

## FOREWORD

### 1 CONTENT

- 1.1 UK Airports - Annual Statements of Movements, Passengers and Cargo is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport operators. The assistance from all these authorities is gratefully acknowledged.

### 2 CONVENTIONS

- 2.1 Symbols and Abbreviations The following are used throughout:  
.. = not available or incalculable  
- = 0 or value too low to register  
P = provisional  
xx = figures not supplied
- 2.2 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.
- 2.3 Units of Measurement Metric measurements are used throughout this publication  
Tonne = 1000 kilograms  
Conversion factors (metric to imperial)  
1 tonne = 1.1023 short tons  
1 tonne = 0.9842 ton

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

### 3 ENQUIRIES

- 3.1 Statistics Enquiries concerning the information in this publication should be addressed to:

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CAA House	
45/59 Kingsway	
London WC2B 6TE	

Enquiries concerning further analysis of UK Airport or other UK Civil Aviation statistics should be addressed to:

Tel. 020-7453 6258

3.4 Website our tables are also available on the Internet free of charge. Address [www.caa.org.uk](http://www.caa.org.uk)

#### 4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

4.1 Statistics for the period from February 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's Business Monitors

The series comprise:

CA.1	Airport Activity	(Monthly and Annual)
CA.2	Air Passengers	" " "
CA.3	Air Freight & Mail	" " "
CA.4	Airline Operations	" " "
CA.5	Airline Operations	(Quarterly and Annual)
CA.6	Domestic Passenger Traffic	" " "
CA.7	Air Passengers - International and Cabotage	" " "
CA.8	Airline Financial Statistics	(Annually: 1968 to 1971 only)

4.2 Statistics for the period January 1973 to December 1982 were published in CAA Monthly and Annual Statistics. Financial statistics prior to 1975 were published in one document "Financial Resources of UK airlines 1968-1974" (CAP 379) and subsequently were incorporated into "CAA Annual Statistics".

4.3 With effect from 1983 data, "CAA Monthly Statistics" was published as two independent documents "UK Airlines - Monthly Operating and Traffic Statistics" and "UK Airports - Monthly Statements of Movements, Passengers and Cargo". With the exception of certain summary tables these broadly follow the data published in Chapters 1 and 2 of "CAA Monthly Statistics".

4.4 With effect from 1983 "CAA Annual Statistics" was published as two independent documents "UK Airlines - Annual Operating, Traffic and Financial Statistics" and "UK Airports - Annual Statements of Movements, Passengers and Cargo". The former contains information previously published in Chapters 1 and 3 and the latter, information previously published in Chapter 2 of "CAA Annual Statistics". Information previously published in Chapters 4 and 5 (ICAO and Aircraft Accident Data) is available from other sources and is no longer included in CAA Annual Statistical publications.

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## Appendix Definitions - UK Airport Statistics

There are some differences between the definitions used in this publication and those used in "UK Airlines - Annual Operating Traffic and Financial Statistics". These arise mainly because UK Airline Statistics are not asked to report non-revenue passengers or non-revenue cargo. The classification of European traffic differs between the publications. Airport statistics include all traffic with an origin or destination within the Community: Airline statistics analyse activity within the liberalised area, the geographic boundary of which may vary from time to time.

### MOVEMENTS

Aircraft movement An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.

#### Commercial Movements

Air transport movements are landings or take-offs of aircraft engaged on the transport of passengers, cargo or mail on commercial terms. All scheduled movements, including those operated empty, loaded charter and air taxi movements are included. For the purpose of these statistics where flights are operated on a sub charter basis the operator is identified according to the flight number. In the case of code sharing and franchise services the flight is allocated to the operator who has commercial responsibility for the service.

Air taxi movement is a movement by an aircraft of less than 15 tonnes MTWA operating on a non-scheduled service. These are predominantly sole-use charter operations.

Empty positioning movements are movements by aircraft moving into position for scheduled or charter transport flights or returning to base after such flights, including empty Air Taxi Movements.

Local movements are commercial flights undertaken for press, survey, agricultural and fisheries flying, or public entertainment purposes.

#### Non-commercial Movements

Test and training movements are movements for the purpose of testing aircraft 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 not included in this category. Touch and go operations are counted as two movements.

Other non-commercial movements are non-revenue earning movements by air transport operators or manufacturers for the sole purpose of moving their own personnel or stores from one place to another, for delivery, refuelling or maintenance of empty aircraft and air transport flights forced to return to base by bad weather, engine failure or other causes.

Private movements are movements for purely non-commercial purposes by private owners or other private aircraft operators, excluding aero-clubs movements. (See below).

Aero-club movements are movements operated by aero-club members for instruction or pleasure. Touch and go operations are counted as two movements.

Official movements are movements for official purposes (excluding Air transport Movements) by British or foreign civil Government Departments eg movements by aircraft of the Civil Aviation Authority's Flight Calibration Services, the Queen's Flight and flights performed under a Police Air Operators Certificate.

Military movements are movements exclusively for military purposes using military aircraft. Military movements at military airfields are not included in these statistics.

Business aviation movements are non-commercial movements operated on aircraft of 2730kgs MTWA or greater (with no upper weight limit) conducting business operations (e.g. aircraft owned and operated by Shell or Ford).

## PASSENGERS

Passengers All revenue and non-revenue passengers on air transport movement flights.

A terminal passenger is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger, as is an interlining passenger.

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

## FREIGHT

Freight is the weight of property carried on an aircraft including for example, the weight of vehicles, express baggage and diplomatic bags, but excluding mail and passengers' and crews' permitted baggage. Freight in transit through the airport on the same aircraft is excluded.

Mail is the weight of Post Office mail carried.

A cargo movement is a flight carrying solely freight and/or mail and associated cargo attendants.

## TYPES OF SERVICES

International services are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside.

Domestic services are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

Cabotage here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)

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

Non-scheduled or charter services include all air transport movements other than scheduled services.

EU traffic includes all traffic with an origin/destination within Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Gibraltar, Greece, Hungary, Irish Republic, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovak Republic, Slovenia, Spain and Sweden.

## **CAA Airport Statistics**

### **Important Information**

With effect from July 2001 we made some changes to the way that data is reported. In order to use these statistics safely, particularly if you are constructing time-series, you should be aware of the following:-

Air Taxi operations (defined for statistical purposes as charter flights utilising aircraft of less than 15 tonnes MTWA - except for helicopter operations to/from oilrigs) are no longer included in most of the tables. This has the following effect on our publications:-

#### **1. ANNUAL PUBLICATIONS**

##### **1.1** *Air transport movement statistics are affected as follows:-*

- 1.1.1 In order to retain the ability to produce a series of movements using the previous definition, air taxis will remain in the total of air transport movements in summary Tables 2.1, 2.3, 2.4 and in Table 3.1.
- 1.1.2 In all other tables containing air transport movements air taxis have been excluded. Our database has been amended so that all data for 2001 is presented using the new definition. Time-series tables, other than those listed in 2.1 above, also present data using the revised definition.
- 1.1.3 This means that some air transport movement data presented in annual publications from 2001 onward will not agree with figures published in earlier editions.

##### **1.2** *Terminal passenger, freight and mail statistics are affected as follows:-*

- 1.2.1 Traffic carried on air taxi services is excluded entirely from all tables with effect from the 2001 edition. It is not possible to continue with a time-series using the previous definition.
- 1.2.2 Historic data has been adjusted so that traffic data is presented on a common basis within each publication from 2001 onward.
- 1.2.3 This means that some traffic data presented in annual publications from 2001 onward will not agree with figures published in earlier editions.

## **2. MONTHLY PUBLICATIONS**

### **2.1**     *Air transport movement statistics are affected as follows:-*

- 2.1.1     In order to retain the ability to produce a series of movements using the previous definition, air taxis will remain in the total of air transport movements in summary Tables 2 and in Table 3.
- 2.1.2     In all other tables containing air transport movements air taxis have been excluded. Our database has been amended so that all comparisons with the previous year are presented using the new definition.
- 2.1.3     This means that some air transport movement data presented in monthly publications from June 2001 onward will not agree with figures published in earlier editions.

### **2.2**     *Terminal passenger, freight and mail statistics are affected as follows:-*

- 2.2.1     Traffic carried on air taxi services is excluded entirely from all tables with effect from the June 2001 edition. It is not possible to continue with a time-series using the previous definition.
- 2.2.2     Historic data has been adjusted so that previous year comparisons of traffic data is presented on a common basis within each publication from 2001 onward.
- 2.2.3     This means that some traffic data presented in monthly publications from June 2001 onward will not agree with figures published in earlier editions.