

## 2 Aviation:

### Notes and Definitions

The figures for 1998-2002 in Table 2.1 differ from the time series shown in Civil Aviation Authority (CAA) *United Kingdom Airports* (annual 2007) due to CAA tables now excluding data for Sheffield City airport.

Tables 2.2a - 2.2c, and 2.8 are derived from the CAA publication *United Kingdom Airports* (annual). Thus;

<u>TSGB table</u>	<u>CAA publication table N°</u>
2.2a	4.1 and 5
2.2b	8, 10.1 and 10.2
2.2c	13.1 and 14
2.8	12.1

Table 2.3 is derived from the CAA *Punctuality Statistics*.

Tables 2.4, 2.6 and 2.11 are derived from the CAA publication *United Kingdom Airlines* (annual) and earlier volumes. Thus;

<u>TSGB table</u>	<u>CAA publication table N°</u>
2.4	1.7.1/2/3/4 and 1.8.1/2/3/4
2.6	1.11.2
2.11	1.14

CAA compiles the statistics from returns submitted by United Kingdom airlines.

Tables 2.7 and 2.12 are derived from the International Civil Aviation Organisation (ICAO) publication *Civil Aviation Statistics of the World* and from data supplied by ICAO.

Table 2.9 is derived from the CAA publication *Reportable Accidents to United Kingdom Registered Aircraft and to Foreign Registered Aircraft in United Kingdom Airspace* and from data supplied by the Civil Aviation Authority's Safety Data Unit.

Table 2.10 is derived from the CAA publication *United Kingdom Airmisses Involving Commercial Air Transport* and from data supplied by the UK Airprox Board.

#### **Traffic at United Kingdom airports: 2.2**

The table shows air transport movements (landings and take-offs of aircraft engaged in commercial air transport), terminal passengers (arrivals and departures) and cargo handled (uplifted and set down).

Domestic traffic (movements, passengers and cargo) shown is half that published in the CAA Airport Annual Reports, to remove double counting at airport of arrival and departure. The figures for individual airports have not, however, been adjusted to eliminate double counting of domestic traffic.

Terms used in Table 2.2 are defined as follows:

*Air transport movements:* All scheduled movements (whether loaded or empty) and loaded charter movements, but excludes empty positioning flights by scheduled aircraft and empty charter movements.

*International services:* These services are flown between the United Kingdom, Isle of Man or Channel Islands and points in other countries.

*Scheduled services:* Those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

*Non-scheduled services:* Air transport movements other than scheduled services.

*Terminal passengers:* Passengers joining or leaving an aircraft at a United Kingdom airport (a passenger who changes from one aircraft to another, carrying the same flight number, is counted as a terminal passenger both on arrival and departure). Transit passengers who arrive and depart on the same aircraft are not included.

All revenue and non-revenue passengers (who pay less than 25 per cent of the normal applicable fare) are counted as terminal passengers. Cargo excludes mail and passengers' and crews' permitted baggage, but all other property carried on an aircraft is included. Thus excess baggage is included, as are diplomatic bags. Cargo in transit through an airport on the same aircraft is excluded.

#### **Punctuality at United Kingdom Airports: 2.3**

London airports include Heathrow, Gatwick, Stansted and Luton. London City also began reporting from April 1997. Regional airports include Manchester, Birmingham and Glasgow. Newcastle and Edinburgh airports also began reporting from July 1996; the resulting discontinuity in the series is very small.

## **Main outputs of United Kingdom airlines: 2.4**

Table 2.4 shows the carriage of revenue passengers, cargo and mail on services flown by United Kingdom airlines, scheduled and non-scheduled (but excluding air-taxi operations and sub-charter operations performed on behalf of United Kingdom airlines). Passenger kilometres are calculated by multiplying the number of revenue passengers carried on each flight stage by the stage distance. Passenger seat occupancy is calculated as passenger kilometres as a percentage of seat kilometres available.

Cargo and mail uplifted are calculated by counting each tonne of revenue cargo or mail on a particular journey once only and not repeatedly on each individual stage of the flight. Cargo and mail tonne kilometres are calculated by multiplying the number of tonnes of revenue load on each stage flight by the stage distance.

Terms used in table 2.4 are defined as follows:

*Passengers:* Travellers are counted as revenue passengers if they pay at least 25 per cent of the normal applicable fare. They are counted only once on a particular flight (with one flight number) and not for each stage of that flight.

*International services:* These services are flown between the United Kingdom, Isle of Man or Channel Islands and points in other countries.

*Domestic services:* Those entirely within the United Kingdom, Isle of Man and Channel Islands.

*Scheduled services:* Those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

*Non-scheduled services:* Air transport movements other than scheduled services.

## **Forecasts of air traffic demand: 2.5**

The forecasts show the expected number of UK and foreign passengers passing through UK airports up to 2030, after accounting for airport capacity constraints. The underlying unconstrained forecasts are based on econometric equations which specify a relationship between passenger traffic and a number of explanatory variables which determine it. The key variables determining air traffic were found to be domestic and foreign economic growth (principally GDP); air fares; trade; and exchange rates. The relationships derived from past years' data are applied to

projections of future year values of the explanatory variables to calculate forecasts of air traffic. A range of forecasts is given to reflect the uncertainties inherent in long term forecasting. The range of unconstrained forecasts are processed in the DfT National Air Passenger Allocation Model which forecasts how passenger demand will split between UK airports taking account of likely future constraints on air transport movements (and thus passengers) at UK airports. The future constraints assume the increases to airport capacity supported in the 2003 White Paper.

## **United Kingdom airline fleet: 2.6**

Table 2.6 gives information on the fleet size of selected larger United Kingdom airlines.

## **Activity at major airports: 2.7**

Table 2.7 gives a comparison of the activity at some of the world's major airports. Airports are selected such that the largest 25 (as reported to ICAO) by number of terminal passengers are included. The ranking is only a guide as 'non-reporting' airports are excluded. Some airports which did not report in previous years have entered the table. A substantial proportion of the figures are estimated by ICAO on the basis of part-year data; the table is therefore of use only as a guide.

## **United Kingdom international passenger movements: 2.8**

The table records the origin and destination of all revenue and non-revenue terminal passengers on air transport movement flights as reported to United Kingdom airport authorities by United Kingdom and foreign airlines. Passengers changing planes are recorded twice, on arrival and departure. Passengers carried in aircraft chartered by British government departments, and HM and other armed forces travelling in the course of their duties are excluded. Operators are required to report, in respect of each service operated, the points of uplift and discharge of each passenger. The figures record data for direct flights only, so they may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent the passenger's ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases, all passengers are allocated to the aircraft's origin or ultimate destination. All

identifiable diversions are reallocated to the point of intended operation.

“Former USSR” includes: Albania, Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Republic of Moldova, Russia, Turkmenistan, Ukraine, and Uzbekistan.

“Former Yugoslavia” includes: Bosnia-Herzegovina, Croatia, Serbia, Montenegro, and Macedonia.

“Rest of Europe” includes: Faroe Islands, and Iceland.

### **Casualties: 2.9**

The table includes deaths, serious and minor injuries where an aircraft was engaged in airline, air taxi, general aviation (including private flights) and other commercial (including training) operations.

Terms used in Table 2.9 are defined as follows:

*Airline:* Public transport flights, which are subject to a United Kingdom Air Transport Licence. Also public transport flights which are not subject to a United Kingdom Air Transport Licence, but which utilise aircraft having a maximum take-off weight of 15 tonnes or more. Positioning flights are excluded. There are no rotary wing services by United Kingdom registered aircraft in foreign airspace, and no rotary wing or air taxi services by foreign registered aircraft in United Kingdom airspace.

*Air Taxi:* Public Transport flights which are not subject to a United Kingdom Air Transport Licence and which utilise aircraft having a maximum take-off weight of less than 15 tonnes. Positioning flights are excluded.

*General Aviation:* Includes executive, club and group, private and training flights, but does not include accidents to gliders, microlights, hang gliders or hot-air balloons.

### **Aircraft proximity: 2.10**

Table 2.10 reflects the Civil Aviation Authority's practice, introduced in 1990, of including controller-reported incidents. Further, the term “airmiss” has been replaced by AIRPROX, meaning aircraft proximity hazard.

An AIRPROX is a situation in which, in the opinion of a pilot or controller, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft was or may have been compromised. AIRPROX can occur between various combinations of commercial, military and private

aircraft. The numbers of AIRPROX incidents involving commercial transport aircraft are shown separately in the table.

All AIRPROX reports are assessed and, following guidelines given by the International Civil Aviation Organisation, the degrees of risk involved are categorised as ‘risk of collision’, ‘safety not assured’, ‘no risk of collision’, and ‘risk not determined’.

### **Employment: 2.11**

Table 2.11 shows the average number of personnel employed by United Kingdom airlines in the United Kingdom and overseas. Personnel employed by companies performing solely air-taxi operations are excluded.

### **Passenger traffic via major international airlines: 2.12**

Table 2.12 gives a comparison of the major international airlines. Airlines are selected such that the largest 25 (as reported to ICAO) by passengers uplifted are included. The ranking is only a guide as ‘non-reporting’ airlines are excluded.