

Am Turner

Civil Aviation Authority



CAA Monthly Statistics

October 1973

up to and including July 1973

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

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annual)

Annual versions of CA. 1 to CA. 7 are also published

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Civil Aviation Authority

CAA Monthly Statistics

OCTOBER 1973

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

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

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Symbols and Abbreviations The following are used throughout :

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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Civil Aviation Statistics—July 1973

Activity at UK Airports

July 1973 saw a continuing expansion of activity in aircraft movements, air passengers and air cargo at UK airports. During the month there were nearly 76 000 air transport movements, 7000 more than in June and indicating 6.5 per cent growth since July 1972. For the three months period May to July 1973, the monthly average number of movements was just over 70 000 and this indicates 7.5 per cent growth since last year. Movements in the London area during the May to July 1973 period were at a monthly average of over 37 000, which is only 4.1 per cent higher than last year. The increase was mainly at Heathrow (+ 1548 movements, 6.6 per cent growth) but Southend also had considerable growth (+ 229 movements, 16.7 per cent growth). The other London area airports had decreases over the same period. Airports elsewhere in the UK had over 35 000 movements during July and had a monthly average of nearly 33 000 movements during the three months, May to July. This monthly average was 11.8 per cent higher than last year and much higher than the national or London area airports' averages. Glasgow (17.9 per cent) and Birmingham (14.5 per cent) were among a number of airports with substantially increased movements.

The 7.5 per cent increase in air transport movements, for May to July 1973 compared with the same period last year, comprises 7.2 per cent increase from scheduled services and 8.9 per cent increase from charter flights. UK operators increased their shares of this traffic by 0.3 percentage points to 83.8 per cent of charter flights movements and by 1.5 percentage points to 75.2 per cent of scheduled services movements.

The total number of terminal and transit passengers using UK airports in July 1973 exceeded 5 millions and this is the first time this figure has been reached. There were just under 5 million terminal passengers in the month and this indicates a growth of 9.3 per cent since last year. Over the three months May to July the monthly average was 4.3 millions and this indicates a growth of 8.9 per cent since the same period last year. The London area airports' terminal passengers growth in that period was 8.6 per cent. The corresponding figure for Heathrow was 10.3 per cent and there were increases at the other London airports apart from Stansted which declined by 49.8 per cent. Outside the London area there was a 9.5 per cent growth in terminal passengers for the three months period, again a higher growth rate than the national or London area rates. The larger airports outside London had varying amounts of growth with Glasgow (13.9 per cent), Manchester (9.2 per cent) and Birmingham (19.7 per cent) making most growth.

The 8.9 per cent growth in the total number of terminal passengers for the period May to July comprises an 8.3 per cent increase in passengers using scheduled services and a 10.2 per cent increase on charter flights. UK operators carried a marginally larger share (68 per cent) of those passengers using scheduled services, but a slightly smaller share (81.7 per cent) of passengers on charter flights.

During May to July nearly 13 million passengers used UK airports: 9.3 millions arrived or departed on inter-

national services and 3.6 millions on domestic services. Of the international passengers 5.6 millions used scheduled services, 8.6 per cent more than in 1972, and 3.7 millions used charter flights, 10 per cent more than in 1972. The most heavily used scheduled services continue to be those to the USA which carried 15.4 per cent of all passengers on international scheduled services. The next most used routes were to France with 13.9 per cent of these passengers. Growth since last year on scheduled services to the USA and to France was 2.9 and 7.7 per cent respectively. Spain continued to be by far the most popular destination for passengers in international charter flights with 41.2 per cent of the passengers, 9.7 per cent more than last year. The next most popular destination was Italy which attracted 11.5 per cent of the traffic and had 6.9 per cent growth.

The monthly average of passengers flying on the UK domestic routes during May to July 1973 was 1.2 millions, 8 per cent higher than the corresponding monthly average for 1972. The routes into and out of London had a 7.6 per cent increase in passengers and were dominated by the London/Scotland services which had a 14.2 per cent increase. The routes to the Channel Islands were the next most busy, but their growth, in aggregate, was small at 1.9 per cent. Services to Belfast continue to have growth above the national rate.

During July 1973 over 58 000 tonnes of cargo was picked up or set down at UK airports. This was a slightly greater amount than in the previous month but 8 per cent more than in July 1972. The monthly average for May to July 1973 was also 58 000 tonnes and this was 10.3 per cent higher than last year. London area airports considerably exceeded the national growth figures with 19.3 per cent for July and 12.2 per cent for the three months May to July. Heathrow's monthly average was 38 500 tonnes, 18.2 per cent more than in 1972 but each of the other London airports had a decrease. Outside the London area there was little growth overall: 1.5 per cent for July 1973 and 4 per cent for the three months May to July. However, the growth at Glasgow (52.2 per cent) and East Midlands (49.2 per cent) was outstanding as also was the substantial decrease at Belfast (20 per cent). Cargo carried in the May to July period by scheduled services was 13.7 per cent up on last year, but that carried on charter flights was 15.7 per cent down. More of the additional cargo was carried by foreign operators (11.7 per cent) than by UK operators (9.0 per cent).

Output of UK Airlines

In July 1973 the output of UK airlines for scheduled and non-scheduled services was 871 million available tonne-kilometres which was 9.3 per cent greater than in July 1972. The scheduled services output was 541 million tonne-kilometres and was 14.5 per cent higher than last year; 1.8 million passengers and over 25 000 tonnes of cargo were carried and an overall load factor of 54.9 per cent was achieved compared with 52.2 per cent for July 1972. Seat-kilometres used amounted to 61.7 per cent of those available which was an improvement on last year's factor of 60.2 per cent: the seat factor on domestic services was 68.4 per cent and on international services was 61 per cent.

For non-scheduled services the output during July 1973 was 330 million tonne-kilometres and this was 1.6 per cent more than last year. Inclusive tour charters accounted for 156 million tonne-kilometres, 47.2 per cent of the July non-scheduled output. Advance booking charters accounted for 44 million tonne-kilometres, 13.4 per cent of the non-scheduled output; 60 750 passengers were carried under Class 2 licences and a seat factor of 84.9 per cent was achieved.

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

The 1972 Origin/Destination Survey at London's Airports

II. The Air Passenger at Heathrow

Heathrow is by far the largest airport in the United Kingdom. In 1972 it catered for 46.8% of all UK terminal passengers, well ahead of Gatwick, which with 13.6% was in second place. It was also the busiest airport in the world in terms of international passengers, and the third busiest, behind O'Hare (Chicago) and J F Kennedy (New York), in total passenger throughput. In this article we examine some of the characteristics of the air passenger at Heathrow. The information is obtained from the Civil Aviation Authority's Origin and Destination Survey at London's airports in 1972. In particular we examine the differences between the passenger travelling on business and the leisure passenger, business passengers being defined to include armed forces on duty and airline staff on duty. The main categories of travel included under the leisure definition, which could more strictly be described as non-business, are holiday, visiting friends/relatives, migration and full-time studies.

Table 1 shows the business/leisure split for international and domestic terminating passengers.

Table 1. Passenger Traffic Broken Down by Journey Purpose

	Percent Business	Percent Leisure
International	33.0	67.0
Domestic	58.3	41.7
TOTAL	36.3	63.7

We see that only one third of international passengers are travelling on business journeys, whereas for domestic passengers the proportion is almost three-fifths. On some of the major routes there are striking differences in the division between business and leisure journeys. Table 2 looks at the six densest domestic routes, and at nine countries with high traffic flow to/from Heathrow. The differences between the domestic routes seem likely to be due primarily to the relative attractions of the areas they serve as holiday centres. In the case of Jersey and Belfast, a second factor serves to raise the proportion of leisure passengers, namely the comparative difficulty of travelling by surface transport, which lessens the diversion of the more cost conscious holiday travellers away from air transport. The same

characteristics are seen to be present on the international routes, shorter routes like Germany and Holland having a low proportion of leisure traffic compared with the much more distant North American destinations.

Table 2. Business/Leisure Split on Major Routes

Airport	Percent Business	Percent Leisure
Manchester	83.8	16.2
Newcastle	81.8	18.2
Glasgow	71.8	28.2
Edinburgh	60.7	39.3
Belfast	39.0	61.0
Jersey	19.1	80.9
Country		
Germany	58.5	41.5
Holland	49.8	50.2
Switzerland	42.8	57.2
France	38.0	62.0
Italy	35.1	64.9
Irish Republic	30.6	69.4
USA	19.9	80.1
Spain	17.2	82.8
Canada	14.5	85.5

Transport To/From Airport

Table 3 shows the mode of transport used to travel to and from the airport by the Heathrow passenger. We only consider the stage of the journey during which the passenger arrives at Heathrow or leaves Heathrow. Thus British Rail does not appear as there is no railway station at the airport, although the survey showed that it is used by 9.1% of passengers at some stage in their journey. Some caution should be exercised as regards the figures in Table 3. The passengers arriving by air were asked what means of transport they expected to use which, of course, may differ from what they actually used. Also, confusion can occur, particularly among arriving passengers unfamiliar with Heathrow, between the various types of bus. A private car was used by 48% of business passengers compared with 38% of leisure passengers. As might be expected the use of a chartered

bus was much higher among leisure passengers, at 10%, compared with 2% of business passengers. The difference between arriving passengers and departing passengers was most evident in the high use of taxis

by arrivals and the high use of buses by departures. In particular, buses run by the airlines were favoured by departing passengers possibly as a method of insuring that they did not miss the flight.

Table 3. Mode of Transport To and From Heathrow – Business/Leisure Analysis

<i>Mode</i>	<i>Departing Passengers</i>		<i>Arriving Passengers</i>		<i>All Passengers</i>	
	Percent Business	Percent Leisure	Percent Business	Percent Leisure	Percent Business	Percent Leisure
Private Car	45.1	36.0	51.5	40.1	48.0	37.9
Hired Car	6.3	5.3	4.3	4.9	5.4	5.1
Taxi	15.9	13.4	33.5	32.4	23.8	22.1
Chartered Bus	3.0	10.6	1.7	9.2	2.4	10.0
Airline and other public bus services	29.7	34.6	9.0	13.4	20.4	24.9
	100.0	100.0	100.0	100.0	100.0	100.0

Table 4 shows how the mode of transport varies with the origin or destination of the passenger. Over 50% of passengers with origin/destination outside SE England

use a private car. On the other hand, nearly a quarter of passengers with origin/destination in SE England use a taxi, and for arriving passengers, this rises to 35%.

Table 4. Mode of Transport to and from Heathrow – South East and non-South East origins and destinations

<i>Mode</i>	<i>Departing Passengers</i>		<i>Arriving Passengers</i>		<i>All Passengers</i>	
	Percent South East	Percent Non SE	Percent South East	Percent Non SE	Percent South East	Percent Non SE
Private Car	38.6	43.0	41.7	62.0	40.0	52.0
Hired Car	5.6	6.8	4.5	5.1	5.1	6.0
Taxi	15.2	7.5	35.1	17.2	24.2	12.1
Chartered Bus	8.3	4.6	7.0	2.7	7.7	3.7
Airline and other public bus services	32.4	38.1	11.7	12.9	23.1	26.2
	100.0	100.0	100.0	100.0	100.0	100.0

Persons Seeing Off/Meeting the Passenger

As might be expected business passengers have fewer friends, relatives or colleagues seeing them off or meeting them at the airport. Table 5 shows that the ratio was about one to four for business passengers compared with one to two for leisure passengers, and that less than one business passenger in five had anyone seeing him off or meeting him. This information is relevant to the design and planning of terminal buildings and spectator facilities.

Table 5. Persons Seeing Off/Meeting

<i>No. of persons</i>	<i>Business Percent</i>	<i>Leisure Percent</i>
0	82.4	70.8
1	13.0	16.2
2	2.6	7.8
3	1.1	2.2
4	0.5	1.3
5	0.1	0.7
6+	0.4	1.0
	100.0	100.0
Average No.	0.27	0.55

Income

Figure 1 shows the cumulative income distribution of passengers. For the business passenger it refers to gross income, that is before deductions are made. One half of business passengers earn less than £4500, and one quarter earn less than £3300. The top twenty-five per cent earned in excess of £7500. The income distribution of leisure passengers refers to the total income of all the members of the passenger's family who are living in his house. One half of the household incomes are less than £3800, and one quarter are below £2400. Twenty-five per cent were members of households with incomes above £6000.

It should be remembered that these incomes were earned at the time that the survey took place in late 1972.

NOTE: Following publication of the first article in this series enquiries have been received about the definition of origin/destination. In this Survey the origin/destination of an air passenger is defined to be the town or district in which he started/ended his journey to/from the airport. Where the journey is broken for a reason other than transit the journey is considered to re-start/finish at that point.

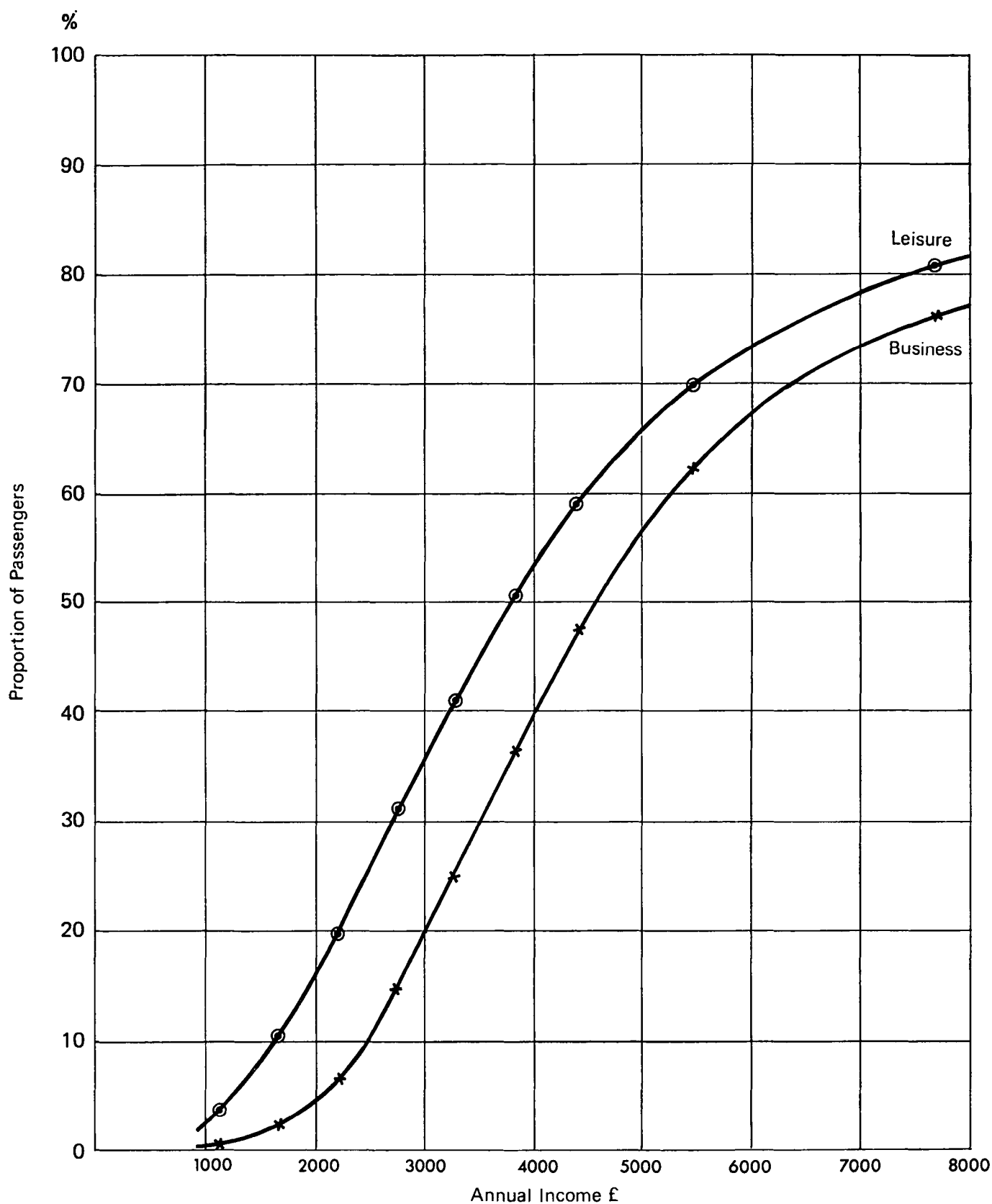


Fig1. Cumulative Distribution of Passengers by Income
Business passengers – personal gross earnings
Leisure passengers – household gross income

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Size Structure of UK Airports and Airlines Year ended 30 July 1973

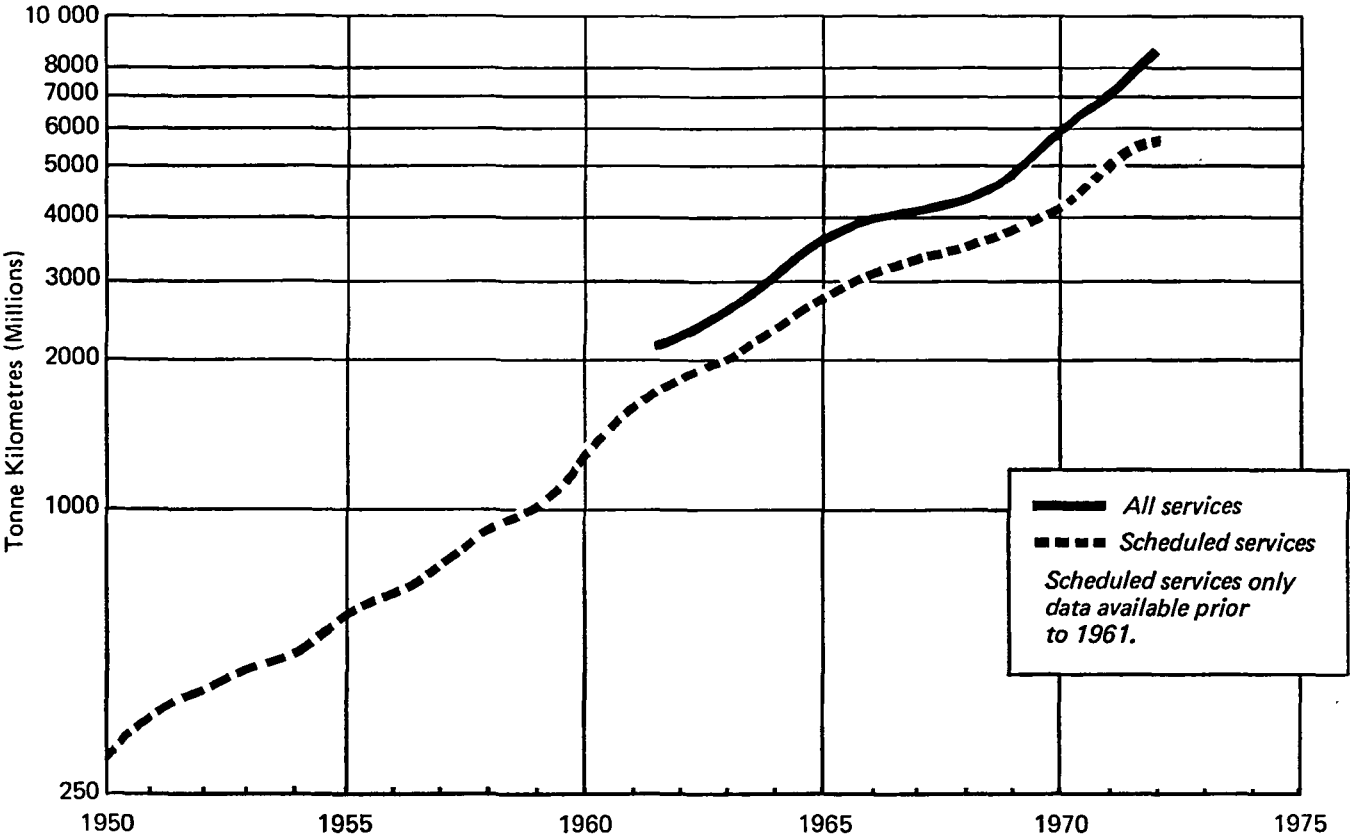
Time

Table 1

Airports				
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
London Heathrow	19 358	46.85	100	100.00
Gatwick	5 500	13.31	98	53.15
Luton	3 219	7.79	96	39.84
Manchester	2 504	6.06	93	32.05
Glasgow	2 043	4.94	91	25.99
Belfast	1 257	3.04	89	21.05
Birmingham	1 047	2.53	87	18.01
Edinburgh	823	1.99	84	15.47
Newcastle	575	1.39	82	13.48
Liverpool	535	1.29	80	12.09
East Midlands	468	1.13	78	10.80
Isle of Man	453	1.10	76	9.66
Prestwick	394	0.95	73	8.57
Southend	345	0.84	71	7.61
Southampton	299	0.72	69	6.78
Bristol	290	0.70	67	6.06
Leeds/Bradford	272	0.66	64	5.35
Glamorgan	269	0.65	62	4.70
Stansted	236	0.57	60	4.05
Aberdeen	222	0.54	58	3.47
Tees-side	166	0.40	56	2.94
Ashford	146	0.35	53	2.54
Blackpool	145	0.35	51	2.18
Others (22 reporting airports)	757	1.83	49	1.83
Airlines				
	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways—BOAC	4 366	50.15	100	100.00
British Airways—BEA	1 247	14.32	98	49.85
British Caledonian Airways	1 087	12.49	97	35.53
Britannia Airways	298	3.42	95	23.04
Dan-Air Services	296	3.40	93	19.62
Court-Line Aviation	215	2.47	92	16.22
Laker Airways	180	2.07	90	13.75
BEA Airtours	162	1.86	88	11.68
Tradewinds Airways	129	1.48	86	9.82
British Midland Airways	119	1.37	85	8.34
Trans-Meridian Air Cargo	110	1.26	83	6.97
Monarch Airlines	108	1.24	81	5.71
Donaldson International Airways	86	0.99	80	4.47
British Airways—Cambrian Airways	61	0.70	78	3.48
British Airways—Northeast Airlines	60	0.69	76	2.78
International Aviation Services	36	0.41	75	2.09
Invicta International Airlines	32	0.37	73	1.68
British Air Ferries	23	0.26	71	1.31
British Island Airways	21	0.24	69	1.05
Dan-Air/Skyways	15	0.17	68	0.80
British Airways—Channel Islands Airways	15	0.17	66	0.63
Others (38 airlines)	40	0.46	64	0.46

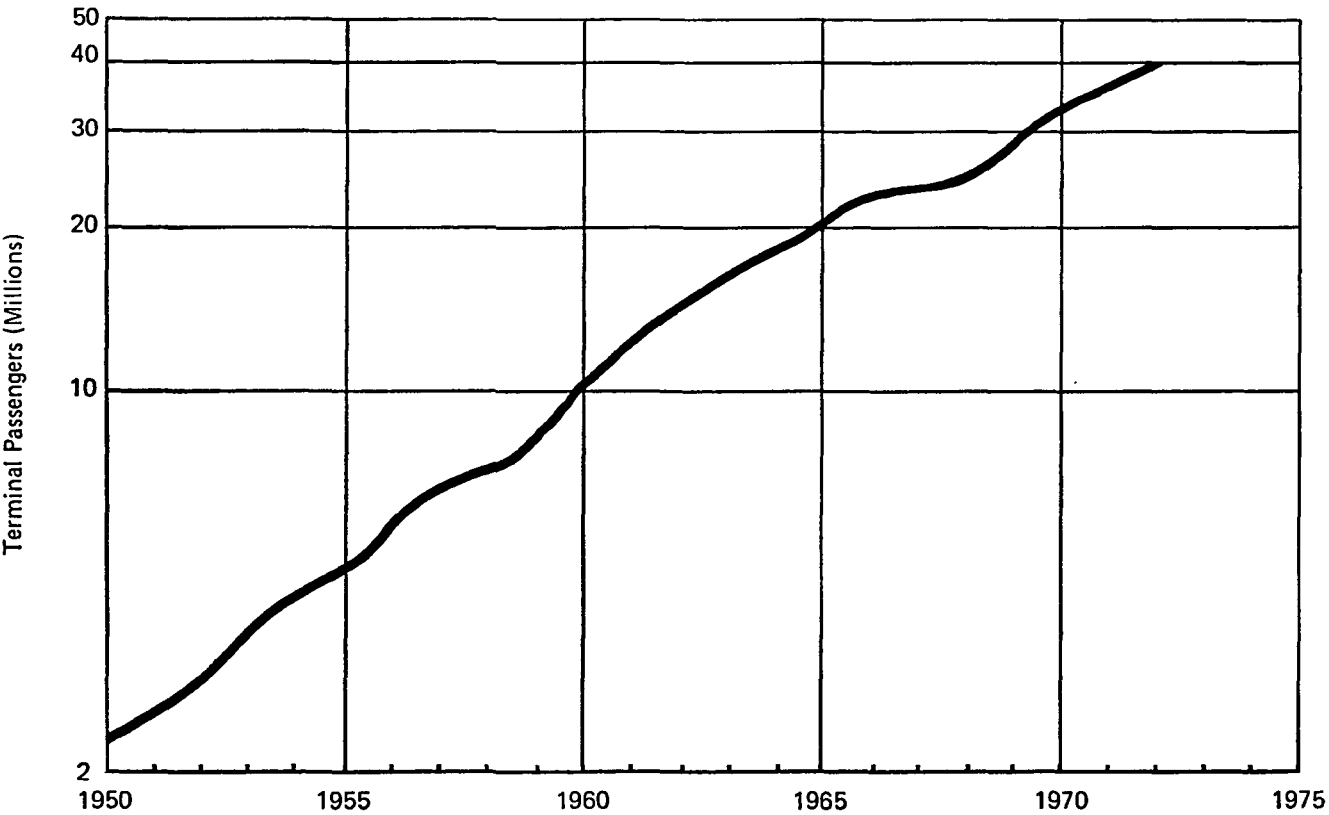
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
Year ended						
July 1972	1 658	650	37 147	7 787	5 084	2 703
July 1973	1 869	703	41 746	8 775	5 747	3 028
Mean rates of growth (percentages) to 1972						
20 years	6.1	5.8	13.6	..	14.6	..
10 years	8.7	4.0	10.3	13.3	10.9	20.8
5 years	7.7	4.2	11.9	18.4	12.9	33.5
Latest year's growth (percentages)						
	12.7	8.2	12.4	12.7	13.0	12.0

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
1972 January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
March	46.9	2 571	27.2	1 286	7.8	602	10.9	612	1.0	70
April	52.9	3 015	30.7	1 481	9.4	712	11.7	719	1.1	103
May	59.6	3 412	35.4	1 743	10.0	736	12.6	796	1.6	137
June	64.6	3 873	37.4	1 847	12.0	939	13.0	883	2.3	204
July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
April	145.7	58.2	52.9	5.3	87.5	57.2	21.7	8.6
May	156.2	66.2	59.6	6.6	90.0	57.8	20.8	11.4
June	166.3	71.3	64.7	6.6	95.0	68.2	16.0	10.8
July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1971 1st quarter	22 294	4 185	1 184	553	638	1 620	4 120	1 685	2 015	4 933
2nd quarter	33 950	5 641	2 065	959	1 352	3 399	5 114	1 967	3 104	8 505
3rd quarter	39 290	6 783	2 432	1 187	1 653	4 442	6 358	2 151	3 827	10 834
4th quarter	27 124	4 934	1 598	719	820	2 002	4 599	1 880	2 310	5 842
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	934	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
1972 January	25 503	4 560	1 367	709	676	1 493	4 285	1 746	2 195	4 321
February	23 622	4 428	1 339	709	619	1 565	4 198	1 729	2 048	4 135
March	27 608	4 896	1 685	730	880	2 362	4 557	1 981	2 209	5 788
April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 438
May	33 255	6 356	2 708	1 256	1 303	3 897	5 539	2 200	3 057	9 217
June	35 504	6 864	2 798	1 383	1 482	4 328	6 106	2 488	3 742	9 246
July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 487	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1971 1st quarter	1 235	133	47	26	15	26	159	26	82	51
2nd quarter	2 212	266	113	55	42	82	232	39	136	166
3rd quarter	2 995	353	155	74	56	112	333	51	193	250
4th quarter	1 708	192	77	32	26	45	191	34	92	84
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
1972 January	1 547	162	59	29	20	27	181	31	91	48
February	1 311	153	55	27	18	29	158	28	75	46
March	1 849	192	77	34	32	48	206	38	96	77
April	2 152	221	99	55	40	78	213	43	114	135
May	2 358	275	121	66	48	91	275	46	132	198
June	2 670	328	130	72	48	102	300	54	168	211
July	3 087	375	177	82	62	117	384	62	216	260
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	42	31	33	195	37	88	56
March	1 979	233	102	54	46	47	243	50	106	85
April	2 535	267	136	62	51	101	253	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1971 1st quarter	30 604	4 373	541	135	103	723	2 221	219	1 525	1 093
2nd quarter	32 571	4 120	601	161	90	669	2 211	250	1 726	1 228
3rd quarter	34 669	4 034	526	132	68	735	2 401	255	1 714	1 034
4th quarter	38 827	4 866	563	114	81	679	2 812	253	1 887	968
1972 1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
1972 January	33 620	4 085	451	118	64	1 007	2 168	219	1 778	993
February	34 296	4 497	488	130	64	1 176	2 508	228	1 634	1 317
March	40 374	5 089	700	126	105	1 319	2 653	246	1 791	2 573
April	36 366	4 748	531	281	79	976	2 444	246	1 961	1 719
May	38 043	4 831	577	221	86	856	2 941	283	2 011	2 138
June	40 787	4 863	1 218	145	84	1 272	3 084	291	2 485	2 083
July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
1973 January	41 020	4 636	734	150	82	1 341	2 960	250	1 859	1 785
February	40 628	4 748	917	174	54	1 432	3 084	226	1 774	2 017
March	45 752	5 849	1 226	284	79	1 635	3 854	288	2 170	3 077
April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
May	44 469	5 099	1 066	201	83	1 382	3 483	287	2 094	2 647
June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1971 1st quarter	306.7	142.3	4.8	37.5	100.0	46.3	2 253.8	1 129.5	50.1
2nd quarter	396.8	190.7	8.1	41.1	141.5	48.1	2 726.4	1 466.0	53.8
3rd quarter	442.9	236.6	7.6	46.5	182.5	53.4	3 386.0	2 120.9	62.6
4th quarter	384.2	186.8	9.1	55.2	122.5	48.6	2 814.2	1 355.1	48.2
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
1972 January	367.3	165.8	6.9	44.4	114.6	45.1	2 666.6	1 297.8	48.7
February	354.8	149.4	6.8	47.3	95.3	42.1	2 613.0	1 065.2	40.8
March	427.4	201.4	8.6	58.8	134.0	47.1	3 120.7	1 513.8	48.5
April	416.4	200.0	7.7	49.2	143.1	48.0	3 198.5	1 633.0	51.1
May	430.7	213.2	7.9	49.5	155.8	49.5	3 305.1	1 769.5	53.2
June	548.9	273.9	9.4	61.9	202.6	49.9	4 133.9	2 307.5	55.8
July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1971 1st quarter	21.5	11.1	0.1	1.4	9.6	51.6	212.5	116.9	55.0
2nd quarter	28.7	16.5	0.2	1.5	14.8	57.5	265.5	163.2	61.5
3rd quarter	32.4	20.4	0.2	1.6	18.7	63.0	331.4	227.6	68.7
4th quarter	23.7	0.2	0.2	1.5	11.1	54.0	231.9	132.9	57.3
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
1972 January	22.6	11.8	0.2	1.4	10.2	52.2	221.0	123.6	55.9
February	22.0	10.8	0.2	1.4	9.1	49.1	211.7	110.7	52.3
March	24.7	14.1	0.3	1.8	12.0	57.1	237.1	145.7	61.5
April	26.8	15.6	0.2	1.7	13.7	58.2	261.7	165.2	63.1
May	32.1	19.3	0.3	2.0	17.0	60.1	319.1	206.5	64.7
June	33.2	20.1	0.2	1.9	18.0	60.5	333.1	213.4	64.1
July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
1973 January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1971 1st quarter	285.2	131.2	4.7	36.1	90.4	46.0	2 041.3	1 012.6	49.6
2nd quarter	368.1	174.2	7.9	39.6	126.7	47.3	2 460.9	1 302.8	52.9
3rd quarter	410.5	216.2	7.4	44.9	163.8	52.7	3 054.6	1 893.3	62.0
4th quarter	360.5	174.0	8.9	53.7	111.4	48.3	2 582.3	1 222.2	47.3
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
1972 January	344.8	154.0	6.6	43.0	104.4	44.7	2 445.6	1 174.2	48.0
February	332.9	138.6	6.6	45.8	86.2	41.6	2 401.3	954.6	39.8
March	402.7	187.3	8.3	57.0	122.0	46.5	2 883.6	1 368.0	47.4
April	389.7	184.4	7.5	47.5	129.5	47.3	2 936.8	1 467.8	50.0
May	398.6	193.9	7.6	47.5	138.8	48.6	2 986.0	1 562.9	52.3
June	515.7	253.9	9.2	60.0	184.7	49.2	3 800.8	2 094.1	55.1
July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1971 1st quarter	103.4	25.2	27.5	6.7	27.9	6.8	48.0	11.7
2nd quarter	205.6	34.1	97.3	16.1	59.4	9.9	48.9	8.1
3rd quarter	297.8	40.2	135.1	18.2	107.3	14.5	55.4	7.5
4th quarter	187.1	32.7	71.4	12.5	44.0	7.7	71.7	12.5
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
1972 January	182.1	33.1	..	..	..	..	..	..
February	153.0	30.1	..	..	..	..	..	..
March	195.7	31.4	..	..	..	..	..	..
April	202.4	32.7	..	..	..	..	..	..
May	227.2	34.5	..	..	..	..	..	..
June	270.8	33.0	..	..	..	..	..	..
July	325.0	40.8	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1971 1st quarter	321.6	269.7	83.9	187.4	2 100	2 946	1 403	1 439
2nd quarter	1 127.9	900.7	79.9	651.5	7 198	9 841	1 367	1 383
3rd quarter	1 579.1	1 379.7	87.4	940.8	9 621	13 758	1 430	1 467
4th quarter	828.5	688.0	83.0	441.8	4 789	7 333	1 531	1 557
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
April	..	..	..	..	..	..	..	..
May	..	..	..	..	..	..	..	..
June	..	..	..	..	..	..	..	..
July	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 433
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1971 1st quarter	279.8	212.2	75.8	39.6	621	1 744	2 808	5 359
2nd quarter	517.1	409.3	79.2	106.2	1 676	3 188	1 902	3 854
3rd quarter	937.1	795.6	84.9	207.6	2 795	5 851	2 094	3 832
4th quarter	391.4	322.9	82.5	73.0	1 351	2 539	1 880	4 423
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
April	..	..	..	..	..	..	..	..
May	..	..	..	..	..	..	..	..
June	..	..	..	..	..	..	..	..
July	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13		188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16		255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21		289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23		394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29		458	20	94	24	88
1971 1st quarter	797	44	24	127	140	12	59	34	77	9	17	11		127	10	67	4	38
2nd quarter	1 679	82	38	248	172	50	161	44	167	21	35	23		424	18	101	25	71
3rd quarter	2 284	97	50	285	227	68	245	60	140	28	49	43		668	22	134	53	114
4th quarter	1 230	54	29	174	139	31	91	40	94	12	31	16		357	13	66	15	67
1972 1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12		262	12	75	4	57
2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28		433	23	103	26	79
3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51		693	27	130	53	121
4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24		443	16	70	15	97
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19		323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33		497	27	111	38	101
May-July 1972	2 057	87	46	276	221	69	212	52	149	33	42	39		554	29	115	39	93
May-July 1973	2 256	90	48	299	227	82	227	66	172	35	51	44		596	32	119	55	113
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)							
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9							
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6							
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8							
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8							
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8							
1971 1st quarter	259.0	9.4	12.9	29.8	11.2	11.3	3.7	12.4	119.2	6.6	42.4							
2nd quarter	426.0	8.2	10.2	79.9	9.1	11.2	5.9	11.6	246.9	6.3	36.8							
3rd quarter	685.2	9.7	20.5	153.7	17.1	13.0	8.0	12.7	381.2	10.9	58.4							
4th quarter	365.0	8.7	14.1	47.4	12.6	11.6	6.2	13.4	190.8	6.6	53.7							
1972 1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5							
2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8							
3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1							
4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9							
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8							
2nd quarter	573.7	16.2	18.8	112.2	10.4	15.1	9.7	12.8	308.1	7.5	63.2							
May-July 1972	638.6	12.8	19.5	139.4	12.1	13.5	6.5	12.8	353.3	7.9	60.7							
May-July 1973	687.5	16.6	21.8	158.5	12.6	16.9	10.5	14.4	358.7	9.6	67.9							

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 July 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	11 985	8 538	—	704	265	338	63	—	2 066	11	—
+Heathrow	28 505	26 009	—	143	131	129	490	1	1 573	29	—
+Luton	6 671	3 716	58	538	70	107	92	968	1 090	—	32
+Southend	7 714	1 670	38	—	—	190	—	4 360	1 444	12	—
+Stansted	3 124	402	—	37	30	1 652	25	215	683	80	—
TOTAL (London Area)	57 999	40 335	96	1 422	496	2 416	670	5 544	6 856	132	32
Westland Heliport (Battersea)	1 545	423	6	423	14	2	—	—	431	2	244
Other UK Airports											
+Leeds/Bradford	4 104	924	4	61	33	66	32	2 509	434	8	33
+Liverpool	8 025	1 398	—	80	46	46	24	5 114	1 201	16	100
+Manchester	6 904	4 989	8	312	61	32	189	183	1 086	6	38
+Birmingham	6 113	2 319	14	104	24	32	59	2 128	1 387	—	46
+Coventry	3 573	82	100	7	1	354	20	2 488	517	2	2
+East Midlands	5 777	1 241	18	148	57	3 195	48	20	947	9	94
+Newcastle	3 255	1 275	4	37	274	48	13	1 039	507	2	56
+Tees-side	4 264	559	266	29	70	419	—	2 210	503	12	196
+Bristol	3 622	882	4	—	—	29	43	1 166	1 464	—	34
+Glamorgan	3 994	821	6	107	—	166	—	2 485	389	—	20
Swansea	1 438	46	48	29	81	12	4	916	264	—	38
+Ashford	4 528	632	740	4	95	20	20	1 447	1 484	2	84
+Blackpool	8 872	665	742	14	19	156	—	6 404	849	—	23
+Bournemouth	8 032	528	—	41	—	1 690	—	3 345	2 232	95	101
+Cambridge	3 113	93	—	24	11	1 064	4	1 110	458	—	349
+Exeter	2 398	345	80	13	218	—	—	901	602	10	229
Gloucester/Cheltenham	4 965	155	—	—	70	746	—	2 994	958	—	42
Hawarden	480	—	—	—	—	60	—	148	245	—	27
Isles of Scilly	641	558	—	1	5	—	—	—	75	—	2
+Lydd	1 123	4	—	—	—	60	—	980	49	—	30
+Manston	411	113	—	21	14	89	—	—	174	—	—
+Norwich	2 522	549	4	201	32	105	120	823	672	—	16
Penzance Heliport	444	434	—	—	2	4	—	—	4	—	—
+Portsmouth	3 087	371	36	—	10	370	—	1 736	564	—	—
+Southampton	4 709	1 257	—	35	22	2 789	7	—	583	—	16
+Edinburgh	5 548	1 581	—	16	421	2 678	6	70	774	2	—
+Glasgow	8 406	4 481	—	85	4	116	63	2 734	803	8	112
+Prestwick	2 839	1 470	—	86	394	452	22	124	291	—	—
Aberdeen	5 381	783	—	2	871	276	—	3 013	389	—	47
Benbecula	212	98	—	—	98	—	—	—	—	—	16
Inverness	1 899	448	—	18	249	701	—	241	196	—	46
Islay	190	117	—	2	7	—	—	16	48	—	—
+Kirkwall	1 108	567	—	25	52	—	4	206	31	—	223
Stornoway	350	199	8	8	41	6	11	3	28	2	44
+Sumburgh	1 029	435	—	42	517	20	—	—	8	—	7
Tiree	112	76	—	—	—	2	—	12	—	—	22
Wick	319	235	—	15	5	2	2	32	18	—	10
+Belfast	8 308	2 638	—	39	98	—	—	2 265	282	—	2 986
+Isle of Man	2 954	1 720	—	67	4	303	9	569	250	4	28
TOTAL (Incl. London Area)	194 593	75 846	2 184	3 518	4 416	18 526	1 370	54 975	28 053	312	5 393
Channel Islands Airports											
Alderney	1 304	1 304	..	..	..	..	..	..	..	..	..
Guernsey	3 874	3 874	..	..	..	..	..	..	..	..	..
Jersey	7 344	7 344	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	12 522	12 522	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator July 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
✓+Gatwick	8 538	91	2 826	175	963	3 080	1 403
✓+Heathrow	26 009	11 877	1 386	11 728	434	248	336
✓+Luton	3 716	—	175	—	2	3 406	133
✓+Southend	1 670	—	1 407	—	—	232	31
✓+Stansted	402	—	12	—	—	118	272
TOTAL (London Area)	40 335	11 968	5 806	11 903	1 399	7 084	2175
Westland Heliport (Battersea)	423	—	—	—	18	405	—
Other UK Airports							
✓+Leeds/Bradford	924	—	718	34	—	165	7
✓+Liverpool	1 398	—	1 104	62	11	189	32
✓+Manchester	4 989	1 776	472	905	216	1 272	348
✓+Birmingham	2 319	1 014	489	175	34	490	117
✓+Coventry	82	—	69	—	—	13	—
✓+East Midlands	1 241	—	933	—	—	279	29
✓+Newcastle	1 275	2	1 007	14	4	221	27
✓+Tees-side	559	—	361	1	4	183	10
✓+Bristol	882	—	401	60	2	390	29
✓+Glamorgan	821	—	489	10	18	303	1
Swansea	46	—	18	—	—	22	6
✓+Ashford	632	—	628	—	—	4	—
✓+Blackpool	665	—	594	—	—	71	—
✓+Bournemouth	528	—	409	—	—	105	14
✓+Cambridge	93	—	34	—	—	22	37
✓+Exeter	345	—	312	—	8	13	12
Gloucester/Cheltenham	155	—	51	—	—	104	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	558	434	124	—	—	—	—
✓+Lydd	4	—	—	—	—	4	—
✓+Manston	113	—	—	—	—	104	9
✓+Norwich	549	—	204	—	—	328	17
Penzance Heliport	434	434	—	—	—	—	—
✓+Portsmouth	371	—	332	—	—	39	—
✓+Southampton	1 257	134	1 063	—	—	29	31
✓+Edinburgh	1 581	839	568	67	14	49	44
✓+Glasgow	4 481	2 153	1 121	454	55	599	99
✓+Prestwick	1 470	594	76	392	1	225	182
Aberdeen	783	569	56	—	—	137	21
Benbecula	98	98	—	—	—	—	—
Inverness	448	365	26	—	—	55	2
Islay	117	100	—	—	—	17	—
✓+Kirkwall	567	184	1	17	—	365	—
Stornoway	199	142	51	—	—	6	—
✓+Sumburgh	435	132	87	—	—	212	4
Tiree	76	64	2	—	—	10	—
Wick	235	208	—	—	—	25	2
✓+Belfast	2 638	1 259	1 186	39	6	43	105
✓+Isle of Man	1 720	—	1 718	—	—	2	—
TOTAL (Incl. London Area)	75 846	22 469	20 510	14 133	1 790	13 584	3 360
Channel Islands Airports							
Alderney	1 304	—	1 240	—	—	64	—
Guernsey	3 874	460	3 018	66	—	330	—
Jersey	7 344	1 050	4 953	694	—	584	63
TOTAL (Channel Islands Airports)	12 522	1 510	9 211	760	—	978	63

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	May 1973 –July 1973	May 1972 –July 1972	Percentage Change
London Area Airports			
+ Gatwick	7 295	7 327	–0.4
+ Heathrow	25 005	23 457	6.6
+ Luton	3 211	3 330	–3.6
+ Southend	1 598	1 369	16.7
+ Stansted	323	471	–31.4
TOTAL (London Area)	37 432	35 954	4.1
Westland Heliport (Battersea)	379	279	35.8
Other UK Airports			
+ Leeds/Bradford	874	817	7.0
+ Liverpool	1 380	1 476	–6.5
+ Manchester	4 678	4 551	2.8
+ Birmingham	2 112	1 844	14.5
+ Coventry	76	73	4.1
+ East Midlands	1 160	977	18.7
+ Newcastle	1 193	1 025	16.4
+ Tees-side	502	346	45.1
+ Bristol	804	798	0.8
+ Glamorgan	751	646	16.3
Swansea	33	19	73.7
+ Ashford	615	696	–11.6
+ Blackpool	552	549	0.5
+ Bournemouth	491	327	50.2
+ Cambridge	90	109	–17.4
+ Exeter	315	..	—
Gloucester/Cheltenham	146	123	18.7
Hawarden	—	—	—
Isles of Scilly	494	395	25.1
+ Lydd	18	17	5.9
+ Manston	101	95	6.3
+ Norwich	577	..	—
Penzance Heliport	391	366	6.8
+ Portsmouth	333	242	37.6
+ Southampton	1 122	1 144	–1.9
+ Edinburgh	1 508	1 337	12.8
+ Glasgow	4 073	3 455	17.9
+ Prestwick	1 232	1 409	–12.6
Aberdeen	736	565	30.3
Benbecula	99	105	–5.7
Inverness	424	345	22.9
Islay	131	76	72.4
+ Kirkwall	547	486	12.6
Stornoway	189	171	10.5
+ Sumburgh	397	380	4.5
Tiree	63	75	–16.0
Wick	225	207	8.7
+ Belfast	2 340	2 210	5.9
+ Isle of Man	1 489	1 464	1.7
TOTAL (Incl. London Area)	70 072	65 153	7.5
Channel Islands Airports			
Alderney	1 140	1 037	9.9
Guernsey	3 455	2 889	19.6
Jersey	6 681	5 660	18.0
TOTAL (Channel Islands Airports)	11 276	9 586	17.6

Air Transport Landings Diverted to UK Reporting Airports July 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	21		1Lu				1He 1St	1Lu	4He	1He 1St	2He		1St		2He 2Lu 3Ma												1He					
Heathrow	5						1Ga																		2Ga 1Bi 1Ma							
Luton	17			1He	1St		1Bi 2Em 3St						1Ga			1Bi													1Em 1He		2Em 2St 1Bi	
Leeds	2		1BI													1Em																
Liverpool	1																														1Ma	
Manchester	1																			1Lu												
Birmingham	2																				1Lu									1Lu		
East Midlands	1															1Bi					1Lu											
Newcastle	2																													1Te	1Lu	
Bristol	2									1Lu		1Bi 1St																				
Southampton	1											1St																				
Edinburgh	10					1GI	2GI	1GI		1GI		1GI			1GI	1GI		1GI						1Lu								
Glasgow	2	1Lu													1GI	1Lu																
Aberdeen	1														1GI																	
Benbecula	4									2Sw	1GI 1Ab		1Sw		1Ab	1Ab																
Sumburgh	7													2Ab	1Ab	1Ab										1Ab			1Ab	1Ab		
Wick	1																															
Isle of Man	6		1BI													1BI						1BI	1BI		1BI		1BI					
Other U.K.	8					2Ki	1Sh 1He		1Em	1Em												1Bi	1Em									
Overseas	18	2He		1GI 1Lu		1He	1GI		1He			1He		1He			1Ga			2He			1Ga			1Lu	1He	1Ma		1He	1He	
All Aerodromes	112	3	3	3	1	4	14	2	6	7	4	4	2	4	11	4	3	1	1	3	—	2	3	1	5	2	3	1	3	4	2	6

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		

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Air Passengers by Type and Nationality of Operator

July 1973

Table 15

Total				Scheduled Services						Charter Flights						
Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators							
			British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others						
			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports																
+ Gatwick	740 337	730 672	9 665	4 749	—	146 115	131	6 370	—	117 560	724	287 208	2 475	168 670	6 335	
+ Heathrow	2 192 697	2 147 692	45 005	962 608	165	80 767	249	998 848	40 653	53 761	—	21 266	—	30 442	3 938	
+ Luton	420 232	419 101	1 131	—	—	6 026	69	—	—	154	—	401 756	1 062	11 165	—	
+ Southend	48 354	48 354	—	—	—	45 730	—	—	—	—	—	1 419	—	1 205	—	
+ Stansted	30 234	22 345	7 889	—	—	290	—	—	—	—	—	3 255	1 062	18 800	6 827	
TOTAL (London Area)	3 431 854	3 368 164	63 690	967 357	165	278 928	449	1 005 218	40 653	171 475	724	714 904	4 599	230 282	17 100	
Westland Heliport (Battersea)	1 079	1 079	—	—	—	—	—	—	—	44	—	1 035	—	—	—	
Other UK Airports																
+ Leeds/Bradford	33 399	32 660	739	—	—	29 625	733	2 007	—	—	—	1 001	6	27	—	
+ Liverpool	60 962	60 027	935	—	—	42 717	926	3 474	—	1 334	—	11 769	9	733	—	
+ Manchester	321 970	306 156	15 814	101 531	1 294	11 895	3 147	24 938	6 463	20 487	768	110 133	2 164	37 172	1 978	
+ Birmingham	141 581	136 313	5 268	49 665	1 190	10 344	3 379	9 699	586	3 012	—	50 635	113	12 958	—	
+ Coventry	1 592	1 489	103	—	—	1 168	101	—	—	—	—	321	2	—	—	
+ East Midlands	62 127	61 960	167	—	—	32 759	167	—	—	—	—	25 813	—	3 388	—	
+ Newcastle	75 687	72 179	3 508	59	—	45 615	3 508	836	—	370	—	23 282	—	2 017	—	
+ Tees-side	25 780	24 670	1 110	—	—	12 543	924	99	—	124	124	11 023	62	881	—	
+ Bristol	42 606	34 001	8 605	—	—	8 858	4 041	3 392	79	111	—	19 535	4 485	2 105	—	
+ Glamorgan	37 712	34 628	3 084	—	—	12 228	2 562	164	224	15 91	—	20 612	298	33	—	
Swansea	527	527	—	—	—	453	—	—	—	—	—	58	—	16	—	
+ Ashford	14 058	14 058	—	—	—	13 963	—	—	—	—	—	95	—	—	—	
+ Blackpool	23 083	22 819	264	—	—	22 739	264	—	—	—	—	80	—	—	—	
+ Bournemouth	12 536	12 197	339	—	—	9 373	336	—	—	—	—	1 728	3	1 096	—	
+ Cambridge	831	831	—	—	—	488	—	—	—	—	—	71	—	272	—	
+ Exeter	12 684	11 881	803	—	—	9 504	606	—	—	225	197	1 144	—	1 008	—	
Gloucester/Cheltenham	1 471	1 471	—	—	—	986	—	—	—	—	—	485	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	11 131	11 131	—	10 411	—	720	—	—	—	—	—	—	—	—	—	
+ Lydd	16	16	—	—	—	—	—	—	—	—	—	16	—	—	—	
+ Manston	311	311	—	—	—	—	—	—	—	—	—	270	—	41	—	
+ Norwich	8 301	8 301	—	—	—	5 744	—	—	—	—	—	1 914	—	643	—	
Penzance Heliport	10 411	10 411	—	10 411	—	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	2 710	2 689	21	—	—	2 661	21	—	—	—	—	28	—	—	—	
+ Southampton	36 423	36 334	89	5 795	59	30 107	—	—	—	—	—	367	—	65	30	
+ Edinburgh	97 438	95 395	2 043	59 169	992	24 404	544	4 549	138	1 066	96	3 610	273	2 597	—	
+ Glasgow	251 604	248 833	2 771	111 538	39	41 857	7	20 860	2 681	5 641	—	57 661	—	11 276	44	
+ Prestwick	105 693	71 564	34 129	23 822	7 930	2 251	1 001	10 885	10 794	54	—	19 425	7 116	15 127	7 288	
Aberdeen	30 376	28 710	1 666	23 562	1 641	1 181	—	—	—	—	—	2 813	—	1 154	25	
Benbecula	3 432	2 269	1 163	2 269	1 163	—	—	—	—	—	—	—	—	—	—	
Inverness	15 111	13 471	1 640	13 246	1 640	53	—	—	—	—	—	156	—	16	—	
Islay	1 752	1 751	1	1 715	1	—	—	—	—	—	—	36	—	—	—	
+ Kirkwall	10 568	9 371	1 197	7 320	1 072	11	29	225	96	—	—	1 815	—	—	—	
Stornoway	5 710	5 287	423	5 235	423	34	—	—	—	—	—	18	—	—	—	
+ Sumburgh	9 066	9 017	49	5 620	49	225	—	—	—	—	—	3 064	—	108	—	
Tiree	627	622	5	596	—	6	1	—	—	—	—	20	4	—	—	
Wick	7 372	3 113	4 259	3 023	4 255	—	—	—	—	—	—	90	4	—	—	
+ Belfast	157 167	156 656	511	85 522	—	53 970	124	1 830	—	475	—	3 647	57	11 212	330	
+ Isle of Man	76 377	75 219	1 158	—	—	75 111	1 158	—	—	—	—	108	—	—	—	
TOTAL (Incl. London Area)	5 143 135	4 987 581	155 554	1 487 866	21 913	782 521	24 028	1 088 176	61 714	206 009	1 909	1 088 782	19 195	334 227	26 795	
Channel Islands Airports																
Alderney	9 580	9 580	—	—	—	9 430	—	—	—	—	—	150	—	—	—	
Guernsey	69 760	67 112	2 648	23 086	—	41 189	2 648	1 203	—	—	—	1 634	—	—	—	
Jersey	199 451	196 796	2 655	58 705	34	120 382	2 442	14 412	51	—	—	889	—	2 408	128	
TOTAL (Channel Is. Airports)	278 791	273 488	5 303	81 791	34	171 001	5 090	15 615	51	—	—	2 673	—	2 408	128	

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	May 1973 —July 1973	May 1972 —July 1972	Percentage change
London Area Airports			
+Gatwick	579 115	545 653	6.1
+Heathrow	1 948 726	1 766 749	10.3
+Luton	346 524	321 951	7.6
+Southend	43 582	34 118	27.7
+Stansted	18 214	36 251	-49.8
TOTAL (London Area)	2 936 161	2 704 722	8.6
Westland Heliport (Battersea)	1 047	703	48.9
Other UK Airports			
+Leeds/Bradford	29 421	28 787	2.2
+Liverpool	55 071	55 349	-0.5
+Manchester	264 198	241 998	9.2
+Birmingham	112 386	93 916	19.7
+Coventry	1 334	1 471	-9.3
+East Midlands	54 720	47 307	15.7
+Newcastle	62 846	56 754	10.7
+Tees-side	20 836	16 862	23.6
+Bristol	27 691	25 984	6.6
+Glamorgan	28 597	26 322	8.6
Swansea	355	289	22.8
+Ashford	13 151	17 333	-24.1
+Blackpool	18 859	19 926	-5.4
+Bournemouth	11 389	10 295	10.6
+Cambridge	944	1 229	-23.2
+Exeter	9 369	..	—
Gloucester/Cheltenham	1 232	1 119	10.1
Hawarden	—	—	—
Isles of Scilly	9 806	9 020	8.7
+Lydd	224	416	-46.2
+Manston	401	871	-54.0
+Norwich	7 679	..	—
Penzance Heliport	9 244	8 837	4.6
+Portsmouth	2 240	2 147	4.3
+Southampton	31 771	31 587	0.6
+Edinburgh	86 552	76 052	13.8
+Glasgow	206 466	181 265	13.9
+Prestwick	47 738	62 380	-23.5
Aberdeen	24 638	19 023	29.5
Benbecula	1 965	2 140	-8.2
Inverness	12 167	10 633	14.4
Islay	1 546	1 552	-0.4
+Kirkwall	7 551	6 760	11.7
Stornoway	4 396	4 266	3.0
+Sumburgh	7 280	6 618	10.0
Tiree	438	503	-12.9
Wick	2 869	2 736	4.9
+Belfast	121 995	111 409	9.5
+Isle of Man	62 049	60 398	2.7
TOTAL (Incl. London Area)	4 298 622	3 948 979	8.9
Channel Islands Airports			
Alderney	7 567	6 332	19.5
Guernsey	55 911	51 716	8.1
Jersey	168 963	164 746	2.6
TOTAL (Channel Islands Airports)	232 441	222 794	4.3

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	May-July 1973	May-July 1973	May-July 1972	Per- centage change	May-July 1973	May-July 1972	Per- centage change
London Area Airports							
+Gatwick	579 115	512 414	484 320	6	66 701	61 333	9
+Heathrow	1 948 726	1 648 789	1 486 908	11	299 937	279 841	7
+Luton	346 524	339 519	314 588	8	7 005	7 364	-5
+Southend	43 582	43 226(a)	33 900(a)	28	356	217	64
+Stansted	18 214	17 816	36 087	-51	398	164	143
TOTAL (London Area)	2 936 161	2 561 764	2 355 803	9	374 397	348 919	7
Westland Heliport (Battersea)	1 047	—	—	—	1 047	703	49
Other UK Airports							
+Leeds/Bradford	29 421	4 560	4 126	11	24 861	24 661	1
+Liverpool	55 071	18 697	17 021	10	36 374	38 328	-5
+Manchester	264 198	190 910	172 215	11	73 288	69 783	5
+Birmingham	112 386	76 802	61 227	25	35 584	32 689	9
+Coventry	1 334	407	698	-42	927	773	20
+East Midlands	54 720	29 826	22 546	32	24 894	24 761	1
+Newcastle	62 846	27 473	24 150	14	35 373	32 603	8
+Tees-side	20 836	8 543	6 996	22	12 293	9 866	25
+Bristol	27 691	21 135	18 829	12	6 556	7 155	-8
+Glamorgan	28 597	20 300	17 354	17	8 297	8 968	-7
Swansea	355	13	25	-48	342	264	30
+Ashford	13 151	12 880	17 302	-26	271	31	—
+Blackpool	18 859	560	1 462	-62	18 299	18 464	-1
+Bournemouth	11 389	2 962	3 227	-8	8 427	7 068	19
+Cambridge	944	386	180	114	558	1 049	-47
+Exeter	9 369	1 967	—	—	7 402	—	—
Gloucester/Cheltenham	1 232	—	—	—	1 232	1 119	10
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	9 806	—	—	—	9 806	9 020	9
+Lydd	224	200	410	-51	24	6	—
+Manston	401	401	871	-54	—	—	—
+Norwich	7 679	4 444	—	—	3 235	—	—
Penzance	9 244	—	—	—	9 244	8 837	5
+Portsmouth	2 240	—	—	—	2 240	2 147	4
+Southampton	31 771	1 273	1 689	-25	30 498	29 898	2
+Edinburgh	86 552	8 694	7 480	16	77 858	68 571	14
+Glasgow	206 466	64 871	50 703	28	141 595	130 561	8
+Prestwick	47 738	42 496	58 257	-27	5 242	4 123	27
Aberdeen	24 638	780	273	186	23 858	18 750	27
Benbecula	1 965	—	—	—	1 965	2 140	-8
Inverness	12 167	28	1	—	12 139	10 632	14
Islay	1 546	—	—	—	1 546	1 552	—
+Kirkwall	7 551	237	218	9	7 314	6 542	12
Stornoway	4 396	—	6	—	4 396	4 260	3
+Sumburgh	7 280	146	158	-8	7 134	6 460	10
Tiree	438	—	—	—	438	503	-13
Wick	2 869	—	—	—	2 869	2 736	5
+Belfast	121 995	9 701	9 292	4	112 294	102 117	10
+Isle of Man	62 049	1 804	1 683	7	60 245	58 715	3
TOTAL (Incl. London Area)	4 298 622	3 114 260	2 854 202	9	1 184 362	1 094 774	8

(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	May—July 1973			May—July 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	16.6	12.3	4.3	13.4	11.2	2.2	24
London – Vienna	12.6	10.4	2.2	10.9	9.4	1.6	16
Other Routes	4.0	1.9	2.1	2.5	1.8	0.7	61
Belgium	90.1	83.5	6.6	87.4	81.5	5.9	3
London – Brussels	47.5	47.1	0.4	39.5	39.4	0.1	20
Other S.E. England – Belgium	34.3	31.9	2.4	39.0	37.1	1.9	–12
Other Routes	8.4	4.5	3.9	8.9	4.9	4.0	–6
Denmark	48.0	37.4	10.6	46.4	35.1	11.2	4
London – Copenhagen	37.5	30.4	7.1	38.0	29.4	8.6	–1
Other Routes	10.5	7.0	3.6	8.4	5.8	2.6	25
Finland	9.9	5.7	4.2	8.2	6.0	2.2	22
France	299.1	258.3	40.8	275.6	239.9	35.7	9
London – Nice	18.3	17.3	1.0	16.9	16.0	0.9	8
– Paris	188.5	177.3	11.2	173.3	164.0	9.3	9
– N. France (a)	10.7	10.0	0.7	12.7	11.6	1.2	–16
– Other France	24.8	16.9	8.0	16.7	9.9	6.8	48
Manchester – Paris	7.5	7.1	0.4	5.9	5.8	0.1	27
Other U.K. – Paris	15.1	10.4	4.7	10.5	7.3	3.2	44
Luton – Other France	5.6	—	5.6	5.2	—	5.2	9
Other S.E. England – France	18.6	18.5	0.1	23.8	23.4	0.5	–22
Other Routes	10.0	0.8	9.2	10.5	1.9	8.6	–5
Germany (Fed. Republic)	216.4	147.3	69.1	208.3	145.5	62.8	4
London – Dusseldorf	26.5	25.3	1.2	25.5	25.1	0.4	4
– Frankfurt	47.8	44.8	3.0	48.3	46.8	1.5	–1
– Hamburg	22.1	21.7	0.4	18.6	18.4	0.2	19
– Munich	28.5	15.1	13.4	25.3	15.1	10.2	13
– Other Germany	36.9	29.9	7.1	35.7	30.4	5.3	4
Luton – Germany	28.2	—	28.2	29.8	—	29.8	–5
Manchester – Germany	10.5	6.1	4.4	10.8	5.8	5.0	–3
Other Routes	15.8	4.4	11.4	14.4	4.0	10.4	10
Gibraltar	7.2	6.9	0.3	7.2	6.9	0.3	—
Greece	82.1	30.3	51.7	68.6	24.2	44.4	20
Iceland	4.7	4.6	0.1	5.4	4.8	0.6	–14
London – Reykjavik	3.1	3.1	—	3.2	3.0	0.1	–4
Glasgow – Reykjavik	1.6	1.5	0.1	2.1	1.8	0.3	–22
Other Routes	—	—	—	0.2	—	0.2	–100

Table 18 cont.

	May – July 1973			May – July 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	155.6	151.8	3.8	144.1	140.6	3.4	8
London – Cork	11.7	11.6	0.1	10.2	10.2	—	14
– Dublin	73.4	73.1	0.4	66.9	66.7	0.2	10
– Shannon	10.6	10.0	0.5	11.3	10.5	0.8	–6
Manchester – Dublin	12.3	12.1	0.2	11.8	11.8	—	4
Birmingham – Dublin	10.5	10.5	—	9.5	9.5	—	11
Glasgow-Dublin	9.3	9.3	—	8.4	8.4	—	9
Liverpool – Dublin	6.4	6.3	0.1	5.7	5.6	—	13
Leeds/Bradford – Dublin	3.0	3.0	—	2.8	2.8	—	8
Edinburgh – Dublin	3.2	3.2	—	3.6	3.6	—	–10
Bristol – Dublin	2.5	2.5	—	2.5	2.5	—	2
Other Routes	12.5	10.1	2.4	11.3	9.0	2.4	11
Italy	227.2	83.8	143.4	212.4	78.3	134.1	7
London – Genoa (g)	2.3	—	2.3	2.4	—	2.4	–4
– Milan	40.4	27.7	12.7	35.0	24.9	10.1	15
– Rimini (g)	7.8	—	7.8	10.0	—	10.0	–21
– Rome	37.9	30.0	7.8	35.3	28.7	6.6	7
– Venice	12.9	6.2	6.7	13.5	7.0	6.5	–4
– Other Italy	34.8	18.3	16.5	36.8	15.5	21.3	–6
Luton – Rimini	15.0	—	15.0	15.4	—	15.4	–2
– Other Italy	44.4	—	44.4	38.7	—	38.7	15
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	15.0	—	15.0	11.6	—	11.6	30
Other Routes	16.7	1.5	15.2	13.7	2.2	11.5	22
Luxembourg	4.6	4.5	0.1	4.0	3.6	0.4	16
London – Luxembourg	4.6	4.5	0.1	3.9	3.6	0.3	16
Other Routes	—	—	—	0.1	—	0.1	–97
Netherlands	171.7	154.8	16.9	148.9	130.3	18.6	15
London – Amsterdam	107.3	102.2	5.1	93.3	87.7	5.6	15
– Rotterdam	23.9	21.6	2.3	20.2	18.7	1.5	19
Other S.E. England – Netherlands	10.2	6.9	3.3	12.7	7.7	5.1	–20
Manchester – Amsterdam	8.6	8.5	0.1	7.1	7.1	—	21
Other Routes	21.7	15.6	6.1	15.6	9.1	6.4	39
Norway	35.2	22.4	12.8	33.3	22.1	11.2	6
London – Oslo	16.6	12.6	4.1	16.6	12.3	4.3	—
Other Routes	18.6	9.9	8.7	16.6	9.8	6.8	12
Portugal	50.8	24.0	26.8	41.8	21.2	20.6	22
London – Lisbon	20.7	15.3	5.4	16.5	13.9	2.6	26
Other Routes	30.1	8.7	21.4	25.3	7.3	18.0	19
Soviet Union and Eastern Europe (b)	36.7	19.3	17.3	32.5	18.5	14.0	13
London – Moscow	4.0	3.8	0.3	4.0	3.9	0.1	1
– Prague	3.0	3.0	—	3.0	3.0	—	–3
Other Routes	29.6	12.5	17.1	25.5	11.5	13.9	16

Table 18 cont.

	May – July 1973			May – July 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	596.3	83.6	512.7	554.4	87.2	467.3	8
London – Barcelona	18.3	13.0	5.4	17.5	12.8	4.8	4
– Ibiza	18.5	2.2	16.3	18.9	2.5	16.4	–3
– Madrid	28.5	24.7	3.8	25.3	23.1	2.2	13
– Malaga	20.1	10.8	9.3	17.3	9.2	8.1	16
– Palma	69.0	13.2	55.8	72.9	14.3	58.6	–5
– Other Spain	72.3	17.9	54.4	60.6	11.8	48.8	19
Luton – Alicante	23.4	—	23.4	18.6	—	18.6	25
– Barcelona	13.9	—	13.9	4.4	—	4.4	215
– Gerona	20.6	—	20.6	31.2	—	31.2	–34
– Ibiza	25.4	—	25.4	19.7	—	19.7	29
– Palma	43.0	—	43.0	43.9	—	43.9	–2
– Other Spain	23.8	—	23.8	18.1	—	18.1	26
Other S.E. England – Spain	0.1	—	0.1	0.3	—	0.3	–65
Manchester – Barcelona	3.9	0.2	3.7	5.3	0.3	5.0	–26
– Palma	28.7	0.2	28.5	29.0	0.3	28.7	1
Other N. England – Spain	71.7	0.8	70.9	64.6	12.0	52.6	11
Scotland – Spain	31.6	—	31.6	36.2	0.2	36.1	–13
Other Routes	83.3	0.5	82.7	70.5	0.8	69.8	18
Sweden	31.8	18.5	13.3	28.7	16.2	12.5	11
London – Stockholm	18.1	12.1	5.9	18.2	11.9	6.3	–1
Other Routes	13.7	6.4	7.3	10.5	4.3	6.2	31
Switzerland	118.9	77.3	41.6	115.4	72.9	42.5	3
London – Basle	11.8	6.6	5.2	13.6	6.7	7.0	–13
– Geneva	34.1	29.8	4.2	30.8	28.2	2.6	11
– Zurich	46.3	35.7	10.6	41.5	33.5	8.0	12
Luton – Switzerland	15.1	—	15.1	19.5	—	19.5	–23
Other Routes	11.5	5.1	6.4	10.0	4.5	5.5	16
Yugoslavia	54.7	10.3	44.4	39.2	6.6	32.6	39
London – Dubrovnic	7.8	1.0	6.8	7.1	0.2	6.9	9
– Ljubljana	1.9	1.6	0.3	1.7	0.3	1.4	12
Luton – Yugoslavia	13.6	—	13.6	9.2	—	9.2	48
Other Routes	31.4	7.6	23.7	21.2	6.1	15.1	48
Other Europe	64.1	48.1	16.1	50.4	36.1	14.3	27
WESTERN HEMISPHERE							
Canada	158.5	83.0	75.5	139.4	80.7	58.7	14
London – Montreal	18.1	16.2	2.0	18.6	16.3	2.3	–3
– Toronto	64.8	29.2	35.6	54.4	31.4	23.0	19
– Other Canada	36.9	18.4	18.5	31.6	14.5	17.1	17
Other U.K. – Montreal	2.5	1.7	0.9	4.2	3.8	0.4	–39
– Toronto	30.9	14.7	16.2	24.9	12.8	12.2	24
Other Routes	5.3	2.9	2.3	5.6	2.0	3.6	–7

Table 18 cont.

	May – July 1973			May – July 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	359.1	285.9	73.2	353.6	277.9	75.7	2
London – New York	139.4	113.1	26.4	135.1	114.7	20.4	3
– Other East Coast U.S.A.	89.2	80.0	9.2	88.2	76.6	11.7	1
– Chicago and Detroit	38.6	33.1	5.5	39.8	33.9	5.9	–3
– West Coast U.S.A.	58.1	43.4	14.7	54.8	35.4	19.4	6
– Other U.S.A.	10.3	2.9	7.4	6.8	2.8	4.0	52
Other U.K. – New York	19.0	13.1	5.8	17.2	13.1	4.1	10
Other Routes	4.5	0.3	4.2	11.7	1.4	10.3	–61
West Atlantic and Caribbean Islands	21.8	18.5	3.3	19.6	16.2	3.4	11
Central and South America	9.2	8.8	0.3	6.4	5.9	0.5	44
REST OF THE WORLD							
Canary Islands	17.3	3.1	14.2	17.7	2.6	15.2	–2
North Africa (c)	24.4	5.2	19.2	23.5	4.7	18.8	4
East Africa (d)	12.6	9.6	2.9	12.1	9.6	2.4	4
Central Africa (e)	5.7	5.7	0.1	5.4	5.4	—	7
West Africa (d)	9.5	8.5	1.0	7.9	7.2	0.7	21
South Africa	14.4	13.9	0.6	12.8	12.5	0.3	13
Middle East (f)	65.8	62.7	3.1	52.1	50.0	2.2	26
India	11.1	10.7	0.4	7.8	5.5	2.3	43
Pakistan	3.6	3.6	—	3.2	3.2	—	13
Far East	41.2	28.8	12.4	34.1	20.5	1.6	21
Australia and New Zealand	16.6	16.2	0.3	12.8	12.2	0.6	30
Other Routes n.e.i.	6.8	5.3	1.6	5.5	3.9	1.6	25
ALL ROUTES	3 099.4	1 854.3	1 245.2	2 839.6	1 706.6	1 133.0	9

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages		May 1973	May 1972	Percentage change
Origin/Destination		—July 1973 (000)	—July 1972 (000)	
London (a)	Aberdeen	10.8	7.8	38
	Belfast	52.8	44.4	19
	Birmingham	3.4	4.5	-24
	Channel Islands	57.4	58.8	-2
	Edinburgh	62.3	55.5	12
	Glasgow	80.2	71.9	12
	Isle of Man	3.9	3.9	—
	Leeds/Bradford	10.8	11.0	-2
	Liverpool	10.9	11.7	-7
	Manchester	35.3	33.4	6
	Newcastle	24.9	23.0	8
	Tees-side	9.0	8.0	13
	Other airports	5.3	7.3	—
Belfast	Birmingham	7.2	5.8	24
	East Midlands	3.1	3.0	3
	Edinburgh	1.9	1.7	12
	Glasgow	10.7	10.2	5
	Isle of Man	7.7	7.2	7
	Leeds/Bradford	3.8	3.4	12
	Liverpool	3.5	3.7	-5
	Manchester	10.7	9.8	9
	Newcastle	2.2	2.0	10
	Other airports	8.9	10.8	—
Channel Islands	Bournemouth	6.5	5.2	25
	Birmingham	12.9	12.4	4
	Bristol/Glamorgan	7.9	8.8	-10
	East Midlands	14.3	15.3	-7
	Glasgow	2.5	3.1	-19
	Leeds/Bradford	5.3	5.5	-4
	Liverpool	5.1	5.8	-12
	Manchester	7.9	8.7	-9
	Newcastle	2.3	2.1	10
	Southampton	26.4	25.9	2
	Other airports	17.0	10.8	—
Edinburgh	Birmingham	2.9	1.8	61
	Glasgow	0.8	1.2	-33
	Manchester	3.8	2.8	36
	Other airports	6.2	5.5	—
Glasgow	Birmingham	7.0	6.4	9
	East Midlands	4.2	4.1	2
	Isle of Man	3.4	3.1	10
	Leeds/Bradford	2.0	1.8	11
	Liverpool	3.2	3.0	7
	Manchester	5.6	5.7	-2
	Southampton	2.9	2.9	—
	Other Scottish airports	17.1	17.4	-2
	Other airports	4.5	2.7	—
Isle of Man	Blackpool	15.2	15.5	-2
	Liverpool	13.0	13.1	-1
	Manchester	6.9	6.9	—
	Newcastle	1.3	1.4	-7
Penzance	Other airports	8.9	7.6	—
	Isles of Scilly	9.8	8.8	11
Other Routes		21.5	14.1	52
Total		675.0	628.2	—

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

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

Cargo by Type and Nationality of Operator July 1973

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up	
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up			
London Area Airports														
+ Gatwick	3 533.1	—	0.4	637.2	982.8	11.7	6.6	—	—	606.4	1 142.9	7.0	138.1	
+ Heathrow	38 072.7	7 227.8	7 346.2	121.7	418.9	10 361.1	11 622.8	266.9	22.9	67.2	106.8	184.9	325.5	
+ Luton	200.7	—	—	0.3	0.5	—	—	—	—	79.2	97.3	23.4	—	
+ Southend	2 337.0	—	—	1 237.0	1 072.0	—	—	—	—	2.0	14.0	11.0	1.0	
+ Stansted	1 835.9	—	—	—	—	—	—	—	—	902.5	787.1	133.0	13.3	
TOTAL (London Area)	45 979.4	7 227.8	7 346.6	1 996.2	2 474.2	10 372.8	11 629.4	266.9	22.9	1 657.3	2 148.1	359.3	477.9	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	70.3	—	—	23.1	22.1	11.3	13.7	—	—	0.1	—	—	—	
+ Liverpool	1 281.9	—	—	155.4	686.0	121.0	33.9	—	—	0.4	27.1	38.9	219.2	
+ Manchester	3 283.4	753.0	613.7	28.1	24.0	831.5	962.0	13.2	—	16.0	12.1	7.0	22.8	
+ Birmingham	275.2	78.9	56.6	10.4	2.0	59.6	66.7	—	—	—	0.8	—	0.2	
+ Coventry	85.6	—	—	14.5	65.1	—	—	—	—	6.0	—	—	—	
+ East Midlands	609.2	—	—	237.2	277.5	—	—	—	—	21.8	42.1	—	30.6	
+ Newcastle	151.5	—	—	71.8	78.3	—	—	—	—	—	—	—	1.4	
+ Tees-side	18.2	—	—	9.8	7.9	—	—	—	—	0.5	—	—	—	
+ Bristol	70.3	—	—	6.0	6.7	31.2	26.2	—	—	—	0.2	—	—	
+ Glamorgan	25.5	—	—	6.7	11.5	—	0.5	—	—	0.2	6.6	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Ashford	357.0	—	—	149.8	207.2	—	—	—	—	—	—	—	—	
+ Blackpool	79.3	—	—	9.1	50.1	—	—	—	—	3.0	17.1	—	—	
+ Bournemouth	220.5	—	—	24.2	27.1	—	—	—	—	133.9	30.9	—	4.4	
+ Cambridge	130.6	—	—	—	0.1	—	—	—	—	—	—	58.2	72.3	
+ Exeter	13.8	—	—	2.5	11.3	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	9.5	8.6	0.9	—	—	—	—	—	—	—	—	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Manston	391.0	—	—	—	—	—	—	—	—	197.2	146.5	28.0	19.3	
+ Norwich	33.1	—	—	16.6	10.9	—	—	—	—	1.4	4.2	—	—	
Penzance Heliport	9.5	0.9	8.6	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	8.7	—	—	0.1	3.4	—	—	—	—	—	5.2	—	—	
+ Southampton	150.6	1.2	1.9	13.8	53.4	—	—	—	—	—	8.3	40.5	31.5	
+ Edinburgh	194.7	62.8	59.0	32.2	27.9	4.4	3.4	—	—	—	—	5.0	—	
+ Glasgow	1 792.5	613.5	581.9	83.8	86.1	161.9	261.0	0.1	—	0.3	3.9	—	—	
+ Prestwick	1 040.8	439.8	186.5	9.3	0.8	172.5	148.7	—	—	—	1.5	78.9	2.8	
Aberdeen	97.1	33.4	39.8	4.2	6.0	—	—	—	—	4.7	9.0	—	—	
Benbecula	16.4	11.6	4.8	—	—	—	—	—	—	—	—	—	—	
Inverness	33.1	7.8	25.3	—	—	—	—	—	—	—	—	—	—	
Islay	4.4	1.6	2.8	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	32.8	21.6	7.4	—	—	0.2	0.2	—	—	0.1	3.3	—	—	
Stornoway	38.1	13.1	5.8	18.9	0.3	—	—	—	—	—	—	—	—	
+ Sumburgh	38.7	18.7	5.5	—	0.1	—	—	—	—	8.9	5.5	—	—	
Tiree	2.0	1.8	0.2	—	—	—	—	—	—	—	—	—	—	
Wick	8.3	4.1	1.3	—	—	—	—	—	—	—	1.4	—	1.5	
+ Belfast	1 289.0	227.1	246.1	644.5	110.3	10.0	3.1	—	—	33.3	14.6	—	—	
+ Isle of Man	399.6	—	—	272.6	127.0	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	58 241.6	9 527.3	9 194.7	3 840.8	4 377.3	11 776.4	13 148.8	280.2	22.9	2 085.1	2 483.2	615.8	889.1	
Channel Islands Airports														
Alderney	26.8	—	—	16.1	2.5	—	—	—	—	4.7	3.5	—	—	
Guernsey	814.2	98.9	41.5	189.7	166.6	2.4	0.2	—	—	108.2	206.7	—	—	
Jersey	1 408.3	327.7	377.5	370.3	85.4	13.1	0.9	—	—	125.4	101.2	2.8	4.0	
TOTAL (Channel Islands Airports)	2 249.3	426.6	419.0	576.1	254.5	15.5	1.1	—	—	238.3	311.4	2.8	4.0	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	May 1973 –July 1973	May 1972 –July 1972	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+ Gatwick	3 149·8	3 402·4	–7·4
+ Heathrow	38 472·1	32 558·8	18·2
+ Luton	174·1	218·8	–20·4
+ Southend	2 278·3	2 902·4	–21·5
+ Stansted	1 079·3	1 145·9	–5·8
TOTAL (London Area)	45 153·6	40 228·3	12·2
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	74·6	83·5	–10·7
+ Liverpool	1 339·2	1 237·7	8·2
+ Manchester	3 468·9	3 452·0	0·5
+ Birmingham	277·7	412·4	–32·7
+ Coventry	153·0	143·2	6·8
+ East Midlands	583·2	390·9	49·2
+ Newcastle	153·0	134·1	14·1
+ Tees-side	23·7	25·8	–8·1
+ Bristol	70·9	78·3	–9·5
+ Glamorgan	22·7	17·4	30·5
Swansea	—	—	—
+ Ashford	389·0	355·4	9·5
+ Blackpool	64·5	66·2	–2·6
+ Bournemouth	217·8	117·7	85·0
+ Cambridge	101·5	68·7	47·7
+ Exeter	19·8	··	··
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	10·7	9·1	17·6
+ Lydd	9·4	6·5	44·6
+ Manston	358·3	336·7	6·4
+ Norwich	35·8	··	··
Penzance Heliport	10·7	9·1	17·6
+ Portsmouth	6·8	2·3	195·7
+ Southampton	108·4	178·3	–39·2
+ Edinburgh	263·3	255·8	2·9
+ Glasgow	1 900·8	1 249·1	52·2
+ Prestwick	1 134·3	1 342·9	–15·5
Aberdeen	92·0	82·5	11·5
Benbecula	19·2	18·5	3·8
Inverness	36·4	35·9	1·4
Islay	3·3	18·3	–82·0
+ Kirkwall	35·4	34·9	1·4
Stornoway	41·4	38·0	8·9
+ Sumburgh	40·3	43·0	–6·3
Tiree	2·1	1·1	90·9
Wick	8·5	6·0	41·7
+ Belfast	1 478·8	1 848·5	–20·0
+ Isle of Man	381·4	339·3	12·4
TOTAL (Incl. London Area)	58 090·4	52 667·4	10·3
Channel Islands Airports			
Alderney	25·6	25·2	1·6
Guernsey	905·4	800·7	13·1
Jersey	1 454·0	1 352·8	7·5
TOTAL (Channel Islands Airports)	2 385·0	2 178·7	9·5

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

Table 22.1

All Scheduled Services July 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways – BOAC	12 313	3 752	16 518	246 874	2 497 362	1 548 605	62.0	4 117	325 504	176 569	6 824	33 444	136 301	54.2
British Airways – BEA	9 431	12 403	17 957	835 729	1 039 324	650 129	62.6	4 887	107 305	61 019	1 068	4 991	54 960	56.9
British Airways Helicopters	26	434	141	10 095	724	601	83.0	12	53	46	—	1	45	86.8
British Airways Regional Division—														
Channel Islands Airways	811	2 233	2 497	116 684	65 290	42 212	64.7	268	5 930	3 653	17	88	3 548	61.6
Scottish Airways	457	1 759	1 612	60 309	29 566	19 959	67.5	234	2 581	1 728	16	46	1 666	67.0
Cambrian Airways	561	2 183	1 768	92 292	40 346	27 088	67.1	1 001	3 790	2 398	5	230	2 163	63.3
Northeast Airlines	457	1 056	1 231	64 702	41 376	28 936	69.9	156	3 705	2 463	—	66	2 397	66.5
British Caledonian Airways	3 358	3 078	5 455	147 831	401 321	227 137	56.6	1 305	46 390	23 952	241	3 650	20 061	51.6
Air Anglia	83	242	239	5 852	4 212	2 309	54.8	23	387	218	—	8	210	56.3
Alidair	27	47	66	275	1 170	296	25.3	5	145	30	—	5	25	20.7
Aurigny Air Services	144	2 531	850	20 092	1 711	1 232	72.0	56	160	101	—	3	98	63.1
British Air Ferries	250	1 312	1 109	37 550	11 183	6 637	59.3	2 452	1 734	1 104	—	500	604	63.7
British Island Airways	467	2 333	1 836	72 914	20 017	14 535	72.6	808	1 957	1 410	26	148	1 236	72.0
British Midland Airways	741	1 889	2 037	71 931	55 724	29 876	53.6	126	4 442	2 384	—	63	2 321	53.7
Brymon Aviation	39	253	184	1 432	352	229	65.1	—	29	18	—	—	18	62.1
Dan-Air/Skyways	414	1 663	1 471	36 090	19 920	10 260	51.5	—	1 627	838	—	—	838	51.5
Intra Airways	51	289	246	5 711	1 820	1 001	55.0	—	146	63	—	—	63	43.2
J F Airlines	71	407	323	2 820	909	575	63.3	6	73	44	—	1	43	60.3
Loganair	41	357	215	1 308	327	152	46.5	—	30	14	—	—	14	46.7
TOTAL Passenger Services	29 742	38 221	55 755	1 830 491	4 232 654	2 611 769	61.7	15 456	505 988	278 052	8 197	43 244	226 611	55.0
Cargo Services														
British Airways – BOAC	803	283	1 092					1 867	26 182	14 721	58	14 663		56.2
British Airways – BEA	257	470	648					6 846	5 262	2 467	201	2 266		46.9
British Caledonian Airways	86	28	114					232	2 929	1 617	—	1 617		55.2
Air-Bridge Carriers	32	74	112					399	314	173	—	173		55.1
Air Freight	33	151	162					359	111	76	—	76		68.5
British Island Airways	59	100	208					164	187	93	5	88		49.7
Intra Airways	2	11	10					21	6	4	—	4		66.7
TOTAL Cargo Services	1 272	1 117	2 346					9 888	34 991	19 151	264	18 887		54.7
GRAND TOTAL	31 014	39 338	58 101	1 830 491	4 232 654	2 611 769	61.7	25 344	540 979	297 203	8 461	62 131	226 611	54.9

International Scheduled Services July 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)		Tonne-kilometres used				
						(000)	As percentage of available			Total (000)	Mail (000)	Freight (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways – BOAC	12 313	3 752	16 518	246 874	2 497 362	1 548 605	62.0	4 117	325 504	176 569	6 824	33 444	136 301	54.2	
British Airways – BEA	8 271	9 896	15 348	625 873	905 607	552 355	61.0	4 226	93 260	52 362	1 013	4 600	46 749	56.1	
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
British Airways Regional Division—															
Channel Islands Airways	403	1 016	1 131	49 759	35 182	19 802	56.3	142	3 242	1 723	1	66	1 656	53.1	
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cambrian Airways	182	438	449	19 648	14 976	9 765	65.2	48	1 303	803	—	23	780	61.6	
Northeast Airlines	117	202	289	12 488	10 766	7 730	71.8	33	932	660	—	20	640	70.8	
British Caledonian Airways	2 925	1 875	4 178	82 109	347 628	193 748	55.7	931	41 185	20 998	234	3 460	17 304	51.0	
Air Anglia	27	106	86	2 885	1 463	743	50.8	18	133	74	—	5	69	55.6	
Alidair	27	47	66	275	1 170	296	25.3	5	145	30	—	5	25	20.7	
Aurigny Air Services	11	153	65	906	87	63	72.4	—	8	5	—	—	5	62.5	
British Air Ferries	227	1 217	990	36 519	10 782	6 349	58.9	2 341	1 568	1 051	—	473	578	67.0	
British Island Airways	50	187	190	6 413	2 494	1 629	65.3	14	229	142	—	4	138	62.0	
British Midland Airways	172	347	431	7 682	12 908	4 171	32.3	36	1 030	350	—	26	324	34.0	
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dan-Air/Skyways	214	695	724	18 181	10 352	5 515	53.3	—	845	450	—	—	450	53.3	
Intra Airways	23	207	121	4 118	816	474	58.1	—	64	31	—	—	31	48.4	
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL Passenger Services	24 962	20 138	40 586	1 113 730	3 851 593	2 351 245	61.0	11 911	469 448	255 248	8 072	42 126	205 050	54.4	
Cargo Services															
British Airways – BOAC	803	283	1 092					1 867	26 182	14 721	58	14 663		56.2	
British Airways – BEA	148	196	349					4 320	3 263	1 575	44	1 531		48.3	
British Caledonian Airways	86	28	114					232	2 929	1 617	—	1 617		55.2	
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—	
Air Freight	33	151	162					359	111	76	—	76		68.5	
British Island Airways	59	100	208					164	187	93	5	88		49.7	
Intra Airways	—	—	—					—	—	—	—	—		—	
TOTAL Cargo Services	1 129	758	1 925					6 942	32 672	18 082	107	17 975		55.3	
GRAND TOTAL	26 091	20 896	42 511	1 113 730	3 851 593	2 351 245	61.0	18 853	502 120	273 330	8 179	60 101	205 050	54.4	

Domestic Scheduled Services July 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	1 160	2 507	2 609	209 856	133 717	97 774	73.1	661	14 045	8 657	55	391	8 211	61.6
British Airways Helicopters	26	434	141	10 095	724	601	83.0	12	53	46	—	1	45	86.8
British Airways Regional Division—														
Channel Islands Airways	407	1 217	1 366	66 925	30 108	22 409	74.4	126	2 688	1 930	16	22	1 892	71.8
Scottish Airways	457	1 759	1 612	60 309	29 566	19 959	67.5	234	2 581	1 728	16	46	1 666	67.0
Cambrian Airways	380	1 745	1 319	72 644	25 369	17 323	68.3	953	2 486	1 595	5	207	1 383	64.2
Northeast Airlines	341	854	942	52 214	30 609	21 206	69.3	123	2 773	1 802	—	46	1 756	65.0
British Caledonian Airways	433	1 203	1 277	65 722	53 693	33 388	62.2	374	5 205	2 953	7	190	2 756	56.7
Air Anglia	56	136	153	2 967	2 749	1 566	57.0	6	254	145	—	4	141	57.1
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	133	2 378	785	19 186	1 624	1 169	72.0	55	152	96	—	3	93	63.2
British Air Ferries	24	95	119	1 031	401	289	72.1	112	166	53	—	27	26	31.9
British Island Airways	417	2 146	1 646	66 501	17 523	12 907	73.7	794	1 728	1 267	26	144	1 097	73.3
British Midland Airways	569	1 542	1 606	64 249	42 816	25 705	60.0	90	3 412	2 034	—	37	1 997	59.6
Brymon Aviation	39	253	184	1 432	352	229	65.1	—	29	18	—	—	18	62.1
Dan-Air/Skyways	199	968	747	17 909	9 568	4 744	49.6	—	781	387	—	—	387	49.6
Intra Airways	28	82	125	1 593	1 004	527	52.5	—	82	32	—	—	32	39.0
J F Airlines	71	407	323	2 820	909	575	63.3	6	73	44	—	1	43	60.3
Loganair	41	357	215	1 308	327	152	46.5	—	30	14	—	—	14	46.7
TOTAL Passenger Services	4 781	18 083	15 169	716 761	381 059	260 523	68.4	3 546	36 538	22 801	125	1 119	21 557	62.4
Cargo Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	109	274	299	—	—	—	—	2 526	1 999	892	157	735	—	44.6
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	32	74	112	—	—	—	—	399	314	173	—	173	—	55.1
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	2	11	10	—	—	—	—	21	6	4	—	4	—	66.7
TOTAL Cargo Services	143	359	421	—	—	—	—	2 946	2 319	1 069	157	912	—	46.1
GRAND TOTAL	4 924	18 442	15 590	716 761	381 059	260 523	68.4	6 492	38 857	23 870	282	2 031	21 557	61.4

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

All Non-scheduled Services July 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	3 133	592	2 999	42 977
British Airways – BEA	955	1 200	2 018	11 883
British Airways Helicopters	113	1 257	485	207
British Airways Regional Division—				
Channel Islands Airways	65	56	113	628
Cambrian Airways	520	745	1 057	3 777
Northeast Airlines	312	255	497	3 197
BEA Airtours	1 704	1 064	2 606	25 093
British Caledonian Airways	2 955	1 708	4 606	50 181
Air Anglia	46	130	160	152
Air Bridge Carriers	21	27	69	153
Air Freight	16	29	74	49
Air London	21	89	96	12
Alidair	111	321	305	703
Beecham Imperial	8	14	17	5
Britannia Airways	2 637	1 935	4 007	29 192
British Air Ferries	21	25	96	142
British Island Airways	60	177	221	272
British Midland Airways	647	453	980	8 181
Court Line Aviation	2 410	1 926	3 984	33 007
Dan-Air Services	4 017	2 440	6 286	39 747
Dan-Air/Skyways	12	37	42	53
Directair	9	18	37	9
Donaldson International Airways	274	107	377	6 000
Eagle Flying Services	18	56	67	10
Eastern Seaboard	1	6	6	1
Fairflight Charters	55	135	287	76
Haywards Aviation	7	27	29	6
Humber Airways	9	55	47	6
International Aviation Services	346	135	732	5 802
Intra Airways	9	65	44	24
Invicta International Airlines	295	226	579	4 830
Island Air Charter	1	8	6	1
Laker Airways	1 764	861	2 586	26 382
Loganair	86	855	392	70
MAM Aviation	18	25	36	15
Macedonian Aviation	13	20	54	39
McAlpine Aviation	315	728	718	246
Merlot International Aviation	47	62	83	29
Monarch Airlines	945	697	1 667	13 683
Moseley Aviation	9	62	31	8
Northair Airlines	65	115	215	30
Northern Executive Aviation	11	70	57	10
Peters Aviation	43	137	216	68
Silver City Airways	71	44	130	1 300
Thurston Aviation	31	139	151	27
Trader Airways	3	13	15	1
Tradewinds Airways	479	135	875	10 853
Trans-Meridian Air Cargo	408	141	798	11 108
Vernair Transport	7	15	21	4
TOTAL	25 123	19 437	40 974	330 249

International Non-scheduled Services July 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	3 133	592	2 999	42 977
British Airways – BEA	868	962	1 772	10 741
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	62	48	103	605
Cambrian Airways	491	541	935	3 628
Northeast Airlines	303	220	465	3 141
BEA Airtours	1 704	1 064	2 606	25 093
British Caledonian Airways	2 955	1 708	4 606	50 181
Air Anglia	14	30	49	51
Air Bridge Carriers	19	23	63	135
Air Freight	12	17	56	36
Air London	6	22	34	3
Alidair	99	286	274	628
Beecham Imperial	5	6	10	3
Britannia Airways	2 637	1 935	4 007	29 192
British Air Ferries	21	24	95	142
British Island Airways	60	177	221	272
British Midland Airways	625	418	938	8 049
Court-Line Aviation	2 410	1 926	3 984	33 007
Dan-Air Services	4 017	2 440	6 286	39 747
Dan-Air/Skyways	11	36	40	51
Directair	7	11	30	8
Donaldson International Airways	274	107	377	6 000
Eagle Flying Services	9	21	27	5
Eastern Seaboard	1	2	3	1
Fairflight Charters	51	125	265	70
Haywards Aviation	1	5	5	1
Humber Airways	—	2	2	—
International Aviation Services	346	135	732	5 802
Intra Airways	4	17	18	11
Invicta International Airlines	295	226	579	4 830
Island Air Charter	—	—	—	—
Laker Airways	1 764	861	2 586	26 382
Loganair	7	22	35	6
MAM Aviation	15	18	29	13
Macedonian Aviation	12	18	51	36
McAlpine Aviation	185	239	343	152
Merlot International Aviation	44	54	78	28
Monarch Airlines	945	697	1 667	13 683
Moseley Aviation	4	26	13	3
Northair Airlines	3	4	12	1
Northern Executive Aviation	2	6	12	2
Peters Aviation	16	41	74	25
Silver City Airways	71	44	130	1 300
Thurston Aviation	13	36	60	12
Trader Airways	2	5	8	1
Tradewinds Airways	479	135	875	10 853
Trans-Meridian Air Cargo	408	141	798	11 108
Vernair Transport	—	—	—	—
TOTAL	24 410	15 473	38 352	328 015

Domestic Non-scheduled Services July 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	87	238	246	1 142
British Airways Helicopters	113	1 257	485	207
British Airways Regional Division—				
Channel Islands Airways	4	8	10	23
Cambrian Airways	29	204	122	149
Northeast Airlines	9	35	32	56
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	32	100	111	101
Air Bridge Carriers	2	4	6	18
Air Freight	4	12	18	13
Air London	15	67	62	9
Alidair	12	35	31	75
Beecham Imperial	3	8	7	2
Britannia Airways	—	—	—	—
British Air Ferries	—	1	1	—
British Island Airways	—	—	—	—
British Midland Airways	22	35	42	132
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	1	1	2	3
Directair	2	7	7	2
Donaldson International Airways	—	—	—	—
Eagle Flying Services	9	35	40	5
Eastern Seaboard	1	4	3	1
Fairflight Charters	4	10	22	6
Haywards Aviation	6	22	24	5
Humber Airways	9	53	45	6
International Aviation Services	—	—	—	—
Intra Airways	5	48	26	13
Invicta International Airlines	—	—	—	—
Island Air Charter	1	8	6	1
Laker Airways	—	—	—	—
Loganair	78	833	357	64
MAM Aviation	3	7	7	2
Macedonian Aviation	1	2	3	2
McAlpine Aviation	130	489	375	94
Merlot International Aviation	3	8	5	2
Monarch Airlines	—	—	—	—
Moseley Aviation	5	36	18	5
Northair Airlines	62	111	203	29
Northern Executive Aviation	9	64	45	8
Peters Aviation	28	96	142	43
Silver City Airways	—	—	—	—
Thurston Aviation	18	103	91	16
Trader Airways	1	8	7	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	7	15	21	4
TOTAL	715	3 964	2 622	2 239

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

All Inclusive Tour Charters July 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	63	48	107	1 167	7 242	11 059	9 817	88.8
British Airways – BEA	392	315	771	4 461	33 533	50 743	44 727	88.1
British Airways Regional Division—								
Channel Islands Airways	55	38	85	567	3 482	6 599	4 946	75.0
Cambrian Airways	443	468	816	3 312	22 715	37 642	30 234	80.3
Cambrian Airways (D)	(1)	(4)	(3)	(4)	(108)	(39)	(20)	(51.3)
Northeast Airlines	286	196	425	3 006	20 452	35 138	29 553	84.1
BEA Airtours	964	571	1 436	15 402	78 817	169 676	131 883	77.7
British Caledonian Airways	1 727	1 263	2 889	18 220	107 984	196 996	158 761	80.6
Air Anglia	1	4	5	3	134	35	35	100.0
Alidair	32	40	80	205	2 473	2 516	1 932	76.8
Britannia Airways	2 488	1 772	3 767	27 586	201 193	323 483	287 963	89.0
British Midland Airways	132	105	244	1 236	9 363	14 811	12 365	83.5
British Midland Airways (D)	(5)	(5)	(10)	(28)	(218)	(346)	(201)	(58.1)
Court-Line Aviation	2 138	1 638	3 499	30 281	227 569	360 132	302 560	84.0
Dan-Air Services	3 029	1 945	4 773	28 926	191 853	364 419	299 242	82.1
Dan-Air/Skyways	7	23	24	26	735	312	215	68.9
Donaldson International Airways	76	39	110	1 311	6 702	14 454	13 030	90.1
Invicta International Airlines	131	132	272	1 725	15 557	19 164	15 852	82.7
Laker Airways	791	432	1 157	6 819	33 987	80 437	161 703	76.7
Monarch Airlines	794	600	1 343	11 749	81 810	130 509	112 135	85.9
TOTAL	13 549	9 629	21 803	156 002	1 045 601	1 818 125	1 516 953	83.4

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

Table 25 covers all operations performed under Class 2 Licences

Advance Booking Charters July 1973

Table 25

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	756	162	1 081	15 790	20 156	139 177	115 087	82.7
British Caledonian Airways	346	96	464	8 792	9 160	64 065	56 226	87.8
British Midland Airways	89	16	117	1 305	2 861	16 480	15 843	96.1
Dan-Air Services	388	116	522	5 785	11 540	72 915	69 111	94.8
Laker Airways	371	89	465	12 579	17 033	123 889	97 405	78.6
TOTAL	1 950	479	2 649	44 251	60 750	416 526	353 672	84.9

Note: There were no US originating passengers in July 1973.

All Other Separate Fare Charters July 1973

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	1 933	245	1 286	19 822	18 333	194 640	148 577	76.3
British Airways – BEA	70	69	123	864	3 018	7 734	3 784	48.9
British Airways Regional Division—								
Channel Islands Airways	5	9	15	32	250	347	144	41.5
Cambrian Airways	35	196	128	200	5 459	2 206	1 183	53.6
Northeast Airlines	7	6	11	71	592	830	702	71.3
BEA Airtours	489	418	826	5 437	35 986	60 099	44 329	73.8
British Caledonian Airways	270	146	379	5 298	12 362	40 171	35 552	88.5
Air Anglia	4	10	14	14	209	157	142	90.4
Alidair	8	17	21	50	1 087	608	522	85.9
Britannia Airways	56	35	76	616	3 787	7 227	5 992	82.9
British Air Ferries	6	12	25	36	764	428	368	86.0
British Midland Airways	38	44	77	240	2 615	2 990	2 288	76.5
Court-Line Aviation	235	254	410	2 335	21 087	27 972	19 591	70.0
Dan-Air Services	198	122	308	2 106	10 135	26 557	22 622	85.2
Dan-Air/Skyways	5	14	18	28	610	337	274	81.3
Donaldson International Airways	32	8	42	553	811	6 096	5 250	86.1
Fairflight Charters	5	16	20	7	—	—	—	—
Intra Airways	5	49	28	15	1 537	190	180	94.7
Laker Airways	146	31	178	2 719	3 616	29 152	27 572	94.6
Loganair	28	460	105	25	1 562	281	92	32.7
Monarch Airlines	48	37	107	612	2 271	6 631	3 048	46.0
TOTAL	3 623	2 198	4 197	41 080	126 091	414 653	322 212	77.7

International Other Separate Fare Charters July 1973

Table 26.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	1 933	245	1 286	19 822	18 333	194 640	148 577	76.3
British Airways – BEA	70	68	122	862	2 955	7 721	3 773	48.9
British Airways Regional Division—								
Channel Islands Airways	4	6	12	25	144	272	104	38.2
Cambrian Airways	11	10	24	78	501	899	595	66.2
Northeast Airlines	7	6	11	71	592	830	702	84.6
BEA Airtours	489	418	826	5 437	35 986	60 099	44 329	73.8
British Caledonian Airways	270	146	379	5 298	12 362	40 171	35 552	88.5
Air Anglia	1	2	4	5	42	51	49	96.1
Alidair	4	6	11	25	355	310	263	84.8
Britannia Airways	56	35	76	616	3 787	7 227	5 992	82.9
British Air Ferries	6	12	25	36	764	428	368	86.0
British Midland Airways	30	29	63	196	1 692	2 434	1 837	75.5
Court-Line Aviation	235	254	410	2 335	21 087	27 972	19 591	70.0
Dan-Air Services	198	122	308	2 106	10 135	26 557	22 622	85.2
Dan-Air/Skyways	5	13	16	25	576	306	252	82.4
Donaldson International Airways	32	8	42	553	811	6 096	5 250	86.1
Fairflight Charters	5	16	20	7	—	—	—	—
Intra Airways	4	17	18	11	584	144	142	98.6
Laker Airways	146	31	178	2 719	3 616	29 152	27 572	94.6
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	48	37	107	612	2 271	6 631	3 048	46.0
TOTAL	3 554	1 481	3 938	40 839	116 593	411 940	320 618	77.8

Domestic Other Separate Fare Charters July 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As (000) percentage of available	
British Airways – BOAC	—	—	—	—	—	—	—	—
British Airways – BEA	—	1	1	2	63	13	11	84.6
British Airways Regional Division—								
Channel Islands Airways	1	3	3	7	106	75	41	54.7
Cambrian Airways	24	186	104	122	4 958	1 307	588	45.0
Northeast Airlines	—	—	—	—	—	—	—	—
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Air Anglia	3	8	10	9	167	106	93	87.7
Alidair	4	11	10	24	732	298	259	86.9
Britannia Airways	—	—	—	—	—	—	—	—
British Air Ferries	—	—	—	—	—	—	—	—
British Midland Airways	7	15	14	44	923	555	451	81.3
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	1	1	2	3	34	31	22	71.0
Donaldson International Airways	—	—	—	—	—	—	—	—
Fairflight Charters	—	—	—	—	—	—	—	—
Intra Airways	1	32	10	4	953	46	38	82.6
Laker Airways	—	—	—	—	—	—	—	—
Loganair	28	460	105	25	1 562	281	92	32.7
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	69	717	259	240	9 498	2 712	1 595	58.8

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

All Exempt Services and Sub-charters July 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	381	137	525	6 198
British Airways – BEA	493	816	1 124	6 558
British Airways Helicopters	112	1 257	485	207
British Airways Regional Division—				
Channel Islands Airways	5	9	13	28
Cambrian Airways	41	81	113	266
Northeast Airlines	20	53	61	120
BEA Airtours	251	75	344	4 254
British Caledonian Airways	611	203	874	17 871
Air Anglia	41	116	141	136
Air-Bridge Carriers	21	27	69	153
Air Freight	16	29	74	49
Air London	21	89	96	12
Alidair	71	264	204	449
Beecham Imperial	8	14	17	5
Britannia Airways	93	128	164	990
British Air Ferries	15	13	71	106
British Island Airways	60	177	221	272
British Midland Airways	389	288	542	5 400
Court-Line Aviation	37	34	75	391
Dan-Air Services	402	257	683	2 930
Directair	9	18	37	9
Donaldson International Airways	165	60	225	4 135
Eagle Flying Services	18	56	67	10
Eastern Seaboard	1	6	6	1
Fairflight Charters	51	119	267	69
Haywards Aviation	7	27	29	6
Humber Airways	9	55	47	6
International Aviation Services	346	135	732	5 802
Intra Airways	3	16	16	10
Invicta International Airlines	164	94	307	3 105
Island Air Charter	1	8	6	1
Laker Airways	456	309	786	4 265
Loganair	58	395	287	45
MAM Aviation	18	25	36	15
Macedonian Aviation	13	20	54	39
McAlpine Aviation	315	728	718	246
Merlot International Aviation	47	62	83	29
Monarch Airlines	104	60	217	1 322
Moseley Aviation	9	62	31	8
Northair Aviation	65	115	215	30
Northern Executive Aviation	11	70	57	10
Peters Aviation	43	137	216	68
Silver City Airways	71	44	130	1 300
Thurston Aviation	31	139	151	27
Trader Airways	3	13	15	1
Tradewinds Airways	479	135	875	10 853
Trans-Meridian Air Cargo	408	141	798	11 108
Vernair Transport	7	15	21	4
TOTAL	6 000	7 131	12 325	88 919

International Exempt Services and Sub-charters Table 27.2

July 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	381	137	525	6 198
British Airways – BEA	406	579	879	5 418
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	2	4	6	12
Cambrian Airways	38	67	98	242
Northeast Airlines	10	18	29	64
BEA Airtours	251	75	344	4 254
British Caledonian Airways	611	203	874	17 871
Air Anglia	12	24	40	44
Air-Bridge Carriers	19	23	63	135
Air Freight	12	17	56	36
Air London	6	22	34	3
Alidair	63	240	183	398
Beecham Imperial	5	6	10	3
Britannia Airways	93	128	164	990
British Air Ferries	15	12	70	106
British Island Airways	60	177	221	272
British Midland Airways	379	273	524	5 340
Court-Line Aviation	37	34	75	391
Dan-Air Services	402	257	683	2 930
Directair	7	11	30	8
Donaldson International Airways	165	60	225	4 135
Eagle Flying Services	9	21	27	5
Eastern Seaboard	1	2	3	1
Fairflight Charters	46	109	245	63
Haywards Aviation	1	5	5	1
Humber Airways	—	2	2	—
International Aviation Services	346	135	732	5 802
Intra Airways	—	—	—	—
Invicta International Airlines	164	94	307	3 105
Island Air Charter	—	—	—	—
Laker Airways	456	309	786	4 265
Loganair	7	22	35	6
MAM Aviation	15	18	29	13
Macedonian Aviation	12	18	51	36
McAlpine Aviation	185	239	343	152
Merlot International Aviation	44	54	78	28
Monarch Airlines	104	60	217	1 322
Moseley Aviation	4	26	13	3
Northair Aviation	3	4	12	1
Northern Executive Aviation	2	6	12	2
Peters Aviation	16	41	74	25
Silver City Airways	71	44	130	1 300
Thurston Aviation	13	36	60	12
Trader Airways	2	5	8	1
Tradewinds Airways	479	135	875	10 853
Trans-Meridian Air Cargo	408	141	798	11 108
Vernair Transport	—	—	—	—
TOTAL	5 362	3 893	9 975	86 954

Domestic Exempt Services and Sub-charters July 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	87	237	245	1 140
British Airways Helicopters	112	1 257	485	207
British Airways Regional Division—				
Channel Islands Airways	3	5	7	16
Cambrian Airways	4	14	15	24
Northeast Airlines	9	35	32	56
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	29	92	101	92
Air-Bridge Carriers	2	4	6	18
Air Freight	4	12	18	13
Air London	15	67	62	9
Alidair	8	24	21	50
Beecham Imperial	3	8	7	2
Britannia Airways	—	—	—	—
British Air Ferries	—	1	1	—
British Island Airways	—	—	—	—
British Midland Airways	10	15	18	60
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Directair	2	7	7	2
Donaldson International Airways	—	—	—	—
Eagle Flying Services	9	35	40	5
Eastern Seaboard	1	4	3	1
Fairflight Charters	4	10	22	6
Haywards Aviation	6	22	24	5
Humber Airways	9	53	45	6
International Aviation Services	—	—	—	—
Intra Airways	3	16	16	10
Invicta International Airlines	—	—	—	—
Island Air Charter	1	8	6	1
Laker Airways	—	—	—	—
Loganair	50	373	252	38
MAM Aviation	3	7	7	2
Macedonian Aviation	1	2	3	2
McAlpine Aviation	130	489	375	94
Merlot International Aviation	3	8	5	2
Monarch Airlines	—	—	—	—
Moseley Aviation	5	36	18	5
Northair Aviation	62	111	203	29
Northern Executive Aviation	9	64	45	8
Peters Aviation	28	96	142	43
Silver City Airways	—	—	—	—
Thurston Aviation	18	103	91	16
Trader Airways	1	8	7	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	7	15	21	4
TOTAL	638	3 238	2 350	1 967

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines

July 1973

Table 28.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of June 1973	End of July 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	13	13	876	—	4 974	—	4 988	122 955	781 341
BAC VC10	13	13	1 051	—	4 144	—	4 088	44 667	223 863
BAC VC10 Super	16	16	1 277	—	5 388	—	4 390	52 260	384 093
Boeing 707 120/120B/138B	2	2	123	—	454	—	2 672	10 745	45 236
Boeing 707 320C/336C/321	27	27	1 574	470	7 225	1 808	4 101	105 760	583 953
Boeing 707 420/436	18	18	1 283	—	4 765	—	3 313	147 784	480 309
Comet 4	15	15	1 177	—	3 012	—	2 362	115 597	183 371
Comet 4B/C	5	5	471	—	947	—	2 227	40 862	47 641
Boeing 720B	3	3	430	—	968	—	3 796	63 821	94 543
Boeing 727 100	3	3	401	—	913	—	3 581	47 081	70 792
Lockheed 1011 Tristar	2	2	272	—	604	—	4 690	91 436	127 570
Trident 1C	20	20	3 170	—	4 035	—	2 373	241 731	145 629
Trident 1E	4	4	722	—	1 000	—	2 942	59 278	51 935
Trident 2E	15	15	1 525	2	4 293	2	3 369	82 162	163 104
Trident 3B	26	26	3 637	1	5 535	1	2 504	330 374	290 698
DC10	2	2	99	—	484	—	2 847	21 984	101 784
BAC 1-11 200	7	7	1 368	—	1 602	—	2 694	62 876	38 278
BAC 1-11 300/400	14	14	2 195	—	4 431	—	3 723	133 681	188 573
BAC 1-11 500	43	43	8 444	8	11 950	8	3 332	551 070	486 797
Boeing 737 200	11	11	1 923	12	3 981	26	4 289	217 884	302 392
HS 125	12	12	362	153	444	133	569	1 272	881
Argosy	2	2	—	101	—	181	1 080	—	—
Britannia 300	8	7	250	152	622	810	2 431	22 527	23 485
Canadair CL44	12	12	—	276	—	1 673	1 672	—	—
Vanguard 952/953	8	9	583	146	890	379	1 741	52 532	34 901
Merchantman	10	10	—	1 010	—	1 735	2 073	—	—
Viscount 700	2	2	191	—	107	—	628	5 152	620
Viscount 700D/800/810	47	49	8 198	224	8 420	197	2 070	355 811	124 617
Fokker Friendship	2	2	224	—	219	—	1 288	5 535	2 284
Herald 100/200	8	8	2 162	204	1 728	186	2 814	77 321	16 100
HS 748	7	7	1 667	—	1 505	—	2 529	37 132	10 494
Skyvan	3	3	349	30	278	37	1 234	3 257	466
Carvair	7	7	1 111	13	998	71	1 913	27 710	5 171
Heron	5	5	276	23	359	52	1 004	2 251	616
Trislander	4	4	1 293	—	606	—	1 613	13 299	1 160
Aztec	7	7	211	68	222	41	442	642	167
Beagle 206S	6	5	124	—	223	—	540	486	274
Beechcraft 18	2	2	6	6	6	6	69	15	4
Beechcraft Baron B55	2	2	48	—	51	—	332	88	26
Beechcraft 65/80 Queen Air	1	1	15	—	21	—	245	52	28
Beechcraft 90 King Air	1	1	8	—	16	—	321	23	15
Cessna 310/320/340	1	1	—	—	—	—	—	—	—
DC3	13	14	460	403	462	583	934	9 700	2 084
Dove	7	7	191	38	269	42	617	1 111	311
Islander	17	18	3 041	21	1 291	21	923	14 639	1 202
Piper PA 30/31	6	7	192	4	191	7	332	543	255
Bell 206	1	1	141	—	49	—	577	65	23
S61 N	7	7	1 415	—	521	—	876	13 231	965
Bell 212	1	1	135	—	56	—	657	718	71
TOTAL	468	472	54 671	3 365	90 259	7 999	2 518	3 189 120	5 018 122

Aircraft Type and Utilisation—Individual Airlines Table 28.2 July 1973

	Aircraft in service End of June 1973	End of July 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
			Passenger	Cargo	Passenger	Cargo			
British Airways—BOAC									
Boeing 747	13	13	876	—	4 974	—	4 988	122 955	781 341
BAC VC10	11	11	907	—	3 519	—	4 170	37 055	189 551
BAC VC10 Super	16	16	1 277	—	5 388	—	4 390	52 260	384 093
Boeing 707-336C	11	11	448	316	2 282	1 226	4 157	24 081	157 642
Boeing 707-436	11	11	690	—	3 106	—	3 681	58 558	308 506
TOTAL	62	62	4 198	316	19 269	1 226	4 309	294 909	1 821 133
British Airways—BEA									
Trident 1C	20	20	3 170	—	4 035	—	2 373	241 731	145 629
Trident 2E	15	15	1 525	2	4 293	2	3 369	82 162	163 104
Trident 3B	26	26	3 637	1	5 535	1	2 504	330 374	290 698
BAC 1-11 500	18	18	4 148	8	4 249	8	2 781	208 603	92 568
Vanguard 953	5	5	440	63	605	85	1 624	35 949	18 486
Merchantman	9	9	—	966	—	1 605	2 099	—	—
TOTAL	93	93	12 920	1 040	18 717	1 701	2 584	898 819	710 485
British Airways Helicopters									
Bell 206	1	1	141	—	49	—	577	65	23
S61 N	7	7	1 415	—	521	—	876	13 231	965
Bell 212	1	1	135	—	56	—	657	718	71
TOTAL	9	9	1 691	—	626	—	818	14 014	1 059
British Airways Regional Division									
Channel Islands Airways									
Trident 1E	1	1	179	—	218	—	2 566	8 917	7 032
Viscount 800	11	11	1 809	—	2 082	—	2 227	89 479	31 681
TOTAL	12	12	1 988	—	2 300	—	2 256	98 396	38 713
Scottish Airways									
Viscount 800	7	7	1 419	—	1 312	—	2 205	54 159	17 726
Skyvan	2	2	282	—	218	—	1 281	3 161	435
TOTAL	9	9	1 701	—	1 530	—	2 000	57 320	18 161
Cambrian Airways									
BAC 1-11 400 Series	4	4	878	—	1 148	—	3 376	46 259	40 217
Viscount 700 Series	2	2	191	—	107	—	628	5 152	620
Viscount 800	8	8	1 631	206	1 386	166	2 281	71 910	19 066
TOTAL	14	14	2 700	206	2 641	166	2 358	123 321	59 903
Northeast Airlines									
Trident 1E	3	3	543	—	782	—	3 066	50 361	44 902
Viscount 800	6	6	764	—	942	—	1 847	37 773	15 134
TOTAL	9	9	1 307	—	1 724	—	2 252	88 134	60 036
BEA Airtours									
Comet 4B	5	5	471	—	947	—	2 227	40 862	47 641
Boeing 707 436	7	7	593	—	1 659	—	2 789	89 226	171 803
TOTAL	12	12	1 064	—	2 606	—	2 555	130 088	219 444

Table 28.2 cont.

	Aircraft in service End of June 1973	Aircraft in service End of July 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
			Passenger	Cargo	Passenger	Cargo			
British Caledonian Airways									
BAC VC10	2	2	144	—	625	—	3 679	7 612	34 312
Boeing 707 300 Series	10	10	662	106	3 472	391	4 548	42 126	285 529
BAC 1-11 200	7	7	1 368	—	1 602	—	2 694	62 876	38 278
BAC 1-11 500	14	14	2 534	—	4 085	—	3 435	171 555	182 762
TOTAL	33	33	4 708	106	9 784	391	3 628	284 169	540 881
Air Anglia									
Fokker Friendship	2	2	224	—	219	—	1 288	5 535	2 284
DC3	2	2	100	—	138	—	810	2 201	762
TOTAL	4	4	324	—	357	—	1 048	7 736	3 046
Air-Bridge Carriers									
Argosy	2	2	—	101	—	181	1 080	—	—
Air Freight									
DC3	4	4	—	180	—	236	694	—	—
Air London									
Aztec	2	2	53	—	55	—	321	97	32
Beagle 206S	1	1	9	—	8	—	91	28	7
Piper PA30	2	2	27	—	32	—	186	30	8
TOTAL	5	5	89	—	95	—	223	155	47
Alidair									
Viscount 800 Series	3	3	351	17	343	29	1 460	14 890	5 195
Aurigny Air Services									
Trislander	3	2	1 131	—	471	—	2 230	11 870	858
Islander	3	4	1 400	—	379	—	1 223	8 222	374
TOTAL	6	6	2 531	—	850	—	1 632	20 092	1 232
Beecham-Imperial									
HS 125	2	2	14	—	17	—	102	62	38
Cessna 340	1	1	—	—	—	—	—	—	—
TOTAL	3	3	14	—	17	—	69	62	38
Britannia Airways									
Boeing 737 200	11	11	1 923	12	3 981	26	4 289	217 884	302 392
British Air Ferries									
Viscount 800	1	1	213	—	136	—	1 599	10 604	1 834
Carvair	7	7	1 111	13	998	71	1 913	27 710	5 171
TOTAL	8	8	1 324	13	1 134	71	1 869	38 314	7 005
British Island Airways									
Herald 200 Series	8	8	2 162	204	1 728	186	2 814	77 321	16 100
DC3	3	3	—	198	—	318	1 245	—	—
TOTAL	11	11	2 162	402	1 728	504	2 387	77 321	16 100
British Midland Airways									
Boeing 707 321	2	2	220	—	557	—	3 278	8 861	25 731
BAC 1-11 500	1	1	108	—	237	—	2 789	10 261	13 327
Viscount 800	11	13	2 011	1	2 219	2	2 011	76 996	33 980
TOTAL	14	16	2 339	1	3 013	2	2 216	96 118	73 038
Brymon Aviation									
Islander	2	2	253	—	184	—	1 080	1 432	229

Table 28.2 cont.

	Aircraft in service End of June 1973	End of July 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
Court Line Aviation									
Lockheed 1011 Tristar	2	2	272	—	604	—	4 690	91 436	127 570
BAC 1-11 500	10	10	1 654	—	3 379	—	4 311	160 651	198 140
TOTAL	12	12	1 926	—	3 983	—	4 365	252 087	325 710
Dan-Air Services									
Boeing 707 321	2	2	185	—	727	—	4 278	21 364	92 815
Comet 4	15	15	1 177	—	3 012	—	2 362	115 597	183 371
Boeing 727 100	3	3	401	—	913	—	3 581	47 081	70 792
BAC 1-11 300/400	5	5	678	—	1 635	—	3 847	45 987	71 340
TOTAL	25	25	2 441	—	6 287	—	2 960	230 029	418 318
Dan-Air/Skyways									
HS 748	7	7	1 667	—	1 505	—	2 529	37 132	10 494
Directair									
Piper PA31	1	1	18	—	37	—	434	89	42
Donaldson International Airways									
Boeing 707 321	2	2	59	48	187	191	2 223	9 328	22 235
Eagle Flying Services									
Beechcraft Baron B55	2	2	48	—	51	—	332	88	26
Beechcraft 90 King Air	1	1	8	—	16	—	321	23	15
TOTAL	3	3	56	—	67	—	329	111	41
Eastern Seaboard									
Beechcraft 18	1	1	—	6	—	6	69	—	—
Fairflight Charters									
Heron	1	1	30	23	60	52	1 635	360	139
Dove	4	4	55	27	140	35	686	330	162
TOTAL	5	5	85	50	200	87	887	690	301
Haywards Aviation									
Dove	1	1	27	—	29	—	376	149	104
Humber Airways									
Islander	2	2	55	—	47	—	274	105	26
International Aviation Services									
Britannia 300 Series	4	3	—	135	—	732	2 935	—	—
Intra Airways									
DC3	3	4	342	23	280	19	1 124	7 341	1 212
Invicta International Airlines									
Vanguard 952	3	4	143	83	285	294	1 902	16 583	16 416
Island Air Charter									
Islander	1	1	1	7	1	5	274	2	1
J F Airlines									
Heron	1	1	109	—	83	—	975	928	183
Trislander	1	1	129	—	94	—	1 183	1 148	228
Islander	1	1	169	—	146	—	1 836	744	164
TOTAL	3	3	407	—	323	—	1 321	2 820	575

Table 28.2 cont.

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of June 1973	End of July 1973	Passenger	Cargo	Passenger	Cargo			
Laker Airways									
Boeing 707 138B	2	2	123	—	454	—	2 672	10 745	45 236
DC10	2	2	99	—	484	—	2 847	21 984	101 784
BAC 1-11 300	5	5	639	—	1 648	—	3 880	41 435	77 016
TOTAL	9	9	861	—	2 586	—	3 380	74 164	224 036
Loganair									
Skyvan	1	1	67	30	60	37	1 139	96	30
Trislander	—	1	33	—	41	—	482	281	73
Beechcraft 18	1	1	6	—	6	—	69	15	4
Islander	6	6	1 070	6	459	4	905	3 574	322
TOTAL	8	9	1 176	36	566	41	792	3 966	429
M.A.M Aviation									
HS 125	1	1	25	—	36	—	423	79	60
Macedonian Aviation									
DC3	1	1	18	2	44	10	635	158	110
McAlpine Aviation									
HS 125	7	7	261	153	308	133	741	973	665
Aztec	4	4	126	68	130	41	500	442	111
Dove	2	2	109	11	100	7	628	632	44
TOTAL	13	13	496	232	538	181	650	2 047	820
Merlot International Aviation									
HS 125	2	2	62	—	83	—	485	158	119
Monarch Airlines									
Boeing 720B	3	3	430	—	968	—	3 796	63 821	94 543
Britannia 300 Series	4	4	250	17	622	78	2 059	22 527	23 485
TOTAL	7	7	680	17	1 590	78	2 803	86 348	118 028
Moseley Aviation									
Piper PA31	—	1	62	—	31	—	365	155	139
Northair Aviation									
Beagle 206S	5	4	115	—	215	—	657	458	266
Northern Executive Aviation									
Islander	1	1	63	7	46	11	770	354	51
Peters Aviation									
Heron	3	3	137	—	216	—	847	963	294
Silver City Airways									
Merchantman	1	1	—	44	—	130	1 825	—	—
Thurston Aviation									
Aztec	1	1	32	—	37	—	434	103	24
Islander	1	1	30	1	29	1	350	206	34
Piper PA31	2	2	72	4	76	7	485	231	56
TOTAL	4	4	134	5	142	8	438	540	114
Trader Airways									
Piper PA31	1	1	13	—	15	—	175	38	10
Tradewinds Airways									
Canadair CL44	5	5	—	135	—	875	2 059	—	—
Trans-Meridian Air Cargo									
Canadair CL44	7	7	—	141	—	798	1 387	—	—
Vernair Transport									
Beechcraft 65/80 Queen Air	1	1	15	—	21	—	245	52	28
GRAND TOTAL	468	472	54 671	3 365	90 259	7 999	2 518	3 189 120	5 018 116

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

Table 29.1

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance booking charters	Other		
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	540 979				540 979	
Class B		153 146		7 696	160 842	
Class C		2 855		11 465	14 320	
Class D		—		189	189	
Class E Types I and VI				21 728	21 728	
Class 2			44 251		44 251	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						88 919
TOTAL	540 979	156 001	44 251	41 078	782 309	88 919

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

Table 29.2

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance booking charters	Other		
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	297 203				297 203	
Class B		125 388		5 259	130 647	
Class C		2 031		8 162	10 193	
Class D		—		168	168	
Class E Types I and VI				15 212	15 212	
Class 2			32 145		32 145	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	297 203	127 419	32 145	28 801	485 568	..

Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

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

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

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

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

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

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

AIR CARGO

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

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

AIRLINE OPERATIONS

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

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

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

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

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

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

Classes of Licence

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