

JAN 1973

Civil Aviation Authority



CAA Monthly Statistics

April 1973

up to and including January 1973

W. N. TURNER

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

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CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & mail</i>	"
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CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
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Civil Aviation Authority

CAA Monthly Statistics

APRIL 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—January 1973

Activity at UK Airports

In January there was widespread fog, particularly at the beginning of the month. The number of diversions reported was the highest in the six years of publication of these figures. Nevertheless, there were 47 000 air transport movements at airports in the United Kingdom, a growth of 10·5 per cent on January 1972, and the same growth as the three months November 1972 to January 1973, taken together, compared with a year earlier. Growth at London area airports was rather less than in the remainder of the country; in aggregate London area movements in November 1972 to January 1973 were only 6·5 per cent greater than a year earlier. At Southend and Stansted airports movements were actually less in this period than a year earlier; growth at Gatwick, however, was only slightly below the national average at 10·2 per cent and at Luton growth was substantially higher than the national average at 18·1 per cent. Outside the London area there were large increases at Birmingham (37 per cent), Glasgow (10 per cent), Newcastle (50·5 per cent), and Manchester (8·5 per cent). Charter movements in the three months period increased by 24·5 per cent over the previous year, and scheduled movements by 8 per cent. Foreign operators increased marginally their share of the charter flights.

Passengers beginning or ending their journeys at United Kingdom airports during January 1973 amounted to 2·5 million, 15·5 per cent more than a year ago. In the three months period November 1972 to January 1973 there was an increase in terminal passengers of 20·5 per cent on the corresponding figure a year earlier. This growth is made up of an 18 per cent increase at London area airports, and an increase of 26 per cent at airports elsewhere in the United Kingdom. There were relatively large increases in this period at Birmingham (31·5 per cent), Glasgow (22 per cent), Newcastle (67 per cent), and Manchester (22·5 per cent). The only airport with a relatively large fall in terminal passengers over the period was Stansted. Increases in the number of passengers tend to be larger than the increases in the number of movements because of the increasing number of passengers per movement. At London area airports in the period November 1972 to January 1973 the number of passengers per aircraft was 13 per cent greater than a year earlier, and at Heathrow alone 11 per cent greater; at Manchester the increase was 13 per cent, and at Glasgow 11 per cent.

Passengers using United Kingdom airports to begin or end international journeys continued to gain in numbers over those using domestic services. In the period November 1972 to January 1973, 1·8 million passengers used international services compared with 0·7 million who used domestic services, increases of 22 and 18 per cent respectively on traffic a year earlier. Passengers using United Kingdom airlines in this period represented 67 per cent of all passengers on scheduled services, and 89 per cent of all on charter services.

Statistics showing the journeys made by international passengers are currently available only for the last quarter of 1972. During this period the greatest proportion of passengers on international scheduled services travelled to or from the USA (14·5 per cent) with a similar proportion to or from France (14·25 per cent). In growth of passenger traffic both countries exceeded the over-all increase in international scheduled passengers of 17 per cent (USA 25·5 per cent, and France 19·5 per cent). The USA increase was accompanied

by a 27 per cent fall in charter passengers. During the quarter the greatest proportion of passengers using charter services, 51·5 per cent, was carried to and from Spain. The next most used routes were to Italy and North Africa at 8 per cent and 5·5 per cent respectively, the smallness of these figures emphasising the dominance of the Spanish traffic. The growth on these three routes since last year was considerable: 154 per cent North Africa, 42 per cent Italy, and 24·5 per cent Spain, and may well reflect a growth in the taking of late holidays.

Cargo picked up or set down in January 1973 at United Kingdom airports amounted to just over 53 000 tonnes, nearly 10 000 tonnes more than in January 1972. In the three months November 1972 to January 1973 the increase was 17 per cent over the corresponding figure a year earlier. At London area airports the increase was just below this at 16·5 per cent, though at Heathrow the increase was 19 per cent. Cargo moved on scheduled services during the November 1972 to January 1973 period increased by 14 per cent, with United Kingdom airlines increasing their share to 52·5 per cent. Cargo carried on charter flights increased during the same period by 43·5 per cent but it is still only about one eighth of the total air cargo carried.

Output of UK Airlines

The output in January 1973 of United Kingdom airlines in services of all kinds amounted to 612 million available tonne-kilometres; this is an estimated increase of 11·5 per cent over January 1972. Scheduled services accounted for 393 million available tonne-kilometres (64 per cent of the total), a growth of 7 per cent over January 1972. Over one million passengers and 23 000 tonnes of cargo were transported by UK airlines' scheduled services during January 1973 at an average load factor of 53·6 per cent; this compares with 45·1 per cent in January 1972. Seat-kilometres used as a percentage of those available was 55·1 per cent, which was also substantially better than a year earlier (48·7 per cent). The seat factor was rather better on domestic scheduled services (58·3 per cent) than on international services (54·1 per cent); the difference follows the pattern of recent years.

The total output for non-scheduled services in January 1973 was 219 million tonne-kilometres, an estimated increase of 20 per cent over January 1972. Inclusive tour charters accounted for 77 million tonne-kilometres or 35 per cent of all non-scheduled output. The recent growth in inclusive tour business at this time of year may be illustrated by a comparison of the monthly averages of output for the first quarters of 1971 and 1972 with the actual January 1973 figure—27·5, 61, and 77 million tonne-kilometres respectively.

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.

Civil Aviation's Contribution to Invisibles in the Balance of Payments

Civil Aviation is an international industry; more than 95 per cent of the available capacity provided by United Kingdom airlines is on international flights and over half the revenue earned from these flights is in foreign currency. The impact of the industry upon the balance of payments was recognised in the Civil Aviation Act 1971, which, in setting out the responsibilities of the Civil Aviation Authority, said that one of the duties of the Authority should be to encourage the civil air transport industry of the United Kingdom to increase the contribution which it makes towards a favourable balance of payments (Civil Aviation Act 1971 Part I 3(1)(c)).

The balance of payments is properly applicable to the nation's entire economic activities, and the contribution attributed to any one industry depends on definition. The elements discussed in this article are those which are conventionally included in the published accounts (Central Statistical Office, United Kingdom Balance of Payments, HMSO) as measuring civil aviation's contribution to invisible trade. These elements are:—

CREDITS: (a) revenue received by United Kingdom airlines from overseas residents for the carriage of passengers and goods,
(b) expenditure of overseas airlines in the United Kingdom.

DEBITS: (c) expenditure by United Kingdom airlines overseas,
(d) payments to overseas airlines by United Kingdom residents for the carriage of passengers and goods.

The net contribution of civil aviation to the balance of payments is conventionally regarded as the sum of these items. Brief notes explaining the derivation of the estimates under each heading will be found at the end of this article. No account is taken of expenditure by UK airlines on foreign aircraft and equipment: this is set against sales abroad by the UK aircraft manufacturing industry and appears in the visible trade figures in the balance of payments. Furthermore, the data presented below cannot be used to measure the effect, for example, of more successful competition for traffic by UK airlines against foreign airlines.

The civil aviation account has shown a favourable balance over a long period, the UK airlines' net balance being very roughly twice as large as that of the net (debit) balance of foreign airlines. A summary of the results over the past ten years is given in the table below and charts showing the series in terms of annual rates, quarterly (seasonally adjusted) are given opposite.

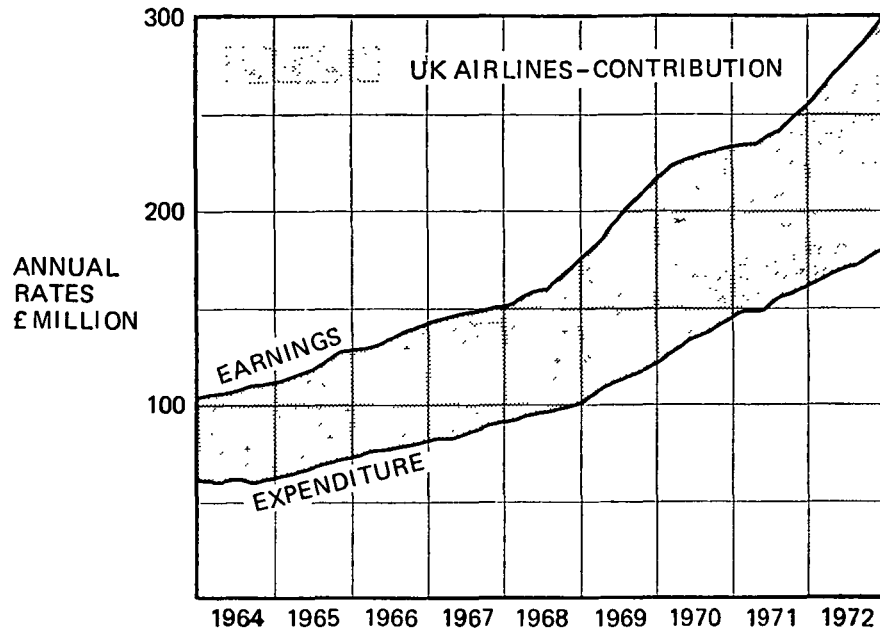
In the five years to 1967 the net balance had remained fairly constant at a figure approaching £30 million. Devaluation of sterling has complex repercussions on the aviation net foreign exchange balance. Both UK airlines' overseas revenues and foreign airlines' revenues in the UK tend, in the short term, to increase by the extent of the devaluation as also do UK airlines' overseas expenditures. Foreign airlines' expenditures in the UK will rise less sharply, with adverse effects on the foreign exchange balance. The new exchange rates also make the United Kingdom more attractive to visitors from overseas. It seems probable that it took two years for the full effects of the 1967 devaluation to work through. However, the underlying benefits of devaluation during 1968 were probably rather larger than the net balance suggests because of the off-setting effects of a serious disruption of BOAC's services during a strike of pilots in the middle of the year. By 1969 the net balance had risen to £41 million from £27 two years earlier.

Results in 1970 were disappointing. Overseas earnings by UK airlines were impaired by a general slackening in demand in the scheduled sector, and a weak air-cargo market. BOAC suffered competitively because of the non-availability of its Boeing 747 aircraft at a time when these aircraft were being introduced by overseas airlines. The costs that UK operators had to meet overseas continued to rise steeply. The civil aviation net balance fell back by £4 million to £37 million. Although growth in scheduled traffic was rather below trend in 1971 and the air cargo market did not begin to recover until the second half of the year, UK airlines were able to improve their earnings overseas, while containing to some extent the rate of increase in overseas costs. Overseas airlines' earnings from UK residents grew by a slightly greater percentage than UK airlines' earnings but in absolute amount the increase was more than absorbed by their increased expenditure in this country. As a result the net civil aviation

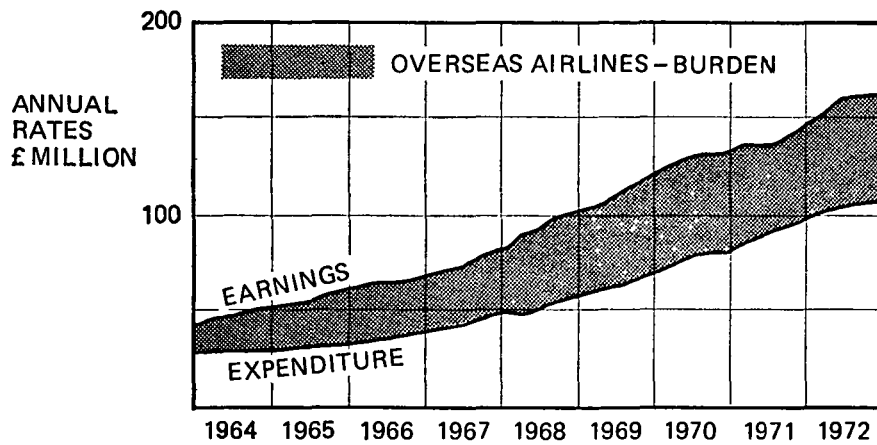
£ Million

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972
UK airlines' earning overseas	105	114	127	141	152	178	218	234	256	304
UK airlines' expenditure overseas	61	63	72	82	90	103	124	146	162	183
UK airlines' net balance	+44	+51	+55	+59	+62	+75	+94	+88	+94	+121
Overseas airlines' earning in the UK	42	53	62	68	82	103	122	133	147	163
Overseas airlines' expenditure in the UK	26	29	35	39	47	57	69	82	98	106
Overseas airlines' net balance	-17	-24	-27	-29	-35	-46	-53	-51	-49	-57
Civil aviation net balance	+27	+27	+28	+30	+27	+29	+41	+37	+45	+64

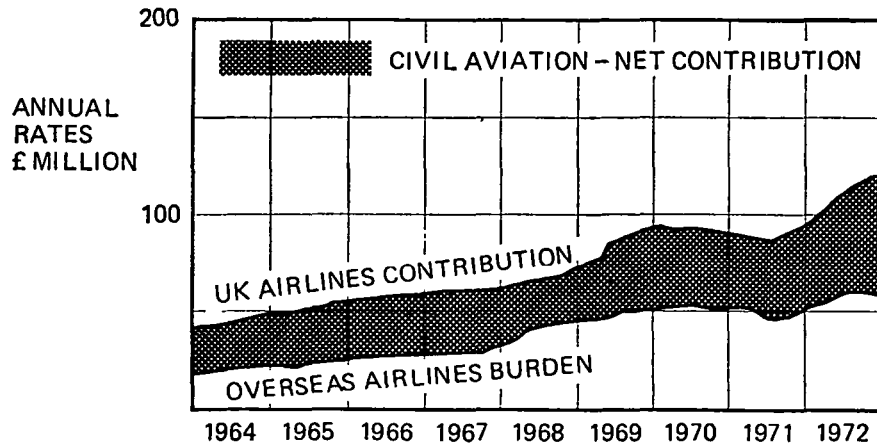
UNITED KINGDOM AIRLINES EARNINGS AND EXPENDITURE OVERSEAS



OVERSEAS AIRLINES EARNINGS AND EXPENDITURE IN THE UK



CIVIL AVIATION - NET CONTRIBUTION



balance rose to £45 million, an improvement of £8 million.

The civil aviation balance in 1972 showed a very sharp improvement and it is worth examining in rather greater detail how this came about.

The most striking factor was the increase in the United Kingdom airlines' earnings in foreign currency, which rose from £256 million in 1971 to £304 million in 1972; this represented an exact doubling of these earnings in the five years from 1967. Four-fifths of this revenue came from the carriage of overseas residents, who paid £241 million in fares to United Kingdom airlines in 1972; 20 per cent more than in 1971 and an absolute increase of £41 million. In a year when the increase in the number of passengers travelling to and from the United Kingdom by air on scheduled services, which are the main source of overseas revenue, was only 12 per cent, this result was particularly gratifying; it reflected not only an extremely buoyant long-haul market but also the success of BOAC in improving their competitive position on the important North Atlantic routes. Receipts were also boosted by the recovery in the air-cargo market, which throughout 1970 and most of 1971 had shown little signs of growth; the £40 million earned from freight on exports was £8 million better than in 1971, an increase of 25 per cent. Some net benefit to UK earnings rose from the dock strike in August.

Expenditure overseas by United Kingdom airlines increased by £21 million, from £162 million in 1971 to £183 million in 1972 but, at 13 per cent, this represented a much lower growth than that achieved in overseas earnings. This favourable situation was due in part to lower than average growth in charter services which, because the traffic originates largely in the United Kingdom, incurs costs overseas without very much compensating benefit from overseas earnings. The resulting net balance for United Kingdom airlines of £121 million was £27 million higher than in 1971.

The growth in payments made to overseas airlines by United Kingdom residents, 13 per cent in 1972, was lower than the average for recent years and the total of £163 million was only £16 million higher than in 1971. Overseas airlines were, however, able to restrict their growth of expenditure in the United Kingdom to a modest 8 per cent, compared with an average growth of 20 per cent in recent years, and the total rose by only £8 million—from £98 million in 1971 to £106 million in 1972—giving them an improved net balance of £57 million in 1972 compared with £49 million in 1971.

The gain of £8 million by overseas airlines by no means matched the £27 million gained by United Kingdom airlines and the net civil aviation balance improved by £19 million over 1971, to give the record total of £64 million.

NOTES ON THE DERIVATION OF THE STATISTICS

United Kingdom Airlines

CREDITS. Passenger revenue relates to all tickets sold outside the United Kingdom and used on British aircraft together with receipts from carrying passengers' excess baggage, and revenue received from overseas residents travelling on charter flights. Freight revenue includes receipts from carrying United Kingdom exports. Payments for the carriage of imports by British airlines are regarded as transactions between United Kingdom residents and do not enter into the balance of payments. Other revenue comprises receipts from carrying overseas air mails, receipts from the leasing of aircraft and settlements of sums due from overseas airlines under pooling arrangements.

DEBITS. Disbursements abroad include airport landing fees, other airport charges, purchases of fuel and stores, charter payments, crews' expenses, operating

costs of overseas offices, commission to agents, advertising, settlements of sums due to overseas airlines under pooling arrangements and other miscellaneous expenditure abroad.

Overseas Airlines

CREDITS. These are disbursements in the United Kingdom of the same nature as the items listed under debits of United Kingdom Airlines.

DEBITS. The earnings of overseas airlines from the transport of United Kingdom residents and of goods imported into the United Kingdom. Freight on United Kingdom exports is paid by consignees abroad and is not a transaction in the balance of payments. Other debits include payments for United Kingdom airmails carried, as reported by the Post Office.

Size Structure of UK Airports and Airlines 1972

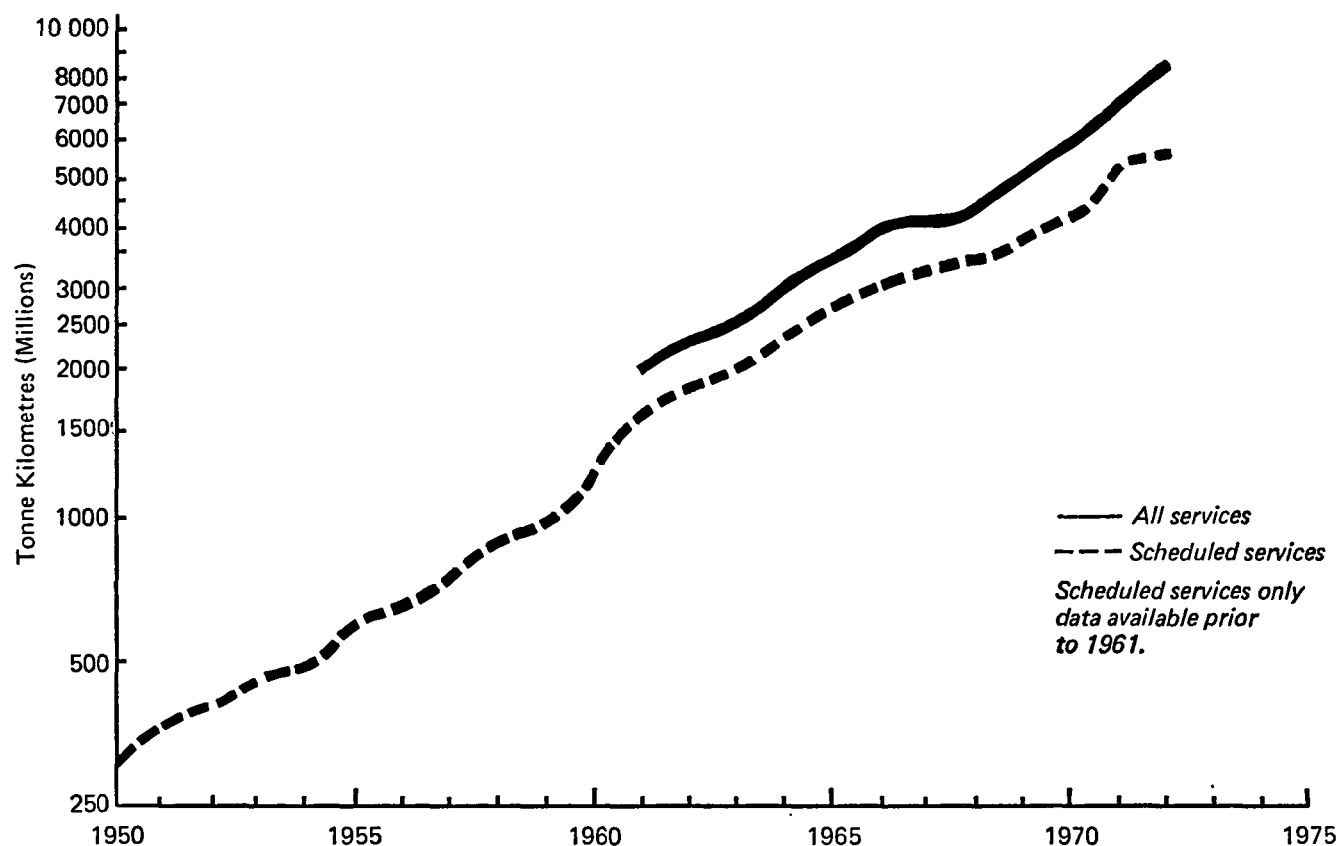
Table 1

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

Airlines				
	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
BOAC	4 156	50.38	100	100.00
BEA	1 207	14.63	98	49.62
British Caledonian Airways	1 062	12.87	96	34.99
Britannia Airways	290	3.52	94	22.11
Dan Air Services	253	3.07	92	18.60
Court Line Aviation	187	2.27	91	15.53
BEA Airtours	156	1.89	89	13.26
Laker Airways	126	1.53	87	11.37
Tradewinds Airways	118	1.43	85	9.84
British Midland Airways	103	1.25	83	8.41
Monarch Airlines	102	1.24	81	7.16
Trans-Meridian Air Cargo	90	1.09	79	5.93
Donaldson International Airways	90	1.09	77	4.84
Lloyd International Airways	74	0.90	75	3.75
Northeast Airlines	55	0.67	74	2.85
Cambrian Airways	54	0.65	72	2.18
Invicta International Airlines	32	0.39	70	1.53
British Air Ferries	25	0.30	68	1.14
British Island Airways	19	0.23	66	0.84
Dan Air/Skyways	13	0.16	64	0.61
Others (33 airlines)	37	0.45	62	0.45

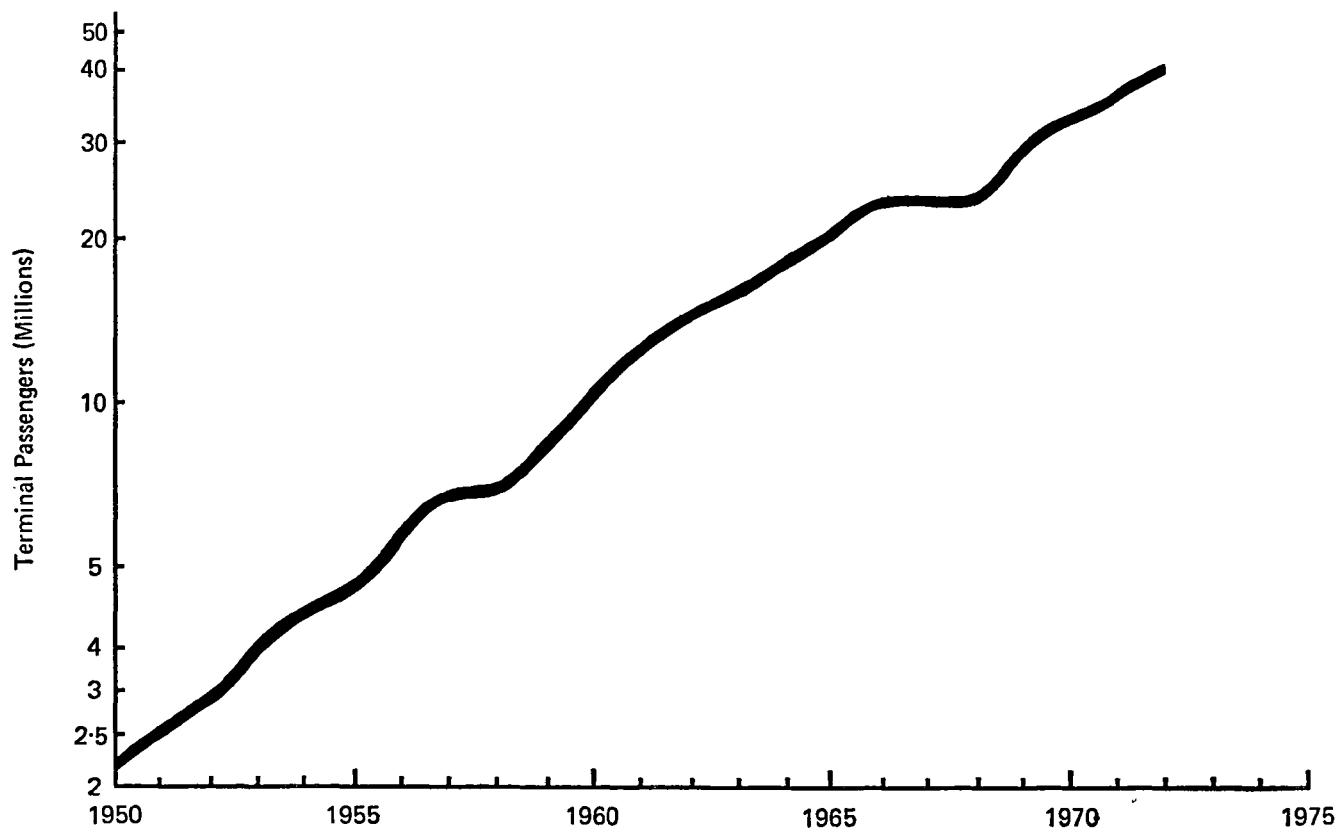
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1972

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	..	355
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214 + 4.9%	3 256	958
1969	1 399	591	28 064	4 927 + 16.9%	3 748	1 179
1970	1 468	607	31 606	5 782 + 17.3%	4 129	1 653
1971	1 618	630	34 934	6 973 + 20.6%	4 591	2 382
1972	1 733	669	39 125	8 249 + 18.3%	5 399	2 850

Use of UK Airports

Table 3

Main Categories of Operator and Service

monthly averages or calendar months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1971 October	53.7	3 039	30.4	1 444	9.2	742	12.8	749	1.3	104
November	41.8	2 075	24.1	996	6.5	500	10.5	526	0.7	53
December	42.5	2 080	25.6	1 095	5.6	391	10.5	532	0.8	62
1972 January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
March	46.9	2 581	27.2	1 286	7.8	602	10.9	612	1.0	70
1972 October	57.3	3 481	32.5	1 656	10.4	865	12.7	816	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.9	1 282	7.3	529	10.7	649	1.0	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60

Movements at UK Airports by Purpose

Table 4

monthly averages or calendar months

	Total	Total	Commercial	Other	Total	Non-commercial	Test and	Other
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	training (000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1971 October	136.6	59.0	53.6	5.4	77.6	49.4	18.6	9.6
November	114.7	44.8	41.8	3.0	69.9	40.2	21.2	8.6
December	99.5	45.2	42.5	2.7	54.3	33.6	14.8	5.9
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
1972 October	147.5	63.7	57.3	6.4	83.8	58.7	15.7	9.4
November	128.5	51.4	47.4	4.0	77.1	49.8	18.3	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5

Air Transport Movements by Airports

Table 5

monthly averages or calendar months

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

Terminal Passengers by Airports

Table 6

monthly averages or calendar months

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

Cargo Taken Up and Set Down by Airports

Table 7

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

Scheduled Services by UK Airlines

Table 8.1

All Services

monthly averages or calendar months

	Tonne-km available (000 000)	Total (000 000)	Tonne-km used Mail (000 000)	Freight (000 000)	Passengers (000 000)	As percent of available	Seat-km available (000 000)	Seat-km used (000 000)	As percent 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
1971 October	391.7	196.3	7.4	53.1	135.7	50.1	2 933.8	1 454.4	49.6
November	338.0	159.1	7.4	53.5	98.2	47.1	2 441.0	1 101.2	45.1
December	422.8	204.9	12.5	59.1	133.4	48.5	3 068.0	1 509.7	49.2
1972 January	367.3	165.8	6.9	44.4	114.6	45.1	2 666.6	1 297.8	48.7
February	354.8	149.4	6.8	47.3	95.3	42.1	2 613.0	1 065.2	40.8
March	427.4	201.4	8.6	58.8	134.0	47.1	3 120.7	1 513.8	48.5
1972 October	459.4	241.4	8.2	62.1	171.1	52.5	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	254.0	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1

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

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

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

monthly averages or calendar months

		Total		Inclusive Tours		Other separate fare charters		Other charters	
		Tonne-km available (000 000)	Percent of all UK services	Tonne-km available (000 000)	Percent of all UK services	Tonne-km available (000 000)	Percent of all UK services	Tonne-km available (000 000)	Percent 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
610,531	1971 October	218.6 ✓	35.8 ✓	..	..	..	..	..	..
515,800	November	177.8 ✓	34.5 ✓	..	..	..	..	..	..
587,932	December	165.1 ✓	28.1 ✓	..	..	..	..	..	..
549,436	1972 January	182.1 ✓	33.1 ✓	..	..	..	..	..	..
507,838	February	153.0 ✓	30.1 ✓	..	..	..	..	..	..
623,124	March	195.7 ✓	31.4 ✓	..	..	..	..	..	..
702,457	1972 October	243.1 ✓	34.6 ✓	..	..	..	..	..	..
599,117	November	194.4 ✓	32.4 ✓	..	..	..	..	..	..
686,512	December	214.1 ✓	31.2 ✓	..	..	..	..	..	..
1973	January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9

Total cap. (T-kms)

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

Non-scheduled Services by UK Airlines

Table 9.3

Load Factors and Distances: Other Separate Fare Charters

monthly averages or calendar months

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

* The leap ahead in 1972 probably reflects the ruling to restrict the Exempt flights to 1,500 miles - effective from May 1972.

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
Nov 1971—Jan 1972		1 031	48	26	146	145	20	72	37	82	11	25	13	259	12	67	8	60
Nov 1972—Jan 1973		1 283	53	28	178	169	28	92	45	99	13	32	20	341	15	71	7	92

Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan and Ceylon (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)
1968		270·8	5·8	11·1	53·4	9·5	12·7	1·6	7·7	136·6	5·5	26·9
1969		327·9	7·7	12·8	66·3	10·8	13·4	2·7	9·2	168·3	6·2	30·6
1970		392·9	9·5	13·3	75·4	11·4	13·5	3·7	11·9	209·3	7·2	37·8
1971		433·8	9·0	14·4	77·7	12·5	11·8	5·9	12·5	234·5	7·6	47·8
1972		512·6	12·1	18·3	91·9	15·3	14·1	6·6	13·6	267·0	7·8	65·8
1971	1st quarter	259·0	9·4	12·9	29·8	11·2	11·3	3·7	12·4	119·2	6·6	42·4
	2nd quarter	426·0	8·2	10·2	79·9	9·1	11·2	5·9	11·6	246·9	6·3	36·8
	3rd quarter	685·2	9·7	20·5	153·7	17·1	13·0	8·0	12·7	381·2	10·9	58·4
	4th quarter	365·0	8·7	14·1	47·4	12·6	11·6	6·2	13·4	190·8	6·6	53·7
1972	1st quarter	327·7	7·3	15·5	35·8	15·4	12·1	5·0	14·5	151·9	5·8	64·5
	2nd quarter	524·3	11·3	15·0	97·9	9·8	12·6	6·2	12·3	296·9	6·3	55·8
	3rd quarter	760·4	14·9	24·9	174·3	18·4	15·0	8·8	14·3	401·4	11·3	77·1
	4th quarter	437·8	15·0	18·0	59·3	17·8	16·5	6·5	13·3	217·6	7·9	65·9
Nov 1971—Jan 1972		334·2	8·7	17·1	36·0	14·8	10·9	5·1	15·2	160·9	6·3	59·1
Nov 1972—Jan 1973		400·0	15·6	20·4	50·1	14·1	17·6	5·2	15·2	185·1	8·5	68·2

Note: The above figures are derived from airport statistics.

(a) Excluding passengers to and from the Irish Republic.

(b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.

(c) Commonwealth countries only.

Aircraft Movements January 1973

Table 11

	Total	Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London area airports											
+ Gatwick	7 209	4 879	—	376	—	413	46	—	1 434	2	59
+ Heathrow	21 364	19 341	—	117	—	141	364	—	1 353	—	48
+ Luton	3 335	1 586	6	354	23	114	54	631	565	—	2
+ Southend	4 238	794	—	3	—	738	—	2 155	533	15	—
+ Stansted	1 766	146	—	55	—	963	26	—	478	86	12
Total (London Area)	37 912	26 746	6	905	23	2 369	490	2 786	4 363	103	121
Westland Heliport (Battersea)	434	83	—	82	—	—	—	—	164	—	105
Other UK airports											
+ Leeds/Bradford	2 263	527	—	23	24	64	38	1 205	370	6	6
+ Liverpool	4 771	1 349	—	57	19	102	73	2 414	687	24	46
+ Manchester	3 971	3 053	—	211	17	59	125	45	433	15	13
+ Birmingham	4 673	1 402	—	59	2	7	74	2 306	793	—	30
+ Coventry	2 570	47	—	9	4	402	—	1 230	878	—	—
+ East Midlands	3 107	571	2	63	10	1 771	22	22	616	—	30
+ Newcastle	2 308	784	8	23	332	281	4	683	139	2	52
+ Tees-side	2 557	220	—	11	2	1 271	282	—	604	2	165
+ Bristol	1 985	490	—	5	—	16	25	608	835	—	6
+ Glamorgan	2 268	408	—	64	—	168	—	1 383	229	4	12
Swansea	1 377	13	2	5	35	2	—	1 224	84	—	12
+ Ashford	1 991	305	2	8	46	55	20	992	547	—	16
+ Blackpool	4 112	119	2	53	—	60	—	3 522	340	—	16
+ Bournemouth	4 489	291	—	32	—	1 562	—	1 735	739	56	74
+ Cambridge	1 896	18	—	4	—	40	—	286	257	—	1 291
Exeter	973	126	—	4	27	13	12	369	318	—	104
Gloucester/Cheltenham	3 705	160	—	—	—	1 414	—	1 288	809	—	34
Hawarden	427	—	—	—	—	38	—	80	212	—	97
Isles of Scilly	92	80	—	—	2	—	—	—	2	—	8
+ Lydd	770	8	—	—	—	120	4	600	34	—	4
+ Manston	247	123	—	10	12	2	—	—	100	—	—
Norwich	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	82	80	—	—	—	—	2	—	—	—	—
+ Portsmouth	3 788	24	6	—	—	2 012	—	1 584	160	—	2
+ Southampton	3 198	621	4	10	6	2 162	13	—	374	—	8
+ Edinburgh	3 886	1 105	—	12	—	2 232	7	8	420	2	100
+ Glasgow	5 552	2 862	—	47	—	108	32	1 692	478	3	330
+ Prestwick	6 666	830	—	18	—	5 144	44	42	164	4	420
Aberdeen	2 900	487	—	6	410	250	—	1 239	86	2	420
Benbecula	202	102	—	—	82	—	—	—	—	—	18
Inverness	911	309	—	23	88	190	2	223	66	4	6
Islay	108	70	—	6	14	—	—	2	16	—	—
+ Kirkwall	790	427	—	18	1	—	4	4	334	—	2
Stornoway	188	158	—	2	15	—	2	—	1	2	8
+ Sumburgh	380	277	—	9	73	—	—	—	—	—	21
Tiree	100	63	—	3	—	—	—	—	—	—	34
Wick	331	206	—	6	6	—	—	99	6	—	8
+ Belfast	5 595	1 880	—	3	70	14	—	1 107	166	6	2 349
+ Isle of Man	952	496	—	50	12	78	—	251	61	—	4
Total (Incl. London Area)	124 527	46 920	32	1 841	1 332	22 006	1 275	29 029	15 885	235	5 972
Channel Islands Airports											
Alderney	665	665	..	..	..	..	..	..	..	..	..
Guernsey	1 886	1 886	..	..	..	..	..	..	..	..	..
Jersey	2 677	2 677	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	5 228	5 228	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator January 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		Corporations	Others		Corporations	Others	
London area airports							
+Gatwick	4 879	76	2 152	119	371	1 926	235
+Heathrow	19 341	8 798	879	9 143	193	136	192
+Luton	1 586	—	39	—	—	1 511	36
+Southend	794	—	593	—	—	180	21
+Stansted	146	—	3	3	—	82	58
TOTAL (London Area)	26 746	8 874	3 666	9 265	564	3 835	542
Westland Heliport (Battersea)	83	—	—	—	6	77	—
Other UK airports							
+Leeds/Bradford	527	—	406	20	2	99	—
+Liverpool	1 349	57	1 073	80	—	109	30
+Manchester	3 053	1 273	250	847	4	636	43
+Birmingham	1 402	673	331	92	10	292	4
+Coventry	47	4	43	—	—	—	—
+East Midlands	571	—	368	—	4	194	5
+Newcastle	784	—	701	2	—	78	3
+Tees-Side	220	—	196	—	—	22	2
+Bristol	490	—	262	42	—	184	2
+Glamorgan	408	—	232	34	—	126	16
Swansea	13	—	—	—	—	13	—
+Ashford	305	—	305	—	—	—	—
+Blackpool	119	—	107	—	—	11	1
+Bournemouth	291	9	223	2	1	42	14
+Cambridge	18	—	—	—	—	4	14
Exeter	126	—	119	—	—	5	2
Gloucester/Cheltenham	160	—	—	—	—	160	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	80	80	—	—	—	—	—
+Lydd	8	—	4	—	—	4	—
+Manston	123	—	—	—	—	109	14
Norwich	—	—	—	—	—	—	—
Penzance Heliport	80	80	—	—	—	—	—
+Portsmouth	24	—	18	—	—	6	—
+Southampton	621	112	486	2	—	11	10
+Edinburgh	1 105	642	416	28	2	10	7
+Glasgow	2 862	1 518	797	286	57	180	24
+Prestwick	830	395	103	217	4	46	65
Aberdeen	487	369	51	—	8	53	6
Benbecula	102	102	—	—	—	—	—
Inverness	309	278	10	—	1	20	—
Islay	70	52	—	—	14	4	—
+Kirkwall	427	152	—	28	6	241	—
Stornoway	158	106	52	—	—	—	—
+Sumburgh	277	92	83	—	6	96	—
Tiree	63	56	—	—	4	3	—
Wick	206	204	—	—	—	2	—
+Belfast	1 880	1 082	703	50	2	2	41
+Isle of Man	496	—	496	—	—	—	—
TOTAL (Incl. London Area)	46 920	16 210	11 501	10 995	695	6 674	845
Channel Islands Airports							
Alderney	665	—	587	—	—	78	—
Guernsey	1 886	134	1 560	—	—	192	—
Jersey	2 677	514	1 543	136	2	474	8
TOTAL (Channel Islands Airports)	5 228	648	3 690	136	2	744	8

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly averages	Nov 1972– Jan 1973	Nov 1971– Jan 1972	Percent Change
London Area Airports			
+ Gatwick	7 719	4 284	10·2
+ Heathrow	19 192	17 972	6·8
+ Luton	1 715	1 452	18·1
+ Southend	792	1 031	–23·2
+ Stansted	201	243	–17·3
TOTAL (London Area)	26 619	24 982	6·6
Westland Heliport (Battersea)	99	54	83·3
Other UK airports			
+ Leeds/Bradford	523	499	4·8
+ Liverpool	1 257	1 100	14·3
+ Manchester	3 235	2 985	8·4
+ Birmingham	1 414	1 034	36·8
+ Coventry	53	27	96·3
+ East Midlands	549	386	42·2
+ Newcastle	771	512	50·6
+ Tees-Side	215	168	28·0
+ Bristol	519	380	36·6
+ Glamorgan	392	304	28·9
Swansea	10	14	–28·6
+ Ashford	323	361	–10·5
+ Blackpool	139	113	23·0
+ Bournemouth	273	107	155·1
+ Cambridge	41	34	20·6
Exeter	..	..
+ Gloucester/Cheltenham	99	75	32·0
Hawarden	—	—	—
Isles of Scilly	95	69	37·7
+ Lydd	18	13	38·5
+ Manston	116	..	
Norwich	..	..
Penzance Heliport	76	69	10·1
+ Portsmouth	29	35	–17·1
+ Southampton	664	617	7·6
+ Edinburgh	1 025	923	11·1
+ Glasgow	2 894	2 631	10·0
+ Prestwick	783	786	–0·4
Aberdeen	482	337	43·0
Benbecula	103	99	4·0
Inverness	318	286	11·2
Islay	65	76	–14·5
+ Kirkwall	412	378	9·0
Stornoway	153	152	0·7
+ Sumburgh	257	199	29·1
Tiree	65	60	8·3
Wick	212	211	0·5
+ Belfast	1 892	1 750	8·1
+ Isle of Man	515	442	16·5
TOTAL (Incl. London Area)	46 705	42 268	10·5
Channel Islands Airports			
Alderney	638	587	8·7
Guernsey	1 877	1 696	10·7
Jersey	2 735	2 380	14·9
TOTAL (Channel Islands Airports)	5 250	4 663	12·6

Air Transport Landings Diverted to UK Reporting Airports January 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	50	3He 1Sh 4Li 1Em 1Pr 1Lu 4Ma 5Br 1Bo	1Li 1Br	4He 1Lu	4He 1Pr									1He								1Sh 3He		9He 1Bi 1Bo						1St			
Heathrow	131	6Sh 8Li 24Ga 19Bi 7Pr 23Ma 2Gm 1Ne 8Bo 6Br	7Ga 1Ma 1Br	4Ga 1Ma	2Bi 1Ga 1Pr		4Ga 1Gl							1Pr 1Ma					1Ma						1Bi								
Luton	87	4Bi 26Em	2Bi 11Em	1He 2Em	1He 7Bi 5Em		3He 1Em 6Ga				1Bi						2He 2Em	6He 2Bi						1He 3Bi 1Em 1Te 2Em									
Leeds/Bradford	29			3Em 2Te		4Em	1Li 1Em 1Ma 1Ne	2Em		2Em				1Ma 1Te					2Ne		1Ne	1Em											
Liverpool Manchester	16 75	1Li		1He 12Li 5Bi	1He 10Li 1Bi 1Pr 1Ne	12Li	18Li 1He 1Bi											10Ma	8Li 2He		3Ma	2Ma		1Ma									
Birmingham	20	1Lu					2Lu		1Li 1He					1He			2Ma	1Ga 2Ma	2He 1Ma 2Lu	1Ma 1Em 2Co													
Coventry	1																	1Bo															
East Midlands	12		1Lu			2Bi 1Ma	3Bi			1Bi								3Lb	2Lb														
Newcastle	8							2Ma 2Te			1Te												1Lu		1Te								
Tees-Side	11					1Em 1Ne	1Gl 1Ne		1Ne										5Ne 1Ab														
Bristol	17			2Gm							4Bo 1Gm	2Gm												2Bi	1Gm		1Gm		2Gm	1Bi	1Gm		
Glamorgan	3			1Bi																							1Ga		1Br				
Ashford	2			1Ga			1Ga																										
Blackpool	2									1Ma																							
Southampton	1																																
Glasgow	48																1Bo		1Im														
Sumburgh	2																	26Pr	8Pr		2Pr			11Pr 1In									
Tiree	1																							1Pr		1Ab	1Ab						
Wick	1																																
Belfast	9				1Gl 1Ma	1Ki 1Gl										1Im 1Ma		1Pr 1Ma						1Gl									1Gl
Other UK	3			1Em	1Em																												
Overseas	41	1Pr	1Ma	1Bi	2Ki	4He		3He	2Ki 1Gm	1He			3He		4He			6He	1He	1Ma 1Lu 1Pr				1Bo 2Pr 1Ki	1He	1He			1Lu	1Ga 1Lu			
TOTAL	570	158	26	42	41	27	46	9	16	4	4		3	6	4	2	7	59	35	8	6	7	1	40	4	2	3		4	4	1	1	

Aerodrome of actual landing : letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Li	Liverpool
As	Ashford	Co	Coventry	Ha	Hawarden	Lu	Luton
Be	Belfast	Em	East Midlands	He	Heathrow	Ld	Lydd
Bb	Benbecula	Ed	Edinburgh	In	Inverness	Ma	Manchester
Bi	Birmingham	Ex	Exeter	Is	Islay	Mt	Manston
Bl	Blackpool	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle
Bo	Bournemouth	Gm	Glamorgan	Ki	Kirkwall	No	Norwich
Br	Bristol	Gl	Glasgow	Lb	Leeds/Bradford	Po	Portsmouth

Pr	Prestwick	Ti	Tiree
Sh	Southampton	Wi	Wick
So	Southend	Xi	Other Internal
St	Stansted	Xo	Overseas
Sw	Stornoway		
Su	Sumburgh		
Ss	Swansea		
Te	Tees-Side		

Air Passengers by Type and Nationality of Operator
January 1973

Table 15

				Scheduled Services				Charter Flights							
Total				United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
Terminal and Transit		Terminal	Transit	Corporations		Others				Corporations		Others			
Passengers	Passengers	Passengers		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London area airports															
+Gatwick	310 558	309 145	1 413	3 586	—	73 640	—	7 565	—	34 607	—	167 443	590	22 304	823
+Heathrow	1 302 309	1 274 350	27 959	593 435	—	48 743	11	582 049	26 882	24 619	258	11 467	—	14 037	808
+Luton	145 742	144 911	831	—	—	549	—	—	—	—	—	141 604	467	2 758	364
+Southend	11 950	11 950	—	—	—	9 800	—	—	—	—	—	1 168	—	982	—
+Stansted	8 642	8 368	274	—	—	393	—	—	20	—	—	4 098	57	3 877	197
TOTAL (London Area)	1 779 201	1 748 724	30 477	597 021	—	133 125	11	589 614	26 902	59 226	258	325 780	1 114	43 958	2 192
Westland Heliport (Battersea)	183	183	—	—	—	—	—	—	—	14	—	169	—	—	—
Other UK airports															
+Leeds/Bradford	13 602	13 226	376	—	—	11 852	359	922	13	50	—	402	4	—	—
+Liverpool	41 924	37 850	4 074	3 401	29	26 894	3 785	3 283	251	—	—	4 212	3	60	6
+Manchester	141 782	136 853	4 929	62 717	824	4 271	672	21 655	2 744	560	—	44 226	369	3 424	320
+Birmingham	66 091	62 939	3 152	26 753	1 055	2 098	1 791	5 075	187	1 078	—	27 488	119	447	—
+Coventry	166	143	23	105	23	38	—	—	—	—	—	—	—	—	—
+East Midlands	25 630	25 583	47	—	—	10 288	47	—	—	540	—	14 755	—	—	—
+Newcastle	34 027	32 781	1 246	—	—	25 239	1 232	113	—	—	—	7 356	14	73	—
+Tees-Side	7 899	7 392	507	—	—	6 017	378	—	—	—	—	1 203	129	172	—
+Bristol	19 969	16 051	3 918	—	—	2 936	2 039	1 712	184	—	—	11 403	1 695	—	—
+Glamorgan	17 161	15 996	1 165	—	—	4 159	706	679	357	—	—	9 807	102	1 351	—
Swansea	44	44	—	—	—	—	—	—	—	—	—	44	—	—	—
+Ashford	6 172	6 172	—	—	—	6 172	—	—	—	—	—	—	—	—	—
+Blackpool	3 322	3 322	—	—	—	3 134	—	—	—	—	—	128	—	60	—
+Bournemouth	6 919	6 880	39	949	—	1 951	2	195	—	2	—	2 269	37	1 514	—
+Cambridge	114	114	—	—	—	—	—	—	—	—	—	15	—	99	—
Exeter	3 122	2 556	566	—	—	2 200	566	—	—	—	—	264	—	92	—
Gloucester/Cheltenham	465	465	—	—	—	—	—	—	—	—	—	465	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 467	1 467	—	1 467	—	—	—	—	—	—	—	—	—	—	—
+Lydd	146	146	—	—	—	128	—	—	—	—	—	18	—	—	—
+Manston	473	473	—	—	—	—	—	—	—	—	—	388	—	85	—
Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	1 467	1 467	—	1 467	—	—	—	—	—	—	—	—	—	—	—
+Portsmouth	125	125	—	—	—	77	—	—	—	—	—	48	—	—	—
+Southampton	13 440	12 617	823	3 392	—	9 128	823	42	—	—	—	30	—	25	—
+Edinburgh	53 008	52 236	772	34 828	661	14 812	111	1 211	—	160	—	729	—	496	—
+Glasgow	132 175	130 561	1 614	82 330	223	23 721	—	7 428	1 277	235	—	15 084	71	1 763	43
+Prestwick	37 013	23 351	13 662	13 629	5 647	2 465	—	1 824	4 957	33	252	2 398	1 628	3 002	1 178
Aberdeen	14 665	13 765	900	12 438	891	677	—	—	—	13	8	614	1	23	—
Benbecula	2 826	1 722	1 104	1 722	1 104	—	—	—	—	—	—	—	—	—	—
Inverness	10 328	9 105	1 223	9 018	1 223	14	—	—	—	3	—	70	—	—	—
Islay	1 638	1 638	—	1 574	—	—	—	—	—	56	—	8	—	—	—
+Kirkwall	5 316	4 617	699	3 258	521	—	—	176	178	17	—	1 166	—	—	—
Stornoway	3 543	3 205	338	3 097	338	108	—	—	—	—	—	—	—	—	—
+Sumburgh	3 743	3 743	—	2 662	—	264	—	—	—	15	—	802	—	—	—
Tiree	311	192	119	175	113	—	—	—	—	14	1	3	5	—	—
Wick	4 839	2 126	2 713	2 114	2 713	—	—	—	—	—	—	12	—	—	—
+Belfast	88 352	88 352	—	60 966	—	23 483	—	811	—	44	—	—	—	3 048	—
+Isle of Man	15 709	13 714	1 995	—	—	13 714	1 995	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 558 377	2 481 896	76 481	925 083	15 365	328 965	14 517	634 740	37 050	62 000	519	471 356	5 291	59 692	3 739
Channel Islands airports															
Alderney	2 802	2 802	—	—	—	2 642	—	—	—	—	—	160	—	—	—
Gurnsey	18 969	16 953	2 016	4 313	—	12 378	2 016	—	—	—	—	262	—	—	—
Jersey	39 616	38 486	1 130	17 662	65	17 721	831	2 175	106	4	—	875	1	49	127
TOTAL (Channel Is. Airports)	61 387	58 241	3 146	21 975	65	32 741	2 847	2 175	106	4	—	1 297	1	49	127

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

monthly averages

	November 1972– January 1973	November 1971– January 1972	Percentage change
London Area airports			
+ Gatwick	307 441	269,240	14.2
+ Heathrow	1 279 094	1 060 312	20.6
+ Luton	156 181	132 615	17.8
+ Southend	14 484	15 840	–8.6
+ Stansted	13 437	20 462	–34.3
TOTAL (London Area)	1 770 637	1 498 469	18.2
Westland Heliport (Battersea)	226	118	91.5
Other UK airports			
+ Leeds/Bradford	14 089	12 429	13.4
+ Liverpool	33 954	28 122	20.7
+ Manchester	152 138	124 173	22.5
+ Birmingham	67 088	51 114	31.3
+ Coventry	161	20	705.0
+ East Midlands	26 216	13 091	100.3
+ Newcastle	34 045	20 386	67.0
+ Tees-Side	8 397	6 180	35.9
+ Bristol	18 227	12 033	51.5
+ Glamorgan	14 534	8 694	67.2
Swansea	33	35	–5.7
+ Ashford	6 935	7 886	–12.1
+ Blackpool	4 192	3 626	15.6
+ Bournemouth	7 063	3 607	95.8
+ Cambridge	283	215	31.6
Exeter	..	..	..
Gloucester/Cheltenham	347	296	17.2
Hawarden	—	—	—
Isles of Scilly	1 457	1 282	13.7
+ Lydd	385	203	89.7
+ Manston	412	..	..
Norwich	..	..	..
Penzance Heliport	1 325	1 280	3.5
+ Portsmouth	178	194	–8.2
+ Southampton	14 423	12 071	19.5
+ Edinburgh	50 745	43 929	15.5
+ Glasgow	136 905	112 277	21.9
+ Prestwick	19 831	19 393	2.3
Aberdeen	14 079	9 994	40.9
Benbecula	1 755	1 682	4.3
Inverness	8 944	6 646	34.6
Islay	1 259	1 027	22.6
+ Kirkwall	4 492	3 933	14.2
Stornoway	3 108	2 972	4.6
+ Sumburgh	3 456	2 498	38.4
Tiree	211	233	–9.4
Wick	2 333	2 149	8.6
+ Belfast	89 188	75 466	18.2
+ Isle of Man	14 800	11 954	23.8
TOTAL (Incl. London Area)	2 527 851	2 099 677	20.4
Channel Islands Airports			
Alderney	2 912	2 406	21.0
Guernsey	18 293	15 094	21.2
Jersey	44 765	37 898	18.1
TOTAL (Channel Islands Airports)	65,970	55 398	19.1

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

monthly averages

Airports	Total Nov 1972 Jan 1973	International			Nov 1972 Jan 1973	Domestic	
		Nov 1972 Jan 1973	Nov 1971 Jan 1972	Percentage change		Nov 1971 Jan 1972	Percentage change
+ Gatwick	307 441	267 612	235 052	14	39 829	34 188	16
+ Heathrow	1 279 094	1 069 288	882 369	21	209 806	177 943	18
+ Luton	156 181	154 955	131 741	18	1 226	874	40
+ Southend	14 484	14 246(a)	15 475(a)	-8	238	365	-35
+ Stansted	13 437	12 924	20 349	-36	513	112	358
TOTAL (London Area)	1 770 637	1 519 025	1 284 986	18	251 612	213 482	18
Westland Heliport (Battersea)	226	—	—		226	118	92
Other UK Airports							
+ Leeds/Bradford	14 089	2 536	2 250	13	11 553	10 179	13
+ Liverpool	33 954	8 762	6 457	36	25 192	21 666	16
+ Manchester	152 138	104 474	80 467	30	47 664	43 705	9
+ Birmingham	67 088	48 860	33 513	46	18 228	17 602	4
+ Coventry	161	39	4	875	122	17	618
+ East Midlands	26 216	18 312	6 826	168	7 904	6 266	26
+ Newcastle	34 045	11 556	3 827	202	22 489	16 559	36
+ Tees-Side	8 397	1 830	1 195	53	6 567	4 985	32
+ Bristol	18 227	15 686	10 098	55	2 541	1 936	31
+ Glamorgan	14 534	10 502	6 208	69	4 032	2 487	62
Swansea	33	—	1		33	33	—
+ Ashford	6 935	6 935	7 886	-12	—	—	
+ Blackpool	4 192	925	846	9	3 267	2 780	18
+ Bournemouth	7 063	4 508	2 707	67	2 555	900	184
+ Cambridge	283	244	200	22	39	15	160
Exeter	..	..	..		..	..
Gloucester/Cheltenham	347	—	—		347	296	17
Hawarden	—	—	—		—	—	
Isles of Scilly	1 457	—	—		1 457	1 282	14
+ Lydd	385	370	193	92	15	10	50
+ Manston	412	412	148	178	—	—	
Norwich	..	..	..		..	..
Penzance Heliport	1 325	—	—		1 325	1 280	4
+ Portsmouth	178	—	—		178	194	-8
+ Southampton	14 423	760	571	33	13 663	11 500	19
+ Edinburgh	50 745	1 899	2 522	-25	48 846	41 406	18
+ Glasgow	136 905	29 221	14 852	97	107 684	97 424	11
+ Prestwick	19 831	15 175	18 063	-16	4 656	1 330	250
Aberdeen	14 079	35	23	52	14 044	9 970	41
Benbecula	1 755	—	—		1 755	1 682	4
Inverness	8 944	56	29	93	8 888	6 616	34
Islay	1 259	—	—		1 259	1 027	23
+ Kirkwall	4 492	109	—		4 383	3 933	11
Stornoway	3 108	—	—		3 108	2 972	5
+ Sumburgh	3 456	4	10	-60	3 452	2 488	39
Tiree	211	—	—		211	233	-9
Wick	2 333	—	—		2 333	2 149	9
+ Belfast	89 188	3 754	1 747	115	85 434	73 719	16
+ Isle of Man	14 800	367	269	36	14 433	11 685	24
TOTAL (Incl. London Area)	2 527 851	1 806 356	1 485 898	22	721 495	613 926	18

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

monthly averages

monthly averages	4th Quarter 1972			4th Quarter 1971			
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	Percent change
EUROPE							
Austria	10.0	7.4	2.7	7.6	6.4	1.2	32
London – Vienna	7.9	6.8	1.1	6.4	6.0	0.4	23
Other Routes	2.1	0.5	1.6	1.2	0.4	0.8	80
Belgium	59.9	56.4	3.5	54.3	53.1	1.2	10
London – Brussels	38.2	38.0	0.2	34.5	34.0	0.6	11
Other S.E. England – Belgium	17.1	15.1	2.0	16.6	16.5	0.1	3
Other Routes	4.6	3.3	1.2	3.2	2.7	0.5	44
Denmark	31.0	25.2	5.8	29.3	23.9	5.5	6
London – Copenhagen	24.9	20.9	4.0	23.6	20.3	3.3	5
Other Routes	6.2	4.3	1.8	5.7	3.6	2.1	9
Finland	4.6	4.1	0.5	3.9	3.6	0.3	20
France	209.6	184.9	24.7	174.0	154.7	19.3	20
London – Nice	7.0	5.7	1.3	5.4	4.7	0.8	29
– Paris	154.3	144.4	10.0	129.7	120.0	9.7	19
– N. France (a)	8.4	7.5	0.9	7.3	7.1	0.2	14
– Other France	7.8	5.9	1.9	4.9	2.7	2.2	58
Manchester – Paris	5.4	5.1	0.3	3.6	3.6	—	50
Other UK – Paris	8.1	5.2	2.9	5.4	3.8	1.6	49
Luton – Other France	4.2	—	4.2	2.6	—	2.6	60
Other S.E. England – France	11.4	10.8	0.6	13.2	12.4	0.8	−14
Other Routes	3.1	0.4	2.7	1.7	0.3	1.5	76
Germany (Fed. Republic)	153.0	121.3	31.7	132.1	108.1	24.1	16
London – Dusseldorf	21.4	20.8	0.7	19.8	19.2	0.6	8
– Frankfurt	40.7	38.0	2.7	38.5	36.3	2.2	6
– Hamburg	17.6	17.3	0.3	15.1	14.6	0.5	17
– Munich	18.6	12.7	5.9	11.9	9.3	2.5	56
– Other Germany	28.3	24.7	3.6	25.3	21.3	4.0	12
Luton – Germany	10.7	—	10.7	9.1	0.1	9.0	18
Manchester – Germany	7.3	5.4	1.9	7.0	5.5	1.4	5
Other Routes	8.4	2.5	6.0	5.5	1.7	3.8	53
Gibraltar	5.3	5.2	0.1	5.9	5.5	0.4	−10
Greece	42.4	17.8	24.6	31.1	14.4	16.7	37
Iceland	2.3	2.2	0.1	2.2	1.7	0.4	5
London – Reykjavik	1.4	1.3	0.1	1.4	1.0	0.4	4
Glasgow – Reykjavik	0.8	0.8	—	0.8	0.8	—	−3
Other Routes	0.1	—	0.1	—	—	—	

Table 18 cont.

	4th Quarter 1972			4th Quarter 1971			Percent change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	119.4	116.4	3.0	115.2	113.6	1.6	4
London – Cork	8.3	8.3	—	7.9	7.8	0.1	5
– Dublin	60.8	60.7	0.1	58.6	58.0	0.6	4
– Shannon	8.1	6.9	1.2	6.7	6.5	0.2	20
Manchester – Dublin	11.1	10.9	0.2	10.6	10.6	—	5
Birmingham – Dublin	8.5	8.5	—	8.8	8.8	—	-4
Glasgow – Dublin	4.9	4.9	—	4.8	4.8	—	1
Liverpool – Dublin	4.8	4.8	—	5.1	5.1	—	-6
Leeds/Bradford – Dublin	2.2	2.1	—	2.3	2.3	—	-5
Edinburgh – Dublin	1.5	1.5	—	1.7	1.7	—	-12
Bristol – Dublin	1.9	1.9	—	2.0	2.0	—	-7
Other Routes	7.5	6.0	1.4	6.6	5.9	0.7	13
Italy	114.2	55.0	59.2	91.2	49.6	41.6	25
London – Genoa (g)	4.7	—	4.7	8.7	—	8.7	-47
– Milan	22.1	18.7	3.4	19.9	17.3	2.6	11
– Rimini (g)	1.1	—	1.1	0.3	—	0.3	328
– Rome	32.7	24.5	8.2	26.9	21.2	5.7	22
– Venice	6.7	2.7	4.0	8.0	2.7	5.3	-16
– Other Italy	21.9	8.4	13.5	16.1	7.3	8.8	36
Luton – Rimini	3.7	—	3.7	1.2	—	1.2	205
– Other Italy	20.5	—	20.5	14.8	0.1	14.7	38
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	2.2	—	2.2	1.3	—	1.3	72
Other Routes	3.0	0.6	2.3	1.8	1.0	0.8	67
Luxembourg	3.7	3.2	0.5	3.9	3.0	0.9	-6
London – Luxembourg	3.3	3.2	0.1	3.2	3.0	0.2	2
Other Routes	0.4	—	0.4	0.6	—	0.6	-43
Netherlands	110.3	106.1	4.3	94.3	89.7	4.6	17
London – Amsterdam	76.2	72.9	3.3	62.3	59.0	3.2	22
– Rotterdam	16.1	15.9	0.2	14.3	14.2	0.3	12
Other S.E. England – Netherlands	4.1	4.0	0.2	5.7	5.1	0.6	-28
Manchester – Amsterdam	7.1	6.9	1.0	5.7	5.6	—	25
Other Routes	6.9	6.4	0.5	6.3	5.7	0.6	10
Norway	12.9	11.4	1.5	11.4	9.9	1.5	13
London – Oslo	9.5	8.4	1.1	8.2	7.3	0.9	16
Other Routes	3.4	3.0	0.4	3.2	2.6	0.6	5
Portugal	39.4	16.8	22.5	31.2	14.2	17.0	26
London – Lisbon	18.5	12.5	6.0	13.2	11.0	2.2	40
Other Routes	20.8	4.3	16.5	18.0	3.2	14.8	16
Soviet Union and Eastern Europe (b)	18.7	13.5	5.2	12.6	10.7	1.9	49
London – Moscow	3.7	3.7	—	2.8	2.8	—	30
– Prague	2.2	2.2	0.1	2.0	2.0	—	10
Other Routes	12.8	7.6	5.2	7.7	5.9	1.8	66

Table 18 cont.

	4th Quarter 1972			4th Quarter 1971			Percent change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	443.3	59.2	384.1	356.5	48.0	308.5	24
London – Barcelona	12.3	8.3	4.0	10.0	6.8	3.2	24
– Ibiza	9.9	1.1	8.7	8.7	1.1	7.7	13
– Madrid	22.0	19.9	2.2	17.1	16.2	0.8	29
– Malaga	17.7	8.1	9.7	13.6	5.4	8.1	31
– Palma	74.0	11.4	62.6	65.3	9.5	55.8	13
– Other Spain	36.5	8.4	28.1	30.2	6.0	24.3	21
Luton – Alicante	21.1	—	21.1	19.9	—	19.9	6
– Barcelona	4.7	—	4.7	1.3	—	1.3	203
– Gerona	9.2	—	9.2	10.5	—	10.5	-12
– Ibiza	10.3	—	10.3	9.0	—	9.0	15
– Palma	38.3	—	38.3	41.3	—	41.2	-7
– Other Spain	15.4	—	15.4	12.3	—	12.3	26
Other S.E. England – Spain	0.2	—	0.2	—	—	—	
Manchester – Barcelona	2.9	—	2.9	1.2	—	1.2	139
– Palma	29.5	0.2	29.3	26.2	0.1	26.2	12
Other N. England – Spain	42.5	1.4	41.1	30.3	2.2	28.2	40
Scotland – Spain	24.4	0.1	24.2	14.4	0.2	14.2	69
Other Routes	72.4	0.3	72.0	45.0	0.6	44.4	61
Sweden	16.3	13.2	3.1	13.4	11.0	2.4	22
London – Stockholm	10.5	9.1	1.4	9.9	8.2	1.7	6
Other Routes	5.8	4.1	1.7	3.5	2.9	0.7	64
Switzerland	69.5	56.9	12.7	66.1	52.4	13.8	5
London – Basle	4.8	3.2	0.6	5.4	4.0	1.4	-11
– Geneva	26.1	23.4	2.7	23.7	21.8	1.9	10
– Zurich	32.4	26.7	5.7	29.1	24.7	4.4	11
Luton – Switzerland	2.9	—	2.9	6.0	0.1	5.9	-52
Other Routes	3.4	2.6	0.8	2.0	1.8	0.2	72
Yugoslavia	14.6	5.0	9.7	15.4	4.6	10.7	-5
London – Dubrovnic	2.0	—	2.0	2.5	0.3	2.2	-19
– Ljubljana	1.4	0.5	0.9	0.2	—	0.2	738
Luton – Yugoslavia	2.7	—	2.7	5.5	—	5.5	51
Other Routes	8.5	4.4	4.1	7.2	4.4	2.8	18
Other Europe	39.6	28.1	11.4	34.6	27.6	7.0	14
WESTERN HEMISPHERE							
Canada	59.0	46.6	12.8	47.4	33.3	14.1	25
London – Montreal	10.8	10.5	0.3	9.0	8.3	0.7	21
– Toronto	24.0	18.3	5.7	17.8	12.1	5.7	35
– Other Canada	11.4	7.8	3.7	10.2	5.6	4.5	13
Other UK – Montreal	3.2	3.2	—	2.4	2.3	0.1	33
– Toronto	8.4	5.9	2.5	7.1	4.4	2.8	18
Other Routes	1.6	1.0	0.6	0.9	0.6	0.3	67

East Coast includes Pennsylvania & N and E States
Virginia, West Virginia, N & S Carolina
Georgia, Florida

Table 18 cont.

West Coast includes California, Oregon & Washington

	4th Quarter 1972			4th Quarter 1971			
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	Percent change
United States	218.1	187.3	30.8	191.1	149.0	42.1	14
London – New York	89.1	81.0	8.1	84.8	68.8	16.0	5
– Other East Coast U.S.A.	57.8	51.3	6.5	45.3	36.8	8.6	27
– Chicago and Detroit	25.7	21.9	3.8	20.4	17.4	2.9	26
– West Coast U.S.A.	30.0	25.2	4.9	25.6	17.7	7.9	17
– Other U.S.A.	4.4	1.3	3.1	3.8	1.6	2.2	16
Other UK – New York	7.1	6.2	0.9	7.6	6.5	1.1	–6
Other Routes	4.0	0.5	3.5	3.7	0.3	3.3	9
West Atlantic and Caribbean Islands	18.8	16.0	2.8	14.1	11.6	2.5	33
Central and South America	6.5	6.3	0.2	5.1	4.7	0.4	27
REST OF THE WORLD							
Canary Islands	22.6	3.4	19.2	18.9	2.4	16.5	20
North Africa (c)	45.5	4.9	40.6	19.6	3.6	16.0	132
East Africa (d)	17.8	11.5	6.3	12.6	8.6	3.9	41
Central Africa (e)	5.1	5.0	—	4.6	4.6	—	10
West Africa (d)	7.9	7.4	0.6	6.6	6.3	0.3	20
South Africa	13.3	13.1	0.2	13.3	12.8	0.5	—
Middle East (f)	46.4	43.3	3.1	39.7	38.5	1.2	17
India	9.7	7.6	2.1	7.0	6.6	0.4	39
Pakistan	5.7	4.0	1.7	3.8	3.3	0.5	52
Far East	32.0	21.1	10.9	28.0	15.6	12.4	14
Australia and New Zealand	15.0	14.8	0.2	8.7	7.7	0.9	73
Other Routes n.e.i.	6.1	3.9	2.2	3.8	2.6	1.3	59
ALL ROUTES	2 050.0	1 305.3	744.7	1 710.4	1 117.0	593.4	20

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

NOTE

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

Domestic Passengers by Main Routes

Table 19

Monthly averages

Origin/Destination		Nov 1972 —Jan 1973 (000)	Nov 1971 —Jan 1972 (000)	Percent change
London (a)	Aberdeen	6.6	4.4	52
	Belfast	44.3	36.0	23
	Birmingham	2.6	2.9	-11
	Channel Islands	26.0	23.5	11
	Edinburgh	39.5	33.5	18
	Glasgow (b)	66.0	55.4	19
	Isle of Man	1.0	0.7	44
	Leeds/Bradford	6.8	5.8	17
	Liverpool	8.8	7.7	13
	Manchester	25.1	22.7	11
	Newcastle	17.2	13.3	29
	Tees-Side	6.0	4.4	38
	Other airports	0.4	2.2	
	Birmingham	5.3	5.0	4
Belfast	East Midlands	2.7	2.0	34
	Edinburgh	1.3	1.2	7
	Glasgow (b)	10.6	9.8	8
	Isle of Man	1.1	0.9	13
	Leeds/Bradford	2.6	2.6	
	Liverpool	3.8	3.6	4
	Manchester	9.5	8.8	8
	Newcastle	2.0	1.7	15
	Other Airports	2.3	2.0	
Channel Islands	Bournemouth	1.3	0.7	100
	Birmingham	1.5	0.9	69
	Bristol and Glamorgan	1.5	1.2	23
	East Midlands	0.9	0.8	9
	Glasgow (b)	—	—	
	Leeds/Bradford	0.1	—	
	Liverpool	1.4	1.7	-16
	Manchester	0.7	—	
	Newcastle	—	—	
	Southampton	11.0	9.2	19
	Other airports	0.6	0.1	
Edinburgh	Birmingham	2.4	2.0	22
	Glasgow (b)	0.9	0.4	143
	Manchester	2.8	2.5	14
	Other airports	1.9	1.9	—
Glasgow (b)	Birmingham	5.5	6.6	-17
	East Midlands	3.4	3.1	11
	Isle of Man	0.4	—	
	Leeds/Bradford	1.7	1.4	14
	Liverpool	3.0	2.4	22
	Manchester	5.8	6.6	-13
	Southampton	1.7	1.4	20
	Other Scottish airports	12.5	11.3	11
	Other airports	0.8	0.2	
Isle of Man	Blackpool	2.6	2.2	17
	Liverpool	6.5	5.9	10
	Manchester	2.2	1.9	18
	Newcastle	—	—	
	Other airports	0.6	—	
Penzance	Scilly Isles	1.5	1.3	14
Other Routes		17.0	10.2	66
Total		383.6	326.0	

(a) Heathrow, Gatwick and Stansted

(b) 'Glasgow' includes Prestwick and Abbotsinch

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator January 1973

Table 20

	Scheduled Services						Charter Flights				Tonnes		
	Total	UK operators		Overseas operators		UK operators		Overseas operators					
		Corporations		Others		Corporations		Others					
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up		
London area airports													
+ Gatwick	3 982·0	0·4	—	574·6	855·9	88·4	18·0	1·0	—	1 426·7	900·1	101·2	15·7
+ Heathrow	34 281·0	6 675·7	7 030·9	82·3	120·4	9 198·6	10 194·2	135·8	129·2	42·8	1·6	439·7	229·8
+ Luton	277·4	—	—	0·5	0·2	—	—	—	—	110·6	139·1	22·7	4·3
+ Southend	1 628·5	—	—	953·5	623·2	—	—	—	—	8·2	36·3	—	7·3
+ Stansted	851·5	—	—	—	—	9·1	18·7	—	—	459·8	332·4	12·9	18·6
TOTAL (London Area)	41 020·4	6 676·1	7 030·9	1 610·9	1 599·7	9 296·1	10 230·9	136·8	129·2	2 048·1	1 409·5	576·5	275·7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK airports													
+ Leeds/Bradford	71·4	—	—	30·1	32·2	3·3	5·7	—	—	—	0·1	—	—
+ Liverpool	1 264·8	7·2	0·1	142·6	686·1	129·7	37·7	—	—	39·7	1·1	56·6	164·0
+ Manchester	3 299·6	712·1	659·2	11·1	30·2	864·3	1 022·6	—	—	—	0·1	—	—
+ Birmingham	235·4	61·7	55·6	3·1	1·6	47·1	44·3	—	—	4·8	5·2	12·0	—
+ Coventry	213·0	—	—	83·3	129·7	—	—	—	—	—	—	—	—
+ East Midlands	285·9	—	—	50·1	70·5	—	—	—	—	77·9	23·8	20·4	43·2
+ Newcastle	107·6	—	—	34·6	71·6	—	—	—	—	0·4	—	—	1·0
+ Tees-Side	42·2	—	—	6·6	9·1	—	—	—	—	26·5	—	—	—
+ Bristol	61·5	—	—	7·6	8·9	18·6	16·9	—	—	0·4	2·3	5·6	1·2
+ Glamorgan	20·0	—	—	2·3	7·8	—	1·7	—	—	0·2	8·0	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Ashford	266·4	—	—	77·6	188·8	—	—	—	—	—	—	—	—
+ Blackpool	61·9	—	—	8·9	28·2	—	—	—	—	0·3	24·5	—	—
+ Bournemouth	149·4	—	—	125·6	21·8	1·6	—	—	—	0·4	—	—	—
+ Cambridge	53·8	—	—	—	—	—	—	—	—	—	—	29·0	24·8
Exeter	15·9	—	—	3·4	9·9	—	—	—	—	—	—	—	2·6
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	11·1	5·1	6·0	—	—	—	—	—	—	—	—	—	—
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Manston	671·3	—	—	—	—	—	—	—	—	377·2	176·5	54·0	63·6
Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	11·1	6·0	5·1	—	—	—	—	—	—	—	—	—	—
+ Portsmouth	1·6	—	—	—	1·6	—	—	—	—	—	—	—	—
+ Southampton	98·4	3·7	2·0	15·8	61·9	—	—	—	—	—	0·5	6·0	8·5
+ Edinburgh	269·5	165·0	49·0	19·6	25·8	3·1	4·2	—	—	—	—	2·8	—
+ Glasgow	1 604·7	453·2	574·9	58·7	73·7	182·3	216·4	—	0·3	30·2	14·2	0·8	—
+ Prestwick	1 085·7	348·6	166·6	5·4	3·5	175·5	234·1	—	—	—	0·3	63·3	88·4
Aberdeen	66·1	24·3	30·9	3·9	0·7	—	—	—	—	1·1	5·2	—	—
Benbecula	17·9	13·1	4·8	—	—	—	—	—	—	—	—	—	—
Inverness	38·2	9·0	29·2	—	—	—	—	—	—	—	—	—	—
Islay	15·5	5·2	10·3	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	37·7	26·2	8·0	—	—	—	0·3	—	—	0·2	3·0	—	—
Stornoway	36·1	12·3	4·8	18·6	0·4	—	—	—	—	—	—	—	—
+ Sumburgh	30·8	17·1	10·0	0·1	0·6	—	—	—	—	2·1	0·9	—	—
Tiree	1·4	0·9	0·4	—	—	—	—	0·1	—	—	—	—	—
Wick	5·8	3·8	2·0	—	—	—	—	—	—	—	—	—	—
+ Belfast	1 511·5	467·3	256·4	638·2	110·4	7·3	7·7	5·4	—	6·5	—	—	12·3
+ Isle of Man	347·0	—	—	247·5	99·5	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	53 030·6	9 017·9	8 906·2	3 205·6	3 274·2	10 728·9	11 822·5	142·3	129·5	2 616·0	1 675·2	827·0	685·3
Channel Islands airports													
Alderney	15·9	—	—	11·3	0·9	—	—	—	—	3·6	0·1	—	—
Guernsey	764·1	75·1	47·2	149·5	93·6	—	—	—	—	72·7	326·0	—	—
Jersey	1 004·7	227·8	220·9	306·3	106·8	18·3	0·4	—	—	20·8	103·4	—	—
TOTAL (Channel Islands Airports)	1 784·7	302·9	268·1	467·1	201·3	18·3	0·4	—	—	97·1	429·5	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly averages	Nov. 1972— Jan. 1973 (tonnes)	Nov. 1971— Jan. 1972 (tonnes)	Percent change
London Area Airports			
+ Gatwick	3 729·7	3 366·2	10·8
+ Heathrow	35 608·5	29 871·9	19·2
+ Luton	357·6	177·5	101·5
+ Southend	1 618·2	2 182·7	−25·9
+ Stansted	1 001·7	769·6	30·2
TOTAL (London Area)	42 315·7	36 367·9	16·4
Westland Heliport (Battersea)	—	—	
Other UK airports			
+ Leeds/Bradford	75·2	88·4	−14·9
+ Liverpool	13 22·6	1 265·7	4·5
+ Manchester	3 418·8	3 184·8	7·3
+ Birmingham	261·9	329·7	−20·6
+ Coventry	251·6	70·6	256·4
+ East Midlands	312·6	126·3	147·5
+ Newcastle	121·4	107·7	12·7
+ Tees-Side	43·8	8·3	427·7
+ Bristol	58·8	60·6	−3·0
+ Glamorgan	14·4	11·7	23·1
Swansea	—	—	
+ Ashford	298·4	330·0	−9·6
+ Blackpool	60·8	36·0	68·9
+ Bournemouth	135·6	47·1	187·9
+ Cambridge	97·3	105·0	−7·3
Exeter	··	··	
Gloucester/Cheltenham	—	—	
Hawarden	—	—	
Isles of Scilly	6·6	5·9	11·9
+ Lydd	3·4	4·7	−27·7
+ Manston	608·1	··	
Norwich	··	··	
Penzance Heliport	6·4	5·9	8·5
+ Portsmouth	1·9	6·5	−70·8
+ Southampton	113·2	94·0	20·4
+ Edinburgh	307·6	159·2	93·2
+ Glasgow	1 664·1	1 368·9	21·6
+ Prestwick	1 258·1	1 080·3	16·5
Aberdeen	75·2	56·8	32·4
Benbecula	18·7	12·1	54·5
Inverness	40·1	39·2	2·3
Islay	12·6	14·3	−11·9
+ Kirkwall	39·4	42·3	−6·9
Stornoway	39·2	34·2	14·6
+ Sumburgh	38·7	36·9	4·9
Tiree	1·5	1·3	15·4
Wick	7·5	5·3	41·5
+ Belfast	1 563·4	1 544·2	1·2
+ Isle of Man	353·4	279·9	26·3
TOTAL (Incl. London Area)	54 948·0	46 931·7	17·1
Channel Islands Airports			
Alderney	17·9	17·7	1·1
Guernsey	777·2	376·4	106·5
Jersey	967·4	567·9	70·3
TOTAL (Channel Islands Airports)	1 762·5	962·0	83·2

All Scheduled Services January 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percent of available				Mail (000)	Freight (000)	Passengers (000)	As percent of available
Passenger Services														
BOAC	10 665	3 554	14 632	173 508	1 862 264	1 082 874	58.2	4 450	244 359	132 258	6 642	28 275	97 341	54.1
BEA	7 543	12 437	15 870	635 204	787 964	400 927	50.9	6 947	82 516	39 637	1 135	4 614	33 888	48.0
BEA Helicopters	5	80	25	1 389	129	83	64.3	14	10	8	—	1	7	80.0
British Caledonian Airways	1 979	2 286	3 480	74 133	206 419	97 120	47.0	942	24 875	10 839	229	2 092	8 518	43.6
Air Anglia	52	182	132	2 276	2 271	804	35.4	22	234	80	—	7	73	34.2
Aurigny Air Services	69	1 312	409	8 141	748	423	56.6	37	68	36	—	2	34	52.9
British Air Ferries	133	640	609	9 745	4 441	1 965	44.2	1 933	967	579	—	400	179	59.9
BIA	175	862	683	15 248	6 745	3 308	49.0	535	789	404	13	109	282	51.2
British Midland Airways	247	698	665	17 058	18 524	7 174	38.7	142	1 475	616	—	60	556	41.8
Brymon Aviation	1	10	7	13	13	2	15.4	—	1	—	—	—	—	—
Cambrian Airways	264	1 218	914	34 753	16 702	9 777	58.5	950	1 761	997	5	211	781	56.6
Dan Air/Skyways	248	971	845	14 200	11 016	4 267	38.7	1	899	349	—	1	348	38.8
J F Airlines	4	28	18	73	59	15	25.4	2	5	1	—	—	1	20.0
Loganair	28	247	146	844	193	93	48.2	—	18	8	—	—	8	44.4
Northeast Airlines	272	729	750	34 864	25 174	14 009	55.6	159	2 257	1 224	—	64	1 160	54.2
TOTAL Passenger Services	21 685	25 254	39 185	1 021 449	2 942 662	1 622 841	55.1	16 134	360 234	187 036	8 024	35 836	143 176	51.9
Cargo Services														
BOAC	842	302	1 185					1 994	26 810	14 889	69	14 820		55.5
BEA	192	302	449					4 381	3 499	1 859	67	1 792		53.1
British Caledonian Airways	69	24	93					149	2 041	1 027	—	1 027		50.3
Air Freight	28	132	144					266	97	56	—	56		57.7
BIA	60	102	269					183	179	102	6	96		57.0
Intra Airways	5	28	25					43	16	8	—	8		50.0
TOTAL Cargo Services	1 196	890	2 165					7 016	32 642	17 941	142	17 799		55.0
GRAND TOTAL	22 881	26 144	41 350	1 021 449	2 942 662	1 622 841	55.1	23 150	392 876	204 977	8 166	53 635	143 176	52.2

International Scheduled Services January 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted Tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As percent of available
						(000)	As percent of available				Mail (000)	Freight (000)			
Passenger Services															
BOAC	10 665	3 554	14 632	173 508	1 862 264	1 082 874	58.2	4 450	244 359	132 258	6 642	28 275	97 341	54.1	
BEA	5 941	8 087	11 447	415 119	647 347	309 947	47.9	4 572	68 131	31 132	834	3 962	26 336	45.7	
BEA Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
British Caledonian Airways	1 440	1 289	2 330	37 427	162 389	77 124	47.5	636	20 345	9 033	228	1 933	6 872	44.4	
Air Anglia	26	102	67	1 508	1 156	388	33.6	18	119	40	—	5	35	33.6	
Aurigny Air Services	5	65	31	274	50	21	42.0	—	5	2	—	—	2	40.0	
British Air Ferries	110	540	503	9 618	3 954	1 935	48.9	1 555	809	477	—	301	176	59.0	
BIA	38	130	138	2 425	1 932	679	35.1	12	177	62	—	4	58	35.0	
British Midland Airways	75	198	194	2 691	5 617	1 453	25.9	22	448	126	—	13	113	28.1	
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cambrian Airways	71	248	207	7 570	5 643	3 121	55.3	29	487	261	—	12	249	53.6	
Dan Air Skyways	108	283	334	7 883	4 803	2 195	45.7	—	392	179	—	—	179	45.7	
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Northeast Airlines	86	163	219	6 147	7 798	3 369	43.2	47	667	304	—	25	279	45.6	
TOTAL Passenger Services	18 565	14 659	30 102	664 170	2 702 953	1 483 106	54.9	11 341	335 939	173 874	7 704	34 530	131 640	51.8	
Cargo Services															
BOAC	842	302	1 185					1 994	26 810	14 889	69	14 820		55.5	
BEA	151	200	341					3 173	2 736	1 435	51	1 384		52.4	
British Caledonian Airways	69	24	93					149	2 041	1 027	—	1 027		50.3	
Air Freight	28	132	144					266	97	56	—	56		57.7	
BIA	60	102	269					183	179	102	6	96		57.0	
Intra Airways	—	—	—					—	—	—	—	—		—	
TOTAL Cargo Services	1 150	760	2 032					5 765	31 863	17 509	126	17 383		49.5	
GRAND TOTAL	19 715	15 419	32 134	664 170	2 702 953	1 483 106	54.9	17 106	367 802	191 383	7 830	51 913	131 640	52.0	

Domestic Scheduled Services January 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted Tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		
						(000)	As percent of available					Freight (000)	Passengers (000)	As percent of available
Passenger Services														
BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BEA	1 602	4 350	4 423	220 085	140 617	90 980	64·7	2 375	14 385	8 505	301	652	7 552	59·1
BEA Helicopters	5	80	25	1 389	129	83	64·3	14	10	8	—	1	7	80·0
British Caledonian Airways	539	997	1 150	36 706	44 030	19 996	45·4	306	4 530	1 805	—	159	1 646	39·8
Air Anglia	25	80	65	768	1 115	415	37·2	4	115	40	—	2	38	34·8
Aurigny Air Services	64	1 247	378	7 867	699	402	57·5	37	63	34	—	2	32	54·0
British Air Ferries	22	100	106	127	487	30	6·2	378	158	102	—	99	3	64·6
BIA	137	732	545	12 823	4813	2 629	54·6	523	612	342	13	105	224	55·9
British Midland Airways	172	500	471	14 367	12 908	5 721	44·3	119	1 028	490	—	47	443	47·7
Brymon Aviation	1	10	7	13	13	2	15·4	—	1	—	—	—	—	—
Cambrian Airways	193	970	707	27 183	11 058	6 656	60·2	921	1 274	736	5	200	531	57·8
Dan Air/Skyways	140	688	511	6 317	6 214	2 071	33·3	1	507	170	—	1	169	33·5
J F Airlines	4	28	18	73	59	15	25·4	2	5	1	—	—	1	20·0
Loganair	28	247	146	844	193	93	48·2	—	18	8	—	—	8	44·4
Northeast Airlines	186	566	531	28 717	17 377	10 640	61·2	112	1 590	920	—	39	881	57·9
TOTAL Passenger Services	3 118	10 595	9 083	357 279	239 712	139 733	58·3	4 792	24 296	13 161	319	1 307	11 535	54·2
Cargo Services														
BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BEA	41	102	108	—	—	—	—	1 208	763	424	16	408	—	55·6
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	5	28	25	—	—	—	—	43	16	8	—	8	—	50·0
TOTAL Cargo Services	46	130	133	—	—	—	—	1 251	779	432	16	416	—	55·5
GRAND TOTAL	3 164	10 725	9 216	357 279	239 712	139 733	58·3	6 043	25 075	13 593	335	1 723	11 535	54·2

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

All Non-scheduled Services January 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
BOAC	1 284	336	1 807	30 307
BEA	290	527	692	3 893
BEA Airtours	622	392	944	8 067
BEA Helicopters	91	881	405	185
British Caledonian Airways	2 767	1 420	4 222	59 218
Air Anglia	15	48	71	41
Air Freight	13	26	64	40
Air London	9	33	43	5
Alidair	18	35	45	111
Britannia Airways	2 653	1 121	2 579	20 926
BIA	58	189	221	265
British Midland Airways	686	498	986	9 308
Brymon Aviation	—	3	3	—
Cambrian Airways	227	265	416	1 683
Court Line Aviation	920	736	1 537	9 413
Dan Air Services	1 827	1 113	2 929	16 696
Dan Air/Skyways	22	52	70	92
Donaldson Int. Airways	377	134	533	6 982
Eagle Flying Services	11	27	49	4
Eastern Seaboard	2	7	10	1
Fairflight Charters	40	80	205	42
Haywards Aviation	2	7	9	2
Humber Airways	5	21	24	2
International Aviation Services	202	90	411	3 236
Intra Airways	2	8	10	5
Invicta Airlines	103	71	197	1 935
Island Air Charter	2	15	13	2
Laker Airways	1 389	716	2 031	16 371
Loganair	40	585	209	162
McAlpine Aviation	183	468	426	109
Macedonian Aviation	6	15	27	18
Monarch Airlines	536	230	898	7 534
Northair Airlines	51	88	175	24
Northeast Airlines	143	127	233	1 520
Northern Executive Aviation	4	19	20	3
Peters Aviation	10	54	49	16
Thurston Aviation	6	32	32	5
Trader Airways	6	19	28	2
Tradewinds Airways	469	119	884	11 288
Trans Meridian Air Cargo	358	131	689	9 759
Vernair Transport	7	17	22	4
TOTAL	15 456	10 755	24 218	219 276

International Non-scheduled Services January 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
BOAC	1 284	336	1 807	30 307
BEA	268	415	582	3 770
BEA Airtours	622	392	944	8 067
BEA Helicopters	—	—	—	—
British Caledonian Airways	2 766	1 418	4 220	59 206
Air Anglia	6	19	29	17
Air Freight	13	26	64	40
Air London	4	11	19	2
Alidair	12	18	31	79
Britannia Airways	2 653	1 121	2 579	20 926
BIA	53	153	195	238
British Midland Airways	684	495	983	9 295
Brymon Aviation	—	2	2	—
Cambrian Airways	215	208	371	1 617
Court Line Aviation	919	734	1 535	9 405
Dan Air Services	1 827	1 113	2 929	16 696
Dan Air/Skyways	22	52	70	92
Donaldson Int. Airways	377	134	533	6 982
Eagle Flying Services	4	11	15	1
Eastern Seaboard	1	2	2	—
Fairflight Charters	33	67	179	35
Haywards Aviation	1	2	3	1
Humber Airways	1	2	6	1
International Aviation Services	202	90	411	3 236
Intra Airways	1	5	6	3
Invicta Airlines	103	71	197	1 935
Island Air Charter	1	4	5	1
Laker Airways	1 389	716	2 031	16 371
Loganair	—	—	—	—
McAlpine Aviation	88	128	161	56
Macedonian Aviation	5	12	22	15
Monarch Airlines	536	230	898	7 534
Northair Airlines	2	4	8	1
Northeast Airlines	140	119	223	1 491
Northern Executive Aviation	1	3	4	1
Peters Aviation	6	35	30	10
Thurston Aviation	1	3	8	1
Trader Airways	4	8	16	1
Tradewinds Airways	469	119	884	11 288
Trans Meridian Air Cargo	358	131	689	9 759
Vernair Transport	2	5	6	1
TOTAL	15 073	8 414	22 697	218 481

Domestic Non-scheduled Services January 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
BOAC	—	—	—	—
BEA	22	112	110	123
BEA Airtours	—	—	—	—
BEA Helicopters	91	881	405	185
British Caledonian Airways	1	2	2	12
Air Anglia	10	29	42	25
Air Freight	—	—	—	—
Air London	5	22	24	3
Alidair	5	17	14	32
Britannia Airways	—	—	—	—
BIA	6	36	26	26
British Midland Airways	2	3	3	14
Brymon Aviation	—	1	1	—
Cambrian Airways	11	57	45	66
Court Line Aviation	1	2	2	9
Dan Air Services	—	—	—	—
Dan Air/Skyways	—	—	—	—
Donaldson Int. Airways	—	—	—	—
Eagle Flying Services	7	16	34	2
Eastern Seaboard	2	5	8	1
Fairflight Charters	7	13	26	7
Haywards Aviation	1	5	6	1
Humber Airways	3	19	18	2
International Aviation Services	—	—	—	—
Intra Airways	1	3	4	2
Invicta Airlines	—	—	—	—
Island Air Charter	1	11	8	1
Laker Airways	—	—	—	—
Loganair	40	585	209	162
McAlpine Aviation	95	340	265	54
Macedonian Aviation	1	3	5	3
Monarch Airlines	—	—	—	—
Northair Airlines	48	84	167	23
Northeast Airlines	4	8	10	29
Northern Executive Aviation	3	16	16	3
Peters Aviation	4	19	19	6
Thurston Aviation	5	29	24	4
Trader Airways	2	11	12	1
Tradewinds Airways	—	—	—	—
Trans Meridian Air Cargo	—	—	—	—
Vernair Transport	5	12	16	3
TOTAL	383	2 341	1 521	799

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

All Inclusive Tour Charters January 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percent (000) of available	
BOAC	229	84	331	4 678	8 137	43 095	33 713	78.2
BEA	31	33	57	382	3 278	4 328	3 247	75.0
BEA Airtours	508	282	747	6 745	25 677	72 811	49 952	68.6
British Caledonian Airways	974	790	1 674	9 953	66 621	112 657	86 293	76.6
Alidair	3	6	8	18	465	226	224	99.1
Britannia Airways	1 449	919	2 158	17 123	100 835	200 785	160 630	80.0
British Midland Airways	167	120	291	1 665	11 541	19 863	15 890	80.0
Cambrian Airways	194	180	321	1 466	8 228	16 716	12 141	72.6
Court Line Aviation	829	653	1 378	8 519	67 179	98 490	86 309	87.6
Dan Air Services	1 471	927	2 394	12 519	75 925	157 641	123 421	78.3
Dan Air/Skyways	17	42	54	73	1 013	899	392	43.6
Donaldson Int. Airways	85	44	129	1 454	6 063	16 032	11 647	72.6
Invicta Airlines	3	4	6	37	401	414	328	79.2
Laker Airways	956	522	1 394	8 456	32 505	99 445	67 058	67.4
Monarch Airlines	166	105	273	2 475	12 537	27 487	20 062	73.0
Northeast Airlines	123	103	195	1 315	10 530	15 157	12 299	81.1
TOTAL	7 205	4 814	11 410	76 878	430 935	886 046	683 606	77.2

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

All Other Separate Fare Charters January 1973

Table 25.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percent of available	
BOAC	756	196	1 087	19 643	16 245	149 761	124 516	83.1
BEA	12	16	24	152	424	874	577	66.0
BEA Airtours	94	100	168	995	9 779	11 002	9 426	85.7
British Caledonian Airways	359	138	502	8 097	11 140	59 656	49 186	82.4
Air Anglia	1	4	4	3	72	36	36	100.0
Britannia Airways	115	17	141	1 698	1 726	19 913	14 047	70.5
BIA	5	33	23	21	604	234	86	36.8
British Midland Airways	1	2	2	11	217	134	122	91.0
Cambrian Airways	6	6	17	40	226	459	216	47.1
Court Line Aviation	51	53	92	498	5 452	6 009	5 288	88.0
Dan Air Services	44	23	72	124	1 915	1 563	1 257	80.4
Donaldson Int. Airways	196	62	275	3 367	4 244	37 111	31 618	85.2
Intra Airways	1	6	5	2	131	26	24	92.3
Invicta Airlines	2	4	5	28	514	315	277	87.9
Laker Airways	26	10	38	577	1 263	6 293	3 832	60.9
Loganair	17	407	92	12	1 103	135	48	35.6
Monarch Airlines	224	75	320	3 231	2 985	36 230	18 332	50.6
Northeast Airlines	11	7	17	121	524	1 412	881	62.4
TOTAL	1 921	1 159	2 884	38 620	58 564	331 163	259 769	78.4

International Other Separate Fare Charters January 1973

Table 25.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used As percent (000) of available	
BOAC	756	196	1 087	19 643	16 245	149 761	124 516	83.1
BEA	12	16	24	152	424	874	577	66.0
BEA Airtours	94	100	168	995	9 779	11 002	9 426	85.7
British Caledonian Airways	359	138	502	8 097	11 140	59 656	49 186	82.4
Air Anglia	1	2	2	1	36	19	19	100.0
Britannia Airways	115	17	141	1 698	1 726	19 913	14 047	70.5
BIA	—	—	—	—	—	—	—	—
British Midland Airways	—	—	—	—	—	—	—	—
Cambrian Airways	6	6	17	40	226	459	216	47.1
Court Line Aviation	50	51	90	490	5 228	5 890	5 176	87.9
Dan Air Services	44	23	72	124	1 915	1 563	1 257	80.4
Donaldson Int. Airways	196	62	275	3 367	4 244	37 111	31 618	85.2
Intra Airways	—	4	2	1	60	7	6	85.7
Invicta Airlines	2	4	5	28	514	315	277	87.9
Laker Airways	26	10	38	577	1 263	6 293	3 832	60.9
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	224	75	320	3 231	2 985	36 230	18 332	50.6
Northeast Airlines	11	7	17	121	524	1 412	881	62.4
TOTAL	1 896	711	2 760	38 565	56 309	330 505	259 366	78.5

Domestic Other Separate Fare Charters January 1973

Table 25.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percent of available	
BOAC	—	—	—	—	—	—	—	—
BEA	—	—	—	—	—	—	—	✓
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	✓
Air Anglia	—	2	2	1	36	18	18	100.0
Britannia Airways	—	—	—	—	—	—	—	—
BIA	5	33	23	21	604	234	86	36.8
British Midland Airways	1	2	2	11	217	134	122	91.0
Cambrian Airways	—	—	—	—	—	—	—	—
Court Line Aviation	1	2	2	9	224	119	112	94.1
Dan Air Services	—	—	—	—	—	—	—	—
Donaldson Int. Airways	—	—	—	—	—	—	—	—
Intra Airways	1	2	3	2	71	18	18	100.0
Invicta Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	17	407	92	12	1 103	135	48	35.6
Monarch Airlines	—	—	—	—	—	—	—	—
Northeast Airlines	—	—	—	—	—	—	—	—
TOTAL	25	448	124	56	2 255	658	404	61.4

All Exempt Services and Sub-charters January 1973

Table 26.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
BOAC	299	56	389	5 986
BEA	247	478	611	3 359
BEA Airtours	20	10	29	327
BEA Helicopters	91	881	405	185
British Caledonian Airways	1 435	492	2 046	41 168
Air Anglia	14	44	67	39
Air Freight	13	26	64	40
Air London	9	33	43	5
Alidair	15	29	37	93
Britannia Airways	1 089	185	280	2 105
British Island Airways	54	156	198	243
British Midland Airways	518	376	693	7 632
Brymon Aviation	—	3	3	—
Cambrian Airways	26	79	78	177
Court Line Aviation	40	30	67	396
Dan Air Services	312	163	463	4 053
Dan Air/Skyways	5	10	16	19
Donaldson Int. Airways	96	28	129	2 161
Eagle Flying Services	11	27	49	4
Eastern Seaboard	2	7	10	1
Fairflight Charters	40	80	205	42
Haywards Aviation	2	7	9	2
Humber Airways	5	21	24	2
International Aviation Service	202	90	411	3 236
Intra Airways	1	2	5	3
Invicta Airlines	98	63	186	1 870
Island Air Charter	2	15	13	2
Laker Airways	407	184	599	7 339
Loganair	24	178	117	150
Macedonian Aviation	6	15	27	18
McAlpine Aviation	183	468	426	109
Monarch Airlines	147	50	305	1 829
Northair Aviation	51	88	175	24
Northeast Airlines	9	17	21	84
Northern Executive Aviation	4	19	20	3
Peters Aviation	10	54	49	16
Thurston Aviation	6	32	32	5
Trader Airways	6	19	28	2
Tradewinds Airways	469	119	884	11 288
Trans-Meridian Air Cargo	358	131	689	9 759
Vernair Transport	7	17	22	4
TOTAL	6 333	4 782	9 924	103 780

International Exempt Services and Sub-charters Table 26.2

January 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
BOAC	299	56	389	5 986
BEA	225	366	501	3 236
BEA Airtours	20	10	29	327
BEA Helicopters	—	—	—	—
British Caledonian Airways	1 434	490	2 044	41 155
Air Anglia	6	17	27	15
Air Freight	13	26	64	40
Air London	4	11	19	2
Alidair	10	12	23	61
Britannia Airways	1 089	185	280	2 105
British Island Airways	53	153	195	238
British Midland Airways	517	375	692	7 630
Brymon Aviation	—	2	2	—
Cambrian Airways	15	22	33	110
Court Line Aviation	40	30	67	396
Dan Air Services	312	163	463	4 053
Dan Air/Skyways	5	10	16	19
Donaldson Int. Airways	96	28	129	2 161
Eagle Flying Services	4	11	15	1
Eastern Seaboard	1	2	2	—
Fairflight Charters	33	67	179	35
Haywards Aviation	1	2	3	1
Humber Airways	1	2	6	1
International Aviation Service	202	90	411	3 236
Intra Airways	1	1	4	2
Invicta Airlines	98	63	186	1 870
Island Air Charter	1	4	5	1
Laker Airways	407	184	599	7 339
Loganair	—	—	—	—
Macedonian Aviation	5	12	22	15
McAlpine Aviation	88	128	161	56
Monarch Airlines	147	50	305	1 829
Northair Aviation	2	4	8	1
Northeast Airlines	5	9	11	55
Northern Executive Aviation	1	3	4	1
Peters Aviation	6	35	30	10
Thurston Aviation	1	3	8	1
Trader Airways	4	8	16	1
Tradewinds Airways	469	119	884	11 288
Trans-Meridian Air Cargo	358	131	689	9 759
Vernair Transport	2	5	6	1
TOTAL	5 975	2 889	8 527	103 037

Domestic Exempt Services and Sub-charters January 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
BOAC	—	—	—	—
BEA	22	112	110	123
BEA Airtours	—	—	—	—
BEA Helicopters	91	881	405	185
British Caledonian Airways	1	2	2	12
Air Anglia	9	27	40	23
Air Freight	—	—	—	—
Air London	5	22	24	3
Alidair	5	17	14	32
Britannia Airways	—	—	—	—
British Island Airways	1	3	3	5
British Midland Airways	—	1	1	2
Brymon Aviation	—	1	1	—
Cambrian Aviation	11	57	45	66
Court Line Aviation	—	—	—	—
Dan Air Services	—	—	—	—
Dan Air/Skyways	—	—	—	—
Donaldson Int. Airways	—	—	—	—
Eagle Flying Services	7	16	34	2
Eastern Seaboard	2	5	8	1
Fairflight Charters	7	13	26	7
Haywards Aviation	1	5	6	1
Humber Airways	3	19	18	2
International Aviation Service	—	—	—	—
Intra Airways	—	1	1	1
Invicta Airlines	—	—	—	—
Island Air Charter	1	11	8	1
Laker Airways	—	—	—	—
Loganair	24	178	117	150
Macedonian Aviation	1	3	5	3
McAlpine Aviation	95	340	265	54
Monarch Airlines	—	—	—	—
Northair Aviation	48	84	167	23
Northeast Airlines	4	8	10	29
Northern Executive Aviation	3	16	16	3
Peters Aviation	4	19	19	6
Thurston Aviation	5	29	24	4
Trader Airways	2	11	12	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	5	12	16	3
TOTAL	357	1 893	1 397	742

Tables 27.1, 27.2 cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines January 1973

Table 27.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of December 1972	End of January 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	12	12	626	—	3 265	—	3 548	64 601	470 582
BAC VC10	14	14	1 169	5	4 233	22	3 873	37 651	202 709
BAC VC10 Super	16	16	1 238	—	5 073	—	4 133	52 896	296 031
Boeing 707 120/120B/138/B	2	2	134	—	478	—	2 811	11 143	29 275
Boeing 707 320C/336C/321	30	29	1 606	487	6 154	1 890	3 430	128 211	487 926
Boeing 707 420/436	18	18	713	—	2 855	—	2 004	45 019	221 233
Comet 4	17	15	731	—	1 995	—	1 566	63 761	109 024
Comet 4B/C	8	5	265	—	565	—	891	21 495	27 010
Boeing 720B	3	3	153	—	499	—	1 956	14 153	36 478
Trident 1C	20	20	2 375	—	2 896	—	1 705	161 604	91 033
Trident 1E	4	4	479	—	584	—	1 716	33 802	24 564
Trident 2E	14	14	944	—	2 345	—	1 971	40 626	74 401
Trident 3B	23	23	2 393	1	3 637	1	1 862	164 415	127 418
DC10	2	2	68	—	212	—	1 245	11 700	27 151
BAC 1-11 200	7	7	1 239	—	1 421	—	2 387	43 209	24 254
BAC 1-11 300/400	14	14	1 210	—	2 550	—	2 143	65 739	102 082
BAC 1-11 500	43	43	5 905	2	7 744	2	2 197	331 429	274 037
Boeing 737-200	9	10	965	19	2 045	31	2 482	101 897	140 752
HS 125	7	7	162	119	168	83	420	577	228
Argosy	1	1	—	40	—	56	927	—	—
Britannia 300	6	6	56	111	279	531	1 588	2 331	5 332
Canadair CL44	12	13	4	250	5	1 573	1 515	281	155
Vanguard 951/3	11	6	462	161	705	308	1 526	36 876	22 696
Merchantman	9	9	—	775	—	1 238	1 617	—	—
Viscount 700	1	1	47	—	31	—	365	634	70
Viscount 700D/800/810	45	42	4 645	276	4 223	241	1 248	147 247	47 015
Fokker Friendship	1	1	182	—	132	—	1 606	2 276	804
Herald 100/200	8	8	858	133	714	122	1 230	19 502	4 677
HS 748	6	6	1 017	—	908	—	1 781	15 454	4 769
Skyvan	1	1	61	30	50	34	1 022	119	40
Corvair	6	6	635	1	603	1	1 183	9 464	1 811
Heron	6	6	210	29	199	63	526	893	209
Trislander	3	1	661	—	201	—	1 383	5 314	264
Aztec	6	6	145	42	144	26	332	443	167
Beagle 206S	5	5	94	—	187	—	526	426	257
Beechcraft E18S	1	1	—	7	—	10	117	—	—
Beechcraft Baron B55	1	1	14	—	28	—	376	20	17
Beechcraft Queen Air	2	2	30	—	43	—	307	94	42
Bristol 170	1	—	—	—	—	—	—	—	—
DC 3	11	11	61	342	79	595	737	1 210	349
Dove	6	6	63	29	102	73	394	393	148
Islander	13	13	1 447	21	535	24	526	5 218	352
Piper PA 30/31	4	3	35	—	46	—	179	66	17
Bell 206	1	1	33	—	11	—	128	30	7
S 61N	6	7	928	—	419	—	704	7 512	660
TOTAL	436	421	34 063	2 880	58 363	6 924	1 858	1 649 731	2 856 046

Aircraft Type and Utilisation—Individual Airlines **Table 27.2**

January 1973

	Aircraft in service End of December 1972	End of January 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
BOAC									
Boeing 747	12	12	626	—	3 265	—	3 548	64 601	470 582
BAC VC10	11	11	908	—	3 254	—	3 857	28 523	157 000
BAC VC10 Super	16	16	1 238	—	5 073	—	4 133	52 896	296 031
Boeing 707–336C	11	11	401	305	2 020	1 202	3 818	18 533	130 508
Boeing 707–420/436	14	13	586	—	2 477	—	2 379	29 618	185 773
TOTAL	64	63	3 759	305	16 089	1 202	3 546	194 171	1 239 894
BEA									
Trident 1C	20	20	2 375	—	2 896	—	1 705	161 604	91 033
Trident 1E	1	1	144	—	157	—	1 847	6 384	4 035
Trident 2E	14	14	944	—	2 345	—	1 971	40 626	74 401
Trident 3B	23	23	2 393	1	3 637	1	1 862	164 415	127 418
BAC 1–11 500	18	18	3 460	2	3 325	2	2 175	152 262	61 741
Vanguard 951/3	7	6	446	106	682	134	1 599	35 235	21 674
Merchantman	9	9	—	775	—	1 238	1 617	—	—
Viscount 700D/800/810	20	19	2 572	50	2 370	46	1 497	84 549	26 347
Heron	2	2	127	—	120	—	704	449	89
TOTAL	114	112	12 461	934	15 532	1 421	1 781	645 614	406 738
BEA Airtours									
Comet 4B/C	8	5	265	—	565	—	891	21 495	27 010
Boeing 707 420/436	4	5	127	—	378	—	986	15 401	35 460
TOTAL	12	10	392	—	943	—	927	36 896	62 470
BEA Helicopters									
Bell 206	1	1	33	—	11	—	128	30	7
S 6IN	6	7	928	—	419	—	704	7 512	660
TOTAL	7	8	961	—	430	—	631	7 542	667
British Caledonian Airways									
BAC VC10	3	3	261	5	979	22	3 927	9 128	45 709
Boeing 707 320C/336C/321	9	9	485	154	2 211	573	3 639	36 109	182 106
BAC 1–11 200	7	7	1 239	—	1 421	—	2 387	43 209	24 254
BAC 1–11 500	13	13	1 586	—	2 589	—	2 343	91 762	100 769
TOTAL	32	32	3 571	159	7 200	595	2 865	180 208	352 838
Air Anglia									
Fokker Friendship	1	1	182	—	132	—	1 606	2 276	804
DC3	2	2	46	2	62	10	485	986	309
TOTAL	3	3	228	2	194	10	883	3 262	1 113
Air Freight									
DC3	4	3	—	150	—	208	814	—	—
Air London									
Beagle 206S	1	1	6	—	12	—	139	15	10
Aztec PA30	1	1	11	—	13	—	150	8	5
Piper PA30/31	2	2	16	—	18	—	106	13	4
TOTAL	4	4	33	—	43	—	124	36	19

Table 27.2 cont.

	Aircraft in service End of December 1972	End of January 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
Alidair Cargo									
Viscount 700D/800/810	2	2	7	18	15	30	263	746	280
Aurigny Air Services									
BN2A Trislander	3	1	661	—	201	—	1 383	5 314	264
Islander BN2	1	3	651	—	208	—	624	2 827	159
TOTAL	4	4	1 312	—	409	—	858	8 141	423
Britannia Airways									
Boeing 737-200	9	10	965	19	2 045	31	2 482	101 897	140 752
Boeing 707-320C/336C/321	2	2	130	7	471	32	3 530	17 818	49 560
TOTAL	11	12	1 095	26	2 516	63	2 635	119 715	190 312
British Air Ferries									
Corvair	6	6	635	1	603	1	1 183	9 464	1 811
Canadair CL44	2	1	4	—	5	—	58	281	155
TOTAL	8	7	639	1	608	1	1 022	9 745	1 966
BIA									
DC3	3	3	—	154	—	332	1 299	—	—
Herald 100/200	8	8	858	133	714	122	1 230	19 502	4 677
TOTAL	11	11	858	287	714	454	1 248	19 502	4 677
British Midland Airways									
Viscount 700D/800/810	9	8	710	—	690	—	1 015	17 559	7 665
BAC 1-11 500	2	2	123	—	294	—	1 730	11 865	16 082
Boeing 707-320C/336C/321	2	2	363	—	667	—	3 924	23 439	32 590
TOTAL	13	12	1 196	—	1 651	—	1 617	52 863	56 337
Brymon Aviation									
Islander	1	1	13	—	10	—	146	23	4
Cambrian Airways									
Viscount 700	1	1	47	—	31	—	365	634	70
Viscount 700D/800/810	8	8	839	208	614	165	1 146	25 966	6 348
BAC 1-11 300/400	4	4	389	—	519	—	1 526	18 557	16 725
TOTAL	13	13	1 275	208	1 164	165	1 201	45 157	23 143
Carbia Transport									
Argosy	1	1	—	40	—	56	927	—	—
Court Line Aviation									
BAC 1-11 500	10	10	736	—	1 536	—	2 132	75 540	95 446
Dan Air Services									
BAC 1-11 300/400	5	5	307	—	682	—	1 606	19 261	26 684
Comet 4	17	15	731	—	1 995	—	1 566	63 761	109 024
Boeing 707-320C/336C/321	2	2	113	1	332	3	1 971	20 761	43 270
TOTAL	24	22	1 151	1	3 009	3	1 610	103 783	178 978
Dan Air Skyways									
HS 748	6	6	1 017	—	908	—	1 781	15 454	4 769
Donaldson Int. Airways									
Boeing 707-320C/336C/321	4	3	114	20	453	80	2 091	11 551	49 891

Table 27.2 cont.

	Aircraft in service End of December 1972	Aircraft in service End of January 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
Eagle Flying Services									
Beechcraft Baron-55	1	1	14	—	28	—	376	20	17
Beechcraft Queen-Air	1	1	13	—	21	—	383	44	22
TOTAL	2	2	27	—	49	—	380	64	39
Eastern Seaboard									
Beechcraft-E18S	1	1	—	7	—	10	117	—	—
Fairflight Charters									
Heron	1	1	5	25	15	60	1 051	60	35
Dove	3	3	25	25	60	70	657	200	93
TOTAL	4	4	30	50	75	130	763	260	128
Haywards Aviation									
Dove	1	1	7	—	9	—	120	45	17
Humber Airways									
Islander	1	1	21	—	24	—	336	79	19
International Aviation Service									
Britannia 300	2	2	—	90	—	411	2 416	—	—
Intra Airways									
DC3	2	2	6	30	5	30	204	131	24
Invicta Airlines									
Vanguard 951/3	4	—	16	55	23	174	1 281	1 551	1 021
Island Air Charter									
Islander	1	1	2	13	3	9	139	16	2
J F Airlines									
Heron	1	1	28	—	18	—	212	73	15
Laker Airways									
BAC 1-11 300/400	5	5	514	—	1 349	—	3 176	27 921	58 672
DC10	2	2	68	—	212	—	1 245	11 700	27 151
Boeing 707 120/120B/138B	2	2	134	—	478	—	2 811	11 143	29 275
TOTAL	9	9	716	—	2 039	—	2 665	50 764	115 098
Loganair									
Islander	5	5	741	—	271	—	796	2 208	156
Skyvan	1	1	61	30	50	34	1 022	119	40
TOTAL	6	6	802	30	321	34	840	2 327	196
Macedonian Aviation									
DC3	—	1	9	6	12	15	318	93	15
McAlpine Aviation									
Dove	2	2	31	4	33	3	212	148	39
HS125	7	7	162	119	168	83	420	577	228
Aztec	4	4	111	41	113	25	405	385	155
TOTAL	13	13	304	164	314	111	383	1 110	421
Midland Air Cargo									
Bristol 170	1	—	—	—	—	—	—	—	—

Table 27.2 cont.

	Aircraft in service End of December 1972	Aircraft in service End of January 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
			Passenger	Cargo	Passenger	Cargo			
Monarch Airlines									
Britannia 300	4	4	56	21	279	120	1 172	2 331	5 332
Boeing 720B	3	3	153	—	499	—	—	14 153	36 478
TOTAL	7	7	209	21	778	120	1 507	16 484	41 810
Northair Aviation									
Beagle 206S	4	4	88	—	175	—	650	411	248
Northeast Airlines									
Viscount 700D/800/810	6	5	507	—	534	—	1 256	18 427	6 375
Trident 1E	3	3	335	—	427	—	1 675	27 418	20 528
TOTAL	9	8	842	—	961	—	1 413	45 845	26 903
Northern Executive Aviation									
Islander	1	1	16	3	16	4	259	62	13
Peters Aviation									
Heron	2	2	50	4	46	3	288	311	70
Shorelink									
Islander	2	—	—	—	—	—	—	—	—
Thurston Aviation									
Islander	1	1	3	5	3	11	164	3	—
Aztec	1	1	23	1	18	1	223	50	8
Piper PA30/31	1	—	—	—	—	—	—	—	—
TOTAL	3	2	26	6	21	12	193	53	8
Trader Airways									
Piper PA30/31	1	1	19	—	28	—	329	53	12
Tradewinds Airways									
Canadair CL44	5	5	—	119	—	884	2 194	—	—
Trans-Meridian Air Cargo									
Canadair CL44	5	7	—	131	—	689	1 245	—	—
Vernair Transport									
Beechcraft Queen-air	1	1	17	—	22	—	256	50	21
GRAND TOTAL	436	421	34 063	2 880	58 363	6 924	1 858	1 649 731	2 856 045

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

Table 28.1

	Scheduled services	Separate fare charters		Total	Other charters (000)
		Inclusive tours (000)	Other (000)		
Operations under Air Service Licences:—					
Class A	392 874			392 874	
Class B		75 651	3 108	78 759	
Class C		1 226	15 019	16 245	
Class D			2 323	2 323	
Class E Types I & VI			18 171	18 171	
Operations 'exempt' from requirement of licence and Class E Types II III IV V & VII					103 780
Total	392 874	76 877	38 621	508 372	103 780

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

Table 28.2

	Scheduled services	Separate fare charters		Total	Other charters (000)
		Inclusive tours (000)	Other (000)		
Operations under Air Service Licences:—					
Class A	204 977			204 977	
Class B		56 826	2 508	59 334	
Class C		999	8 808	9 807	
Class D			1 361	1 361	
Class E Types I & VI			12 194	12 194	
Operations 'exempt' from requirement of licence and Class E Types II III IV V & VII					..
Total	204 977	57 825	24 871	287 673	..

Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

Passengers	includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
Revenue passengers	are those who pay 25 per cent or more of the normal applicable fare.
A terminal passenger	is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.
International services	are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
Domestic services	are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
Cabotage	is traffic carried between territories of the United Kingdom other than domestic services.
Scheduled services	are those performed according to a published timetable, including those supplementary thereto, and open to use by members of the public.

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

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

AIR CARGO

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

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

AIRLINE OPERATIONS

Aircraft-kilometre

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

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

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

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

Seat-km available a seat-kilometre is available when a seat is flown one kilometre. Seat-km available is equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the distance measured in kilometres.

Seat-km used a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the distance measured in kilometres.

Passenger load factor is an expression of seat-km used as a percentage of seat-km available.

Tonne-km available a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.

Tonne-km used a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.

Overall load factor is an expression of tonne-km used as a percentage of tonne-km available.

Cargo means any property carried on an aircraft. In airline statistics it includes the weight of vehicles carried, excess baggage, mail and diplomatic bags (See also definition above for Air Cargo statistics where mail, excess baggage, company stores and diplomatic bags are excluded).

Mail covers only that handled by postal administrations and includes troop mail.

Separate Fare Charters	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
Inclusive Tours	are separate fare charters where the cost to the passenger includes the cost of accommodation.
Single Entity Charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Sub-charters	are charters to other British or foreign operators.
Fifth Freedom Charters	are those between foreign territories.
Licence	means an air transport licence granted under Section 22 of the Civil Aviation Act, 1971.

Classes of Licence

Class A	Means a licence for an air transport service (not being a charter service) between places named in the licence involving more than four flights in any one direction between the same two places.
B	Means a licence for a charter service between places named in the licence (not being a group charter service) involving more than four flights in any one direction between the same two places.
C	Means a licence for an air transport service between places named in the licence involving not more than four flights in any one direction between the same two places.
D	Means a licence for a group charter service between places named in the licence, involving more than four flights in any one direction between the same two places.
E	Means a licence for an air transport service which is not restricted to flights between places named in the licence. The types of Class E Licence are :—
Type I	Group Charter flights of the same nature as those licensed under Class D but for flights not restricted to places named in the licence.
Type II	Fifth Freedom Charters, i.e. flights between foreign territories.
Type III	Charters to other Airlines (British).
Type IV	Charters to other Airlines (Foreign).
Type V	Cargo charters for more than one consignor.
Type VI	Passenger charters for the carriage of more than one affinity group.
Type VII	Miscellaneous charter flights.
Exempt Services	are services which do not require a licence by virtue of Section 21 (2) of the Civil Aviation Act 1971, or an instrument made under that section, which may include single entity charters, charters to Government Departments, etc.