

## Aviation

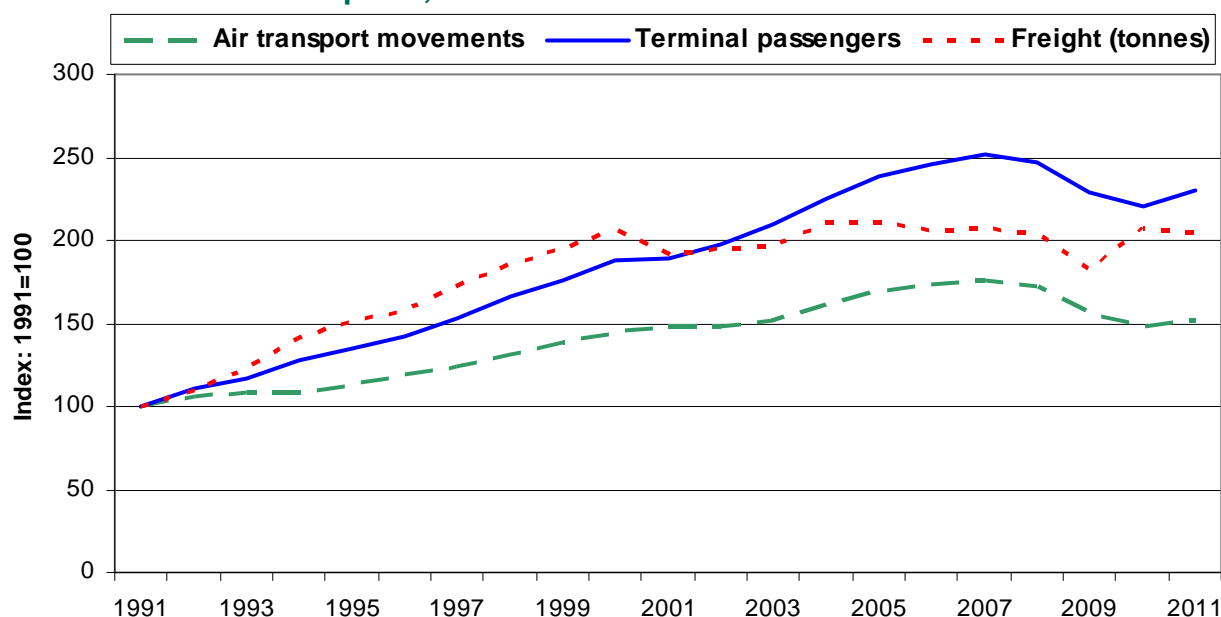
### Key trends

- After 3 years of decline, air transport movements at UK airports increased by 2 per cent in 2011 compared to 2010. Terminal passengers increased by 4 per cent. However, excluding the months affected by the ash cloud, snow and strikes in 2010, the increase in passengers was less than 1 per cent.
- Freight handled fell by 1 per cent, following a 14 per cent increase in 2010. The fall in 2011 was due to a 3 per cent fall in freight 'set down' (essentially imports); freight 'picked up' (exports) rose by 1 per cent.

#### Aviation includes information on:

- Activity at UK airports
- Activity of UK airlines
- Major international airports and airlines
- Casualties and incidents

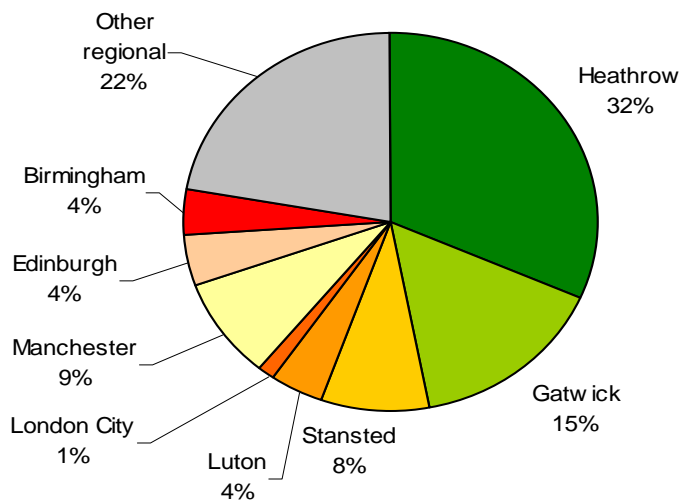
### Trends in air traffic at UK airports, 1991 to 2011



- The number of terminal passengers on **domestic services** peaked in 2005 at 24.7 million and has since fallen by 24 per cent to 19 million in 2011 (excluding double counting at domestic airports). The number of terminal passengers on **international services** peaked two years later, at 192 million in 2007. The number then fell for 3 consecutive years before increasing again by 5 per cent to 181 million in 2011.

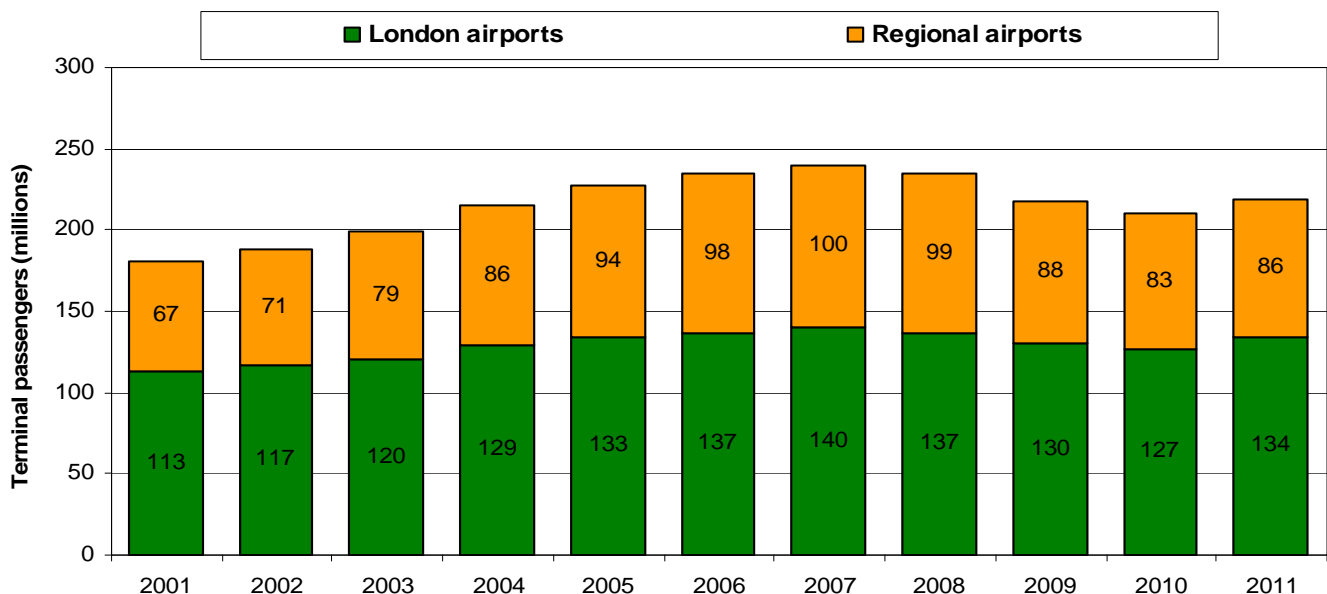
## UK Airports

### Terminal passengers by airport, 2011



- **Heathrow** is the UK's busiest airport. In 2011 it handled 23 per cent of air transport movements, 32 per cent of terminal passengers and 65 per cent of freight tonnes.
- Worldwide, **Heathrow** had the largest number of terminal passengers on international flights in 2011 at 65 million. In terms of total terminal passengers (domestic and international), Heathrow was the third largest airport in 2011 after Atlanta and Beijing.
- In 2011, the five **London airports** accounted for 61 per cent of all terminal passengers at UK airports, down from 63 per cent in 2001.
- Between 2001 and 2011, overall terminal passenger numbers increased by 28 per cent at the **airports outside London** compared with 18 per cent at the five London airports. However, non-London airports experienced a proportionally larger fall since the peak in 2007 at 15 per cent compared with a 4 per cent fall at the London airports.

### Number of terminal passengers at London and non-London airports<sup>1</sup>, 2001 to 2011



<sup>1</sup> 'London airports' covers Heathrow, Gatwick, Stansted, Luton and London City; 'regional airports' covers all other UK airports.

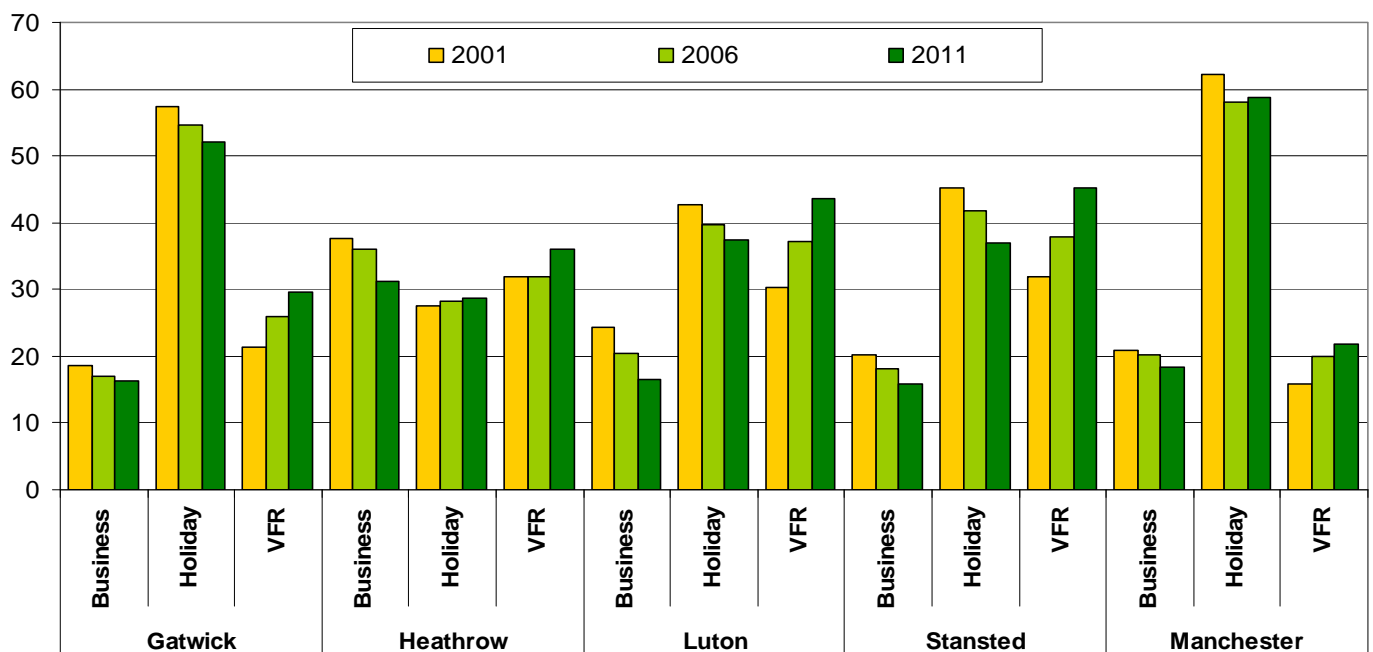
The CAA collects data on **punctuality** from 10 major UK airports<sup>2</sup>.

- In 2011, the average delay per movement was approximately 12 minutes. The average delay was higher for charter flights (21 minutes) than for scheduled flights (11 minutes).
- Punctuality improved in 2011 compared with 2010 at each of the 10 airports for which figures are collected.

## Flight and passenger characteristics

- In 2011, 72 per cent of **international passenger movements** at UK airports were to/from European origins/destinations. The most common country of origin/destination for terminal passengers at UK airports in 2011 was Spain (including the Canary Islands), which accounted for 17 per cent of all international passenger movements. The USA was second, accounting for 9 per cent of international passenger movements in 2011; this share has fallen from 12 per cent in 2001.
- In 2011, visiting friends and relatives (VFR) was the most common **purpose of travel** at Heathrow, Stansted and Luton. The proportion of passengers who are visiting friends/relatives has increased over the last decade at all 5 of the main UK airports.

## Purpose of travel at selected airports, 2001, 2006 and 2011



Information on how passengers **travel to airports** is available from the CAA passenger survey.

- Among the five airports<sup>3</sup> which are surveyed each year, the proportion of passengers travelling to the airport by private or hire car in 2011 ranged from 32 per cent at Heathrow to 59 per cent

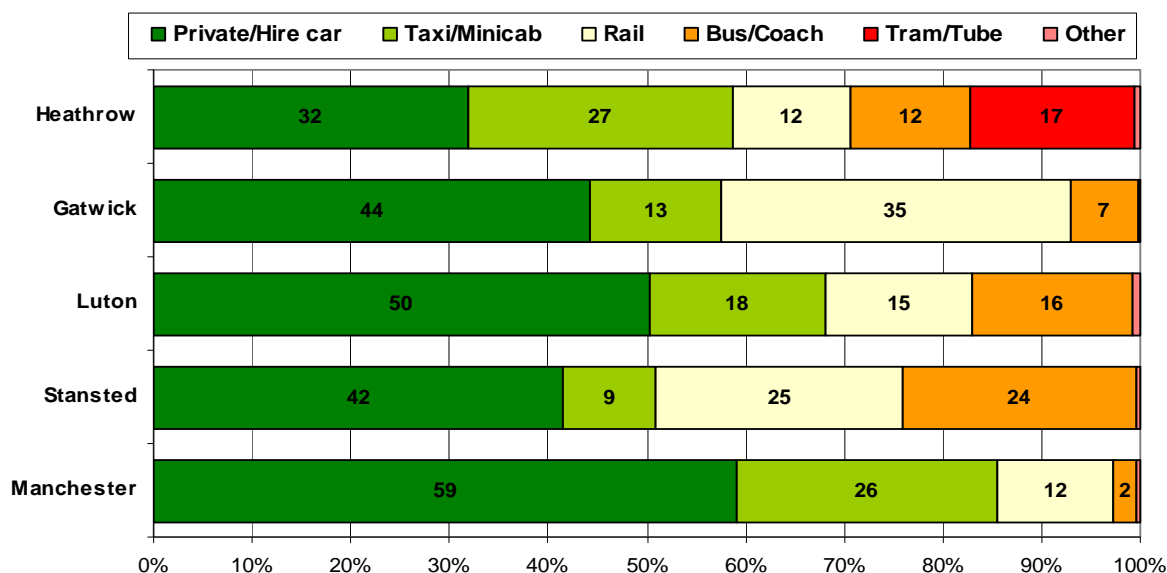
<sup>2</sup> Heathrow, Gatwick, Stansted, Luton, London City, Manchester, Birmingham, Glasgow, Edinburgh, Newcastle

<sup>3</sup> Heathrow, Gatwick, Stansted, Luton, Manchester

at Manchester. Between 2001 and 2011, the proportion travelling by private/hire car fell at all five airports surveyed.

- Use of taxi/minicab is relatively high at Heathrow (27 per cent) and Manchester (26 per cent) while travel by rail is relatively high at Gatwick (35 per cent) and Stansted (25 per cent).

### Mode of transport to selected airports, 2011



### UK Airlines

- In 2011, **Easyjet** uplifted more passengers than **British Airways** (48 million and 33 million respectively) but British Airways accounted for more than twice as many passenger km as Easyjet (116 billion and 54 billion respectively).
- In 2011, around 75,000 people were employed by UK airlines worldwide. This is a fall of 20 per cent since 2001 and a slight increase (1 per cent) since 2010.

### Accidents and incidents

- There were 46 **casualties** caused by accidents involving UK aircraft in UK airspace in 2011. This is nearly 40 per cent less than in 2001, although the time series is volatile due to the small numbers involved. Of these casualties, 8 (17 per cent) were fatal.
- There were 161 **aircraft proximity incidents** in 2011. Of these, 14 per cent involved commercial air transport compared with 43 per cent in 2001.

Detailed statistics on “Aviation” can be found on the [Transport Statistics Great Britain Aviation web page](#), table numbers AVI01 to AVI04.

### Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 2 – Aviation page](#)