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Civil Aviation Authority



CAA Monthly Statistics

November 1973

up to and including August 1973

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

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & mail</i>	"
CA. 4	<i>Airline operations</i>	"
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CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
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Civil Aviation Authority

CAA Monthly Statistics

NOVEMBER 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—August 1973

Activity at UK Airports

During August there were nearly 76 000 air transport movements at UK airports, virtually the same number as in July and a modest increase of 3·2 per cent over August 1972. A comparison of the three months June to August shows that there was a growth of 5·5 per cent over last year. The London area airports had only a growth of 0·4 per cent from August 1972 to August 1973, and a 2·4 per cent growth for the three months ending in August each year. Using these three months' periods for comparison again, Heathrow and Southend airports had increases of 4·9 and 11·7 per cent respectively, but Luton had a decrease of 7·5 per cent, though this was associated with an increase in the average number of passengers carried of 11·9 per cent (see next paragraph). At the airports elsewhere in the UK there was aggregate growth of 6·5 per cent from August 1972 to August 1973; comparing the movements for the three months periods June to August in each year the growth was 9·2 per cent. This growth was not spread evenly over the airports but the three airports with the greatest increase in movements each had approximately the same growth: Glasgow 16·3 per cent (605 additional movements), Birmingham 16·1 per cent (310) and East Midlands 16·3 per cent (169). Scheduled services' movements at all UK airports increased by 5·9 per cent for the three months June to August and UK operators increased their share of this traffic by 1·5 percentage points to 75·2 per cent. Charter flight movements increased by 4·1 per cent and UK operators maintained their share of this traffic at 82·5 per cent. In August 1973 for the first time a monthly total of more than 5 million terminal passengers used the UK airports. For the three months June to August 1973 the monthly average of terminal passengers was 4·76 millions, an increase of 8·9 per cent on the same period of last year. There was a corresponding increase in the London area airports of 8·0 per cent with Heathrow up by 9·4 per cent. Luton had a 3·5 per cent increase which contrasts with the decrease in the number of movements mentioned previously.

At airports elsewhere in the UK there was an overall growth of 11·0 per cent for the three months June to August compared with the previous year. Most of the larger airports were used by more passengers than previously but the largest increases occurred at Glasgow (13·8 per cent), Manchester (9·5 per cent) and Birmingham (22·3 per cent). The increase at Glasgow, however, was not as great as the increase in movements and the average number of passengers carried per flight dropped by 2·1 per cent. The growth at all UK airports in passengers travelling on charter flights, amounted to 10 per cent, with passengers using scheduled services increasing by 8·5 per cent. Taken separately UK operators carried 9·2 per cent more passengers in scheduled services and 8·2 per cent more in charter flights, and their share of each type of traffic changed accordingly, i.e. a slight increase in their share of scheduled services passengers and a slight decrease in their share of charter flight passengers.

Of the monthly average of 4·76 million passengers per month who commenced or finished their journey at UK airports 3·5 million passengers were travelling on international routes and 1·3 million on domestic routes. Passengers on the routes to and from the USA accounted for the largest share (15·2 per cent) of international scheduled services. Traffic on scheduled services to

France (13·2 per cent) occupied second place followed by the Irish Republic (9·2 per cent) and the Netherlands (7·7 per cent). The growth on these services, however, ranks them in reverse order – Netherlands, 16·9 per cent growth since 1972, Irish Republic 9·0 per cent, France 5·2 per cent and USA 1·2 per cent. These figures compare with 8 per cent growth for all routes.

The growth on charter services was 9·8 per cent. The routes to Spain remain the most heavily used carrying 41 per cent of all international charter flights' passengers, and still having strong growth at 10·5 per cent. The next most popular routes were to Italy, with an 11·9 per cent share of the traffic and 6·5 per cent growth, and to Canada. Canada had 6·8 per cent of the traffic but 25·6 per cent growth; this substantial growth shows the impact of ABCs on the Canadian routes, e.g. non-scheduled services to Toronto had 53·5 per cent growth.

On the domestic routes of the UK the heaviest traffic (21 per cent of the total) was between London and the three major Scottish airports, Glasgow, Edinburgh and Aberdeen, where the traffic in total increased by 15 per cent on 1972. Traffic converging from all parts of the UK to the Channel Islands was also heavy (26 per cent of the total) and this mainly holiday traffic has grown by 4·8 per cent since last year.

During August 1973 nearly 55 000 tonnes of cargo were picked up or set down at the airports of the UK. This amount was a little less than in July and substantially less than in August 1972 when air cargo was carried abnormally, particularly on non-scheduled services, because of the industrial dispute at the docks. A more satisfactory comparison is the amount of cargo handled during the three months June to August 1973 with that for the same period in 1971; the average annual rate of growth is then 14·8 per cent. This form of comparison is used in the remainder of this paragraph. The London area airports handled a monthly average of nearly 45 000 tonnes for June to August, Heathrow having an average annual increase of 20·6 per cent over the last two years. The airports elsewhere in the UK handled a monthly average of over 12 000 tonnes during June to August 1973; Glasgow (average annual increase since 1971 24·8 per cent), Manchester (10 per cent) and Liverpool (6·5 per cent) were the only airports with sizable growth. There was an average annual growth of 14·7 per cent in cargo carried on scheduled services during June to August 1973 and UK operators had a 52·5 per cent share of this business, 0·5 percentage points less than last year and 2·5 percentage points more than in 1971. Charter flights carried substantially less cargo than last year – 65·4 per cent, though the average annual growth on June to August 1971 was 8·3 per cent. UK operators have maintained their larger share of this business with 75·5 per cent of the cargo, 8·5 percentage points more than last year; in June to August 1971 their share was 71·8 per cent.

Output of UK Airlines

During August 1973 the output of UK airlines for scheduled and non-scheduled services was 877 million available tonne-kilometres which was 8·3 per cent higher than in 1972. The scheduled services output was 535 million available tonne-kilometres which was 10·2 per cent higher than last year; nearly 1·9 million

passengers and nearly 25 000 tonnes of cargo were carried and an overall load factor of 55.8 was achieved compared with 55.4 in August 1972. Seat-kilometres used amounted to 63.3 per cent of those available which compares with 61.7 for August 1972; the seat factor on domestic services was 68.2 per cent and on international services was 62.8 per cent. For non-scheduled services the output during August was 342 million available tonne-kilometres which was 5.3 per cent more than last year. Inclusive tour charters accounted for 156 million available tonne-kilometres, 45.6 per cent of non-scheduled services output for

August. Advance booking charters accounted for a further 52 million available tonne-kilometres, 15.2 per cent of the non-scheduled services output; 73 800 passengers were carried under Class 2 licences and a seat factor of 88.7 per cent was achieved.

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

The 1972 Origin/Destination Survey at London's Airports

III. The Air Passenger at Gatwick

Gatwick is the second largest airport in the United Kingdom. In 1972 it catered for over five million terminal passengers, which is 13.6% of the total at all UK airports.

In the October article we looked at some of the characteristics of the air passenger at Heathrow. Now we examine the Gatwick passenger and identify significant differences between him and his Heathrow counterpart.

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

Table 1 Passenger Traffic Broken Down by Journey Purpose

	International percent	Domestic percent	Total percent
Business	4.1	43.6	8.0
Leisure	95.9	56.4	92.0
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

Note: Business includes armed forces on duty and airline staff on duty. Leisure includes holiday, visiting friends/relatives, migration and full-time studies.

Gatwick caters largely for the leisure market, only 8% of terminating passengers being on business journeys. This compares with 36% at Heathrow. Of international journeys only 4% are for business purposes, but this rises to 44% for domestic journeys.

Table 2 shows how the business/leisure split varies on different routes.

Table 2. Business/Leisure Split on Major Routes

Airport	Percent business	Percent leisure
Edinburgh	73.6	26.4
Glasgow	66.4	33.6
Belfast	45.7	54.3
Jersey	8.6	91.4

Country	Percent business	Percent leisure
France	14.1	85.9
Germany	3.7	96.3
U.S.A.	3.5	96.5
Canada	2.1	97.9
Spain	1.0	99.0
Greece	0.9	99.1

On routes to Scotland surface transport is competitive in terms of journey time and its lower cost attracts the leisure passenger. Thus, as at Heathrow, the majority of passengers on these routes are travelling on business journeys. Belfast and Jersey are more difficult to reach by surface transport, and we find a higher proportion of air passengers are travelling for leisure purposes. The proportion of leisure traffic on international routes is very high largely because of the concentration of scheduled services at Heathrow.

Transport To/From Airport

Table 3 shows the mode of transport used to travel to and from the airport by the Gatwick passenger. We only consider the stage of the journey which ends when the passenger arrives at Gatwick or starts when the passenger leaves Gatwick.

The figures should be treated with some caution as the passengers arriving by air were asked what means of transport they expected to use in leaving the airport, which may differ from what they actually used. A private car was used by 46% of leisure passengers and 41% of business passengers. Over all passengers this is of the same order as at Heathrow but at Heathrow a private car was used on 48% of business journeys and 38% of leisure journeys. This reflects the comparative inaccessibility of Gatwick by road for London businessmen travelling from their offices. British Rail was used by 44% of business passengers and 29% of leisure passengers. Over half of departing business passengers arrived at Gatwick by British Rail. This is partly explained by the check-in facility at Victoria station. As at Heathrow greater use was made of taxis by arriving passengers than by departing passengers.

Table 3. Mode of Transport to and from Gatwick – Business/Leisure Analysis

Mode	Departing passengers		Arriving passengers		All passengers	
	Percent Business	Percent Leisure	Percent Business	Percent Leisure	Percent Business	Percent Leisure
Private car	37.2	42.0	46.3	50.8	40.9	46.0
Hired car	3.5	5.7	3.1	4.1	3.3	5.0
Taxi	3.4	5.0	10.6	14.8	6.3	9.5
Chartered bus	4.6	9.8	2.4	6.4	3.7	8.2
Other bus	0.7	1.6	1.9	3.1	1.2	2.3
BR train	50.7	35.9	35.5	20.8	44.5	29.1
	100.0	100.0	100.0	100.0	100.0	100.0

Table 4 shows how the mode of transport varies with the origin or destination of the passenger. Taxis were used by 10% of passengers with origin/destination in the South East but by only 5% of other passengers. Even including the high use of British Rail by business

passengers, nearly all of whom have origin/destination in the South East, we see a greater use of rail by the non South East passenger; the disparity is much higher for departing than for arriving passengers.

Table 4. Mode of Transport to and from Gatwick – South East and non-South East Origins and Destinations

Mode	Departing passengers		Arriving passengers		All passengers	
	Percent S.E.	Percent Non S.E.	Percent S.E.	Percent Non S.E.	Percent S.E.	Percent Non S.E.
Private car	41.6	30.1	49.5	54.6	45.0	43.6
Hired car	5.9	3.9	4.4	2.6	5.2	3.2
Taxi	5.5	1.9	16.2	7.9	10.2	5.2
Chartered bus	9.5	10.1	5.6	8.0	7.8	9.0
Other bus	1.6	1.1	2.8	4.0	2.1	2.7
BR train	35.8	52.9	21.6	23.0	29.6	36.4
	100.0	100.0	100.0	100.0	100.0	100.0

Persons Seeing Off/Meeting the Passenger

On average the leisure passenger at Gatwick was seen off or met by twice as many people as the business passenger, the ratio being one to every four business passengers and one to every two leisure passengers, which is the same level as we found at Heathrow. 15% of business passengers and 25% of leisure passengers had one or more persons seeing him off or meeting him. These figures would produce an overestimate of non travellers at an airport as, if a group of four is being seen off by a group of four, an interviewee would lay claim to all four, whereas the ratio is only one to one.

Table 5. Persons Seeing Off/Meeting

No. of persons	Business Percent	Leisure Percent
0	84.9	74.5
1	9.8	13.4
2	3.5	8.0
3	0.9	1.7
4	0.3	1.2
5	0.2	0.5
6+	0.3	0.7
	100.0	100.0
Average No.	0.24	0.48

Income

Figure 1 shows the cumulative income distribution of passengers. For the business passenger it refers to gross income, that is before deductions are made. One half of business passengers earn less than £3800 (compared with £4500 at Heathrow) and one quarter earn less than £2800 (£3300 at Heathrow). The top twenty-five per cent earned in excess of £5400 (£7500 at Heathrow). It is clear that the business passenger at Heathrow earns significantly more than the business passenger at Gatwick. The income distribution of leisure passengers refers to the total income of all the members of the passenger's family who are living in his house. One half of the household incomes are less than £2900 (£3800 at Heathrow), and one quarter are below £1900 (£2400 at Heathrow). Twenty-five per cent were members of households with incomes above £4200 (£6000 at Heathrow). The difference between the two airports largely reflects the greater use of charter flights by leisure passengers at Gatwick.

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

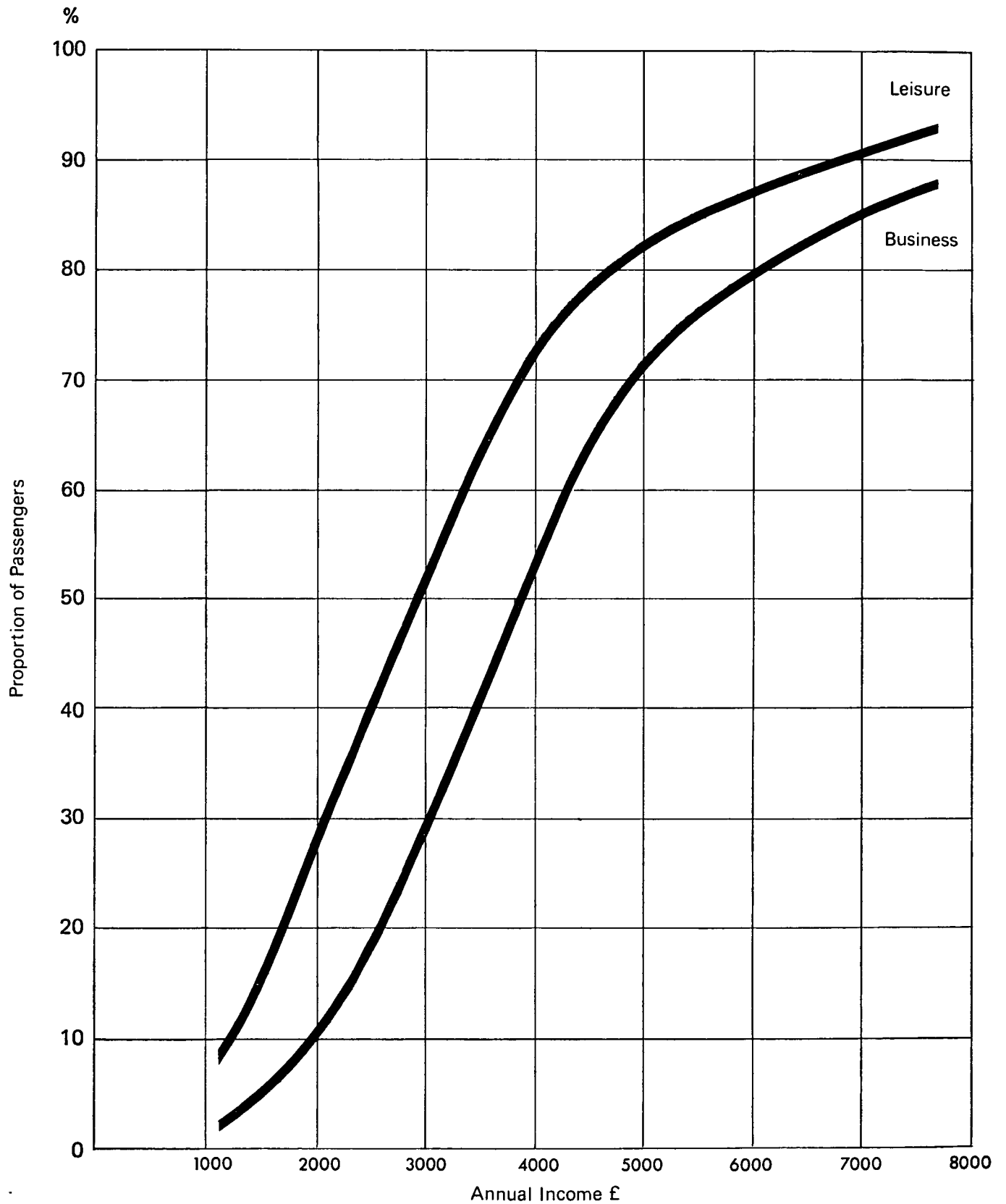


Fig1. Cumulative Distribution of Passengers by Income
Business passengers – personal gross earnings
Leisure passengers – household gross income

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Size Structure of UK

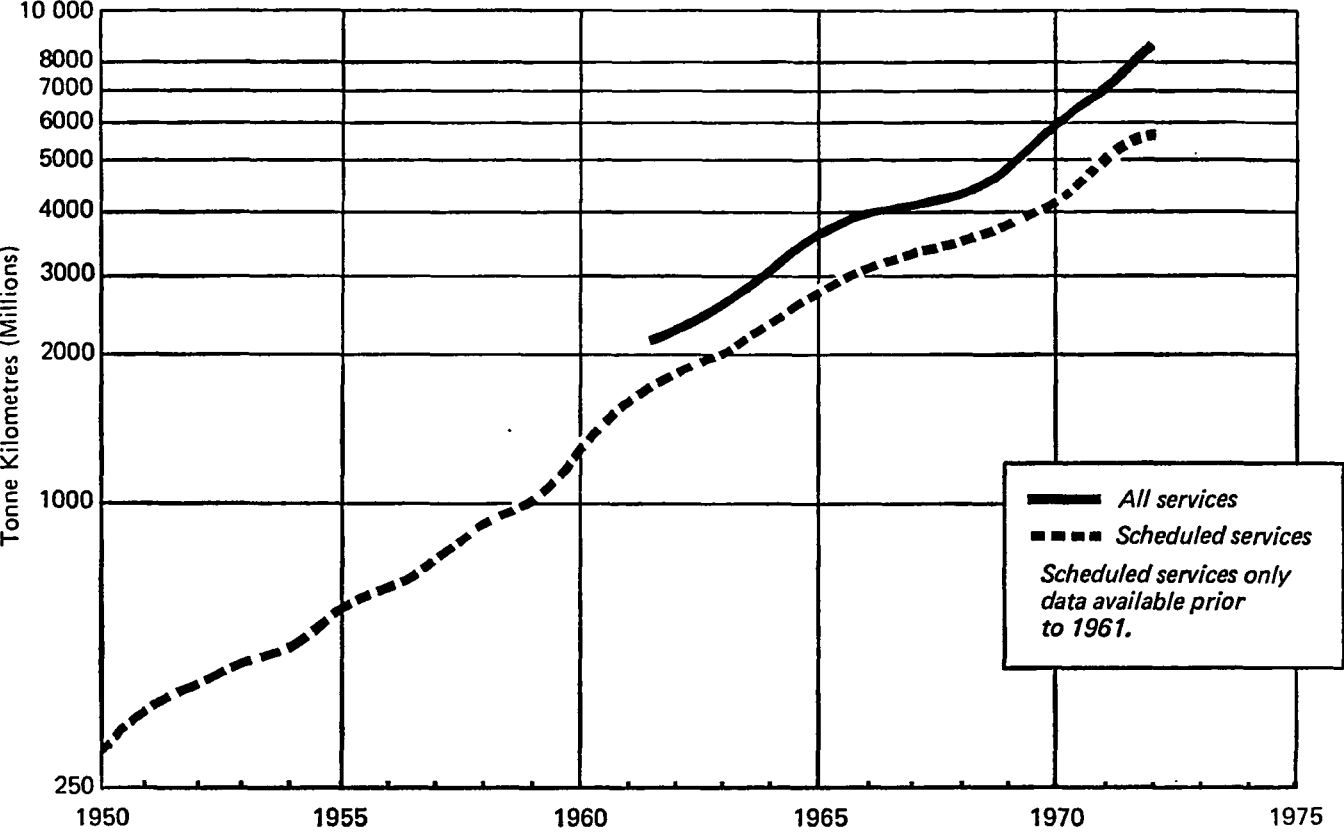
Table 1

Airports and Airlines Year ended 30 June 1973

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

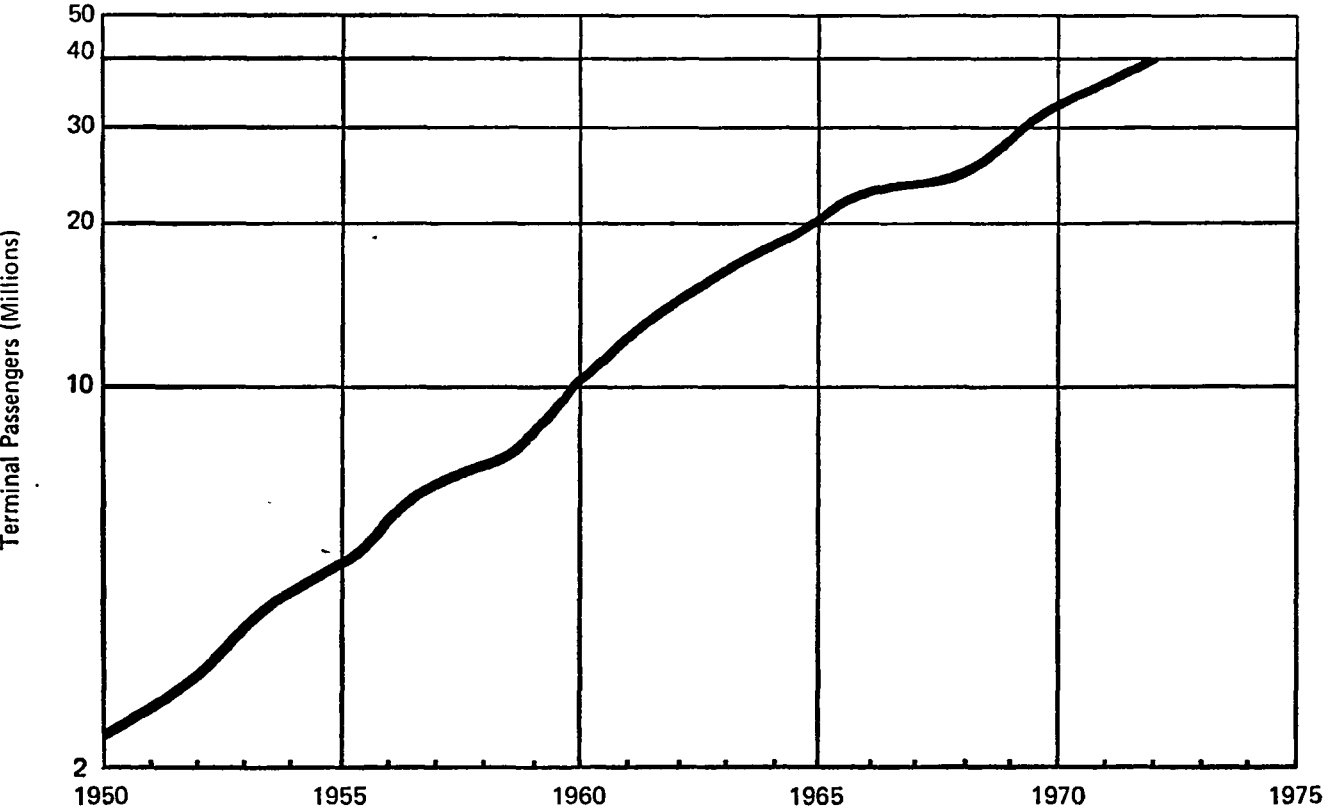
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
Year ended						
August 1972	1 686	654	37 329	7 865	5 146	2 719
August 1973	1 864	705	42 155	8 842	5 797	3 045
Mean rates of growth (percentages) to 1972						
20 years	6.1	5.8	13.6	..	14.6	..
10 years	8.7	4.0	10.3	13.3	10.9	20.8
5 years	7.7	4.2	11.9	18.4	12.9	33.5
Latest year's growth (percentages)						
	10.6	7.8	12.9	12.4	12.7	12.0

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
1972 January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
March	46.9	2 571	27.2	1 286	7.8	602	10.9	612	1.0	70
April	52.9	3 015	30.7	1 481	9.4	712	11.7	719	1.1	103
May	59.6	3 412	35.4	1 743	10.0	736	12.6	796	1.6	137
June	64.6	3 873	37.4	1 847	12.0	939	13.0	883	2.3	204
July	71.2	4 562	39.2	2 053	14.5	1 190	14.3	1 029	3.2	290
August	73.5	4 675	40.4	2 083	15.3	1 278	14.5	1 034	3.3	280
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 088	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 084	3.2	343

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
April	145.7	58.2	52.9	5.3	87.5	57.2	21.7	8.6
May	156.2	66.2	59.6	6.6	90.0	57.8	20.8	11.4
June	166.3	71.3	64.7	6.6	95.0	68.2	16.0	10.8
July	179.0	79.0	71.2	7.8	100.0	74.7	16.8	8.5
August	186.4	83.1	73.5	9.6	103.3	79.0	17.4	6.9
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1971 1st quarter	22 294	4 185	1 184	553	638	1 620	4 120	1 685	2 015	4 933
2nd quarter	33 950	5 641	2 065	959	1 352	3 399	5 114	1 967	3 104	8 505
3rd quarter	39 290	6 783	2 432	1 187	1 653	4 442	6 358	2 151	3 827	10 834
4th quarter	27 124	4 934	1 598	719	820	2 002	4 599	1 880	2 310	5 842
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	934	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
1972 January	25 503	4 560	1 367	709	676	1 493	4 285	1 746	2 195	4 321
February	23 622	4 428	1 339	709	619	1 565	4 198	1 729	2 048	4 135
March	27 608	4 896	1 685	730	880	2 362	4 557	1 981	2 209	5 788
April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 438
May	33 255	6 356	2 708	1 256	1 303	3 897	5 539	2 200	3 057	9 217
June	35 504	6 864	2 798	1 383	1 482	4 328	6 106	2 488	3 742	9 246
July	39 103	7 312	3 177	1 474	1 604	4 804	6 957	2 541	4 224	10 293
August	40 315	7 344	3 135	1 523	1 658	5 323	6 989	2 952	4 298	12 223
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 487	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1971 1st quarter	1 235	133	47	26	15	26	159	26	82	51
2nd quarter	2 212	266	113	55	42	82	232	39	136	166
3rd quarter	2 995	353	155	74	56	112	333	51	193	250
4th quarter	1 708	192	77	32	26	45	191	34	92	84
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
1972 January	1 547	162	59	29	20	27	181	31	91	48
February	1 311	153	55	27	18	29	158	28	75	46
March	1 849	192	77	34	32	48	206	38	96	77
April	2 152	221	99	55	40	78	213	43	114	135
May	2 358	275	121	66	48	91	275	46	132	198
June	2 670	328	130	72	48	102	300	54	168	211
July	3 087	375	177	82	62	117	384	62	216	260
August	3 227	375	160	84	65	121	358	68	217	285
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	42	31	33	195	37	88	56
March	1 979	233	102	54	46	47	243	50	106	85
April	2 535	267	136	62	51	101	253	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months		Tonnes									
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965		22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966		25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1971	1st quarter	30 604	4 373	541	135	103	723	2 221	219	1 525	1 093
	2nd quarter	32 571	4 120	601	161	90	669	2 211	250	1 726	1 228
	3rd quarter	34 669	4 034	526	132	68	735	2 401	255	1 714	1 034
	4th quarter	38 827	4 866	563	114	81	679	2 812	253	1 887	968
1972	1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
	2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
	3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
	4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973	1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
	2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
1972	January	33 620	4 085	451	118	64	1 007	2 168	219	1 778	993
	February	34 296	4 497	488	130	64	1 176	2 508	228	1 634	1 317
	March	40 374	5 089	700	126	105	1 319	2 653	246	1 791	2 573
	April	36 366	4 748	531	281	79	976	2 444	246	1 961	1 719
	May	38 043	4 831	577	221	86	856	2 941	283	2 011	2 138
	June	40 787	4 863	1 218	145	84	1 272	3 084	291	2 485	2 083
	July	41 855	4 625	1 045	114	118	1 322	2 518	261	2 067	2 316
	August	53 019	6 531	3 062	1 082	292	5 321	3 472	487	4 464	6 024
1973	January	41 020	4 636	734	150	82	1 341	2 960	250	1 859	1 785
	February	40 628	4 748	917	174	54	1 432	3 084	226	1 774	2 017
	March	45 752	5 849	1 226	284	79	1 635	3 854	288	2 170	3 077
	April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
	May	44 469	5 099	1 066	201	83	1 382	3 483	287	2 094	2 647
	June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
	July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
	August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1971	1st quarter	306.7	142.3	4.8	37.5	100.0	46.3	2 253.8	1 129.5	50.1
	2nd quarter	396.8	190.7	8.1	41.1	141.5	48.1	2 726.4	1 466.0	53.8
	3rd quarter	442.9	236.6	7.6	46.5	182.5	53.4	3 386.0	2 120.9	62.6
	4th quarter	384.2	186.8	9.1	55.2	122.5	48.6	2 814.2	1 355.1	48.2
1972	1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
	2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
	3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
	4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973	1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
	2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
1972	January	367.3	165.8	6.9	44.4	114.6	45.1	2 666.6	1 297.8	48.7
	February	354.8	149.4	6.8	47.3	95.3	42.1	2 613.0	1 065.2	40.8
	March	427.4	201.4	8.6	58.8	134.0	47.1	3 120.7	1 513.8	48.5
	April	416.4	200.0	7.7	49.2	143.1	48.0	3 198.5	1 633.0	51.1
	May	430.7	213.2	7.9	49.5	155.8	49.5	3 305.1	1 769.5	53.2
	June	548.9	273.9	9.4	61.9	202.6	49.9	4 133.9	2 307.5	55.8
	July	472.3	246.6	7.5	48.3	190.8	52.2	3 666.5	2 208.5	60.2
	August	485.6	268.8	8.0	60.4	200.4	55.4	3 770.0	2 325.8	61.7
1973	January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
	February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
	March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
	April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
	May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
	June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
	July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
	August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1971	1st quarter	21.5	11.1	0.1	1.4	9.6	51.6	212.5	116.9	55.0
	2nd quarter	28.7	16.5	0.2	1.5	14.8	57.5	265.5	163.2	61.5
	3rd quarter	32.4	20.4	0.2	1.6	18.7	63.0	331.4	227.6	68.7
	4th quarter	23.7	0.2	0.2	1.5	11.1	54.0	231.9	132.9	57.3
1972	1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
	2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
	3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
	4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
	2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
1972	January	22.6	11.8	0.2	1.4	10.2	52.2	221.0	123.6	55.9
	February	22.0	10.8	0.2	1.4	9.1	49.1	211.7	110.7	52.3
	March	24.7	14.1	0.3	1.8	12.0	57.1	237.1	145.7	61.5
	April	26.8	15.6	0.2	1.7	13.7	58.2	261.7	165.2	63.1
	May	32.1	19.3	0.3	2.0	17.0	60.1	319.1	206.5	64.7
	June	33.2	20.1	0.2	1.9	18.0	60.5	333.1	213.4	64.1
	July	35.3	22.2	0.2	1.7	20.3	62.9	360.4	247.3	68.4
	August	35.9	22.5	0.3	2.2	20.0	62.7	360.7	243.5	67.5
1973	January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
	February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
	March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
	April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
	May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
	June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
	July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
	August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966		225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967		236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968		246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969		288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970		318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971		356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972		421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1971	1st quarter	285.2	131.2	4.7	36.1	90.4	46.0	2 041.3	1 012.6	49.6
	2nd quarter	368.1	174.2	7.9	39.6	126.7	47.3	2 460.9	1 302.8	52.9
	3rd quarter	410.5	216.2	7.4	44.9	163.8	52.7	3 054.6	1 893.3	62.0
	4th quarter	360.5	174.0	8.9	53.7	111.4	48.3	2 582.3	1 222.2	47.3
1972	1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
	2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
	3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
	4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973	1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
	2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
1972	January	344.8	154.0	6.6	43.0	104.4	44.7	2 445.6	1 174.2	48.0
	February	332.9	138.6	6.6	45.8	86.2	41.6	2 401.3	954.6	39.8
	March	402.7	187.3	8.3	57.0	122.0	46.5	2 883.6	1 368.0	47.4
	April	389.7	184.4	7.5	47.5	129.5	47.3	2 936.8	1 467.8	50.0
	May	398.6	193.9	7.6	47.5	138.8	48.6	2 986.0	1 562.9	52.3
	June	515.7	253.9	9.2	60.0	184.7	49.2	3 800.8	2 094.1	55.1
	July	437.0	224.3	7.3	46.6	170.4	51.3	3 306.1	1 961.2	59.3
	August	449.7	246.4	7.7	58.3	180.4	54.8	3 409.2	2 082.3	61.1
1973	January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
	February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
	March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
	April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
	May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
	June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
	July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
	August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1971 1st quarter	103.4	25.2	27.5	6.7	27.9	6.8	48.0	11.7
2nd quarter	205.6	34.1	97.3	16.1	59.4	9.9	48.9	8.1
3rd quarter	297.8	40.2	135.1	18.2	107.3	14.5	55.4	7.5
4th quarter	187.1	32.7	71.4	12.5	44.0	7.7	71.7	12.5
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
1972 January	182.1	33.1	..	..	..	..	..	..
February	153.0	30.1	..	..	..	..	..	..
March	195.7	31.4	..	..	..	..	..	..
April	202.4	32.7	..	..	..	..	..	..
May	227.2	34.5	..	..	..	..	..	..
June	270.8	33.0	..	..	..	..	..	..
July	325.0	40.8	..	..	..	..	..	..
August	324.5	40.1	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966		239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967		289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968		366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969		513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970		696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971		964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972		1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1971	1st quarter	321.6	269.7	83.9	187.4	2 100	2 946	1 403	1 439
	2nd quarter	1 127.9	900.7	79.9	651.5	7 198	9 841	1 367	1 383
	3rd quarter	1 579.1	1 379.7	87.4	940.8	9 621	13 758	1 430	1 467
	4th quarter	828.5	688.0	83.0	441.8	4 789	7 333	1 531	1 557
1972	1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
	2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
	3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
	4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973	1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
	2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
1972	January	..	..	..	..	..	..	..	..
	February	..	..	..	..	..	..	..	..
	March	..	..	..	..	..	..	..	..
	April	..	..	..	..	..	..	..	..
	May	..	..	..	..	..	..	..	..
	June	..	..	..	..	..	..	..	..
	July	..	..	..	..	..	..	..	..
	August	..	..	..	..	..	..	..	..
1973	January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
	February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
	March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
	April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
	May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
	June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 443
	July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
	August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft - km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1971 1st quarter	279.8	212.2	75.8	39.6	621	1 744	2 808	5 359
2nd quarter	517.1	409.3	79.2	106.2	1 676	3 188	1 902	3 854
3rd quarter	937.1	795.6	84.9	207.6	2 795	5 851	2 094	3 832
4th quarter	391.4	322.9	82.5	73.0	1 351	2 539	1 880	4 423
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
1972 January	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..
April	..	..	..	..	..	..	..	..
May	...	..	..	..	..	..	..	..
June	...	...	..	..	..	..	..	..
July	..	..	..	..	..	..	..	..
August	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274

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)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968			914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969			1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970			1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971			1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972			1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1971	1st quarter		797	44	24	127	140	12	59	34	77	9	17	11	127	10	67	4	38
	2nd quarter		1 679	82	38	248	172	50	161	44	167	21	35	23	424	18	101	25	71
	3rd quarter		2 284	97	50	285	227	68	245	60	140	28	49	43	668	22	134	53	114
	4th quarter		1 230	54	29	174	139	31	91	40	94	12	31	16	357	13	66	15	67
1972	1st quarter		1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
	2nd quarter		1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
	3rd quarter		2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
	4th quarter		1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973	1st quarter		1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
	2nd quarter		2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
June-August 1972			2 302	89	50	284	245	80	251	60	141	36	50	47	649	30	128	49	113
June-August 1973			2 516	93	51	302	241	97	268	75	163	39	61	54	709	32	129	65	137
Rest of World			Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)						
1968			270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969			327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970			392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971			433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972			512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1971	1st quarter		259.0	9.4	12.9	29.8	11.2	11.3	3.7	12.4	119.2	6.6	42.4						
	2nd quarter		426.0	8.2	10.2	79.9	9.1	11.2	5.9	11.6	246.9	6.3	36.8						
	3rd quarter		685.2	9.7	20.5	153.7	17.1	13.0	8.0	12.7	381.2	10.9	58.4						
	4th quarter		365.0	8.7	14.1	47.4	12.6	11.6	6.2	13.4	190.8	6.6	53.7						
1972	1st quarter		327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
	2nd quarter		524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
	3rd quarter		760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
	4th quarter		437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
1973	1st quarter		375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
	2nd quarter		573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
June-August 1972			725.6	14.3	23.5	168.3	14.7	14.2	7.8	13.0	391.1	9.4	69.4						
June-August 1973			776.4	18.1	24.5	192.7	15.4	17.7	10.8	14.9	394.5	11.9	75.8						

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 August 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	12 132	8 750	—	648	60	381	48	—	2 245	—	—
+ Heathrow	27 943	26 133	—	101	27	76	394	—	1 201	11	—
+ Luton	6 342	3 627	138	562	64	98	164	710	934	—	45
+ Southend	7 755	1 709	32	—	—	195	—	4 439	1 374	6	—
+ Stansted	2 385	260	—	41	6	1 090	22	241	631	94	—
TOTAL (London Area)	56 557	40 479	170	1 352	157	1 840	628	5 390	6 385	111	45
Westland Heliport (Battersea)	997	304	12	294	4	—	—	—	297	—	86
Other UK Airports											
+ Leeds/Bradford	3 741	916	14	86	45	48	8	2 197	399	2	26
+ Liverpool	7 454	1 483	—	83	29	122	21	4 842	808	8	58
+ Manchester	6 745	5 078	80	259	66	27	163	221	828	2	21
+ Birmingham	5 704	2 300	—	87	4	18	16	1 962	1 243	—	74
+ Coventry	3 947	11	70	3	—	595	—	2 988	276	—	4
+ East Midlands	5 557	1 269	16	137	2	3 111	33	30	885	4	70
+ Newcastle	3 613	1 270	96	42	176	88	4	1 308	562	—	67
+ Tees-side	3 769	519	262	35	25	662	—	1 613	489	—	164
+ Bristol	2 916	869	—	—	1	104	40	730	1 153	3	16
+ Glamorgan	3 700	818	—	89	—	118	—	2 308	347	2	18
Swansea	1 394	38	86	27	85	10	4	885	255	—	4
+ Ashford	3 954	510	702	5	81	66	25	1 186	1 314	5	60
+ Blackpool	7 939	646	680	15	30	60	—	4 836	1 629	—	43
+ Bournemouth	6 211	512	—	43	—	430	—	2 978	2 182	12	54
+ Cambridge	3 548	73	—	17	31	1 698	6	1 270	427	—	26
+ Exeter	2 523	337	—	8	227	2	13	1 098	709	31	98
Gloucester/Cheltenham	3 987	161	18	—	61	425	—	2 336	964	—	22
Hawarden	394	—	—	—	—	24	—	102	258	—	10
Isles of Scilly	692	622	—	5	15	1	—	—	37	—	12
+ Lydd	1 118	10	—	—	—	120	—	923	59	—	6
+ Manston	361	103	—	22	73	8	—	—	155	—	—
+ Norwich	2 485	505	—	220	101	162	54	742	696	2	3
Penzance Heliport	482	478	—	—	—	—	—	—	—	—	4
+ Portsmouth	2 250	436	2	—	6	222	—	1 066	510	2	6
+ Southampton	4 398	1 320	1	50	32	2 336	15	—	634	—	10
+ Edinburgh	4 389	1 570	—	3	110	1 919	4	120	659	4	—
+ Glasgow	7 986	4 459	—	77	7	45	38	2 071	780	16	493
+ Prestwick	2 386	1 413	2	93	415	114	28	76	245	—	—
Aberdeen	5 049	823	—	2	1 066	376	—	2 431	312	8	31
Benbecula	240	100	—	—	126	—	—	—	—	—	14
Inverness	1 551	446	—	9	276	296	—	296	198	2	28
Islay	218	133	2	3	18	—	—	10	52	—	—
+ Kirkwall	860	567	—	57	65	—	8	108	43	2	10
Stornoway	449	196	—	25	68	1	—	58	29	4	68
+ Sumburgh	1 194	486	—	45	558	76	—	—	10	—	19
Tiree	106	80	—	12	6	2	—	6	—	—	—
Wick	372	220	—	14	7	4	4	76	23	2	22
+ Belfast	7 533	2 606	—	17	97	—	—	1 629	269	—	2 915
+ Isle of Man	2 849	1 692	—	192	4	327	1	483	120	2	28
TOTAL (Incl. London Area)	181 618	75 858	2 213	3 428	4 074	15 457	1 113	48 375	26 241	224	4 635
Channel Islands Airports											
Alderney	1 379	1 379	..	..	..	..	..	..	..	..	..
Guernsey	4 057	4 057	..	..	..	..	..	..	..	..	..
Jersey	7 624	7 624	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	13 060	13 060	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator August 1973

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	8 750	85	2 912	164	1 038	3 164	1 387
+Heathrow	26 133	12 954	332	11 829	614	36	368
+Luton	3 627	—	181	—	4	3 292	150
+Southend	1 709	—	1 432	—	—	230	47
+Stansted	260	—	12	4	—	66	178
TOTAL (London Area)	40 479	13 039	4 869	11 997	1 656	6 788	2 130
Westland Heliport (Battersea)	304	—	—	—	10	294	—
Other UK Airports							
+Leeds/Bradford	916	505	212	33	—	152	14
+Liverpool	1 483	1 026	131	64	107	115	40
+Manchester	5 078	1 905	345	980	207	1 334	307
+Birmingham	2 300	1 020	488	174	23	483	112
+Coventry	11	—	10	—	—	1	—
+East Midlands	1 269	10	900	—	1	334	24
+Newcastle	1 270	421	567	14	84	157	27
+Tees-side	519	2	387	1	14	94	21
+Bristol	869	372	45	62	233	136	21
+Glamorgan	818	357	150	8	162	140	1
Swansea	38	—	16	—	—	22	—
+Ashford	510	—	510	—	—	—	—
+Blackpool	646	—	588	—	—	58	—
+Bournemouth	512	35	353	—	4	110	10
+Cambridge	73	—	35	—	—	22	16
+Exeter	337	—	303	—	8	21	5
Gloucester/Cheltenham	161	—	48	—	—	113	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	622	477	145	—	—	—	—
+Lydd	10	—	—	—	—	8	2
+Manston	103	—	—	—	—	101	2
+Norwich	505	—	221	—	—	271	13
Penzance Heliport	478	478	—	—	—	—	—
+Portsmouth	436	—	424	—	—	12	—
+Southampton	1 320	168	1 098	—	2	41	11
+Edinburgh	1 570	1 015	412	69	9	21	44
+Glasgow	4 459	2 275	1 054	459	49	537	85
+Prestwick	1 413	635	74	352	2	150	200
Aberdeen	823	588	57	—	1	157	20
Benbecula	100	100	—	—	—	—	—
Inverness	446	369	21	—	—	54	2
Islay	133	104	—	—	—	29	—
+Kirkwall	567	186	1	25	—	355	—
Stornoway	196	142	54	—	—	—	—
+Sumburgh	486	137	89	—	—	243	17
Tiree	80	66	—	—	—	12	2
Wick	220	194	—	—	—	25	1
+Belfast	2 606	1 898	540	42	—	33	93
+Isle of Man	1 692	741	949	—	—	2	—
TOTAL (Inc. London Area)	75 858	28 265	15 096	14 280	2 572	12 425	3 220
Channel Islands Airports							
Alderney	1 379	—	1 277	—	—	102	—
Guernsey	4 057	458	3 222	100	—	277	—
Jersey	7 624	1 026	5 083	760	3	673	79
TOTAL (Channel Islands Airports)	13 060	1 484	9 582	860	3	1 052	79

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	June 1973 –August 1973	June 1972 –August 1972	Percentage Change
London Area Airports			
+Gatwick	8 169	8 143	0.3
+Heathrow	25 595	24 390	4.9
+Luton	3 499	3 782	–7.5
+Southend	1 637	1 465	11.7
+Stansted	325	527	–38.3
TOTAL (London Area)	39 225	38 307	2.4
Westland Heliport (Battersea)	377	240	57.1
Other UK Airports			
+Leeds/Bradford	899	856	5.0
+Liverpool	1 416	1 500	–5.6
+Manchester	4 933	4 817	2.4
+Birmingham	2 239	1 929	16.1
+Coventry	50	68	–26.5
+East Midlands	1 209	1 040	16.3
+Newcastle	1 243	1 082	14.9
+Tees-side	529	378	39.9
+Bristol	853	873	–2.3
+Glamorgan	793	687	15.4
Swansea	38	21	81.0
+Ashford	569	715	–20.4
+Blackpool	623	626	–0.5
+Bournemouth	511	463	10.4
+Cambridge	82	106	–22.6
+Exeter	334	..	..
Gloucester/Cheltenham	156	115	35.7
Hawarden	—	—	—
Isles of Scilly	563	493	14.2
+Lydd	5	19	–73.7
+Manston	100	117	–14.5
+Norwich	539	..	..
Penzance Heliport	436	424	2.8
+Portsmouth	375	292	28.4
+Southampton	1 205	1 210	–0.4
+Edinburgh	1 546	1 405	10.0
+Glasgow	4 323	3 718	16.3
+Prestwick	1 376	1 561	–11.9
Aberdeen	779	619	25.8
Benbecula	97	103	–5.8
Inverness	442	360	22.8
Islay	136	80	70.0
+Kirkwall	558	552	1.1
Stornoway	196	178	10.1
+Sumburgh	437	444	–1.6
Tiree	68	84	–19.0
Wick	227	239	–5.0
+Belfast	2 484	2 419	2.7
+Isle of Man	1 662	1 669	–0.4
TOTAL (Inc. London Area)	73 633	69 809	5.5
Channel Islands Airports			
Alderney	1 233	1 135	8.6
Guernsey	3 711	3 246	14.3
Jersey	7 136	6 207	15.0
TOTAL (Channel Islands Airports)	12 080	10 588	14.1

Air Transport Landings Diverted to UK Reporting Airports August 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	14						1 He							2 Ma												2 St	1 Lu	1 Em			1 Bo		
Heathrow	28	1 Sh			1 Gl					1 Gl		1 Gl		1 Gl		1 St			1 Gl			1 Gl							1 Ma		12 Ma	1 Bi	
Luton	29	3 Em				1 St				1 Ga		1 Bi	2 Em			1 Bi						3 Em					1 Ma			4 Em	5 Em		
Leeds/Bradford	9	1 Bl																			1 Bl	1 Bi						3 St		1 Em		2 Bi	
Liverpool	1				1 Ma																												
Manchester	3				1 He		1 Ga																									1 Bi	
Birmingham	4					1 He												1 He									1 Em			1 Lu			
Newcastle	4													1 Te											1 Te	1 Ga							
Tees-side	1													1 Ma											1 Ma								
Bristol	1						1 Lu																										
Edinburgh	10		1 Gl							2 Gl				3 Gl		2 Gl									1 Gl				1 Gl				
Glasgow	5					1 Lu					1 Lu				1 Lu				1 Ga					1 Bi									
Aberdeen	2																							1 Gl				1 Gl					
Benbecula	1	1 Gl																															
Inverness	1																																
Kirkwall	3																																
Sumburgh	10	1 Ab		2 Ki										2 Ab	2 Ki										1 Ki	1 Wi	1 Wi		1 In				
Isle of Man	4	1 Li								1 Li					1 Bl					1 Li					1 Ab								
Other UK	14	1 Ma	1 Ex			2 Ex										1 Em	2 Bo							1 Bo				1 Ti	1 Ti				
Overseas	19	1 Lu	1 Lu		1 Lu	1 He						1 Pr	1 He	5 Li							1 Ma			1 He							2 Ki	1 Lu	1 Ki
All Aerodromes	163	12	3	2	4	6	3	—	—	5	1	3	3	13	6	6	4	1	2	5	4	5	—	4	8	4	7	10	5	33	2	2	

Air Passengers by Type and Nationality of Operator
August 1973

Table 15

Total				Scheduled Services						Charter Flights					
Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators						
			British Airways		Others		British Airways		Others						
			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit					
London Area Airports															
+ Gatwick	810 891	800 242	10 649	4 631	—	144 219	209	5 102	—	138 611	657	327 542	2 587	180 137	7 196
+ Heathrow	2 197 839	2 151 751	46 088	1 035 652	201	12 860	—	991 077	41 085	72 822	114	3 102	—	36 238	4 688
+ Luton	434 273	433 882	391	—	—	7 298	114	—	—	524	—	411 049	265	15 011	12
+ Southend	52 448	52 448	—	—	—	49 306	—	—	—	—	—	1 511	—	1 631	—
+ Stansted	20 539	17 424	3 115	—	—	368	33	296	—	—	—	1 031	363	15 729	2 719
TOTAL (London Area)	3 515 990	3 455 747	60 243	1 040 283	201	214 051	356	996 475	41 085	211 957	771	744 235	3 215	248 746	14 615
Westland Heliport (Battersea)	818	818	—	—	—	—	—	—	—	26	—	792	—	—	—
Other UK Airports															
+ Leeds/Bradford	36 189	35 550	639	27 232	—	5 052	625	2 300	—	—	—	917	13	49	1
+ Liverpool	66 958	65 488	1 470	46 083	254	2 133	717	3 678	47	8 012	3	5 189	5	393	444
+ Manchester	331 401	311 340	20 061	108 662	1 634	5 076	3 569	27 850	7 349	19 375	1 321	116 973	3 543	33 404	2 645
+ Birmingham	143 884	137 568	6 316	50 179	1 117	8 887	3 984	11 156	983	1 890	—	52 091	232	13 365	—
+ Coventry	454	358	96	—	—	358	96	—	—	—	—	—	—	—	—
+ East Midlands	67 603	67 561	42	540	—	33 934	38	—	—	124	—	30 238	4	2 725	—
+ Newcastle	77 155	73 981	3 174	32 117	22	12 328	3 151	823	1	8 120	—	18 065	—	2 528	—
+ Tees-side	25 021	23 845	1 176	134	—	13 458	992	93	—	1 037	182	7 698	2	1 425	—
+ Bristol	40 956	32 981	7 975	8 457	3 571	872	217	4 146	63	4 288	4 063	13 725	61	1 493	—
+ Glamorgan	38 646	35 840	2 806	11 875	1 342	1 562	1 147	183	154	7 970	163	14 206	—	44	—
Swansea	589	589	—	—	—	520	—	—	—	—	—	69	—	—	—
+ Ashford	13 262	13 262	—	—	—	13 262	—	—	—	—	—	—	—	—	—
+ Blackpool	23 701	23 569	132	—	—	23 542	132	—	—	—	—	27	—	—	—
+ Bournemouth	13 827	13 310	517	873	269	9 299	129	—	—	332	—	1 903	119	903	—
+ Cambridge	808	808	—	—	—	607	—	—	—	—	—	83	—	118	—
+ Exeter	11 966	10 745	1 221	—	—	9 341	930	—	—	399	222	718	69	287	—
Gloucester/Cheltenham	1 611	1 611	—	—	—	1 112	—	—	—	—	—	499	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	12 412	12 412	—	11 556	—	856	—	—	—	—	—	—	—	—	—
+ Lydd	30	30	—	—	—	—	—	—	—	—	—	30	—	—	—
+ Manston	291	291	—	—	—	—	—	—	—	—	—	273	—	18	—
+ Norwich	8 649	8 371	278	—	—	6 510	278	—	—	—	—	1 630	—	231	—
Penzance Heliport	11 556	11 556	—	11 556	—	—	—	—	—	—	—	—	—	—	—
+ Portsmouth	4 311	4 224	87	—	—	4 220	87	—	—	—	—	4	—	—	—
+ Southampton	42 820	42 583	237	8 333	195	33 945	24	—	—	46	—	159	9	100	9
+ Edinburgh	90 777	89 207	1 570	60 719	1 570	18 480	—	4 427	—	747	—	1 910	—	2 924	—
+ Glasgow	229 391	226 815	2 576	109 452	90	37 262	—	19 582	2 481	4 697	—	47 045	—	8 777	5
+ Prestwick	108 372	68 103	40 269	25 703	14 205	2 229	1 143	10 376	10 328	90	—	13 764	5 489	15 941	9 104
Aberdeen	31 278	29 708	1 570	24 602	1 488	1 182	—	—	—	135	—	2 692	23	1 097	59
Benbecula	3 520	2 227	1 293	2 227	1 293	—	—	—	—	—	—	—	—	—	—
Inverness	15 751	14 054	1 697	13 684	1 697	39	—	—	—	—	—	313	—	18	—
Islay	2 080	2 080	—	2 012	—	—	—	—	—	—	—	68	—	—	—
+ Kirkwall	10 486	9 381	1 105	7 076	975	5	—	316	92	—	—	1 984	38	—	—
Stornoway	5 835	5 518	317	5 441	317	77	—	—	—	—	—	—	—	—	—
+ Sumburgh	9 866	9 640	226	5 772	31	319	—	—	—	—	—	3 409	—	140	195
Tiree	745	729	16	691	11	—	—	—	—	—	—	18	5	20	—
Wick	6 959	3 224	3 735	3 141	3 731	—	—	—	—	—	—	83	4	—	—
+ Belfast	156 021	155 585	436	118 679	21	23 570	116	1 940	—	—	—	2 829	191	8 567	108
+ Isle of Man	84 225	83 151	1 074	43 188	335	39 963	739	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	5 246 214	5 083 860	162 354	1 780 267	34 369	524 051	18 470	1 083 345	62 583	269 245	6 725	1 083 639	13 022	343 313	27 185
Channel Islands Airports															
Alderney	10 853	10 853	—	—	—	10 600	—	—	—	—	—	253	—	—	—
Guernsey	80 223	77 805	2 418	25 142	—	49 270	2 418	2 108	—	—	—	1 285	—	—	—
Jersey	220 270	216 082	4 188	59 275	376	133 460	3 509	17 755	59	156	—	2 223	4	3 213	240
TOTAL (Channel Is. Airports)	311 346	304 740	6 606	84 417	376	193 330	5 927	19 863	59	156	—	3 761	4	3 213	240

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	June 1973 —August 1973	June 1972 —August 1972	Percentage change
London Area Airports			
+Gatwick	701 839	646 134	8.6
+Heathrow	2 069 107	1 891 721	9.4
+Luton	396 899	383 296	3.5
+Southend	47 419	36 834	28.7
+Stansted	19 156	36 457	-47.5
TOTAL (London Area)	3 234 420	2 994 442	8.0
Westland Heliport (Battersea)	1 003	622	61.3
Other UK Airports			
+Leeds/Bradford	32 344	31 446	2.9
+Liverpool	59 671	58 482	2.0
+Manchester	295 221	269 530	9.5
+Birmingham	127 895	104 595	22.3
+Coventry	768	917	-16.2
+East Midlands	61 024	50 305	21.3
+Newcastle	69 014	59 928	15.2
+Tees-side	23 561	19 466	21.0
+Bristol	31 202	29 159	7.0
+Glamorgan	32 368	28 846	12.2
Swansea	496	356	39.3
+Ashford	13 232	17 394	-23.9
+Blackpool	21 956	22 716	-3.3
+Bournemouth	12 141	10 870	11.7
+Cambridge	852	1 246	-31.6
+Exeter	10 338	..	..
Gloucester/Cheltenham	1 416	1 177	20.3
Hawarden	—	—	—
Isles of Scilly	11 298	10 612	6.5
+Lydd	19	420	-95.5
+Manston	327	745	-56.1
+Norwich	8 063	..	..
Penzance Heliport	10 564	10 163	3.9
+Portsmouth	3 051	2 752	10.9
+Southampton	36 433	34 968	4.2
+Edinburgh	90 102	79 479	13.4
+Glasgow	225 096	197 805	13.8
+Prestwick	60 817	70 132	-13.3
Aberdeen	27 667	20 902	32.4
Benbecula	2 118	2 242	-5.5
Inverness	13 199	11 648	13.3
Islay	1 852	1 760	5.2
+Kirkwall	8 725	8 148	7.1
Stornoway	5 047	4 978	1.4
+Sumburgh	8 602	8 224	4.6
Tiree	564	616	-8.4
Wick	3 125	3 027	3.2
+Belfast	140 782	127 618	10.3
+Isle of Man	74 548	72 415	2.9
TOTAL (Includes London Area)	4 760 921	4 370 151	8.9
Channel Islands Airports			
Alderney	9 064	7 908	14.6
Guernsey	66 438	61 059	8.8
Jersey	192 455	182 857	5.2
TOTAL (Channel Islands Airports)	267 957	251 824	6.4

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

London Area Airports	Total Jun-Aug 1973	International			Domestic		
		Jun-Aug 1973	Jun-Aug 1972	Per- centage change	Jun-Aug 1973	Jun-Aug 1972	Per- centage change
+ Gatwick	701 839	630 377	582 647	8	71 462	63 487	13
+ Heathrow	2 069 107	1 761 053	1 607 614	10	308 054	284 107	8
+ Luton	396 899	389 083	375 429	4	7 816	7 867	-1
+ Southend	47 419	47 008(a)	36 538(a)	29	411	296	39
+ Stansted	19 156	18 649	36 326	-49	507	131	287
TOTAL (London Area)	3 234 420	2 846 170	2 638 554	8	388 250	355 888	9
Westland Heliport (Battersea)	1 003	—	—	—	1 003	622	61
Other UK Airports							
+ Leeds/Bradford	32 344	5 427	4 970	9	26 917	26 476	2
+ Liverpool	59 671	20 891	19 406	8	38 780	39 077	-1
+ Manchester	295 221	219 921	198 939	11	75 300	70 591	7
+ Birmingham	127 895	89 020	69 750	28	38 875	34 845	12
+ Coventry	768	36	11	227	732	906	-19
+ East Midlands	61 024	34 458	24 588	40	26 566	25 717	3
+ Newcastle	69 014	32 644	27 126	20	36 370	32 802	11
+ Tees-side	23 561	10 625	9 177	16	12 936	10 288	26
+ Bristol	31 202	24 035	21 564	11	7 167	7 595	-6
+ Glamorgan	32 368	22 787	18 803	21	9 581	10 043	-5
Swansea	496	12	32	-62	484	324	49
+ Ashford	13 232	12 888	17 394	-26	344	—	—
+ Blackpool	21 956	729	1 551	-53	21 227	21 165	—
+ Bournemouth	12 141	3 525	3 786	-7	8 616	7 084	22
+ Cambridge	852	264	210	26	588	1 036	-43
+ Exeter	10 338	2 023	..	..	8 315	..	..
Gloucester/Cheltenham	1 416	—	—	—	1 416	1 177	20
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 298	—	—	—	11 298	10 612	6
+ Lydd	19	5	416	-99	14	4	250
+ Manston	327	327	745	-56	—	—	—
+ Norwich	8 063	4 339	..	..	3 724	..	..
Penzance	10 564	—	—	—	10 564	10 163	4
+ Portsmouth	3 051	—	—	—	3 051	2 752	11
+ Southampton	36 433	1 302	1 428	-9	35 131	33 540	5
+ Edinburgh	90 102	10 772	9 628	12	79 330	69 851	14
+ Glasgow	225 096	81 964	67 327	22	143 132	130 477	10
+ Prestwick	60 817	54 801	65 080	-16	6 016	5 052	19
Aberdeen	27 667	1 072	235	356	26 595	20 667	29
Benbecula	2 118	—	—	—	2 118	2 242	-6
Inverness	13 199	27	2	—	13 172	11 646	13
Islay	1 852	—	—	—	1 852	1 760	5
+ Kirkwall	8 725	283	295	-4	8 442	7 852	8
Stornoway	5 047	—	6	—	5 047	4 972	2
+ Sumburgh	8 602	217	233	-7	8 385	7 991	5
Tiree	564	—	—	—	564	616	-8
Wick	3 125	—	—	—	3 125	3 027	3
+ Belfast	140 782	13 186	12 410	6	127 596	115 207	11
+ Isle of Man	74 548	2 044	2 297	-11	72 504	70 117	3
TOTAL (Incl. London Area)	4 760 921	3 495 794	3 215 963	9	1 265 127	1 154 184	10

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	June-August 1973			June-August 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	19.3	13.0	6.3	15.6	12.0	3.6	24
London – Vienna	14.2	10.5	3.6	12.0	9.5	2.5	18
Other Routes	5.1	2.5	2.7	3.6	2.5	1.0	44
Belgium	92.6	84.5	8.1	89.3	81.6	7.7	4
London – Brussels	45.8	45.2	0.6	38.0	37.6	0.3	20
Other S.E. England – Belgium	37.4	34.7	2.7	41.1	38.6	2.5	–9
Other Routes	9.4	4.6	4.8	10.2	5.4	4.8	–8
Denmark	50.6	38.6	12.0	49.9	37.1	12.8	2
London – Copenhagen	40.1	31.5	8.6	41.0	31.1	9.9	–2
Other Routes	10.5	7.1	3.4	8.9	6.0	2.9	19
Finland	10.7	6.0	4.8	9.5	6.5	3.0	13
France	301.6	262.9	38.7	284.0	249.8	34.2	6
London – Nice	21.0	20.1	0.9	19.4	18.5	0.9	9
– Paris	182.5	172.2	10.4	174.4	164.9	9.4	5
– N. France (a)	11.9	11.2	0.7	13.7	13.0	0.7	–13
– Other France	29.7	21.4	8.4	20.3	13.8	6.5	47
Manchester – Paris	7.3	7.0	0.3	6.1	6.1	0.1	19
Other U.K. – Paris	15.1	10.8	4.4	12.2	8.4	3.8	24
Luton – Other France	4.4	—	4.4	3.8	—	3.8	16
Other S.E. England – France	19.5	19.5	—	23.9	23.6	0.3	–18
Other Routes	9.9	0.7	9.2	10.2	1.6	8.6	–3
Germany (Fed. Republic)	228.6	145.8	82.8	233.0	149.6	83.3	–2
London – Dusseldorf	25.7	24.2	1.5	25.6	25.1	0.5	—
– Frankfurt	47.5	44.1	3.4	48.7	47.3	1.4	–3
– Hamburg	22.9	22.2	0.7	19.4	19.3	0.1	18
– Munich	32.9	15.7	17.2	29.6	16.8	12.8	11
– Other Germany	38.4	29.3	9.1	39.2	31.4	7.8	–2
Luton – Germany	33.9	—	33.9	39.9	—	39.9	–15
Manchester – Germany	10.6	5.7	4.9	11.9	5.8	6.1	–11
Other Routes	16.8	4.5	12.3	18.6	3.9	14.7	–10
Gibraltar	8.7	8.0	0.7	8.4	8.1	0.4	4
Greece	97.3	34.7	62.6	79.9	27.8	52.0	22
Iceland	5.7	5.7	—	7.3	6.5	0.8	–23
London – Reykjavik	3.7	3.7	—	4.2	4.1	0.1	–11
Glasgow – Reykjavik	1.9	1.9	—	2.9	2.5	0.4	–33
Other Routes	—	—	—	0.3	—	0.3	—

Table 18 cont.

	June-August 1973			June-August 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	188.5	183.5	5.0	172.6	168.4	4.2	9
London – Cork	14.5	14.4	0.1	12.5	12.5	—	16
– Dublin	86.5	86.2	0.3	78.1	78.0	0.1	11
– Shannon	13.0	12.6	0.3	13.2	12.7	0.5	–2
Manchester – Dublin	14.5	14.3	0.2	13.9	13.9	—	4
Birmingham – Dublin	13.2	13.2	—	11.4	11.4	—	16
Glasgow – Dublin	10.9	10.9	—	10.0	10.0	—	9
Liverpool – Dublin	7.6	7.5	0.2	6.7	6.7	—	13
Leeds/Bradford – Dublin	3.9	3.9	—	3.6	3.6	—	10
Edinburgh – Dublin	4.0	4.0	—	4.4	4.4	—	–9
Bristol – Dublin	3.3	3.3	—	3.1	3.0	—	7
Other Routes	17.0	13.2	3.8	15.7	12.2	3.5	8
Italy	268.0	90.0	178.0	250.9	83.7	167.1	7
London – Genoa (g)	2.8	—	2.8	2.9	—	2.9	–4
– Milan	43.9	28.0	15.9	37.1	24.9	12.2	18
– Rimini (g)	10.6	—	10.6	13.5	—	13.5	–22
– Rome	42.5	31.9	10.5	40.0	30.4	9.7	6
– Venice	14.7	7.1	7.6	15.7	7.5	8.2	–6
– Other Italy	42.5	21.3	21.2	44.5	18.9	25.6	–5
Luton – Rimini	19.7	—	19.7	20.0	—	20.0	–2
– Other Italy	51.0	—	51.0	45.6	—	45.6	12
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	19.0	—	19.0	14.9	—	14.9	28
Other Routes	21.2	1.6	19.6	16.6	2.0	14.5	28
Luxembourg	5.1	4.7	0.4	4.2	3.9	0.3	21
London – Luxembourg	5.0	4.7	0.3	4.2	3.9	0.2	20
Other Routes	0.1	—	0.1	0.1	—	0.1	37
Netherlands	162.6	153.1	9.5	141.2	131.0	10.2	15
London – Amsterdam	107.2	100.6	6.6	94.5	88.8	5.7	13
– Rotterdam	20.9	20.8	0.1	18.4	18.3	0.1	13
Other S.E. England – Netherlands	8.8	7.4	1.3	11.3	8.0	3.3	–23
Manchester – Amsterdam	8.4	8.4	—	6.9	6.8	—	23
Other Routes	17.3	15.8	1.5	10.1	9.1	1.0	71
Norway	38.9	24.5	14.4	36.2	23.5	12.7	7
London – Oslo	18.1	13.0	5.1	18.2	12.9	5.3	–1
Other Routes	20.8	11.5	9.3	18.0	10.6	7.4	15
Portugal	61.1	27.6	33.5	50.1	24.0	26.1	22
London – Lisbon	24.0	17.1	7.0	19.7	15.3	4.4	22
Other Routes	37.1	10.5	26.6	30.4	8.7	21.7	22
Soviet Union and Eastern Europe (b)	45.3	21.0	24.2	40.7	21.2	19.5	11
London – Moscow	4.4	4.0	0.4	4.8	4.7	0.1	–9
– Prague	3.3	3.3	—	3.3	3.3	—	–1
Other Routes	37.6	13.8	23.8	32.5	13.2	19.4	16

Table 18 cont.

	June-August 1973			June-August 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	709.5	97.2	612.3	648.9	94.7	554.2	9
London – Barcelona	22.9	15.8	7.1	21.0	14.8	6.2	9
– Ibiza	20.9	2.7	18.2	21.4	3.1	18.3	-2
– Madrid	32.2	27.4	4.8	28.2	24.7	3.5	14
– Malaga	22.8	11.6	11.1	20.4	10.6	9.8	12
– Palma	83.8	15.1	68.8	84.5	15.9	68.5	-1
– Other Spain	90.5	22.0	68.5	74.5	14.8	59.7	21
Luton – Alicante	26.3	—	26.3	23.3	—	23.3	13
– Barcelona	16.8	—	16.8	4.9	—	4.9	243
– Gerona	25.7	—	25.7	41.3	—	41.3	-38
– Ibiza	26.0	—	26.0	21.9	—	21.9	19
– Palma	48.9	—	48.9	48.9	—	48.9	—
– Other Spain	28.5	—	28.5	22.4	—	22.4	27
Other S.E. England – Spain	0.1	—	0.1	0.2	—	0.2	-75
Manchester – Barcelona	5.2	0.3	4.8	6.5	0.5	6.0	-20
– Palma	33.4	0.4	33.0	32.6	0.5	32.1	3
Other N. England – Spain	85.1	0.7	84.4	77.1	8.7	68.4	10
Scotland – Spain	42.5	0.2	42.3	39.0	0.3	38.7	9
Other Routes	97.9	1.0	96.9	81.0	0.8	80.2	21
Sweden	32.3	18.1	14.2	29.6	16.0	13.5	9
London – Stockholm	18.2	11.9	6.3	18.4	11.8	6.6	-1
Other Routes	14.1	6.2	7.9	11.1	4.2	6.9	27
Switzerland	128.5	81.4	47.1	128.2	77.3	50.9	—
London – Basle	13.6	6.9	6.7	15.9	6.8	9.1	-14
– Geneva	36.3	31.4	4.9	32.9	30.0	2.9	10
– Zurich	48.8	37.8	11.0	43.3	35.0	8.2	13
Luton – Switzerland	15.9	—	15.9	23.5	—	23.5	-32
Other Routes	14.0	5.3	8.6	12.7	5.5	7.2	10
Yugoslavia	65.3	11.2	54.0	49.1	7.5	41.6	33
London – Dubrovnic	9.0	1.1	7.9	8.6	0.3	8.3	4
– Ljubljana	2.2	1.7	0.5	2.2	0.5	1.7	1
Luton – Yugoslavia	16.4	—	16.4	12.1	—	12.1	35
Other Routes	37.7	8.4	29.3	26.2	6.7	19.5	44
Other Europe	81.1	58.2	22.9	59.8	43.9	15.9	36
WESTERN HEMISPHERE							
Canada	192.7	91.5	101.2	168.3	87.7	80.6	14
London – Montreal	20.1	17.9	2.2	21.0	17.8	3.2	-4
– Toronto	79.1	30.7	48.4	63.4	31.9	31.5	25
– Other Canada	43.2	20.8	22.3	38.7	16.9	21.8	11
Other U.K. – Montreal	3.4	2.4	1.0	4.7	4.1	0.6	-27
– Toronto	40.2	16.3	23.9	32.9	15.2	17.7	22
Other Routes	6.6	3.3	3.3	7.5	1.8	5.7	-12

Table 18 cont.

	June-August 1973			June-August 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	394.9	301.4	93.6	391.7	297.9	93.8	1
London – New York	132.9	97.3	35.6	151.4	123.9	27.6	-12
– Other East Coast U.S.A.	84.0	75.1	8.8	92.7	81.1	11.6	-9
– Chicago and Detroit	26.2	20.8	5.4	42.3	35.7	6.6	-38
– West Coast U.S.A.	89.3	69.6	19.6	60.6	37.4	23.2	47
– Other U.S.A.	31.5	22.1	9.4	6.8	2.3	4.5	366
Other U.K. – New York	24.1	15.8	8.3	22.1	15.4	6.6	9
Other Routes	7.0	0.5	6.5	15.9	2.1	13.8	-56
West Atlantic and Caribbean Islands	24.6	19.8	4.8	23.6	18.4	5.1	4
Central and South America	9.3	8.8	0.5	7.5	6.8	0.7	23
REST OF THE WORLD							
Canary Islands	20.6	3.4	17.2	20.4	2.9	17.4	1
North Africa (c)	27.6	6.0	21.6	26.7	5.4	21.2	4
East Africa (d)	15.4	11.4	4.1	14.7	11.5	3.2	5
Central Africa (e)	6.4	6.3	0.1	6.3	6.3	—	2
West Africa (d)	11.8	10.3	1.5	9.4	8.1	1.3	26
South Africa	14.9	14.4	0.6	13.0	12.8	0.2	15
Middle East (f)	75.5	72.2	3.2	59.9	56.8	3.1	26
India	11.6	11.5	0.1	8.2	5.8	2.4	42
Pakistan	3.8	3.8	—	3.2	3.2	—	18
Far East	44.7	32.4	12.4	38.7	23.2	15.5	16
Australia and New Zealand	18.1	17.7	0.5	14.3	13.6	0.7	27
Other Routes n.e.i.	7.5	5.6	1.8	6.4	4.5	1.9	16
ALL ROUTES	3 480.7	1 986.1	1 494.6	3 200.7	1 839.3	1 361.4	9

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		June 1973 –August 1973 (000)	June 1972 –August 1972 (000)	Percentage change
London (a)	Aberdeen	11.8	8.3	42
	Belfast	58.3	53.0	10
	Birmingham	3.5	4.6	–24
	Channel Islands	66.6	66.6	—
	Edinburgh	63.1	55.6	13
	Glasgow	78.1	69.1	13
	Isle of Man	4.5	4.7	–4
	Leeds/Bradford	10.9	10.6	3
	Liverpool	10.8	10.8	—
	Manchester	34.9	31.9	9
	Newcastle	24.0	22.0	9
	Tees-side	8.7	7.9	10
	Other airports	4.8	2.4	—
	Birmingham	8.4	6.5	29
Belfast	East Midlands	3.7	3.4	9
	Edinburgh	2.2	2.0	10
	Glasgow	11.0	10.6	4
	Isle of Man	10.9	10.0	9
	Leeds/Bradford	4.2	4.0	5
	Liverpool	4.1	3.9	5
	Manchester	11.1	10.4	7
	Newcastle	2.6	2.3	13
	Other airports	11.3	9.1	24
	Bournemouth	6.6	5.3	25
	Birmingham	15.0	13.9	8
	Bristol/Glamorgan	9.0	10.2	–12
	East Midlands	15.1	15.6	–3
	Glasgow	3.4	4.0	–15
Channel Islands	Leeds/Bradford	6.5	6.7	–3
	Liverpool	6.1	6.6	–8
	Manchester	9.5	9.8	–3
	Newcastle	3.0	2.5	20
	Southampton	30.4	29.2	4
	Other airports	20.2	12.2	66
	Birmingham	2.7	1.7	59
	Glasgow	0.7	1.0	–30
	Manchester	3.6	2.7	33
	Other airports	7.0	6.8	3
	Birmingham	6.7	6.0	12
	East Midlands	4.1	3.7	11
	Isle of Man	4.2	4.1	2
	Leeds/Bradford	1.9	1.7	12
Edinburgh	Liverpool	3.2	2.9	10
	Manchester	5.3	5.3	—
	Southampton	3.3	3.0	10
	Other Scottish airports	18.8	18.1	4
	Other airports	5.9	4.9	20
	Blackpool	17.8	17.7	1
	Liverpool	14.2	13.7	4
	Manchester	8.0	7.9	1
	Newcastle	1.8	2.3	–22
	Other airports	11.1	9.7	14
	Isles of Scilly	10.6	10.2	4
	Penzance	23.3	19.0	23
	Other Routes	23.3	19.0	23
TOTAL		728.5	668.1	—

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

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

Cargo by Type and Nationality of Operator August 1973

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up	
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up			
London Area Airports														
+ Gatwick	3 156.4	—	—	615.9	1 024.2	12.6	7.1	—	—	317.1	1 118.2	15.8	45.5	
+ Heathrow	36 140.4	6 980.6	7 441.0	34.3	236.0	9 201.3	11 117.5	70.9	37.3	110.6	139.1	55.6	716.2	
+ Luton	145.4	—	—	0.1	0.7	—	—	—	—	43.3	61.8	23.3	16.2	
+ Southend	2 484.0	—	—	1 264.0	1 185.0	—	—	—	—	8.0	19.0	8.0	—	
+ Stansted	1 047.4	—	—	—	0.9	—	—	—	—	262.7	684.2	18.8	80.8	
TOTAL (London Area)	42 973.6	6 980.6	7 441.0	1 914.3	2 446.8	9 213.9	11 124.6	70.9	37.3	741.7	2 022.3	121.5	858.7	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	51.7	16.6	18.8	1.8	2.0	5.9	5.9	—	—	—	0.7	—	—	
+ Liverpool	1 202.7	124.3	671.3	2.5	0.1	133.4	29.8	—	13.8	0.4	0.7	34.5	191.9	
+ Manchester	3 030.8	694.8	582.7	32.5	3.1	746.8	954.6	0.9	—	1.8	13.6	—	—	
+ Birmingham	274.5	83.9	70.2	4.5	1.0	52.4	62.5	—	—	—	—	—	—	
+ Coventry	9.0	—	—	—	0.3	—	—	—	—	8.7	—	—	—	
+ East Midlands	563.9	0.2	—	142.3	316.8	—	—	—	—	57.7	12.1	13.8	21.0	
+ Newcastle	129.0	26.4	39.4	14.3	24.2	—	0.6	—	22.5	0.3	0.1	—	1.2	
+ Tees-side	50.1	0.1	—	9.0	8.9	—	—	—	—	—	—	10.9	21.2	
+ Bristol	70.4	7.4	5.1	0.1	—	31.5	25.9	0.3	—	—	—	—	0.1	
+ Glamorgan	15.2	4.6	8.6	1.3	0.4	—	0.3	—	—	—	—	—	—	
Swansea	1.3	—	—	—	—	—	—	—	—	—	1.3	—	—	
+ Ashford	273.7	—	—	110.2	163.5	—	—	—	—	—	—	—	—	
+ Blackpool	70.5	—	—	14.2	49.4	—	—	—	—	—	6.9	—	—	
+ Bournemouth	246.8	0.1	—	20.9	48.2	—	—	—	—	123.9	48.9	—	4.8	
+ Cambridge	54.9	—	—	—	2.3	—	—	—	—	—	1.2	29.0	22.4	
+ Exeter	10.7	—	—	1.5	8.2	—	—	—	—	—	1.0	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	8.6	8.3	0.3	—	—	—	—	—	—	—	—	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Manston	369.2	—	—	—	—	—	—	—	—	143.8	183.2	23.2	19.0	
+ Norwich	106.1	—	—	20.5	8.7	—	—	—	—	74.0	2.9	—	—	
Penzance Heliport	8.6	0.3	8.3	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	5.1	—	—	—	2.0	—	—	—	—	—	3.1	—	—	
+ Southampton	78.7	1.3	2.3	11.2	51.4	—	—	—	—	0.6	0.9	4.5	6.5	
+ Edinburgh	375.0	221.8	79.6	28.7	32.5	10.0	2.4	—	—	—	—	—	—	
+ Glasgow	1 786.2	464.0	669.4	70.8	88.6	187.1	278.4	—	—	0.5	0.4	—	27.0	
+ Prestwick	965.3	387.9	159.2	11.1	8.3	157.7	158.8	—	—	12.3	—	52.4	17.6	
Aberdeen	101.4	33.2	44.9	3.9	4.2	—	—	—	—	7.9	7.3	—	—	
Benbecula	19.1	14.2	4.9	—	—	—	—	—	—	—	—	—	—	
Inverness	41.8	7.8	34.0	—	—	—	—	—	—	—	—	—	—	
Islay	6.6	2.9	3.5	—	—	—	—	—	—	0.2	—	—	—	
+ Kirkwall	37.2	21.7	12.0	—	—	0.2	—	—	—	0.5	2.8	—	—	
Stornoway	37.2	13.3	4.9	18.9	0.1	—	—	—	—	—	—	—	—	
+ Sumburgh	38.5	16.7	9.2	—	—	—	—	—	—	6.1	6.0	0.5	—	
Tiree	1.7	1.5	0.2	—	—	—	—	—	—	—	—	—	—	
Wick	8.7	4.2	1.3	—	—	—	—	—	—	—	2.4	—	0.8	
+ Belfast	1 309.9	781.1	346.1	108.3	56.7	13.6	3.3	—	—	0.3	—	—	0.5	
+ Isle of Man	391.5	216.6	89.7	51.9	15.3	—	—	—	—	6.0	12.0	—	—	
TOTAL (Incl. London Area)	54 725.2	10 135.8	10 306.9	2 594.7	3 343.0	10 552.5	12 647.1	72.1	73.6	1 186.7	2 329.8	290.3	1 192.7	
Channel Islands Airports														
Alderney	32.2	—	—	17.2	0.9	—	—	—	—	8.4	5.7	—	—	
Guernsey	795.3	124.8	48.1	194.0	175.4	8.7	0.1	—	—	107.6	136.6	—	—	
Jersey	1 210.1	295.3	237.0	353.5	47.5	9.1	1.9	—	—	151.3	101.9	11.5	1.1	
TOTAL (Channel Islands Airports)	2 037.6	420.1	285.1	564.7	223.8	17.8	2.0	—	—	267.3	244.2	11.5	1.1	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	June 1973 –August 1973 (tonnes)	June 1972 –August 1972 (tonnes)	Percentage change
London Area Airports			
+Gatwick	3 113·2	3 875·3	–19·7
+Heathrow	37 778·7	35 435·3	6·6
+Luton	174·3	200·1	–12·9
+Southend	2 362·7	3 502·0	–32·5
+Stansted	1 226·3	2 207·2	–44·4
TOTAL (London Area)	44 655·2	45 219·9	–1·2
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	62·9	114·8	–45·2
+Liverpool	1 269·6	1 215·7	4·4
+Manchester	3 279·1	4 009·2	–18·2
+Birmingham	272·8	541·4	–49·6
+Coventry	83·6	183·8	–54·5
+East Midlands	584·6	1 049·8	–44·3
+Newcastle	138·7	428·8	–67·7
+Tees-side	30·6	18·2	68·1
+Bristol	73·0	136·7	–46·6
+Glamorgan	21·6	27·7	–22·0
Swansea	0·4	—	..
+Ashford	340·3	502·9	–32·3
+Blackpool	69·0	92·1	–25·1
+Bournemouth	227·9	1 065·2	–78·6
+Cambridge	75·2	75·6	–0·5
+Exeter	17·9	..	..
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	9·3	9·1	2·2
+Lydd	—	11·4	—
+Manston	368·9	668·7	–44·8
+Norwich	57·9	..	..
Penzance Heliport	9·3	9·1	2·2
+Portsmouth	7·1	3·5	102·9
+Southampton	100·1	200·9	–50·2
+Edinburgh	254·2	236·2	7·6
+Glasgow	1 872·4	1 395·3	34·2
+Prestwick	1 053·2	1 393·2	–24·4
Aberdeen	97·0	103·4	–6·2
Benbecula	17·5	19·9	–12·1
Inverness	36·9	31·3	17·9
Islay	4·5	17·2	–73·8
+Kirkwall	35·6	57·2	–37·8
Stornoway	39·0	35·1	11·1
+Sumburgh	39·9	57·0	–30·0
Tiree	1·9	1·7	11·8
Wick	8·0	23·3	–65·7
+Belfast	1 343·9	2 621·1	–48·7
+Isle of Man	385·6	384·4	0·3
TOTAL (Incl. London Area)	56 944·6	61 960·8	–8·1
Channel Islands Airports			
Alderney	28·3	31·0	–8·7
Guernsey	841·0	1 814·1	–53·6
Jersey	1 312·4	1 629·0	–19·4
TOTAL (Channel Islands Airports)	2 181·7	3 474·1	–37·2

All Scheduled Services August 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	12 340	3 814	16 494	250 121	2 467 622	1 563 778	63·4	4 283	320 915	176 916	6 517	32 933	137 466	55·1
British Airways – BEA	9 342	12 600	18 275	850 346	1 056 533	687 258	65·0	4 702	106 556	62 671	1 024	4 727	56 920	58·8
British Airways Helicopters	28	476	156	11 227	782	669	85·6	11	57	50	—	1	49	87·7
British Airways Regional Division—														
Channel Islands Airways	755	2 215	2 507	119 506	65 230	41 968	64·3	248	5 936	3 547	17	84	3 446	59·8
Scottish Airways	469	1 776	1 642	62 514	30 494	20 781	68·1	242	2 666	1 801	18	53	1 730	67·6
Cambrian Airways	576	2 220	1 814	102 557	41 679	29 914	71·8	930	3 912	2 605	5	212	2 388	66·6
Northeast Airlines	450	1 037	1 232	66 001	40 053	29 850	74·5	118	3 570	2 519	—	49	2 470	70·6
British Caledonian Airways	3 318	3 095	5 496	142 217	393 814	221 735	56·3	1 261	45 894	23 206	183	3 432	19 590	50·5
Air Anglia	86	250	253	6 646	3 701	2 684	72·5	6	338	245	—	2	244	72·5
Alidair	33	59	84	418	1 463	450	30·8	6	181	44	—	6	38	24·3
Aurigny Air Services	156	2 739	924	23 748	1 838	1 478	80·4	53	172	121	—	3	118	70·3
British Air Ferries	234	1 238	1 029	37 193	10 971	6 466	58·9	2 447	1 621	1 092	—	503	589	67·4
British Island Airways	475	2 364	1 892	82 124	20 380	16 309	80·0	773	2 147	1 550	27	137	1 386	72·2
British Midland Airways	717	1 790	1 976	73 908	53 802	30 619	56·9	115	4 287	2 436	—	56	2 380	56·8
Brymon Airways	46	292	214	1 882	414	303	73·2	—	35	24	—	—	24	68·6
Dan-Air/Skyways	392	1 510	1 392	36 541	18 651	10 360	55·5	—	1 523	846	—	—	846	55·5
Intra Airways	60	346	294	6 683	2 167	1 139	52·6	—	173	78	—	1	77	45·1
J F Airlines	88	479	390	4 361	1 158	871	75·2	2	93	65	—	—	65	71·0
Loganair	44	377	216	1 335	352	155	44·0	—	32	14	—	—	14	43·8
TOTAL Passenger Services	29 609	38 677	56 280	1 879 328	4 211 104	2 666 787	63·3	15 197	500 108	279 830	7 791	42 199	229 840	56·0
Cargo Services														
British Airways – BOAC	859	286	1 174					1 762	27 011	14 631	28	14 603		54·2
British Airways – BEA	282	518	713					6 614	5 290	2 437	160	2 277		46·1
British Caledonian Airways	69	24	91					217	2 092	1 325	—	1 325		63·3
Air-Bridge Carriers	30	68	105					445	288	193	—	193		67·0
Air Freight	27	124	137					274	94	60	—	60		63·8
British Island Airways	63	108	244					161	245	92	7	85		37·6
Intra Airways	3	15	14					40	9	7	—	7		77·8
TOTAL Cargo Services	1 333	1 143	2 478					9 513	35 029	18 745	195	18 550		53·5
GRAND TOTAL	30 942	39 820	58 758	1 879 328	4 211 104	2 666 787	63·3	24 710	535 137	298 575	7 986	60 749	229 840	55·8

International Scheduled Services August 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways – BOAC	12 340	3 814	16 494	250 121	2 467 622	1 563 778	63.4	4 283	320 915	176 916	6 517	32 933	137 466	55.1
British Airways – BEA	8 475	10 113	15 650	652 378	926 734	595 487	64.3	4 125	92 436	54 513	964	4 290	49 259	59.0
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	107	244	277	12 375	9 812	4 836	49.2	53	935	423	1	25	398	45.2
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	184	450	457	21 996	15 335	10 614	69.2	28	1 345	860	—	13	847	63.9
Northeast Airlines	122	210	300	14 045	11 266	8 533	75.7	28	972	721	—	15	707	74.1
British Caledonian Airways	2 693	1 889	4 129	78 689	339 611	190 084	56.0	878	40 621	20 390	171	3 242	16 976	50.2
Air Anglia	28	108	81	3 110	1 224	801	65.4	4	111	74	—	1	73	66.7
Alidair	33	59	84	418	1 463	450	30.8	6	181	44	—	6	38	24.3
Aurigny Air Services	10	146	61	925	81	63	77.8	—	7	5	—	—	5	71.4
British Air Ferries	234	1 238	1 029	37 193	10 971	6 466	58.9	2 447	1 621	1 092	—	503	589	67.4
British Island Airways	51	189	192	6 536	2 540	1 663	65.5	9	234	144	—	3	141	61.5
British Midland Airways	176	354	444	8 668	13 212	4 544	34.4	25	1 054	372	—	19	353	35.3
Brymon Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dan-Air/Skyways	198	573	659	17 530	9 242	5 414	58.6	—	755	442	—	—	442	58.5
Intra Airways	30	261	163	5 030	1 072	562	52.4	—	84	39	—	—	39	46.4
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	24 681	19 648	40 020	1 109 014	3 810 185	2 393 295	62.8	11 886	461 271	256 035	7 653	41 050	207 333	55.5
Cargo Services														
British Airways – BOAC	859	286	1 174					1 762	27 011	14 631	28	14 603	—	54.2
British Airways – BEA	191	255	448					4 152	3 665	1 634	54	1 580	—	44.6
British Caledonian Airways	69	24	91					217	2 092	1 325	—	1 325	—	63.3
Air Bridge Carriers	—	—	—					—	—	—	—	—	—	—
Air Freight	27	124	137					274	94	60	—	60	—	63.8
British Island Airways	63	108	244					161	245	92	7	85	—	37.6
Intra Airways	—	—	—					—	—	—	—	—	—	—
TOTAL Cargo Services	1 209	797	2 094					6 566	33 107	17 742	89	17 653	—	53.6
GRAND TOTAL	25 890	20 445	42 114	1 109 014	3 810 185	2 393 295	62.8	18 452	494 378	273 777	7 742	58 703	207 333	55.4

Domestic Scheduled Services August 1973

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	867	2 487	2 625	197 968	129 799	91 771	70.7	577	14 120	8 158	60	437	7 661	57.8
British Airways Helicopters	28	476	156	11 227	782	669	85.6	11	57	50	—	1	49	87.7
British Airways Regional Division—														
Channel Islands Airways	648	1 971	2 230	107 131	55 418	37 132	67.0	195	5 001	3 124	17	59	3 048	62.5
Scottish Airways	469	1 776	1 642	62 514	30 494	20 781	68.1	242	2 666	1 801	18	53	1 730	67.6
Cambrian Airways	392	1 770	1 357	80 561	26 345	19 300	73.3	901	2 568	1 745	5	199	1 541	67.6
Northeast Airlines	328	827	932	51 956	28 787	21 317	74.1	90	2 598	1 798	—	34	1 763	69.2
British Caledonian Airways	625	1 206	1 367	63 528	54 203	31 651	58.4	383	5 273	2 816	12	190	2 614	53.4
Air Anglia	58	142	172	3 536	2 477	1 884	76.1	1	227	172	—	1	171	75.8
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	146	2 593	863	22 823	1 757	1 415	80.5	52	165	116	—	3	113	70.3
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	424	2 175	1 700	75 588	17 842	14 647	82.1	764	1 913	1 406	27	134	1 245	73.5
British Midland Airways	541	1 436	1 532	65 240	40 591	26 075	64.2	90	3 233	2 064	—	37	2 027	63.8
Brymon Airways	46	292	214	1 882	414	303	73.2	—	35	24	—	—	24	68.6
Dan-Air /Skyways	194	937	733	19 011	9 410	4 946	52.6	—	768	404	—	—	404	52.6
Intra Airways	30	85	131	1 653	1 095	578	52.8	—	89	39	—	1	38	43.8
J F Airlines	88	479	390	4 361	1 158	871	75.2	2	93	65	—	—	65	71.0
Loganair	44	377	216	1 335	352	155	44.0	—	32	14	—	—	14	43.8
TOTAL Passenger Services	4 928	19 029	16 260	770 314	400 924	273 495	68.2	3 308	38 838	23 796	139	1 149	22 507	61.3
Cargo Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	91	263	265	—	—	—	—	2 462	1 625	803	106	697	—	49.4
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Bridge Carriers	30	68	105	—	—	—	—	445	288	193	—	193	—	67.0
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	3	15	14	—	—	—	—	40	9	7	—	7	—	77.8
TOTAL Cargo Services	124	346	384	—	—	—	—	2 947	1 922	1 003	106	897	—	52.2
GRAND TOTAL	5 052	19 375	16 644	770 314	400 924	273 495	68.2	6 255	40 760	24 799	245	2 046	22 507	60.8

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

All Non-scheduled Services August 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	2 311	649	3 076	43 610
British Airways – BEA	845	1 102	1 655	10 834
British Airways Helicopters	111	1 203	547	208
British Airways Regional Division—				
Channel Islands Airways	47	36	76	460
Cambrian Airways	509	731	1 039	3 653
Northeast Airlines	329	261	531	3 438
BEA Airtours	1 822	1 127	2 788	26 801
British Caledonian Airways	3 142	1 676	4 790	57 046
Air Anglia	54	126	205	181
Air-Bridge Carriers	11	20	35	112
Air Freight	5	8	24	15
Air London	20	75	98	7
Alidair	119	355	337	757
Beecham Imperial	14	32	34	9
Britannia Airways	2 703	1 971	4 138	29 935
British Air Ferries	20	27	90	137
British Island Airways	58	170	218	265
British Midland Airways	607	388	921	7 763
Brymon Airways	1	4	6	1
Court-Line Aviation	2 433	1 900	4 000	33 080
Dan-Air Services	4 104	2 492	6 406	40 951
Dan-Air/Skyways	12	31	38	46
Directair	10	29	41	10
Donaldson International Airways	258	104	359	5 838
Eagle Flying Services	18	39	66	5
Eastern Seaboard	10	22	44	9
Fairflight Charters	68	170	350	66
Haywards Aviation	3	10	13	3
Humber Airways	8	31	44	7
International Aviation Services	322	132	711	5 411
Intra Airways	7	69	48	22
Invicta International Airlines	237	177	466	3 771
Island Air Charter	1	6	4	1
Laker Airways	1 942	938	2 871	30 167
Loganair	82	742	408	68
MAM Aviation	19	33	41	16
Macedonian Aviation	19	38	81	58
McAlpine Aviation	325	720	745	253
Merlot International Aviation	35	54	62	26
Monarch Airlines	928	644	1 651	13 420
Moseley Aviation	9	64	32	8
Northair Airlines	42	104	183	19
Northern Executive Aviation	17	79	88	15
Peters Aviation	39	119	200	61
Silver City Airways	77	43	146	1 397
Thurston Aviation	28	119	120	24
Trader Airways	6	25	28	2
Tradewinds Airways	486	139	887	11 016
Trans-Meridian Air Cargo	388	150	750	10 570
Vernair Transport	6	15	17	3
TOTAL	24 667	19 199	41 508	341 575

International Non-scheduled Services August 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	2 311	649	3 076	43 610
British Airways – BEA	749	841	1 382	9 579
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	46	34	73	454
Cambrian Airways	482	534	923	3 517
Northeast Airlines	321	235	501	3 393
BEA Airtours	1 822	1 127	2 788	26 801
British Caledonian Airways	3 142	1 676	4 790	57 046
Air Anglia	28	42	97	99
Air-Bridge Carriers	9	11	26	91
Air Freight	5	8	24	15
Air London	8	26	38	—
Alidair	96	270	267	607
Beecham Imperial	14	26	31	9
Britannia Airways	2 703	1 971	4 138	29 935
British Air Ferries	16	22	70	115
British Island Airways	58	168	216	263
British Midland Airways	600	376	909	7 727
Brymon Airways	—	—	—	—
Court-Line Aviation	2 433	1 900	4 000	33 080
Dan-Air Services	4 104	2 492	6 406	40 951
Dan-Air/Skyways	11	30	37	45
Directair	9	26	38	10
Donaldson International Airways	258	104	359	5 838
Eagle Flying Services	8	18	27	3
Eastern Seaboard	9	17	38	8
Fairflight Charters	62	158	320	61
Haywards Aviation	1	5	6	1
Humber Airways	—	—	—	—
International Aviation Services	322	132	711	5 411
Intra Airways	3	13	16	9
Invicta International Airlines	236	176	464	3 756
Island Air Charter	—	—	—	—
Laker Airways	1 942	938	2 871	30 167
Loganair	3	8	18	2
MAM Aviation	18	28	37	15
Macedonian Aviation	16	29	66	47
McAlpine Aviation	186	229	341	153
Merlot International Aviation	34	51	60	25
Monarch Airlines	928	644	1 651	13 420
Moseley Aviation	4	28	14	4
Northair Airlines	4	10	18	2
Northern Executive Aviation	3	10	18	3
Peters Aviation	11	28	54	17
Silver City Airways	77	43	146	1 397
Thurston Aviation	13	33	54	11
Trader Airways	4	10	16	1
Tradewinds Airways	486	139	887	11 016
Trans-Meridian Air Cargo	388	150	750	10 570
Vernair Transport	2	4	6	1
TOTAL	23 985	15 469	38 778	339 285

Domestic Non-scheduled Services August 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	96	261	273	1 255
British Airways Helicopters	111	1 203	547	208
British Airways Regional Division—				
Channel Islands Airways	1	2	3	7
Cambrian Airways	27	197	116	136
Northeast Airlines	8	26	30	46
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	26	84	108	82
Air-Bridge Carriers	2	9	9	21
Air Freight	—	—	—	—
Air London	12	49	60	7
Alidair	24	85	70	151
Beecham Imperial	1	6	3	—
Britannia Airways	—	—	—	—
British Air Ferries	3	5	20	22
British Island Airways	1	2	2	2
British Midland Airways	6	12	12	37
Brymon Airways	1	4	6	1
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	—	1	1	1
Directair	1	3	3	1
Donaldson International Airways	—	—	—	—
Eagle Flying Services	10	21	39	2
Eastern Seaboard	1	5	6	1
Fairflight Charters	6	12	30	5
Haywards Aviation	2	5	7	1
Humber Airways	8	31	44	7
International Aviation Services	—	—	—	—
Intra Airways	5	56	32	13
Invicta International Airlines	1	1	2	15
Island Air Charter	1	6	4	1
Laker Airways	—	—	—	—
Loganair	79	734	390	66
MAM Aviation	1	5	4	1
Macedonian Aviation	4	9	15	11
McAlpine Aviation	139	491	404	100
Merlot International Aviation	1	3	2	1
Monarch Airlines	—	—	—	—
Moseley Aviation	5	36	18	5
Northair Airlines	38	94	165	17
Northern Executive Aviation	13	69	70	12
Peters Aviation	28	91	146	44
Silver City Airways	—	—	—	—
Thurston Aviation	14	86	66	13
Trader Airways	2	15	12	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	4	11	11	2
TOTAL	683	3 730	2 730	2 295

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

All Inclusive Tour Charters August 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percentage of available	
British Airways – BOAC	69	52	117	1 270	8 062	11 947	11 140	93.2
British Airways – BEA	373	290	625	4 059	31 074	46 157	41 414	89.7
British Airways Regional Division—								
Channel Islands Airways	45	32	71	448	2 871	5 257	4 031	76.7
Cambrian Airways	417	436	745	3 094	22 459	35 434	29 780	84.0
Northeast Airlines	292	209	452	3 112	22 739	36 389	32 917	90.5
BEA Airtours	1 032	606	1 538	16 505	93 660	181 831	161 537	88.8
British Caledonian Airways	1 646	1 200	2 740	17 328	112 577	187 706	165 661	88.3
Air Anglia	2	8	9	6	286	78	74	94.9
Alidair	31	32	75	194	1 938	2 389	1 854	77.6
Britannia Airways	2 544	1 805	3 882	28 205	215 099	330 737	305 465	92.4
British Midland Airways	151	116	280	1 379	10 740	16 562	14 481	87.4
Court-Line Aviation	2 100	1 568	3 422	29 543	223 081	351 380	307 535	87.5
Dan-Air Services	3 023	1 941	4 742	28 935	202 268	364 523	316 342	86.8
Dan-Air/Skyways	6	21	22	23	603	284	172	60.6
Donaldson International Airways	53	28	78	916	4 534	10 098	8 629	85.5
Invicta International Airlines	129	117	264	1 697	14 413	18 852	15 741	83.5
Laker Airways	822	462	1 352	7 056	39 244	84 448	69 592	82.4
Monarch Airlines	800	585	1 394	11 845	85 282	131 562	120 443	91.5
TOTAL	13 535	9 508	21 808	155 615	1 090 930	1 815 634	1 606 808	88.5

There were no Domestic IT Charters in August 1973.

Table 25 covers all operations performed under Class 2 Licences

Advance Booking Charters August 1973

Table 25

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000) As percentage of available	
British Airways – BOAC	916	210	1 158	17 145	23 890	151 062	132 956	88.0
British Caledonian Airways	431	113	576	11 130	12 045	81 103	74 423	91.8
British Midland Airways	66	12	81	979	2 073	12 360	11 479	92.9
Dan-Air Services	435	128	573	6 526	12 581	82 230	77 156	93.8
Laker Airways	521	123	624	16 239	23 219	160 283	136 206	85.0
TOTAL	2 369	586	3 012	52 019	73 808	487 038	432 220	88.7

There were no US originating passengers in August 1973.

All Other Separate Fare Charters August 1973

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	940	235	1 276	18 944	19 128	475 403	322 248	67.8
British Airways – BEA	71	70	122	863	4 180	8 173	4 955	60.6
British Airways Regional Division—								
Cambrian Airways	41	198	136	245	5 070	2 708	1 816	67.1
Northeast Airlines	14	12	24	132	879	1 558	1 124	72.1
BEA Airtours	579	461	964	6 720	47 183	74 243	60 988	82.1
British Caledonian Airways	290	148	439	5 955	13 957	46 480	39 963	86.0
Air Anglia	1	2	3	1	25	18	13	72.2
Alidair	9	23	26	57	1 695	699	653	93.4
Britannia Airways	61	38	87	677	4 650	7 940	7 446	93.8
British Air Ferries	1	2	2	5	130	42	42	100.0
British Midland Airways	44	48	77	308	3 185	3 789	2 999	79.2
Court-Line Aviation	297	299	506	3 101	29 665	37 104	30 255	81.5
Dan-Air Services	243	147	370	2 529	1 173 11 743	31 884	25 759	80.8
Dan-Air/Skyways	6	10	16	23	378	278	177	63.7
Donaldson International Airways	35	12	48	609	811	6 709	5 688	84.8
Fairflight Charters	6	20	25	8	—	—	—	—
Intra Airways	4	51	26	11	1 643	138	129	93.5
Invicta International Airlines	7	8	15	95	1 137	1 055	1 040	98.6
Laker Airways	139	42	79	2 472	2 945	26 455	21 677	81.9
Loganair	21	314	109	20	1 591	224	94	42.0
Monarch Airlines	29	22	51	357	1 369	3 778	3 089	81.8
TOTAL	2 838	2 162	4 401	43 132	151 364	728 678	530 155	72.8

International Other Separate Fare Charters August 1973

Table 26.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	940	235	1 276	18 944	19 128	475 403	322 248	67.8
British Airways – BEA	71	70	122	863	4 180	8 173	4 955	60.6
British Airways Regional Division—								
Cambrian Airways	16	13	29	122	866	1 390	1 229	88.4
Northeast Airlines	14	12	24	132	879	1 558	1 124	72.1
BEA Airtours	579	461	964	6 720	47 183	74 243	60 988	82.1
British Caledonian Airways	290	148	439	5 955	13 957	46 480	39 963	86.0
Air Anglia	1	2	3	1	25	18	13	72.2
Alidair	3	6	8	19	407	236	205	86.9
Britannia Airways	61	38	87	677	4 650	7 940	7 446	93.8
British Air Ferries	—	—	—	—	—	—	—	—
British Midland Airways	38	36	65	271	2 377	3 330	2 589	77.7
Court-Line Aviation	297	299	506	3 101	29 665	37 104	30 255	81.5
Dan-Air Services	243	147	370	2 529	11 743	31 884	25 759	80.8
Dan-Air/Skyways	5	9	15	21	326	261	159	60.9
Donaldson International Airways	35	12	48	609	811	6 709	5 688	84.8
Fairflight Charters	6	20	25	8	—	—	—	—
Intra Airways	2	12	12	7	415	82	79	96.3
Invicta International Airlines	7	8	15	95	1 137	1 055	1 040	98.6
Laker Airways	139	42	79	2 472	2 945	26 455	21 677	81.9
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	29	22	51	357	1 369	3 778	3 089	81.8
TOTAL	2 776	1 592	4 138	42 903	142 063	726 099	528 506	72.8

Domestic Other Separate Fare Charters August 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	—	—	—	—	—	—	—	—
British Airways – BEA	—	—	—	—	—	—	—	—
British Airways Regional Division—								
Cambrian Airways	24	185	107	123	4 204	1 318	587	44.5
Northeast Airlines	—	—	—	—	—	—	—	—
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Air Anglia	—	—	—	—	—	—	—	—
Alidair	6	17	18	38	1 288	464	448	96.6
Britannia Airways	—	—	—	—	—	—	—	—
British Air Ferries	1	2	2	5	130	42	42	100.0
British Midland Airways	6	12	12	37	808	458	410	89.5
Court-Line Aviation	—	—	—	—	—	—	—	—
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	—	1	1	1	52	17	17	100.0
Donaldson International Airways	—	—	—	—	—	—	—	—
Fairflight Charters	—	—	—	—	—	—	—	—
Intra Airways	2	39	14	4	1 228	56	49	87.5
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	21	314	109	20	1 591	224	94	42.0
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	60	570	263	228	9 301	2 579	1 647	63.9

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

All Exempt Services and Sub-charters August 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	386	152	525	6 252
British Airways – BEA	401	742	908	5 912
British Airways Helicopters	111	1 203	547	208
British Airways Regional Division—				
Channel Islands Airways	2	4	5	13
Cambrian Airways	51	97	158	315
Northeast Airlines	23	40	55	194
BEA Airtours	211	60	286	3 576
British Caledonian Airways	775	215	1 035	22 634
Air Anglia	51	116	193	173
Air-Bridge Carriers	11	20	35	112
Air Freight	5	8	24	15
Air London	20	75	98	7
Alidair	80	300	236	506
Beecham Imperial	14	32	34	9
Britannia Airways	97	128	169	1 053
British Air Ferries	19	25	88	133
British Island Airways	58	170	218	265
British Midland Airways	345	212	483	5 098
Brymon Airways	1	4	6	1
Court-Line Aviation	37	33	72	436
Dan-Air Services	403	276	721	2 960
Directair	10	29	41	10
Donaldson International Airways	169	64	233	4 314
Eagle Flying Services	18	39	66	5
Eastern Seaboard	10	22	44	9
Fairflight Charters	62	150	325	58
Haywards Aviation	3	10	13	3
Humber Airways	8	31	44	7
International Aviation Services	322	132	711	5 411
Intra Airways	4	18	22	11
Invicta International Airlines	100	52	187	1 979
Island Air Charter	1	6	4	1
Laker Airways	461	311	816	4 400
Loganair	61	428	299	48
MAM Aviation	19	33	41	16
Macedonian Aviation	19	38	81	58
McAlpine Aviation	325	720	745	253
Merlot International Aviation	35	54	62	26
Monarch Airlines	100	37	206	1 218
Moseley Aviation	9	64	32	8
Northair Aviation	42	104	183	19
Northern Executive Aviation	17	79	88	15
Peters Aviation	39	119	200	61
Silver City Airways	77	43	146	1 397
Thurston Aviation	27	119	120	24
Trader Airways	6	25	28	2
Tradewinds Airways	486	139	887	11 016
Trans-Meridian Air Cargo	388	150	750	10 570
Vernair Transport	6	15	17	3
TOTAL	5 925	6 943	12 287	90 814

International Exempt Services and Sub-charters Table 27.2

August 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	386	152	525	6 252
British Airways – BEA	305	481	635	4 657
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	1	2	2	6
Cambrian Airways	49	85	149	301
Northeast Airlines	15	14	25	149
BEA Airtours	211	60	286	3 576
British Caledonian Airways	775	215	1 035	22 634
Air Anglia	25	32	85	91
Air-Bridge Carriers	9	11	26	91
Air Freight	5	8	24	15
Air London	8	26	38	—
Alidair	62	232	184	393
Beecham Imperial	14	26	31	9
Britannia Airways	97	128	169	1 053
British Air Ferries	16	22	70	115
British Island Airways	58	168	216	263
British Midland Airways	345	212	483	5 098
Brymon Airways	—	—	—	—
Court-Line Aviation	37	33	72	436
Dan-Air Services	403	276	721	2 960
Directair	9	26	38	10
Donaldson International Airways	169	64	233	4 314
Eagle Flying Services	8	18	27	3
Eastern Seaboard	9	17	38	8
Fairflight Charters	56	138	295	53
Haywards Aviation	1	5	6	1
Humber Airways	—	—	—	—
International Aviation Services	322	132	711	5 411
Intra Airways	1	1	4	2
Invicta International Airlines	100	51	185	1 964
Island Air Charter	—	—	—	—
Laker Airways	461	311	816	4 400
Loganair	3	8	18	2
MAM Aviation	18	28	37	15
Macedonian Aviation	16	29	66	47
McAlpine Aviation	186	229	341	153
Merlot International Aviation	34	51	60	25
Monarch Airlines	100	37	206	1 218
Moseley Aviation	4	28	14	4
Northair Aviation	4	10	18	2
Northern Executive Aviation	3	10	18	3
Peters Aviation	11	28	54	17
Silver City Airways	77	43	146	1 397
Thurston Aviation	13	33	54	11
Trader Airways	4	10	16	1
Tradewinds Airways	486	139	887	11 016
Trans-Meridian Air Cargo	388	150	750	10 570
Vernair Transport	2	4	6	1
TOTAL	5 306	3 783	9 820	88 747

Domestic Exempt Services and Sub-charters August 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	96	261	273	1 255
British Airways Helicopters	111	1 203	547	208
British Airways Regional Division—				
Channel Islands Airways	1	2	3	7
Cambrian Airways	2	12	9	13
Northeast Airlines	8	26	30	46
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	26	84	108	82
Air-Bridge Carriers	2	9	9	21
Air Freight	—	—	—	—
Air London	12	49	60	7
Alidair	18	68	52	113
Beecham Imperial	1	6	3	—
Britannia Airways	—	—	—	—
British Air Ferries	3	3	18	18
British Island Airways	1	2	2	2
British Midland Airways	—	—	—	—
Brymon Airways	1	4	6	1
Court-Line Aviation	—	—	—	—
Dan-Air Services	—	—	—	—
Directair	1	3	3	1
Donaldson International Airways	—	—	—	—
Eagle Flying Services	10	21	39	2
Eastern Seaboard	1	5	6	1
Fairflight Charters	6	12	30	5
Haywards Aviation	2	5	7	1
Humber Airways	8	31	44	7
International Aviation Services	—	—	—	—
Intra Airways	3	17	18	9
Invicta International Airlines	1	1	2	15
Island Air Charter	1	6	4	1
Laker Airways	—	—	—	—
Loganair	58	420	281	46
MAM Aviation	1	5	4	1
Macedonian Aviation	4	9	15	11
McAlpine Aviation	139	491	404	100
Merlot International Aviation	1	3	2	1
Monarch Airlines	—	—	—	—
Moseley Aviation	5	36	18	5
Northair Aviation	38	94	165	17
Northern Executive Aviation	13	69	70	12
Peters Aviation	28	91	146	44
Silver City Airways	—	—	—	—
Thurston Aviation	14	86	66	13
Trader Airways	2	15	12	1
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	4	11	11	2
TOTAL	622	3 160	2 467	2 068

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines

August 1973

Table 28.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
	End of July 1973	End of August 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	13	13	885	—	4 873	—	4 886	122 785	771 891
BAC VC10	13	13	1 075	—	4 139	—	4 083	45 847	231 190
BAC VC10 Super	16	16	1 293	—	5 384	—	4 387	56 852	396 678
Boeing 707 120/120B/138B	2	2	161	—	498	—	2 931	15 162	60 683
Boeing 707 320C/336C/321	27	27	1 560	463	7 248	1 859	4 134	103 296	606 828
Boeing 707 420/436	18	18	1 348	—	5 081	—	3 533	169 216	546 339
Comet 4	15	14	1 183	—	3 009	—	2 529	120 181	192 309
Comet 4B/C	5	5	491	—	1 013	—	2 383	45 608	55 317
Boeing 720B	3	3	424	—	1 001	—	3 927	67 101	102 877
Boeing 727 100	3	2	420	—	941	—	5 537	54 503	81 152
Lockheed 1011 Tristar	2	2	256	—	569	—	4 238	90 087	131 956
Trident 1C	20	20	3 149	—	4 008	—	2 358	237 443	144 727
Trident 1E	4	4	676	—	962	—	2 829	54 989	51 188
Trident 2E	15	15	1 546	—	4 225	—	3 314	92 102	189 541
Trident 3B	26	26	3 614	—	5 877	—	2 661	326 185	298 111
DC10	2	2	118	—	563	—	3 314	24 620	134 447
BAC 1-11 200	7	7	1 316	—	1 546	—	2 599	61 012	39 543
BAC 1-11 300/400	14	14	2 277	—	4 684	—	3 938	148 798	201 495
BAC 1-11 500	43	43	8 416	10	11 950	9	3 311	569 846	504 475
Boeing 737-200	11	11	1 966	5	4 122	15	4 427	233 554	322 506
H.S. 125	12	14	344	170	427	157	493	1 034	904
Argosy	2	2	—	88	—	140	821	—	—
Britannia 300	7	7	220	132	651	711	2 289	20 437	24 041
Canadair CL44	12	11	—	289	—	1 636	1 748	—	—
Vanguard 952/953	9	9	572	109	855	258	1 453	52 726	36 545
Merchantman	10	10	—	1 084	—	1 791	2 106	—	—
Viscount 700	2	2	190	—	110	—	646	4 330	610
Viscount 700D/800/810	49	49	8 132	224	8 431	205	2 073	375 003	131 458
Fokker Friendship	2	2	286	—	289	—	1 701	7 743	3 220
Herald 100/200	8	9	2 173	241	1 764	297	2 694	84 990	17 390
H.S. 748	7	7	1 535	—	1 423	—	2 391	37 248	10 554
Skyvan	3	3	346	31	268	36	1 190	3 631	525
Carvair	7	7	1 051	11	945	46	1 664	28 688	5 230
Heron	5	5	274	30	370	45	975	2 674	719
Trislander	4	5	1 372	—	624	—	1 548	15 847	1 498
Aztec	7	7	211	72	236	57	493	726	187
Beagle 206S	5	4	104	—	183	—	537	436	168
Beechcraft 18	2	2	6	22	5	44	288	14	3
Beechcraft Baron B55	2	2	37	—	52	—	369	86	27
Beechcraft 65/80 Queen Air	1	1	15	—	17	—	515	30	20
Beechcraft 90 King Air	1	1	12	—	14	—	511	33	14
Cessna 310/320/340	1	1	4	—	3	—	40	4	1
DC3	14	14	529	359	567	463	894	10 904	2 437
Dove	7	7	199	46	298	72	628	1 086	370
Islander	18	17	3 173	28	1 488	29	1 088	17 599	1 462
Piper PA 30/31	7	7	184	1	164	3	277	495	108
Bell 206	1	1	82	—	40	—	471	63	10
S 61N	7	7	1 249	—	608	—	1 022	14 309	1 355
Bell 212	1	1	348	—	55	—	646	859	24
TOTAL	472	471	54 822	3 415	91 580	7 873	2 541	3 320 182	5 302 133

Aircraft Type and Utilisation—Individual Airlines Table 28.2

August 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
	End of July 1973	End of August 1973	Passenger	Cargo	Passenger	Cargo			
British Airways—BOAC									
Boeing 747	13	13	885	—	4 873	—	4 886	122 785	771 891
BAC VC10	11	11	913	—	3 454	—	4 093	37 138	193 913
BAC VC10 Super	16	16	1 293	—	5 384	—	4 387	56 852	396 678
Boeing 707–336C	11	11	430	292	2 174	1 196	3 994	23 987	159 441
Boeing 707–436	11	11	712	—	3 306	—	3 917	63 822	340 847
TOTAL	62	62	4 233	292	19 191	1 196	4 286	304 584	1 862 770
British Airways—BEA									
Trident 1C	20	20	3 149	—	4 008	—	2 360	237 443	144 727
Trident 2E	15	15	1 546	—	4 225	—	3 316	92 102	189 541
Trident 3B	26	26	3 614	—	5 877	—	2 661	326 185	298 111
BAC 1–11 500	18	18	4 160	10	4 232	9	2 775	219 593	95 544
Vanguard 953	5	5	447	57	577	72	1 528	37 176	19 764
Merchantman	9	9	—	1 041	—	1 645	2 152	—	—
TOTAL	93	93	12 916	1 108	18 919	1 726	2 614	912 499	747 687
British Airways Helicopters									
Bell 206	1	1	82	—	40	—	471	63	10
S61 N	7	7	1 249	—	608	—	1 022	14 309	1 355
Bell 212	1	1	348	—	55	—	646	859	24
TOTAL	9	9	1 679	—	703	—	916	15 231	1 389
British Airways Regional Division									
Channel Islands Airways									
Trident 1E	1	1	196	—	237	—	2 789	8 824	6 443
Viscount 800	11	11	1 751	—	2 046	—	2 190	93 111	31 409
TOTAL	12	12	1 947	—	2 283	—	2 237	101 935	37 852
Scottish Airways									
Viscount 800	7	7	1 482	—	1 343	—	2 256	55 398	18 030
Skyvan	2	2	294	—	226	—	1 329	3 571	505
TOTAL	9	9	1 776	—	1 569	—	2 051	58 969	18 535
Cambrian Airways									
BAC 1–11 400 Series	4	4	914	—	1 165	—	3 427	50 856	42 460
Viscount 700 Series	2	2	190	—	110	—	646	4 330	610
Viscount 800	8	8	1 635	202	1 406	159	2 303	77 674	20 499
TOTAL	14	14	2 739	202	2 681	159	2 387	132 860	63 569
Northeast Airlines									
Trident 1E	3	3	480	—	725	—	2 843	46 165	44 745
Viscount 800	6	6	803	—	1 018	—	1 997	44 623	19 778
TOTAL	9	9	1 283	—	1 743	—	2 278	90 788	64 523
BEA Airtours									
Comet 4B	5	5	491	—	1 013	—	2 383	45 608	55 317
Boeing 707 436	7	7	636	—	1 775	—	2 982	105 394	205 492
TOTAL	12	12	1 127	—	2 788	—	2 734	151 002	260 809

Table 28.2 cont.

	Aircraft in service End of July 1973	Aircraft in service End of August 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
British Caledonian Airways									
BAC VC10	2	2	162	—	685	—	4 030	8 709	37 277
Boeing 707 300 Series	10	10	690	114	3 636	450	4 811	44 940	312 251
BAC 1-11 200	7	7	1 316	—	1 546	—	2 599	61 012	39 543
BAC 1-11 500	14	14	2 513	—	4 050	—	3 405	173 165	184 347
TOTAL	33	33	4 681	114	9 917	450	3 697	287 826	573 418
Air Anglia									
Fokker Friendship	2	2	286	—	289	—	1 701	7 743	3 220
DC3	2	2	90	—	168	—	986	2 183	865
TOTAL	4	4	376	—	457	—	1 343	9 926	4 085
Air-Bridge Carriers									
Argosy	2	2	—	88	—	140	821	—	—
Air Freight									
DC3	4	4	—	132	—	161	471	—	—
Air London									
Aztec	2	2	61	2	76	3	464	181	52
Beagle 206S	1	—	—	—	—	—	—	—	—
Piper PA30	2	2	12	—	19	—	110	18	5
TOTAL	5	4	73	2	95	3	288	199	57
Alidair									
Viscount 800 Series	3	3	399	15	386	35	1 650	17 066	5 711
Aurigny Air Services									
Trislander	2	3	1 149	—	428	—	1 814	13 381	1 011
Islander	4	3	1 590	—	496	—	1 628	10 367	467
TOTAL	6	6	2 739	—	924	—	1 712	23 748	1 478
Beecham Imperial									
HS 125	2	2	28	—	31	—	183	89	50
Cessna 340	1	1	4	—	3	—	40	4	1
TOTAL	3	3	32	—	34	—	139	93	51
Britannia Airways									
Boeing 737-200	11	11	1 966	5	4 122	15	4 427	233 554	322 506
British Air Ferries									
Viscount 800	1	1	196	7	117	11	1 504	8 691	1 315
Carvair	7	7	1 051	11	945	46	1 664	28 688	5 230
TOTAL	8	8	1 247	18	1 062	57	1 646	37 379	6 545
British Island Airways									
Herald 200 Series	8	9	2 173	241	1 764	297	2 694	84 990	17 390
DC3	3	3	—	198	—	264	1 033	—	—
TOTAL	11	12	2 173	439	1 764	561	2 281	84 990	17 390
British Midland Airways									
Boeing 707-321	2	2	213	—	544	—	3 201	7 873	21 149
BAC 1-11 500	1	1	99	—	238	—	2 800	10 154	14 165
Viscount 800	13	13	1 866	—	2 115	—	1 913	78 440	34 716
TOTAL	16	16	2 178	—	2 897	—	2 132	96 467	70 030
Brymon Airways									
Islander	2	2	296	—	219	—	1 402	1 906	317

Table 28.2 cont.

	Aircraft in service End of July 1973	Aircraft in service End of August 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
			Passenger	Cargo	Passenger	Cargo			
Court-Line Aviation									
Lockheed 1011 Tristar	2	2	256	—	569	—	4 238	90 087	131 956
BAC 1-11 500	10	10	1 644	—	3 430	—	4 241	166 934	210 420
TOTAL	12	12	1 900	—	3 999	—	4 241	257 021	342 376
Dan-Air Services									
Boeing 707 321	2	2	180	—	748	—	4 402	19 916	97 192
Comet 4	15	14	1 183	—	3 009	—	2 529	120 181	192 309
Boeing 727 100	3	2	420	—	941	—	5 537	54 503	81 152
BAC 1-11 300/400	5	5	704	—	1 709	—	4 022	51 833	78 148
TOTAL	25	23	2 487	—	6 407	—	3 278	246 433	448 801
Dan-Air/Skyways									
HS 748	7	7	1 535	—	1 423	—	2 391	37 248	10 554
Directair									
Piper PA31	1	1	29	—	41	—	482	83	25
Donaldson International Airways									
Boeing 707-321	2	2	47	57	146	213	2 113	6 580	16 794
Eagle Flying Services									
Beechcraft Baron B55	2	2	37	—	52	—	369	86	27
Beechcraft 90 King Air	1	1	12	—	14	—	511	33	14
TOTAL	3	3	49	—	66	—	394	119	41
Eastern Seaboard									
Beechcraft 18	1	1	—	22	—	44	515	—	—
Fairflight Charters									
Heron	1	1	35	30	70	45	1 351	420	162
Dove	4	4	70	35	170	65	690	350	193
TOTAL	5	5	105	65	240	110	821	770	355
Haywards Aviation									
Dove	1	1	10	—	13	—	161	77	24
Humber Airways									
Islander	2	2	31	—	44	—	256	82	23
International Aviation Services									
Britannia 300 Series	3	3	—	132	—	711	2 789	—	—
Intra Airways									
DC3	4	4	407	23	332	24	1 190	8 355	1 328
Invicta International Airlines									
Vanguard 952	4	4	125	52	278	186	1 365	15 550	16 781
Island Air Charter									
Islander	1	1	2	4	1	3	365	2	—
J F Airlines									
Heron	1	1	120	—	100	—	1 175	1 365	273
Trislander	1	1	180	—	145	—	1 763	1 951	375
Islander	1	1	179	—	145	—	1 825	1 045	223
TOTAL	3	3	479	—	390	—	1 580	4 361	871

Table 28.2 cont.

	Aircraft in service End of July 1973	Aircraft in service End of August 1973	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
Laker Airways									
Boeing 707 138 B	2	2	161	—	498	—	2 931	15 162	60 683
DC10	2	2	118	—	563	—	3 314	24 620	134 447
BAC 1-11 300	5	5	659	—	1 810	—	4 260	46 109	80 886
TOTAL	9	9	938	—	2 871	—	3 756	85 891	276 016
Loganair									
Skyvan	1	1	52	31	42	36	916	60	20
Trislander	1	1	43	—	51	—	599	515	112
Beechcraft 18	1	1	6	—	5	—	58	14	3
Islander	6	6	976	11	477	13	960	3 661	330
TOTAL	9	9	1 077	42	575	49	814	4 250	465
M.A.M Aviation									
HS 125	1	1	33	—	41	—	515	98	64
Macedonian Aviation									
DC3	1	1	32	6	67	14	953	366	243
McAlpine Aviation									
HS 125	7	8	229	170	293	157	661	760	677
Aztec	4	4	124	67	126	47	507	468	118
Dove	2	2	119	11	115	7	715	659	153
TOTAL	13	14	472	248	534	211	624	1 887	948
Merlot International Aviation									
HS 125	2	3	54	—	62	—	241	87	113
Monarch Airlines									
Boeing 720 B	3	3	424	—	1 001	—	3 927	67 101	102 877
Britannia 300	4	4	220	—	651	—	1 916	20 437	24 041
TOTAL	7	7	644	—	1 652	—	2 778	87 538	126 918
Moseley Aviation									
Piper PA31	1	1	62	—	31	—	365	170	28
Northair Aviation									
Beagle 206S	4	4	104	—	183	—	537	436	168
Northern Executive Aviation									
Islander	1	1	67	12	76	12	1 106	345	73
Peters Aviation									
Heron	3	3	119	—	200	—	785	889	284
Silver City Airways									
Merchantman	1	1	—	43	—	146	1 716	—	—
Thurston Aviation									
Aztec	1	1	26	3	34	7	482	77	17
Islander	1	1	32	1	30	1	365	191	29
Piper PA31	2	2	56	1	45	3	281	195	43
TOTAL	4	4	114	5	109	11	350	463	89
Trader Airways									
Piper PA31	1	1	25	—	28	—	329	29	7
Tradewinds Airways									
Canadair CL44	5	5	—	139	—	887	2 088	—	—
Trans-Meridian Air Cargo									
Canadair CL44	7	6	—	150	—	749	1 467	—	—
Vernair Transport									
Beechcraft 65/80 Queen Air	1	1	15	—	17	—	515	30	20
GRAND TOTAL	472	471	54 822	3 415	91 580	7 873	2 541	3 320 182	5 302 131

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

Table 29.1

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance booking charters	Other		
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	535 137				535 137	
Class B		153 056		10 031	163 087	
Class C		2 558		8 226	10 784	
Class D		—		1 069	1 069	
Class E Types I and VI				23 805	23 805	
Class 2			52 019		52 019	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						90 814
TOTAL	535 137	155 614	52 019	43 131	785 901	90 814

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

Table 29.2

	Scheduled services	Inclusive tours	Separate fare charters		Total	Other charters
			Advance booking charters	Other		
Operations under Air Service Licences:—	(000)	(000)	(000)	(000)	(000)	(000)
Class A	298 575				298 575	
Class B		133 368		7 460	140 828	
Class C		1 721		5 534	7 255	
Class D		—		952	952	
Class E Types I and VI				17 102	17 102	
Class 2			38 894		38 894	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	298 575	135 089	38 894	31 048	503 606	..

Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

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

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

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

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

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

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

AIR CARGO

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

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

AIRLINE OPERATIONS

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

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

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

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

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

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

Classes of Licence

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