

Civil Aviation Authority



CAA Monthly Statistics

August 1973

up to and including May 1973

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

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

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Civil Aviation Authority

CAA Monthly Statistics

AUGUST 1973

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

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

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Symbols and Abbreviations The following are used throughout:

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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Civil Aviation Statistics—May 1973

Activity at UK Airports

The air transport movements reported from UK airports totalled over 65 000 during May 1973 and this indicates a growth of nearly 8 per cent on May 1972. Over a slightly longer period, March to May, in each year the growth was 10 per cent. A similar trend is evident in the London area airport air transport movements where the growth from May to May in each year was 5.5 per cent but for March to May in each year was 6.5 per cent. The movements at Heathrow for March to May show a growth of 7.4 per cent and the other airports show varying amounts of growth with the exception of Stansted which declined by 25.9 per cent. At airports outside the London area there was much more growth although the number of movements is generally smaller, 14.3 per cent in May, and 14.7 per cent in the period March to May. The larger provincial airports had notable growths in this period – Glasgow (15.3 per cent), Birmingham (20.4 per cent), Manchester (7.4 per cent), Belfast (13.1 per cent) and Newcastle (30.6 per cent). Most of the other airports, including those in the Channel Islands had growth above the national level. The growth of the March to May period over last year was 17.2 per cent in charter flight movements and 9.1 per cent in scheduled service movements. UK operators increased their proportion of total movements by 1.5 percentage points to 77 per cent.

During May 3.7 million passengers used the UK airports, 8.3 per cent more than in May last year. For the three months period March to May the growth since the same period last year was 12.8 per cent. The London area airports had over 2.5 million passengers in the month which was an increase of 8.6 per cent since May 1972; for the three months period the growth was 11.3 per cent. Heathrow had 13.1 per cent growth in the same period and Gatwick 8.6 per cent. Outside the London area airports there was a 6.4 per cent growth for May but 15.8 per cent over the longer March to May period. The disparity in these percentages probably illustrates an increasing number of passengers travelling in the off peak months i.e. a diminution in seasonality. There were notable increases since last year in the March to May monthly averages for Manchester (18.6 per cent), Glasgow (18.2 per cent) and Belfast (17.0 per cent). The substantial decrease at Prestwick was abnormal in that in the corresponding period last year the figures were inflated temporarily by the diversion of some Glasgow traffic while runway extension work was in hand at Glasgow.

The major share of the increase in passengers has been on charter flights where there was a 15.5 per cent increase comparing March to May in each year. This increase was in turn shared equally by UK and foreign operators, the UK operators' share remaining at 86.9 per cent. The increase in passengers using scheduled services was 12 per cent, but in this sector UK operators increased their share of the traffic by 1.4 percentage points to 69.1 per cent.

In the three months period March to May 1973, 2.4 million passengers arrived at or departed from UK airports on international flights and just under 1 million on domestic flights. The majority of international travellers flew to Spain (17.6 per cent of the total) followed by France and the USA (10.7 per cent each) and Germany (8.4 per cent). During this period the number of passengers on international scheduled services increased by 11.5 per cent on last year. The routes to the USA carried most traffic, some 14 per cent of the total and they had 10.6 per cent growth on 1972. The next most busy ser-

vices were to France with 13.8 per cent of the traffic but small growth, 1.8 per cent. The traffic to France still includes the busiest route of all scheduled services, London–Paris which accounted for 9.7 per cent of the total scheduled traffic. Of the charter flight traffic, flights to and from Spain were the most heavily used carrying 40 per cent of the total traffic and showing a growth of 21.6 per cent on last year. The next most heavily used routes were to and from Italy with 11.2 per cent of the traffic and 18.3 per cent growth on last year. Passenger traffic on the routes to and from Germany ranked in third place both for scheduled services (9.3 per cent of traffic and 5.5 per cent growth since last year) and charter flights (6.8 per cent of traffic and 3.3 per cent growth).

Nearly 3 million passengers travelled on the domestic routes of the UK during the period March to May 1973, some 13 per cent more than in the same period last year. Traffic to and from Belfast continued to show above average growth, particularly to Glasgow, the Isle of Man and to London. The London to Aberdeen route had traffic during March to May some 48 per cent greater than a year earlier.

Just over 58 000 tonnes of cargo was picked up or set down at the UK airports during May 1973. This was 4000 tonnes more than in April and 8000 tonnes more than in May 1972, a growth of 15.4 per cent since last year. Comparing the cargo handled in each three months period March to May there has been a growth of 15.4 per cent. The London area airports had a slightly smaller growth in this period of 14.5 per cent but Heathrow exceeded this and the national growth rate with an 18 per cent increase. Outside the London area the growth rate was 22.2 per cent. East Midlands and Glasgow had substantial growth in the period, and each has contributed over 20 per cent of the increase in the total of tonnage handled outside the London area.

Output of UK Airlines

The May 1973 output of UK airlines for scheduled and non-scheduled services together was 757 million available tonne – kilometres which is an increase of nearly 60 million on April and indicates a growth of 15.2 per cent since May 1972.

The scheduled services output was 497 available tonne-kilometres and was 15.5 per cent higher than last year. Over 1.5 million passengers and 60 000 tonnes of cargo were carried on scheduled services during May at an over-all load factor of 51.2 compared with 49.5 in May 1972. Seat-kilometres used amounted to 53.8 per cent of those available and this was an improvement on the last year's figure of 51.1: the seat factor on domestic services was 62.2 and on international services 52.9.

For non-scheduled services the output in May 1973 was 260 million tonne-kilometres, and this was 14.6 per cent more than in May 1972. Inclusive tour charters accounted for 113 million tonne-kilometres in May 1973, 43.4 per cent of the non-scheduled services output. In May advance booking charter operations accounted for 30 million tonne-kilometres of non-scheduled output, 11.7 per cent of the non-scheduled total; 25 700 passengers were carried and a seat factor of 73.8 per cent was achieved.

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

Air Transport in the Highlands and Islands

Scheduled air services were first started in the Highlands and Islands in 1933 by Highland Airways Limited. The route structure developed by this company together with others during the pre 1939–45 war period is largely that of today. At the present time there are two British airlines providing scheduled services in this area namely Scottish Airways, part of British Airways – Regional Division, and Loganair. Scottish Airways provide the bulk of the services using BAC 1–11, Viscount and Heron aircraft while Loganair provide third level services using Britten-Norman Islander aircraft. In addition to providing scheduled services both of these airlines have been engaged in operating air ambulance flights to and from the remote communities in this region; in 1971 Scottish Airways and Loganair operated between them 419 air ambulance flights carrying 517 passengers.

The introduction of air services in this region has been a natural development, the terrain presenting many difficulties for those wishing to use surface transport. The population of the Highlands and Islands is scattered throughout an area of 14·2 million acres, 74 per cent of the area of Scotland, and contains approximately 5 per cent of the population of Scotland. The total population of this region was 602 269 in 1971 (283 449 excluding Aberdeenshire). The only towns exceeding 10 000 in population are Aberdeen 181 000 and Inverness 32 000; Lewis and Harris, Orkney and Shetland, the principal islands, each have populations of the order of 17 000 to 18 000.

The route structure at present operated by the two companies is illustrated in Fig. 1. The routes operated by Scottish Airways and Loganair where both use small aircraft are indicated as third level services. Loganair operates the Orkney and Shetland inter-island services on an all-year-round basis but the route connecting both Mull and Oban is only operated during the summer months. Because of the remoteness of the scattered communities in this region and the importance of air services to them, the regularity of scheduled flights is an important factor. There are many factors which affect regularity (regularity is defined as the percentage of scheduled flights completed) of flights in the region but the main ones are weather and the airports used; the airport at Barra, for example, is situated on the beach. Although there are occasional lapses in regularity and a more serious problem at Sumburgh, over 98 per cent is constantly achieved on many of the routes, and this compares well with rates in the rest of the world of 97 per cent to 99 per cent for scheduled services.

The area is served by a large number of airports and air-strips some managed by the Civil Aviation Authority and some by local authorities, while others have been built and are maintained by the communities they serve. The main airports in the region are Aberdeen, Inverness, Kirkwall, Wick and Sumburgh on the east coast and Stornoway, Benbecula, Islay, Tiree, Barra and Campbeltown on the west coast. The importance of air services to the Highlands and Islands is illustrated by the fact that terminal passengers travelling on scheduled services have grown by an annual average rate of 10·6 per cent for airports on the east coast and by 4·0 per cent for airports on the west coast. The population statistics in Table 1 indicate that the decline in numbers had virtually ceased by the early sixties and with the recent developments in the area due to North Sea oil exploration and

other industrial expansion has shown some recovery; there are grounds for expecting the demand for air services to increase significantly in some areas of the region.

TABLE 1
 POPULATION OF HIGHLANDS AND ISLANDS
 (EXCLUDING ABERDEENSHIRE)

	Population
1921	325 853
1931	293 212
1951	285 786
1961	277 948
1971	283 449

(Source: Highlands and Islands Development Board.
 6th Report 1971)

The importance of air services to this region is further illustrated by comparing the numbers of terminal passengers per head of population travelling on domestic services at Highlands and Islands airports with the same measure for Scotland generally. In 1971 they were 1·06 for the Highlands and Islands (excluding Aberdeenshire) and 0·46 for Scotland as a whole. Such ratios calculated for areas within the Highlands and Islands, reveal the importance of the services to the more remote communities, for example Tiree with a population of 1700 had 4300 terminal passengers in 1971.

The majority of the traffic in this region travels on scheduled services provided by Scottish Airways. Their share of the terminal passengers at the main airports in the area was 97 per cent (68 per cent of movements) in 1972 having declined slightly from 99 per cent in 1962. UK independent carriers have increased their share from 0·05 per cent in 1962 to 1·9 per cent in 1972, while foreign carriers carried only 0·3 per cent in 1972. The increase in the UK independent carriers share of the traffic is due to the introduction of scheduled services operated by Loganair and Air Anglia, Loganair operating the Shetland and Orkney inter-island services, and Air Anglia operating services from Aberdeen to points south. UK independent carriers are dominant in the charter market which has grown rapidly in recent years due to oil exploration in the North Sea, the carriers are serving the needs of 15 drilling rigs and 31 companies at present engaged in this activity. Loganair's Orkney inter-island service is operated in conjunction with the Orkney Islands Shipping Company and this service has probably the shortest scheduled passenger route in the world, taking two minutes to fly between the islands of Westray and Papa Westray.

The pattern of growth seems to have been markedly influenced by the activities of companies engaged in oil and gas exploration and development in the North Sea. The west coast has been virtually unaffected, though passenger traffic has shown modest growth. On the east coast growth in terminal passengers at Aberdeen, Inverness and Sumburgh was 9·5 per cent a year during 1962–1968, but 18·1 per cent in 1968–1972. Air cargo has also been stimulated by the development of the oil and gas fields; to the traditional loads, mainly of fresh shell-fish, newspapers and textiles, has been added cargo specific to mineral exploitation. Air cargo activity at the west coast airports has, unlike passenger

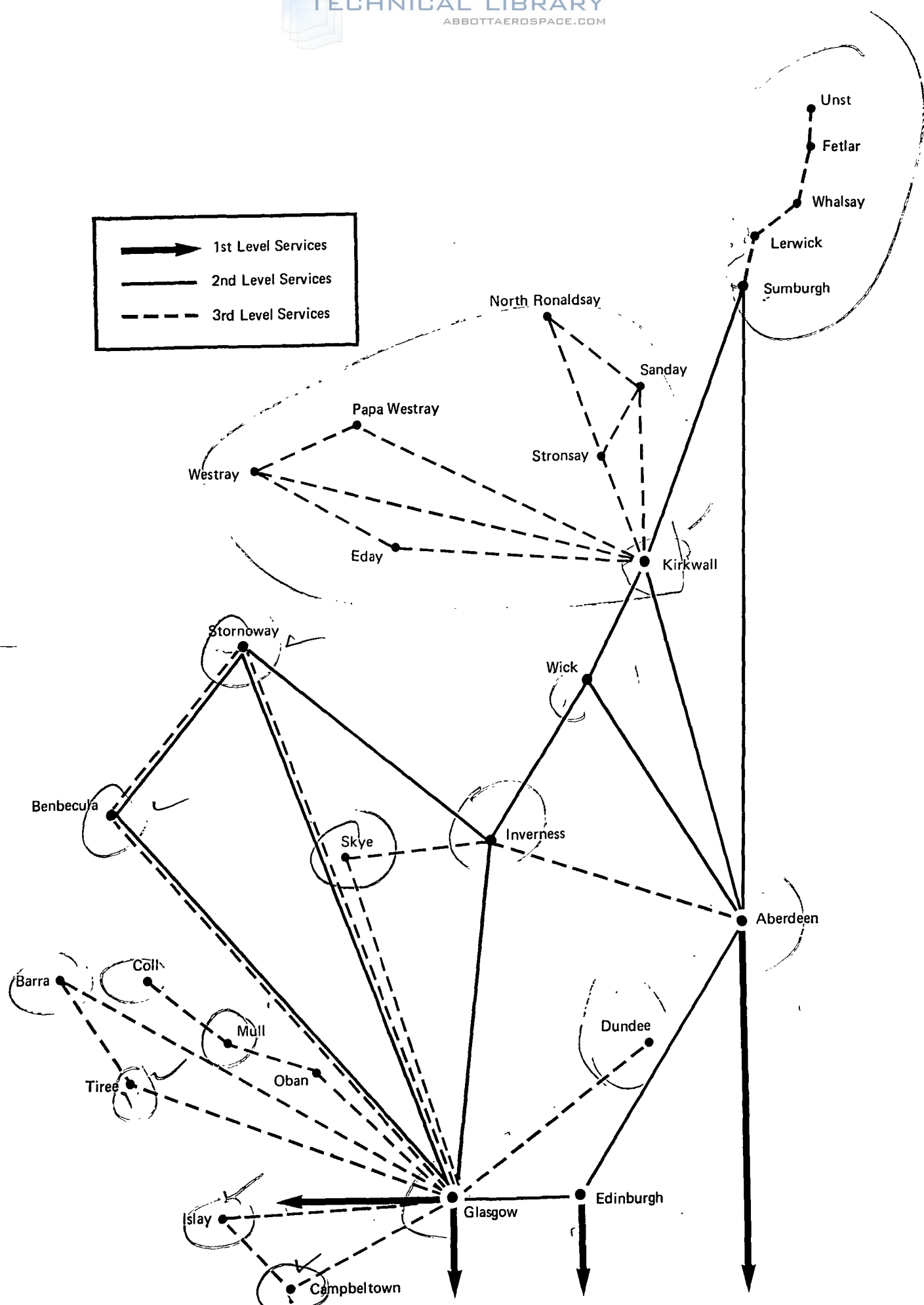


Fig. 1 1973 ROUTE STRUCTURE — HIGHLANDS AND ISLANDS

traffic, increased equally fast, largely due to a rapid increase in goods carried by air into Stornoway. Cargo is a less important element in air transport in the Highlands and Islands than it is in United Kingdom air transport generally. Crudely assessing the weight of passengers at eleven to the tonne, air cargo is seen to represent only about 5 per cent of total loads; percentage changes in cargo carried are likely to be erratic because of the small quantities involved. Detailed figures are set out in Table 2.

TABLE 2

PERCENTAGE MEAN GROWTH A YEAR

	PASSENGERS		CARGO	
	1962-1968	1968-1972	1962-1968	1968-1972
Aberdeen } Inverness } Sumburgh }	9.5	18.1	8.8	18.7
Kirkwall } Wick }	7.4	1.1	-2.8	6.3
West Coast } Airports }	1.4	8.1	-7.0	19.8

The greater traffic at the airports has not in all cases meant that air transport movements have increased, for there has been growth in the size of aircraft. Airports showing increases in air transport movements for the period 1963-1972 are Aberdeen, Inverness, Kirkwall, Stornoway, Sumburgh and marginally Wick, but

movements have decreased at the other airports. For example Islay and Benbecula have experienced decreases of 7.9 per cent and 6.7 per cent respectively contrary to a growth in traffic carried. The largest increase in movements by UK independent operators has been at Kirkwall primarily due to the operations of Loganair using Islander aircraft. Kirkwall also has the largest presence of overseas operators with 222 movements in 1972, which is 4.1 per cent of air transport movements at this airport; however, this represents a decrease in the air transport movements of these operators of 37.9 per cent compared with 1966 when their share of Kirkwall's traffic was 14.1 per cent. Sumburgh is the only airport in the region where the air transport movements of UK independent operators are more than those of Scottish Airways, this feature has developed since 1971 when Loganair introduced their Shetland inter-island scheduled service and Air Anglia started charter operations in support of North Sea oil exploration.

The main traffic flows in the Highlands and Islands are up and down the west coast and up and down the east coast of the region. The only significant east to west flow is between Inverness and Stornoway and Benbecula. In 1971 50.2 per cent of Stornoway's passenger traffic was to and from Inverness with 37.1 per cent going to and from Glasgow. For all other airports on the west coast the major flow is to and from Glasgow representing at least 60 per cent of each airport's traffic. For airports on the east coast the largest passenger flow is between Aberdeen and London being approximately 50 per cent of Aberdeen's traffic in 1971. The major flow from Sumburgh and Kirkwall is to Aberdeen.

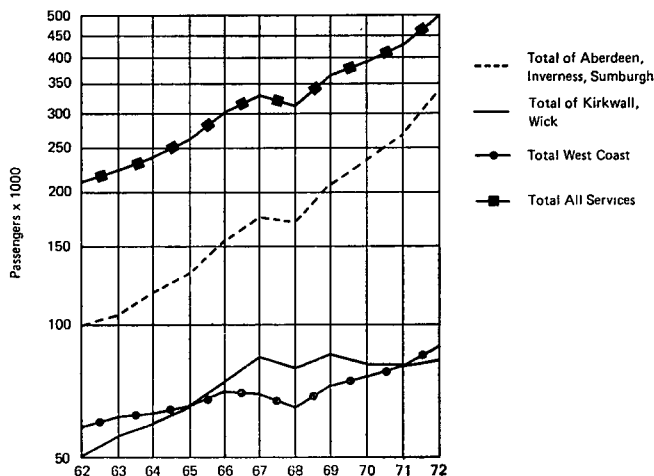


Fig. 2 TERMINAL PASSENGERS ON SCHEDULED SERVICES AT HIGHLANDS AND ISLANDS AIRPORTS 1962 - 1972

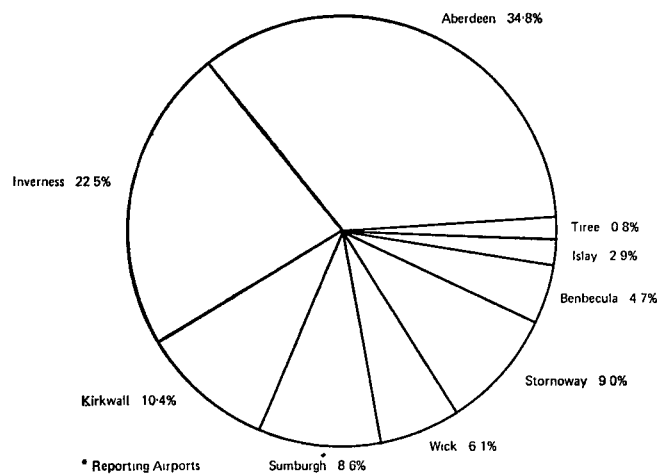


Fig. 3 AIRPORTS SHARE OF TERMINAL PASSENGERS ON SCHEDULED SERVICES AT HIGHLANDS AND ISLANDS AIRPORTS* 1972

Next month: First of a series of articles giving preliminary results of the Civil Aviation Authority's London Area Airport Passenger Origin and Destination Survey, which was taken from 1 August to 4 December 1972.

Size Structure of UK Airports and Airlines Year ended 31 March 1973

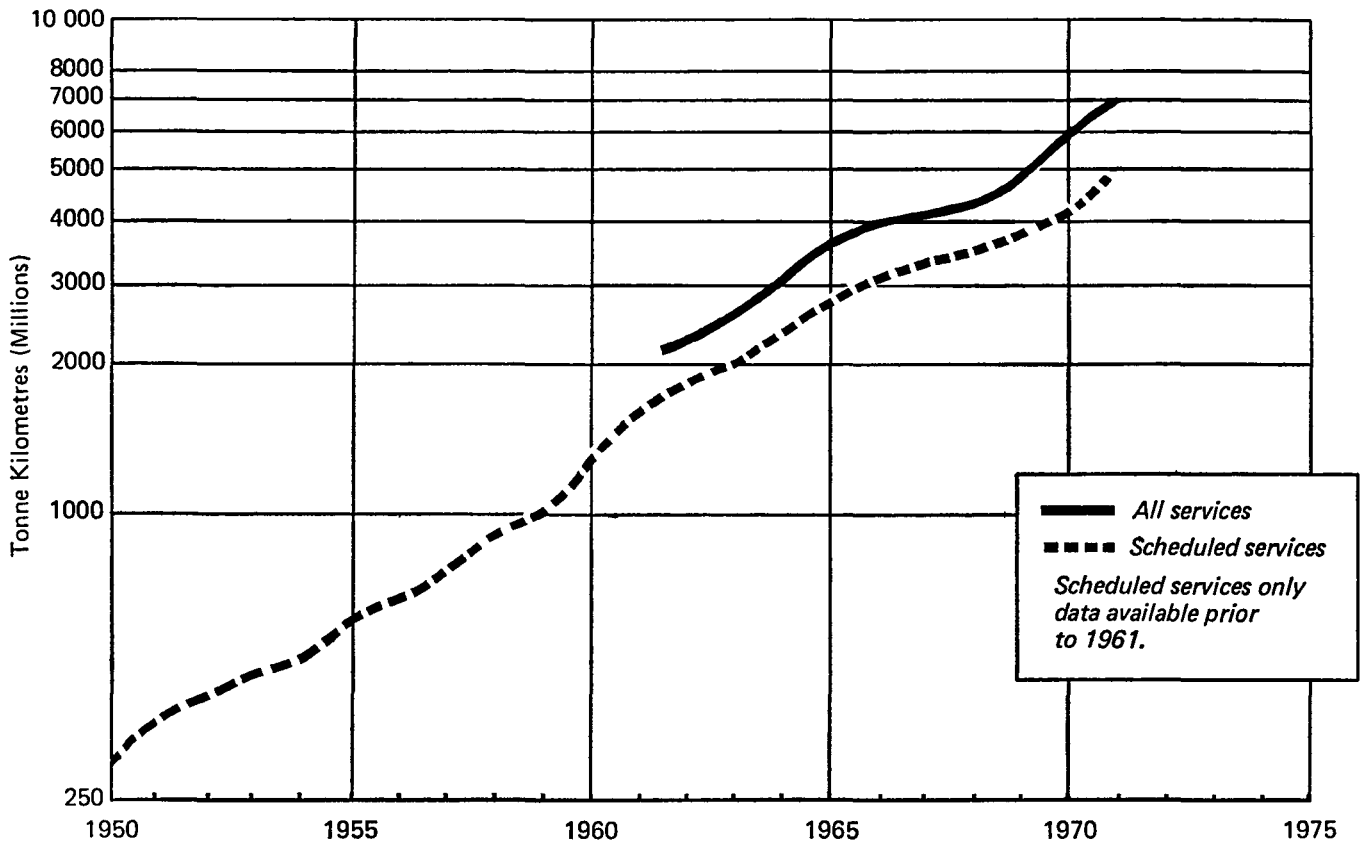
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
London Heathrow	18 749	46·76	100	100·00
Gatwick	5 388	13·43	98	53·24
Luton	3 127	7·80	95	39·81
Manchester	2 417	6·03	93	32·01
Glasgow	1 952	4·87	90	25·98
Belfast	1 215	3·03	88	21·11
Birmingham	986	2·46	86	18·09
Edinburgh	793	1·98	83	15·63
Newcastle	560	1·40	81	13·65
Liverpool	534	1·33	79	12·25
Prestwick	442	1·10	76	10·92
Isle of Man	442	1·10	74	9·82
East Midlands	436	1·09	71	8·71
Southend	311	0·77	69	7·63
Southampton	293	0·73	67	6·85
Stansted	289	0·72	64	6·12
Bristol	281	0·70	62	5·40
Leeds/Bradford	270	0·67	60	4·70
Glamorgan	261	0·65	57	4·03
Aberdeen	207	0·52	55	3·37
Tees-side	158	0·39	52	2·86
Ashford	155	0·39	50	2·47
Others (20 reporting airports)	834	2·08	48	2·08

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways—BOAC	4 264	50·51	100	100·00
British Airways—BEA	1 218	14·43	98	49·49
British Caledonian Airways	1 087	12·88	97	35·06
Britannia Airways	306	3·62	95	22·18
Dan-Air Services	269	3·19	93	18·56
Court-Line Aviation	191	2·26	92	15·38
BEA Airtours	161	1·91	90	13·11
Laker Airways	141	1·67	88	11·21
Tradewinds Airways	122	1·45	86	9·54
British Midland Airways	113	1·34	85	8·09
Monarch Airlines	104	1·23	83	6·75
Trans-Meridian Air Cargo	100	1·18	81	5·52
Donaldson International Airways	84	1·00	80	4·34
Northeast Airlines	57	0·68	78	3·34
Cambrian Airways	57	0·68	76	2·67
Lloyd International Airways	31	0·37	75	1·99
Invicta International Airlines	31	0·37	73	1·62
British Air Ferries	25	0·30	71	1·26
International Aviation Services	21	0·25	69	0·66
British Island Airways	20	0·24	68	0·41
Dan-Air/Skyways	15	0·18	66	0·18
Others (38 airlines)	25	0·30	64	0·96

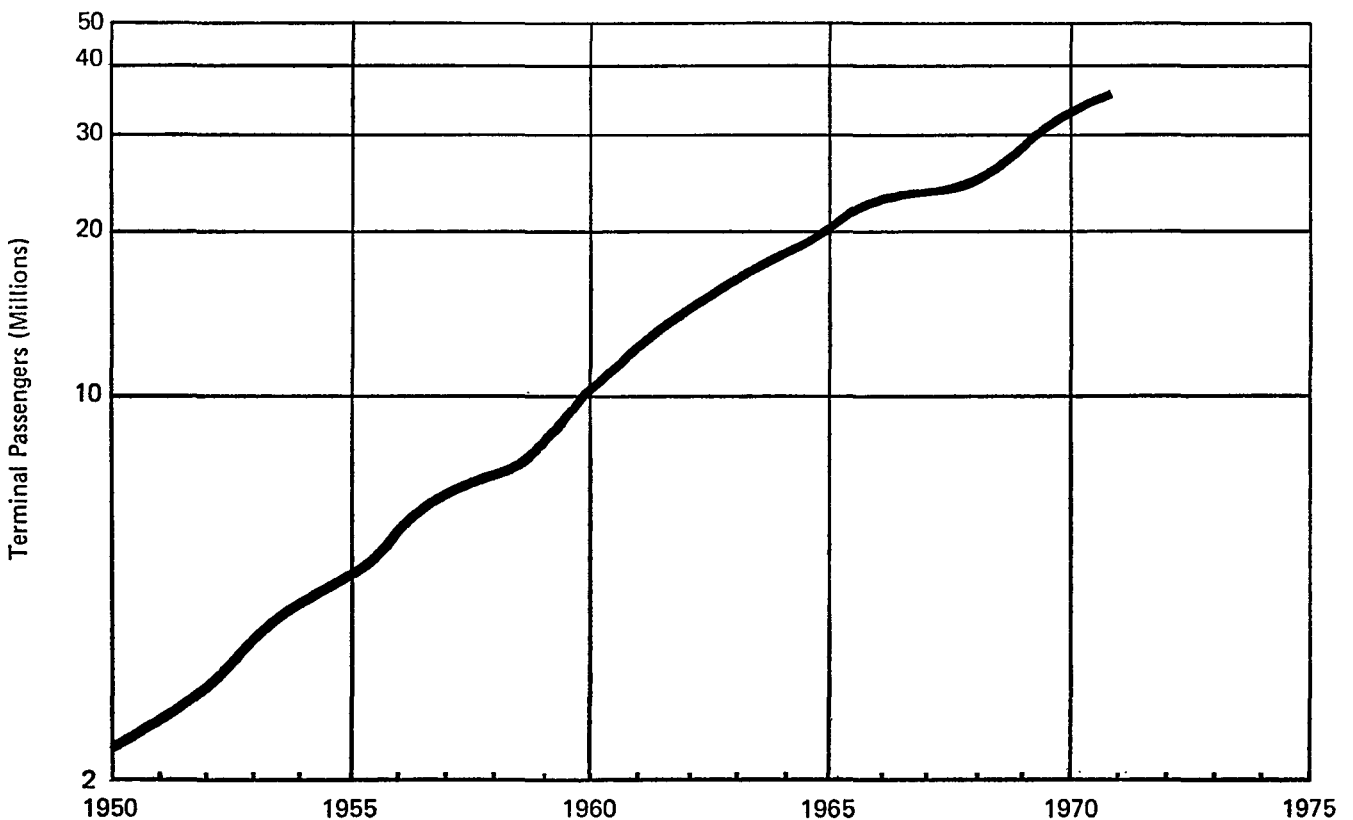
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	..	355
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
Year ended						
May 1972	1 634	648	36 835	7 604	4 938	2 666
May 1973	1 833	694	40 982	8 616	5 621	2 995
Mean rates of growth (percentages) to 1972						
20 years	6.1	5.8	13.6	..	14.6	..
10 years	8.7	4.0	10.3	13.3	10.9	20.8
5 years	7.7	4.2	11.9	18.4	12.9	33.5
Latest year's growth (percentages)						
	12.2	7.1	11.2	13.3	13.8	12.3

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1971 1st quarter	38.2	1 750	23.4	974	4.4	273	9.9	466	0.5	37
2nd quarter	57.5	3 176	32.9	1 532	10.2	790	12.8	718	1.6	136
3rd quarter	68.2	4 322	37.5	1 933	13.8	1 179	14.2	962	2.7	248
4th quarter	47.0	2 397	26.7	1 178	7.1	544	12.3	602	0.9	73
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
1971 October	53.7	3 039	30.4	1 444	9.2	742	12.8	749	1.3	104
November	41.8	2 075	24.1	996	6.5	500	10.5	526	0.7	53
December	42.5	2 080	25.6	1 095	5.6	391	10.5	532	0.8	62
1972 January	42.5	2 146	25.4	1 110	6.1	445	10.3	533	0.7	58
February	40.2	1 853	24.4	960	5.4	411	9.9	451	0.5	31
March	46.9	2 571	27.2	1 286	7.8	602	10.9	612	1.0	70
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
October	57.3	3 481	32.5	1 656	10.4	865	12.7	816	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.9	1 282	7.3	529	10.7	649	1.0	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
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

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1971 1st quarter	109.7	41.1	38.3	2.8	68.6	40.4	19.5	8.7
2nd quarter	150.8	63.0	57.6	5.4	87.8	57.2	21.4	9.2
3rd quarter	161.8	75.6	68.1	7.5	86.2	60.2	19.2	6.8
4th quarter	116.9	49.7	46.0	3.7	67.2	41.0	18.2	8.0
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
1971 October	136.6	59.0	53.6	5.4	77.6	49.4	18.6	9.6
November	114.7	44.8	41.8	3.0	69.9	40.2	21.2	8.6
December	99.5	45.2	42.5	2.7	54.3	33.6	14.8	5.9
1972 January	102.2	44.8	42.5	2.3	57.5	33.0	17.5	7.0
February	105.2	42.7	40.2	2.5	62.5	36.1	19.6	6.8
March	138.1	50.9	49.0	4.0	87.2	50.9	25.5	10.8
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
October	147.5	63.7	57.3	6.4	83.8	58.7	15.7	9.4
November	128.5	51.4	47.4	4.0	77.1	49.8	18.3	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
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

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1971 1st quarter	22 294	4 185	1 184	553	638	1 620	4 120	1 685	2 015	4 933
2nd quarter	33 950	5 641	2 065	959	1 352	3 399	5 114	1 967	3 104	8 505
3rd quarter	39 290	6 783	2 432	1 187	1 653	4 442	6 358	2 151	3 827	10 834
4th quarter	27 124	4 934	1 598	719	820	2 002	4 599	1 880	2 310	5 842
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	934	2 227	4 797	2 143	2 331	5 645
1971 October	31 933	5 613	1 821	825	1 042	2 800	5 060	1 995	2 549	7 859
November	24 408	4 694	1 480	675	673	1 658	4 307	1 784	2 118	4 905
December	25 033	4 496	1 493	657	745	1 549	4 431	1 861	2 263	4 763
1972 January	25 503	4 560	1 367	709	676	1 493	4 285	1 746	2 195	4 321
February	23 622	4 428	1 339	709	619	1 565	4 198	1 729	2 048	4 135
March	27 608	4 896	1 685	730	880	2 362	4 557	1 981	2 209	5 788
April	30 689	5 311	2 165	979	1 173	3 333	4 791	2 003	2 496	7 438
May	33 255	6 356	2 708	1 256	1 303	3 897	5 539	2 200	3 057	9 217
October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
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

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1971 1st quarter	1 235	133	47	26	15	26	159	26	82	51
2nd quarter	2 212	266	113	55	42	82	232	39	136	166
3rd quarter	2 995	353	155	74	56	112	333	51	193	250
4th quarter	1 708	192	77	32	26	45	191	34	92	84
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
1971 October	2 175	244	98	44	36	70	227	41	105	133
November	1 464	175	71	26	23	34	175	30	76	57
December	1 484	157	63	26	19	31	171	32	96	61
1972 January	1 547	162	59	29	20	27	181	31	91	48
February	1 311	153	55	27	18	29	158	28	75	46
March	1 849	192	77	34	32	48	206	38	96	77
April	2 152	221	99	55	40	78	213	43	114	135
May	2 358	275	121	66	48	91	275	46	132	198
October	2 461	272	128	59	45	78	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	42	31	33	195	37	88	56
March	1 979	233	102	54	46	47	243	50	106	85
April	2 535	267	136	62	51	101	253	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198

Cargo Taken Up and Set Down by Airports

Table 7

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

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

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

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

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

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

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1971 1st quarter	103.4	25.2	27.5	6.7	27.9	6.8	48.0	11.7
2nd quarter	205.6	34.1	97.3	16.1	59.4	9.9	48.9	8.1
3rd quarter	297.8	40.2	135.1	18.2	107.3	14.5	55.4	7.5
4th quarter	187.1	32.7	71.4	12.5	44.0	7.7	71.7	12.5
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
1971 October	218.6	35.8	..	..	..	..	..	..
November	177.8	34.5	..	..	..	..	..	..
December	165.1	28.1	..	..	..	..	..	..
1972 January	182.1	33.1	..	..	..	..	..	..
February	153.0	30.1	..	..	..	..	..	..
March	195.7	31.4	..	..	..	..	..	..
April	202.4	32.7	..	..	..	..	..	..
May	227.2	34.5	..	..	..	..	..	..
October	243.1	34.6	..	..	..	..	..	..
November	194.4	32.4	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6

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

Non-scheduled Services by UK Airlines

Table 9.3

Load Factors and Distances: Other Separate Fare Charters

Monthly Averages or Calendar Months

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

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
												Eastern	Europe					
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	
1971 2nd quarter	1 679	82	38	248	172	50	161	44	167	21	35	23	424	18	101	25	71	
1971 3rd quarter	2 284	97	50	285	227	68	245	60	140	28	49	43	668	22	134	53	114	
1971 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	
1972 2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79	
1972 3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121	
1972 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	
March-May 1972	1 566	70	35	246	206	45	144	45	152	18	36	20	355	18	92	13	71	
March-May 1973	1 774	76	37	257	211	54	166	54	171	20	45	25	421	22	101	21	95	
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)							
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9							
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6							
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8							
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8							
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8							
1971 1st quarter	259.0	9.4	12.9	29.8	11.2	11.3	3.7	12.4	119.2	6.6	42.4							
1971 2nd quarter	426.0	8.2	10.2	79.9	9.1	11.2	5.9	11.6	246.9	6.3	36.8							
1971 3rd quarter	685.2	9.7	20.5	153.7	17.1	13.0	8.0	12.7	381.2	10.9	58.4							
1971 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							
1972 2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8							
1972 3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1							
1972 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							
March-May 1972	435.8	9.4	13.9	70.7	11.1	13.1	6.5	12.9	233.7	6.3	58.3							
March-May 1973	490.4	15.1	19.0	81.0	10.3	16.0	9.8	12.6	254.7	7.3	64.5							

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 May 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	9 503	6 128	—	552	120	428	35	—	2 231	—	9
+Heathrow	26 782	24 363	—	187	159	128	245	—	1 661	33	6
+Luton	5 655	2 763	52	535	112	204	59	821	1 099	—	10
+Southend	6 544	1 592	46	—	—	233	—	3 290	1 259	124	—
+Stansted	2 532	255	—	32	10	1 354	15	276	544	46	—
TOTAL (London Area)	51 016	35 101	98	1 306	401	2 347	354	4 387	6 794	203	25
Westland Heliport (Battersea)	1 234	312	8	310	—	—	—	—	428	—	176
Other UK Airports											
+Leeds/Bradford	3 978	840	2	60	66	106	25	2 402	435	14	28
+Liverpool	5 489	1 375	16	103	41	96	41	2 796	842	8	171
+Manchester	6 422	4 313	166	353	62	76	222	188	1 002	4	36
+Birmingham	6 265	1 919	—	83	14	—	37	2 836	1 324	—	52
+Coventry	3 502	89	44	33	45	517	20	1 619	1 115	—	20
+East Midlands	5 669	1 123	24	154	30	3 087	60	41	1 022	—	128
+Newcastle	2 799	1 121	12	27	221	126	12	725	496	2	57
+Tees-side	3 048	437	323	37	—	642	—	986	451	—	172
+Bristol	3 189	720	—	—	—	12	48	928	1 451	—	30
+Glamorgan	3 026	694	—	94	—	164	2	1 688	364	2	18
Swansea	1 357	23	—	12	23	52	15	1 097	127	—	8
+Ashford	3 653	649	364	2	74	89	24	1 024	1 349	2	76
+Blackpool	7 587	432	165	46	25	132	4	5 921	764	6	92
+Bournemouth	5 715	452	—	29	—	905	—	2 102	2 084	70	73
+Cambridge	4 331	97	—	20	9	30	2	1 306	537	—	2 330
+Exeter	2 099	280	—	10	176	10	4	957	550	4	108
Gloucester/Cheltenham	4 257	130	38	—	51	714	—	2 322	952	—	50
Hawarden	656	—	—	—	—	86	—	132	337	—	101
Isles of Scilly	489	414	—	3	5	—	—	—	57	—	10
+Lydd	1 179	47	—	—	—	10	—	971	123	2	26
+Manston	303	104	—	25	38	12	—	—	124	—	—
+Norwich	2 592	619	14	204	87	236	91	673	648	8	12
Penzance Heliport	356	342	—	—	—	12	—	—	2	—	—
+Portsmouth	4 238	312	—	—	10	838	—	2 602	472	—	4
+Southampton	3 033	1 072	—	51	14	1 328	2	—	554	—	12
+Edinburgh	4 865	1 455	—	7	231	1 972	7	463	708	15	7
+Glasgow	7 343	3 709	—	112	—	218	67	2 153	664	—	420
+Prestwick	5 853	980	10	15	4	3 796	43	213	282	1	509
Aberdeen	4 299	695	6	5	805	188	—	1 674	42	—	884
Benbecula	240	106	—	—	110	—	—	—	6	4	14
Inverness	1 110	391	—	14	248	174	—	118	149	—	16
Islay	207	118	6	1	7	—	—	4	63	4	4
+Kirkwall	1 047	534	—	39	13	—	2	197	256	—	6
Stornoway	330	177	—	38	30	—	2	46	15	10	12
+Sumburgh	605	366	—	21	211	—	—	—	3	—	4
Tiree	76	66	—	4	—	—	2	4	—	—	—
Wick	309	214	—	19	16	—	1	30	11	—	18
+Belfast	6 673	2 173	—	8	83	—	—	1 235	185	6	2 983
+Isle of Man	2 227	1 175	—	133	8	226	2	409	230	4	40
TOTAL (Incl. London Area)	172 666	65 176	1 296	3 378	3 158	18 201	1 089	44 249	27 018	369	8 732
Channel Islands Airports											
Alderney	1 101	1 101	..	..	..	..	..	..	..	..	..
Guernsey	3 288	3 288	..	..	..	..	..	..	..	..	..
Jersey	6 260	6 260	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	10 649	10 649	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator May 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	6 128	81	2 607	155	434	2 228	623
+Heathrow	24 363	11 302	1 446	10 777	456	233	149
+Luton	2 763	—	130	—	—	2 561	72
+Southend	1 592	—	1 241	—	—	298	53
+Stansted	255	—	—	2	—	52	201
TOTAL (London Area)	35 101	11 383	5 424	10 934	890	5 372	1 098
Westland Heliport (Battersea)	312	—	—	—	24	288	—
Other UK Airports							
+Leeds/Bradford	840	—	624	24	—	186	6
+Liverpool	1 375	—	1 093	61	5	174	42
+Manchester	4 313	1 733	353	932	105	1 023	167
+Birmingham	1 919	956	391	110	10	389	63
+Coventry	89	—	68	—	—	21	—
+East Midlands	1 123	—	877	1	—	229	16
+Newcastle	1 121	4	916	7	3	185	6
+Tees-side	437	—	354	2	—	70	11
Bristol	720	—	415	34	2	259	10
+Glamorgan	694	—	390	34	4	260	6
Swansea	23	—	7	—	—	16	—
+Ashford	649	—	629	—	—	20	—
+Blackpool	432	—	411	—	—	19	2
+Bournemouth	452	2	409	—	3	28	10
+Cambridge	97	—	24	—	—	26	47
+Exeter	280	—	258	—	6	12	4
Gloucester/Cheltenham	130	—	38	—	—	92	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	414	342	72	—	—	—	—
+Lydd	47	—	20	—	—	27	—
+Manston	104	—	—	—	—	98	6
+Norwich	619	—	204	—	1	404	10
Penzance Heliport	342	342	—	—	—	—	—
+Portsmouth	312	—	212	—	—	100	—
+Southampton	1 072	133	886	—	—	25	28
+Edinburgh	1 455	824	552	37	1	20	21
+Glasgow	3 709	2 011	1 024	370	25	238	41
+Prestwick	980	418	121	314	8	52	67
Aberdeen	695	550	55	—	—	81	9
Benbecula	106	106	—	—	—	—	—
Inverness	391	326	15	—	—	50	—
Islay	118	100	—	—	—	18	—
+Kirkwall	534	190	108	18	—	216	2
Stornoway	177	124	53	—	—	—	—
+Sumburgh	366	154	84	—	—	128	—
Tiree	66	54	—	—	—	12	—
Wick	214	206	—	—	—	8	—
+Belfast	2 173	1 179	914	45	2	6	27
+Isle of Man	1 175	2	1 140	1	2	27	3
TOTAL (Incl. London Area)	65 176	21 139	18 141	12 924	1 091	10 179	1 702
Channel Islands Airports							
Alderney	1 101	—	1 044	—	—	57	—
Guernsey	3 288	367	2 569	34	—	317	1
Jersey	6 260	909	3 928	552	9	750	112
TOTAL (Channel Islands Airports)	10 649	1 276	7 541	586	9	1 124	113

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	March 1973 –May 1973	March 1972 –May 1972	Percentage Change
London Area Airports			
+ Gatwick	5 813	5 657	2.8
+ Heathrow	22 455	20 902	7.4
+ Luton	2 647	2 479	6.8
+ Southend	1 352	1 171	15.5
+ Stansted	229	309	-25.9
TOTAL (London Area)	32 496	30 518	6.5
Westland Heliport (Battersea)	295	238	23.9
Other UK Airports			
+ Leeds/Bradford	726	638	13.8
+ Liverpool	1 316	1 285	2.4
+ Manchester	3 865	3 598	7.4
+ Birmingham	1 713	1 423	20.4
+ Coventry	74	70	5.7
+ East Midlands	881	693	27.1
+ Newcastle	995	762	30.6
+ Tees-side	337	227	48.5
+ Bristol	702	608	15.5
+ Glamorgan	593	499	18.8
Swansea	14	11	27.3
+ Ashford	602	672	-10.4
+ Blackpool	292	261	11.9
+ Bournemouth	392	220	78.2
+ Cambridge	66	70	-5.7
+ Exeter	202	..	—
Gloucester/Cheltenham	115	108	6.5
Hawarden	—	—	—
Isles of Scilly	309	249	24.1
+ Lydd	26	15	73.3
+ Manston	135	57	136.8
+ Norwich	..	..	..
Penzance Heliport	274	249	10.0
+ Portsmouth	196	133	47.4
+ Southampton	950	926	2.6
+ Edinburgh	1 306	1 112	17.4
+ Glasgow	3 375	2 928	15.3
+ Prestwick	836	922	-9.3
Aberdeen	626	445	40.7
Benbecula	105	103	1.9
Inverness	368	313	17.6
Islay	87	71	22.5
+ Kirkwall	488	428	14.0
Stornoway	164	157	4.5
+ Sumburgh	314	261	20.3
Tiree	80	69	15.9
Wick	222	214	3.7
+ Belfast	2 083	1 841	13.1
+ Isle of Man	836	747	11.9
TOTAL (Incl. London Area)	58 456	53 141	10.0
Channel Islands Airports			
Alderney	1 051	906	16.0
Guernsey	2 901	2 455	18.2
Jersey	4 959	4 120	20.4
TOTAL (Channel Islands Airports)	8 911	7 481	19.1

Air Transport Landings Diverted to UK Reporting Airports May 1973

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	20		1He		4Ma					1He	1He				1He	2He		1He	1He	1He				1He								2He	1He
Heathrow	9			1Li				1Sh																1GI									
Luton	6			6Ma							2Bi													1St									
Leeds/Bradford	16			1Bi																		6Em	1Em	1Te	2Em								
Manchester	2			1Em																													
Birmingham	1			1Ma																		1Lu					1Bi	1Ga					
East Midlands	2																																1Em
Newcastle	2				1Te																		1Ma										
Tees-side	5														1Em							1Em										1Em	
Portsmouth	1																																1Bo
Edinburgh	12				4GI			1GI				1GI																					2GI
Glasgow	3				1Pr																												
Aberdeen	34	1In			1Pr																												
Inverness	2																																
Sumburgh	1																																
Wick	1																																
Other Internal	14				1Ga							1GI	1Ti				1Ex				2Sh					1Ti					1Ex	1Sh	
Overseas	13								2He	1He					1Ga	1Ga					1Lu	1Lu				1He	3He						
All Aerodromes	144	1	1	12	12	1	1	2	2	2	1	3		2	3		3	2	7	12	3	4	12	3	35	3		2	9	5	1		

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 May 1973

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others				
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
London Area Airports															
+ Gatwick	434 733	432 070	2 663	3 110	—	115 867	25	4 504	—	50 319	1 081	187 708	441	70 562	1 116
+ Heathrow	1 827 586	1 790 610	36 976	839 163	12	72 858	—	802 434	34 948	47 899	863	16 492	—	11 764	1 153
+ Luton	283 123	282 756	367	—	—	4 091	78	—	—	—	—	273 674	289	4 991	—
+ Southend	40 937	40 937	—	—	—	36 241	—	—	—	—	—	2 312	—	2 384	—
+ Stansted	17 463	14 598	2 865	—	—	—	—	—	310	—	—	652	—	13 946	2 555
TOTAL (London Area)	2 603 842	2 560 971	42 871	842 273	12	229 057	103	806 938	35 258	98 218	1 944	480 838	730	103 647	4 824
Westland Heliport (Battersea)	948	948	—	—	—	—	—	—	—	183	—	765	—	—	—
Other UK Airports															
+ Leeds/Bradford	27 332	26 783	549	—	—	23 330	549	1 033	—	—	—	2 402	—	18	—
+ Liverpool	53 526	51 686	1 840	—	—	37 479	1 685	2 814	—	115	—	10 772	147	506	8
+ Manchester	226 753	218 271	8 482	90 212	808	8 050	1 888	24 790	4 634	8 795	88	73 624	502	12 800	562
+ Birmingham	94 874	91 042	3 832	39 029	892	5 929	2 620	5 149	187	694	—	34 170	133	6 071	—
+ Coventry	2 055	2 055	—	—	—	718	—	—	—	—	—	1 337	—	—	—
+ East Midlands	48 660	48 649	11	—	—	28 598	11	94	—	—	—	18 621	—	1 336	—
+ Newcastle	58 370	55 476	2 894	316	—	39 695	2 813	414	—	305	—	14 386	81	360	—
+ Tees-side	16 702	15 670	1 032	—	—	11 150	826	59	12	—	—	3 924	194	537	—
+ Bristol	28 391	22 448	5 943	—	—	7 784	3 530	1 084	317	101	—	12 847	2 096	632	—
+ Glamorgan	27 830	24 527	3 303	—	—	6 962	2 564	574	518	395	—	16 117	140	479	81
Swansea	164	164	—	—	—	86	—	—	—	—	—	78	—	—	—
+ Ashford	13 019	13 019	—	—	—	12 371	—	—	—	—	—	648	—	—	—
+ Blackpool	14 279	14 279	—	—	—	14 166	—	—	—	—	—	28	—	85	—
+ Bournemouth	11 286	11 055	231	—	140	9 004	84	—	—	111	—	1 277	7	663	—
+ Cambridge	1 084	1 084	—	—	—	268	—	—	—	—	—	272	—	544	—
+ Exeter	8 598	7 838	760	—	—	7 130	611	—	—	181	147	385	—	142	2
Gloucester/Cheltenham	1 059	1 059	—	—	—	599	—	—	—	—	—	460	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	7 936	7 936	—	7 597	—	339	—	—	—	—	—	—	—	—	—
+ Lydd	645	645	—	—	—	593	—	—	—	—	—	52	—	—	—
+ Manston	514	514	—	—	—	—	—	—	—	—	—	464	—	50	—
+ Norwich	7 418	7 220	198	—	—	4 707	198	—	—	3	—	2 462	—	48	—
Penzance Heliport	7 597	7 597	—	7 597	—	—	—	—	—	—	—	—	—	—	—
+ Portsmouth	1 792	1 792	—	—	—	1 591	—	—	—	—	—	201	—	—	—
+ Southampton	28 936	28 596	340	5 552	70	22 467	233	—	—	—	—	205	—	372	37
+ Edinburgh	80 119	78 555	1 564	53 174	1 149	20 553	415	2 022	—	4	—	1 350	—	1 452	—
+ Glasgow	172 636	170 925	1 711	103 354	169	35 270	—	12 404	1 435	1 721	—	14 445	—	3 731	107
+ Prestwick	47 056	28 868	18 188	14 152	5 776	3 836	299	5 711	7 182	538	96	2 489	2 378	2 142	2 457
Aberdeen	21 799	20 620	1 179	17 958	1 179	1 049	—	—	—	—	—	1 200	—	413	—
Benbecula	3 019	1 768	1 251	1 768	1 251	—	—	—	—	—	—	—	—	—	—
Inverness	12 175	10 958	1 217	10 776	1 217	24	—	—	—	—	—	158	—	—	—
Islay	1 180	1 164	16	1 121	16	—	—	—	—	—	—	43	—	—	—
+ Kirkwall	6 980	5 860	1 120	4 155	891	516	—	94	229	—	—	1 010	—	85	—
Stornoway	3 942	3 564	378	3 505	378	59	—	—	—	—	—	—	—	—	—
+ Sumburgh	5 688	5 674	14	4 111	14	257	—	—	—	—	—	1 306	—	—	—
Tiree	361	353	8	328	6	—	—	—	—	—	—	25	2	—	—
Wick	5 477	2 458	3 019	2 436	3 019	—	—	—	—	—	—	22	—	—	—
+ Belfast	99 225	99 224	1	67 000	—	28 755	1	1 042	—	63	—	382	—	1 982	—
+ Isle of Man	47 097	45 652	1 445	80	—	43 388	1 445	58	—	168	—	1 796	—	162	—
TOTAL (Incl. London Area)	3 800 364	3 696 967	103 397	1 276 494	16 987	605 780	19 875	864 280	49 772	111 595	2 275	700 561	6 410	138 257	8 078
Channel Islands Airports															
Alderney	6 363	6 363	—	—	—	6 225	—	—	—	—	—	138	—	—	—
Guernsey	48 992	46 225	2 767	13 257	—	31 057	2 767	1 093	—	—	—	818	—	—	—
Jersey	147 079	145 605	1 474	40 095	—	89 476	1 424	9 244	19	393	—	2 367	1	4 030	30
TOTAL (Channel Is. Airports)	202 434	198 193	4 241	53 352	—	126 758	4 191	10 337	19	393	—	3 323	1	4 030	30

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	March 1973 -May 1973	March 1972 -May 1972	Percentage change
London Area Airports			
+ Gatwick	415 906	382 968	8.6
+ Heathrow	1 629 745	1 441 365	13.1
+ Luton	263 177	238 930	10.1
+ Southend	36 109	29 361	23.0
+ Stansted	13 461	26 806	-49.8
TOTAL (London Area)	2 358 398	2 119 430	11.3
Westland Heliport (Battersea)	815	535	52.3
Other UK Airports			
+ Leeds/Bradford	22 824	20 701	10.3
+ Liverpool	43 656	41 010	6.5
+ Manchester	198 900	167 669	18.6
+ Birmingham	86 830	68 783	26.2
+ Coventry	1 555	1 674	-7.1
+ East Midlands	38 088	28 793	32.3
+ Newcastle	49 697	40 951	21.4
+ Tees-side	12 739	10 492	21.4
+ Bristol	25 721	20 360	26.3
+ Glamorgan	22 765	19 358	17.6
Swansea	68	95	-28.4
+ Ashford	13 821	17 653	-21.7
+ Blackpool	8 964	8 875	1.0
+ Bournemouth	9 411	7 353	28.0
+ Cambridge	555	576	-3.6
+ Exeter	6 040	..	..
Gloucester/Cheltenham	689	599	15.0
Hawarden	—	—	—
Isles of Scilly	6 143	5 601	9.7
+ Lydd	308	591	-47.9
+ Manston	653	1 178	-44.6
+ Norwich	..	..	..
Penzance Heliport	5 968	5 601	6.6
+ Portsmouth	1 265	935	35.3
+ Southampton	24 685	22 770	8.4
+ Edinburgh	72 366	60 384	19.8
+ Glasgow	165 118	139 689	18.2
+ Prestwick	20 754	31 275	-33.6
Aberdeen	20 230	14 381	40.7
Benbecula	1 935	2 030	-4.7
Inverness	10 842	9 162	18.3
Islay	1 374	1 164	18.0
+ Kirkwall	5 522	5 165	6.9
Stornoway	3 575	3 551	0.7
+ Sumburgh	5 274	3 893	35.5
Tiree	375	276	35.9
Wick	2 708	2 572	5.3
+ Belfast	101 995	87 141	17.0
+ Isle of Man	30 414	26 877	13.2
TOTAL (Incl. London Area)	3 383 040	2 999 143	12.8
Channel Islands Airports			
Alderney	5 463	4 611	18.5
Guernsey	35 812	31 707	12.9
Jersey	106 959	100 065	6.9
TOTAL (Channel Islands Airports)	148 234	136 383	8.7

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

London Area Airports	Total		International			Domestic		
	March-May 1973	March-May 1972	March-May 1973	March-May 1972	Per-centage change	March-May 1973	March-May 1972	Per-centage change
+ Gatwick	415 906	360 113	335 213	7		55 793	47 755	17
+ Heathrow	1 629 745	1 357 143	1 195 178	14		272 602	246 187	11
+ Luton	263 177	258 823	234 755	10		4 354	4 175	4
+ Southend	36 109	35 935(a)	29 058(a)	24		174	303	-43
+ Stansted	13 461	13 413	26 710	-50		48	96	-50
TOTAL (London Area)	2 358 398	2 025 427	1 820 914	11		332 971	298 516	12
Westland Heliport (Battersea)	815	—	—	—		815	535	52
Other UK Airports								
+ Leeds/Bradford	22 824	3 974	3 428	16		18 851	17 274	9
+ Liverpool	43 656	11 804	9 624	23		31 852	31 386	1
+ Manchester	198 900	134 934	109 813	23		63 965	57 856	11
+ Birmingham	86 830	60 292	45 097	34		26 538	23 686	12
+ Coventry	1 555	887	1 429	-38		667	245	172
+ East Midlands	38 088	22 207	13 598	63		15 881	15 195	5
+ Newcastle	49 697	18 980	14 055	35		30 717	26 896	14
+ Tees-side	12 739	3 271	2 349	39		9 469	8 143	16
+ Bristol	25 721	20 757	15 551	33		4 964	4 810	3
+ Glamorgan	22 765	17 134	13 697	25		5 630	5 661	-1
Swansea	68	2	16	-87		66	80	-17
+ Ashford	13 821	13 372	17 590	-24		449	63	
+ Blackpool	8 964	410	1 214	-66		8 554	7 661	12
+ Bournemouth	9 411	2 762	2 613	6		6 649	4 740	40
+ Cambridge	555	312	152	105		243	424	-43
+ Exeter	6 040	1 310	..	..		4 730	..	..
Gloucester/Cheltenham	689	—	—	—		689	599	15
Hawarden	—	—	—	—		—	—	—
Isles of Scilly	6 143	—	—	—		6 143	5 601	10
+ Lydd	308	254	585	-57		54	5	—
+ Manston	653	653	1 178	-44		—	—	—
+ Norwich	..	..	..	..		..	..	..
Penzance/Heliport	5 968	—	—	—		5 968	5 601	7
+ Portsmouth	1 265	—	—	—		1 265	935	35
+ Southampton	24 685	1 474	1 434	3		23 211	21 336	9
+ Edinburgh	72 366	4 416	3 287	34		67 950	57 097	19
+ Glasgow	165 118	34 764	21 122	65		130 354	118 567	10
+ Prestwick	20 754	18 019	28 894	-38		2 735	2 381	15
Aberdeen	20 230	488	186	162		19 742	14 195	39
Benbecula	1 935	—	—	—		1 935	2 030	-5
Inverness	10 842	—	—	—		10 842	9 162	18
Islay	1 374	—	—	—		1 374	1 164	18
+ Kirkwall	5 522	96	59	63		5 426	5 105	6
Stornoway	3 575	—	—	—		3 575	3 551	1
+ Sumburgh	5 274	1	6	-83		5 273	3 887	36
Tiree	375	—	—	—		375	276	36
Wick	2 708	—	—	—		2 708	2 572	5
+ Belfast	101 995	4 075	2 792	46		97 921	84 348	16
+ Isle of Man	30 414	849	620	37		29 565	26 257	13
TOTAL (Incl. London Area)	3 383 040	2 402 923	2 131 302	13		980 117	867 841	13

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	March – May 1973			March – May 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	12.1	9.0	3.1	10.5	7.9	2.6	15
London – Vienna	9.1	8.0	1.1	7.9	7.2	0.7	15
Other Routes	3.0	1.0	2.0	2.6	0.8	1.8	14
Belgium	79.1	71.3	7.8	70.0	64.1	5.9	13
London – Brussels	46.1	45.4	0.6	37.5	37.2	0.4	23
Other S.E. England – Belgium	27.3	21.9	5.4	28.1	23.8	4.3	-3
Other Routes	5.7	4.0	1.8	4.4	3.2	1.3	29
Denmark	37.0	29.5	7.6	35.1	27.8	7.3	6
London – Copenhagen	28.7	23.7	5.0	28.9	23.7	5.3	-1
Other Routes	8.4	5.8	2.6	6.1	4.1	2.0	36
Finland	6.4	4.6	1.7	4.7	4.1	0.6	36
France	256.7	208.5	48.2	245.5	204.9	40.6	5
London – Nice	10.8	9.9	0.9	10.7	9.8	0.9	—
– Paris	158.5	147.0	11.5	154.9	145.9	9.0	2
– N. France (a)	10.0	8.7	1.2	12.4	10.6	1.8	-19
– Other France	15.0	9.5	5.5	10.1	5.1	5.0	48
Manchester – Paris	6.6	5.9	0.7	5.2	5.2	0.1	27
Other UK – Paris	15.1	8.7	6.4	9.4	5.1	4.3	60
Luton – Other France	7.9	—	7.9	7.6	—	7.6	5
Other S.E. England – France	20.3	17.7	2.6	21.8	21.0	0.8	-7
Other Routes	12.5	1.0	11.5	13.4	2.2	11.8	-7
Germany (Fed. Republic)	200.0	140.3	59.7	190.8	133.0	57.8	5
London – Dusseldorf	24.9	24.6	0.3	24.9	24.2	0.7	—
– Frankfurt	45.2	42.5	2.7	45.2	42.2	3.0	—
– Hamburg	19.4	19.3	0.1	18.0	17.6	0.4	8
– Munich	27.3	13.6	13.6	26.9	12.7	14.2	2
– Other Germany	35.2	30.2	5.0	33.6	28.0	5.6	5
Luton – Germany	25.1	—	25.1	24.7	—	24.7	2
Manchester – Germany	10.7	6.5	4.2	9.5	5.8	3.7	12
Other Routes	12.2	3.6	8.6	8.0	2.5	5.4	53
Gibraltar	6.0	6.0	0.1	5.8	5.8	—	4
Greece	53.8	23.0	30.8	45.2	18.3	26.8	19
Iceland	2.4	2.3	0.2	2.2	1.9	0.3	9
London – Reykjavik	1.4	1.4	—	1.3	1.2	0.2	5
Glasgow – Reykjavik	1.0	0.9	0.1	0.8	0.8	—	24
Other Routes	0.1	—	0.1	0.1	—	0.1	-34

Table 18 cont.

	March – May 1973			March – May 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	127.1	124.6	2.5	115.8	113.4	2.4	10
London – Cork	9.2	8.9	0.3	8.3	7.5	0.8	11
– Dublin	62.7	62.5	0.1	58.1	58.0	0.1	8
– Shannon	8.5	7.8	0.6	7.8	7.3	0.5	9
Manchester – Dublin	11.2	11.2	—	10.3	10.3	0.1	9
Birmingham – Dublin	9.3	9.3	—	8.4	8.4	—	11
Glasgow – Dublin	6.4	6.4	—	5.5	5.4	0.1	16
Liverpool – Dublin	5.7	5.6	0.1	4.8	4.7	—	19
Leeds/Bradford – Dublin	2.4	2.4	—	2.2	2.2	—	10
Edinburgh – Dublin	1.7	1.6	0.1	1.9	1.9	—	-13
Bristol – Dublin	1.8	1.8	—	1.8	1.8	—	4
Other Routes	8.2	7.0	1.2	6.8	6.0	0.8	21
Italy	165.8	67.5	98.3	143.6	60.5	83.1	15
London – Genoa (g)	0.5	—	0.5	0.7	—	0.7	-32
– Milan	35.0	24.1	10.8	30.6	22.3	8.3	14
– Rimini (g)	1.2	—	1.2	1.6	—	1.6	-28
– Rome	36.0	26.7	9.3	30.8	24.6	6.2	17
– Venice	9.4	3.8	5.5	10.3	4.2	6.1	-9
– Other Italy	29.9	11.9	18.0	21.6	8.4	13.2	38
Luton – Rimini	4.0	—	4.0	5.8	—	5.8	-30
– Other Italy	40.3	—	40.3	33.5	—	33.5	20
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	5.8	0.9	5.0	4.9	1.0	3.8	20
Other Routes	3.7	—	3.7	3.8	—	3.8	-1
Luxembourg	4.2	3.8	0.4	3.3	2.9	0.4	26
London – Luxembourg	3.9	3.8	0.1	3.0	2.9	0.1	30
Other Routes	0.2	—	0.2	0.3	—	0.3	-14
Netherlands	170.5	136.6	33.9	152.2	113.3	38.9	12
London – Amsterdam	93.3	88.1	5.2	79.8	73.7	6.1	17
– Rotterdam	25.3	19.4	5.9	21.3	16.9	4.5	19
Other S.E. England – Netherlands	14.0	7.4	6.6	18.5	6.5	11.9	-24
Manchester – Amsterdam	8.6	8.3	0.3	7.2	7.0	0.2	19
Other Routes	29.3	13.4	15.9	25.4	9.1	16.2	16
Norway	20.2	14.7	5.5	18.5	13.8	4.6	9
London – Oslo	11.0	10.0	1.0	10.2	9.1	1.1	8
Other Routes	9.1	4.7	4.4	9.3	4.7	4.5	-1
Portugal	44.9	19.9	25.0	35.6	17.7	18.0	26
London – Lisbon	20.9	13.8	7.0	15.1	12.4	2.7	38
Other Routes	24.0	6.1	17.9	20.5	5.2	15.3	17
Soviet Union and Eastern Europe (b)	19.8	14.7	5.1	16.3	12.5	3.8	21
London – Moscow	3.8	3.7	—	2.9	2.9	—	29
– Prague	2.3	2.3	—	2.2	2.2	—	2
Other Routes	13.7	8.7	5.0	11.2	7.4	3.8	23

Table 18 cont.

	March – May 1973			March – May 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	421.2	67.3	353.9	354.9	63.9	291.0	19
London – Barcelona	13.3	9.9	3.4	11.3	9.4	1.9	18
– Ibiza	9.9	1.2	8.7	10.2	1.3	9.0	-3
– Madrid	25.0	21.9	3.1	20.2	19.1	1.0	24
– Malaga	19.1	10.3	8.7	16.3	8.7	7.7	17
– Palma	58.4	11.4	47.1	56.9	12.2	44.7	3
– Other Spain	40.9	11.2	29.7	33.0	7.5	25.5	24
Luton – Alicante	17.9	—	17.9	16.2	—	16.2	10
– Barcelona	6.2	—	6.2	1.6	—	1.6	289
– Gerona	11.2	—	11.2	14.6	—	14.6	-23
– Ibiza	17.2	—	17.2	11.4	—	11.4	51
– Palma	33.8	—	33.8	36.6	—	36.6	-8
– Other Spain	20.2	—	20.2	14.6	—	14.6	39
Other S.E. England – Spain	0.4	—	0.4	0.7	—	0.7	-49
Manchester – Barcelona	1.5	—	1.5	1.9	—	1.9	-24
– Palma	24.3	0.1	24.2	20.8	—	20.8	17
Other N. England – Spain	40.2	1.1	39.2	28.3	5.5	22.8	42
Scotland – Spain	15.6	—	15.6	17.3	—	17.3	-10
Other Routes	66.0	0.2	65.8	42.9	0.2	42.8	54
Sweden	21.6	15.1	6.5	17.7	12.6	5.1	22
London – Stockholm	13.1	9.7	3.3	12.2	9.3	2.9	7
Other Routes	8.6	5.4	3.2	5.5	3.4	2.1	56
Switzerland	100.8	71.2	29.6	91.7	63.9	27.8	10
London – Basle	8.8	6.3	2.5	8.9	5.5	3.3	-1
– Geneva	34.4	28.4	6.0	30.1	25.7	4.4	14
– Zurich	40.9	31.8	9.0	37.9	30.0	8.0	8
Luton – Switzerland	10.0	—	9.9	10.1	—	10.1	-1
Other Routes	6.8	4.7	2.2	4.7	2.6	2.1	45
Yugoslavia	20.9	6.3	14.6	13.4	4.2	9.3	56
London – Dubrovnic	2.9	0.5	2.4	2.6	—	2.6	11
– Ljubljana	1.0	0.7	0.3	0.4	0.1	0.3	149
Luton – Yugoslavia	5.9	—	5.9	2.8	—	2.8	114
Other Routes	11.1	5.1	6.0	7.6	4.1	3.6	45
Other Europe	48.5	35.5	13.0	39.2	27.7	11.5	24
WESTERN HEMISPHERE							
Canada	81.0	55.8	25.2	70.7	49.7	20.9	15
London – Montreal	13.4	11.9	1.5	11.7	10.9	0.8	15
– Toronto	34.6	20.8	13.9	30.3	20.0	10.3	14
– Other Canada	18.2	11.3	7.0	15.4	8.6	6.8	18
Other UK – Montreal	2.4	2.4	—	3.1	3.0	—	-21
– Toronto	10.8	8.1	2.7	8.3	6.2	2.2	29
Other Routes	1.5	1.4	0.2	1.8	1.0	0.8	-15

Table 18 cont.

	March – May 1973			March – May 1972			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	255.2	214.0	41.2	233.9	193.5	40.4	9
London – New York	93.9	80.5	13.4	98.1	85.7	12.4	-4
– Other East Coast USA	66.6	57.4	9.2	62.9	53.4	9.5	6
– Chicago and Detroit	27.3	21.7	5.6	26.2	22.0	4.2	4
– West Coast USA	44.9	39.0	5.9	31.8	24.0	7.8	41
– Other USA	11.7	8.5	3.2	3.9	2.1	1.8	202
Other UK – New York	8.1	6.7	1.4	6.9	6.0	0.9	17
Other Routes	2.8	0.2	2.5	4.2	0.3	3.9	-34
West Atlantic and Caribbean Islands	19.4	17.9	1.5	13.9	13.2	0.7	39
Central and South America	7.7	7.6	0.1	5.4	5.2	0.2	42
REST OF THE WORLD							
Canary Islands	19.5	2.8	16.7	19.8	2.8	17.0	-2
North Africa (c)	31.4	6.0	25.4	21.7	4.4	17.3	45
East Africa (d)	10.3	8.2	2.1	11.1	9.0	2.1	-7
Central Africa (e)	5.3	5.3	—	5.0	5.0	0.1	6
West Africa (d)	7.3	7.0	0.3	6.3	6.1	0.2	17
South Africa	12.6	12.5	0.1	12.9	12.7	0.2	-3
Middle East (f)	54.3	50.5	3.8	45.3	44.0	1.3	20
India	10.2	8.9	1.4	8.2	5.5	2.7	25
Pakistan	4.9	3.6	1.4	4.1	2.6	1.4	20
Far East	34.9	24.2	10.6	29.7	17.8	11.8	18
Australia and New Zealand	15.1	15.0	0.1	9.4	9.0	0.3	61
Other Routes n.e.i.	7.0	4.6	2.4	5.4	4.0	1.4	31
ALL ROUTES	2 395.2	1 515.5	879.7	2 114.8	1 359.0	755.8	13

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		March 1973 -May 1973 (000)	March 1972 -May 1972 (000)	Percentage change	
London (a)	Aberdeen	9.5	6.4	48	
	Belfast	48.5	41.7	16	
	Birmingham	3.3	3.7	-11	
	Channel Islands	42.2	40.1	5	
	Edinburgh	53.2	47.3	12	
	Glasgow (b)	76.4	69.4	10	
	Isle of Man	2.2	1.6	38	
	Leeds/Bradford	10.4	9.9	5	
	Liverpool	10.8	11.3	-4	
	Manchester	33.8	30.5	11	
	Newcastle	23.4	21.1	11	
	Tees-side	8.3	7.1	17	
	Other airports	6.4	3.9	—	
	Belfast	Birmingham	6.3	5.3	19
East Midlands		2.7	2.6	4	
Edinburgh		1.6	1.5	7	
Glasgow (b)		12.0	10.8	11	
Isle of Man		2.9	2.2	32	
Leeds/Bradford		3.4	2.7	26	
Liverpool		3.4	3.3	3	
Manchester		10.8	9.6	13	
Newcastle		2.1	1.7	24	
Other airports		4.2	2.9	—	
Channel Islands		Bournemouth	4.9	3.6	36
	Birmingham	5.9	5.2	13	
	Bristol/Glamorgan	4.9	5.1	-4	
	East Midlands	7.9	7.8	1	
	Glasgow (b)	0.5	0.5	—	
	Leeds/Bradford	1.8	1.7	6	
	Liverpool	2.9	3.1	-6	
	Manchester	3.3	3.2	3	
	Newcastle	0.8	0.8	—	
	Southampton	20.2	18.3	10	
	Other airports	7.8	4.5	—	
	Edinburgh	Birmingham	3.1	2.1	48
		Glasgow (b)	0.7	0.8	-12
Manchester		3.5	2.8	25	
Other airports		5.9	2.6	—	
Glasgow (b)	Birmingham	6.9	6.5	6	
	East Midlands	3.9	4.0	-2	
	Isle of Man	1.5	1.1	36	
	Leeds/Bradford	1.7	1.9	-11	
	Liverpool	3.3	2.8	18	
	Manchester	6.1	6.1	—	
	Southampton	2.3	2.2	-5	
	Other Scottish airports	15.9	14.6	9	
	Other airports	2.5	0.7	—	
Isle of Man	Blackpool	6.8	6.3	8	
	Liverpool	10.0	9.5	5	
	Manchester	4.0	3.9	3	
	Newcastle	0.2	0.2	—	
	Other airports	1.9	1.6	—	
Penzance	Isles of Scilly	6.1	5.6	9	
Other Routes		20.8	15.2	37	
Total		545.8	480.9	—	

(a) Heathrow, Gatwick and Stansted

(b) 'Glasgow' includes Prestwick and Abbotsinch
 Traffic counted in either direction

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

Cargo by Type and Nationality of Operator May 1973

Table 20

	Total	Scheduled Services						Charter Flights					
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
London Area Airports													
+Gatwick	3 266.3	—	—	651.3	845.7	10.1	12.0	—	—	556.4	1 126.5	37.5	26.8
+Heathrow	38 220.7	7 531.5	7 912.1	246.7	503.9	9 782.0	11 212.9	394.9	55.9	141.9	121.8	129.4	187.7
+Luton	144.9	—	—	—	—	—	—	—	—	34.8	59.3	33.8	17.0
+Southend	2 231.0	—	—	1 192.0	972.0	—	—	—	—	30.0	37.0	—	—
+Stansted	606.4	—	—	—	—	—	—	—	—	128.0	458.8	8.2	11.4
TOTAL (London Area)	44 469.3	7 531.5	7 912.1	2 090.0	2 321.6	9 792.1	11 224.9	394.9	55.9	891.1	1 803.4	208.9	242.9
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	86.7	—	—	26.5	31.2	11.6	12.9	—	—	—	0.1	2.4	2.0
+Liverpool	1 411.6	—	—	157.1	783.4	118.1	42.2	29.5	—	15.8	3.1	37.3	225.1
+Manchester	3 600.3	820.3	687.6	8.3	20.3	942.8	1 039.9	7.0	1.3	0.1	11.7	40.8	20.2
+Birmingham	289.0	82.1	72.3	3.8	4.2	60.5	64.3	—	—	—	1.8	—	—
+Coventry	217.3	—	—	128.8	74.9	—	—	—	—	13.6	—	—	—
+East Midlands	559.6	—	—	271.3	245.4	—	—	—	—	19.3	23.6	—	—
+Newcastle	171.9	—	—	63.0	91.4	—	—	—	—	17.5	—	—	—
+Tees-side	29.5	—	—	9.9	9.1	—	—	—	—	10.5	—	—	—
+Bristol	64.2	—	—	9.9	11.7	18.2	24.4	—	—	—	—	—	—
+Glamorgan	18.5	—	—	2.7	10.5	—	1.9	—	—	—	3.4	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Ashford	419.7	—	—	123.2	296.5	—	—	—	—	—	—	—	—
+Blackpool	56.8	—	—	4.7	37.2	—	—	—	—	—	14.9	—	—
+Bournemouth	216.4	—	—	151.5	50.8	—	—	—	—	11.2	—	—	2.9
+Cambridge	133.9	—	—	0.1	—	—	—	—	—	—	—	64.1	69.7
+Exeter	16.5	—	—	4.2	9.3	—	—	—	—	0.3	2.7	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	12.7	8.7	4.0	—	—	—	—	—	—	—	—	—	—
+Lydd	28.2	—	—	—	—	—	—	—	—	2.9	25.3	—	—
+Manston	337.2	—	—	—	—	—	—	—	—	147.9	139.2	31.6	18.5
+Norwich	39.7	—	—	20.9	10.2	—	—	—	—	1.3	2.3	2.0	3.0
Penzance Heliport	12.7	4.0	8.7	—	—	—	—	—	—	—	—	—	—
+Portsmouth	4.1	—	—	—	4.1	—	—	—	—	—	—	—	—
+Southampton	103.7	1.3	2.8	22.1	47.1	—	—	—	—	—	1.4	18.0	11.0
+Edinburgh	402.5	285.2	43.3	32.9	36.5	2.8	1.8	—	—	—	—	—	—
+Glasgow	1 871.5	533.9	655.0	94.7	94.7	186.5	300.4	—	5.5	—	0.2	0.6	—
+Prestwick	1 208.5	486.3	164.1	0.2	1.0	231.8	216.4	—	1.0	—	—	54.2	53.5
Aberdeen	86.5	31.7	39.0	3.4	4.0	—	—	—	—	4.0	3.0	1.4	—
Benbecula	24.1	16.3	7.8	—	—	—	—	—	—	—	—	—	—
Inverness	40.5	12.3	28.2	—	—	—	—	—	—	—	—	—	—
Islay	2.8	1.6	1.2	—	—	—	—	—	—	—	—	—	—
+Kirkwall	36.7	23.2	10.8	0.1	1.1	—	—	—	—	0.1	1.4	—	—
Stornoway	44.4	12.7	9.3	22.1	0.3	—	—	—	—	—	—	—	—
+Sumburgh	39.6	24.4	8.4	—	0.1	—	—	—	—	4.8	1.9	—	—
Tiree	2.2	1.7	0.5	—	—	—	—	—	—	—	—	—	—
Wick	10.2	4.7	4.2	—	—	—	—	—	—	—	1.3	—	—
+Belfast	1 714.8	502.9	312.7	740.9	132.4	6.6	2.2	5.4	—	—	0.4	—	11.3
+Isle of Man	378.9	—	—	283.9	95.0	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	58 162.7	10 384.8	9 972.0	4 276.2	4 424.0	11 371.0	12 931.3	436.8	63.7	1 140.4	2 041.1	461.3	660.1
Channel Islands Airports													
Alderney	24.0	—	—	14.4	2.6	—	—	—	—	5.5	1.5	—	—
Guernsey	988.5	94.5	35.3	222.3	379.6	10.8	—	—	—	56.7	189.1	0.2	—
Jersey	1 634.8	321.0	502.8	388.3	150.2	6.2	1.8	—	—	119.5	144.8	—	0.2
TOTAL (Channel Islands Airports)	2 647.3	415.5	538.1	625.0	532.4	17.0	1.8	—	—	181.7	335.4	0.2	0.2

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	March 1973 -May 1973	March 1972 -May 1972	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+ Gatwick	3 709.6	3 270.8	13.4
+ Heathrow	37 216.5	31 548.3	18.0
+ Luton	154.4	322.8	-52.2
+ Southend	2 027.6	2 342.5	-13.4
+ Stansted	702.6	776.4	-9.5
TOTAL (London Area)	43 810.7	38 260.8	14.5
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	88.2	82.1	7.4
+ Liverpool	1 491.4	1 376.3	8.4
+ Manchester	3 630.9	3 431.0	5.8
+ Birmingham	280.5	335.4	-16.4
+ Coventry	218.8	161.9	35.1
+ East Midlands	615.1	105.2	484.7
+ Newcastle	180.7	148.8	21.4
+ Tees-side	35.2	60.6	-41.9
+ Bristol	70.3	74.9	-6.1
+ Glamorgan	15.6	14.9	4.7
Swansea	—	—	—
+ Ashford	379.5	313.4	21.1
+ Blackpool	66.5	50.4	31.9
+ Bournemouth	253.5	120.4	110.5
+ Cambridge	98.4	63.6	54.7
+ Exeter	19.1	—	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	25.6	32.4	-21.0
+ Lydd	9.4	—	—
+ Manston	380.5	313.2	21.5
+ Norwich	—	—	—
Penzance Heliport	25.6	32.4	-21.0
+ Portsmouth	4.0	6.1	-34.4
+ Southampton	107.1	118.6	-9.7
+ Edinburgh	395.6	261.4	51.3
+ Glasgow	1 770.1	1 267.1	39.7
+ Prestwick	1 358.7	1 150.9	18.1
Aberdeen	83.1	63.4	31.1
Benbecula	19.1	15.5	23.2
Inverness	40.9	40.1	2.0
Islay	11.3	13.8	-18.1
+ Kirkwall	35.1	41.3	-15.0
Stornoway	42.5	38.8	9.5
+ Sumburgh	38.9	37.3	4.3
Tiree	1.9	1.1	72.7
Wick	8.3	6.8	22.1
+ Belfast	1 675.1	1 591.1	5.3
+ Isle of Man	379.4	330.1	14.9
TOTAL (Incl. London Area)	57 666.6	49 961.1	15.4
Channel Islands Airports			
Alderney	26.4	24.8	6.5
Guernsey	1 026.1	879.2	16.7
Jersey	1 663.1	1 239.2	34.2
TOTAL (Channel Islands Airports)	2 715.6	2 143.2	26.7

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

Table 22.1

All Scheduled Services May 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km used			Cargo uplifted tonnes	Tonne-kilometres used					
					Seat-km available (000)	(000)	As percentage of available		Tonne-km available (000)	Total (000)	Mail (000)	Freight (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways – BOAC	12 099	3 621	16 351	198 570	2 289 812	1 219 000	53.2	6 983	275 122	150 829	6 846	32 895	111 088	54.8
British Airways – BEA	8 976	12 053	17 048	790 380	986 646	574 156	58.2	4 989	103 627	56 471	1 158	5 025	50 288	54.5
British Airways Helicopters	20	342	115	7 428	555	442	79.6	15	41	35	—	1	34	85.4
British Airways Regional Division—														
Channel Islands Airways	691	1 947	2 112	81 607	57 233	28 551	49.9	315	5 250	2 586	17	112	2 457	49.3
Scottish Airways	444	1 703	1 565	46 512	28 620	16 305	57.0	264	2 512	1 452	17	55	1 380	57.8
Cambrian Airways	461	1 808	1 461	62 771	32 393	18 891	58.3	1 094	3 135	1 760	4	250	1 506	56.1
Northeast Airlines	404	982	1 071	55 148	37 813	23 535	62.2	172	3 406	2 019	—	70	1 949	59.3
British Caledonian Airways	3 048	2 985	5 041	117 948	345 447	154 010	44.6	1 285	39 659	16 653	239	2 871	13 543	42.0
Air Anglia	79	238	216	5 190	3 453	1 939	56.2	22	319	183	—	7	176	57.4
Alidair	27	48	66	233	1 173	253	21.6	1	169	22	—	1	21	13.0
Aurigny Air Services	117	2 121	691	16 215	1 359	901	66.3	51	122	75	—	3	72	61.5
British Air Ferries	237	1 213	1 077	31 320	11 006	5 775	52.5	2 507	1 641	1 061	—	536	525	64.7
BIA	352	1 722	1 387	48 591	15 151	9 755	64.4	622	1 591	976	7	137	832	61.4
British Midland Airways	582	1 477	1 575	48 443	44 664	20 357	45.6	148	3 581	1 651	—	65	1 586	46.1
Brymon Aviation	26	155	121	677	235	112	47.7	—	19	9	—	—	9	47.4
Dan-Air/Skyways	339	1 442	1 214	30 340	16 199	7 804	48.2	—	1 323	637	—	—	637	48.2
Intra Airways	35	208	168	2 995	1 258	496	39.4	—	100	32	—	—	32	32.0
J F Airlines	45	266	226	1 476	570	326	57.2	5	46	26	—	1	25	56.5
Loganair	30	267	159	1 047	243	114	46.9	—	22	10	—	—	10	45.5
TOTAL Passenger Services	28 012	34 598	51 664	1 546 891	3 873 830	2 082 722	53.8	18 473	441 685	236 487	8 288	42 029	186 170	53.5
Cargo Services														
British Airways – BOAC	727	272	1 009					1 628	46 830	13 379	16	13 363	—	28.6
British Airways – BEA	276	506	698					7 509	5 214	2 714	143	2 571	—	52.1
British Caledonian Airways	86	30	115					220	2 910	1 532	—	1 532	—	52.7
Air-Bridge Carriers	39	90	131					408	381	177	—	177	—	46.5
Air Freight	42	196	215					419	145	90	—	90	—	62.1
BIA	57	98	263					187	173	106	4	102	—	61.3
Intra Airways	4	22	20					27	13	5	—	5	—	38.5
TOTAL Cargo Services	1 231	1 214	2 451					10 398	55 666	18 003	163	17 840	—	32.3
GRAND TOTAL	29 243	35 812	54 115	1 546 891	3 873 830	2 082 722	53.8	28 871	497 350	254 490	8 451	59 869	186 170	51.2

International Scheduled Services May 1973

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)		
Passenger Services														
British Airways – BOAC	12 099	3 621	16 351	198 570	2 289 812	1 219 000	53.2	6 983	275 122	150 829	6 846	32 895	111 088	54.8
British Airways – BEA	7 870	9 641	14 544	595 946	863 993	484 959	56.1	4 428	92 365	48 410	1 058	4 520	42 832	52.4
British Airways Helicopters	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Regional Division—														
Channel Islands Airways	166	358	400	14 314	17 146	6 926	40.4	105	1 616	661	1	59	601	40.9
Scottish Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cambrian Airways	153	398	390	11 984	12 698	6 142	48.4	41	1 099	508	—	19	489	46.2
Northeast Airlines	106	188	250	8 061	10 200	4 816	47.2	37	884	419	—	20	399	47.4
British Caledonian Airways	2 417	1 774	3 690	65 185	291 467	126 685	43.5	824	34 427	14 162	230	2 642	11 290	41.1
Air Anglia	28	108	72	3 012	1 224	776	63.4	17	114	74	—	4	70	64.9
Alidair	27	48	66	233	1 173	253	21.6	1	169	22	—	1	21	13.0
Aurigny Air Services	11	153	65	641	87	46	52.9	—	8	4	—	—	4	50.0
British Air Ferries	207	1 090	936	30 415	10 380	5 534	53.3	2 163	1 434	943	—	440	503	65.8
BIA	83	482	330	15 349	4 085	2 374	58.1	61	380	211	—	9	202	55.5
British Midland Airways	171	340	415	5 850	12 646	3 418	27.0	32	1 015	286	—	20	266	28.2
Brymon Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dan-Air/Skyways	170	585	576	15 585	8 067	3 787	46.9	—	659	334	—	—	334	50.7
Intra Airways	13	144	71	2 116	465	201	43.2	—	36	13	—	—	13	36.1
J F Airlines	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Passenger Services	23 521	18 930	38 156	967 261	3 523 443	1 864 917	52.9	14 692	409 328	216 876	8 135	40 629	168 112	53.0
Cargo Services														
British Airways – BOAC	727	272	1 009	—	—	—	—	1 628	46 830	13 379	16	13 363	—	28.6
British Airways – BEA	185	245	430	—	—	—	—	4 491	3 550	1 804	45	1 759	—	50.8
British Caledonian Airways	86	30	115	—	—	—	—	220	2 910	1 532	—	1 532	—	52.7
Air-Bridge Carriers	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Freight	42	196	215	—	—	—	—	419	145	90	—	90	—	62.1
BIA	57	98	263	—	—	—	—	187	173	106	4	102	—	61.3
Intra Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Cargo Services	1 097	841	2 032	—	—	—	—	6 945	53 608	16 911	65	16 846	—	31.6
GRAND TOTAL	24 618	19 771	40 188	967 261	3 523 443	1 864 917	52.9	21 637	462 936	233 787	8 200	57 475	168 112	50.5

Domestic Scheduled Services May 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		Passengers (000)	As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)		
Passenger Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	1 106	2 412	2 504	194 434	122 653	89 197	72.7	561	11 262	8 061	100	505	7 456	71.6
British Airways Helicopters	20	342	115	7 428	555	442	79.6	15	41	35	—	1	34	85.4
British Airways Regional Division—														
Channel Islands Airways	525	1 589	1 712	67 293	40 087	21 625	54.0	210	3 634	1 926	16	53	1 857	53.0
Scottish Airways	444	1 703	1 565	46 512	28 620	16 305	57.0	264	2 512	1 452	17	55	1 380	57.8
Cambrian Airways	308	1 410	1 071	50 787	19 695	12 749	64.7	1 054	2 036	1 253	4	231	1 018	61.5
Northeast Airlines	298	794	821	47 087	27 613	18 719	67.8	135	2 522	1 601	—	51	1 550	63.5
British Caledonian Airways	631	1 211	1 351	52 763	53 980	27 325	50.6	461	5 232	2 491	9	229	2 253	47.6
Air Anglia	52	130	144	2 178	2 230	1 164	52.2	5	205	109	—	3	106	53.2
Alidair	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	106	1 968	626	15 574	1 272	855	67.2	51	114	71	—	3	68	62.3
British Air Ferries	29	123	141	905	626	241	38.5	344	207	118	—	96	22	57.0
BIA	269	1 240	1 057	33 242	11 067	7 381	66.7	561	1 211	764	7	128	629	63.1
British Midland Airways	412	1 137	1 160	42 593	32 018	16 939	52.9	116	2 565	1 365	—	45	1 320	53.2
Brymon Aviation	26	155	121	677	235	112	47.7	—	19	9	—	—	9	47.4
Dan-Air/Skyways	169	857	638	14 755	8 132	4 017	49.4	—	664	303	—	—	303	45.6
Intra Airways	22	64	97	879	794	294	37.0	—	64	19	—	—	19	29.7
J F Airlines	45	266	226	1 476	570	326	57.2	5	46	26	—	1	25	56.5
Loganair	30	267	159	1 047	243	114	46.9	—	22	10	—	—	10	45.5
TOTAL Passenger Services	4 492	15 668	13 508	579 630	350 390	217 805	62.2	3 782	32 356	19 613	153	1 401	18 059	60.6
Cargo Services														
British Airways – BOAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways – BEA	91	261	268	—	—	—	—	3 018	1 664	910	98	812	—	54.7
British Caledonian Airways	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air-Bridge Carriers	39	90	131	—	—	—	—	408	381	177	—	177	—	46.5
Air Freight	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BIA	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	4	22	20	—	—	—	—	27	13	5	—	5	—	38.5
TOTAL Cargo Services	134	373	419	—	—	—	—	3 453	2 058	1 092	98	994	—	—
GRAND TOTAL	4 626	16 041	13 927	579 630	350 390	217 805	62.2	7 235	34 414	20 705	251	2 395	18 059	60.2

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 May 1973

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	1 699	410	2 274	34 309
British Airways – BEA	901	1 353	1 909	11 389
British Airways Helicopters	127	1 351	581	236
British Airways Regional Division—				
Channel Islands Airways	38	63	83	249
Cambrian Airways	351	600	764	2 548
Northeast Airlines	229	236	413	2 199
BEA Airtours	773	474	1 144	12 438
British Caledonian Airways	2 379	1,293	3 640	44 350
Air Anglia	44	140	149	154
Air-Bridge Carriers	6	8	15	41
Air Freight	10	22	48	35
Air London	26	113	130	16
Alidair	124	329	336	788
Britannia Airways	2 282	1 650	3 464	25 273
British Air Ferries	3	11	11	21
BIA	64	198	237	289
British Midland Airways	476	434	779	5 740
Brymon Aviation	1	5	4	1
Court-Line Aviation	1 521	1 228	2 496	22 582
Dan-Air Services	2 660	1 665	4 135	25 851
Dan-Air/Skyways	37	98	131	147
Directair	9	20	37	9
Donaldson International Airways	265	113	383	5 270
Eagle Flying Services	21	48	79	10
Eastern Seaboard	1	3	6	1
Fairflight Charters	47	125	241	62
Haywards Aviation	17	8	19	14
Humber Airways	14	55	72	9
International Aviation Services	365	149	723	5 837
Intra Airways	11	92	69	32
Invicta International Airlines	195	161	387	3 098
Island Air Charter	4	32	23	4
Laker Airways	1 717	647	1 927	26 796
Loganair	66	743	285	58
Macedonian Aviation	12	20	51	37
McAlpine Aviation	322	761	733	237
Merlot Int. Aviation	34	64	68	25
Monarch Airlines	667	487	1 231	9 526
Northair Airlines	51	92	167	23
Northern Executive Aviation	13	60	66	11
Peters Aviation	49	145	235	76
Silver City Airways	30	32	67	547
Thurston Aviation	42	171	200	37
Trader Airways	7	25	33	3
Tradewinds Airways	446	121	815	10 117
Trans-Meridian Air Cargo	361	132	694	9 817
Vernair Transport	9	24	28	5
TOTAL	18 526	16 011	31 382	260 317

International Non-scheduled Services May 1973

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	1 699	410	2 274	34 309
British Airways – BEA	746	929	1 482	9 361
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	35	51	71	226
Cambrian Airways	308	355	584	2 302
Northeast Airlines	221	212	388	2 151
BEA Airtours	773	474	1 144	12 438
British Caledonian Airways	2 379	1 293	3 640	44 350
Air Anglia	20	59	77	69
Air-Bridge Carriers	5	5	11	28
Air Freight	10	22	48	35
Air London	11	30	50	7
Alidair	109	279	293	692
Britannia Airways	2 282	1 650	3 464	25 273
British Air Ferries	3	11	11	21
BIA	59	171	216	267
British Midland Airways	462	399	745	5 650
Brymon Aviation	—	2	2	—
Court-Line Aviation	1 519	1 225	2 493	22 570
Dan-Air Services	2 654	1 656	4 123	25 801
Dan-Air/Skyways	37	98	131	147
Directair	6	8	22	6
Donaldson Int. Airways	265	113	383	5 270
Eagle Flying Services	8	11	29	4
Eastern Seaboard	1	1	3	1
Fairflight Charters	43	116	223	59
Haywards Aviation	13	6	16	11
Humber Airways	1	4	8	1
International Aviation Services	365	149	723	5 837
Intra Airways	9	65	54	25
Invicta International Airlines	195	159	385	3 087
Island Air Charter	1	4	3	—
Laker Airways	1 716	643	1 924	26 784
Loganair	—	—	—	—
Macedonian Aviation	12	18	48	35
McAlpine Aviation	166	248	302	146
Merlot Int. Aviation	25	37	53	20
Monarch Airlines	661	475	1 214	9 447
Northair Airlines	4	8	12	2
Northern Executive Aviation	3	9	15	3
Peters Aviation	24	61	112	37
Silver City Airways	30	32	67	547
Thurston Aviation	21	56	102	19
Trader Airways	1	4	7	1
Tradewinds Airways	446	121	815	10 117
Trans-Meridian Air Cargo	361	132	694	9 817
Vernair Transport	2	2	6	1
TOTAL	17 711	11 813	28 467	256 974

Domestic Non-scheduled Services May 1973

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	155	424	427	2 028
British Airways Helicopters	127	1 351	581	236
British Airways Regional Division—				
Channel Islands Airways	4	12	12	23
Cambrian Airways	43	245	180	245
Northeast Airlines	8	24	25	48
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	23	81	72	85
Air-Bridge Carriers	1	3	4	12
Air Freight	—	—	—	—
Air London	15	83	80	9
Alidair	15	50	43	96
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
BIA	5	27	21	22
British Midland Airways	14	35	34	91
Brymon Aviation	—	3	2	—
Court-Line Aviation	1	3	3	12
Dan-Air Services	5	9	12	51
Dan-Air/Skyways	—	—	—	—
Directair	3	12	15	3
Donaldson Int. Airways	—	—	—	—
Eagle Flying Services	12	37	50	6
Eastern Seaboard	1	2	3	—
Fairflight Charters	3	9	18	3
Haywards Aviation	4	2	3	4
Humber Airways	12	51	64	8
International Aviation Services	—	—	—	—
Intra Airways	3	27	15	7
Invicta International Airlines	1	2	2	11
Island Air Charter	4	28	20	3
Laker Airways	2	4	3	12
Loganair	66	743	285	58
Macedonian Aviation	1	2	3	2
McAlpine Aviation	157	513	431	91
Merlot Int. Aviation	8	27	15	5
Monarch Airlines	6	12	17	79
Northair Airlines	48	84	155	22
Northern Executive Aviation	10	51	51	9
Peters Aviation	25	84	123	39
Silver City Airways	—	—	—	—
Thurston Aviation	20	115	98	18
Trader Airways	6	21	26	2
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	7	22	22	4
TOTAL	815	4 198	2 915	3 344

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 May 1973

Table 24

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	48	38	83	904	3 914	8 623	4 982	57.8
British Airways – BEA	300	267	527	3 166	24 079	35 781	24 463	68.4
British Airways Regional Division—								
Channel Islands Airways	17	24	36	136	904	1 565	708	45.2
Cambrian Airways	263	271	463	2 005	10 848	22 402	14 535	64.9
Northeast Airlines	193	171	325	1 916	12 713	22 436	15 801	70.4
BEA Airtours	680	405	1 014	11 070	49 096	121 940	83 350	68.4
British Caledonian Airways	1 136	852	1 896	12 490	61 126	132 810	87 202	65.7
Air Anglia	4	16	19	11	516	140	133	95.0
Alidair	26	17	60	163	778	1 998	1 174	58.8
Britannia Airways	2 170	1 515	3 274	24 054	143 623	282 064	210 103	74.5
British Midland Airways	80	88	157	707	6 910	8 519	6 878	80.7
British Midland Airways (D)	(7)	(18)	(19)	(44)	(1 211)	(550)	(493)	(89.6)
Court-Line Aviation	1 448	1 127	2 353	21 800	145 994	259 407	194 270	74.9
Dan-Air Services	2 078	1 366	3 302	19 604	110 004	246 939	167 645	67.9
Dan-Air/Skyways	33	87	113	128	2 925	1 574	1 109	70.5
Invicta International Airlines	103	105	214	1 356	12 286	15 063	13 332	88.5
Laker Airways	712	396	1 066	6 006	23 930	71 637	44 260	61.8
Monarch Airlines	504	408	902	7 459	48 597	82 856	62 487	75.4
Monarch Airlines (D)	(6)	(12)	(17)	(79)	(846)	(881)	(434)	(49.3)
TOTAL	9 795	7 153	15 804	112 975	658 243	1 315 754	932 432	70.9

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

Table 25 covers all operations performed under Class 2 Licences, May 1973

Advance Booking Charters May 1973

Table 25

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	480	100	539	9 921	10 783	80 819	61 744	76.4
British Caledonian Airways	74	15	97	1 928	1 827	13 938	12 136	87.1
British Midland Airways	6	1	7	86	149	1 072	859	80.1
Dan-Air Services	132	35	167	1 982	3 521	24 974	23 240	93.1
Laker Airways	614	49	292	16 481	9 424	206 315	143 385	69.5
TOTAL	1 306	200	1 102	30 398	25 704	327 118	241 364	73.8

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

All Other Separate Fare Charters May 1973

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	906	224	1 310	18 897	20 601	155 069	138 829	89.5
British Airways – BEA	18	28	39	230	956	1 585	714	45.0
British Airways Regional Division—								
Channel Islands Airways	7	17	23	41	626	470	271	57.7
Cambrian Airways	48	217	167	285	4 883	3 279	1 742	53.1
Northeast Airlines	15	24	37	123	1 960	1 454	1 300	89.4
BEA Airtours	28	37	55	288	3 156	3 183	2 304	72.4
British Caledonian Airways	441	174	628	10 387	14 878	77 590	65 048	83.8
Air Anglia	1	2	3	5	44	51	51	100.0
Alidair	17	34	43	108	2 462	1 322	1 229	93.0
Britannia Airways	14	10	20	157	876	1 841	1 368	74.3
BIA	1	4	5	6	165	68	48	70.6
British Midland Airways	88	140	188	531	9 633	6 660	6 076	91.2
Court-Line Aviation	48	68	97	512	8 294	6 213	5 002	80.5
Dan-Air Services	154	71	234	2 087	6 437	26 291	21 977	83.6
Dan-Air/Skyways	4	11	18	19	449	231	198	85.7
Donaldson Int. Airways	95	26	128	1 630	2 109	17 970	15 285	85.1
Fairflight Charters	4	15	23	6	—	—	—	—
Intra Airways	8	77	49	22	2 157	274	216	78.8
Invicta International Airlines	4	3	8	54	406	597	553	92.6
Laker Airways	43	11	60	947	1 328	10 521	9 106	86.6
Loganair	18	447	81	13	1 344	144	49	34.0
Monarch Airlines	12	16	31	162	1 127	1 803	1 267	70.2
TOTAL	1 974	1 656	3 247	36 510	83 891	316 616	272 633	86.1

International Other Separate Fare Charters May 1973

Table 26.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways – BOAC	906	224	1 310	18 897	20 601	155 069	138 829	89.5
British Airways – BEA	18	28	39	230	956	1 585	714	45.0
British Airways Regional Division—								
Channel Islands Airways	5	10	16	30	344	346	188	54.6
Cambrian Airways	22	44	54	140	2 220	1 659	1 338	80.7
Northeast Airlines	14	22	35	120	1 814	1 411	1 256	89.0
BEA Airtours	28	37	55	288	3 156	3 183	2 304	72.4
British Caledonian Airways	441	174	628	10 387	14 878	77 590	65 048	83.8
Air Anglia	1	2	3	5	44	51	51	100.0
Alidair	15	28	37	95	2 024	1 161	1 081	93.1
Britannia Airways	14	10	20	157	876	1 841	1 368	74.3
BIA	1	2	3	4	66	47	28	59.6
British Midland Airways	82	125	174	488	8 556	6 122	5 595	91.4
Court-Line Aviation	47	66	95	502	8 060	6 090	4 882	80.2
Dan-Air Services	149	62	222	2 036	5 401	25 653	21 360	85.7
Dan-Air/Skyways	4	11	18	19	449	231	198	85.7
Donaldson Int. Airways	95	26	128	1 630	2 109	17 970	15 285	85.1
Fairflight Charters	4	15	23	6	—	—	—	—
Intra Airways	6	54	38	17	1 459	211	164	77.7
Invicta International Airlines	4	3	8	54	406	597	553	92.6
Laker Airways	41	7	57	935	1 167	10 376	8 975	86.5
Loganair	—	—	—	—	—	—	—	—
Monarch Airlines	12	16	31	162	1 127	1 803	1 267	70.2
TOTAL	1 909	966	2 994	36 202	75 713	312 996	270 484	86.4

Domestic Other Separate Fare Charters May 1973

Table 26.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available
British Airways—BOAC	—	—	—	—	—	—	—	—
British Airways—BEA	—	—	—	—	—	—	—	—
British Airways Regional Division—								
Channel Islands Airways	2	7	7	10	282	124	83	66.9
Cambrian Airways	26	173	113	144	2 663	1 621	404	24.9
Northeast Airlines	1	2	2	4	146	44	44	100.0
BEA Airtours	—	—	—	—	—	—	—	—
British Caledonian Airways	—	—	—	—	—	—	—	—
Air Anglia	—	—	—	—	—	—	—	—
Alidair	2	6	6	13	438	161	148	91.9
Britannia Airways	—	—	—	—	—	—	—	—
BIA	—	2	2	2	99	20	20	100.0
British Midland Airways	7	15	14	43	1 077	538	481	89.4
Court-Line Aviation	1	2	2	10	234	123	121	98.4
Dan-Air Services	5	9	12	51	1 036	638	617	96.7
Dan-Air/Skyways	—	—	—	—	—	—	—	—
Donaldson Int. Airways	—	—	—	—	—	—	—	—
Fairflight Charters	—	—	—	—	—	—	—	—
Intra Airways	2	23	11	5	698	63	52	82.5
Invicta International Airlines	—	—	—	—	—	—	—	—
Laker Airways	2	4	3	12	161	144	131	—
Loganair	18	447	81	13	1 344	144	49	34.0
Monarch Airlines	—	—	—	—	—	—	—	—
TOTAL	66	690	253	307	8 178	3 620	2 150	59.4

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 May 1973

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	266	48	342	4 587
British Airways – BEA	583	1 058	1 343	7 993
British Airways Helicopters	127	1 351	581	236
British Airways Regional Division—				
Channel Islands Airways	14	22	24	72
Cambrian Airways	41	112	134	258
Northeast Airlines	21	41	51	160
BEA Airtours	65	32	75	1 080
British Caledonian Airways	728	252	1 019	19 546
Air Anglia	38	122	127	138
Air-Bridge Carriers	6	8	15	41
Air Freight	10	22	48	35
Air London	26	113	130	16
Alidair	82	278	233	518
Britannia Airways	98	125	170	1 062
British Air Ferries	3	11	11	21
BIA	62	194	232	283
British Midland Airways	302	205	427	4 416
Brymon Aviation	1	5	4	1
Court-Line Aviation	25	33	46	270
Dan-Air Services	295	193	432	2 178
Directair	9	20	37	9
Donaldson International Airways	170	87	255	3 640
Eagle Flying Services	21	48	79	10
Eastern Seaboard	1	3	6	1
Fairflight Charters	42	110	218	56
Haywards Aviation	17	8	19	14
Humber Airways	14	55	72	9
International Aviation Services	365	149	723	5 837
Intra Airways	4	15	20	10
Invicta International Airlines	88	53	165	1 688
Island Air Charter	4	32	23	4
Laker Airways	348	191	509	3 362
Loganair	48	296	204	44
Macedonian Aviation	12	20	51	37
McAlpine Aviation	322	761	733	237
Merlot Int. Aviation	34	64	68	25
Monarch Airlines	151	63	298	1 904
Northair Aviation	51	92	167	23
Northern Executive Aviation	13	60	66	11
Peters Aviation	49	145	235	76
Silver City Airways	30	32	67	547
Thurston Aviation	42	171	200	37
Trader Airways	7	25	33	3
Tradewinds Airways	446	121	815	10 117
Trans-Meridian Air Cargo	361	132	694	9 817
Vernair Transport	9	24	28	5
TOTAL	5 451	7 002	11 229	80 434

International Exempt Services and Sub-charters Table 27.2

May 1973

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	266	48	342	4 587
British Airways – BEA	428	634	916	5 965
British Airways Helicopters	—	—	—	—
British Airways Regional Division—				
Channel Islands Airways	12	17	19	60
Cambrian Airways	24	40	67	157
Northeast Airlines	14	19	28	115
BEA Airtours	65	32	75	1 080
British Caledonian Airways	728	252	1 019	19 546
Air Anglia	15	41	55	53
Air-Bridge Carriers	5	5	11	28
Air Freight	10	22	48	35
Air London	11	30	50	7
Alidair	68	234	196	435
Britannia Airways	98	125	170	1 062
British Air Ferries	3	11	11	21
BIA	58	169	213	262
British Midland Airways	301	203	426	4 412
Brymon Aviation	—	2	2	—
Court-Line Aviation	25	32	45	268
Dan-Air Services	295	193	432	2 178
Directair	6	8	22	6
Donaldson International Airways	170	87	255	3 640
Eagle Flying Services	8	11	29	4
Eastern Seaboard	1	1	3	1
Fairflight Charters	39	101	200	53
Haywards Aviation	13	6	16	11
Humber Airways	1	4	8	1
International Aviation Services	365	149	723	5 837
Intra Airways	3	11	16	8
Invicta International Airlines	87	51	163	1 678
Island Air Charter	1	4	3	—
Laker Airways	348	191	509	3 362
Loganair	—	—	—	—
Macedonian Aviation	12	18	48	35
McAlpine Aviation	166	248	302	146
Merlot International Aviation	25	37	53	20
Monarch Airlines	151	63	298	1 904
Northair Aviation	4	8	12	2
Northern Executive Aviation	3	9	15	3
Peters Aviation	24	61	112	37
Silver City Airways	30	32	67	547
Thurston Aviation	21	56	102	19
Trader Airways	1	4	7	1
Tradewinds Airways	446	121	815	10 117
Trans-Meridian Air Cargo	361	132	694	9 817
Vernair Transport	2	2	6	1
TOTAL	4 714	3 524	8 603	77 521

Domestic Exempt Services and Sub-charters May 1973

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Tonne-km available (000)
British Airways – BOAC	—	—	—	—
British Airways – BEA	155	424	427	2 028
British Airways Helicopters	127	1 351	581	236
British Airways Regional Division—				
Channel Islands Airways	2	5	5	12
Cambrian Airways	17	72	67	101
Northeast Airlines	7	22	23	45
BEA Airtours	—	—	—	—
British Caledonian Airways	—	—	—	—
Air Anglia	23	81	72	85
Air-Bridge Carriers	1	3	4	12
Air Freight	—	—	—	—
Air London	15	83	80	9
Alidair	13	44	37	83
Britannia Airways	—	—	—	—
British Air Ferries	—	—	—	—
BIA	4	25	19	20
British Midland Airways	1	2	1	3
Brymon Aviation	—	3	2	—
Court-Line Aviation	—	1	1	2
Dan-Air Services	—	—	—	—
Directair	3	12	15	3
Donaldson International Airways	—	—	—	—
Eagle Flying Services	12	37	50	6
Eastern Seaboard	1	2	3	—
Fairflight Charters	3	9	18	3
Haywards Aviation	4	2	3	4
Humber Airways	12	51	64	8
International Aviation Services	—	—	—	—
Intra Airways	1	4	4	2
Invicta International Airlines	1	2	2	11
Island Air Charter	4	28	20	3
Laker Airways	—	—	—	—
Loganair	48	296	204	44
Macedonian Aviation	1	2	3	2
McAlpine Aviation	157	513	431	91
Merlot International Aviation	8	27	15	5
Monarch Airlines	—	—	—	—
Northair Aviation	48	84	155	22
Northern Executive Aviation	10	51	51	9
Peters Aviation	25	84	123	39
Silver City Airways	—	—	—	—
Thurston Aviation	20	115	98	18
Trader Airways	6	21	26	2
Tradewinds Airways	—	—	—	—
Trans-Meridian Air Cargo	—	—	—	—
Vernair Transport	7	22	22	4
TOTAL	736	3 478	2 626	2 912

These tables cover air transport scheduled and charter operations

Aircraft Type and Utilisation — All Airlines May 1973

Table 28.1

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger kms (000)
	End of April 1973	End of May 1973	Passenger	Cargo	Passenger	Cargo			
Boeing 747	12	13	765	—	4 222	—	4 281	85 208	535 535
BAC VC10	13	13	1 014	—	3 956	—	3 903	31 672	166 304
BAC VC10 Super	16	16	1 132	—	5 358	—	4 365	47 580	332 956
Boeing 707 120/120B/138B	2	2	76	—	259	—	1 522	5 898	20 693
Boeing 707 320C/336C/321	29	27	1 389	394	6 608	1 479	3 690	79 167	485 864
Boeing 707 420/436	18	18	1 001	—	3 852	—	2 678	96 796	346 648
Comet 4	16	15	769	—	1 928	—	1 511	67 050	101 662
Comet 4B/C	5	5	100	—	191	—	449	7 897	8 784
Boeing 720B	3	3	273	—	668	—	2 621	34 122	54 245
Boeing 727 100	2	3	285	—	628	—	2 464	26 394	39 762
Lockheed 1011 Tristar	1	2	220	—	490	—	3 803	64 195	92 158
Trident 1C	19	20	2 954	—	3 790	—	2 230	218 963	129 702
Trident 1E	4	4	653	—	812	—	2 387	45 700	33 545
Trident 2E	15	15	1 329	—	3 494	—	2 743	68 448	129 856
Trident 3B	25	26	3 629	—	5 646	—	2 557	295 766	243 672
DC10	2	2	13	—	48	—	281	3 053	10 006
BAC 1-11 200	7	7	1 279	—	1 447	—	2 431	50 191	28 253
BAC 1-11 300/400	14	14	1 756	—	3 378	—	2 840	83 409	112 832
BAC 1-11 500	42	42	7 640	8	9 737	7	2 785	452 108	323 293
Boeing 737 200	11	11	1 643	7	3 446	18	3 854	156 925	220 408
HS 125	8	9	362	162	377	143	679	957	676
Argosy	2	2	—	98	—	146	858	—	—
Britannia 300	7	8	200	163	492	793	1 891	17 441	15 348
Canadair CL44	12	11	—	253	—	1 509	1 613	—	—
Vanguard 951/952/953	9	8	600	116	813	241	1 551	28 041	28 684
Merchantman	10	10	—	1 071	—	1 760	2 070	—	—
Viscount 700	1	1	130	—	78	—	916	2 175	296
Viscount 700D/800/810	46	46	7 070	229	7 196	186	1 887	263 122	93 673
Fokker-Friendship	2	2	308	—	274	—	1 664	6 704	2 475
Herald 100/200	8	8	1 681	148	1 369	160	2 248	53 694	11 442
HS 748	7	7	1 535	—	1 340	—	2 329	33 292	8 987
Skyvan	3	3	309	26	241	31	1 066	2 375	310
Carvair	6	7	1 032	3	954	4	1 909	23 203	4 539
Heron	7	7	241	21	353	41	661	1 911	426
Trislander	4	4	1 263	—	509	—	1 701	11 748	828
Aztec	7	7	230	64	243	53	496	555	164
Beagle 206S	5	6	123	—	208	—	522	470	265
Beechcraft E-18-S	2	2	12	3	16	6	128	22	18
Beechcraft Baron B55	2	2	42	—	61	—	376	78	32
Beechcraft Queen Air	2	2	30	—	46	—	314	100	39
DC3	12	13	363	430	322	671	922	6 979	1 304
Dove	7	7	141	47	224	38	442	813	144
Islander	16	17	2 301	49	996	69	770	9 916	818
Piper PA30/31	6	6	172	1	195	1	383	501	138
Bell 206	1	1	135	—	45	—	530	77	20
S61 N	7	7	1 295	—	568	—	955	14 008	1 165
Bell 212	1	1	263	—	83	—	977	1 020	32
TOTAL	456	462	47 758	3 293	76 961	7 356	2 210	2 399 744	3 588 001

Aircraft Type and Utilisation—Individual Airlines Table 28.2

May 1973

	Aircraft in service		Stage flights		Aircraft hours		Average annual utilisation per a/c (hours)	Passengers carried	Passenger kms (000)
	End of April 1973	End of May 1973	Passenger	Cargo	Passenger	Cargo			
British Airways—BOAC									
Boeing 747	12	13	765	—	4 222	—	4 281	85 208	535 535
BAC VC10	11	11	864	—	3 329	—	3 945	27 446	146 982
BAC VC10 Super	16	16	1 132	—	5 358	—	4 365	47 580	332 956
Boeing 707 336C	11	11	482	272	2 506	1 009	4 166	24 639	171 006
Boeing 707 420/436	11	11	627	—	2 899	—	3 436	47 948	259 784
TOTAL	61	62	3 870	272	18 314	1 009	4 072	232 821	1 446 263
British Airways—BEA									
Trident 1C	19	20	2 954	—	3 790	—	2 231	218 963	129 702
Trident 2E	15	15	1 329	—	3 494	—	2 743	68 448	129 856
Trident 3B	25	26	3 629	—	5 646	—	2 557	295 766	243 672
BAC 1-11 500	17	17	4 236	8	4 170	7	2 893	229 671	96 160
Vanguard 952/953	5	5	489	66	583	84	1 571	15 037	14 404
Merchantman	9	9	—	1 039	—	1 693	2 215	—	—
TOTAL	90	92	12 637	1 113	17 683	1 784	2 491	827 885	613 794
British Airways Helicopters									
Bell 206	1	1	135	—	45	—	530	77	20
S61 N	7	7	1 295	—	568	—	955	14 008	1 165
Bell 212	1	1	263	—	83	—	977	1 020	32
TOTAL	9	9	1 693	—	696	—	911	15 105	1 217
British Airways Regional Division									
Channel Islands Airways									
Trident 1E	1	1	179	—	195	—	2 296	6 774	4 333
Viscount 700/800/810	11	11	1 587	—	1 766	—	1 887	61 529	21 068
TOTAL	12	12	1 766	—	1 961	—	1 924	68 303	25 401
Scottish Airways									
Viscount 700/800/810	7	7	1 330	—	1 270	—	2 135	41 072	14 227
Skyvan	2	2	255	—	196	—	1 153	2 295	288
Heron	2	2	40	—	33	—	193	270	33
TOTAL	11	11	1 625	—	1 499	—	1 602	43 637	14 548
Cambrian Airways									
BAC 1-11 300/400	4	4	736	—	877	—	2 581	31 571	23 844
Viscount 700	1	1	130	—	78	—	916	2 175	296
Viscount 700D/800/810	8	8	1 316	226	1 088	182	1 869	49 617	12 937
TOTAL	13	13	2 182	226	2 043	182	2 015	83 363	37 077
Northeast Airlines									
Trident 1E	3	3	474	—	617	—	2 420	38 926	29 212
Viscount 700D/800/810	6	6	736	—	855	—	1 675	32 729	12 308
TOTAL	9	9	1 210	—	1 472	—	1 924	71 655	41 520
BEA Airtours									
Comet 4B/C	5	5	100	—	191	—	449	7 897	8 784
Boeing 707 420/436	7	7	374	—	953	—	1 602	48 848	86 864
TOTAL	12	12	474	—	1 144	—	1 121	56 745	95 648

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 April 1973	End of May 1973	Passenger	Cargo	Passenger	Cargo			
British Caledonian Airways									
BAC VC10	2	2	150	—	627	—	3 690	4 226	19 322
Boeing 707 320C/336C/321	12	10	520	95	2 999	360	3 953	31 480	236 435
BAC 1-11 200	7	7	1 279	—	1 447	—	2 431	50 191	28 253
BAC 1-11 500	14	14	2 266	—	3 374	—	2 836	119 668	109 786
TOTAL	35	33	4 215	95	8 447	360	3 139	205 565	393 796
Air Anglia									
Fokker-Friendship	2	2	308	—	274	—	1 664	6 704	2 475
DC3	2	2	66	4	85	5	529	1 463	483
TOTAL	4	4	374	4	359	5	1 088	8 167	2 958
Air-Bridge Carriers									
Argosy	2	2	—	98	—	146	858	—	—
Air Freight									
DC3	3	4	—	218	—	263	840	—	—
Air London									
Aztec	2	2	49	—	58	—	339	54	35
Beagle 206S	1	1	31	—	41	—	482	53	32
Piper PA30/31	2	2	33	—	31	—	183	26	9
TOTAL	5	5	113	—	130	—	303	133	74
Alidair									
Viscount 700D/800/810	3	3	377	2	400	2	1 577	14 915	6 185
Aurigny Air Services									
Trislander	3	3	1 146	—	420	—	1 938	11 021	659
Islander	2	3	975	—	271	—	1 234	5 194	241
TOTAL	5	6	2 121	—	691	—	1 584	16 215	900
Britannia Airways									
Boeing 737 200	11	11	1 643	7	3 446	18	3 854	156 925	220 408
British Air Ferries									
Viscount 700/800/810	1	1	189	—	130	—	1 529	8 383	1 324
Carvair	6	7	1 032	3	954	4	1 909	23 203	4 539
TOTAL	7	8	1 221	3	1 084	4	1 854	31 586	5 863
BIA									
Herald 100/200	8	8	1 681	148	1 369	160	2 248	53 694	11 442
DC3	3	3	—	163	—	333	1 307	—	—
TOTAL	11	11	1 681	311	1 369	493	1 993	53 694	11 442
British Midland Airways									
Boeing 707 320C/336C/321	2	2	191	—	407	—	2 475	5 649	9 241
BAC 1-11 500	1	1	130	—	186	—	2 190	9 653	7 965
Viscount 700D/800/810	10	10	1 535	1	1 687	2	1 986	54,877	25 624
TOTAL	13	13	1 856	1	2 280	2	2 077	70 179	42 830
Brymon Aviation									
Islander	2	2	160	—	125	—	759	700	116

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 April 1973	End of May 1973	Passenger	Cargo	Passenger	Cargo			
Court-Line Aviation									
Lockheed 1011 Tristar	1	2	220	—	490	—	3 803	64 195	92 158
BAC 1-11 500	10	10	1 008	—	2 007	—	2 570	93 116	109 382
TOTAL	11	12	1 228	—	2 497	—	2 745	157 311	201 540
Dan-Air Services									
Boeing 707 320C/336C/321	2	2	110	—	423	—	2 489	10 521	47 477
Comet 4	16	15	769	—	1 928	—	1 511	67 050	101 662
Boeing 727	2	3	285	—	628	—	2 464	26 394	39 762
BAC 1-11 300/400	5	5	511	—	1 172	—	2 759	26 666	40 592
TOTAL	25	25	1 675	—	4 151	—	1 953	130 631	229 493
Dan-Air Skyways									
HS 748	7	7	1 535	—	1 340	—	2 329	33 292	8 987
Directair									
Piper PA30/31	1	1	20	—	37	—	434	98	43
Donaldson Int. Airways									
Boeing 707 320C/336C/321	2	2	86	27	273	110	2 329	6 878	21 705
Eagle Flying Services									
Beechcraft Baron B55	2	2	42	—	61	—	376	78	32
Beechcraft Queen Air	1	1	6	—	18	—	296	41	14
TOTAL	3	3	48	—	79	—	354	119	46
Eastern Seaboard									
Beechcraft E-18-S	1	1	—	3	—	6	69	—	—
Fairflight Charters									
Heron	1	1	30	21	60	41	1 186	360	14
Dove	4	4	50	24	120	20	409	300	14
TOTAL	5	5	80	45	180	61	566	660	28
Haywards Aviation									
Dove	1	1	8	—	19	—	237	64	17
Humber Airways									
Islander	2	2	51	4	64	8	453	210	58
International Aviation Services									
Britannia 300	3	4	—	149	—	723	2 128	—	—
Intra Airways									
DC3	3	3	292	30	230	26	1 005	5 420	785
Invicta International Airlines									
Vanguard 951/952/953	4	3	111	50	230	157	1 518	13 004	14 280
Island Air Charter									
Islander	1	1	19	13	15	8	270	131	17

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 April 1973	End of May 1973	Passenger	Cargo	Passenger	Cargo			
J F Airlines									
Heron	1	1	26	—	25	—	292	208	42
Trislander	1	1	117	—	89	—	1 080	727	169
Islander	1	1	123	—	112	—	1 361	541	115
TOTAL	3	3	266	—	226	—	905	1 476	326
Laker Airways									
Boeing 707 120/120B/138B	2	2	76	—	259	—	1 522	5 898	20 693
DC10	2	2	13	—	48	—	281	3 053	10 006
BAC 1-11 300/400	5	5	509	—	1 329	—	3 128	25 172	48 396
TOTAL	9	9	598	—	1 636	—	2 139	34 123	79 095
Loganair									
Skyvan	1	1	54	26	45	31	894	80	22
Beechcraft E-18-S	1	1	12	—	16	—	186	22	18
Islander	6	6	903	15	330	21	686	2 784	193
TOTAL	8	8	969	41	391	52	650	2 886	233
Macedonian Aviation									
DC3	1	1	5	15	7	44	599	96	36
McAlpine Aviation									
HS 125	7	8	298	162	309	143	664	831	609
Aztec	4	4	132	63	127	51	522	341	94
Dove	2	2	83	23	85	18	606	449	113
TOTAL	13	14	513	248	521	212	613	1 621	816
Merlot Int. Aviation									
HS 125	1	1	64	—	68	—	799	126	67
Monarch Airlines									
Boeing 720B	3	3	273	—	668	—	2 621	34 122	54 245
Britannia 300	4	4	200	14	492	70	1 653	17 441	15 348
TOTAL	7	7	473	14	1 160	70	2 066	51 563	69 593
Northair Aviation									
Beagle 206S	4	5	92	—	167	—	533	417	233
Northern Executive Aviation									
Islander	1	1	52	8	58	8	891	212	49
Peters Aviation									
Heron	3	3	145	—	235	—	920	1 073	337
Silver City Airways									
Merchantman	1	1	—	32	—	67	788	—	—
Thurston Aviation									
Aztec	1	1	49	1	58	2	704	160	37
Islander	1	1	18	9	21	24	529	144	29
Piper PA30/31	2	2	94	1	94	1	558	326	71
TOTAL	4	4	161	11	173	27	588	630	137
Trader Airways									
Piper PA30/31	1	1	25	—	33	—	387	51	15
Tradewinds Airways									
Canadair CL44	5	5	—	121	—	815	1 916	—	—
Trans-Meridian Air Cargo									
Canadair CL44	7	6	—	132	—	694	1 361	—	—
Vernair Transport									
Beechcraft Queen Air	1	1	24	—	28	—	329	59	25
GRAND TOTAL	456	462	47 758	3 293	76 961	7 356	2 210	2 399 744	3 588 001

Operations by Type of Licence— Capacity Tonne-Km Available May 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)
Class A	497 350				497 350	
Class B		110 738		2 435	113 173	
Class C		2 237		14 188	16 425	
Class D				98	98	
Class E Types I and VI				19 788	19 788	
Class 2			30 397		30 397	
Operations 'exempt' from requirement of licence and Class E types II III IV V and VII						80 434
TOTAL	497 350	112 975	30 397	36 509	677 231	80 434

Operations by Type of Licence— Load Tonne-Km Used May 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)
Class A	254 490				254 490	
Class B		77 075		1 624	78 699	
Class C		1 531		9 458	10 989	
Class D				65	65	
Class E Types I and VII				13 334	13 334	
Class 2			20 981		20 981	
Operations 'exempt' from requirement of licence and Class E Types II III IV V and VI						..
TOTAL	254 490	78 606	20 981	24 481	378 558	..

Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

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

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

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

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

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

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

AIR CARGO

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

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

AIRLINE OPERATIONS

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

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

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

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

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

Classes of Licence

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