laker Airways	86	22	76	1 559	2 855	17 507	9 855	56·3
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	5	5	9	78	283	864	372	43·1
Northeast Airlines	6	12	21	35	675	469	339	72·3
Silver City Airways	4	2	8	85	—	—	—	—
Trans-Meridian Air Cargo	80	30	155	2 169	—	—	—	—
<b>TOTAL</b>	<b>1 624</b>	<b>643</b>	<b>2 373</b>	<b>35 930</b>	<b>47 333</b>	<b>260 536</b>	<b>220 651</b>	<b>84·7</b>

# Domestic Other Separate Fare Charters March 1973

**Table 25.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percentage of available	
British Airways – BOAC	—	—	—	—	—	—	—	—
British Airways – BEA	—	1	1	2	71	27	27	100.0
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	2	1	4	189	40	33	82.5
Alidair	—	—	—	—	—	—	—	—
Britannia Airways	—	—	—	—	—	—	—	—
BIA	5	36	24	24	668	255	95	37.3
British Midland Airways	4	10	10	24	669	302	270	89.4
Cambrian Airways	9	59	37	48	1 097	525	225	42.9
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	1	2	2	3	57	34	20	58.8
Donaldson Int. Airways	—	—	—	—	—	—	—	—
Intra Airways	3	20	14	8	602	93	74	79.6
Invicta Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	19	423	109	14	1 220	151	46	30.5
Monarch Airlines	4	11	12	52	508	191	172	90.1
Northeast Airlines	—	—	—	—	—	—	—	—
Silver City Airways	1	3	3	24	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>46</b>	<b>567</b>	<b>213</b>	<b>203</b>	<b>5 081</b>	<b>1 618</b>	<b>962</b>	<b>59.5</b>

# All Exempt Services and Sub-charters March 1973

**Table 26.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways—BOAC	557	120	747	8 554
British Airways—BEA	241	378	570	3 300
BEA Airtours	87	50	133	1 298
British Airways Helicopters	108	1 113	486	198
 British Caledonian Airways	 1 019	 351	 1 451	 31 743
 Air Anglia	 20	 62	 87	 57
Air-Bridge Carriers Ltd.	3	10	13	35
Air Freight	16	47	68	57
Air London	12	57	64	7
Alidair	35	57	85	223
Britannia Airways	104	146	185	1 122
British Air Ferries	—	1	1	2
BIA	60	180	222	275
British Midland Airways	248	154	357	3 525
Brymon Aviation	1	8	7	1
Cambrian Airways	41	68	112	278
Court-Line Aviation	26	19	45	263
Dan-Air Services	91	69	167	771
Dan-Air/Skyways	1	4	4	6
Directair	4	16	19	8
Donaldson International Airways	155	47	216	3 602
Eagle Flying Services	19	35	73	26
Fairflight Charters	45	82	235	47
Haywards Aviation	4	8	11	3
Humber Airways	11	56	52	10
International Aviation Services	288	124	579	4 580
Intra Airways	8	63	54	25
Invicta Airlines	82	67	160	1 595
Island Air Charter	3	26	22	3
Laker Airways	296	142	411	3 143
Loganair	31	228	157	31
Macedonian Aviation	18	28	69	30
McAlpine Aviation	260	619	598	159
Monarch Airlines	100	47	221	1 224
Northair Aviation	57	97	191	26
Northeast Airlines	14	28	40	108
Northern Executive Aviation	2	9	9	2
Peters Aviation	28	79	142	441
Thurston Aviation	12	51	63	11
Trader Airways	4	11	17	1
Tradewinds Airways	430	111	785	9 756
Trans-Meridian Air Cargo	307	98	593	8 346
Vernair Transport	7	16	21	4
 TOTAL	 4 855	 4 982	 9 542	 84 896

# International Exempt Services and Sub-charters Table 26.2

## March 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	557	120	747	8 554
British Airways – BEA	210	308	450	3 020
BEA Airtours	87	50	133	1 298
British Airways Helicopters	—	—	—	—
British Caledonian Airways	1 019	350	1 450	31 740
Air Anglia	9	26	39	23
Air-Bridge Carriers Ltd.	—	—	—	—
Air Freight	16	47	68	57
Air London	5	11	24	3
Alidair	22	27	52	141
Britannia Airways	104	146	185	1 122
British Air Ferries	—	—	—	—
BIA	56	164	207	256
British Midland Airways	246	151	354	3 514
Brymon Aviation	1	6	6	1
Cambrian Airways	35	49	91	240
Court-Line Aviation	26	19	45	263
Dan-Air Services	91	69	167	771
Dan-Air/Skyways	1	4	4	6
Directair	1	2	3	1
Donaldson International Airways	155	47	216	3 602
Eagle Flying Services	9	14	35	12
Fairflight Charters	42	76	217	43
Haywards Aviation	—	2	2	—
Humber Airways	—	—	—	—
International Aviation Services	288	124	579	4 580
Intra Airways	1	1	3	2
Invicta Airlines	77	53	147	1 500
Island Air Charter	1	7	6	1
Laker Airways	296	142	411	3 143
Loganair	—	—	—	—
Macedonian Aviation	15	22	54	23
McAlpine Aviation	152	204	285	95
Monarch Airlines	100	47	221	1 224
Northair Aviation	2	4	8	1
Northeast Airlines	10	17	28	85
Northern Executive Aviation	—	—	—	—
Peters Aviation	20	44	104	429
Thurston Aviation	5	11	22	4
Trader Airways	3	9	16	1
Tradewinds Airways	430	111	785	9 756
Trans-Meridian Air Cargo	307	98	593	8 346
Vernair Transport	2	2	6	1
<b>TOTAL</b>	<b>4 401</b>	<b>2 584</b>	<b>7 763</b>	<b>83 858</b>

# Domestic Exempt Services and Sub-charters March 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	31	70	120	280
BEA Airtours	—	—	—	—
British Airways Helicopters	108	1 113	486	198
British Caledonian Airways	—	1	1	3
Air Anglia	12	36	48	34
Air-Bridge Carriers Ltd.	3	10	13	35
Air Freight	—	—	—	—
Air London	8	46	40	4
Alidair	13	30	33	81
Britannia Airways	—	—	—	—
British Air Ferries	—	1	1	2
BIA	4	16	15	19
British Midland Airways	2	3	3	11
Brymon Aviation	—	2	1	—
Cambrian Airways	6	19	21	39
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	—	—	—	—
Directair	4	14	16	7
Donaldson International Airways	—	—	—	—
Eagle Flying Services	10	21	38	14
Fairflight Charters	4	6	18	4
Haywards Aviation	3	6	9	2
Humber Airways	11	56	52	10
International Aviation Services	—	—	—	—
Intra Airways	7	62	51	23
Invicta Airlines	5	14	13	95
Island Air Charter	2	19	16	2
Laker Airways	—	—	—	—
Loganair	31	228	157	31
Macedonian Aviation	3	6	15	7
McAlpine Aviation	108	415	313	64
Monarch Airlines	—	—	—	—
Northair Aviation	55	93	183	25
Northeast Airlines	4	11	12	23
North Executive Aviation	2	9	9	2
Peters Aviation	8	35	38	12
Thurston Aviation	8	40	41	7
Trader Airways	—	2	1	—
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	5	14	15	3
TOTAL	457	2 398	1 779	1 037

Tables 27.1, 27.2 cover air transport scheduled and charter operations

# Aircraft Type and Utilisation — All Airlines March 1973

Table 27.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of February 1973	End of March 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	12	12	762	—	4 135	—	3 595	70 453	513 766
BAC VC10	13	13	1 326	—	4 930	—	4 026	41 147	221 675
BAC VC10 Super	16	16	1 555	—	6 305	—	4 110	64 586	352 685
Boeing 707 120/120B/138B	2	2	114	—	336	—	1 975	8 410	22 439
Boeing 707 320C/336C/321	29	29	1 243	625	5 737	2 405	3 172	87 251	448 795
Boeing 707 420/436	18	18	887	—	3 751	—	2 259	70 329	311 615
Comet 4	17	17	959	—	2 828	—	1 956	92 585	156 252
Comet 4B/C	5	5	183	—	430	—	1 011	15 654	22 711
Boeing 720B	3	3	139	—	340	—	1 332	16 281	34 987
Trident 1C	20	20	2 438	—	3 069	—	1 807	179 162	102 391
Trident 1E	4	4	482	3	821	3	2 424	37 955	27 271
Trident 2E	14	14	1 028	9	2 534	9	2 135	50 503	90 156
Trident 3B	23	24	2 464	—	3 812	—	1 869	203 262	154 244
DC10	2	2	22	—	77	—	453	4 562	11 302
BAC 1-11 200	7	7	1 271	—	1 492	—	2 508	51 186	29 759
BAC 1-11 300/400	14	14	1 366	—	3 114	—	2 617	85 782	130 803
BAC 1-11 500	43	43	6 472	10	9 053	10	2 544	394 111	351 122
Boeing 737-200	10	11	1 190	14	2 599	17	2 946	126 743	180 653
HS 125	7	7	223	125	255	104	602	883	547
Argosy	1	2	—	110	—	150	1 438	—	—
Britannia 300	7	7	60	149	202	700	1 515	4 135	7 340
Canadair CL44	12	12	—	239	—	1 533	1 562	—	—
Vanguard 951/3	9	9	494	169	784	287	1 526	46 363	28 835
Merchantman	9	10	—	862	—	1 342	1 624	—	—
Viscount 700	1	1	60	—	40	—	471	848	138
Viscount 700D/800/810	43	42	5 192	323	4 529	305	1 354	188 749	64 024
Fokker-Friendship	1	1	185	2	150	4	2 008	3 401	1 220
Herald 100/200	8	8	906	116	737	101	1 230	25 663	5 817
HS 748	7	7	1 108	6	951	6	1 610	19 947	5 893
Skyvan	1	1	44	28	37	35	847	58	17
Carvair	6	5	744	1	699	1	1 646	14 304	2 629
Heron	5	7	270	7	311	35	580	1 436	443
Trislander	2	3	954	—	304	—	1 789	8 625	434
Aztec	6	6	191	58	194	41	460	532	128
Beagle 206S	5	5	129	—	222	—	704	491	300
Beechcraft E-18-S	—	1	—	—	—	—	—	—	—
Beechcraft Baron B55	1	1	11	—	23	—	288	26	13
Beechcraft Queen Air	2	2	38	2	65	6	431	121	54
DC3	12	12	108	521	128	774	902	2 078	607
Dove	6	6	119	30	177	76	500	784	262
Islander	13	15	1 682	27	695	31	642	6 322	485
Piper PA30/31	4	4	32	—	41	—	120	83	24
Bell 206	1	1	156	—	52	—	610	74	27
S61N	7	7	1 003	—	450	—	756	8 470	711
Bell 212	—	1	110	—	35	—	409	314	10
TOTAL	428	437	37 720	3 436	66 444	7 975	2 008	1 933 669	3 282 584

# Aircraft Type and Utilisation—Individual Airlines **Table 27.2** March 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger—km (000)
	End of February 1973	End of March 1973	Passenger	Cargo	Passenger	Cargo			
<b>British Airways—BOAC</b>									
Boeing 747	12	12	762	—	4 135	—	3 595	70 453	513 766
BAC VC10	11	11	1 187	—	4 501	—	4 267	36 431	199 507
BAC VC10 Super	16	16	1 555	—	6 305	—	4 110	64 586	352 685
Boeing 707–336C	11	11	510	375	2 656	1 413	3 858	23 195	169 279
Boeing 707–420/436	13	11	705	—	3 185	—	2 775	43 409	256 572
<b>TOTAL</b>	<b>63</b>	<b>61</b>	<b>4 719</b>	<b>375</b>	<b>20 782</b>	<b>1 413</b>	<b>3 735</b>	<b>238 074</b>	<b>1 491 809</b>
<b>British Airways—BEA</b>									
Trident 1C	20	20	2 438	—	3 069	—	1 807	179 162	102 391
Trident 1E	1	1	144	—	157	—	1 847	6 897	4 427
Trident 2E	14	14	1 028	9	2 534	9	2 135	50 503	90 156
Trident 3B	23	24	2 464	—	3 812	—	1 869	203 262	154 244
BAC 1–11 500	18	17	3 665	10	3 410	10	2 365	170 244	67 487
Vanguard 951/3	5	5	461	104	735	129	2 033	42 736	26 309
Merchantman	9	9	—	857	—	1 330	1 737	—	—
Viscount 700D/800/810	19	19	2 743	60	2 486	53	1 573	101 878	32 059
Heron	2	2	133	—	108	—	635	495	97
<b>TOTAL</b>	<b>111</b>	<b>111</b>	<b>13 076</b>	<b>1 040</b>	<b>16 311</b>	<b>1 531</b>	<b>1 891</b>	<b>755 177</b>	<b>477 170</b>
<b>British Airways—BEA Airtours</b>									
Comet 4B/C	5	5	183	—	430	—	1 011	15 654	22 711
Boeing 707 420/436	6	7	182	—	566	—	1 102	26 920	55 043
<b>TOTAL</b>	<b>11</b>	<b>12</b>	<b>365</b>	<b>—</b>	<b>996</b>	<b>—</b>	<b>1 062</b>	<b>42 574</b>	<b>77 754</b>
<b>British Airways Helicopters</b>									
Bell 206	1	1	156	—	52	—	610	74	27
S61N	7	7	1 003	—	450	—	756	8 470	711
Bell 212	—	1	110	—	35	—	409	314	10
<b>TOTAL</b>	<b>8</b>	<b>9</b>	<b>1 269</b>	<b>—</b>	<b>537</b>	<b>—</b>	<b>701</b>	<b>8 858</b>	<b>748</b>
<b>British Caledonian Airways</b>									
BAC VC10	2	2	139	—	429	—	2 522	4 716	22 168
Boeing 707 320C/336C/321	9	11	370	203	1 960	776	2 927	19 617	155 539
BAC 1–11 200	7	7	1 271	—	1 492	—	2 508	51 186	29 759
BAC 1–11 500	13	14	1 696	—	2 984	—	2 508	108 702	129 002
<b>TOTAL</b>	<b>31</b>	<b>34</b>	<b>3 476</b>	<b>203</b>	<b>6 865</b>	<b>776</b>	<b>2 643</b>	<b>184 221</b>	<b>336 468</b>
<b>Air Anglia</b>									
Fokker-Friendship	1	1	185	2	150	4	2 008	3 401	1 220
DC3	2	2	73	6	91	14	683	1 184	408
<b>TOTAL</b>	<b>3</b>	<b>3</b>	<b>258</b>	<b>8</b>	<b>241</b>	<b>18</b>	<b>1 124</b>	<b>4 585</b>	<b>1 628</b>
<b>Air-Bridge Carriers</b>									
Argosy	1	2	—	110	—	150	1 438	—	—
<b>Air Freight</b>									
DC3	3	3	—	242	—	272	1 066	—	—
<b>Air London</b>									
Aztec PA30	1	1	20	—	28	—	329	21	14
Beagle 206S	1	1	32	—	31	—	365	26	19
Piper PA30/31	2	2	5	—	5	—	29	3	1
<b>TOTAL</b>	<b>4</b>	<b>4</b>	<b>57</b>	<b>—</b>	<b>64</b>	<b>—</b>	<b>186</b>	<b>50</b>	<b>34</b>



**Table 27.2 cont.**

	Aircraft in service End of February 1973	Aircraft in service End of March 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
<b>Alidair</b>									
Viscount 700D/800/810	2	2	52	19	75	28	606	2 720	1 754
<b>Aurigny Air Services</b>									
BN2A Trislander	2	3	954	—	304	—	1 789	8 625	434
Islander BN2	2	3	737	—	232	—	1 099	3 340	184
TOTAL	4	6	1 691	—	536	—	1 405	11 965	618
<b>Britannia Airways</b>									
Boeing 707 320C/336C/321	2	1	85	—	259	—	3 781	12 735	26 348
Boeing 737—200	10	11	1 190	14	2 599	17	2 946	126 743	180 653
TOTAL	12	12	1 275	14	2 858	17	3 004	139 478	207 001
<b>British Air Ferries</b>									
Carvair	6	5	744	1	699	1	1 646	14 304	2 629
<b>BIA</b>									
Herald 100/200	8	8	906	116	737	101	1 230	25 663	5 817
DC3	3	3	—	162	—	357	1 398	—	—
TOTAL	11	11	906	278	737	458	1 278	25 663	5 817
<b>British Midland Airways</b>									
Boeing 707 320C/336C/321	2	2	139	—	327	—	1 924	15 372	26 717
BAC 1—11 500	2	2	140	—	368	—	2 164	14 483	20 974
Viscount 700D/800/810	8	7	809	6	758	16	1 299	23 948	11 387
TOTAL	12	11	1 088	6	1 453	16	1 570	53 803	59 078
<b>Brymon Aviation</b>									
Islander	1	1	20	—	18	—	234	76	15
<b>Cambrian Airways</b>									
BAC 1—11 300/400	4	4	471	—	763	—	2 245	26 501	25 016
Viscount 700	1	1	60	—	40	—	471	848	138
Viscount 700D/800/810	8	8	979	236	792	205	1 467	33 924	9 474
TOTAL	13	13	1 510	236	1 595	205	1 628	61 273	34 628
<b>Court-Line Aviation</b>									
BAC 1—11 500	10	10	971	—	2 291	—	3 030	100 682	133 659
<b>Dan-Air Services</b>									
Boeing 707 320C/336C/321	2	2	66	—	249	—	1 464	4 775	28 554
Comet 4	17	17	959	—	2 828	—	1 956	92 585	156 252
BAC 1—11 300/400	5	5	343	—	845	—	1 989	24 488	33 774
TOTAL	24	24	1 368	—	3 922	—	1 924	121 848	218 580
<b>Dan-Air/Skyways</b>									
HS 748	7	7	1 108	6	951	6	1 610	19 947	5 893
<b>Directair</b>									
Piper PA 30/31	1	1	16	—	19	—	223	67	18
<b>Donaldson Int. Airways</b>									
Boeing 707 320C/336C/321	3	2	73	47	286	216	2 953	11 557	42 360

Table 27.2 cont.

	Aircraft in service End of February 1973	Aircraft in service End of March 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>Eagle Flying Services</b>									
Beechcraft Baron B55	1	1	11	—	23	—	288	26	13
Beechcraft Queen Air	1	1	24	—	50	—	628	73	32
TOTAL	2	2	35	—	73	—	456	99	45
<b>Eastern Seaboard</b>									
Beechcraft E-18-S	—	1	—	—	—	—	—	—	—
<b>Fairflight Charters</b>									
Heron	1	1	10	7	30	35	763	120	70
Dove	3	3	44	21	100	70	664	352	154
TOTAL	4	4	54	28	130	105	690	472	224
<b>Haywards Aviation</b>									
Dove	1	1	8	—	11	—	135	50	17
<b>Humber Airways</b>									
Islander	1	2	56	—	52	—	555	86	53
<b>International Aviation Services</b>									
Britannia 300	3	3	—	124	—	579	2 270	—	—
<b>Intra Airways</b>									
DC3	3	3	29	89	22	77	394	874	122
<b>Invicta Airlines</b>									
Vanguard 951/3	4	4	33	65	69	158	745	3 627	2 526
<b>Island Air Charter</b>									
Islander	1	1	13	13	13	10	270	76	12
<b>J F Airlines</b>									
Heron	1	1	48	—	30	—	350	273	58
<b>Laker Airways</b>									
Boeing 707 120/120B/138B	2	2	114	—	336	—	1 975	8 410	22 439
DC10	2	2	22	—	77	—	453	4 562	11 302
BAC1-11 300/400	5	5	552	—	1 506	—	3 544	34 793	72 013
TOTAL	9	9	688	—	1 919	—	2 508	47 765	105 754
<b>Loganair</b>									
Skyvan	1	1	44	28	37	35	847	58	17
Islander	6	6	832	12	351	18	723	2 659	201
TOTAL	7	7	876	40	388	53	741	2 717	218
<b>Macedonian Aviation</b>									
DC3	1	1	6	22	15	54	810	20	78
<b>McAlpine Aviation</b>									
HS125	7	7	223	125	255	104	602	883	547
Aztec	4	4	139	56	130	37	489	405	93
Dove	2	2	67	9	66	6	423	382	91
TOTAL	13	13	429	190	451	147	540	1 670	731
<b>Monarch Airlines</b>									
Boeing 720B	3	3	139	—	340	—	1 332	16 281	34 987
Britannia 300	4	4	60	25	202	121	949	4 135	7 340
TOTAL	7	7	199	25	542	121	1 113	20 416	42 327

**Table 27.2 cont.**

	Aircraft in service End of February 1973	Aircraft in service End of March 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>Northair Aviation</b>									
Beagle 206S	4	4	97	—	191	—	829	465	280
<b>Northeast Airlines</b>									
Trident 1E	3	3	338	3	664	3	2 617	31 058	22 844
Viscount 700D/800/810	6	6	609	2	418	3	825	26 279	9 351
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>947</b>	<b>5</b>	<b>1 082</b>	<b>6</b>	<b>1 420</b>	<b>57 337</b>	<b>32 195</b>
<b>Northern Executive Aviation</b>									
Islander	1	1	9	—	9	—	135	23	4
<b>Peters Aviation</b>									
Heron	1	3	79	—	143	—	558	548	219
<b>Silver City Airways</b>									
Merchantman	—	1	—	5	—	12	197	—	—
<b>Thurston Aviation</b>									
Aztec	1	1	32	2	36	4	471	106	21
Islander	1	1	15	2	20	3	270	62	16
<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>47</b>	<b>4</b>	<b>56</b>	<b>7</b>	<b>369</b>	<b>168</b>	<b>37</b>
<b>Trader Airways</b>									
Piper PA30/31	1	1	11	—	17	—	197	13	5
<b>Tradewinds Airways</b>									
Canadair CL44	5	5	—	111	—	786	1 851	—	—
<b>Trans-Meridian Air Cargo</b>									
Canadair CL44	7	7	—	128	—	747	1 340	—	—
<b>Vernair Transport</b>									
Beechcraft Queen Air	1	1	14	2	15	6	245	48	21
<b>GRAND TOTAL</b>	<b>428</b>	<b>437</b>	<b>37 720</b>	<b>3 436</b>	<b>66 444</b>	<b>7 975</b>	<b>2 008</b>	<b>1 933 669</b>	<b>3 282 587</b>

# Operations by Type of Licence— Capacity Tonne-Km March 1973

Table 28.1

	Scheduled services	Separate fare charters		Total	Other charters (000)
		Inclusive tours (000)	Other (000)		
Operations under Air Service Licences :—					
Class A	478 544			478 544	
Class B		92 452	2 202	94 654	
Class C		4 659	11 084	15 743	
Class D			352	352	
Class E Types I & VI			22 494	22 494	
Operations 'exempt' from requirement of licence and Class E Types II III IV V & VII					84 896
Total	478 544	97 111	36 132	611 787	84 896

# Operations by Type of Licence— Load Tonne-Km March 1973

Table 28.2

	Scheduled services	Separate fare charters		Total	Other charters (000)
		Inclusive tours (000)	Other (000)		
Operations under Air Service Licences :—					
Class A	254 312			254 312	
Class B		74 549	1 805	76 354	
Class C		3 000	6 036	9 036	
Class D			241	241	
Class E Types I & VI			14 876	14 876	
Operations 'exempt' from requirement of licence and Class E Types II III IV V & VII					..
Total	254 312	77 549	22 958	354 819	..

# Definitions

## AIRPORT ACTIVITY

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

## AIR PASSENGERS

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

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

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

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

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

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

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

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

## **AIR CARGO**

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

**Tonnes** are metric tonnes of 1000 kilogrammes (2 204·62 lb.)

## **AIRLINE OPERATIONS**

### **Aircraft-kilometre**

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

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

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

<b>Passengers uplifted</b>	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.
<b>Seat-km available</b>	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.
<b>Seat-km used</b>	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.
<b>Passenger load factor</b>	is an expression of seat-km used as a percentage of seat-km available.
<b>Tonne-km available</b>	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.
<b>Tonne-km used</b>	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.
<b>Overall load factor</b>	is an expression of tonne-km used as a percentage of tonne-km available.
<b>Cargo</b>	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).
<b>Mail</b>	covers only that handled by postal administrations and includes troop mail.
<b>Separate Fare Charters</b>	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
<b>Inclusive Tours</b>	are separate fare charters where the cost to the passenger includes the cost of accommodation.
<b>Single Entity Charters</b>	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.
<b>Sub-charters</b>	are charters to other British or foreign operators.
<b>Fifth Freedom Charters</b>	are those between foreign territories.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act, 1971.

# Classes of Licence

<b>Class A</b>	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>B</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.
<b>C</b>	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.
<b>D</b>	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.
<b>E</b>	Means a licence for an air transport service which is not restricted to flights between places named in the licence. The types of Class E Licence are :—
<b>Type I</b>	Group Charter flights of the same nature as those licensed under Class D but for flights not restricted to places named in the licence.
<b>Type II</b>	Fifth Freedom Charters, i.e. flights between foreign territories.
<b>Type III</b>	Charters to other airlines (British).
<b>Type IV</b>	Charters to other airlines (Foreign).
<b>Type V</b>	Cargo charters for more than one consignor.
<b>Type VI</b>	Passenger charters for the carriage of more than one affinity group.
<b>Type VII</b>	Miscellaneous charter flights.
<b>Exempt Services</b>	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.