

Aviation Trends

Quarter 2 2013



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Introduction

Welcome to Aviation Trends. Every quarter we update key figures which summarise the levels of activity at the UK's airports. Each edition also includes a section entitled 'Did you know?' which presents interesting facts derived from the various data sources available to the CAA; this time we look at the top 20 UK airports by cargo tonnage in 2012.

In this edition of Aviation Trends¹, we show a modest rise in the number of passenger and in the number of commercial flight, and a decrease in the cargo tonnage flight handled at all UK airport, compared to the level in the same quarter last year.

The Aviation Trends series is available at www.caa.co.uk/aviationtrends, part of Aviation Intelligence, the online home of the CAA's monthly airport and airline statistical publications. Please note that historic numbers may be subject to minor change as the result of prior period adjustments². Due to rounding of figures, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

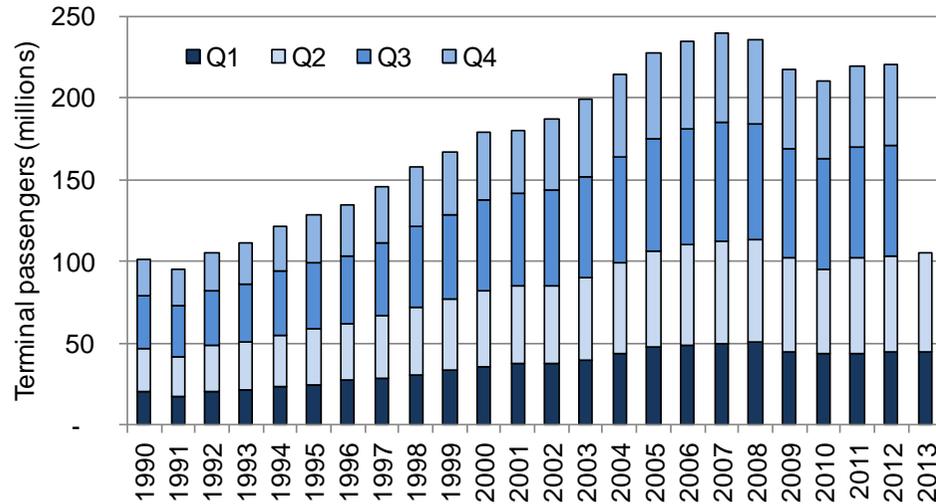
For a list of all statistics available on the CAA website, see www.caa.co.uk/statistics.

¹ Including traffic to and from North Sea oilrigs – in Part 1 "Historical overview of traffic"

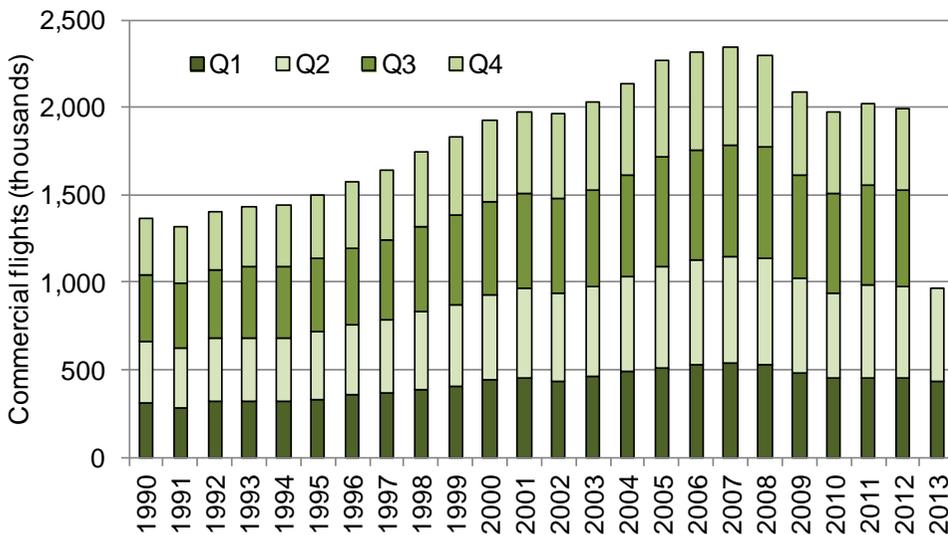
² Also, in editions of Aviation Trends prior to quarter 4 2008, all figures included activity at Channel Islands and Isle of Man airports. These islands are not formally part of the UK, and as we wish to present only the trends at UK airports, their figures are now excluded.

1. Historical overview of traffic see note 5 on p.14

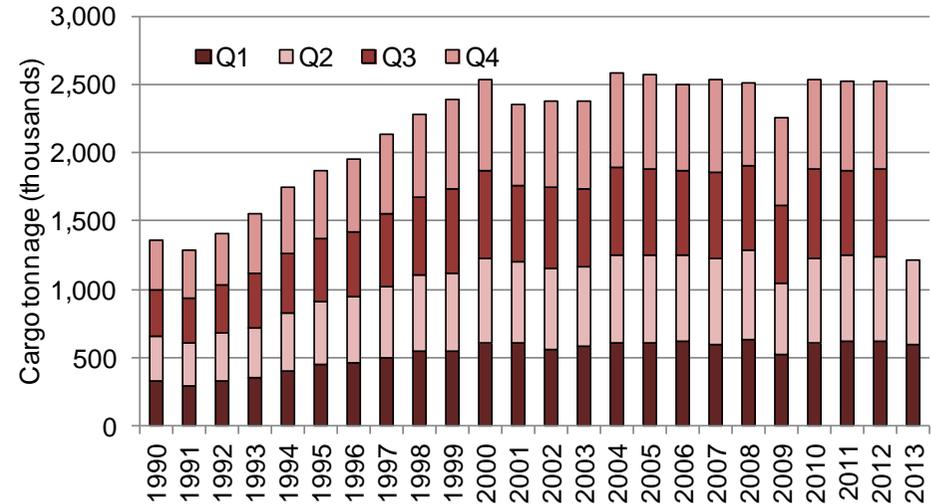
a. Terminal passengers



b. Commercial flights



c. Cargo tonnage



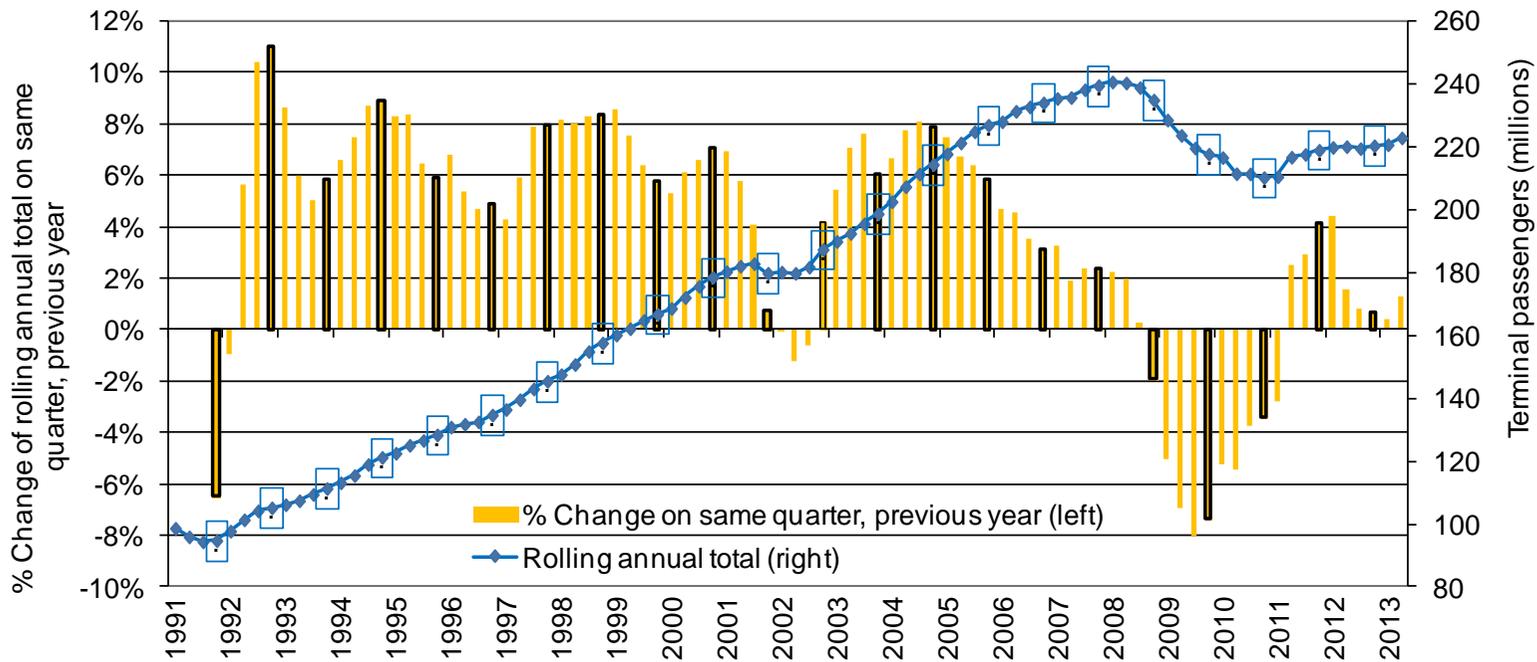
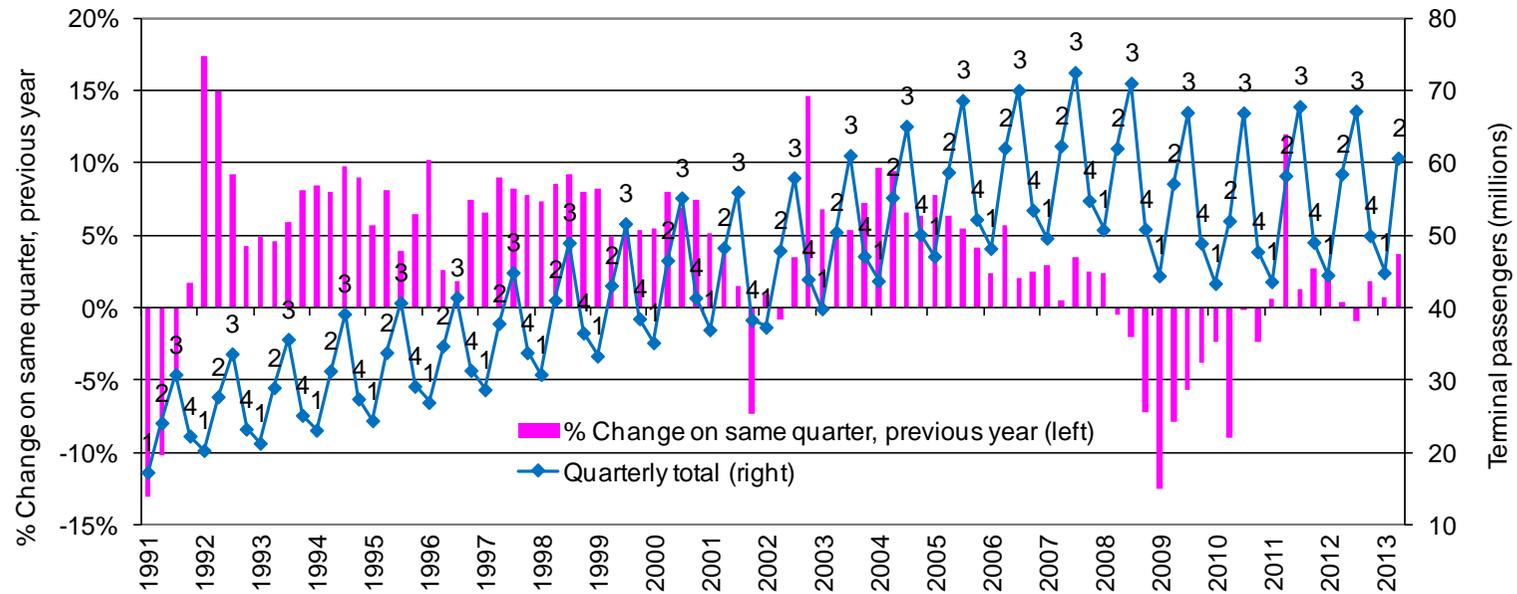
Plotting quarterly data of terminal passengers, commercial flights and cargo tonnage shows both seasonal and annual trends in UK aviation activity. These three time-series are shown on this page.

On pages 4 to 6, the first chart shows traffic in each quarter (on the right axis), and the percentage growth on the previous year's number in the same quarter (on the left axis).

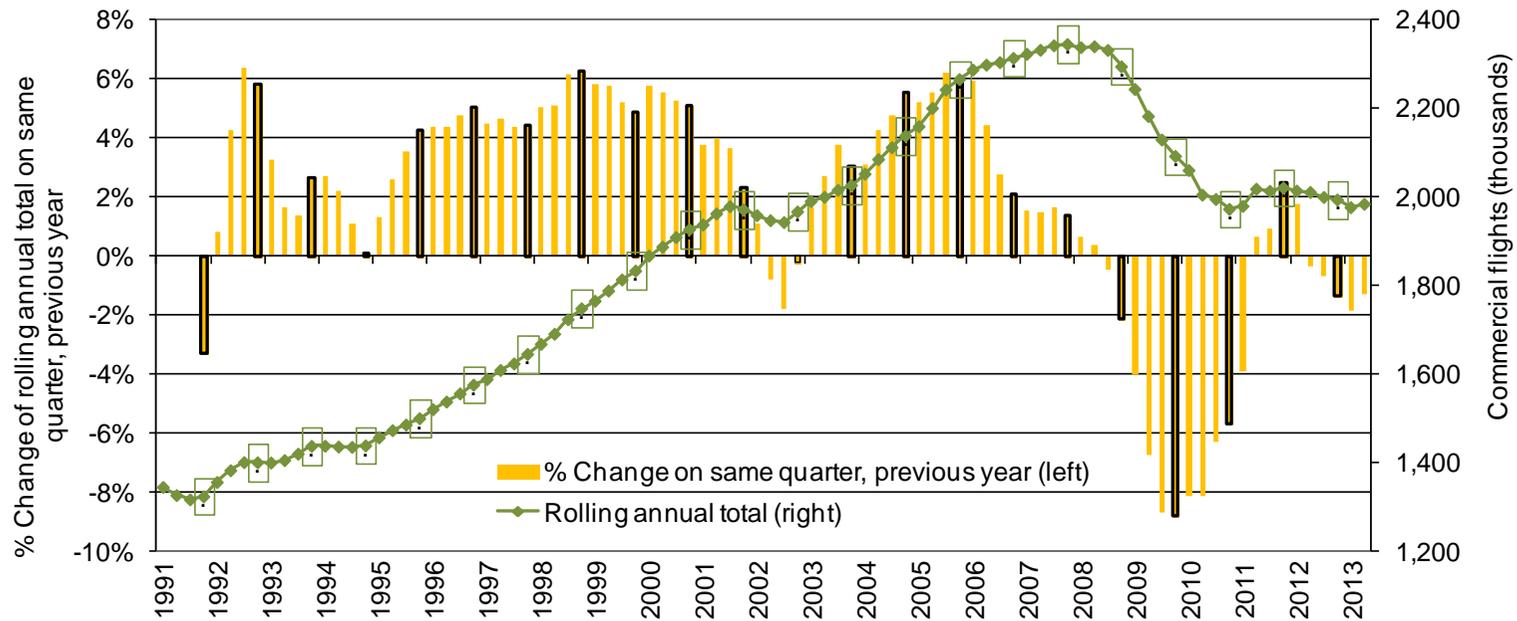
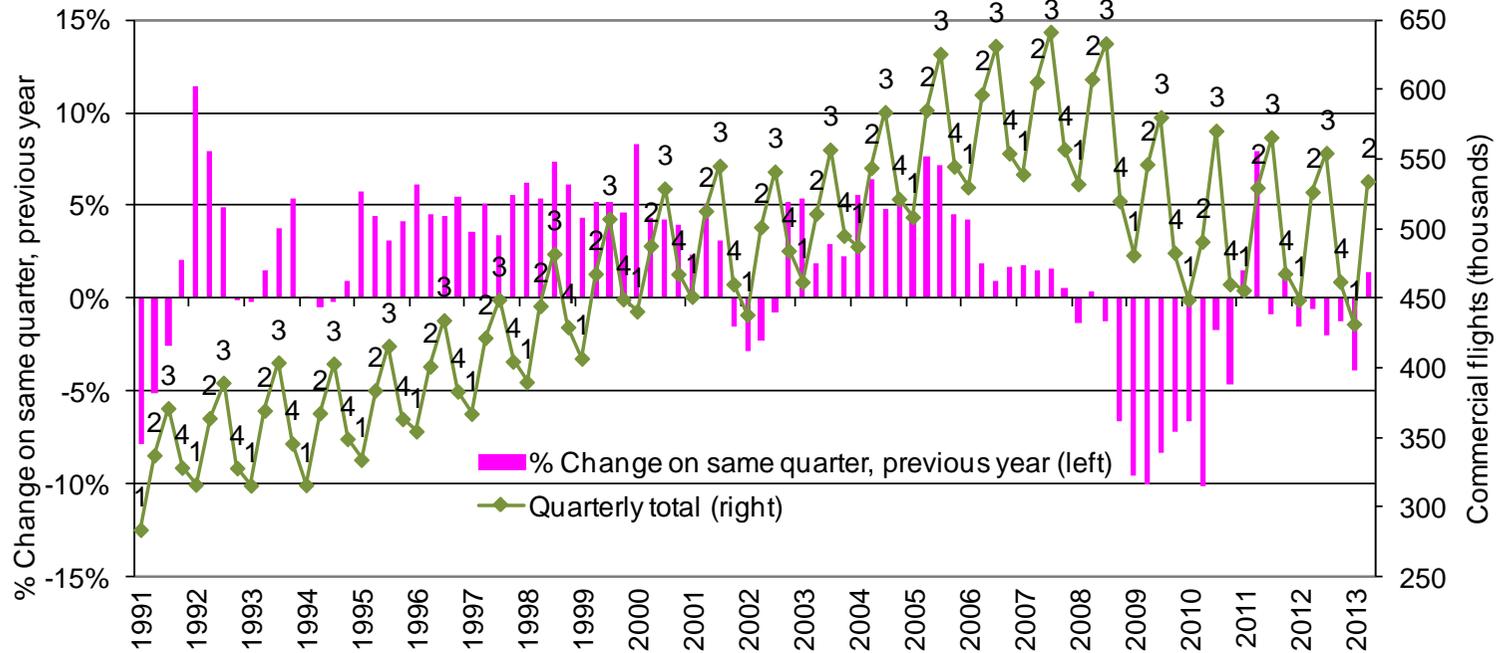
The second chart shows the rolling annual total in each quarter (on the right axis), and the percentage growth of the rolling annual total on the previous year's number in the same quarter (on the left axis). The highlighted data points are the annual traffic volumes and growth rates of the respective calendar years.

In quarter 2 2013, UK airports handled 60.7 million terminal passengers (an increase of 3.7%), 535 thousand commercial flights (an increase of 1.4%), and 612 thousand tonnes of cargo (a fall of 2.5%) compared to the same quarter last year.

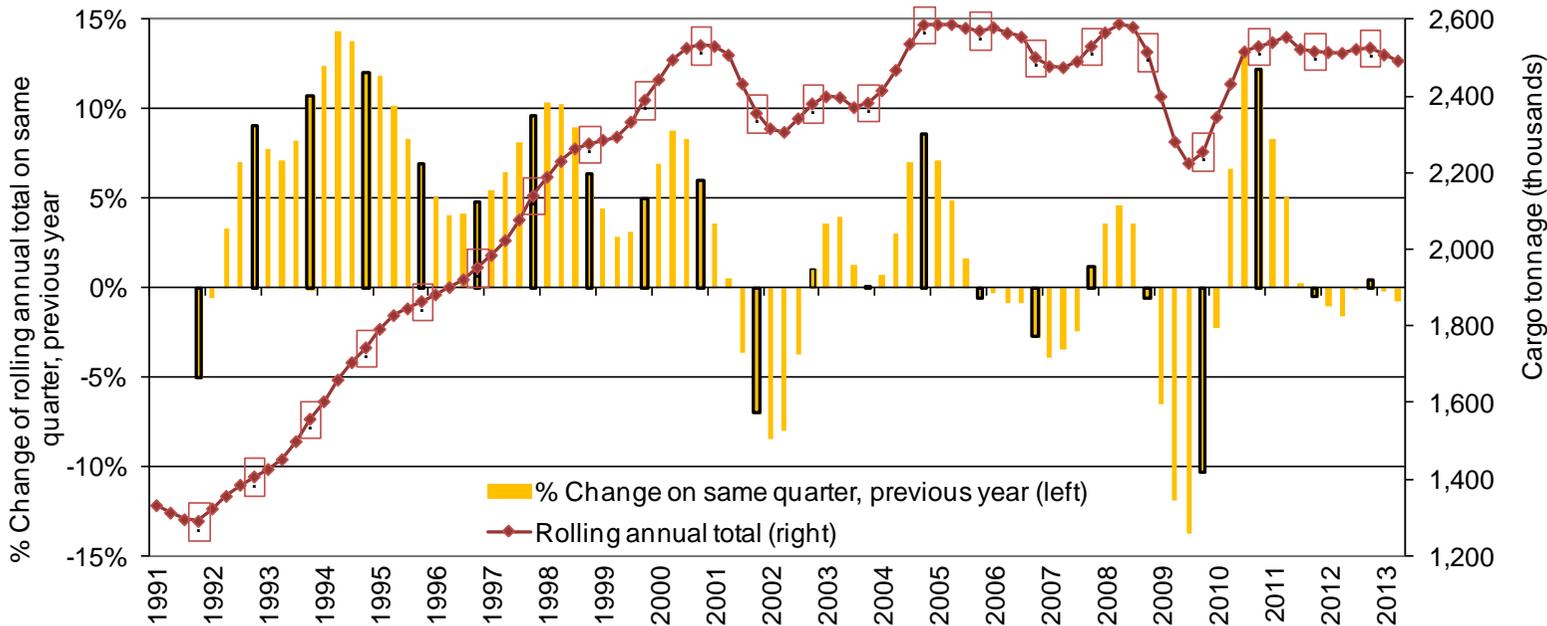
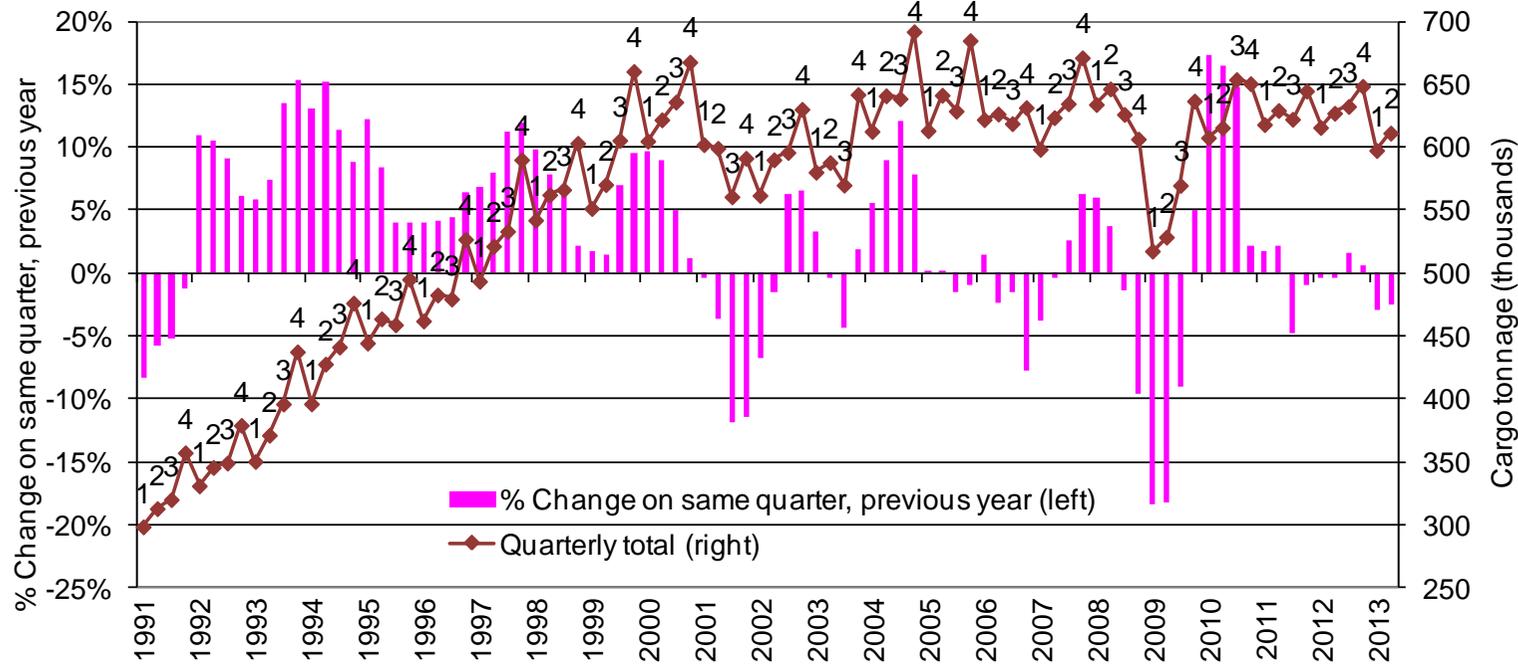
a. Terminal passengers



b. Commercial flights

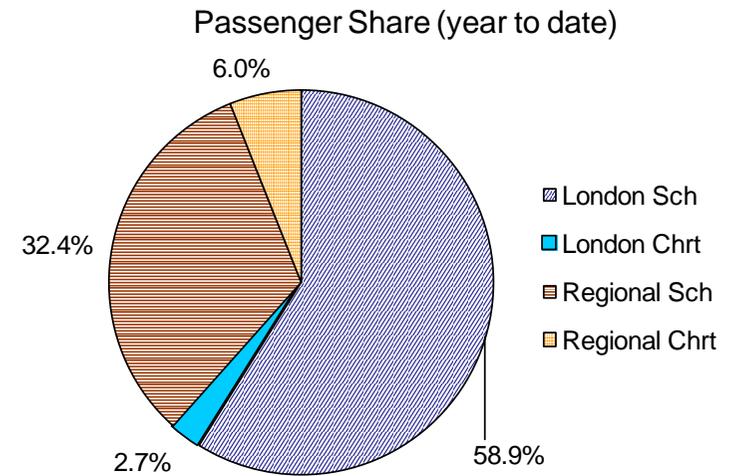


c. Cargo tonnage



2. Terminal passengers at UK airports see note 5 on p.14

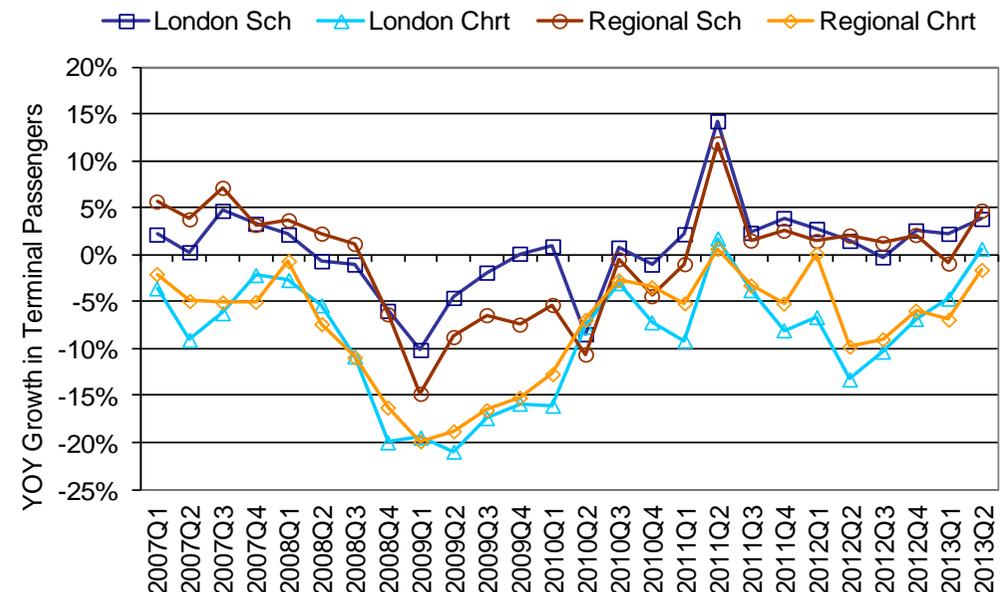
Passengers (Millions)	CURRENT QUARTER					ROLLING YEAR				
	Q2 2013		Q2 2012		+/- %	Q3 12 – Q2 13		Q3 11 – Q2 12		+/- %
	Pax (Millions)	% of total	Pax (Millions)	% of total		Pax (Millions)	% of total	Pax (Millions)	% of total	
London Airports	36.6	60%	35.2	60%	3.7%	136.8	62%	134.6	61%	1.7%
- Scheduled	35.0	58%	33.7	58%	3.9%	130.8	59%	128.2	58%	2.0%
- Charter	1.6	3%	1.6	3%	0.7%	6.0	3%	6.3	3%	-6.1%
Regional Airports	24.0	40%	23.1	40%	3.7%	85.3	38%	84.8	39%	0.6%
- Scheduled	20.2	33%	19.3	33%	4.7%	71.9	32%	70.5	32%	2.0%
- Charter	3.8	6%	3.8	7%	-1.6%	13.4	6%	14.3	7%	-6.2%
All Airports	60.5	100%	58.4	100%	3.7%	222.1	100%	219.4	100%	1.3%
- Scheduled	55.2	91%	53.0	91%	4.2%	202.8	91%	198.8	91%	2.0%
- Charter	5.3	9%	5.4	9%	-0.9%	19.3	9%	20.6	9%	-6.2%



UK terminal passengers are those travellers who board or disembark an aircraft on a commercial flight at a reporting UK airport. The figures in the table and graph on this page therefore exclude transit passengers (those who remain onboard aircraft which land at a UK airport and then continue on to another destination), but do include connecting passengers (those who arrive and disembark in order to depart on an onward connecting flight).

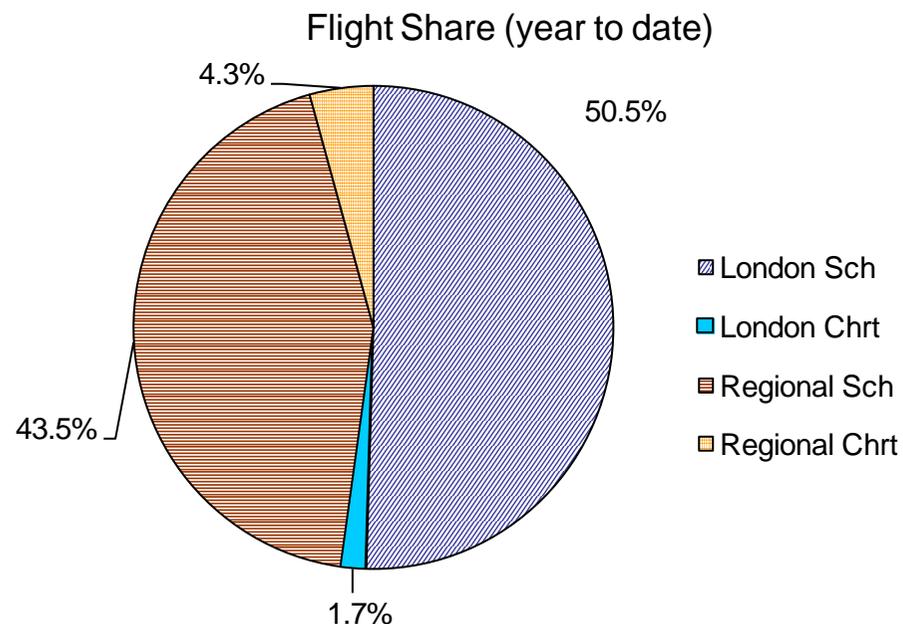
In quarter 2 2013, compared to the same quarter last year, both London and regional airports handled 3.7% more passengers. On a rolling year basis, passenger numbers were 1.7% higher at London airports, and 0.6% higher at regional airports than the year before.

Across all UK airports, the number of passengers on scheduled flights was up 4.2% and down 0.9% on charter flights compared with the same quarter in 2012.



3. Passenger flights to and from UK airports see note 5 on p.14

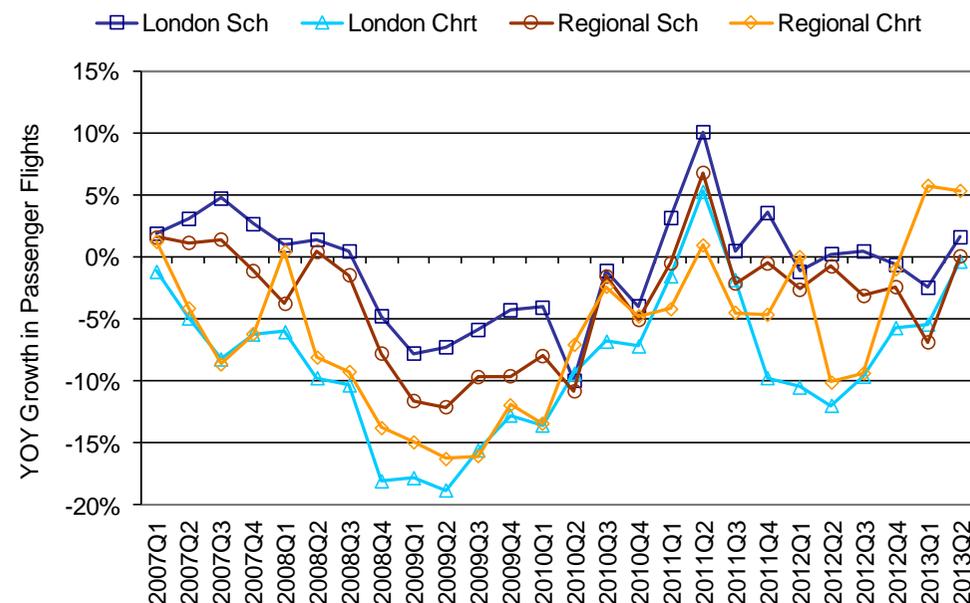
Number of flights (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q2 2013		Q2 2012		+/- %	Q3 12 – Q2 13		Q3 11 – Q2 12		+/- %
	Flights (000s)	% of total	Flights (000s)	% of total		Flights (000s)	% of total	Flights (000s)	% of total	
London Airports	256.0	51%	252.1	51%	1.5%	970.4	52%	974.1	52%	-0.4%
- Scheduled	247.3	49%	243.4	49%	1.6%	938.3	50%	939.9	50%	-0.2%
- Charter	8.8	2%	8.8	2%	-0.4%	32.2	2%	34.2	2%	-5.9%
Regional Airports	245.1	49%	243.7	49%	0.5%	888.6	48%	914.4	48%	-2.8%
- Scheduled	222.3	44%	222.1	45%	0.1%	808.9	44%	833.3	44%	-2.9%
- Charter	22.8	5%	21.6	4%	5.4%	79.8	4%	81.1	4%	-1.6%
All Airports	501.1	100%	495.9	100%	1.1%	1,859.0	100%	1,888.5	100%	-1.6%
- Scheduled	469.6	94%	465.5	94%	0.9%	1,747.1	94%	1,773.2	94%	-1.5%
- Charter	31.5	6%	30.4	6%	3.7%	111.9	6%	115.3	6%	-2.9%



The figures in this table are for commercial passenger flights and thus exclude air freighter flights (exclusively carrying cargo).

Compared with quarter 2 2012, the number of passenger flights at all UK airports increased by 1.1% in quarter 2 2013. There were 0.9% more scheduled flights and 3.7% more charter flights. On the rolling year basis, the numbers of scheduled and charter flights were down 1.5% and 2.9% respectively.

There were 1.5% more flights at London airports and 0.5% more flights at regional airports in quarter 2 2013 than in the same period in 2012. On the rolling year basis, the number of flights was down 0.4% at London airports, and decreased by 2.8% at regional airports.

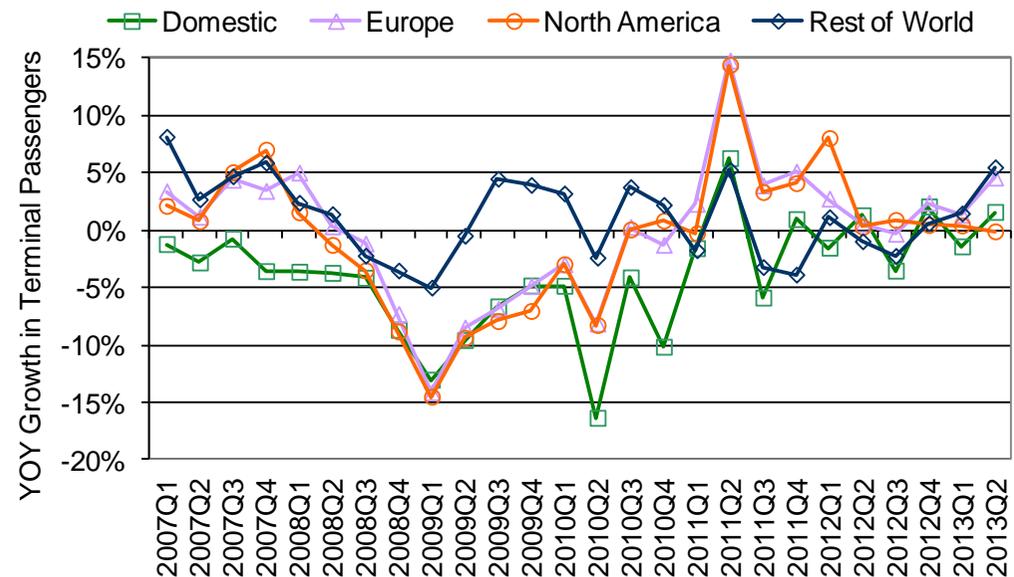
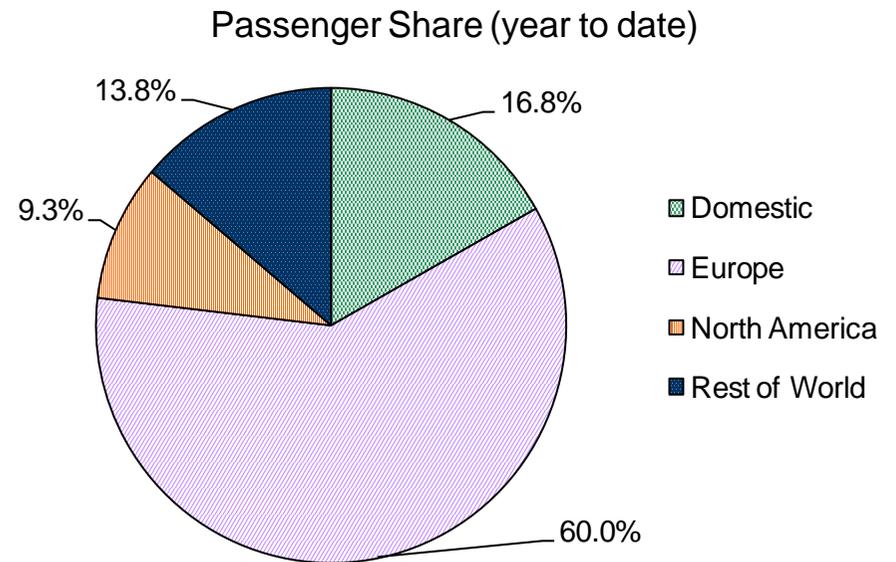


4. Terminal passengers at UK airports by origin / destination see note 5 on p.14

Passengers (millions)	CURRENT QUARTER					ROLLING YEAR				
	Q2 2013		Q2 2012		+/- %	Q3 12 – Q2 13		Q3 11 – Q2 12		+/- %
	Pax (millions)	% of total	Pax (millions)	% of total		Pax (millions)	% of total	Pax (millions)	% of total	
Domestic	9.8	16%	9.7	17%	1.6%	37.4	17%	37.5	17%	-0.4%
- Scheduled	9.7	16%	9.6	16%	1.3%	36.9	17%	37.1	17%	-0.6%
- Charter	0.1	0.2%	0.1	0.2%	28.3%	0.5	0.2%	0.4	0.2%	22.9%
Europe	37.4	62%	35.8	61%	4.6%	133.3	60%	130.9	60%	1.9%
- Scheduled	33.1	55%	31.4	54%	5.5%	118.0	53%	114.3	52%	3.2%
- Charter	4.3	7%	4.4	8%	-2.5%	15.4	7%	16.6	8%	-7.4%
North America	5.7	9%	5.7	10%	-0.1%	20.7	9%	20.6	9%	0.4%
- Scheduled	5.6	9%	5.5	9%	1.1%	20.4	9%	20.2	9%	1.0%
- Charter	0.1	0.1%	0.1	0.2%	-48.0%	0.3	0.1%	0.4	0.2%	-25.6%
Rest of World	7.6	13%	7.2	12%	5.5%	30.7	14%	30.3	14%	1.2%
- Scheduled	6.8	11%	6.5	11%	4.6%	27.5	12%	27.1	12%	1.4%
- Charter	0.9	1%	0.8	1%	13.1%	3.2	1%	3.2	1%	-0.3%
Total	60.5	100%	58.4	100%	3.7%	222.1	100%	219.4	100%	1.3%
- Scheduled	55.2	91%	53.0	91%	4.2%	202.8	91%	198.8	91%	2.0%
- Charter	5.3	9%	5.4	9%	-0.9%	19.3	9%	20.6	9%	-6.2%

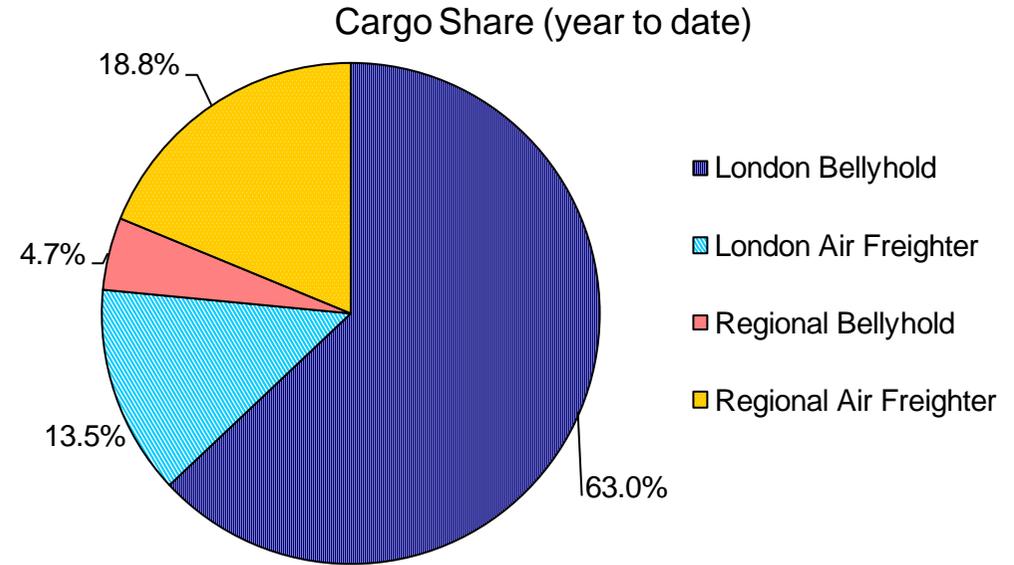
Compared with the same quarter last year, in quarter 2 2013, there have been increases in the number of passengers travelling to and from Europe (4.6%), Rest of the World (5.5%) and Domestic destinations (1.6%) whereas there has been a slight decrease in the number of passengers travelling to and from North America (-0.1%).

On a rolling year basis, the total number of passengers was up 1.3%. The numbers of passengers travelling to and from Europe, North America and Rest of the World rose by 1.9%, 0.4% and 1.2% respectively, whereas domestic destinations saw a decrease of 0.4%.



5. Air cargo tonnes carried to and from UK airports see note 5 on p.14

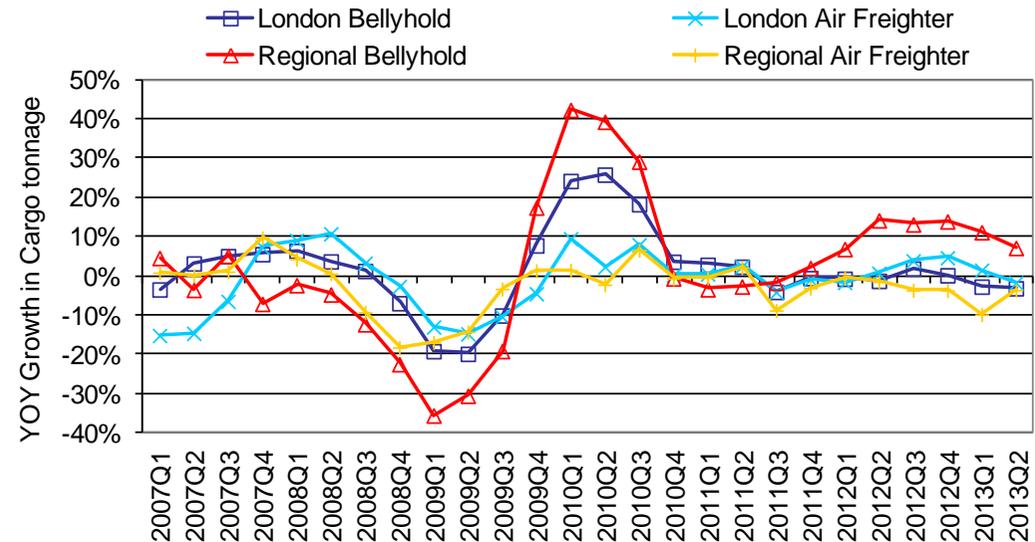
Tonnes (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q2 2013		Q2 2012		+/- %	Q3 12 – Q2 13		Q3 11 – Q2 12		+/- %
	Tonnes (000s)	% of total	Tonnes (000s)	% of total		Tonnes (000s)	% of total	Tonnes (000s)	% of total	
Cargo on cargo only flights	196.8	32%	202.4	32%	-2.8%	805.4	32%	823.4	33%	-2.2%
- London	81.2	13%	82.6	13%	-1.7%	336.9	14%	329.8	13%	2.2%
- Regional	115.6	19%	119.8	19%	-3.5%	468.5	19%	493.6	20%	-5.1%
Bellyhold cargo	414.7	68%	424.8	68%	-2.4%	1,685.1	68%	1,686.7	67%	-0.1%
- London	384.5	63%	396.6	63%	-3.1%	1,568.5	63%	1,582.0	63%	-0.8%
- Regional	30.2	5%	28.1	4%	7.2%	116.6	5%	104.7	4%	11.3%
Total cargo	611.5	100%	627.2	100%	-2.5%	2,490.5	100%	2,510.1	100%	-0.8%
- London	465.8	76%	479.2	76%	-2.8%	1,905.5	77%	1,911.8	76%	-0.3%
- Regional	145.8	24%	147.9	24%	-1.5%	585.1	23%	598.3	24%	-2.2%



Air cargo – freight and mail – is transported in and out of the UK on air freighters and in the bellyhold of passenger aircraft.

Compared with the same period in 2012, in quarter 2 2013, total cargo tonnage at all UK airports was down 2.5%. It decreased by 2.8% at London airports and by 1.5% at Regional airports. Air freighter cargo tonnage dropped by 2.8% and bellyhold cargo tonnage by 2.4% compared with the same quarter last year.

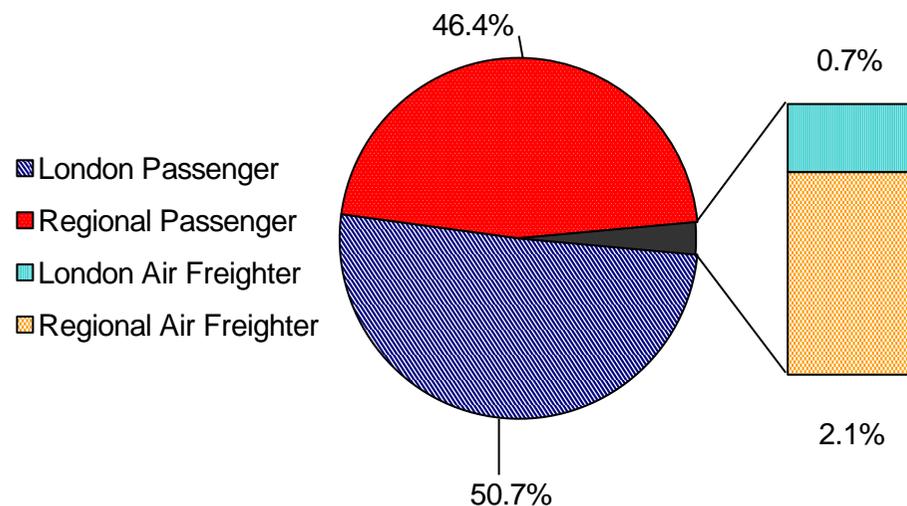
On a rolling year basis, total cargo tonnage handled at UK airports was down 0.8% compared with the year before.



6. All commercial flights to and from UK airports see note 5 on p.14

Flights (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q2 2013		Q2 2012		+/- %	Q3 12 – Q2 13		Q3 11 – Q2 12		+/- %
	Flights (000s)	% of total	Flights (000s)	% of total		Flights (000s)	% of total	Flights (000s)	% of total	
Air freighter	13.4	3%	13.2	3%	1.4%	55.0	3%	53.9	3%	2.0%
- London	3.5	1%	3.5	1%	-1.1%	14.1	1%	14.3	1%	-1.3%
- Regional	10.0	2%	9.8	2%	2.3%	40.9	2%	39.6	2%	3.2%
Passenger flights	501.1	97%	495.9	97%	1.1%	1,859.0	97%	1,888.5	97%	-1.6%
- London	256.0	50%	252.1	50%	1.5%	970.4	51%	974.1	50%	-0.4%
- Regional	245.1	48%	243.7	48%	0.5%	888.6	46%	914.4	47%	-2.8%
Total flights	514.5	100%	509.1	100%	1.1%	1,914.0	100%	1,942.4	100%	-1.5%
- London	259.5	50%	255.6	50%	1.5%	984.5	51%	988.4	51%	-0.4%
- Regional	255.0	50%	253.5	50%	0.6%	929.5	49%	954.0	49%	-2.6%

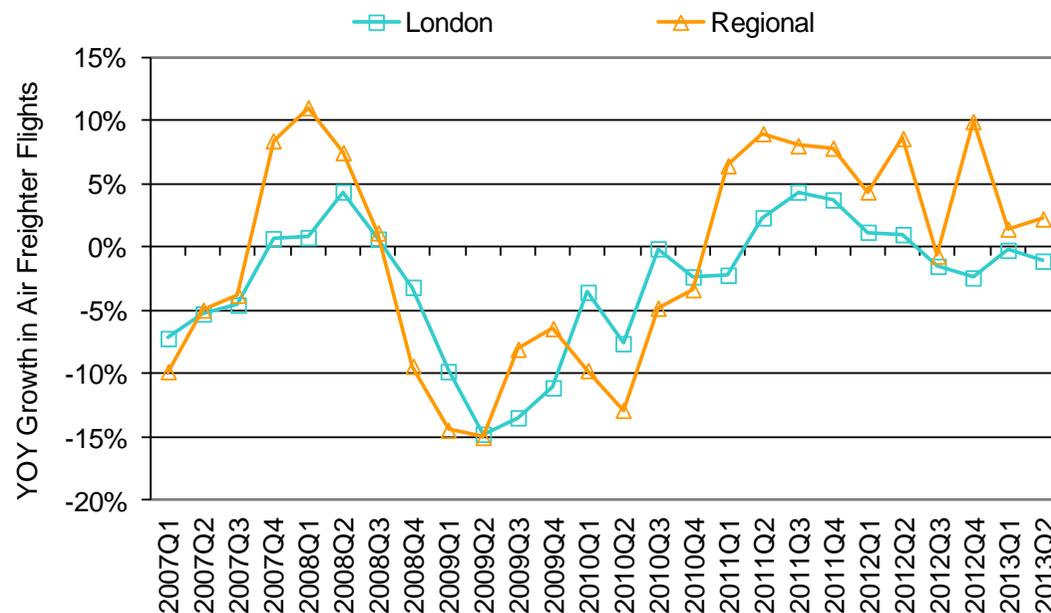
Flights Share (year to date)



The number of commercial flights at reporting UK airports is a measure of commercial aviation activity in the UK. It includes both passenger and cargo flights, but excludes military flights, general aviation and aircraft that pass through UK airspace without landing.

In quarter 2 2013, the total number of commercial flights in the UK was up 1.1% compared to the same quarter in 2012. The number of air freighter flights and passenger flights has increased respectively by 1.4% and 1.0%.

London airports saw an increase of 1.5% whereas regional airports experienced an increase of 0.6%. On a rolling year basis, the total number of flights was down 1.5% compared with the same period the year before.



7. Punctuality of passenger flights to and from UK airports see note 6 on p.14

Matched flights (000s), % of flights on-time, average delay (mins)	CURRENT QUARTER						ROLLING YEAR					
	Q2 2013			Q2 2012			Q3 12 – Q2 13			Q3 11 – Q2 12		
	Flights (000s)	% on-time	Avg. delay (mins)	Flights (000s)	% on-time	Avg. delay (mins)	Flights (000s)	% on-time	Avg. delay (mins)	Flights (000s)	% on-time	Avg. delay (mins)
London Airports	252.6	80.0%	11.2	248.6	77.2%	12.6	956.7	78.2%	12.5	966.0	78.8%	11.9
- Heathrow	118.4	77.0%	12.4	118.6	73.3%	14.1	463.8	75.9%	13.5	472.2	76.4%	12.9
- Gatwick	64.9	78.4%	12.8	63.4	78.0%	13.2	238.4	76.5%	14.0	240.1	78.9%	12.6
- Stansted	33.0	85.9%	8.2	32.1	83.6%	8.9	121.1	83.1%	9.7	122.9	83.6%	9.1
- Luton	18.4	83.1%	10.2	18.7	79.0%	12.5	67.2	80.9%	11.6	68.1	79.1%	12.3
- London City	17.9	91.8%	4.7	15.9	87.8%	6.7	66.2	88.9%	6.5	62.7	87.3%	7.2
Regional Airports	123.3	83.7%	10.5	121.4	80.8%	12.1	448.8	81.6%	11.7	452.1	80.8%	12.0
- Manchester	42.9	79.5%	12.9	42.3	76.6%	14.9	157.5	77.5%	14.2	157.6	76.0%	14.9
- Birmingham	22.5	88.4%	7.6	22.4	82.9%	10.9	81.9	84.5%	10.0	82.4	83.7%	10.8
- Glasgow	19.4	83.4%	10.9	19.0	82.0%	11.5	71.4	83.0%	10.9	70.4	83.0%	11.1
- Edinburgh	27.3	85.7%	8.7	26.2	84.0%	9.5	96.5	84.1%	9.4	99.4	83.3%	9.8
- Newcastle	11.2	85.6%	10.4	11.4	83.1%	11.2	41.5	82.7%	11.8	42.3	84.0%	10.3
All 10 Airports	375.9	81.2%	11.0	370.0	78.4%	12.4	1,405.5	79.3%	12.3	1,418.1	79.5%	11.9

Punctuality of arriving and departing passenger flights are measured by comparing actual and planned times of operation. The data covers five London airports and five regional airports.

The on-time performance is defined as the proportion of flights arriving or departing early or up to 15 minutes late. It is calculated from the scheduled on-stand time, the reported runway time and the expected time an aircraft takes to travel between a stand and the runway.

In quarter 2 2013, 81.2% of all measured flights were on time, which was up 2.8 percentage points compared to the same quarter last year. Average delay per flight was 11.0 minutes, compared with 12.4 minutes in quarter 2 2012. Across all the London and regional airports, the percentage of on-time flights increased and the average delay decreased.



Did you know? Top 20 UK airports by cargo tonnage in 2012

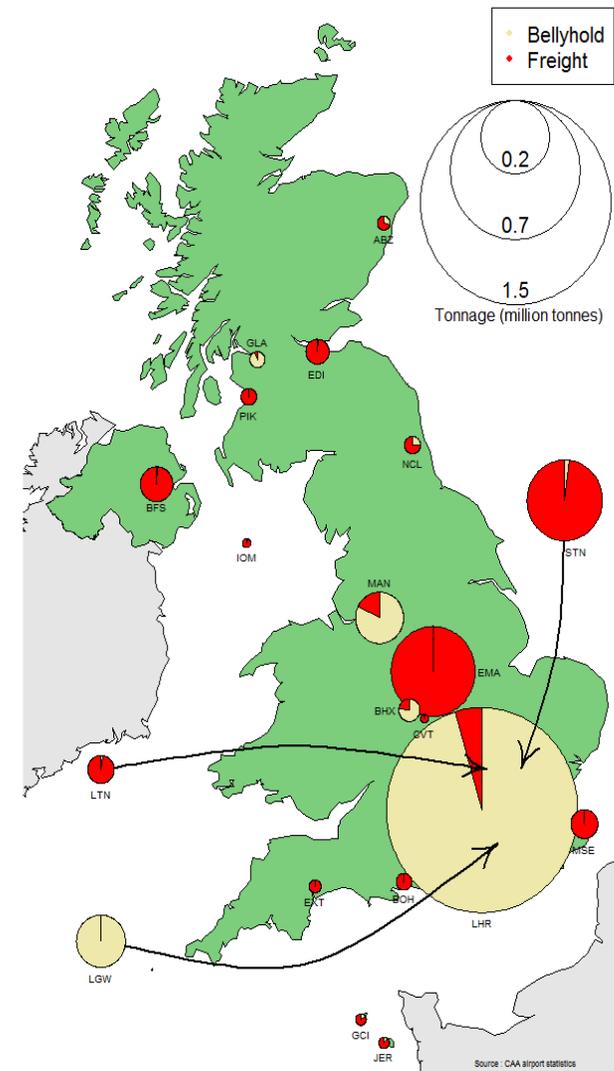
Heathrow is by far the biggest UK airport in terms of cargo tonnage - in 2012, it handled in total 1.56 million tonnes. The majority of this was in the bellyhold of passenger flights (95%).

The second biggest UK cargo airport is East Midlands Airport with 300 thousand tonnes (19.2% of the total at Heathrow). However, all of this is transported in and out by freighter plane (rather than on passenger flights) with an average of 14.7 tonnes per flights, making the airport the largest in the UK in terms of dedicated cargo (freighter) flights.

Considering the other London airports, 241 thousand tonnes of air cargo were transported at Stansted (98% by freighter with an average of 23.9 tonnes per flights), 101 thousand tonnes at Gatwick (all bellyhold) and 30 thousand at Luton (97% by freighter).

The second and third regional airports are respectively Manchester with 98 thousand tonnes of air cargo (87% bellyhold) and Belfast with 45 thousand tonnes (all transported by freighter).

Top 20 UK airports by cargo tonnage in 2012



Notes

1. The Civil Aviation Authority data is prepared with the co-operation of the United Kingdom airport and airline operators. The assistance from all these organisations is gratefully acknowledged.
2. The information contained in this report has been compiled from various sources and it is not possible for the CAA to check and verify whether it is accurate and correct, nor does the CAA undertake to do so. Consequently the CAA cannot accept any liability for any financial loss caused by any person's reliance on it.
3. More detailed data are available from the Civil Aviation Authority website at the following address - www.caa.co.uk/aviationintelligence.
4. The CAA is the UK's specialist aviation regulator whose regulatory activities range from ensuring the aviation industry meets the highest safety standards to preventing holidaymakers from being stranded abroad because of tour operator insolvency.
5. Explanatory notes for Parts 1 to 6:

Notes	Applicable to Part					
	1	2	3	4	5	6
Tables and charts are generated from data in CAA Airport Statistics.	✓	✓	✓	✓	✓	✓
All data excludes the activity of Air Taxis – those aircraft with maximum take-off weights of less than 15 tonnes flying non-scheduled services.	✓	✓	✓	✓	✓	✓
London airports are Heathrow, Gatwick, Stansted, Luton, London City and Southend. Regional Airports are all other UK airports, a category which excludes the Channel Island Airports – Jersey, Guernsey, and Alderney – and the Isle of Man, which are not formally part of the UK.	✓	✓	✓	✓	✓	✓
Exclude traffic to and from North Sea oilrigs.		✓	✓	✓	✓	✓
Terminal passengers are those commencing their journey or connecting between flights at the airport, but exclude transit passengers who do not disembark.	✓	✓		✓		
Cargo comprises mail and freight.	✓				✓	✓
For the purposes of this report, World Areas are defined as follows: Domestic - the United Kingdom, the Channel Islands and the Isle of Man (these numbers are not adjusted for the double counting which occurs when both airports report arriving and departing passengers to the CAA); Europe - geographical Europe including Turkey and the former Soviet Union states; North America - USA, Canada and Puerto Rico; Rest of World - all other countries.				✓		
A destination is defined to be where a passenger boards or alights the aircraft on which they arrived or departed from the reporting airport; it is not necessarily the first or last stop of a multi-sector flight.				✓		

6. Explanatory notes for Part 7:

- In these punctuality data, 'delay' is recorded as the difference between an aircraft's scheduled and actual arrival or departure time at the airport terminal. It does not therefore measure any delay, such as that due to congestion, which has already been allowed for in the planned flight times of the service.
- Average delay is the total minutes of delay recorded by all flights (with early arriving flights counted as zero delay) divided by the total number of flights monitored.
- On-time performance and delay is calculated from the scheduled on-stand time (provided by Airport Co-ordination Ltd.), the reported runway time (provided by the airport) and the expected time an aircraft takes to travel between a stand and the runway (taxiing time – calculated from historic data). The use of average taxi times is sufficient for calculating an aggregate level of on-time performance, but would not be suitable for reviewing the punctuality of an individual flight.
- The statistics cover only those flights which were operated and do not cover those flights which were cancelled.