

FOREWORD

1 CONTENT

- 1.1 "UK Airlines - Annual Operating and Traffic Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.
- 1.2 Some of the figures included in this publication may be provisional and revised in later issues.

2 CONVENTIONS

- 2.1 Symbols and Abbreviations The following are used throughout:
.. = not available
- = 0 or value too low to register
- 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)
0.9072 tonnes = 1 short ton (2000 lbs)
1.0160 tonnes = 1 ton (2240 lbs)
1.6095 kilometres = 1 statute mile (5280 feet)
1.4600 tonne-kilometres = 1 short ton mile

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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- 3.2 Distribution Enquiries concerning orders and subscriptions for magnetic versions should be addressed to Aviation Intelligence given in paragraph 3.1 above, or by Tel: 020 7453 6245 These are available either:
- a) CD
 - b) e-mailed

Price: £25.00 + VAT

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)

Annual versions of CA.1 to CA.7 were also published.

- 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 A - UK Airline Statistics

There are some differences between the definitions of UK airline statistics and those used for UK airport statistics published in "UK Airports - Monthly Statements of Movements Passengers and Cargo". These arise mainly because UK Airline Statistics do not include non-revenue traffic whereas Airport Statistics do. Additionally UK airlines report their worldwide activity whereas their data within the Airport Statistics includes only 3/4th freedom activity. Foreign carrier data is available only from Airport Statistics.

As a result of significant changes in the licensing of European airlines during 1993, the format and content of these statistics were reviewed. The changes were incorporated with effect from April data.

The main change was to identify the liberated area of activity created by the new rules. These allow airlines of member states to operate anywhere within the area without specific government approval. Since the liberated area may include points outside the EC some EFTA countries have joined the Aviation Package, we have called it the European Economic Area.

The UK's traditional licence classes still apply to carriers registered in the Channel Islands or Isle of Man and the mainland airlines activities elsewhere in the world. However, the volume of this activity is so reduced the old style tables have been withdrawn.

The volume of liberated activity has grown since 1993 as more carriers have acquired the new operating licences and the boundary of the liberated area has expanded.

After consideration it has been decided that with effect from January 2007 statistics we will no longer be publishing tables 6 1 to 6 3 (monthly) & 1 9 1 to 1 9 3 (Annual) – International and Domestic Charter Operations. Due to the introduction of simplified airline reporting, we no longer hold the relevant information to accurately convey what was intended – details concerning 'holiday type travellers'. If you wish to view information on charter services please refer to tables 5 1 to 5 4 (monthly) 18 1 to 1 8 4 (Annual).

DEFINITIONS

Types of Service

International services are services flown between the United Kingdom, Isle of Man, Channel Islands and points overseas, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands. For the purposes of these statistics services operated between the United Kingdom and its Territories (cabotage) are regarded as international.

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

Scheduled services are services performed for remuneration according to a published timetable and which are open to use by members of the public. Extra revenue flights occasioned by overflow traffic from scheduled flights are also included.

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

Sole Use operations are passengers carried on a flight for which the air carrier received re-numeration from one organisation/company only (no individual fares were paid by the passengers themselves).

Note: It is also possible for 'all cargo' operations to be classified as sole use

Sub Charter operations are performed by one carrier on behalf of another. In these instances the flight operates using the flight designator code and number of the carrier who were intending to operate and not that of the carrier who performed the service.

Franchising is the granting by an air carrier of a franchise or right to use various of its corporate identity elements (such as its flight designator code, livery and marketing symbols) to a franchise, i.e the entity granted the franchise usually market or deliver its air service product, typically subject to standards and controls intended to maintain the quality desired by the franchiser, i.e. the entity granting the franchise.

European Economic Area traffic is composed of those flights conducted under the EU's "Third Aviation Package". This excludes the Greek Islands (until July 1998), Gibraltar and the Azores but includes traffic to Iceland (July 1994), Norway (September 1993) and Switzerland (June 2002). A scheduled/charter distinction will be retained for as long as it is commercially relevant.

MEASURES AND THEIR COMPUTATION

The Civil Aviation Authority follows closely the statistical practices of the International Civil Aviation Organisation.

Aircraft days available The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of the service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.

Aircraft hours An aircraft hour is said to be performed when an aircraft operates one hour. Aircraft hours are measured on the basis of block-to-block times ie measured from the time the aircraft moves from the loading point until it stops at the unloading point.

Average daily utilisation per aircraft (hours) This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question.

Aircraft kilometres are calculated by multiplying the number of flights performed by the stage distance.

All cargo services are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie freight, unaccompanied baggage, mail.

Freight (or mail) tonne-kilometres used are calculated by multiplying the number of tonnes of freight and diplomatic bags carried over each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way.

Cargo The weight of property carried on an aircraft including for example, the weight of freight, mail, excess baggage and diplomatic bags, but excluding passengers' and crews' permitted baggage.

Cargo tonnes uplifted are calculated by counting each tonne of revenue freight or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that flight.

Distance flown per passenger The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried.

Passenger load factor is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage.

Passenger tonne kilometres used are calculated by multiplying the weight of passengers carried over each stage flight by the stage distance.

Passengers uplifted are calculated by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.

Payload capacity Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, freight and mail) measured in metric tonnes.

Payload carried The revenue load of passengers, baggage, freight and mail carried in the aircraft measured in metric tonnes.

Revenue passengers All passengers for whose transportation an air carrier receives commercial remuneration. Include, for example, a) passengers travelling under publicly available promotional offers (for example, “two-for-one”) or loyalty programmes such as frequent-flyer; b) passengers travelling as compensation for denied boarding; c) passengers travelling on corporate discounts; d) passengers travelling on preferential fares (government, seamen, military, youth, student, etc.). Exclude, for example, a) persons travelling free; b) persons travelling at a fare or discount available only to employees of air carriers or their agents or only for travel on business for the carriers; c) infants who do not occupy a seat.

1. This definition includes, for example, a) passengers travelling under publicly available promotional offers (for example, “two-for-one”) or loyalty programmes (for example, redemption of frequent-flyer points); b) passengers travelling as compensation for denied boarding; c) passengers travelling on corporate discounts; d) passengers travelling on preferential fares (government, seamen, military, youth, student, etc).

2. This definition excludes, for example, a) persons travelling free; b) persons travelling at a fare or discount available only to employees of air carriers or their agents or only for travel on business for the carriers; c) infants who do not occupy a seat.

Seat-kilometres available are calculated by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.

Seat-kilometres used are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance.

Stage flight is operated from when an aircraft takes off to when it next lands (including technical stops).

Stage flights average distance is calculated by dividing the aircraft kilometres flown by the related number of stage flights.

Tonne 1000 kilograms.

Tonne-kilometres available are calculated by multiplying the number of tonnes available for the carriage of revenue load (passengers, freight and mail) on each flight stage by the stage distance.

Tonne-kilometres used are calculated by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

Tonnes available The capacity of the aircraft available for the carriage of payload measured in tonnes.

Weight load factor is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage.

Appendix B Definitions – UK Airline Personnel

- 1 Pilots and co-pilots.
- 2 Other Cockpit Personnel Includes flight engineers, radio operators and navigators.
- 3 Cabin Attendants Cabin attendants including pursers, stewards and flight attendants.
- 4 Maintenance and Overhaul Personnel Ground personnel, including supervising, planning and inspection personnel at Maintenance and Overhaul Personnel shops. Also includes stores and supplies personnel, time-keepers and accounts personnel at Maintenance and Overhaul Personnel workshops.
- 5 Ticketing and Sales Personnel Personnel engaged in ticketing, sales and promotional activities.
- 6 All Other Personnel Personnel on the payroll not included in categories 1 – 5 above.
- 7 Expenditure Total expenditure for the salaries and allowances of all employees. Included are gross salary (before deduction of income tax, pension social welfare and voluntary payments), overtime pay, sales commissions, flying pay and subsistence allowances, (such as cost of living allowances, station and overseas allowances) and all crew hourly flight allowances (i.e. those in excess of travel and incidental expenses).

The following are excluded:-

Employers National Insurance Contributions, all payroll based employer cost such as life and permanent health insurance, agency staff not on the payroll, and expenses for travelling, moving, training, uniforms etc.

Table 1.15 - Employed in Great Britain
Standard Regions for Statistical Purposes

- 8 North - Tyne and Wear, Cleveland, Cumbria, Durham and Northumberland.
- 9 Yorkshire and Humberside - South Yorkshire, West Yorkshire, Humberside and North Yorkshire.
- 10 East Midlands - Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire.
- 11 East Anglia - Cambridgeshire, Norfolk and Suffolk.
- 12 South East - Greater London, Bedfordshire, Berkshire, Essex, Buckinghamshire, East Sussex, Hampshire, Hertfordshire, Isle of Wight, Kent, Oxfordshire, Surrey and West Sussex.
- 13 South West - Avon, Cornwall, Devon, Dorset, Somerset, Gloucestershire and Wiltshire.
- 14 West Midland - West Midlands, Hereford and Worcester, Shropshire and Staffordshire.
- 15 North West - Greater Manchester, Merseyside, Cheshire and Lancashire.
- 16 Wales - Clwyd, Dyfed, Gwent, Gwynedd, Mid-Glamorgan, Powys, South Glamorgan and West Glamorgan.
- 17 Scotland - Highlands, Grampian, Tayside, Fife, Lothian, Borders, Central, Dumfries, Strathclyde and Galloway and Islands (Orkney, Shetland and the Western Isles).

Appendix C - Major Changes to UK Operators 2012

<u>New Operators</u>	<u>Date</u>
British Airways (BA) Ltd	June 2012
<u>Reverted from Solely an 'Air Taxi' Type Operator</u>	
Oryx Jet Ltd	July 2010

Excludes information relating to airlines which operate solely on a small airlines' public transport operations basis.