

# Aviation Trends

## Quarter 3 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 expansion of the UK networks of easyJet and Ryanair since 2000.

In this edition of Aviation Trends, we show a rise in the number of passengers and in the number of commercial flights, and a decrease in the cargo tonnage handled at all UK airports, compared to the levels in the same quarter last year.

The Aviation Trends series is available at [www.caa.co.uk/aviationtrends](http://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 adjustments<sup>1</sup>. Due to rounding of figures, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

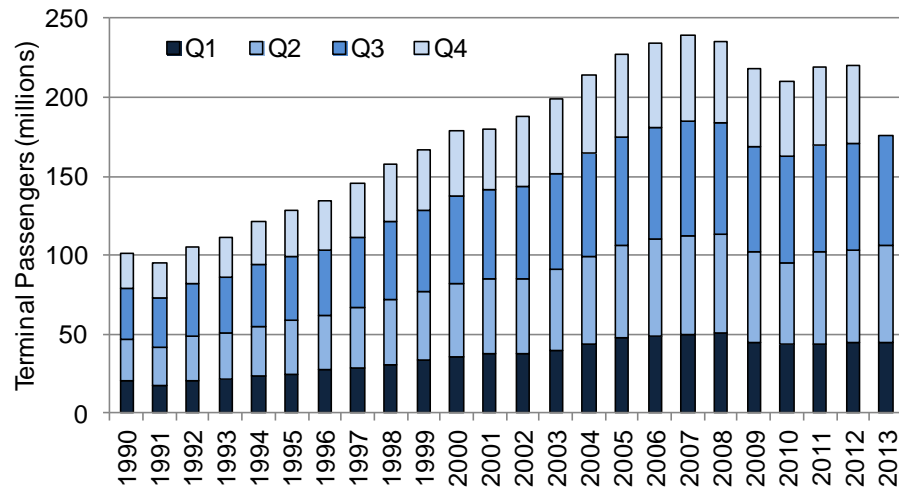
For a list of all statistics available on the CAA website, see [www.caa.co.uk/statistics](http://www.caa.co.uk/statistics).

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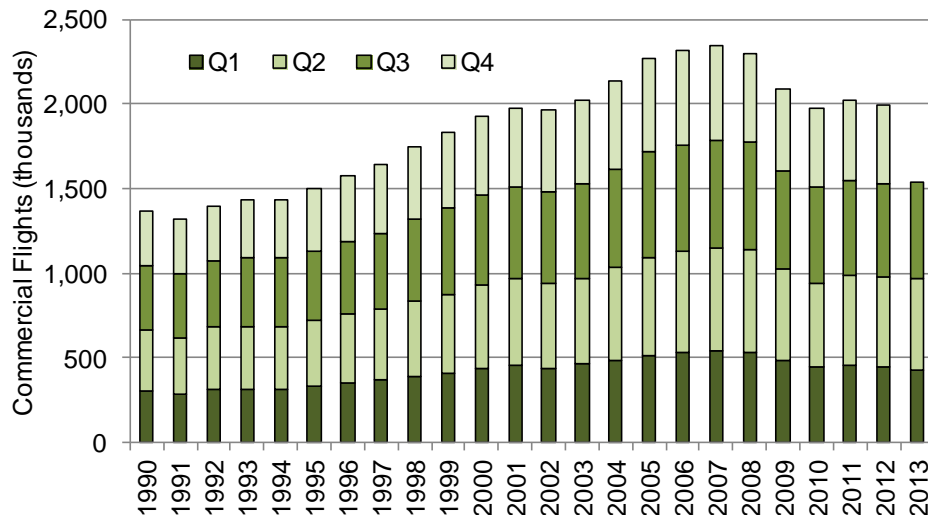
<sup>1</sup> Also, in editions of Aviation Trends prior to quarter 4 2008, all figures included activity at Channel Islands and Isle of Man airports. These islands are not formally part of the UK, and as we wish to present only the trends at UK airports, their figures are now excluded.

# 1. Historical overview of traffic see note 5 on p.17

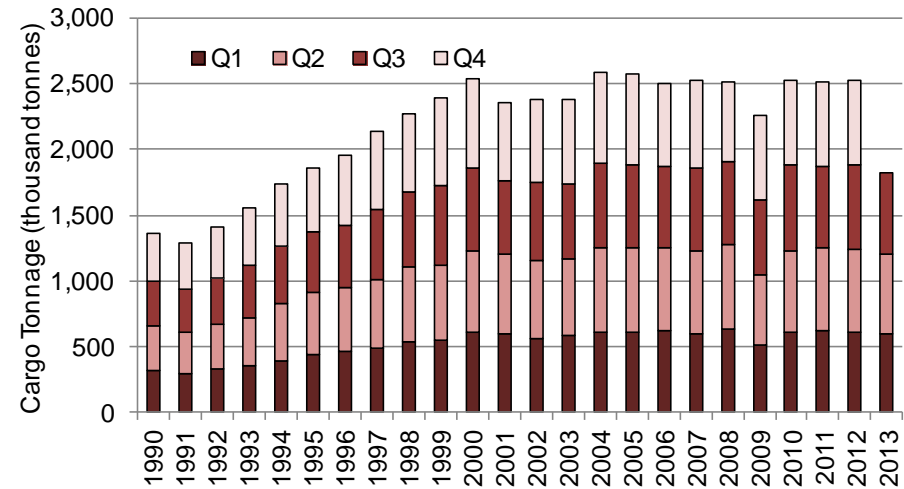
## a. Terminal passengers



## 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 left axis), and the percentage growth on the previous year's number in the same quarter (on the right axis).

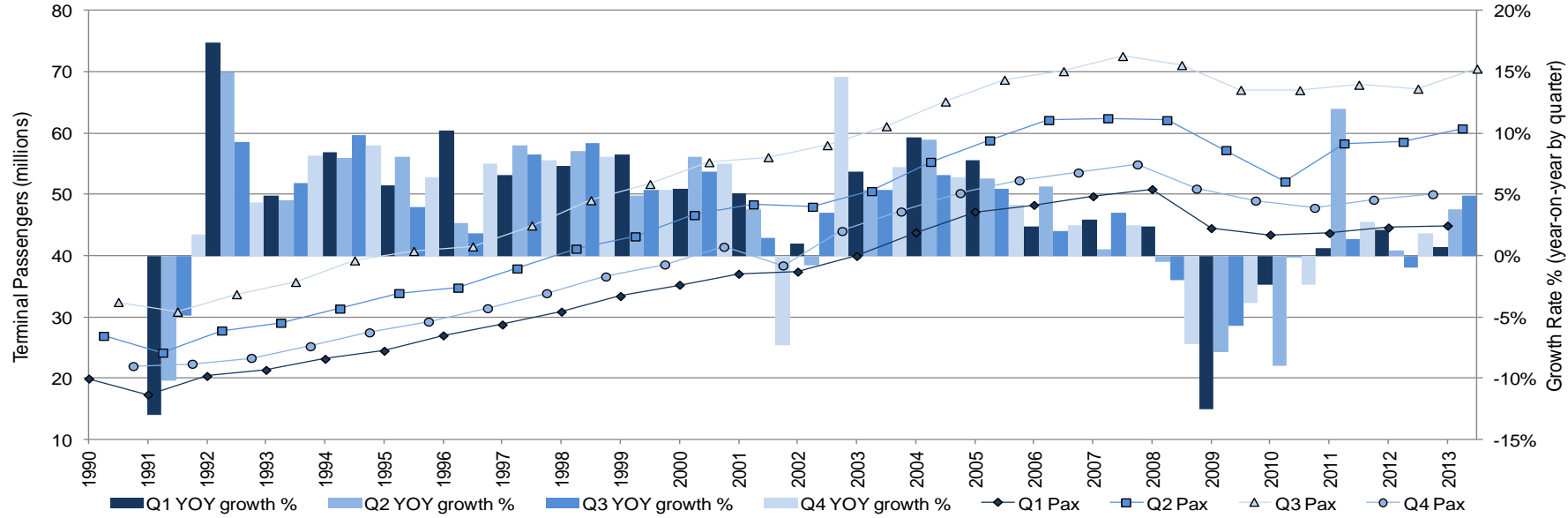
The second chart shows the rolling annual total in each quarter (on the left axis), and the percentage growth of the rolling annual total on the previous year's number in the same quarter (on the right axis). The highlighted data points are the annual traffic volumes and growth rates of the respective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

In quarter 3 2013, UK airports handled 70.5 million terminal passengers (an increase of 4.8%), 571 thousand commercial flights (an increase of 2.8%), and 610 thousand tonnes of cargo (a fall of 3.7%) compared to the same quarter last year.<sup>2</sup>

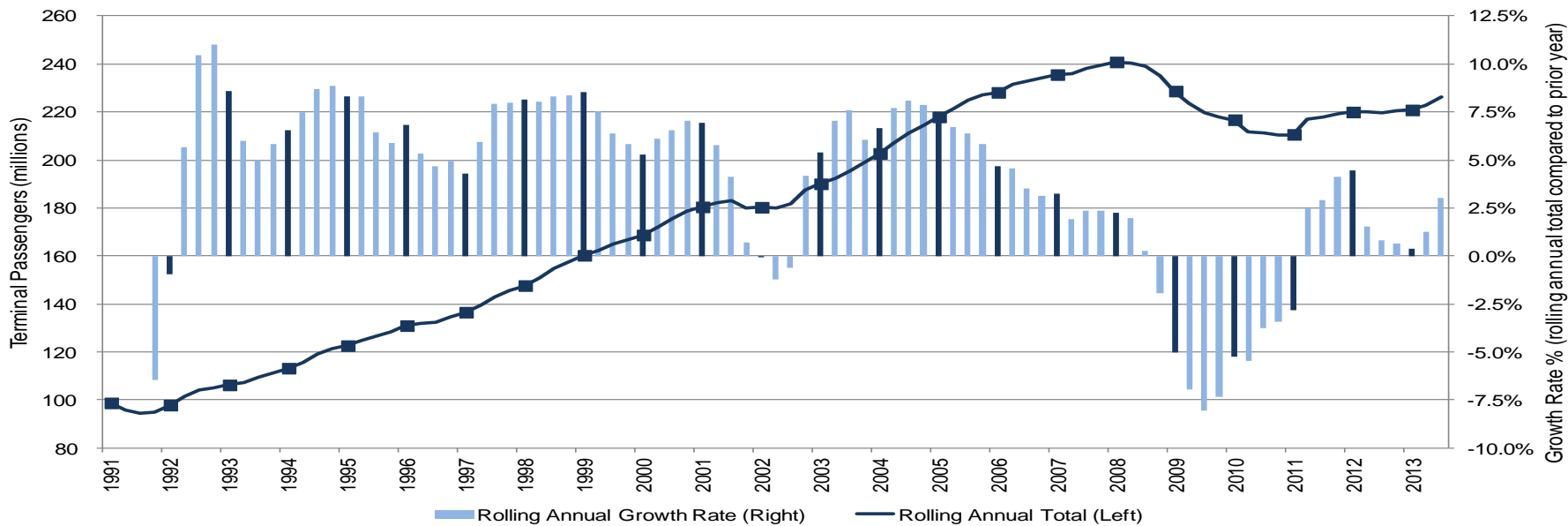
<sup>2</sup> These figures include traffic to and from North Sea oilrigs, which are excluded from the detailed tables in Parts 2 – 7.

# a. Terminal passengers

## Terminal Passengers - Quarterly totals and growth rates

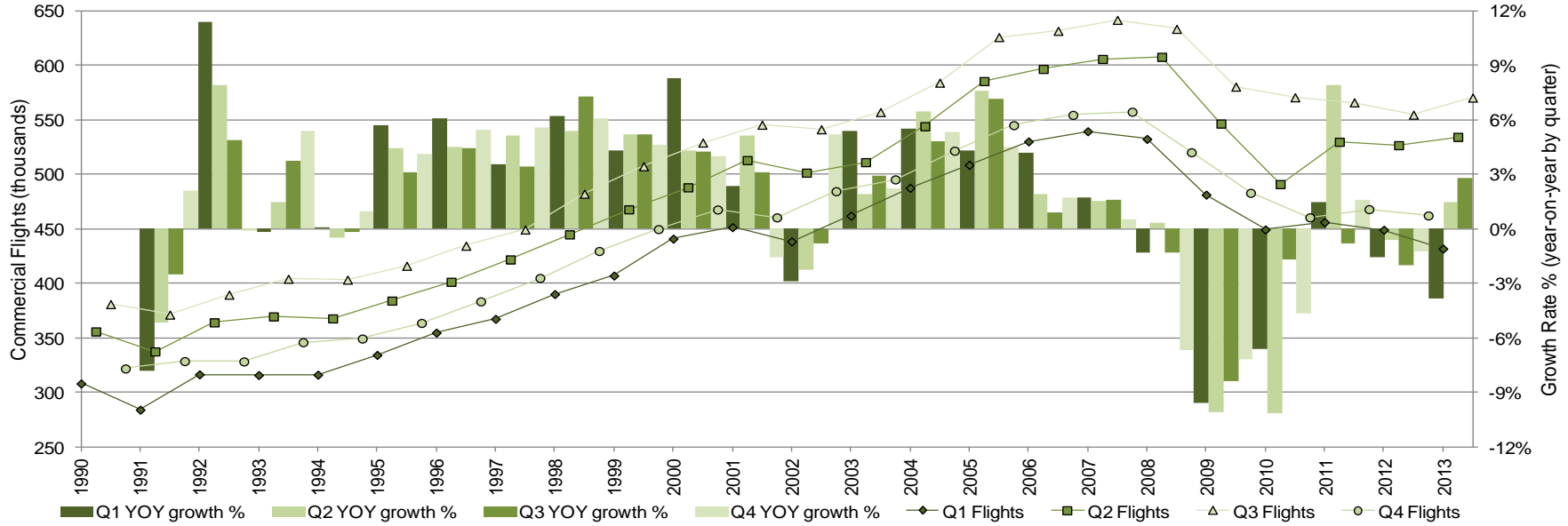


## Terminal Passengers - Rolling annual totals and growth rates

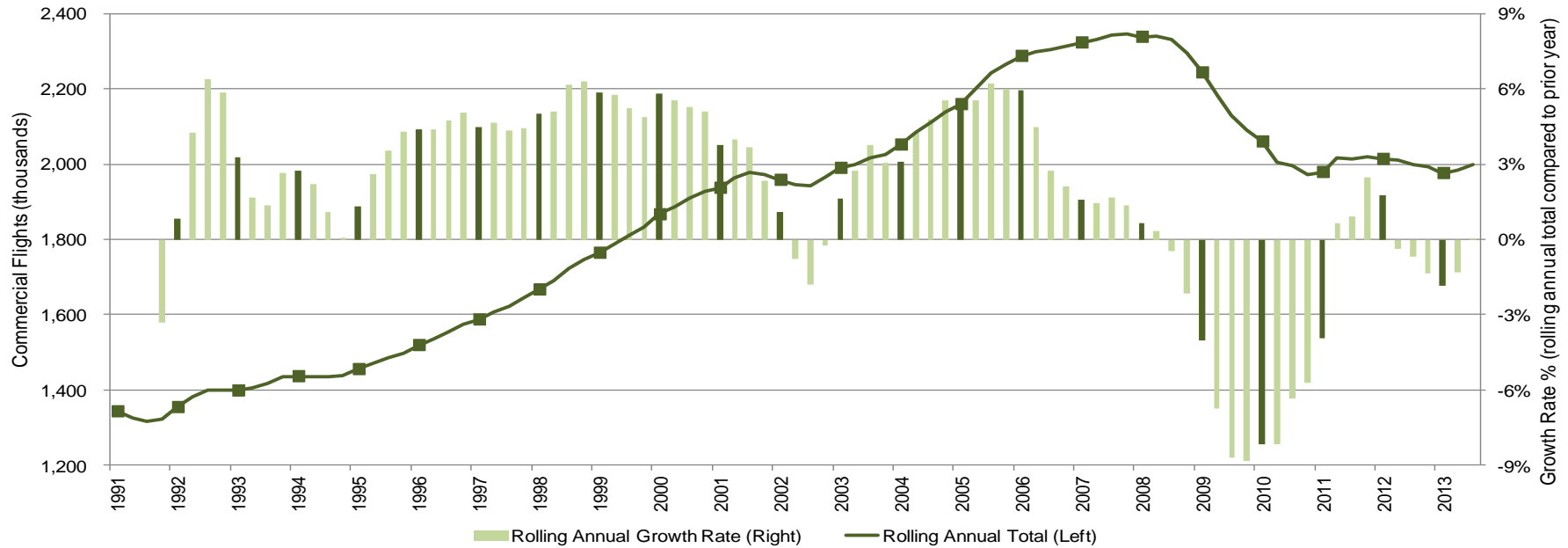


## b. Commercial flights

### Commercial Flights - Quarterly totals and growth rates

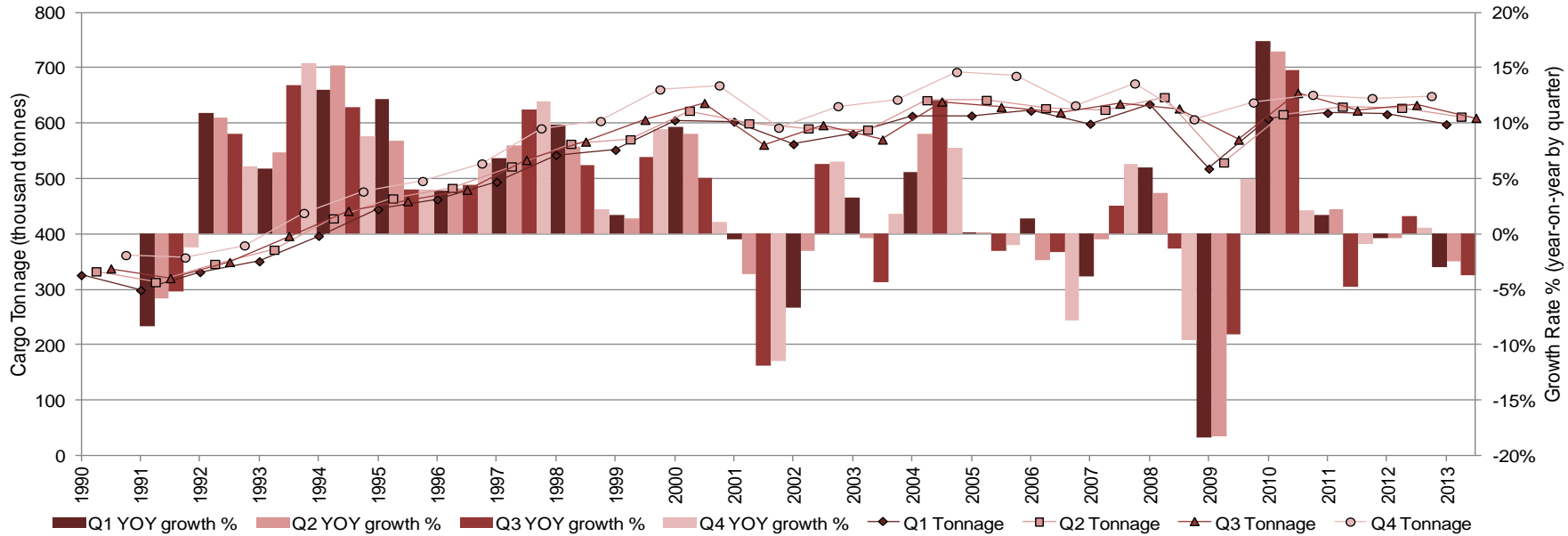


### Commercial flights : Rolling annual totals and growth rates

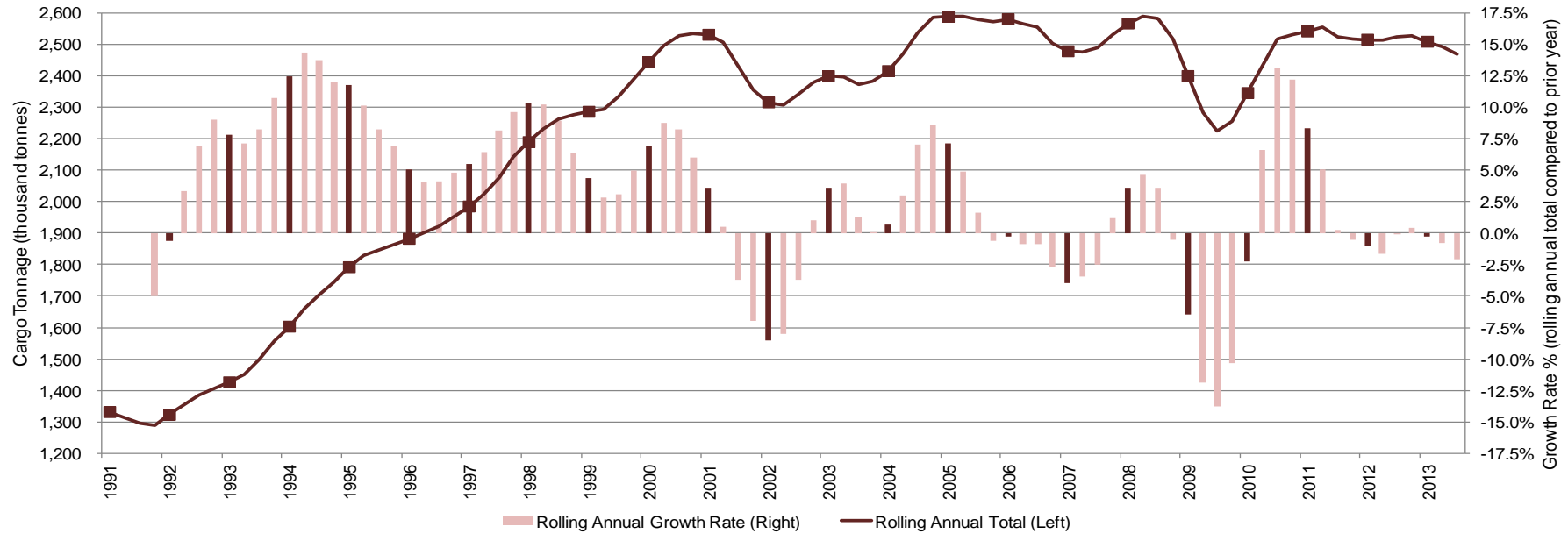


### c. Cargo tonnage

**Cargo Tonnage - Quarterly totals and growth rates**

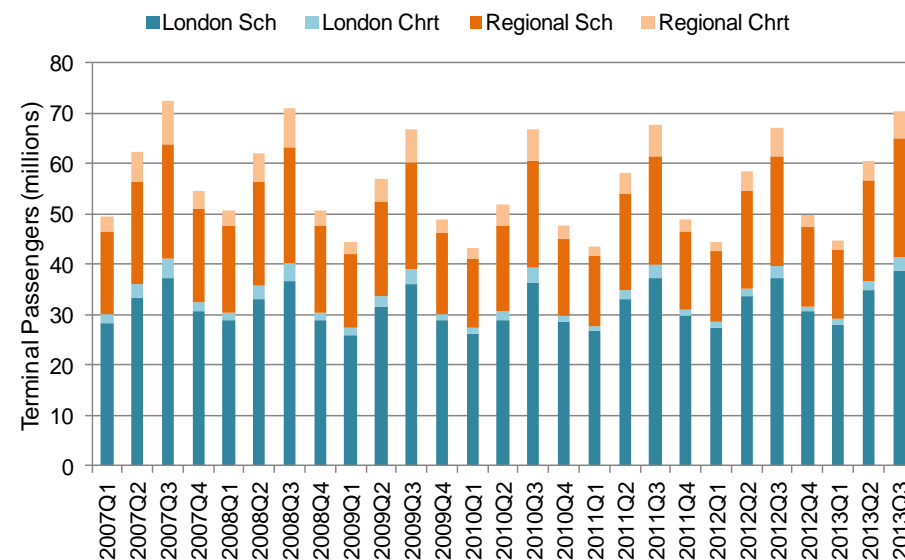


**Cargo tonnage - Rolling annual totals and growth rates**



## 2. Terminal passengers at UK airports see note 5 on p.17

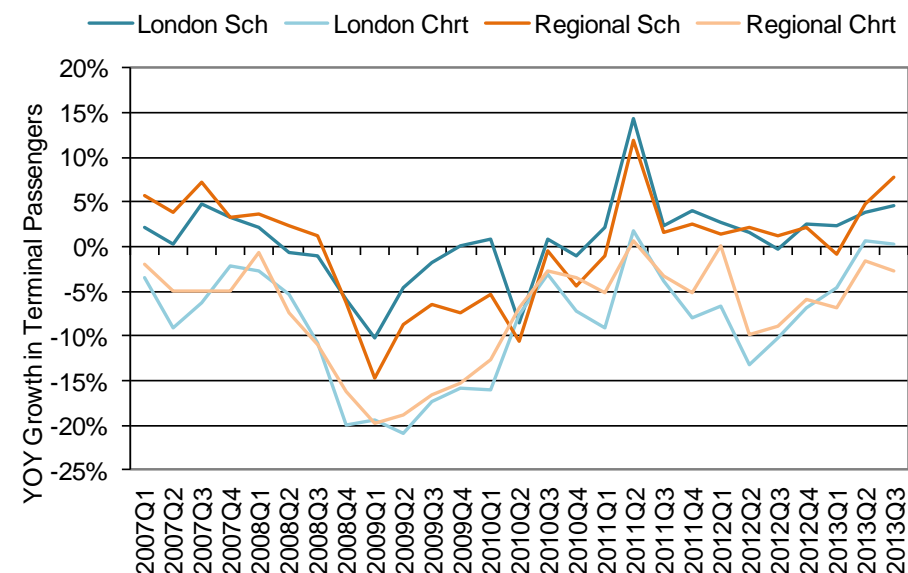
| Passengers (Millions)    | CURRENT QUARTER |             |                |             |             | ROLLING YEAR   |             |                |             |             |
|--------------------------|-----------------|-------------|----------------|-------------|-------------|----------------|-------------|----------------|-------------|-------------|
|                          | Q3 2013         |             | Q3 2012        |             | +/- %       | Q4 12 – Q3 13  |             | Q4 11 – Q3 12  |             | +/- %       |
|                          | Pax (Millions)  | % of total  | Pax (Millions) | % of total  |             | Pax (Millions) | % of total  | Pax (Millions) | % of total  |             |
| <b>London Airports</b>   | <b>41.3</b>     | <b>59%</b>  | <b>39.6</b>    | <b>59%</b>  | <b>4.3%</b> | <b>138.5</b>   | <b>61%</b>  | <b>134.2</b>   | <b>61%</b>  | <b>3.2%</b> |
| - Scheduled              | 38.8            | 55%         | 37.1           | 55%         | 4.6%        | 132.5          | 59%         | 128.1          | 59%         | 3.4%        |
| - Charter                | 2.5             | 4%          | 2.5            | 4%          | 0.4%        | 6.0            | 3%          | 6.1            | 3%          | -1.6%       |
| <b>Regional Airports</b> | <b>29.0</b>     | <b>41%</b>  | <b>27.4</b>    | <b>41%</b>  | <b>5.6%</b> | <b>86.9</b>    | <b>39%</b>  | <b>84.5</b>    | <b>39%</b>  | <b>2.8%</b> |
| - Scheduled              | 23.6            | 34%         | 21.9           | 33%         | 7.7%        | 73.6           | 33%         | 70.8           | 32%         | 4.0%        |
| - Charter                | 5.4             | 8%          | 5.5            | 8%          | -2.6%       | 13.2           | 6%          | 13.7           | 6%          | -3.5%       |
| <b>All Airports</b>      | <b>70.3</b>     | <b>100%</b> | <b>67.0</b>    | <b>100%</b> | <b>4.8%</b> | <b>225.4</b>   | <b>100%</b> | <b>218.7</b>   | <b>100%</b> | <b>3.0%</b> |
| - Scheduled              | 62.4            | 89%         | 59.0           | 88%         | 5.7%        | 206.2          | 91%         | 198.9          | 91%         | 3.6%        |
| - Charter                | 7.9             | 11%         | 8.0            | 12%         | -1.7%       | 19.2           | 9%          | 19.8           | 9%          | -2.9%       |



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.

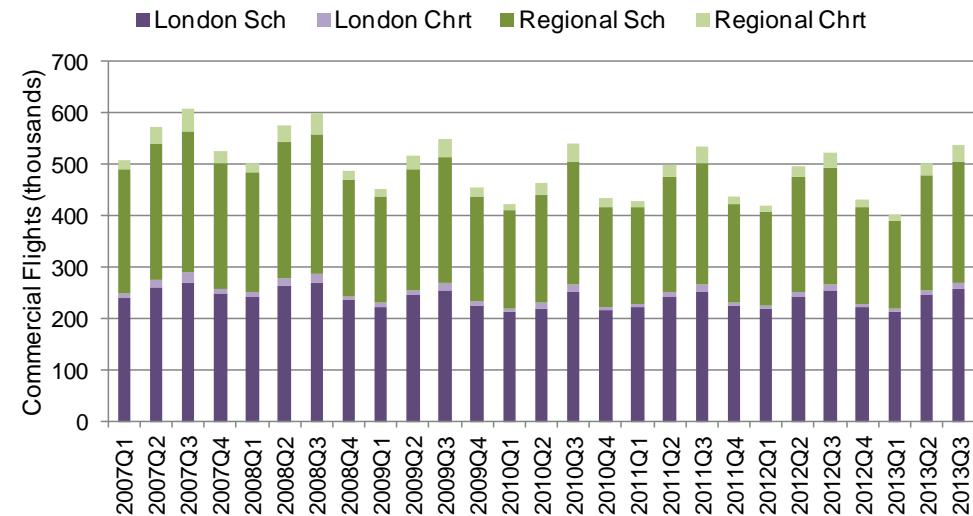
In quarter 3 2013, compared to the same quarter last year, London and regional airports handled respectively 4.3% and 5.6% more passengers. On a rolling year basis, passenger numbers were 3.2% higher at London airports and 2.8% higher at regional airports than the year before.

Across all UK airports, the number of passengers on scheduled flights was up 5.7% and down 1.7% on charter flights compared with the same quarter in 2012.



### 3. Passenger flights to and from UK airports see note 5 on p.17

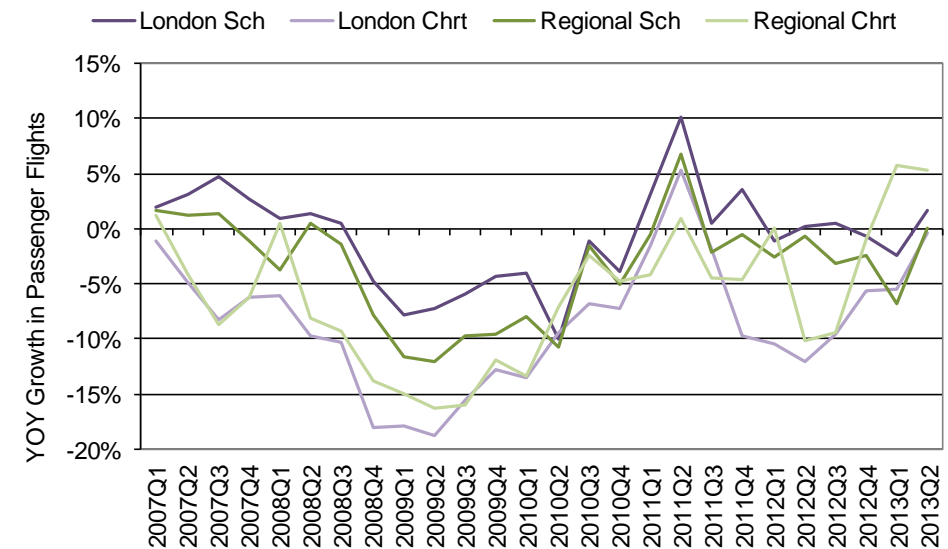
| Number of flights (000s) | CURRENT QUARTER |             |                |             |             | ROLLING YEAR   |             |                |             |              |
|--------------------------|-----------------|-------------|----------------|-------------|-------------|----------------|-------------|----------------|-------------|--------------|
|                          | Q3 2013         |             | Q3 2012        |             | +/- %       | Q4 12 – Q3 13  |             | Q4 11 – Q3 12  |             | +/- %        |
|                          | Flights (000s)  | % of total  | Flights (000s) | % of total  |             | Flights (000s) | % of total  | Flights (000s) | % of total  |              |
| <b>London Airports</b>   | <b>270.2</b>    | <b>50%</b>  | <b>266.8</b>   | <b>51%</b>  | <b>1.3%</b> | <b>973.8</b>   | <b>52%</b>  | <b>974.0</b>   | <b>52%</b>  | <b>0.0%</b>  |
| - Scheduled              | 257.4           | 48%         | 254.3          | 49%         | 1.2%        | 941.4          | 50%         | 941.1          | 50%         | 0.0%         |
| - Charter                | 12.8            | 2%          | 12.6           | 2%          | 2.1%        | 32.4           | 2%          | 32.9           | 2%          | -1.3%        |
| <b>Regional Airports</b> | <b>266.0</b>    | <b>50%</b>  | <b>256.6</b>   | <b>49%</b>  | <b>3.7%</b> | <b>898.0</b>   | <b>48%</b>  | <b>904.0</b>   | <b>48%</b>  | <b>-0.7%</b> |
| - Scheduled              | 235.1           | 44%         | 227.3          | 43%         | 3.4%        | 816.6          | 44%         | 825.9          | 44%         | -1.1%        |
| - Charter                | 30.9            | 6%          | 29.3           | 6%          | 5.5%        | 81.4           | 4%          | 78.0           | 4%          | 4.3%         |
| <b>All Airports</b>      | <b>536.3</b>    | <b>100%</b> | <b>523.5</b>   | <b>100%</b> | <b>2.4%</b> | <b>1,871.8</b> | <b>100%</b> | <b>1,877.9</b> | <b>100%</b> | <b>-0.3%</b> |
| - Scheduled              | 492.5           | 92%         | 481.6          | 92%         | 2.3%        | 1,758.0        | 94%         | 1,767.1        | 94%         | -0.5%        |
| - Charter                | 43.8            | 8%          | 41.9           | 8%          | 4.5%        | 113.8          | 6%          | 110.9          | 6%          | 2.6%         |



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

Compared to quarter 3 2012, the number of passenger flights at all UK airports increased by 2.4% in quarter 3 2013. There were 2.3% more scheduled flights and 4.5% more charter flights. On the rolling year basis, the number of scheduled flights was down 0.5% and the number of charter flights was up 2.6%.

There were 1.3% more flights at the London airports and 3.7% more flights at regional airports in quarter 3 2013 than in the same period in 2012. On the rolling year basis, the number of flights was down 0.7% at the regional airports and remained the same at the London airports.



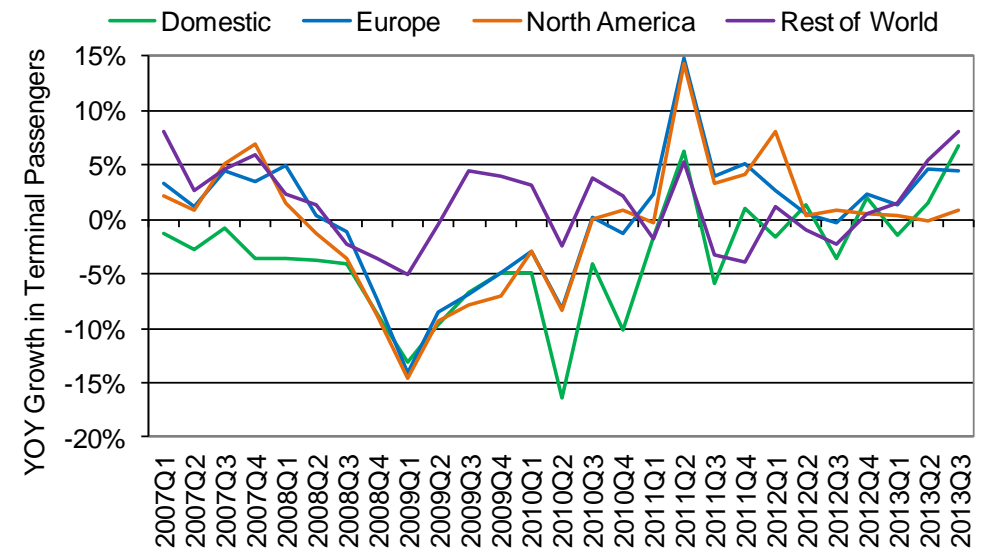
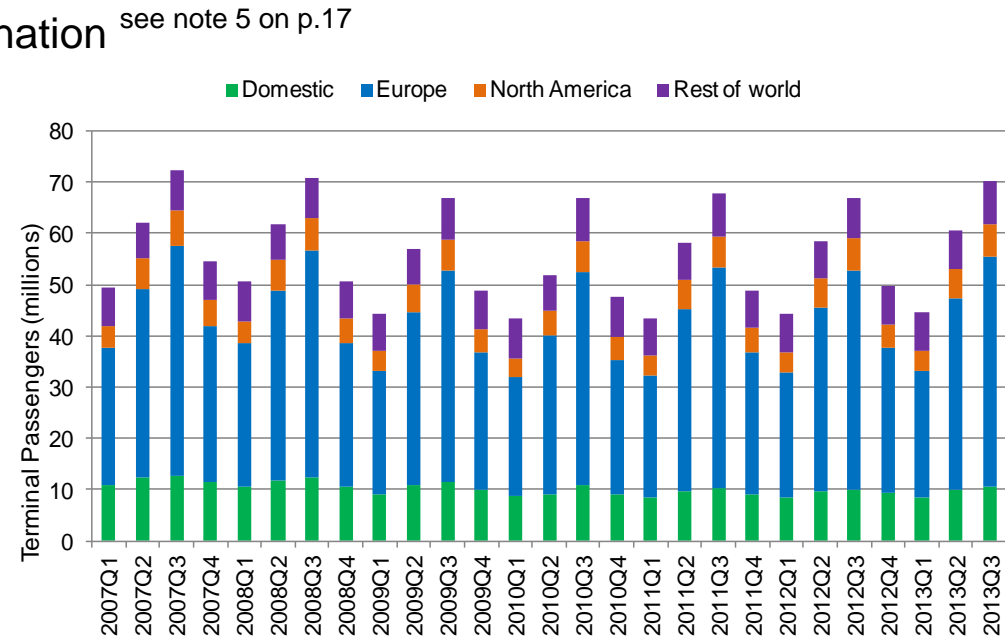


#### 4. Terminal passengers at UK airports by origin / destination see note 5 on p.17

| Passengers (millions) | CURRENT QUARTER |             |                |             |             | ROLLING YEAR   |             |                |             |             |
|-----------------------|-----------------|-------------|----------------|-------------|-------------|----------------|-------------|----------------|-------------|-------------|
|                       | Q3 2013         |             | Q3 2012        |             | +/- %       | Q4 12 – Q3 13  |             | Q4 11 – Q3 12  |             | +/- %       |
|                       | Pax (millions)  | % of total  | Pax (millions) | % of total  |             | Pax (millions) | % of total  | Pax (millions) | % of total  |             |
| <b>Domestic</b>       | <b>10.6</b>     | <b>15%</b>  | <b>9.9</b>     | <b>15%</b>  | <b>6.7%</b> | <b>38.0</b>    | <b>17%</b>  | <b>37.2</b>    | <b>17%</b>  | <b>2.4%</b> |
| - Scheduled           | 10.5            | 15%         | 9.8            | 15%         | 6.5%        | 37.6           | 17%         | 36.8           | 17%         | 2.1%        |
| - Charter             | 0.1             | 0.2%        | 0.1            | 0.1%        | 26.4%       | 0.5            | 0.2%        | 0.4            | 0.2%        | 29.5%       |
| <b>Europe</b>         | <b>44.7</b>     | <b>64%</b>  | <b>42.9</b>    | <b>64%</b>  | <b>4.4%</b> | <b>135.2</b>   | <b>60%</b>  | <b>130.7</b>   | <b>60%</b>  | <b>3.4%</b> |
| - Scheduled           | 38.0            | 54%         | 36.0           | 54%         | 5.7%        | 120.0          | 53%         | 114.9          | 53%         | 4.5%        |
| - Charter             | 6.7             | 10%         | 6.9            | 10%         | -2.6%       | 15.2           | 7%          | 15.9           | 7%          | -4.2%       |
| <b>North America</b>  | <b>6.4</b>      | <b>9%</b>   | <b>6.3</b>     | <b>9%</b>   | <b>0.9%</b> | <b>20.8</b>    | <b>9%</b>   | <b>20.7</b>    | <b>9%</b>   | <b>0.4%</b> |
| - Scheduled           | 6.3             | 9%          | 6.1            | 9%          | 2.2%        | 20.5           | 9%          | 20.3           | 9%          | 1.1%        |
| - Charter             | 0.1             | 0.1%        | 0.2            | 0.3%        | -44.3%      | 0.3            | 0.1%        | 0.4            | 0.2%        | -35.4%      |
| <b>Rest of World</b>  | <b>8.6</b>      | <b>12%</b>  | <b>8.0</b>     | <b>12%</b>  | <b>8.0%</b> | <b>31.3</b>    | <b>14%</b>  | <b>30.1</b>    | <b>14%</b>  | <b>3.9%</b> |
| - Scheduled           | 7.7             | 11%         | 7.1            | 11%         | 7.6%        | 28.1           | 12%         | 27.0           | 12%         | 3.9%        |
| - Charter             | 0.9             | 1%          | 0.8            | 1%          | 11.3%       | 3.3            | 1%          | 3.1            | 1%          | 3.8%        |
| <b>Total</b>          | <b>70.3</b>     | <b>100%</b> | <b>67.0</b>    | <b>100%</b> | <b>4.8%</b> | <b>225.4</b>   | <b>100%</b> | <b>218.7</b>   | <b>100%</b> | <b>3.0%</b> |
| - Scheduled           | 62.4            | 89%         | 59.0           | 88%         | 5.7%        | 206.2          | 91%         | 198.9          | 91%         | 3.6%        |
| - Charter             | 7.9             | 11%         | 8.0            | 12%         | -1.7%       | 19.2           | 9%          | 19.8           | 9%          | -2.9%       |

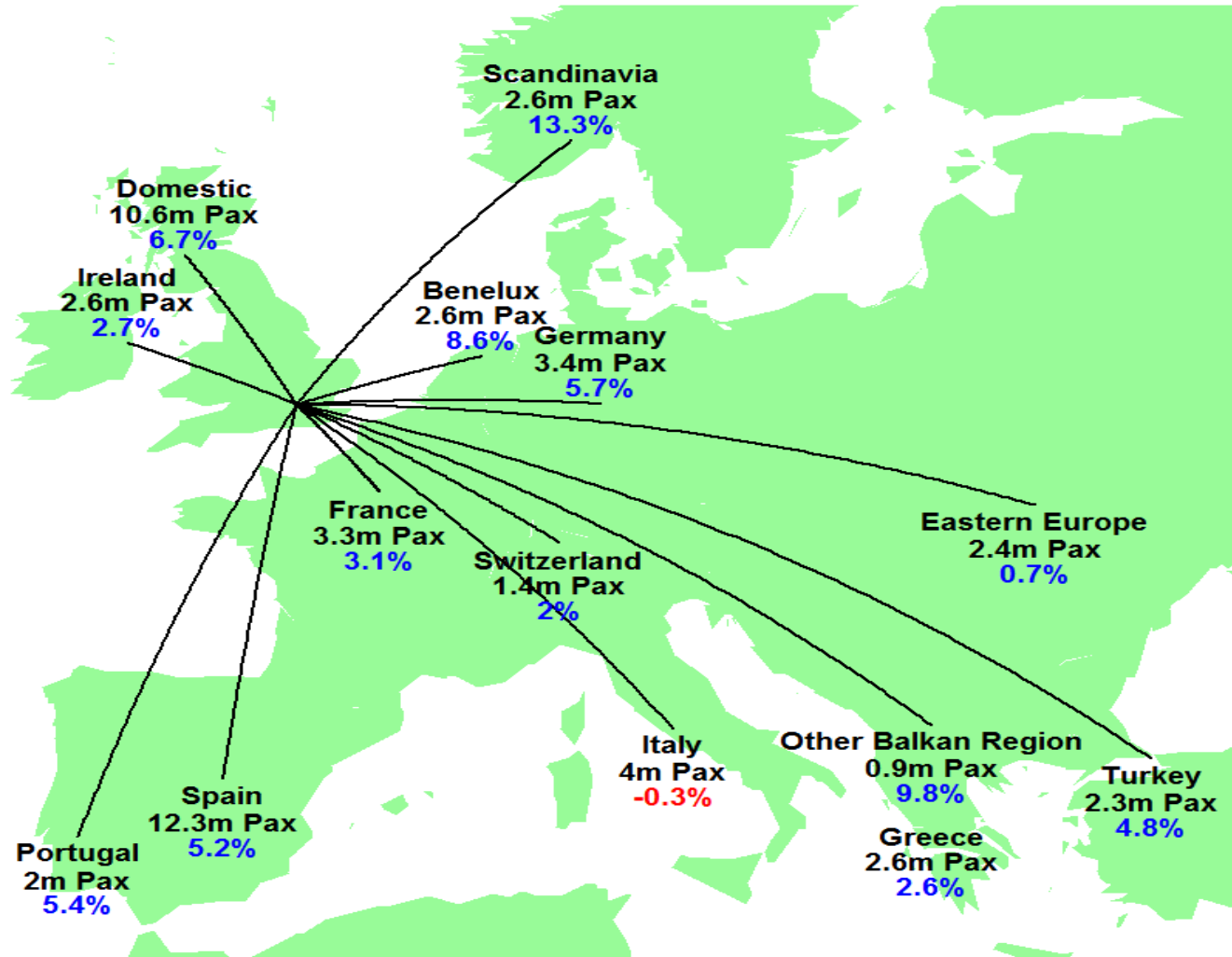
Compared to the same quarter last year, in quarter 3 2013, there have been increases in the number of passengers travelling to and from Rest of the World (8%), Domestic destinations (6.7%), Europe (4.4%) and North America (0.9%).

On the rolling year basis, the total number of passengers was up 3%. The numbers of passengers travelling to and from Rest of the World, Europe, domestic destinations and North America rose by 3.9%, 3.4%, 2.4% and 0.4% respectively.



a. Passengers at UK airports by origin/destination – Travel within Europe <sup>see note 6 on p. 17</sup>

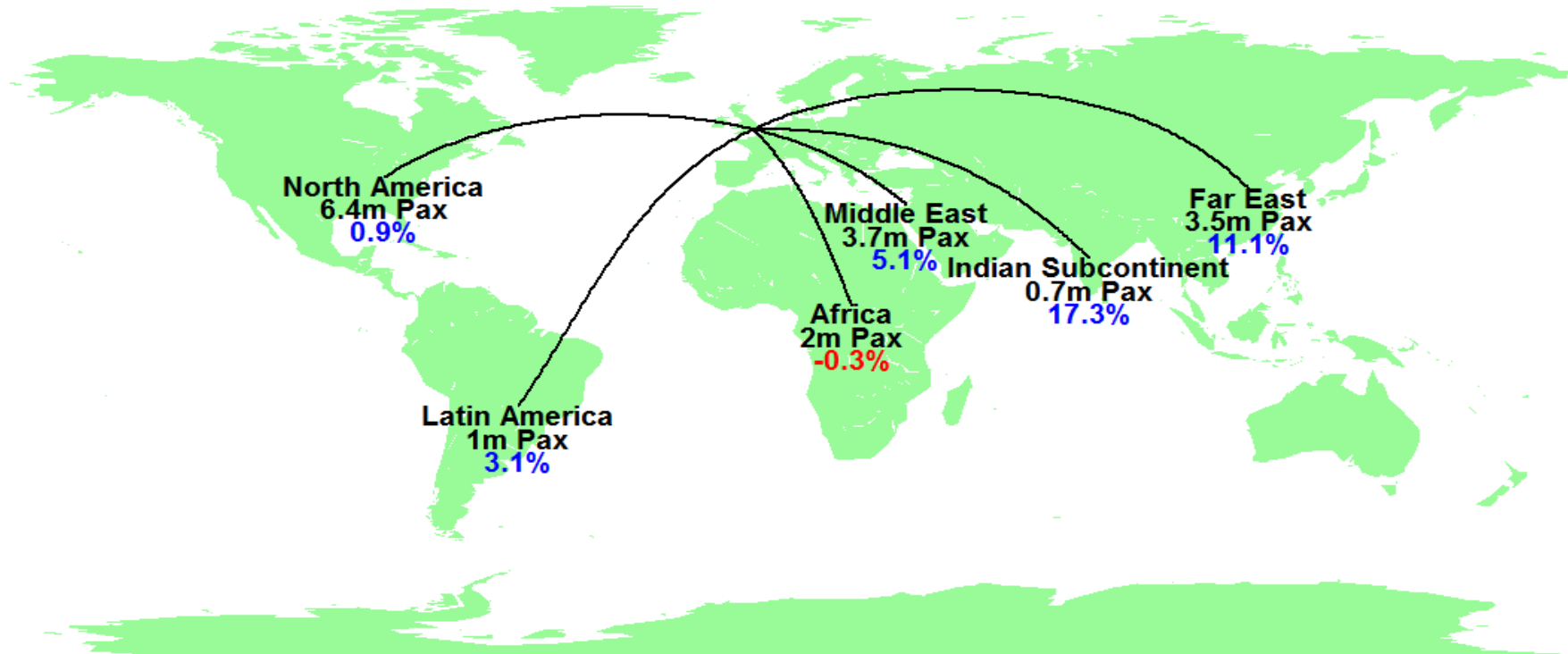
Total passengers numbers Q3 2013, and % change from Q3 2012



Note: passenger destination is defined by the first stop for the aircraft after leaving the reporting airport, or the last stop before arriving at the reporting airport. Hence for a multi-sector flight, the first/last part of the flight is shown.

## b. Passengers at the UK airports by origin/destination – Travel outside of Europe

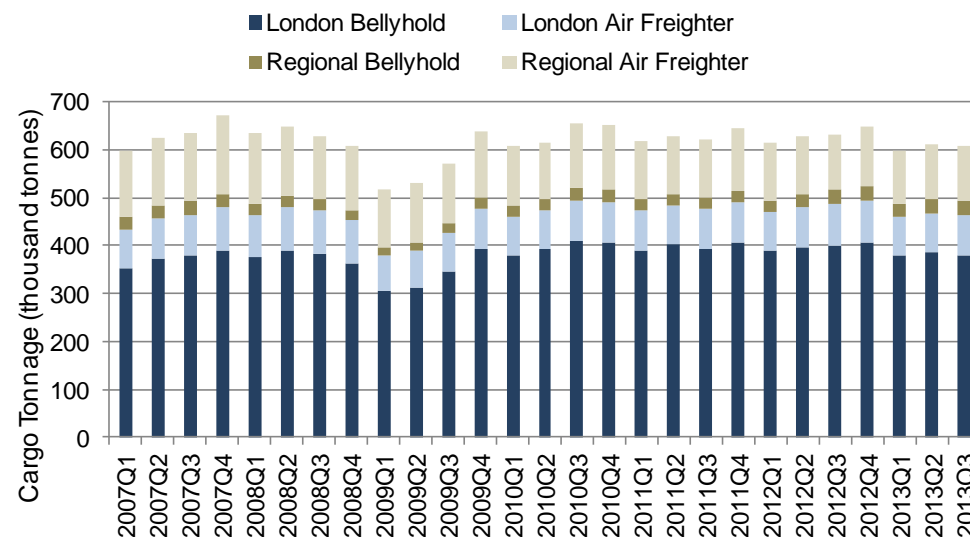
Total passengers numbers Q3 2013, and % change from Q3 2012



Note: passenger destination is defined by the first stop for the aircraft after leaving the reporting airport, or the last stop before arriving at the reporting airport. Hence for a multi-sector flight, the first/last part of the flight is shown.

## 5. Air cargo tonnes carried to and from UK airports see note 5 on p.17

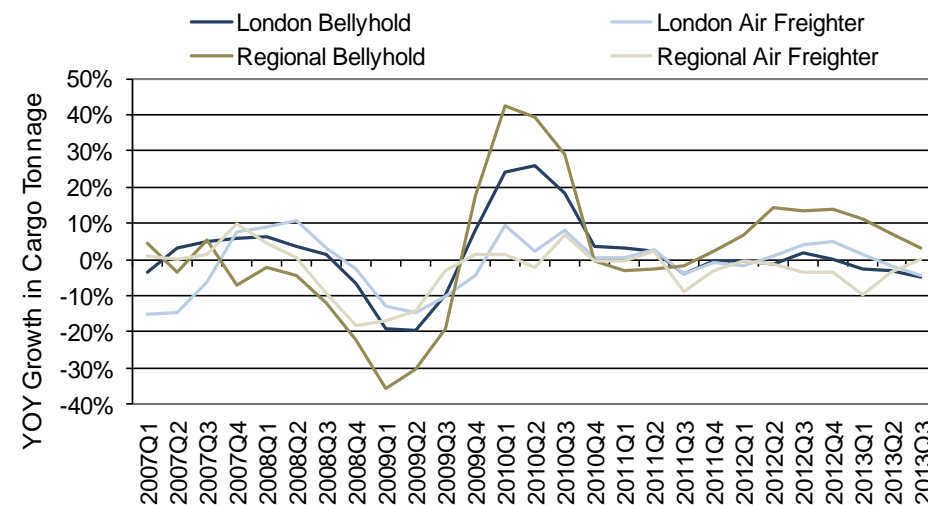
| Tonnes (000s)                      | CURRENT QUARTER |             |               |             |              | ROLLING YEAR   |             |                |             |              |
|------------------------------------|-----------------|-------------|---------------|-------------|--------------|----------------|-------------|----------------|-------------|--------------|
|                                    | Q3 2013         |             | Q3 2012       |             | +/- %        | Q4 12 – Q3 13  |             | Q4 11 – Q3 12  |             | +/- %        |
|                                    | Tonnes (000s)   | % of total  | Tonnes (000s) | % of total  |              | Tonnes (000s)  | % of total  | Tonnes (000s)  | % of total  |              |
| <b>Cargo on cargo only flights</b> | <b>198.4</b>    | <b>33%</b>  | <b>202.1</b>  | <b>32%</b>  | <b>-1.9%</b> | <b>801.7</b>   | <b>32%</b>  | <b>822.4</b>   | <b>33%</b>  | <b>-2.5%</b> |
| - London                           | 82.0            | 13%         | 85.7          | 14%         | -4.4%        | 333.2          | 14%         | 333.0          | 13%         | 0.0%         |
| - Regional                         | 116.4           | 19%         | 116.4         | 18%         | 0.0%         | 468.5          | 19%         | 489.3          | 19%         | -4.3%        |
| <b>Bellyhold cargo</b>             | <b>411.0</b>    | <b>67%</b>  | <b>430.5</b>  | <b>68%</b>  | <b>-4.5%</b> | <b>1,665.7</b> | <b>68%</b>  | <b>1,698.0</b> | <b>67%</b>  | <b>-1.9%</b> |
| - London                           | 380.1           | 62%         | 400.4         | 63%         | -5.1%        | 1,548.2        | 63%         | 1,589.8        | 63%         | -2.6%        |
| - Regional                         | 30.9            | 5%          | 30.0          | 5%          | 3.0%         | 117.5          | 5%          | 108.2          | 4%          | 8.5%         |
| <b>Total cargo</b>                 | <b>609.4</b>    | <b>100%</b> | <b>632.6</b>  | <b>100%</b> | <b>-3.7%</b> | <b>2,467.3</b> | <b>100%</b> | <b>2,520.4</b> | <b>100%</b> | <b>-2.1%</b> |
| - London                           | 462.1           | 76%         | 486.1         | 77%         | -4.9%        | 1,881.4        | 76%         | 1,922.8        | 76%         | -2.2%        |
| - Regional                         | 147.3           | 24%         | 146.5         | 23%         | 0.6%         | 585.9          | 24%         | 597.6          | 24%         | -1.9%        |



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

Compared to the same period in 2012, in quarter 3 2013, total cargo tonnage at all UK airports was down 3.7%. It decreased by 4.9% at London airports and increased by 0.6% at Regional airports. Air freighter cargo tonnage dropped by 1.9% and bellyhold cargo tonnage by 4.5% compared with the same quarter last year.

On a rolling year basis, total cargo tonnage handled at UK airports was down 2.1% compared with the year before.



## 6. All commercial flights to and from UK airports see note 5 on p.17

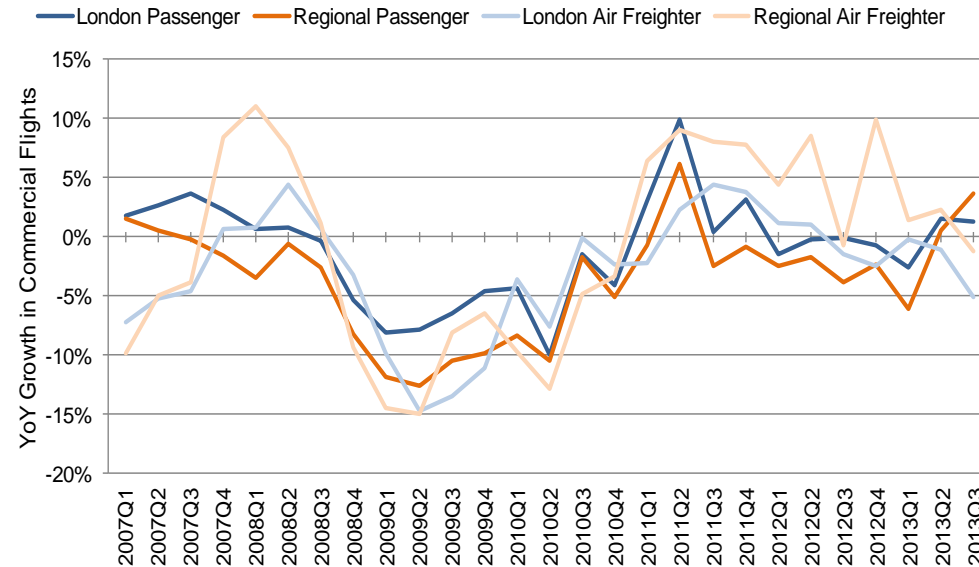
| Flights (000s)           | CURRENT QUARTER |             |                |             |              | ROLLING YEAR   |             |                |             |              |
|--------------------------|-----------------|-------------|----------------|-------------|--------------|----------------|-------------|----------------|-------------|--------------|
|                          | Q3 2013         |             | Q3 2012        |             | +/- %        | Q4 12 – Q3 13  |             | Q4 11 – Q3 12  |             | +/- %        |
|                          | Flights (000s)  | % of total  | Flights (000s) | % of total  |              | Flights (000s) | % of total  | Flights (000s) | % of total  |              |
| <b>Air freighter</b>     | <b>13.6</b>     | <b>2%</b>   | <b>13.9</b>    | <b>3%</b>   | <b>-2.2%</b> | <b>54.7</b>    | <b>3%</b>   | <b>53.8</b>    | <b>3%</b>   | <b>1.7%</b>  |
| - London                 | 3.5             | 1%          | 3.7            | 1%          | -5.0%        | 13.9           | 1%          | 14.2           | 1%          | -2.2%        |
| - Regional               | 10.1            | 2%          | 10.2           | 2%          | -1.2%        | 40.8           | 2%          | 39.6           | 2%          | 3.1%         |
| <b>Passenger flights</b> | <b>536.3</b>    | <b>98%</b>  | <b>523.5</b>   | <b>97%</b>  | <b>2.4%</b>  | <b>1,871.8</b> | <b>97%</b>  | <b>1,877.9</b> | <b>97%</b>  | <b>-0.3%</b> |
| - London                 | 270.2           | 49%         | 266.8          | 50%         | 1.3%         | 973.8          | 51%         | 974.0          | 50%         | 0.0%         |
| - Regional               | 266.0           | 48%         | 256.6          | 48%         | 3.7%         | 898.0          | 47%         | 904.0          | 47%         | -0.7%        |
| <b>Total flights</b>     | <b>549.8</b>    | <b>100%</b> | <b>537.4</b>   | <b>100%</b> | <b>2.3%</b>  | <b>1,926.5</b> | <b>100%</b> | <b>1,931.7</b> | <b>100%</b> | <b>-0.3%</b> |
| - London                 | 273.7           | 50%         | 270.5          | 50%         | 1.2%         | 987.7          | 51%         | 988.2          | 51%         | 0.0%         |
| - Regional               | 276.1           | 50%         | 266.9          | 50%         | 3.5%         | 938.8          | 49%         | 943.5          | 49%         | -0.5%        |



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 3 2013, the total number of commercial flights in the UK was up 2.3% compared to the same quarter in 2012. The number of passenger flights has increased by 2.4% and the number of freighter flights had decreased by 2.2%.

The London airports saw an increase of 1.1% whereas the regional airports experienced an increase of 3.5%. On a rolling year basis, the total number of flights was down 0.3% compared with the year before.



## 7. Punctuality of passenger flights to and from UK airports see note 7 on p.17

### a. On-time performance

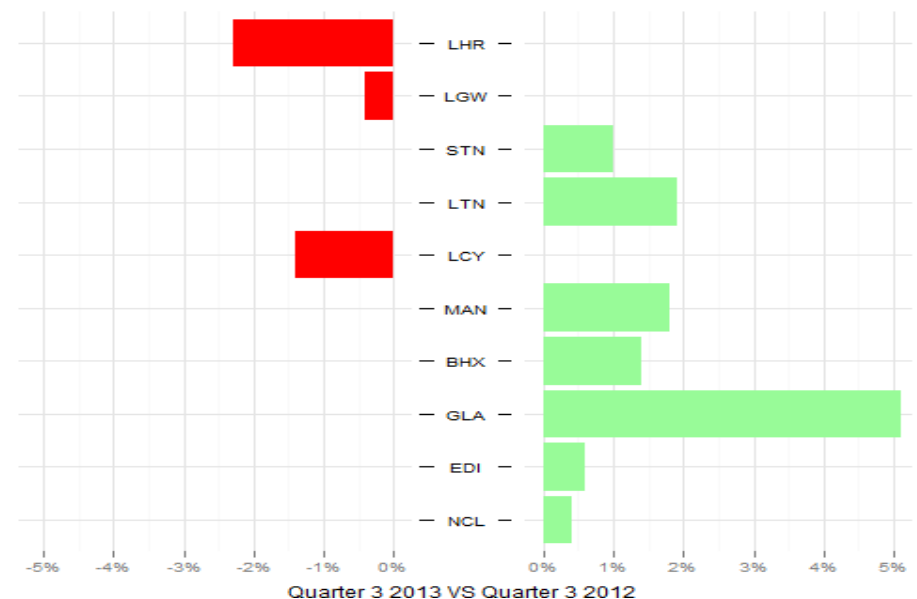
| Matched flights (000s), % of flights on-time, average delay (mins) | CURRENT QUARTER |              |                |              |                   | ROLLING YEAR   |              |                |              |                   |
|--|-----------------|--------------|----------------|--------------|-------------------|----------------|--------------|----------------|--------------|-------------------|
|  | Q3 2013         |              | Q3 2012        |              | Change (% points) | Q4 12 - Q3 13  |              | Q4 11 - Q3 12  |              | Change (% points) |
|  | Flights (000s)  | % on-time    | Flights (000s) | % on-time    |                   | Flights (000s) | % on-time    | Flights (000s) | % on-time    |                   |
| <b>London Airports</b>   | <b>265.9</b>    | <b>78.4%</b> | <b>262.6</b>   | <b>79.5%</b> | <b>-1.0%</b>      | <b>960</b>     | <b>77.9%</b> | <b>964</b>     | <b>79.4%</b> | <b>-1.4%</b>      |
| - Heathrow   | 122.1           | 76.4%        | 120.9          | 78.7%        | -2.3%             | 465            | 75.3%        | 471            | 77.0%        | -1.7%             |
| - Gatwick  | 73.4            | 74.9%        | 70.9           | 75.3%        | -0.4%             | 241            | 76.4%        | 240            | 79.1%        | -2.7%             |
| - Stansted   | 33.1            | 85.3%        | 34.4           | 84.3%        | 1.0%              | 120            | 83.4%        | 121            | 84.3%        | -0.9%             |
| - Luton  | 19.7            | 83.3%        | 19.9           | 81.4%        | 1.9%              | 67             | 81.5%        | 68             | 80.2%        | 1.3%              |
| - London City  | 17.6            | 89.2%        | 16.6           | 90.6%        | -1.4%             | 67             | 88.6%        | 64             | 87.8%        | 0.7%              |
| <b>Regional Airports</b>   | <b>135.0</b>    | <b>82.0%</b> | <b>130.5</b>   | <b>80.2%</b> | <b>1.8%</b>       | <b>453</b>     | <b>82.1%</b> | <b>453</b>     | <b>81.0%</b> | <b>1.1%</b>       |
| - Manchester   | 47.6            | 77.4%        | 46.2           | 75.9%        | 1.4%              | 159            | 77.9%        | 158            | 76.2%        | 1.7%              |
| - Birmingham   | 25.3            | 88.0%        | 24.1           | 82.9%        | 5.1%              | 83             | 86.1%        | 83             | 83.9%        | 2.2%              |
| - Glasgow  | 20.8            | 82.3%        | 20.2           | 81.7%        | 0.6%              | 72             | 83.2%        | 71             | 83.3%        | -0.1%             |
| - Edinburgh  | 28.7            | 82.6%        | 27.4           | 82.2%        | 0.4%              | 98             | 84.3%        | 99             | 83.1%        | 1.1%              |
| - Newcastle  | 12.6            | 85.6%        | 12.6           | 83.9%        | 1.7%              | 41             | 83.2%        | 42             | 84.6%        | -1.4%             |
| <b>All Airports</b>  | <b>400.9</b>    | <b>79.6%</b> | <b>393.1</b>   | <b>79.7%</b> | <b>-0.1%</b>      | <b>1,413</b>   | <b>79.3%</b> | <b>1,416</b>   | <b>79.9%</b> | <b>-0.6%</b>      |

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 3 2013, 79.6% of all measured flights were on time, which was down 0.1 percentage points compared to the same quarter last year. Compared to last year, the percentage of on-time flights increased Stansted, Luton and across all the regional airports. It decreased at Heathrow, Gatwick and London City.

Change in On-Time Performance (percentage points)



## b. Average Delay

| Matched flights (000s),<br>% of flights on-time,<br>average delay (mins) | CURRENT QUARTER |                   |                |                   |                           | ROLLING YEAR   |                   |                 |                   |                           |
|--|-----------------|-------------------|----------------|-------------------|---------------------------|----------------|-------------------|-----------------|-------------------|---------------------------|
|  | Q3 2013         |                   | Q3 2012        |                   |                           | Q4 12 - Q3 13  |                   | Q4 11 - Q3 12   |                   |                           |
|  | Flights (000s)  | Avg. Delay (mins) | Flights (000s) | Avg. Delay (mins) | Increase Avg. delay (min) | Flights (000s) | Avg. Delay (mins) | Flights (000s)  | Avg. Delay (mins) | Increase Avg. delay (min) |
| <b>London Airports</b>   | <b>265.9</b>    | <b>12.2</b>       | <b>262.6</b>   | <b>12.1</b>       | <b>- 0.2</b>              | <b>960.03</b>  | <b>12.6</b>       | <b>963.59</b>   | <b>11.8</b>       | <b>- 0.8</b>              |
| - Heathrow   | 122.1           | 13.2              | 120.9          | 12.2              | - 1.0                     | 464.96         | 13.8              | 470.77          | 12.8              | - 1.0                     |
| - Gatwick  | 73.4            | 14.5              | 70.9           | 15.1              | 0.5                       | 240.97         | 13.8              | 240.23          | 12.7              | - 1.2                     |
| - Stansted   | 33.1            | 8.3               | 34.4           | 9.0               | 0.7                       | 119.89         | 9.5               | 121.05          | 8.8               | - 0.7                     |
| - Luton  | 19.7            | 9.6               | 19.9           | 11.6              | 2.0                       | 66.94          | 11.0              | 67.94           | 11.9              | 0.9                       |
| - London City  | 17.6            | 6.5               | 16.6           | 5.4               | - 1.1                     | 67.27          | 6.8               | 63.61           | 6.9               | 0.1                       |
| <b>Regional Airports</b>   | <b>135.0</b>    | <b>11.0</b>       | <b>130.5</b>   | <b>12.7</b>       | <b>1.7</b>                | <b>453.23</b>  | <b>11.2</b>       | <b>452.82</b>   | <b>11.9</b>       | <b>0.8</b>                |
| - Manchester   | 47.6            | 13.5              | 46.2           | 12.2              | - 1.3                     | 159            | 13.5              | 158.09          | 14.9              | 1.5                       |
| - Birmingham   | 25.3            | 7.8               | 24.1           | 15.1              | 7.3                       | 83             | 9.0               | 82.96           | 10.4              | 1.4                       |
| - Glasgow  | 20.8            | 11.5              | 20.2           | 9.0               | - 2.5                     | 72             | 10.8              | 71.02           | 10.8              | - 0.0                     |
| - Edinburgh  | 28.7            | 10.1              | 27.4           | 11.6              | 1.4                       | 98             | 9.4               | 98.70           | 9.9               | 0.5                       |
| - Newcastle  | 12.6            | 9.4               | 12.6           | 5.4               | - 4.0                     | 41             | 11.3              | 42.04           | 10.3              | - 1.0                     |
| <b>All Airports</b>  | <b>400.9</b>    | <b>11.8</b>       | <b>393.1</b>   | <b>12.7</b>       | <b>0.9</b>                | <b>1,413</b>   | <b>12.1</b>       | <b>1,416.41</b> | <b>11.8</b>       | <b>- 0.3</b>              |

Average delay per flight across all the airports was of 11.8 minutes for Q3 2013. This is a decrease of 0.9 minutes compared to the same quarter last year.

Compared to the same quarter last year, the average delay per flight increased at Heathrow, London City, Manchester, Glasgow and Newcastle and decreased at Gatwick, Stansted, Luton, Birmingham and Edinburgh.

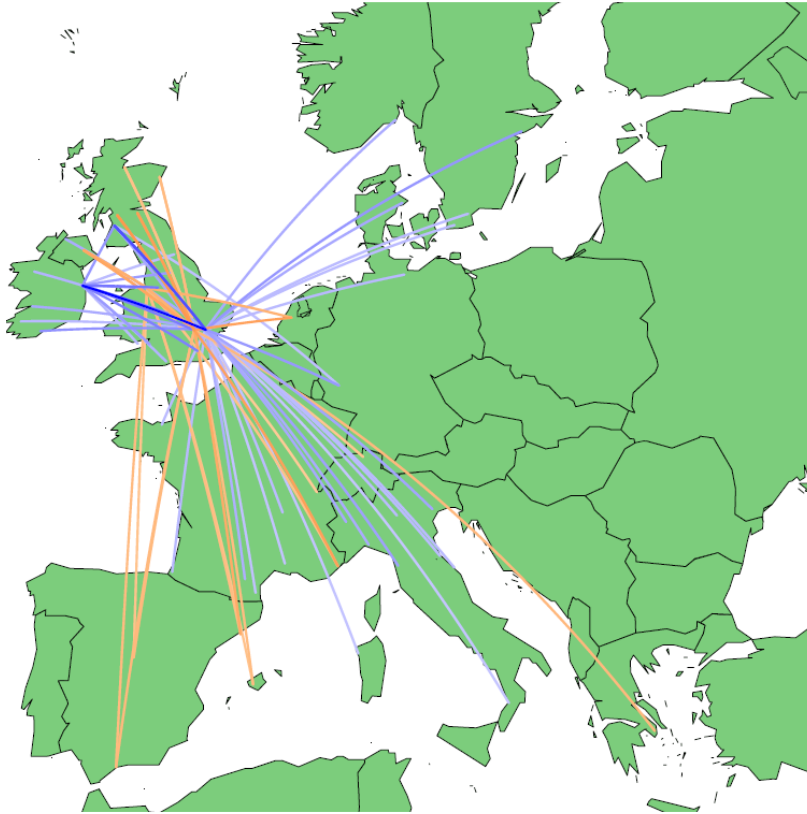
Change in Average Delay (min) - Quarter 3 2013 VS Quarter 3 2012





## Did you know?

EasyJet and Ryanair UK Network in 2000



EasyJet and Ryanair UK Network in 2012



Source: CAA Airport Statistics

Note: A weekly route is defined as route on which there are more than 100 movements per year - the darker the line, the higher the flight frequency

Both easyJet and Ryanair UK networks have grown steadily since 2000:

- In 2000, easyJet was operating 7 Domestic and 15 International routes at least weekly against 29 Domestic and 270 International routes at least weekly in 2012.
- In 2000, Ryanair was operating 1 Domestic and 41 European routes at least weekly against 4 Domestic and 376 International routes at least weekly in 2012.

In 2000, both easyJet and Ryanair carried 7% of the UK passenger against 29% 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](http://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:<br>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 4
  - Other Balkan Region: Albania, Croatia, Bulgaria, Macedonia.
  - Eastern Europe: Austria, Belarus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Moldova, Romania, Russia, Slovakia, Slovenia, Ukraine, Yugoslavia.
7. 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.