

**Civil Aviation Authority**



## CAA Monthly Statistics

February 1974

up to and including November 1973

### CAA MONTHLY STATISTICS

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Chief Statistician  
Civil Aviation Authority

August 1974

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*See \* inside*  
*briefing*

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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 &amp; mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annual)

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# **Civil Aviation Authority**

## **CAA Monthly Statistics**

FEBRUARY 1974

*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.

*M<sup>r</sup> Turner*

### **Civil Aviation Authority**



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With Compliments

September 1974

CAA MONTHLY STATISTICS

The Temporary Restriction of Circulation notified on the February issue has now been removed.

Chief Statistician  
Civil Aviation Authority

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

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

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

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

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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# Civil Aviation Statistics—November 1973

## Activity at UK Airports

In accordance with the normal seasonal decline air transport movements fell from 61 000 in October to nearly 53 000 during November but this figure shows a growth of 11·1 per cent since November 1972. For the three months period September to November 1973 the monthly average number of movements was just over 61 000, a 7·5 per cent growth on the corresponding period of the year before. Movements in the London area grew by 4·7 per cent between November 1972 and 1973. The monthly average of air transport movements during the period September/November was over 33 000, just 2·5 per cent higher than last year. The greatest increase in movements was at Heathrow (713 additional ATMs a month; 3·2 per cent growth) and Southend (239 additional ATMs a month; 22·6 per cent growth). Luton and Stansted showed a decline between the same periods (7·3 per cent and 20·7 per cent respectively). Airports elsewhere in the UK recorded almost 25 000 movements during November and experienced a growth of 19·5 per cent since the previous November. A monthly average during the three months September to November of over 28 000 movements was achieved indicating a 14·0 per cent growth on the corresponding period in 1972. Glasgow recorded the greatest increase in movements (539 additional ATMs) followed by East Midlands (296) and Birmingham (287). Although a relatively small airport, Lsly showed the greatest growth and the greatest decline was at Birmingham (84 per cent).

The unusually high number of diversions reported for the month is attributable to adverse weather conditions, especially during the 21–23 November in the London area. The 7·5 per cent increase on last year's Air Transport Movements for the September–November period comprises 8·0 per cent growth from Scheduled services and 5·6 per cent growth from Charter services. UK operators increased their share of this traffic by 1·9 percentage points to 74·4 per cent of scheduled traffic, but their share of charter traffic decreased slightly to 84·6.

Almost 3 million terminal passengers used UK airports during November, an increase of 13·5 per cent since 1972. Over the three month period September–November the monthly average was nearly 4 million, a growth of 7·6 per cent since the same period last year. The number of London area airports terminal passengers grew by 12·7 per cent between the months of November 1972 and 1973 and by 6·1 per cent between the September–November periods of the two years. Comparing the monthly averages for the same periods Heathrow received the greatest increase in terminal passengers, an additional 145 974 with a growth of 8·8 per cent although Southend recorded the greatest growth of 22·9 per cent (5705 additional passengers). Stansted and Luton recorded declines of 34·8 and 3·9 per cent respectively. Outside the London area there was a higher growth in terminal passengers during November of 15·3 per cent on November 1972 but 11·0 per cent when considering the two years' periods of September–November. Manston which recorded a decline during the summer has been growing steadily since the autumn and recorded a growth of 176·9 per cent on last year during this period. Glasgow followed by Birmingham recorded the greatest increase in

passengers (monthly averages showed 16 577 and 14 053 additional passengers respectively).

The 7·6 per cent growth in terminal passengers since 1972 for the period September to November comprises a 10·9 per cent increase in passengers using scheduled services and a slight decline in passengers using charter services. UK operators carried a marginally larger share than last year of passengers travelling by scheduled services (67·6 per cent), but their share of charter service passengers declined by 2·4 percentage points between the two periods to 83·1 per cent.

During the September–November period a monthly average of 3·8 million terminal passengers used UK airports; 2·7 million on international services and 1·1 million on domestic services with growths of 6 per cent and 12 per cent respectively on the corresponding period in 1972. Aberdeen recorded almost a ninefold growth in international traffic. Of the international passengers, a monthly average of 1·7 million used scheduled services, an increase of 9·9 per cent, whilst just less than 1 million travelled by charter services, a decline of 1·5 per cent. The most heavily used scheduled services continued to be those to the USA, carrying 14·0 per cent of all passengers, followed by those to France with 13·0 per cent of the total. Growth since last year on USA and French services was less than one per cent. Services to Germany were the third most popular, and showed a growth of 4·4 per cent.

Spain continued to be by far the most popular destination for charter service passengers. 48·1 per cent of the total charter passengers were carried on this route, although there was a decline of 3·3 per cent on the route since last year. Italian charter services – the second most heavily used with 8·4 per cent of total charter passengers – also declined in usage (by 14·1 per cent). Services to the USA, which came third with 5·3 per cent of total charter passengers, showed a small growth.

The monthly average of passengers flying on the domestic routes during the September–November period amounted to just over half a million; 12·4 per cent higher than the corresponding monthly average for 1972. Routes into and out of London had a 10·4 per cent growth in passengers, and were dominated by the London/Scotland service which showed a growth of 12·9 per cent compared with 8·6 per cent for non-Scottish services. The Channel Islands services showed the heaviest growth in domestic passenger traffic with 19·2 per cent.

During November over 64 000 tonnes of cargo was picked up or set down at UK airports, showing a growth of 11·5 per cent on 1972. The monthly average for the September/November period was over 63 000 tonnes and this represented a 12·3 per cent growth on the corresponding period last year. London area airports exceeded the national figure by recording a 12·1 per cent growth for the month of November; however, between the monthly averages for the two September–November periods a growth of 13·7 per cent was recorded. Heathrow reported the greatest increase in cargo (4808 additional tonnes a month) but its growth of 13·1 per cent was exceeded by Gatwick with 23·7 per cent and Stansted with 32·9 per cent. Only Luton recorded a decline (28·2 per cent). Outside the London area an overall growth of 9·4 per cent was recorded

between the month of November 1972 and November 1973. For the same area a 7.6 per cent growth was recorded in the monthly average figures for the September–November period. Prestwick handled the greatest increase in cargo (421 additional tonnes) followed by Belfast and Manchester (333.2 and 307.2 additional tonnes respectively). Apart from Portsmouth where very little cargo is handled, Bournemouth recorded the greatest growth (104.5 per cent) and Coventry the greatest decline (95.1 per cent). Cargo carried during the September–November period by scheduled services grew by 11.7 per cent, and by charter services by 17.4 per cent. The UK operators share both of Scheduled and Charter traffic declined, 1.9 percentage points to 51.2 per cent and by 5.8 percentage points to 63.7 per cent respectively.

**Output of UK Airlines**

In November the output of UK airlines for scheduled and non-scheduled services was 653 million available tonne-kilometres, which represented a growth of 9.0 per cent on November 1972. The scheduled service output was over 452 million available tonne-kilometers, an increase of 11.8 per cent on last year. 1.2 million

passengers and over 26 000 tonnes of cargo were uplifted, and an overall load factor of 53.1 per cent was achieved compared with 49.6 during November 1972. Seat-kilometres used amounted to 52.9 per cent of those available, an improvement on last year's factor of 49.4. The seat factor on domestic services was 62.7 per cent and on international services 52.0 per cent. The corresponding overall load factors were 57.0 per cent and 52.9 per cent respectively. For non-scheduled services the output during November 1973 was over 200 million available tonne-kilometres – an increase of 3.2 per cent on 1972. Inclusive tour charters accounted for over 88 million tonne-kilometres, 44.1 per cent of the November non-scheduled output. Advanced Booking Charters accounted for 3.9 million tonne-kilometres, 1.9 per cent of non-scheduled output; on them 3844 passengers were uplifted and a seat factor of 63.1 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

## VI. Other Passenger Characteristics

This article is the last\* in the current series covering the 1972 survey, and we take the opportunity to look at some passenger characteristics which we have not mentioned in previous articles.

**1. Principal Method of Travel To/From Airport of Origin/Destination**

Here we examine the method of travel used between the airport at the other end of the flight (not the London Area airport) and the town which the passenger was travelling to or from. The respondent was asked only

for his principal method of travel, principal being defined by the distance covered. Table 1 looks at the five densest domestic routes, and at nine countries with high traffic flow to/from London airports. We have listed the airports and countries in decreasing order of the business/leisure ratio, which was discussed in the earlier articles covering Heathrow and Gatwick. Of the domestic routes Jersey stands out with a low use of private car and a correspondingly high use of hired car, taxi and chartered bus. On international routes the use of a private car decreased as the proportion of business

**Table 1. Principal Method of Travel at Distant Airport**

	<i>Private Car %</i>	<i>Hired Car %</i>	<i>Taxi %</i>	<i>Chartered Bus %</i>	<i>Other Bus %</i>	<i>Don't Know Other Method %</i>
<i>Airport</i>						
Manchester	70.5	4.3	17.3	0.7	2.1	5.1
Glasgow	64.1	4.9	15.5	0.6	8.4	6.5
Edinburgh	57.8	8.3	14.3	2.6	11.7	5.3
Belfast	74.2	3.0	6.6	2.0	8.6	5.6
Jersey	29.8	17.3	28.6	13.1	8.3	2.9
<i>Country</i>						
Germany	44.3	2.4	15.5	20.3	6.5	11.0
Holland	42.5	3.9	16.0	11.9	17.5	8.2
Switzerland	34.3	3.8	15.9	19.8	10.2	16.0
France	28.9	4.3	23.1	16.0	17.5	10.2
Italy	19.3	2.6	12.8	47.1	6.2	12.0
Irish Republic	58.7	9.1	15.1	1.6	7.6	7.9
USA	66.1	4.0	14.5	2.8	7.3	5.3
Spain	7.5	2.6	8.3	73.8	4.8	3.0
Canada	71.2	2.3	12.5	1.8	6.6	5.6



traffic decreases. However, this does not hold true on three predominantly leisure routes – Irish Republic, USA and Canada. There are two interrelated reasons for this. Firstly, leisure passengers to Continental Europe are much more likely to be on an inclusive tour package which includes transport to and from the airport, often by chartered bus. Secondly, these three routes have a high proportion of ethnic traffic and a UK originating leisure passenger may have a friend or relative meeting him at the airport.

## 2. When Ticket Booked

Table 2 shows the booking pattern of passengers at London Area airports. It should be remembered that changes have taken place in the structure of air transport services since 1972. A prime example is the introduction of Advance Booking Charters in 1973,

which imposes rules on the booking pattern of the passenger.

The majority of business passengers booked their ticket within one week of travelling and there was little difference between UK and Foreign passengers. As expected leisure passengers booked their tickets much further in advance, with one fifth booking more than six months before the journey took place.

A striking difference exists between the UK and Foreign leisure passenger, as illustrated in Figure 1. We see that nearly 48% of UK leisure passengers booked their ticket three months or more in advance, compared with only 17% of Foreign leisure passengers. This may be partly a reflection of the larger population of UK passengers whose leisure journey is part of an inclusive tour.

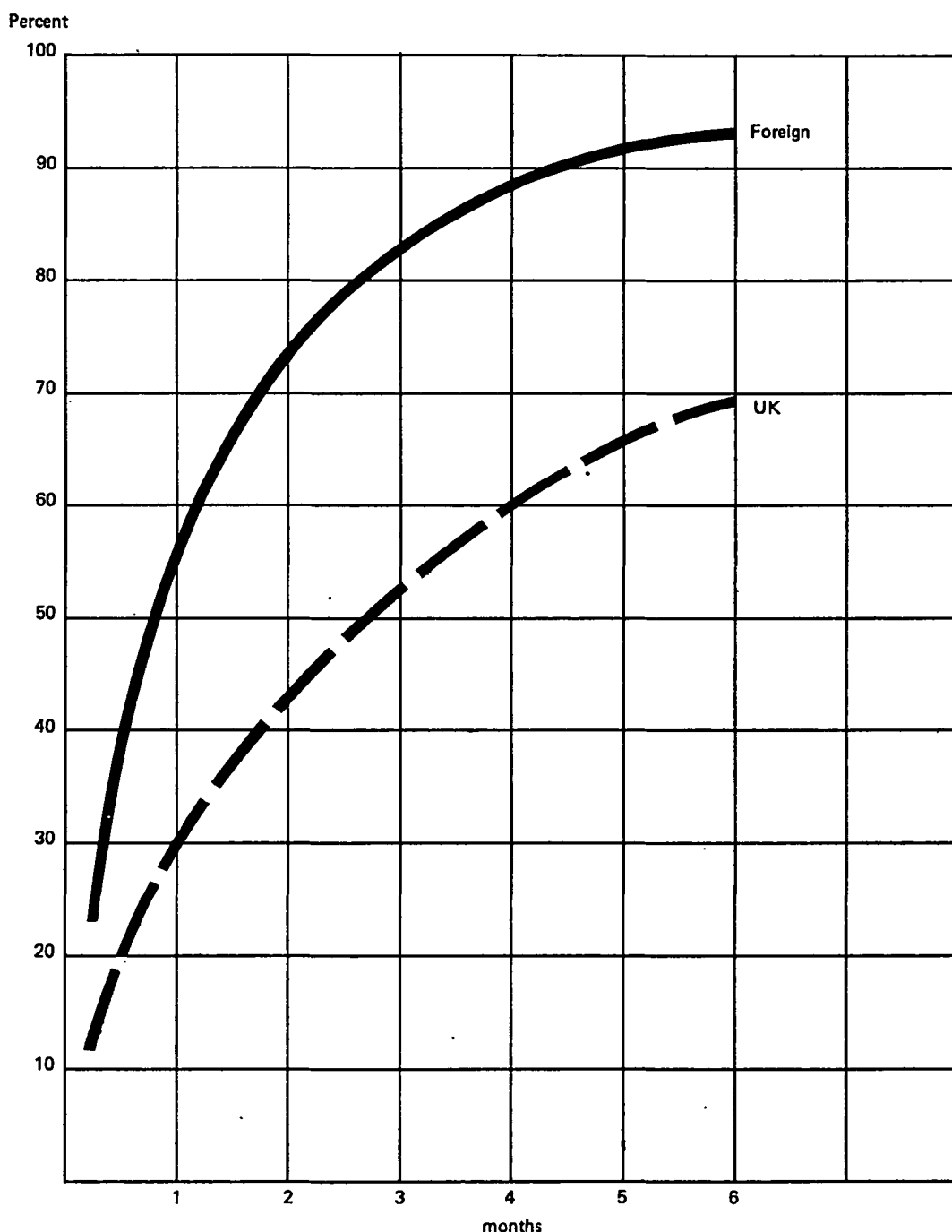


Fig 1 Booking Pattern of Leisure Passengers

**Table 2. Booking Pattern**

	<i>Business</i>			<i>Leisure</i>			<i>Total</i>		
	Percent UK	Percent Foreign	Percent Total	Percent UK	Percent Foreign	Percent Total	Percent UK	Percent Foreign	Percent Total
Less than 1 week	54.6	52.4	53.6	11.5	23.0	16.2	22.6	30.8	25.9
1 week – 1 month	36.7	36.8	36.9	19.1	32.1	24.5	23.7	33.4	27.8
1 month – 3 months	6.8	9.1	7.8	21.5	27.9	24.2	17.7	22.9	19.9
3 months – 6 months	1.5	1.1	1.3	17.4	10.1	14.4	13.3	7.7	11.0
Over 6 months	0.4	0.5	0.4	30.5	6.9	20.7	22.7	5.1	15.4
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

**Table 3. Number of Passengers Accompanying Interviewee**

Number of Passengers	<i>Business</i>			<i>Leisure</i>			<i>Total</i>		
	Percent UK	Percent Foreign	Percent Total	Percent UK	Percent Foreign	Percent Total	Percent UK	Percent Foreign	Percent Total
0	59.1	56.6	58.0	17.2	29.2	22.2	28.0	36.5	31.6
1	24.2	26.7	25.3	39.2	39.7	39.3	35.3	36.2	35.7
2	7.2	6.7	7.0	12.6	11.1	12.0	11.2	9.9	10.7
3	3.2	3.4	3.3	15.3	8.6	12.5	12.2	7.2	10.1
4	1.7	1.8	1.8	5.6	3.4	4.7	4.6	2.9	3.9
5	0.8	1.0	0.9	3.6	1.6	2.8	2.9	1.4	2.3
6+	3.8	3.7	3.7	6.4	6.4	6.5	5.8	5.8	5.8
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

**3. Number Travelling in Party**

Table 3 shows the size of the party with whom the passenger was travelling, excluding himself. It should be noted that the breakdown shown in the table is in terms of the passengers who were interviewed, and not in terms of the number of parties of a particular size.

More than half the business passengers were travelling on their own, compared with just over one in five leisure passengers. A higher proportion of foreign leisure passengers were unaccompanied. In many cases we would expect the leisure passenger to be travelling with his family, and this is demonstrated by the high proportion who were accompanied by between one and three others.

**4. Business of Firm**

Passengers who were travelling for business reasons were asked to give the main business of their firm or organisation. The results were collected in Standard Industrial Classification main order categories and are shown in Table 4 below.

**Table 4. Business of Firms (S.I.C.)**

<i>Business</i>	Percent UK	Percent Foreign
Agriculture, Forestry, Fishing	1.3	1.6
Mining and Quarrying	0.4	0.7
Manufacturing Industry	42.6	41.7
Construction, Gas, Electricity, Water	3.5	2.8
Transport and Communications (excluding Airline Staff)	9.1	8.7
Airline Staff	1.7	2.2
Distributive Trades	4.5	4.7
Insurance, Banking, Finance and Business Services	5.4	5.8
Professional and Scientific Services	10.4	10.3
Miscellaneous Services	15.3	15.4
Public Administration and Defence	3.9	3.7
Armed Services	1.9	2.5
	100.0	100.0

The distribution of UK business passengers differs very little from that of Foreign business passengers.

\* The complete set of articles with their months of issue is as follows:—

- I Origins/Destinations of Terminating Passengers at London's Airports in 1972. September 1973.
- II The Air Passenger at Heathrow. October 1973.
- III The Air Passenger at Gatwick. November 1973.
- IV The Air Passenger at Luton. December 1973.
- V The Air Passenger at Southend and Stansted. January 1974.
- VI Other Passenger Characteristics. February 1974.

Four questionnaires were used in the survey to cover International arrivals, International departures, Domestic arrivals and Domestic departures. We reproduce only one of them here, as they only differed slightly in the way the questions were phrased.

This set of articles covers a small part of the information available from the survey. The CAA is prepared to supply tabulations of the results to order, provided no information of a personal or commercially confidential character is disclosed. A charge will be made for this service. The main tabulations will be available for purchase in 1974 in a form similar to previous publications by the Board of Trade and the Department of Trade and Industry. Applications for further analyses should be made to:—

The Chief Statistician  
Civil Aviation Authority  
Aviation House  
129 Kingsway  
London WC2B 6NN

## AIR INWARD (AIRPORT SURVEY 1972)

(AIR INWARD - 2)

Q.1 Which is the last country in which you have lived for 12 months or more? United Kingdom ..... A  
Other (specify) ..... B

Q.1(a) In which country are you living at present? United Kingdom ..... A  
Other (specify) ..... B

**ASK U.K. RESIDENTS ONLY**

Q.2 In which Town do you live? Town .....  
(Record District if a large Town) District .....  
(Record County for other) County .....

**ASK ALL**

Q.3 What sort of transport will you use when you leave this Airport now? Air ..... 1  
(IF 'AIR' CHECK ANSWER) Other ..... 2

Q.4 What is your first destination in the U.K? Town .....  
CHECK: WILL THIS BE A TRANSIT STOP OR DO YOU HAVE SOME OTHER REASON FOR GOING THERE? District .....  
County .....

Q.5 How long do you expect the journey from .... (this Airport) to .... (Town/District at Q.4) to take?

OVER-NIGHT STOP	YES	NO
	1	2

NO. OF HOURS	
D/K	X

Q.6 Can you tell me in detail what type of transport you expect to use on your journey from .... (this Airport) to .... (Town/District at Q.4)?  
(RECORD ANSWERS IN THE GRID BELOW: PROBE FULLY FOR ANY CHANGE IN METHOD OF TRAVEL)

FROM: (This Airport)  
(enter name of Airport)

Q.6 METHOD OF TRAVEL														
	CAR			BUS/COACH			TRAIN			AIR	Over night stop	Same method	Altered method	End of journey
	Private car	Hired car	Taxi	Airport bus	Chartered bus	Pub. Bus/Tram	S.R. Train	L.T. Train	Other/Don't Know					
TO	1	2	3	4	5	6	7	8	9	0	1	2	3	
TO	1	2	3	4	5	6	7	8	9	0	1	2	3	
TO	1	2	3	4	5	6	7	8	9	0	1	2	3	
TO	1	2	3	4	5	6	7	8	9	0	1	2	3	
TO	1	2	3	4	5	6	7	8	9	0	1	2	3	
TO	1	2	3	4	5	6	7	8	9	0	1	2	3	

FOR ALL ASKED Q'S 4/5/6 GO TO Q.8

( FOR  
( OFFICE  
( USE ONLY

**ASK ALL BY AIR AT Q.3**

Q.7 Which flight will you be travelling on now? Airline ..... Flight No. ....

Q.7(a) Which airport will you be travelling to on this flight? Airport .....

**ASK ALL**

Q.8 Which flight have you just arrived on? Airline ..... Flight No. ....

Q.8(a) At which airport did you join this flight? Airport .....

Q.8(b) Did you start your journey at .... (Airport at Q.8a) or did you fly there simply to catch this plane? 

STARTED	1	GO TO Q.8(d)
TRANSIT	2	ASK Q.8 c & d

Q.8(c) At which Airport did you start your journey? Airport .....

Q.8(d) From which Town did you begin your journey to .... (this Airport Q.8a or 8c)? Town .....

**ASK Q.9 OF ALL PASSENGERS BEGINNING THEIR JOURNEY AT AN AIRPORT (Q.8a or 8c) LISTED BELOW**

GERMANY		ITALY	OTHER EUROPEAN	
Cologne	Frankfurt	Milan	Amsterdam	Paris
Düsseldorf	Hamburg	Rome	Brussels	Zurich
			Copenhagen	

**SHOW AREA MAP**

Q.9 Where are you travelling from a District on this map? 

NO	1	GO TO Q.10
YES	2	ASK Q.9(a)

Q.9(a) Will you please show me which District? 

CENTRAL	
YES	A

 ENTER DISTRICT CODE ONLY

**IF DISTRICT IS IN THE CENTRAL MAP AREA SHOW THE TOWN MAP AND ASK Q.9(b)**

Q.9(b) Will you please show me which District? ENTER CENTRAL DISTRICT CODE ONLY

**ASK ALL**

Q.10 What was your principal method of travel from .... (town 8d) to .... (Airport 8a/8c)?  
IF TWO METHODS: TAKE LONGEST DISTANCE. IF EQUAL DISTANCE: PRESS FOR ONE METHOD.

CAR			COACH/BUS			TRAIN			AIR	
Private car	Hired car	Taxi	Airport bus/coach	Chartered bus/coach	Public bus/tram	Train	Under-ground train	Other/Don't Know	More than one	Domestic air
1	2	3	4	5	6	7	8	9	0	X

**ASK ALL**

Q.11 How long ago was your air ticket booked (for the flight you have just arrived on)?

Less than 1 week	1
1 week - under 1 month	2
1 month - under 3 months	3
3 months - under 6 months	4
6 months and over	5
Other/Don't Know	6

Q.12 How many relatives, friends or colleagues are travelling with you - not including yourself?

Q.13 How many people (if any) do you expect to meet you at this Airport?

Q.14(a) **U.K. RESIDENTS**

What was the chief reason for your present journey?

GROUP 1	Business/Official .....	1	ASK Q.15/16
	Armed Services (on duty)....	2	GO TO Q.16
	Airline (on duty) .....	3	
	Holiday .....	4	
	Visiting friends/relatives..	5	GO TO Q.17
	Migration .....	6	
	Studies (full time) .....	7	
	Other (specify) .....	8	

Q.14(b) **FOREIGN RESIDENTS**

What is the chief reason for your visit to the U.K?

Q.15 What is the main business of your firm or organisation?

**SHOW INCOME CARD**

Q.16 Would you indicate from this card your personal income before any deductions are made (i.e. any deductions made at source)?

A	B	C	D	E	F	G	H	I	J	D/K Refusal
1	2	3	4	5	6	7	8	9	0	Y

Dependent X

See instructions

CLOSE INTERVIEW FOR ALL CONTACTS IN GROUP 1 AT Q.14 AND GO TO CLASSIFICATION

**ASK ALL CONTACTS IN GROUP 2 AT Q.14 (a or b)**

**SHOW AGE CARD**

Q.17 Will you indicate from this card which age group you come into?

Under 2	1
2 - 11	2
12 - 15	3
16 - 25	4
26 - 40	5
41 - 64	6
65 +	7
Refused	0

Q.18 How many children under 6 years old are there in your family - that is living at home?

Q.19 How many children aged 6-14 are there in your family - that is living at home? (including children at boarding school).

**SHOW INCOME CARD**

Q.20 If you are able would you please indicate from this card the total income of all the members of your family who are living in your home - that is before any deductions are made?

A	B	C	D	E	F	G	H	I	J	Refusal
1	2	3	4	5	6	7	8	9	0	Y

Dependent/Don't Know X

**CLASSIFICATION**

<b>Flight</b>		<b>Airport (of interview)</b>		<b>SEX</b>	
Scheduled .....	1	Heathrow .....	1	Male .....	1
Charter .....	2	Gatwick .....	2	Female .....	2
D.K. ....	3	Luton .....	3	D.K. ....	3
(state reason)		Stansted .....	4	Complete interview .....	1
Type of aircraft .....		Southend .....	5	Partly completed .....	2
(record)				Refusal .....	3
Route Domestic ....	3	<b>Shift Day</b>		Ineligible .....	4
International .....	4	Monday .....	1	No Interview .....	5
		Tuesday .....	2	No time (pax) .....	6
		Wednesday .....	3	No English .....	7
		Thursday .....	4	Other (specify) .....	8
		Friday .....	5		
		Saturday .....	6		
		Sunday .....	7		
<b>SAMPLE WEIGHT</b>				<b>INTERVIEWER</b>	
<b>Sub-period (for Office use only)</b>		<b>Shift</b>	<b>a.m.</b>		
1	2	3	4	<b>p.m.</b>	
				<b>night</b>	
					<b>Date</b>

# Size Structure of UK

Table 1

## Airports and Airlines Year ended 30 September 1973

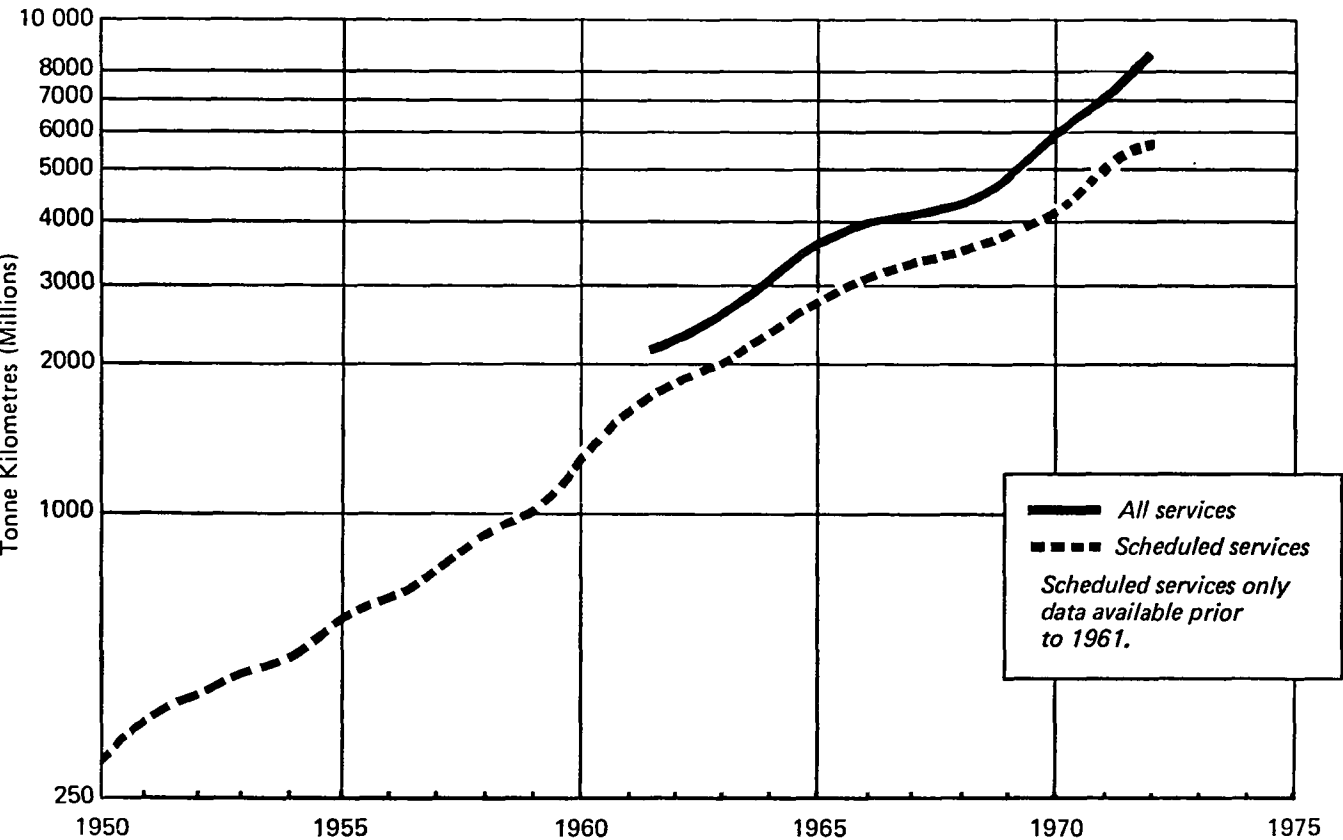
Airports	Percentage of passengers at all UK airports this size and smaller			
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
London Heathrow	19 833	46.75	100	100.00
Gatwick	5 678	13.38	98	53.25
Luton	3 236	7.63	96	39.87
Manchester	2 570	6.06	93	32.24
Glasgow	2 096	4.94	91	26.18
Belfast	1 297	3.06	89	21.24
Birmingham	1 116	2.63	87	18.19
Edinburgh	855	2.01	84	15.56
Newcastle	605	1.43	82	13.54
Liverpool	542	1.28	80	12.11
East Midlands	500	1.18	78	10.84
Isle of Man	462	1.09	76	9.66
Prestwick	394	0.93	73	8.57
Southend	375	0.88	71	7.64
Southampton	304	0.72	69	6.76
Bristol	294	0.69	67	6.04
Glamorgan	277	0.65	64	5.35
Leeds/Bradford	275	0.65	62	4.69
Aberdeen	243	0.57	60	4.05
Stansted	190	0.46	58	3.47
Tees-side	175	0.41	56	3.02
Blackpool	146	0.34	53	2.61
Others (23 reporting airports)	961	2.27	51	2.27

Airlines	Percentage of available tonne – kilometres at all UK airlines this size and smaller			
	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	4 451	49.97	100	100.00
British Airways—BEA	1 268	14.23	98	50.03
British Caledonian Airways	1 050	11.79	97	35.80
Dan-Air Services	317	3.56	95	24.01
Britannia Airways	289	3.24	93	20.45
Court-Line Aviation	238	2.67	92	17.21
Laker Airways	222	2.49	90	14.54
BEA Airtours	175	1.97	88	12.05
Tradewinds Airways	131	1.47	86	10.08
British Midland Airways	118	1.33	85	8.61
Trans-Meridian Air Cargo	113	1.27	83	7.29
Monarch Airlines	112	1.26	82	6.02
Donaldson International Airlines	79	0.89	80	4.76
British Airways—Cambrian Airways	64	0.72	78	3.87
British Airways—Northeast Airlines	62	0.70	77	3.15
International Aviation Services	48	0.54	75	2.46
British Airways—Channel Islands Airways	34	0.38	73	1.92
Invicta International Airlines	32	0.36	72	1.54
British Island Airways	21	0.24	70	1.18
British Air Ferries	17	0.19	68	0.94
Dan-Air/Skyways	15	0.17	67	0.75
British Airways—Scottish Airways	15	0.17	65	0.58
Others (38 airlines)	37	0.42	63	0.42

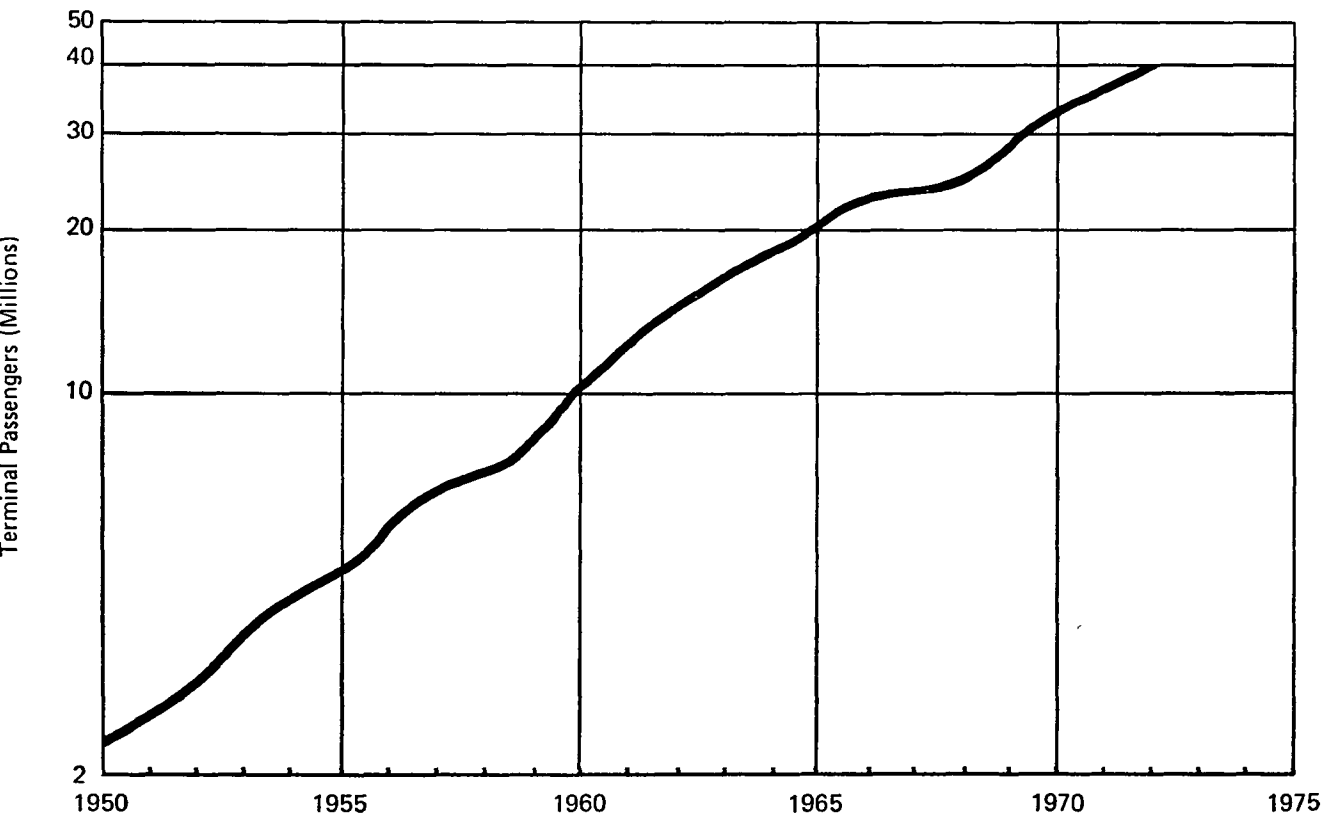
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1973

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
<b>Year ended</b>						
Nov. 1972	1 727	666	38 670	8 147	5 350	2 797
Nov. 1973	1 893	718	42 948	9 009	5 949	3 060
<b>Mean rates of growth (percentages) to 1972</b>						
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
<b>Latest year's growth (percentages)</b>						
	9.6	7.8	11.1	10.6	11.2	9.4

# 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
	3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
1972	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
	September	67.1	4 433	37.6	2 021	13.2	1 164	13.6	1 017	2.7	231
	October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
	November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
1973	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
	September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
	October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
	November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97



# 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
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
1972 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
September	172.1	74.0	67.1	6.9	98.1	70.9	16.8	10.4
October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
1973 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
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8

# 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	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
1972 April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 433
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
September	37 173	7 053	2 345	1 326	1 537	4 553	6 397	2 487	3 755	10 458
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
1973 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	38 862	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
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278

# 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
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
1972 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
September	3 101	357	153	76	60	116	330	58	182	256
October	2 461	272	128	59	45	77	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
1973 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
September	3 244	373	185	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91

# 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
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
1972 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
September	43 135	4 782	843	160	139	1 052	3 178	316	1 991	1 802
October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948
1973 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
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800

# 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
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
1972 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
September	559.9	314.8	9.1	69.8	235.9	56.2	4 252.9	2 687.8	63.2
October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
1973 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
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9

# 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
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
1972 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
September	33.4	21.5	0.3	1.9	19.3	64.4	337.0	234.1	69.5
October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
1973 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
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7

# 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
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
1972 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
September	526.5	293.3	8.8	67.9	216.6	55.7	3 915.9	2 453.8	62.7
October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
1973 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
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0

# 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
1956	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
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
1972 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	..	..	..	..	..	..
September	313.8	35.9	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
1973 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
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5



# 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
	3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
1972	April	..	..	..	..	..	..	..	..
	May	..	..	..	..	..	..	..	..
	June	..	..	..	..	..	..	..	..
	July	..	..	..	..	..	..	..	..
	August	..	..	..	..	..	..	..	..
	September	..	..	..	..	..	..	..	..
	October	..	..	..	..	..	..	..	..
	November	..	..	..	..	..	..	..	..
1973	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
	September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
	October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
	November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573

# 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
3rd quarter	946.6	770.9	81.4		194.0	2 562	5 118	1 998	3 974
1972 April	..	..	..		..	..	..	..	..
May	..	..	..		..	..	..	..	..
June	..	..	..		..	..	..	..	..
July	..	..	..		..	..	..	..	..
August	..	..	..		..	..	..	..	..
September	..	..	..		..	..	..	..	..
October	..	..	..		..	..	..	..	..
November	..	..	..		..	..	..	..	..
1973 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
September	792.8	674.3	85.1		170.1	2 260	4 573	2 023	3 964
October	339.4	273.4	80.5		78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6		34.7	917	985	1 074	3 542

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

Table 10

## Analysis by Countries of Landing and of Embarkation

### Monthly Averages

European continent and Mediterranean Sea area <sup>(b)</sup>		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13		188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16		255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21		289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23		394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29		458	20	94	24	88
1971	1st quarter	797	44	24	127	140	12	59	34	77	9	17	11		127	10	67	4	38
	2nd quarter	1 679	82	38	248	172	50	161	44	167	21	35	23		424	18	101	25	71
	3rd quarter	2 284	97	50	285	227	68	245	60	140	28	49	43		668	22	134	53	114
	4th quarter	1 230	54	29	174	139	31	91	40	94	12	31	16		357	13	66	15	67
1972	1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12		262	12	75	4	57
	2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28		433	23	103	26	79
	3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51		693	27	130	53	121
	4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24		443	16	70	15	97
1973	1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19		323	15	82	7	83
	2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33		497	27	111	38	101
	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57		746	30	127	68	117
September-November 72		1 828	58	38	235	187	65	168	51	123	16	47	34		568	19	85	30	104
September-November 73		1 930	62	41	248	201	73	159	55	144	21	57	41		561	24	87	39	115
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa <sup>(c)</sup> (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa <sup>(c)</sup> (000)	Others (000)							
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9							
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6							
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8							
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8							
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8							
1971	1st quarter	259.0	9.4	12.9	29.8	11.2	11.3	3.7	12.4	119.2	6.6	42.4							
	2nd quarter	426.0	8.2	10.2	79.9	9.1	11.2	5.9	11.6	246.9	6.3	36.8							
	3rd quarter	685.2	9.7	20.5	153.7	17.1	13.0	8.0	12.7	381.2	10.9	58.4							
	4th quarter	365.0	8.7	14.1	47.4	12.6	11.6	6.2	13.4	190.8	6.6	53.7							
1972	1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5							
	2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8							
	3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1							
	4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9							
1973	1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8							
	2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2							
	3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0							
September-November 72		540.1	14.0	17.7	89.9	19.9	15.5	7.7	12.9	286.0	8.6	67.9							
September-November 73		581.5	18.2	18.7	106.6	12.6	20.9	11.8	15.5	287.7	11.0	78.5							

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 November 1973

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	8 078	5 060	—	452	11	460	86	—	1 924	1	84
+ Heathrow	22 435	20 147	—	80	—	190	335	—	1 591	10	82
+ Luton	4 005	1 736	8	446	39	72	53	887	742	—	22
+ Southend	4 895	916	8	—	—	219	—	2 658	1 072	22	—
+ Stansted	2 460	242	—	56	—	1 074	52	221	679	125	11
TOTAL (London Area)	41 873	28 101	16	1 034	50	2 015	526	3 766	6 008	158	199
Westland Heliport (Battersea)	1 019	278	4	278	8	4	—	—	325	18	104
Other UK Airports											
+ Leeds/Bradford	3 361	665	—	63	61	102	12	2 001	429	9	19
+ Liverpool	5 792	1 357	—	78	22	150	13	3 378	754	16	24
+ Manchester	4 955	3 528	—	218	22	32	184	164	781	9	17
+ Birmingham	4 350	1 733	—	80	8	27	60	1 334	1 084	2	22
+ Coventry	2 145	12	16	9	—	330	—	1 422	348	—	8
+ East Midlands	4 026	829	2	155	47	633	31	1 486	769	2	72
+ Newcastle	2 521	918	2	40	304	180	2	626	407	—	42
+ Tees-side	3 518	401	329	13	9	1 229	—	983	495	5	54
+ Bristol	2 363	511	4	7	—	4	35	924	862	—	16
+ Glamorgan	2 531	503	4	74	54	55	—	1 525	312	2	2
Swansea	1 038	13	—	11	45	12	—	838	113	—	6
+ Ashford	2 458	363	—	11	99	14	38	1 246	667	6	14
+ Blackpool	4 994	279	6	21	3	66	—	4 134	479	—	6
+ Bournemouth	3 963	366	—	60	3	261	—	1 725	1 439	62	47
+ Cambridge	2 549	67	—	10	11	28	3	1 042	374	—	1 014
+ Exeter	2 509	157	—	17	160	494	—	1 041	460	—	180
Gloucester/Cheltenham	3 427	162	—	—	20	662	—	1 766	761	—	56
Hawarden	859	—	—	—	—	40	—	380	404	—	35
Isles of Scilly	274	231	—	—	6	5	—	—	24	—	8
+ Lydd	886	22	—	—	—	48	—	704	72	—	40
+ Manston	371	146	—	23	36	86	—	—	80	—	..
+ Norwich	2 067	366	—	170	58	210	15	422	818	4	4
Penzance Heliport	237	227	—	—	1	—	—	—	9	—	—
+ Portsmouth	3 498	66	—	—	6	2 016	—	1 142	268	—	—
+ Southampton	2 295	660	—	31	16	1 107	—	—	476	—	5
+ Edinburgh	4 624	1 158	—	2	—	2 523	8	52	715	2	164
+ Glasgow	6 530	3 666	—	42	4	71	28	1 451	703	8	557
+ Prestwick	3 729	678	—	35	425	2 396	3	84	108	—	—
Aberdeen	3 513	692	—	—	985	347	—	1 067	66	6	350
Benbecula	214	100	—	—	92	—	14	—	2	—	6
Inverness	931	398	—	8	207	182	—	54	72	2	8
Islay	196	136	—	16	6	—	—	2	32	—	4
+ Kirkwall	690	492	—	23	83	—	10	8	32	2	40
Stornoway	220	200	—	9	11	—	—	—	—	—	—
+ Sumburgh	867	351	—	22	436	22	—	—	2	—	34
Tiree	82	69	—	6	3	—	—	—	—	—	4
Wick	285	227	—	15	11	—	1	7	6	2	16
+ Belfast	5 581	1 955	—	6	58	2	—	989	252	—	2 319
+ Isle of Man	1 148	602	—	84	—	236	5	137	74	2	8
TOTAL (Incl. London Area)	138 489	52 685	383	2 671	3 370	15 589	988	35 900	21 082	317	5 504
Channel Islands Airports											
Alderney	577	577	..	..	..	..	..	..	..	..	..
Guernsey	2 258	2 258	..	..	..	..	..	..	..	..	..
Jersey	3 443	3 443	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	6 278	6 278	..	..	..	..	..	..	..	..	..

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

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	5 060	150	2 317	243	211	1 844	295
+Heathrow	20 147	10 326	438	8 988	219	21	155
+Luton	1 736	8	56	—	6	1 583	83
+Southend	916	—	632	—	—	228	56
+Stansted	242	—	—	—	—	96	146
TOTAL (London Area)	28 101	10 484	3 443	9 231	436	3 772	735
Westland Heliport (Battersea)	278	—	—	—	8	270	—
Other UK Airports							
+Leeds/Bradford	665	359	122	27	3	143	11
+Liverpool	1 357	969	116	56	47	132	37
+Manchester	3 528	1 443	325	801	66	841	52
+Birmingham	1 733	803	386	90	7	419	28
+Coventry	12	—	—	—	—	11	1
+East Midlands	829	19	550	—	—	250	10
+Newcastle	918	346	424	—	31	116	1
+Tees-side	401	3	340	—	15	33	10
+Bristol	511	238	41	32	55	124	21
+Glamorgan	503	177	134	32	46	102	12
Swansea	13	—	—	—	—	11	2
+Ashford	363	—	312	—	—	51	—
+Blackpool	279	—	241	—	3	35	—
+Bournemouth	366	4	315	—	2	26	19
+Cambridge	67	—	—	—	—	9	58
+Exeter	157	—	147	—	—	8	2
Gloucester/Cheltenham	162	—	16	—	—	146	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	231	225	6	—	—	—	—
+Lydd	22	—	6	—	—	16	—
+Manston	146	—	—	—	—	139	7
+Norwich	366	—	146	—	1	201	18
Penzance Heliport	227	227	—	—	—	—	—
+Portsmouth	66	—	62	—	—	4	—
+Southampton	660	146	476	—	2	16	20
+Edinburgh	1 158	784	330	36	—	4	4
+Glasgow	3 666	2 045	958	317	4	219	123
+Prestwick	678	425	1	176	—	7	69
Aberdeen	692	530	69	—	—	83	10
Benbecula	100	100	—	—	—	—	—
Inverness	398	318	29	—	—	51	—
Islay	136	108	—	—	—	28	—
+Kirkwall	492	166	2	22	—	302	—
Stornoway	200	104	91	—	—	5	—
+Sumburgh	351	112	86	—	—	143	10
Tiree	69	65	—	—	1	3	—
Wick	227	205	—	—	—	22	—
+Belfast	1 955	1 452	403	50	—	4	46
+Isle of Man	602	424	174	—	—	4	—
TOTAL (Incl. London Area)	52 685	22 281	9 751	10 870	727	7 750	1 306
Channel Islands Airports							
Alderney	577	—	511	—	—	66	—
Guernsey	2 258	140	1 900	—	—	216	2
Jersey	3 443	618	2 178	54	1	574	18
TOTAL (Channel Islands Airports)	6 278	758	4 589	54	1	856	20

# Air Transport Movements

**Table 13**

## Comparison with a Year Earlier

Monthly Averages	September 1973 —November 1973	September 1972 —November 1972	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	6 318	6 185	2.2
+ Heathrow	22 765	22 052	3.2
+ Luton	2 511	2 709	-7.3
+ Southend	1 295	1 056	22.6
+ Stansted	256	323	-20.7
TOTAL (London Area)	33 145	32 325	2.5
Westland Heliport (Battersea)	301	190	58.4
<b>Other UK Airports</b>			
+ Leeds/Bradford	764	712	7.3
+ Liverpool	1 359	1 325	2.6
+ Manchester	4 086	4 084	—
+ Birmingham	1 934	1 647	17.4
+ Coventry	13	81	-84.0
+ East Midlands	1 058	762	38.8
+ Newcastle	1 025	875	17.1
+ Tees-side	420	281	49.5
+ Bristol	646	657	-1.7
+ Glamorgan	629	538	16.9
Swansea	17	14	21.4
+ Ashford	420	484	-13.2
+ Blackpool	427	370	15.4
+ Bournemouth	444	348	27.6
+ Cambridge	85	97	-12.4
+ Exeter	237	..	..
Gloucester/Cheltenham	162	99	63.6
Hawarden	—	—	—
Isles of Scilly	369	252	46.4
+ Lydd	15	12	25.0
+ Manston	121	98	23.5
+ Norwich	433	..	..
Penzance Heliport	286	203	40.9
+ Portsmouth	218	142	53.5
+ Southampton	949	945	0.4
+ Edinburgh	1 315	1 206	9.0
+ Glasgow	3 864	3 325	16.2
+ Prestwick	995	1 023	-2.7
Aberdeen	714	506	41.1
Benbecula	99	103	-3.9
Inverness	403	337	19.6
Islay	142	68	108.8
+ Kirkwall	506	449	12.7
Stornoway	175	161	8.7
+ Sumburgh	402	297	35.4
Tiree	61	80	-23.7
Wick	222	224	-0.9
+ Belfast	2 146	2 041	5.1
+ Isle of Man	960	902	6.4
TOTAL (Incl. London Area)	61 567	57 263	7.5
<b>Channel Islands Airports</b>			
Alderney	910	902	0.9
Guernsey	2 863	2 564	11.7
Jersey	5 198	4 438	17.1
TOTAL (Channel Islands Airports)	8 971	7 904	13.5

Air Transport Landings Diverted to UK Reporting Airports

November 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	
Gatwick		70	1He	1Lu 9He	1Ma 1Em 10He	3Lu 2He					1He						1St	2He					2Bo 1Ma 9Lu 5He	1Br 1Bi 2Ma 9Lu 3St 1He	1Gl 1Ma 2He								
Heathrow		99	1Lu 1Pr	1Ma								1Bi					2Bi 3Lu 9Ga	1Bi 5Ga			3Ga		2Ga	1Li 18Bi 17Ma 7Lu 1Pr 19Ga	3Bi 2Ga		1Gl		1Em				
Luton		25	2Bi	1Ma 1Em 4Bi	2Em 1Bi 1He	1Bi	1Bi						1St																		1Em 2Bi 2St 1He		
Stansted		1								1Lu																							
Leeds/Bradford		9		4Em	1Te 1Em	1Em							1Em																	1Te			
Liverpool		4	1Ma	2Ma	1Ma																												
Manchester		24								1Lu																		1Lu				15Li 1Bi 6Bi	
Birmingham		2		1He																	1Bo												
East Midlands		3			1Ga																		1Ma						1Bi				
Newcastle		1				1Lu																											
Tees-side		2									1Em																					1Em	
Bristol		8	1Bi													1Gm														1Gm		1Bi	
Glamorgan		6																							2Gm 2Bi 6Bi								
Blackpool		2														1Ma											1Ma						
Southampton		3																					1St		2Ga 1Gl	4Gl							
Edinburgh		27				3Gl				8Gl	1Gl			4Gl					3Gl	1Gl										2Gl			
Glasgow		2																1Bi		1Gl	1Gl												
Aberdeen		12			1Gl		1Gl			1Gl									1Gl	1Gl							1Ed		1Gl 1Ed	1In 2Ed	1Gl		
Benbecula		1																				1Sw											
Inverness		1																							1Ki	1Gl							
Sumburgh		1																															
Belfast		3									1Ma	1Gl													1Ki			1Gl					
Isle of Man		1																															
Other UK		13	2Sh 3Bo 1Ex													2Ex	1Bi					1Wi	1Bo					1Gl		1Ex		1Ex	
Overseas		26	1Pr 1He	1Lu 1Ki 4He		1Pr	1Lu		1He		1Bo 1He		1Lu				1He	1Gl	1Lu 2He					1Ki	1No	2He				2He		1Em	
All Aerodromes		346	15	30	21	12	3	—	3	10	6	1	1	7	—	4	17	10	7	2	5	2	23	85	25	5	1	6	3	16	—	26	
Aerodrome of actual landing: letter code																																	
Ab	Aberdeen			Ca	Cambridge					Go	Gloucester/Cheltenham					Li	Liverpool					Pr	Prestwick					Ti	Tiree				
As	Ashford			Co	Coventry					Ha	Hawarden					Lu	Luton					Sh	Southampton					Wi	Wick				
Be	Belfast			Em	East Midlands					He	Heathrow					Ld	Lydd					So	Southend					Xi	Other Internal				
Bb	Benbecula			Ed	Edinburgh					In	Inverness					Ma	Manchester					St	Stansted					Xo	Overseas				
Bi	Birmingham			Ex	Exeter					Is	Islay					Mt	Manston					Sw	Stornoway										
Bl	Blackpool			Ga	Gatwick					Im	Isle of Man					Ne	Newcastle					Su	Sumburgh										
Bo	Bournemouth			Gm	Glamorgan					Ki	Kirkwall					No	Norwich					Ss	Swansea										
Br	Bristol			Gl	Glasgow					Lb	Leeds/Bradford					Po	Portsmouth					Te	Tees-side										

# Air Passengers by Type and Nationality of Operator

## November 1973

Table 15

November 1973				Total				Scheduled Services				Charter Flights			
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others				British Airways		Others			
	Terminal and Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Passengers				Passengers	Passengers										
London Area Airports															
+Gatwick	345 766	340 587	5 179	4 256	2 902	95 278	—	5 972	324	31 532	143	173 127	694	30 422	1 116
+Heathrow	1 495 341	1 468 219	27 122	765 672	—	13 414	12	652 185	25 743	22 288	438	321	—	14 339	929
+Luton	169 505	168 742	763	552	—	1 345	—	—	—	645	—	161 066	746	5 134	17
+Southend	17 467	17 467	—	—	—	14 096	—	—	—	—	—	1 165	—	2 206	—
+Stansted	15 058	14 465	593	—	—	—	—	—	—	—	—	3 667	—	10 798	593
TOTAL (London Area)	2 043 137	2 009 480	33 657	770 480	2 902	124 133	12	658 157	26 067	54 465	581	339 346	1 440	62 899	2 655
Westland Heliport (Battersea)	781	781	—	—	—	—	—	—	—	20	—	761	—	—	—
Other UK Airports															
+Leeds/Bradford	18 253	17 735	518	13 360	15	2 419	495	1 010	—	207	—	619	4	120	4
+Liverpool	44 210	40 671	3 539	30 067	2 703	1 109	659	2 526	52	3 331	6	3 419	119	219	—
+Manchester	178 649	174 302	4 347	74 415	621	4 563	1 099	20 176	2 432	5 943	77	64 556	118	4 649	—
+Birmingham	90 548	86 248	4 300	32 671	2 767	3 593	1 336	4 830	197	665	—	42 406	—	2 083	—
+Coventry	27	27	—	—	—	—	—	—	—	—	—	20	—	7	—
+East Midlands	34 342	34 114	228	658	93	12 324	104	—	—	—	—	20 545	31	587	—
+Newcastle	47 893	45 883	2 010	24 278	—	8 086	2 010	—	—	2 472	—	11 047	—	—	—
+Tees-side	16 218	14 703	1 515	125	—	9 876	947	—	—	1 570	—	2 660	—	472	568
+Bristol	22 841	19 524	3 317	3 616	2 031	586	234	1 014	199	1 956	670	11 169	183	1 183	—
+Glamorgan	21 726	19 321	2 405	4 291	878	1 216	927	446	447	2 584	153	9 912	—	872	—
Swansea	75	75	—	—	—	—	—	—	—	—	—	45	—	30	—
+Ashford	7 526	7 526	—	—	—	5 163	—	—	—	—	—	2 363	—	—	—
+Blackpool	5 707	5 707	—	—	—	3 668	—	—	—	229	—	1 810	—	—	—
+Bournemouth	7 711	7 617	94	4	68	4 168	12	—	—	260	—	1 391	14	1 794	—
+Cambridge	395	395	—	—	—	—	—	—	—	—	—	38	—	357	—
+Exeter	4 156	3 684	472	—	—	3 295	472	—	—	—	—	245	—	144	—
Gloucester/Cheltenham	773	773	—	—	—	211	—	—	—	—	—	562	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 496	1 496	—	1 476	—	20	—	—	—	—	—	—	—	—	—
+Lydd	160	160	—	—	—	139	—	—	—	—	—	21	—	—	—
+Manston	769	769	—	—	—	—	—	—	—	—	—	729	—	40	—
+Norwich	6 980	6 980	—	—	—	4 072	—	—	—	5	—	1 391	—	1 512	—
Penzance Heliport	1 476	1 476	—	1 476	—	—	—	—	—	—	—	—	—	—	—
+Portsmouth	321	313	8	—	—	312	8	—	—	—	—	1	—	—	—
+Southampton	17 726	17 515	211	4 514	195	12 704	6	—	—	93	—	174	—	30	10
+Edinburgh	62 177	61 177	1 000	44 861	827	15 042	—	1 094	169	—	—	65	4	115	—
+Glasgow	174 582	171 876	2 706	104 101	624	30 371	—	7 492	1 887	185	—	15 597	—	14 130	195
+Prestwick	25 813	12 532	13 281	9 182	6 200	6	—	1 453	4 741	—	—	122	116	1 769	2 224
Aberdeen	21 721	20 748	973	17 414	973	1 260	—	—	—	—	—	1 701	—	373	—
Benbecula	3 038	1 774	1 264	1 774	1 264	—	—	—	—	—	—	—	—	—	—
Inverness	11 453	10 281	1 172	10 083	1 172	59	—	—	—	—	—	139	—	—	—
Islay	1 364	1 333	31	1 244	31	—	—	—	—	—	—	89	—	—	—
+Kirkwall	5 921	5 180	741	3 609	609	7	—	197	126	—	—	1 367	6	—	—
Stornoway	3 647	3 317	330	3 192	325	92	5	—	—	—	—	33	—	—	—
+Sumburgh	5 301	5 301	—	2 877	—	267	—	—	—	—	—	1 867	—	290	—
Tiree	407	231	176	211	176	—	—	—	—	—	—	20	—	—	—
Wick	5 434	2 660	2 774	2 561	2 774	—	—	—	—	—	—	99	—	—	—
+Belfast	86 357	86 353	4	70 416	—	11 801	2	687	—	—	—	83	—	3 366	2
+Isle of Man	18 950	17 207	1 743	13 217	1 498	3 790	245	—	—	—	—	200	—	—	—
TOTAL (Incl. London Area)	3 000 061	2 917 245	82 816	1 246 173	28 746	264 352	8 573	699 082	36 317	73 985	1 487	536 612	2 035	97 041	5 658
Channel Islands Airport															
Alderney	3 040	3 040	—	—	—	2 888	—	—	—	—	—	152	—	—	—
Guernsey	24 642	22 720	1 922	5 719	—	16 413	1 922	—	—	—	—	530	—	58	—
Jersey	66 564	65 638	926	27 729	—	34 516	766	883	14	50	—	1 922	112	538	34
TOTAL (Channel Is. Airports)	94 246	91 398	2 848	33 448	—	53 817	2 688	883	14	50	—	2 604	112	596	34



# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

### Monthly Averages

	September 1973 —November 1973	September 1972 —November 1972	Percentage change
<b>London Area Airports</b>			
+ Gatwick	484 942	467 776	3.7
+ Heathrow	1 797 282	1 651 308	8.8
+ Luton	267 845	278 740	-3.9
+ Southend	30 607	24 902	22.9
+ Stansted	16 923	25 939	-34.8
TOTAL (London Area)	2 597 599	2 448 665	6.1
Westland Heliport (Battersea)	787	467	68.5
<b>Other UK Airports</b>			
+ Leeds/Bradford	24 482	22 843	7.2
+ Liverpool	48 977	42 877	14.2
+ Manchester	223 734	213 294	4.9
+ Birmingham	102 324	88 271	15.9
+ Coventry	350	917	-61.8
+ East Midlands	49 376	39 912	23.7
+ Newcastle	55 571	47 242	17.6
+ Tees-side	16 460	13 985	17.7
+ Bristol	24 449	24 673	-0.9
+ Glamorgan	24 194	21 634	11.8
Swansea	192	161	19.3
+ Ashford	8 219	11 958	-31.3
+ Blackpool	13 017	13 894	-6.3
+ Bournemouth	11 977	10 749	11.4
+ Cambridge	643	937	-31.4
+ Exeter	7 463	..	—
Gloucester/Cheltenham	1 009	679	48.6
Hawarden	—	—	—
Isles of Scilly	5 569	5 150	8.1
+ Lydd	85	364	-76.6
+ Manston	889	321	176.9
+ Norwich	7 378	..	—
Penzance Heliport	5 009	4 837	3.6
+ Portsmouth	1 807	1 371	31.8
+ Southampton	28 702	26 264	9.3
+ Edinburgh	76 136	68 178	11.7
+ Glasgow	189 776	173 199	9.6
+ Prestwick	31 030	30 256	2.6
Aberdeen	24 140	17 216	40.2
Benbecula	1 965	1 946	1.0
Inverness	11 945	10 611	12.6
Islay	1 490	1 335	11.6
+ Kirkwall	6 416	5 784	10.9
Stornoway	3 819	3 873	-1.4
+ Sumburgh	6 656	4 877	36.5
Tiree	321	289	11.1
Wick	3 027	2 836	6.7
+ Belfast	106 181	99 297	6.9
+ Isle of Man	35 849	33 504	7.0
TOTAL (Incl. London Area)	3 759 013	3 494 666	7.6
<b>Channel Islands Airports</b>			
Alderney	5 668	5 512	2.8
Guernsey	42 957	36 983	16.2
Jersey	136 293	117 052	16.4
TOTAL (Channel Islands Airports)	184 918	159 547	15.9

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	Sep-Nov 1973	Sep-Nov 1973	Sep-Nov 1972	Per- centage change	Sep-Nov 1973	Sep-Nov 1972	Per- centage change
<b>London Area Airports</b>							
+Gatwick	484 942	421 214	415 746	1	63 729	52 031	22
+Heathrow	1 797 282	1 514 351	1 389 706	9	282 931	261 601	8
+Luton	267 845	262 941	275 016	-4	4 904	3 724	32
+Southend	30 607	29 931(a)	24 645(a)	21	675	257	163
+Stansted	16 923	16 635	25 441	-35	288	498	-42
TOTAL (London Area)	2 597 599	2 245 072	2 130 554	5	352 527	318 111	11
Westland Heliport (Battersea)	787	—	6	—	787	461	71
<b>Other UK Airports</b>							
+Leeds/Bradford	24 482	4 069	3 676	11	20 413	19 167	7
+Liverpool	48 977	16 735	11 947	40	32 243	30 930	4
+Manchester	223 734	157 595	151 208	4	66 139	62 087	7
+Birmingham	102 324	72 355	62 115	16	29 970	26 157	15
+Coventry	350	79	410	-81	271	507	-47
+East Midlands	49 376	30 232	24 020	26	19 144	15 893	20
+Newcastle	55 571	23 013	18 635	23	32 557	28 606	14
+Tees-side	16 460	5 463	4 973	10	10 996	9 012	22
+Bristol	24 449	19 539	19 688	-1	4 910	4 984	-1
+Glamorgan	24 194	16 591	15 175	9	7 603	6 459	18
Swansea	192	31	—	—	161	161	—
+Ashford	8 219	8 088	11 958	-32	131	—	—
+Blackpool	13 017	1 411	2 753	-49	11 606	11 141	4
+Bournemouth	11 977	3 877	4 704	-18	8 100	6 045	34
+Cambridge	643	427	446	-4	215	491	-56
+Exeter	7 463	862	—	—	6 601	—	—
Gloucester/Cheltenham	1 009	—	—	—	1 009	679	49
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	5 569	—	—	—	5 569	5 150	8
+Lydd	85	50	358	-86	35	6	483
+Manston	889	889	321	177	—	—	—
+Norwich	7 378	4 296	—	—	3 082	—	—
Penzance Heliport	5 009	—	—	—	5 009	4 837	4
+Portsmouth	1 807	—	—	—	1 807	1 371	32
+Southampton	28 702	912	830	10	27 789	25 434	9
+Edinburgh	76 136	4 656	3 872	20	71 481	64 306	11
+Glasgow	189 776	52 452	49 549	6	137 324	123 649	11
+Prestwick	31 030	27 148	26 112	4	3 882	4 144	-6
Aberdeen	24 140	1 045	106	886	23 095	17 110	35
Benbecula	1 965	—	—	—	1 965	1 946	1
Inverness	11 945	31	58	-47	11 914	10 553	13
Islay	1 490	—	—	—	1 490	1 335	12
+Kirkwall	6 416	209	202	3	6 208	5 582	11
Stornoway	3 819	—	—	—	3 819	3 873	-1
+Sumburgh	6 656	225	51	341	6 431	4 825	33
Tiree	321	—	—	—	321	289	11
Wick	3 027	—	—	—	3 027	2 836	7
+Belfast	106 181	6 969	6 269	11	99 212	93 029	7
+Isle of Man	35 849	1 120	976	15	34 729	32 528	7
TOTAL (Incl. London Area)	3 759 013	2 705 441	2 550 972	6	1 053 572	943 694	12

(a) Includes Channel Islands Traffic.

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

# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	September— November 1973			September— November 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>EUROPE</b>							
<b>Austria</b>	13.6	10.3	3.4	12.1	9.5	2.6	13
London – Vienna	11.0	9.2	1.8	10.8	9.5	1.4	2
Other Routes	2.6	1.1	1.5	1.2	—	1.2	114
<b>Belgium</b>	76.7	73.6	3.1	70.9	65.5	5.4	8
London – Brussels	49.7	48.9	0.8	40.2	39.8	0.4	23
Other SE England – Belgium	19.8	19.7	0.2	24.1	21.9	2.2	-18
Other Routes	7.3	5.1	2.1	6.5	3.8	2.7	12
<b>Denmark</b>	41.4	33.0	8.4	37.8	30.6	7.1	10
London – Copenhagen	33.7	26.9	6.8	30.9	25.9	5.1	9
Other Routes	7.8	6.1	1.6	6.9	4.8	2.1	13
<b>Finland</b>	6.4	5.2	1.2	5.4	4.8	0.5	19
<b>France</b>	250.2	219.3	30.9	250.5	218.5	32.0	—
London – Nice	12.5	10.9	1.6	12.1	10.8	1.3	3
– Paris	180.7	169.3	11.4	174.6	163.6	11.0	3
– N. France (a)	9.0	8.5	0.5	9.9	9.0	0.8	-9
– Other France	17.2	12.4	4.8	12.0	7.8	4.3	43
Manchester – Paris	6.8	6.4	0.3	5.7	5.4	0.3	18
Other UK – Paris	10.8	9.0	1.8	9.1	6.3	2.8	19
Luton – Other France	6.6	—	6.6	7.5	—	7.5	-11
Other SE England – France	2.1	2.1	—	15.2	14.7	0.5	-86
Other Routes	4.5	0.6	3.9	4.3	0.9	3.5	4
<b>Germany (Fed. Republic)</b>	188.3	142.2	46.0	180.3	136.2	44.2	4
London – Dusseldorf	25.6	24.1	1.5	23.8	23.2	0.6	8
– Frankfurt	46.3	42.5	3.8	45.2	42.6	2.6	2
– Hamburg	21.6	20.8	0.8	19.0	18.6	0.4	13
– Munich	21.4	15.4	6.0	19.6	15.4	4.2	9
– Other Germany	34.9	30.1	4.9	33.3	28.1	5.2	5
Luton – Germany	21.2	0.1	21.0	20.2	—	20.2	5
Manchester – Germany	8.4	6.0	2.4	7.8	5.8	2.0	8
Other Routes	8.9	3.2	5.7	11.4	2.5	8.9	-21
<b>Gibraltar</b>	7.6	7.5	0.1	6.0	6.0	—	25
<b>Greece</b>	73.1	29.8	43.2	64.6	24.1	40.5	13
<b>Iceland</b>	3.0	3.0	0.1	3.4	3.1	0.2	-10
London – Reykjavik	1.8	1.8	0.1	2.1	2.1	0.1	-14
Glasgow – Reykjavik	1.2	1.2	—	1.1	1.1	—	11
Other Routes	—	—	—	0.2	—	0.2	—

Table 18 cont.

	September— November 1973			September— November 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	143.1	140.2	2.9	132.0	128.5	3.5	8
London – Cork	10.2	10.1	0.1	8.9	8.9	—	14
– Dublin	70.8	70.6	0.1	65.7	65.6	0.1	8
– Shannon	9.2	9.0	0.2	9.7	8.4	1.3	-5
Manchester – Dublin	12.4	12.2	0.2	11.3	11.2	0.1	10
Birmingham – Dublin	9.8	9.8	—	8.6	8.6	—	13
Glasgow – Dublin	7.3	7.2	—	6.5	6.4	—	12
Liverpool – Dublin	5.7	5.7	—	5.2	5.2	—	10
Leeds/Bradford – Dublin	2.6	2.5	—	2.5	2.5	—	2
Edinburgh – Dublin	2.5	2.5	—	2.5	2.5	—	2
Bristol – Dublin	2.5	2.4	0.1	2.2	2.2	—	14
Other Routes	10.2	8.2	20.0	8.8	7.0	1.8	15
<b>Italy</b>	159.1	76.0	83.1	167.9	71.2	96.7	-5
London – Genoa (g)	1.0	—	1.0	1.3	—	1.3	-24
– Milan	35.3	27.1	8.3	28.4	23.4	5.0	24
– Rimini (g)	3.4	—	3.4	5.3	—	5.3	-37
– Rome	38.2	29.2	9.0	37.3	28.8	8.5	2
– Venice	9.5	4.8	4.7	10.4	4.8	5.6	-9
– Other Italy	23.5	13.3	10.2	32.0	13.1	18.9	-27
Luton – Rimini	6.3	—	6.3	9.1	—	9.1	-31
– Other Italy	27.3	—	27.3	30.3	—	30.3	-10
Other SE England – Italy	—	—	—	—	—	—	—
N England – Italy (h)	6.2	—	6.2	6.7	—	6.7	-8
Other Routes	8.4	1.6	6.9	6.9	1.0	5.9	22
<b>Luxembourg</b>	5.7	4.6	1.1	4.6	3.5	1.0	26
London – Luxembourg	4.8	4.6	0.2	3.7	3.5	0.2	29
Other Routes	1.0	—	1.0	0.9	—	0.9	12
<b>Netherlands</b>	147.7	140.0	7.8	127.7	121.9	5.9	16
London – Amsterdam	96.6	92.7	3.9	88.5	84.5	4.1	9
– Rotterdam	20.0	19.8	0.1	17.8	17.6	0.2	12
Other SE England – Netherlands	5.2	4.3	0.9	6.0	5.2	0.8	-13
Manchester – Amsterdam	9.2	9.0	0.2	7.6	7.4	0.2	21
Other Routes	16.7	14.1	2.6	7.7	7.2	0.5	115
<b>Norway</b>	20.6	16.6	3.9	15.6	13.2	2.5	31
London – Oslo	12.7	11.1	1.6	10.3	9.2	1.1	23
Other Routes	7.8	5.5	2.3	5.3	3.9	1.4	47
<b>Portugal</b>	56.7	23.8	32.9	49.1	21.7	27.4	15
London – Lisbon	23.3	16.2	7.1	20.8	15.0	5.8	12
Other Routes	33.4	7.6	25.8	28.3	6.7	21.6	18
<b>Soviet Union and Eastern Europe (b)</b>	30.5	18.3	12.3	27.7	17.4	10.3	10
London – Moscow	4.9	4.3	0.7	4.6	4.5	0.1	7
– Prague	2.9	2.9	—	2.8	2.7	0.1	4
Other Routes	22.7	11.1	11.6	20.3	10.2	10.1	12

Table 18 cont.

	September— November 1973			September— November 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	561.8	84.6	477.2	568.5	75.0	493.5	-1
London – Barcelona	17.3	12.5	4.8	16.2	10.9	5.3	7
– Ibiza	14.7	1.8	12.9	16.0	2.4	13.6	-8
– Madrid	30.5	27.2	3.3	25.7	23.1	2.5	19
– Malaga	22.3	12.0	10.4	21.6	10.1	11.5	4
– Palma	73.1	13.3	59.8	86.4	15.1	71.3	-15
– Other Spain	63.2	15.6	47.6	54.9	11.0	43.9	15
Luton – Alicante	25.1	—	25.1	24.3	—	24.3	3
– Barcelona	7.8	—	7.8	5.4	—	5.4	44
– Gerona	16.0	—	16.0	23.1	—	23.1	-31
– Ibiza	17.6	—	17.6	16.6	—	16.6	7
– Palma	37.5	—	37.5	47.6	—	47.6	-21
– Other Spain	20.8	—	20.7	19.1	—	19.1	9
Other S.E. England – Spain	0.5	—	0.5	0.3	—	0.3	93
Manchester – Barcelona	2.8	0.1	2.8	4.5	0.1	4.4	-36
– Palma	29.1	0.2	29.0	32.3	0.2	32.2	-10
Other N. England – Spain	63.2	1.0	62.2	67.6	1.3	66.3	-7
Scotland – Spain	30.0	0.2	29.8	31.7	0.3	31.4	-6
Other Routes	90.2	0.7	89.5	75.3	0.4	74.9	20
 <b>Sweden</b>	 23.7	 18.0	 5.7	 19.0	 14.7	 4.3	 25
London – Stockholm	14.4	12.0	2.4	12.6	10.6	2.0	15
Other Routes	9.2	6.0	3.3	6.4	4.1	2.3	44
 <b>Switzerland</b>	 87.3	 67.4	 19.9	 85.6	 62.6	 23.0	 2
London – Basle	7.3	5.9	1.4	7.1	4.8	2.2	4
– Geneva	29.7	26.6	3.0	27.7	25.0	2.7	7
– Zurich	38.9	31.6	7.3	36.6	29.6	7.0	6
Luton – Switzerland	6.2	—	6.2	8.8	—	8.8	-30
Other Routes	5.3	3.4	1.9	5.4	3.2	2.3	-3
 <b>Yugoslavia</b>	 39.5	 8.5	 31.0	 30.3	 6.1	 24.2	 30
London – Dubrovnic	8.7	0.6	8.1	5.2	0.1	5.1	66
– Ljubljana	2.1	1.4	0.7	1.8	0.5	1.3	12
Luton – Yugoslavia	6.6	—	6.6	7.0	—	7.0	-5
Other Routes	22.2	6.5	15.6	16.3	5.4	10.9	36
 <b>Other Europe</b>	 71.5	 52.6	 18.9	 48.9	 35.7	 13.1	 46
 <b>WESTERN HEMISPHERE</b>							
 <b>Canada</b>	 106.6	 66.8	 39.8	 89.8	 59.5	 30.3	 19
London – Montreal	14.9	14.5	0.4	14.5	13.3	1.2	3
– Toronto	45.1	24.0	21.0	37.1	22.3	14.9	21
– Other Canada	22.8	13.4	9.4	18.3	10.6	7.6	25
Other U.K. – Montreal	1.9	1.6	0.3	3.7	3.6	0.1	-49
– Toronto	19.2	11.1	8.0	14.0	8.6	5.4	37
Other Routes	2.7	2.1	0.6	2.3	1.3	1.0	18

Table 18 cont.

	September— November 1973			September— November 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	287.9	235.2	52.7	286.5	234.0	52.4	1
London – New York	111.6	96.4	15.2	115.6	101.5	14.1	–3
– Other East Coast U.S.A.	69.7	61.8	7.9	71.1	62.4	8.6	–2
– Chicago and Detroit	30.9	24.4	6.5	32.7	27.6	5.0	–5
– West Coast U.S.A.	49.5	38.2	11.2	43.4	30.9	12.5	14
– Other U.S.A.	9.3	3.3	6.0	5.2	1.3	3.9	80
Other U.K. – New York	13.3	10.6	2.7	11.7	9.5	2.2	14
Other Routes	3.7	0.6	3.2	6.9	0.7	6.1	–46
<b>West Atlantic and Caribbean Islands</b>	18.9	17.3	1.7	17.9	16.0	1.9	6
<b>Central and South America</b>	7.8	7.7	0.1	7.1	6.7	0.5	9
REST OF THE WORLD							
<b>Canary Islands</b>	25.1	3.6	21.5	23.0	3.6	19.4	9
<b>North Africa (c)</b>	30.7	7.4	23.4	39.7	4.9	34.8	–23
<b>East Africa (d)</b>	12.6	9.3	3.3	19.9	12.6	7.3	–37
<b>Central Africa (e)</b>	6.2	6.2	—	5.7	5.7	—	10
<b>West Africa (d)</b>	11.0	10.1	0.9	8.6	8.0	0.7	27
<b>South Africa</b>	15.5	15.4	0.1	12.9	12.8	0.1	20
<b>Middle East (f)</b>	54.8	53.0	1.8	50.6	46.8	3.8	8
<b>India</b>	14.7	14.5	0.2	8.9	6.6	2.4	65
<b>Pakistan</b>	3.8	3.8	0.1	3.5	3.5	—	10
<b>Far East</b>	45.1	33.6	11.4	36.5	23.1	13.4	24
<b>Australia and New Zealand</b>	18.2	17.9	0.3	14.0	13.8	0.2	30
<b>Other Routes n.e.i.</b>	7.9	5.9	2.0	5.7	3.9	1.8	38
<b>ALL ROUTES</b>	2 674.2	1 682.2	992.0	2 537.9	1 531.1	1 006.9	5

**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		September 1973 —November 1973 (000)	September 1972 —November 1972 (000)	Percentage change
London (a)	Aberdeen	11.1	8.0	39
	Belfast	48.7	46.2	5
	Birmingham	3.3	3.9	-15
	Channel Islands	52.0	46.4	12
	Edinburgh	57.9	52.3	11
	Glasgow	79.3	71.0	12
	Isle of Man	2.7	2.4	13
	Leeds/Bradford	10.4	10.0	4
	Liverpool	10.4	10.2	2
	Manchester	33.0	31.9	3
	Newcastle	23.9	21.6	11
	Tees-side	8.8	6.4	38
	Other airports	5.4	3.8	42
Belfast	Birmingham	6.6	5.5	20
	East Midlands	2.9	2.6	12
	Edinburgh	1.7	1.7	—
	Glasgow	10.5	10.0	5
	Isle of Man	3.0	2.9	3
	Leeds/Bradford	3.2	3.0	7
	Liverpool	3.6	3.3	9
	Manchester	10.3	10.1	2
	Newcastle	2.1	2.1	—
	Other airports	6.6	5.7	16
Channel Islands	Bournemouth	6.2	4.5	38
	Birmingham	8.0	6.9	16
	Bristol/Glamorgan	6.5	5.6	16
	East Midlands	10.0	7.8	28
	Glasgow	1.7	1.2	42
	Leeds/Bradford	2.9	2.7	7
	Liverpool	3.5	3.5	—
	Manchester	4.9	4.2	17
	Newcastle	1.3	0.9	44
	Southampton	23.8	22.1	8
	Other airports	11.3	5.0	126
Edinburgh	Birmingham	3.3	3.3	—
	Glasgow	0.5	0.6	-17
	Manchester	3.8	3.0	27
	Other airports	4.2	3.4	24
Glasgow	Birmingham	7.3	5.5	33
	East Midlands	4.2	3.9	8
	Isle of Man	1.6	1.4	14
	Leeds/Bradford	2.3	1.9	21
	Liverpool	3.2	2.9	10
	Manchester	6.1	6.3	-3
	Southampton	2.8	2.3	22
	Other Scottish airports	15.9	13.9	14
	Other airports	3.7	3.8	-3
Isle of Man	Blackpool	8.9	8.6	3
	Liverpool	10.3	9.4	10
	Manchester	4.6	4.3	7
	Newcastle	0.4	0.5	-20
Penzance	Other airports	3.2	3.0	7
	Isles of Scilly	5.0	4.8	4
Other Routes		23.9	18.9	26
TOTAL		592.7	527.1	—

(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 November 1973

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up	
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up			
London Area Airports														
+ Gatwick	4 411.2	—	—	732.3	1 128.4	25.4	2.2	—	—	714.5	1 722.5	31.4	54.5	
+ Heathrow	41 096.3	7 623.5	8 939.4	34.0	246.1	10 021.7	13 277.6	77.7	31.0	152.2	135.0	166.0	392.1	
+ Luton	257.3	0.9	—	3.5	0.1	—	—	—	—	35.8	179.4	32.6	5.0	
+ Southend	1 952.0	—	—	1 094.0	753.0	—	—	—	—	45.0	29.0	5.0	26.0	
+ Stansted	1 950.9	—	—	—	—	—	—	—	—	496.7	712.7	50.7	690.8	
TOTAL (London Area)	49 667.7	7 624.4	8 939.4	1 863.8	2 127.6	10 047.1	13 279.8	77.7	31.0	1 444.2	2 778.6	285.7	1 168.4	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	65.7	19.2	20.1	1.5	0.7	7.0	8.7	—	—	—	—	8.5	—	
+ Liverpool	1 345.3	150.1	711.1	1.9	0.1	126.1	57.7	—	—	50.3	0.2	40.1	207.7	
+ Manchester	4 030.7	817.7	676.7	7.7	5.2	1 010.4	1 325.4	—	6.1	99.1	34.0	27.4	21.0	
+ Birmingham	340.1	86.1	81.1	21.0	1.8	66.2	78.0	—	—	—	5.9	—	—	
+ Coventry	23.7	—	—	—	—	—	—	—	—	4.8	16.1	2.8	—	
+ East Midlands	530.9	0.7	0.9	151.6	256.7	—	—	—	—	25.6	77.0	—	18.4	
+ Newcastle	152.1	30.6	44.1	28.0	41.5	—	—	—	0.4	—	—	—	7.5	
+ Tees-side	31.5	0.2	—	10.4	10.7	—	—	—	—	10.2	—	—	—	
+ Bristol	73.9	9.9	8.5	0.2	—	23.8	29.6	—	—	—	—	0.3	1.6	
+ Glamorgan	41.4	0.7	13.9	0.7	12.9	—	2.0	—	0.2	6.5	4.5	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Ashford	379.1	—	—	146.7	232.4	—	—	—	—	—	—	—	—	
+ Blackpool	54.0	—	—	3.7	32.6	—	—	—	—	0.3	17.4	—	—	
+ Bournemouth	223.8	—	—	111.0	102.1	—	—	—	—	—	10.7	—	—	
+ Cambridge	187.4	—	—	—	—	—	—	—	—	—	—	—	—	
+ Exeter	14.2	—	—	2.1	11.9	—	—	—	—	8.4	0.5	109.5	69.0	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	0.2	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	9.4	7.7	1.7	—	—	—	—	—	—	—	—	—	—	
+ Lydd	21.0	—	—	—	—	—	—	—	—	8.4	12.6	—	—	
+ Manston	367.0	—	—	—	—	—	—	—	—	179.6	132.1	33.5	21.8	
+ Norwich	34.0	—	—	15.1	9.2	—	—	—	—	2.7	7.0	—	—	
Penzance Heliport	9.4	1.7	7.7	—	—	—	—	—	—	—	—	—	—	
+ Portsmouth	2.9	—	—	—	2.2	—	—	—	—	0.7	—	—	—	
+ Southampton	77.8	2.5	3.1	12.2	45.4	—	—	—	—	—	—	10.8	3.8	
+ Edinburgh	358.8	197.3	82.1	32.3	40.7	3.6	2.8	—	—	—	—	—	—	
+ Glasgow	1 960.6	455.0	629.3	106.7	96.2	238.5	403.3	—	—	—	2.7	6.5	22.4	
+ Prestwick	2 332.9	620.6	248.4	—	—	400.1	279.8	—	—	—	52.8	22.2	709.0	
Aberdeen	90.5	29.1	43.9	2.4	4.2	—	—	—	—	3.1	7.8	—	—	
Benbecula	22.7	17.4	5.3	—	—	—	—	—	—	—	—	—	—	
Inverness	44.5	11.3	33.2	—	—	—	—	—	—	—	—	—	—	
Islay	4.6	2.5	2.1	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	40.9	25.6	9.8	—	—	0.4	1.1	—	—	0.9	3.1	—	—	
Stornoway	43.2	13.3	6.8	20.6	2.5	—	—	—	—	—	—	—	—	
+ Sumburgh	42.2	22.5	6.8	0.1	0.8	—	—	—	—	8.3	3.7	—	—	
Tiree	1.8	1.5	0.3	—	—	—	—	—	—	—	—	—	—	
Wick	7.5	5.3	1.1	—	—	—	—	—	—	—	1.1	—	—	
+ Belfast	1 392.2	850.6	289.5	163.2	63.3	10.5	4.1	—	—	—	11.0	—	—	
+ Isle of Man	347.7	204.6	91.5	47.2	4.4	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	64 373.1	11 208.1	11 958.4	2 750.1	3 105.1	11 933.7	15 472.3	77.7	37.7	1 853.3	3 178.8	547.3	2 250.6	
Channel Islands Airports														
Alderney	21.6	—	—	12.1	3.2	—	—	—	—	4.8	1.5	—	—	
Guernsey	698.6	94.7	41.0	196.8	152.6	—	—	—	—	96.3	117.2	—	—	
Jersey	1 080.1	319.3	223.4	306.8	64.1	2.1	0.5	—	—	116.6	46.6	—	0.7	
TOTAL (Channel Islands Airports)	1 800.3	414.0	264.4	515.7	219.9	2.1	0.5	—	—	217.7	165.3	—	0.7	



Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	September 1973 –November 1973	September 1972 –November 1972	Percentage change
<b>London Area Airports</b>	(tonnes)	(tonnes)	
+ Gatwick	4 166.2	3 367.9	23.7
+ Heathrow	41 613.4	36 805.6	13.1
+ Luton	225.5	314.0	–28.2
+ Southend	2 431.0	2 276.3	6.8
+ Stansted	1 323.3	995.7	32.9
TOTAL (London Area)	49 759.4	43 759.5	13.7
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	67.7	93.7	–27.7
+ Liverpool	1 330.2	1 292.0	3.0
+ Manchester	3 829.0	3 521.8	8.7
+ Birmingham	365.0	285.4	27.9
+ Coventry	13.7	279.3	–95.1
+ East Midlands	553.8	334.7	65.5
+ Newcastle	153.9	138.3	11.3
+ Tees-side	30.6	32.2	–5.0
+ Bristol	72.3	73.5	–1.6
+ Glamorgan	36.8	35.8	2.8
Swansea	0.2	—	—
+ Ashford	403.4	344.1	17.2
+ Blackpool	52.6	59.7	–11.9
+ Bournemouth	226.2	110.6	104.5
+ Cambridge	168.6	146.7	14.9
+ Exeter	15.0	..	..
Gloucester/Cheltenham	0.2	—	—
Hawarden	—	—	—
Isles of Scilly	7.7	6.0	28.3
+ Lydd	12.3	—	—
+ Manston	345.5	329.0	5.0
+ Norwich	29.6	..	..
Penzance Heliport	7.3	5.8	25.9
+ Portsmouth	5.2	1.4	271.4
+ Southampton	83.0	143.8	–42.3
+ Edinburgh	385.2	348.6	10.5
+ Glasgow	1 945.2	1 670.4	16.5
+ Prestwick	1 752.5	1 331.0	31.7
Aberdeen	95.0	78.1	21.6
Benbecula	19.3	19.4	–0.5
Inverness	40.8	38.7	5.4
Islay	5.0	13.4	–62.7
+ Kirkwall	39.5	48.6	–18.7
Stornoway	38.1	42.5	–10.4
+ Sumburgh	42.8	42.5	0.7
Tiree	1.6	1.4	14.3
Wick	11.9	9.6	24.0
+ Belfast	1 403.3	1 736.5	–19.2
+ Isle of Man	353.4	343.1	3.0
TOTAL (Incl. London Area)	63 702.8	56 717.1	12.3
<b>Channel Islands Airports</b>			
Alderney	22.3	22.8	–2.2
Guernsey	709.5	730.1	–2.8
Jersey	1 153.6	1 159.6	–0.5
TOTAL (Channel Islands Airports)	1 885.4	1 912.5	–1.4

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

Table 22.1

## All Scheduled Services November 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)	Passengers (000)	
Passenger Services														
British Airways—Overseas Division	11 107	3 439	14 914	170 363	2 140 947	1 116 495	52.1	4 989	279 612	147 746	7 541	37 824	102 381	52.8
British Airways—European Division	7 197	10 142	14 666	663 819	781 113	460 758	59.0	4 717	83 066	44 838	1 099	4 879	38 860	54.0
British Airways Helicopters	14	227	85	1 355	108	81	75.0	11	12	6	—	—	6	50.0
British Airways Regional Division—														
Channel Islands Airways	441	1 319	1 408	57 626	33 229	19 752	59.4	291	3 126	1 764	20	100	1 644	56.4
Scottish Airways	410	1 627	1 529	44 429	26 118	15 097	57.8	259	2 309	1 348	23	54	1 271	58.4
Cambrian Airways	337	1 406	1 141	40 938	22 525	11 912	52.9	1 012	2 255	1 197	5	241	951	53.1
Northeast Airlines	332	856	931	43 891	31 990	18 067	56.5	124	2 883	1 548	—	51	1 497	53.7
British Caledonian Airways	2 572	2 451	4 328	93 825	298 840	127 130	42.5	1 553	34 614	15 311	297	3 834	11 180	44.2
Air Anglia	55	192	163	4 396	2 425	1 539	63.5	6	224	142	—	2	140	63.4
Alidair	29	50	73	305	1 265	329	26.0	8	156	37	—	9	28	23.7
Aurigny Air Services	79	1 541	472	11 145	866	560	64.7	45	80	47	—	2	45	58.8
British Air Ferries	119	567	562	12 116	3 985	2 264	56.8	1 771	840	586	—	380	206	69.8
British Island Airways	241	1 256	989	22 719	8 775	4 429	50.5	741	1 073	534	30	128	376	49.8
British Midland Airways	442	1 097	1 133	26 579	33 028	12 111	36.7	170	2 630	1 018	—	77	941	38.7
Brymon Airways	14	75	67	336	126	65	51.6	—	10	5	—	—	5	50.0
Dan-Air/Skyways	209	843	760	15 651	9 934	4 501	45.3	—	809	368	—	—	368	45.5
Intra Airways	7	70	41	963	213	102	47.9	—	17	7	—	—	7	41.2
J F Airlines	..	..	..	—	..	..	..	..	..	..	..	..	..	..
Loganair	35	313	184	989	282	110	39.0	—	26	10	—	—	10	38.5
TOTAL Passenger Services	23 640	27 471	43 446	1 211 445	3 395 769	1 795 302	52.9	15 697	413 742	216 512	9 015	47 581	159 916	52.3
Cargo Services														
British Airways—Overseas Division	935	313	1 305					1 951	31 101	19 559	177	19 382		62.9
British Airways—European Division	263	475	681					7 687	4 908	2 774	174	2 600		56.5
British Caledonian Airways	69	22	92					191	2 025	1 193	21	1 172		58.9
Air-Bridge Carriers	21	49	74					319	207	139	—	139		67.1
Air Freight	33	149	162					378	116	85	—	85		73.3
British Air Ferries	5	12	18					37	36	16	—	16		44.4
British Island Airways	60	102	206					198	275	112	10	102		40.7
Intra Airways	2	12	16					34	7	6	—	6		85.7
TOTAL Cargo Services	1 388	1 134	2 554					10 795	38 675	23 884	382	23 502		61.8
GRAND TOTAL	25 028	28 605	46 000	1 211 445	3 395 769	1 795 302	52.9	26 492	452 417	240 396	9 397	71 083	159 916	53.1

# International Scheduled Services November 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)		Tonne-kilometres used			
						(000)	As percentage of available			Total (000)	Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways—Overseas Division	11 107	3 439	14 914	170 363	2 140 947	1 116 495	52.1	4 989	279 612	147 746	7 541	37 824	102 381	52.8
British Airways—European Division	6 181	7 982	12 220	492 885	669 114	381 542	57.0	4 183	71 148	37 793	1 026	4 444	32 323	53.1
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	133	292	325	12 225	11 752	5 637	48.0	139	1 232	555	1	77	477	45.0
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	109	285	297	8 592	8 816	3 927	44.5	56	764	341	—	27	314	44.6
Northeast Airlines	123	232	316	8 137	11 863	4 632	39.0	42	1 031	405	—	21	384	39.3
British Caledonian Airways	2 038	1 462	3 171	48 764	252 951	102 937	40.7	1 126	30 117	13 081	279	3 615	9 187	43.4
Air Anglia	27	104	79	2 844	1 178	732	62.1	5	109	67	—	1	66	61.5
Alidair	29	50	73	305	1 265	329	26.0	8	156	37	—	9	28	23.7
Aurigny Air Services	12	125	68	509	93	49	52.7	—	9	4	—	—	4	44.4
British Air Ferries	119	567	562	12 116	3 985	2 264	56.8	1 771	840	586	—	380	206	69.8
British Island Airways	48	162	178	3 010	2 400	855	35.6	12	221	77	—	4	73	34.8
British Midland Airways	202	404	405	6 117	15 086	3 764	25.0	54	1 203	330	—	37	293	27.4
Brymon Airways	5	26	24	86	44	17	38.6	—	4	1	—	—	1	25.0
Dan-Air/Skyways	86	253	295	6 115	3 998	1 517	37.9	—	326	124	—	—	124	38.0
Intra Airways	4	61	27	811	141	56	39.7	—	11	4	—	—	4	36.4
J F Airlines	..	..	..	..	..	..	..	..	..	..	—	..	..	..
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	20 223	15 444	32 954	772 879	3 123 633	1 624 753	52.0	12 385	386 783	201 151	8 847	46 439	145 865	52.0
Cargo Services														
British Airways—Overseas Division	935	313	1 305					1 951	31 101	19 559	177	19 382		62.9
British Airways—European Division	180	239	435					4 846	3 398	1 941	56	1 885		57.1
British Caledonian Airways	69	22	92					191	2 025	1 193	21	1 172		58.9
Air-Bridge Carriers	—	—	—					—	—	—	—	—		—
Air Freight	33	149	162					378	116	85	—	85		73.3
British Air Ferries	5	12	18					37	36	16	—	16		44.4
British Island Airways	60	102	206					198	275	112	10	102		40.7
Intra Airways	—	—	—					—	—	—	—	—		—
TOTAL Cargo Services	1 282	837	2 218					7 601	36 951	22 906	264	22 642		62.0
GRAND TOTAL	21 505	16 281	35 172	772 879	3 123 633	1 624 753	52.0	19 986	423 734	224 057	9 111	69 081	145 865	52.9

Domestic Scheduled Services    November 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
<b>Passenger Services</b>														
British Airways—Overseas Division	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways—European Division	1 016	2 160	2 446	170 934	111 999	79 216	70·7	534	11 918	7 045	73	435	6 537	59·1
British Airways Helicopters	14	227	85	1 355	108	81	75·0	11	12	6	—	—	6	50·0
British Airways Regional Division—														
Channel Islands Airways	308	1 027	1 083	45 401	21 478	14 114	65·7	152	1 894	1 210	19	24	1 167	63·9
Scottish Airways	410	1 627	1 529	44 429	26 118	15 097	57·8	259	2 309	1 348	23	54	1 271	58·4
Cambrian Airways	228	1 121	844	32 346	13 709	7 985	58·2	956	1 491	856	5	214	637	57·4
Northeast Airlines	209	624	615	35 754	20 127	13 435	66·8	83	1 852	1 143	—	30	1 113	61·7
British Caledonian Airways	534	989	1 157	45 061	45 889	24 192	52·7	427	4 497	2 230	18	219	1 993	49·6
Air Anglia	28	88	84	1 552	1 246	807	64·8	1	116	74	—	1	73	63·8
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	67	1 416	404	10 636	772	511	66·2	45	72	42	—	2	40	58·3
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	193	1 094	811	19 709	6 375	3 574	56·1	729	852	458	30	124	304	53·8
British Midland Airways	241	693	728	20 462	17 943	8 347	46·5	116	1 427	689	—	41	648	48·3
Brymon Airways	9	49	43	250	82	48	58·5	—	7	4	—	—	4	57·1
Dan-Air/Skyways	123	590	465	9 536	5 936	2 984	50·3	—	482	244	—	—	244	50·6
Intra Airways	3	9	14	152	73	45	61·6	—	6	3	—	—	3	50·0
J F Airlines	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Loganair	35	313	184	989	282	110	39·0	—	26	10	—	—	10	38·5
TOTAL Passenger Services	3 418	12 027	10 492	438 566	272 137	170 546	62·7	3 313	26 961	15 362	168	1 144	14 050	57·0
<b>Cargo Services</b>														
British Airways—Overseas Division	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways—European Division	83	236	246	—	—	—	—	2 841	1 510	833	118	715	—	55·2
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	21	49	74	—	—	—	—	319	207	139	—	139	—	67·1
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Island Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	2	12	16	—	—	—	—	34	7	6	—	6	—	85·7
TOTAL Cargo Services	106	297	336	—	—	—	—	3 194	1 724	978	118	860	—	56·7
GRAND TOTAL	3 524	12 324	10 828	438 566	272 137	170 546	62·7	6 507	28 685	16 340	286	2 004	14 050	57·0

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 November 1973 Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	969	294	1 363	17 958
British Airways – European Division	481	655	989	6 305
British Airways Helicopters	122	935	540	228
British Airways Regional Division—				
Channel Islands Airways	29	61	79	220
Cambrian Airways	201	260	377	1 478
Northeast Airlines	138	95	207	1 420
British Airtours	432	229	621	7 416
British Caledonian Airways	1 845	930	2 787	34 587
Air Anglia	39	112	138	129
Air-Bridge Carriers	12	21	40	130
Air Freight	31	54	134	92
Air London	11	59	49	7
Alidair	86	106	210	545
Beecham Imperial	9	18	22	6
Bristow Helicopters	199	710	1 078	322
Britannia Airways	1 911	1 324	2 876	21 180
British Air Ferries	19	27	165	135
British Island Airways	96	303	390	439
British Midland Airways	322	197	467	4 542
Brymon Airways	1	2	3	—
Court-Line Aviation	1 160	787	1 877	15 506
Dan-Air Services	2 246	1 338	3 598	22 590
Dan-Air/Skyways	18	67	66	76
Directair	4	12	16	4
Donaldson International Airways	319	115	442	6 556
Eagle Flying Services	6	18	21	2
Eastern Seaboard	5	12	19	4
Fairflight Charters	58	102	300	60
Haywards Aviation	3	10	11	2
Humber Airways	9	28	43	3
International Aviation Services	369	163	791	6 192
Intra Airways	6	23	34	11
Invicta International Airlines	186	84	371	3 190
J F Airlines	..	..	..	..
Laker Airways	1 025	534	1 652	12 928
Loganair	70	575	342	58
MAM Aviation	26	36	53	21
Macedonian Aviation	27	37	111	80
McAlpine Aviation	261	595	573	200
Merlot International Aviation	43	55	76	32
Monarch Airlines	741	376	1 223	10 966
Moseley Aviation	11	29	33	6
Northair Aviation	37	92	161	17
Northern Executive Aviation	5	25	28	5
Peters Aviation	25	71	126	40
Thurston Aviation	32	118	146	29
Trader Airways	35	81	102	23
Tradewinds Airways	507	142	927	11 500
Trans-Meridian Air Cargo	492	167	945	13 391
Vernair Transport	5	20	17	3
<b>TOTAL</b>	<b>14 684</b>	<b>12 104</b>	<b>26 639</b>	<b>200 634</b>

# International Non-scheduled Services November 1973

**Table 23.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	969	294	1 363	17 958
British Airways – European Division	441	584	881	5 881
British Airways Helicopters	117	920	517	226
British Airways Regional Division—				
Channel Islands Airways	15	19	33	139
Cambrian Airways	186	157	314	1 394
Northeast Airlines	135	87	199	1 407
British Airtours	432	229	621	7 416
British Caledonian Airways	1 843	926	2 783	34 572
Air Anglia	14	34	55	48
Air-Bridge Carriers	11	16	35	117
Air Freight	30	52	131	90
Air London	2	9	11	1
Alidair	76	75	183	481
Beecham Imperial	6	10	14	4
Bristow Helicopters	—	—	—	—
Britannia Airways	1 911	1 324	2 876	21 180
British Air Ferries	18	24	161	129
British Island Airways	59	172	228	268
British Midland Airways	317	189	457	4 510
Brymon Airways	—	1	2	—
Court-Line Aviation	1 157	781	1 871	15 480
Dan-Air Services	2 246	1 338	3 598	22 590
Dan-Air/Skyways	18	67	66	76
Directair	2	4	10	3
Donaldson International Airways	319	115	442	6 556
Eagle Flying Services	1	4	5	—
Eastern Seaboard	3	6	13	3
Fairflight Charters	53	93	275	55
Haywards Aviation	3	10	11	2
Humber Airways	3	7	16	1
International Aviation Services	369	163	791	6 192
Intra Airways	6	21	33	11
Invicta International Airlines	186	84	371	3 190
J F Airlines	..	..	..	..
Laker Airways	1 025	534	1 652	12 928
Loganair	—	—	—	—
MAM Aviation	21	26	42	17
Macedonian Aviation	27	37	111	80
McAlpine Aviation	159	210	289	131
Merlot International Aviation	41	52	73	31
Monarch Airlines	741	376	1 223	10 966
Moseley Aviation	5	11	16	3
Northair Aviation	4	9	16	2
Northern Executive Aviation	2	4	8	1
Peters Aviation	10	21	48	15
Thurston Aviation	20	49	90	18
Trader Airways	27	45	69	18
Tradewinds Airways	507	142	927	11 500
Trans-Meridian Air Cargo	492	167	945	13 391
Vernair Transport	—	—	—	—
<b>TOTAL</b>	<b>14 029</b>	<b>9 498</b>	<b>23 875</b>	<b>199 081</b>

# Domestic Non-scheduled Services November 1973

**Table 23.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	—	—	—	—
British Airways – European Division	40	71	108	424
British Airways Helicopters	5	15	23	2
British Airways Regional Division—				
Channel Islands Airways	13	42	46	80
Cambrian Airways	16	103	63	84
Northeast Airlines	2	8	8	13
British Airtours	—	—	—	—
British Caledonian Airways	2	4	4	15
Air Anglia	25	78	83	81
Air-Bridge Carriers	1	5	5	12
Air Freight	1	2	3	2
Air London	9	50	38	5
Alidair	10	31	27	64
Beecham Imperial	3	8	8	2
Bristow Helicopters	199	710	1 078	322
Britannia Airways	—	—	—	—
British Air Ferries	1	3	4	6
British Island Airways	37	131	162	171
British Midland Airways	5	8	10	32
Brymon Airways	—	1	1	—
Court-Line Aviation	3	6	6	26
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	—	—	—	—
Directair	1	8	6	1
Donaldson International Airways	—	—	—	—
Eagle Flying Services	4	14	16	2
Eastern Seaboard	1	6	6	1
Fairflight Charters	5	9	25	5
Haywards Aviation	—	—	—	—
Humber Airways	6	21	27	2
International Aviation Services	—	—	—	—
Intra Airways	—	2	1	1
Invicta International Airlines	—	—	—	—
J F Airlines	..	..	..	..
Laker Airways	—	—	—	—
Loganair	70	575	342	58
MAM Aviation	4	10	11	4
Macedonian Aviation	—	—	—	—
McAlpine Aviation	102	385	284	69
Merlot International Aviation	1	3	3	1
Monarch Airlines	—	—	—	—
Moseley Aviation	5	18	17	3
Northair Aviation	34	83	145	15
Northern Executive Aviation	4	21	20	3
Peters Aviation	15	50	78	24
Thurston Aviation	12	69	56	11
Trader Airways	9	36	33	4
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	5	20	17	3
<b>TOTAL</b>	<b>650</b>	<b>2 606</b>	<b>2 764</b>	<b>1 548</b>

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 November 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – Overseas Division	—	—	—	—	—	—	—	—
British Airways – European Division	168	114	262	1 800	10 976	20 552	15 243	74.2
British Airways Regional Division—								
Channel Islands Airways	8	6	14	91	339	828	514	62.1
Cambrian Airways	167	136	276	1 259	8 045	14 357	12 194	84.9
Northeast Airlines	127	79	184	1 333	7 807	15 576	12 494	80.2
British Airtours	356	184	505	6 118	27 659	67 362	52 185	77.5
British Caledonian Airways	870	635	1 453	8 853	55 037	98 418	78 740	80.0
British Caledonian Airways (D)	(1)	(2)	(3)	(10)	(34)	(108)	(23)	(21.3)
Air Anglia (D)	1	4	4	4	84	47	47	100.0
Alidair	23	16	55	149	824	1 832	1 265	69.1
Britannia Airways	1 841	1 220	2 750	20 425	139 558	239 511	209 650	87.5
British Midland Airways	7	6	16	42	373	538	443	82.3
Court-Line Aviation	1 123	755	1 814	14 826	90 328	170 942	136 047	79.6
Dan-Air Services	1 996	1 239	3 207	18 948	116 968	238 711	193 435	81.0
Dan-Air/Skyways	10	51	38	40	2 368	489	473	96.7
Invicta International Airlines	6	7	11	79	585	881	519	58.9
Laker Airways	619	400	1 110	6 363	35 657	73 850	57 194	77.5
Monarch Airlines	532	288	795	8 086	37 447	89 815	69 824	77.7
TOTAL	7 854	5 140	12 494	88 416	534 055	1 033 709	840 267	81.3

(D) Denotes Domestic Inclusive Tours: Brackets indicate that the figures are included in that operator's statistics in the line above.

Table 25 covers all operations performed under Class 2 Licences

## Advance Booking Charters November 1973

Table 25

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – Overseas Division	63	14	87	1 406	1 455	11 577	8 137	70.3
British Caledonian Airways	13	4	16	331	323	2 413	2 000	82.9
Dan-Air Services	6	1	7	86	160	1 084	918	84.7
Laker Airways	58	10	72	2 033	1 906	20 035	11 084	55.3
TOTAL	140	29	182	3 856	3 844	35 109	22 139	63.1

There were no US originating passengers in November 1973.



# All Other Separate Fare Charters November 1973

**Table 26.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Tonne—km available (000)	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available
British Airways — Overseas Division	463	125	643	9 271	7 967	80 211	66 271	82·6
British Airways — European Division	19	25	39	304	688	1 491	773	51·8
British Airways Regional Division—								
Channel Islands Airways	5	12	16	27	350	305	137	44·9
Cambrian Airways	11	88	49	58	1 429	623	192	30·8
Northeast Airlines	2	3	5	20	148	240	62	25·8
British Airtours	22	16	35	382	1 853	4 211	2 806	66·6
British Caledonian Airways	52	46	87	946	3 285	6 454	4 895	75·8
Alidair	5	9	13	31	686	375	363	96·8
Britannia Airways	2	3	3	22	277	261	123	47·1
British Island Airways	33	116	147	151	2 433	1 643	689	41·9
British Midland Airways	8	8	16	46	571	578	549	95·0
Court-Line Aviation	32	25	53	631	3 281	7 257	6 993	96·4
Dan-Air Services	82	36	136	1 055	2 813	13 314	11 052	83·0
Dan-Air/Skyways	7	15	26	31	592	382	246	64·4
Intra Airways	6	21	33	11	423	153	133	86·9
Invicta International Airlines	—	2	2	6	288	64	63	98·4
Laker Airways	26	20	46	320	1 616	3 479	2 098	60·3
Loganair	28	304	131	20	1 395	225	84	37·3
Monarch Airlines	42	14	80	553	716	6 141	3 212	52·3
<b>TOTAL</b>	<b>845</b>	<b>888</b>	<b>1 560</b>	<b>13 885</b>	<b>30 811</b>	<b>127 407</b>	<b>100 741</b>	<b>79·1</b>

# International Other Separate Fare Charters November 1973

**Table 26.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways –								
Overseas Division	463	125	643	9 271	7 967	80 211	66 271	82.6
British Airways –								
European Division	19	25	39	304	688	1 491	773	51.8
British Airways Regional Division—								
Channel Islands Airways	4	9	13	22	250	250	109	43.6
Cambrian Airways	—	—	—	—	—	—	—	—
Northeast Airlines	2	3	5	20	148	240	62	25.8
British Airtours	22	16	35	382	1 853	4 211	2 806	66.6
British Caledonian Airways	51	44	86	940	3 061	6 395	4 837	75.6
Alidair	4	7	11	24	532	299	288	96.3
Britannia Airways	2	3	3	22	277	261	123	47.1
British Island Airways	—	—	—	—	—	—	—	—
British Midland Airways	6	6	13	38	425	482	455	94.4
Court-Line Aviation	32	23	52	627	3 159	7 217	6 972	96.6
Dan-Air Services	82	36	136	1 055	2 813	13 314	11 052	83.0
Dan-Air/Skyways	7	15	26	31	592	382	246	64.4
Intra Airways	6	21	33	11	423	153	133	86.9
Invicta International Airlines	—	2	2	6	288	64	63	98.4
Laker Airways	26	20	46	320	1 616	3 479	2 098	60.3
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	42	14	80	553	716	6 141	3 212	52.3
<b>TOTAL</b>	<b>768</b>	<b>369</b>	<b>1 223</b>	<b>13 626</b>	<b>24 808</b>	<b>124 590</b>	<b>99 500</b>	<b>79.9</b>

# Domestic Other Separate Fare Charters November 1973

**Table 26.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways –								
Overseas Division	—	—	—	—	—	—	—	—
British Airways –								
European Division	—	—	—	—	—	—	—	—
British Airways Regional Division—								
Channel Islands Airways	1	3	3	5	100	55	28	50.9
Cambrian Airways	11	88	49	58	1 429	623	192	30.8
Northeast Airlines	—	—	—	—	—	—	—	—
British Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	1	2	1	5	224	59	58	98.3
Alidair	1	2	2	6	154	76	75	98.7
Britannia Airways	—	—	—	—	—	—	—	—
British Island Airways	33	116	147	151	2 433	1 643	689	41.9
British Midland Airways	1	2	3	8	146	96	94	97.9
Court-Line Aviation	—	2	1	3	122	40	21	52.5
Dan-Air Services	—	—	—	—	—	—	—	—
Dan-Air/Skyways	—	—	—	—	—	—	—	—
Intra Airways	—	—	—	—	—	—	—	—
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	—	—	—	—	—	—	—	—
Loganair	28	304	131	20	1 395	225	84	37.3
Monarch Airlines	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>76</b>	<b>519</b>	<b>337</b>	<b>256</b>	<b>6 003</b>	<b>2 817</b>	<b>1 241</b>	<b>44.1</b>

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 November 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	443	155	633	7 281
British Airways – European Division	294	516	688	4 201
British Airways Helicopters	122	935	540	228
British Airways Regional Division—				
Channel Islands Airways	15	43	49	102
Cambrian Airways	23	36	52	160
Northeast Airlines	8	13	18	67
British Airtours	53	29	81	915
British Caledonian Airways	911	245	1 231	24 457
Air Anglia	38	108	134	125
Air-Bridge Carriers	12	21	40	130
Air Freight	30	54	134	92
Air London	11	59	49	7
Alidair	57	81	142	365
Beecham Imperial	9	18	22	6
Bristow Helicopters	199	710	1 078	322
Britannia Airways	68	101	123	733
British Air Ferries	19	27	165	135
British Island Airways	63	187	243	288
British Midland Airways	307	183	435	4 453
Brymon Airways	1	2	3	—
Court-Line Aviation	5	7	10	49
Dan-Air Services	162	62	248	2 501
Dan-Air/Skyways	1	1	2	5
Directair	4	12	16	4
Donaldson International Airways	319	115	442	6 556
Eagle Flying Services	6	18	21	2
Eastern Seaboard	5	12	19	4
Fairflight Charters	58	102	300	60
Haywards Aviation	3	10	11	2
Humber Airways	9	28	43	3
International Aviation Services	369	163	791	6 192
Intra Airways	—	2	1	1
Invicta International Airlines	180	75	358	3 105
J F Airlines	..	..	..	..
Laker Airways	322	104	424	4 212
Loganair	42	271	211	37
MAM Aviation	25	36	53	21
Macedonian Aviation	27	37	111	80
McAlpine Aviation	261	595	573	200
Merlot International Aviation	43	55	76	32
Monarch Airlines	167	74	348	2 327
Moseley Aviation	11	29	33	6
Northair Aviation	37	92	161	17
Northern Executive Aviation	5	25	28	5
Peters Aviation	25	71	126	40
Thurston Aviation	32	118	146	29
Trader Airways	35	81	102	23
Tradewinds Airways	507	142	927	11 500
Trans-Meridian Air Cargo	492	167	945	13 391
Vernair Transport	5	20	17	3
TOTAL	5 840	6 047	12 403	94 474

# International Exempt Services and Sub-charters November 1973

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	443	155	633	7 281
British Airways – European Division	254	445	580	3 777
British Airways Helicopters	116	920	517	226
British Airways Regional Division—				
Channel Islands Airways	3	4	6	27
Cambrian Airways	19	21	38	135
Northeast Airlines	6	5	10	54
British Airtours	53	29	81	915
British Caledonian Airways	911	245	1231	24 457
Air Anglia	14	34	55	48
Air-Bridge Carriers	11	16	35	117
Air Freight	30	52	131	90
Air London	2	9	11	1
Alidair	48	52	117	307
Beecham Imperial	6	10	14	4
Bristow Helicopters	—	—	—	—
Britannia Airways	68	101	123	733
British Air Ferries	18	24	161	129
British Island Airways	59	172	228	268
British Midland Airways	303	177	428	4 429
Brymon Airways	—	1	2	—
Court-Line Aviation	3	3	5	26
Dan-Air Services	162	62	248	2 501
Dan-Air/Skyways	1	1	2	5
Directair	2	4	10	3
Donaldson International Airways	319	115	442	6 556
Eagle Flying Services	1	4	5	—
Eastern Seaboard	3	6	13	3
Fairflight Charters	53	93	275	55
Haywards Aviation	3	10	11	2
Humber Airways	3	7	16	1
International Aviation Services	369	163	791	6 192
Intra Airways	—	—	—	—
Invicta International Airlines	180	75	358	3 105
J F Airlines	..	..	..	..
Laker Airways	322	104	424	4 212
Loganair	—	—	—	—
MAM Aviation	21	26	42	17
Macedonian Aviation	27	37	111	80
McAlpine Aviation	159	210	289	131
Merlot International Aviation	41	52	73	31
Monarch Airlines	167	74	348	2 327
Moseley Aviation	5	11	16	3
Northair Aviation	4	9	16	2
Northern Executive Aviation	2	4	8	1
Peters Aviation	10	21	48	15
Thurston Aviation	20	49	90	18
Trader Airways	27	45	69	18
Tradewinds Airways	507	142	927	11 500
Trans-Meridian Air Cargo	492	167	945	13 391
Vernair Transport	—	—	—	—
TOTAL	5 267	3 966	9 983	93 193

# Domestic Exempt Services and Sub-charters November 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – Overseas Division	—	—	—	—
British Airways – European Division	40	71	108	424
British Airways Helicopters	5	15	23	2
British Airways Regional Division—				
Channel Islands Airways	12	39	43	75
Cambrian Airways	4	15	14	25
Northeast Airlines	2	8	8	13
British Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	24	74	79	77
Air-Bridge Carriers	1	5	5	12
Air Freight	1	2	3	2
Air London	9	50	38	5
Alidair	9	29	25	58
Beecham Imperial	3	8	8	2
Bristow Helicopters	199	710	1 078	322
Britannia Airways	—	—	—	—
British Air Ferries	1	3	4	6
British Island Airways	4	15	15	20
British Midland Airways	4	6	7	24
Brymon Airways	—	1	1	—
Court-Line Aviation	2	4	5	22
Dan-Air Services	—	—	—	—
Dan-Air/Skyways	—	—	—	—
Directair	1	8	6	1
Donaldson International Airways	—	—	—	—
Eagle Flying Services	4	14	16	2
Eastern Seaboard	1	6	6	1
Fairflight Charters	5	9	25	5
Haywards Aviation	—	—	—	—
Humber Airways	6	21	27	2
International Aviation Services	—	—	—	—
Intra Airways	—	2	1	1
Invicta International Airlines	—	—	—	—
J F Airlines	..	..	..	..
Laker Airways	—	—	—	—
Loganair	42	271	211	37
MAM Aviation	4	10	11	4
Macedonian Aviation	—	—	—	—
McAlpine Aviation	102	385	284	69
Merlot International Aviation	1	3	3	1
Monarch Airlines	—	—	—	—
Moseley Aviation	5	18	17	3
Northair Aviation	34	83	145	15
Northern Executive Aviation	4	21	20	3
Peters Aviation	15	50	78	24
Thurston Aviation	12	69	56	11
Trader Airways	8	36	33	4
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	5	20	17	3
TOTAL	569	2 081	2 420	1 275

These tables cover air transport scheduled and charter operations

# Aircraft Type and Utilisation — All Airlines November 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 Oct 1973	End of Nov 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	13	14	708	—	4 112	—	3 919	69 404	508 352
BAC VC10	13	13	927	—	3 278	—	3 251	26 430	119 482
BAC VC10 Super	16	16	1 230	—	4 928	—	4 015	44 231	294 479
Boeing 707 120/120B/138B	2	2	132	—	468	—	2 847	11 697	43 911
Boeing 707 320C/336C/321	28	26	1 103	479	5 059	2 076	3 436	57 301	320 642
Boeing 707 420/436	18	18	729	—	3 044	—	2 145	63 503	256 862
Comet 4B/C	3	—	—	—	—	—	—	—	—
Comet 4	15	15	784	—	2 060	—	1 668	73 430	119 292
Boeing 720B	3	3	276	—	758	—	3 073	36 549	68 450
Boeing 727 100	3	3	175	—	487	—	1 975	21 222	40 325
Lockheed 1011 Tristar	2	2	88	—	230	—	2 467	28 374	46 751
Trident 1C	20	20	2 530	—	3 264	—	1 986	182 486	100 314
Trident 1E	4	4	408	—	549	—	1 529	32 863	24 804
Trident 2E	15	15	1 008	—	2 489	—	2 018	49 984	85 856
Trident 3B	26	26	3 069	—	4 919	—	2 300	253 392	207 126
DC10	2	2	46	—	150	—	913	11 689	22 506
BAC 1-11 200	7	7	1 070	—	1 168	—	2 029	39 393	21 129
BAC 1-11 300/400	14	14	1 205	—	2 537	—	2 205	71 086	95 157
BAC 1-11 500	42	40	5 861	10	7 936	10	2 489	350 511	276 690
Boeing 737-200	11	11	1 316	8	2 865	11	3 179	150 007	216 550
H.S. 125	16	16	399	121	483	106	453	1 259	849
Argosy	2	2	—	70	—	115	697	—	—
Britannia 300	8	7	45	218	206	1 051	2 194	2 083	6 462
Canadair CL44	11	13	—	309	—	1 873	1 752	—	—
Vanguard 952/953	9	8	106	128	203	412	934	8 805	7 600
Merchantman	10	9	—	944	—	1 517	2 048	—	—
Viscount 700	2	2	90	—	50	—	303	1 519	204
Viscount 700D/800/810	48	48	5 110	254	5 115	263	1 361	169 731	58 934
Fokker Friendship	2	2	234	—	212	—	1 288	5 345	1 938
Herald 100/200	11	12	1 219	333	1 064	419	1 500	30 209	6 836
H.S. 748	7	7	908	4	820	6	1 434	18 611	5 220
Skyvan	3	3	336	2	250	2	1 413	3 410	439
Carvair	7	7	567	39	562	183	1 325	12 116	2 264
Heron	4	4	83	15	166	40	624	573	266
Trislander	4	3	703	—	230	—	1 011	6 430	332
Aztec	8	8	193	54	177	38	325	579	133
Beagle 206S	4	4	140	—	244	—	741	363	146
Beechcraft 18	2	2	35	33	38	46	511	44	16
Beechcraft Baron B55	2	2	12	—	12	—	110	34	6
Beechcraft 65/80 Queen Air	1	1	20	—	17	—	204	52	15
Beechcraft 90 King Air	1	1	6	—	9	—	329	22	9
Cessna 310/320/340	1	1	3	—	4	—	47	8	3
DC3	13	12	140	374	146	548	679	2 561	677
Dove	5	4	46	39	117	114	708	296	136
Islander	17	16	1 798	42	824	80	690	8 147	592
Piper PA30/31	6	8	199	10	221	12	387	796	223
Bell 206	1	1	15	—	23	—	277	30	7
S 61N	7	14	1 005	—	983	—	964	6 485	1 910
Westland Wessex 60	—	6	443	—	516	—	1 960	5 743	1 130
S 58T	—	1	227	—	85	—	1 033	1 355	81
Bell 212	1	2	182	—	96	—	591	994	185
TOTAL	470	477	36 929	3 486	63 174	8 922	1 894	1 861 152	2 965 291

# Aircraft Type and Utilisation — Individual Airlines Table 28.2

## November 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger —km (000)
	End of October 1973	End of November 1973	Passenger	Cargo	Passenger	Cargo			
<b>British Airways—Overseas Division</b>									
Boeing 747	13	14	708	—	4 112	—	3 919	69 404	508 352
BAC VC10	11	11	801	—	2 773	—	3 286	22 575	103 473
BAC VC10 Super	16	16	1 230	—	4 928	—	4 015	44 231	294 479
Boeing 707–336C	11	11	400	313	1 905	1 305	3 804	15 820	112 999
Boeing 707–436	11	11	500	—	2 423	—	2 871	30 190	194 516
<b>TOTAL</b>	<b>62</b>	<b>63</b>	<b>3 639</b>	<b>313</b>	<b>16 141</b>	<b>1 305</b>	<b>3 628</b>	<b>182 220</b>	<b>1 213 819</b>
<b>British Airways—European Division</b>									
Trident 1C	20	20	2 530	—	3 264	—	1 986	182 486	100 314
Trident 2E	15	15	1 008	—	2 489	—	2 018	49 984	85 856
Trident 3B	26	26	3 069	—	4 919	—	2 300	253 392	207 126
BAC 1–11 500	18	17	3 478	10	3 563	10	2 555	185 683	76 691
Vanguard 953	5	4	91	59	169	75	741	7 338	5 268
Merchantman	9	9	—	944	—	1 517	2 048	—	—
<b>TOTAL</b>	<b>93</b>	<b>91</b>	<b>10 176</b>	<b>1 013</b>	<b>14 404</b>	<b>1 602</b>	<b>2 139</b>	<b>678 883</b>	<b>475 255</b>
<b>British Airways Helicopters</b>									
Bell 206	1	1	15	—	23	—	277	30	7
S61 N	7	7	791	—	488	—	847	3 913	713
S58 T	—	1	227	—	85	—	1 033	1 355	81
Bell 212	1	1	129	—	29	—	350	300	23
<b>TOTAL</b>	<b>9</b>	<b>10</b>	<b>1 162</b>	<b>—</b>	<b>625</b>	<b>—</b>	<b>759</b>	<b>5 598</b>	<b>824</b>
<b>British Airways Regional Division</b>									
<b>Channel Islands Airways</b>									
Trident 1E	1	—	13	—	22	—	730	564	561
BAC 1–11 300/400	—	1	164	—	187	—	2 274	6 830	3 342
Viscount 800	11	11	1 095	—	1 176	—	1 299	49 152	15 327
<b>TOTAL</b>	<b>12</b>	<b>12</b>	<b>1 272</b>	<b>—</b>	<b>1 385</b>	<b>—</b>	<b>1 361</b>	<b>56 546</b>	<b>19 230</b>
<b>Scottish Airways</b>									
Viscount 800	7	7	1 252	—	1 219	—	2 117	38 775	13 195
Skyvan	2	2	332	—	247	—	1 500	3 408	438
<b>TOTAL</b>	<b>9</b>	<b>9</b>	<b>1 584</b>	<b>—</b>	<b>1 466</b>	<b>—</b>	<b>1 978</b>	<b>42 183</b>	<b>13 633</b>
<b>Cambrian Airways</b>									
BAC 1–11 400 Series	4	3	372	—	536	—	2 172	18 777	17 282
Viscount 700 Series	2	2	90	—	50	—	303	1 519	204
Viscount 800	8	8	1 002	202	772	160	1 416	31 739	7 802
<b>TOTAL</b>	<b>14</b>	<b>13</b>	<b>1 464</b>	<b>202</b>	<b>1 358</b>	<b>160</b>	<b>1 420</b>	<b>52 035</b>	<b>25 288</b>
<b>Northeast Airlines</b>									
Trident 1E	3	4	395	—	527	—	1 602	32 299	24 243
Viscount 800	6	6	542	—	592	—	1 197	19 629	6 573
<b>TOTAL</b>	<b>9</b>	<b>10</b>	<b>937</b>	<b>—</b>	<b>1 119</b>	<b>—</b>	<b>1 361</b>	<b>51 928</b>	<b>30 816</b>
<b>British Airtours</b>									
Comet 4B	3	—	—	—	—	—	—	—	—
Boeing 707 436	7	7	229	—	621	—	1 077	33 313	62 346
<b>TOTAL</b>	<b>10</b>	<b>7</b>	<b>229</b>	<b>—</b>	<b>621</b>	<b>—</b>	<b>1 077</b>	<b>33 313</b>	<b>62 346</b>



**Table 28.2 cont.**

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
	End of October 1973	End of November 1973	Passenger	Cargo	Passenger	Cargo			
<b>British Caledonian Airways</b>									
BAC VC 10	2	2	126	—	505	—	3 070	3 855	16 009
Boeing 707 300 Series	10	8	379	144	2 139	669	4 271	17 382	138 807
BAC 1-11 200	7	7	1 070	—	1 168	—	2 029	39 393	21 129
BAC 1-11 500	14	13	1 684	—	2 726	—	2 548	99 097	103 284
TOTAL	33	30	3 259	144	6 538	669	2 920	159 727	279 229
<b>Air Anglia</b>									
Fokker Friendship	2	2	234	—	212	—	1 288	5 345	1 938
DC3	2	2	70	—	89	—	540	1 310	449
TOTAL	4	4	304	—	310	—	913	6 655	2 387
<b>Air-Bridge Carriers</b>									
Argosy	2	2	—	70	—	115	697	—	—
<b>Air Freight</b>									
DC3	4	4	—	203	—	296	898	—	—
<b>Air London</b>									
Aztec	3	3	51	—	41	—	164	93	24
Piper PA30	1	1	8	—	8	—	95	13	3
TOTAL	4	4	59	—	49	—	146	106	27
<b>Alldair</b>									
Viscount 800 Series	3	3	106	50	184	99	1 146	2 404	2 267
<b>Aurigny Air Services</b>									
Trislander	2	2	688	—	209	—	1 438	6 336	317
Islander	2	2	853	—	263	—	1 212	4 809	242
TOTAL	4	4	1541	—	472	—	1 303	11 145	559
<b>Beecham Imperial</b>									
HS 125	2	2	15	—	18	—	117	69	40
Cessna 310/320	1	1	3	—	4	—	47	8	3
TOTAL	3	3	18	—	22	—	91	77	43
<b>Britannia Airways</b>									
Boeing 737 200	11	11	1 316	8	2 865	11	3 179	150 007	216 551
<b>British Air Ferries</b>									
Carvair	7	7	567	39	562	183	1 325	12 116	2 264
<b>British Island Airways</b>									
Herald 200 Series	11	11	1 205	333	1 042	419	1 613	29 849	6 692
DC3	3	3	—	121	—	124	500	—	—
TOTAL	14	14	1 205	454	1 042	543	1 376	29 849	6 692
<b>British Midland Airways</b>									
Boeing 707 321	2	2	165	—	402	—	2 446	7 444	13 130
Viscount 800	13	13	1 113	2	1 172	4	1 099	28 032	13 772
Herald 100/200	—	1	14	—	22	—	266	360	144
TOTAL	15	16	1 292	2	1 596	4	1 215	35 836	27 046
<b>British Helicopters</b>									
S61 N	—	7	214	—	495	—	1 121	2 572	1 197
Westland Wessex 60	—	6	443	—	516	—	1 960	5 743	1 130
Bell 212	—	1	53	—	67	—	843	694	162
TOTAL	—	14	710	—	1 078	—	1 372	9 009	2 489
<b>Brymon Airways</b>									
Islander	2	2	77	—	69	—	569	339	67

Table 28.2 cont.

	Aircraft End of October 1973	Aircraft in service End of November 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>Court Line Aviation</b>									
Lockheed 1011 Tristar	2	2	88	—	230	—	2 467	28 374	46 751
BAC 1-11 500	10	10	699	—	1 647	—	2 274	65 731	96 715
TOTAL	12	12	787	—	1 877	—	2 296	94 105	143 466
<b>Dan-Air Services</b>									
Boeing 707 321	2	2	51	15	203	70	1 661	5 966	22 605
Comet 4	15	15	784	—	2 060	—	1 668	73 430	119 292
Boeing 727 100	3	3	175	—	487	—	1 975	21 222	40 325
BAC 1-11 300/400	5	5	313	—	781	—	1 898	22 579	33 680
TOTAL	25	25	1 323	15	3 531	70	1 752	123 197	215 902
<b>Dan-Air/Skyways</b>									
HS 748	7	7	908	4	820	6	1 434	18 611	5 220
<b>Directair</b>									
Piper PA31	1	1	12	—	16	—	646	41	14
<b>Donaldson International Airways</b>									
Boeing 707 321	3	3	108	7	410	32	1 792	10 689	33 102
<b>Eagle Flying Services</b>									
Beechcraft Baron B55	2	2	12	—	12	—	110	34	6
Beechcraft King Air	1	1	6	—	9	—	329	22	9
TOTAL	3	3	18	—	21	—	153	56	15
<b>Eastern Seaboard</b>									
Beechcraft 18	1	1	—	12	—	19	230	—	—
<b>Fairflight Charters</b>									
Heron	1	1	12	15	40	40	971	140	106
Dove	3	3	40	35	110	110	891	240	127
TOTAL	4	4	52	50	150	150	913	380	233
<b>Haywards Aviation</b>									
Dove	1	1	6	4	7	4	135	56	9
<b>Humber Airways</b>									
Islander	2	2	28	—	43	—	259	97	34
<b>International Aviation Services</b>									
Britannia 300 Series	4	4	—	163	—	792	2 427	—	—
<b>Intra Airways</b>									
DC3	3	2	70	13	57	17	372	1 251	228
Islander	1	1	22	—	16	—	215	135	7
TOTAL	4	3	92	13	73	17	329	1 386	235
<b>Invicta International Airlines</b>									
Vanguard 952	4	4	15	69	34	337	1 128	1 467	2 332
<b>Island Air Charter</b>									
Islander	1	—	—	—	—	—	—	—	—
<b>J F Airlines</b>									
Trislander	1	..	..	..	..	..	..	..	..
Islander	1	..	..	..	..	..	..	..	..
TOTAL	2	..	..	..	..	..	..	..	..

Table 28.2 cont.

	Aircraft in service End of October 1973	End of November 1973	Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger -km (000)
			Passenger	Cargo	Passenger	Cargo			
<b>Laker Airways</b>									
Boeing 707 138B	2	2	132	—	468	—	2 847	11 697	43 911
DC10	2	2	46	—	150	—	913	11 689	22 506
BAC 1-11 300	5	5	356	—	1 033	—	2 511	22 900	40 853
TOTAL	9	9	534	—	1 651	—	2 230	46 286	107 270
<b>Loganair</b>									
Skyvan	1	1	4	2	3	2	365	2	1
Trislander	1	1	15	—	21	—	256	94	14
Beechcraft 18	1	1	35	21	38	27	788	44	16
Islander	6	7	784	27	395	60	788	2 655	221
TOTAL	9	10	838	50	457	89	723	2 795	252
<b>MAM Aviation</b>									
HS 125	1	1	36	—	53	—	642	102	63
<b>Macedonian Aviation</b>									
DC3	1	1	—	37	—	111	1 351	—	—
<b>McAlpine Aviation</b>									
HS 125	9	9	240	121	271	106	507	813	561
Aztec	4	4	122	48	115	29	438	436	99
Dove	1	—	—	—	—	—	—	—	—
Piper PA31	—	1	59	5	49	3	631	371	81
TOTAL	14	14	421	174	435	138	496	1 620	741
<b>Merlot International Airlines</b>									
HS 125	3	3	55	—	76	—	307	108	84
<b>Monarch Airlines</b>									
Boeing 720B	3	3	276	—	758	—	3 073	36 549	68 450
Britannia 300	4	3	45	55	206	259	1 883	2 083	6 462
TOTAL	7	6	321	55	964	259	2 478	38 632	74 912
<b>Moseley Aviation</b>									
Piper PA31	1	1	29	—	33	—	402	145	53
<b>Northair Aviation</b>									
Beagle 206S	4	4	140	—	244	—	741	363	146
<b>Northern Executive Aviation</b>									
Islander	1	1	19	6	20	8	376	71	14
<b>Peters Aviation</b>									
Heron	3	3	71	—	126	—	511	433	159
<b>Silver City Airways</b>									
Merchantman	1	—	—	—	—	—	—	—	—
<b>Thurston Aviation</b>									
Aztec	1	1	20	6	21	9	365	50	10
Islander	1	1	15	9	18	12	365	41	7
Piper PA31	2	3	63	5	78	9	350	180	56
TOTAL	4	5	98	20	117	30	358	271	73
<b>Trader Airways</b>									
HS 125	1	1	53	—	65	—	788	167	101
Piper PA31	1	1	28	—	37	—	449	46	16
TOTAL	2	2	81	—	102	—	621	213	117
<b>Tradewinds Airways</b>									
Canadair CL44	5	5	—	142	—	927	2 256	—	—
<b>Trans-Meridian Air Cargo</b>									
Canadair CL44	6	8	—	167	—	946	1 438	—	—
<b>Vernair Transport</b>									
Beechcraft 65/80 Queen Air	1	1	20	—	17	—	204	52	15
GRAND TOTAL	470	477	36 929	3 486	63 174	8 922	1 894	1 861 152	2 965 293

# Operations by Type of Licence— Capacity Tonne-Km Available November 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	452 416				452 416	
Class B		82 416		1 378	83 794	
Class C		6 001		5 917	11 918	
Class D				—	—	
Class E Types I and VI				6 592	6 592	
Class 2			3 856	—	3 856	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						94 472
TOTAL	452 416	88 417	3 856	13 887	558 576	94 472

# Operations by Type of Licence— Load Tonne-Km Used November 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	240 396				240 396	
Class B		66 498		558	67 056	
Class C		4 546		3 999	8 545	
Class D				4 527	4 527	
Class E Types I and VI				—	—	
Class 2			2 115	—	2 115	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VII						..
TOTAL	240 396	71 044	2 115	9 084	322 639	..

# 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.

<b>Seat-km available</b>	a seat-kilometre is available when a seat is flown one kilometre. Seat-km available is equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the distance measured in kilometres.
<b>Seat-km used</b>	a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the distance measured in kilometres.
<b>Passenger load factor</b>	is an expression of seat-km used as a percentage of seat-km available.
<b>Tonne-km available</b>	a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.
<b>Tonne-km used</b>	a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.
<b>Overall load factor</b>	is an expression of tonne-km used as a percentage of tonne-km available.
<b>Cargo</b>	means any property carried on an aircraft. In airline statistics it includes the weight of vehicles carried, excess baggage, mail and diplomatic bags (see also definition above for air cargo statistics where mail, excess baggage, company stores and diplomatic bags are excluded).
<b>Mail</b>	covers only that handled by postal administrations and includes troop mail.
<b>Separate Fare Charters</b>	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
<b>Advance Booking Charters</b>	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.)
<b>Inclusive Tours</b>	are separate fare charters where the cost to the passenger includes the cost of accommodation.
<b>Single Entity Charters</b>	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
<b>Sub-charters</b>	are charters to other British or foreign operators.
<b>Fifth Freedom Charters</b>	are those between foreign territories.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act, 1971.

# Classes of Licence

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