

## FOREWORD

### 1 CONTENT

1.1 "UK Airlines - 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

P = provisional

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

Conversion factors      Tonne = 1000 kilograms  
                                    (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:

Civil Aviation Authority  
Aviation Data Unit  
Room K4 G13  
CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
020-7453-6252

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

Tel. 020-7453-6258

3.2 Distribution Enquiries concerning orders and subscriptions for magnetic versions should be addressed to the Aviation Data Unit given in paragraph 3.1 above. These are available either:

- a) 3.5 inch diskette
- b) CD
- c) e-mailed

3.3 Magnetic Media 3.5 inch diskettes are available in an Excel spreadsheet format.

Annual Magnetic Subscription Rate £80.00 + VAT

Individual Diskette Rate £ 8.00 + 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) |

4.2 Statistics for the period January 1973 to December 1982 were published in "CAA Monthly Statistics" which also incorporated statistics of activity at UK airports.

#### 5 OTHER MONTHLY STATISTICAL PUBLICATIONS

5.1 Statistics of activity at UK airports (previously published in CAA Monthly Statistics) are available in "UK Airports - Monthly Statements of Movements, Passenger and Cargo" obtainable from the address given in paragraph 3.2.

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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 1993 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 EU, 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 mainland airlines activities to/from countries outside the EEA. However, the volume of this activity is so reduced the old style tables have been withdrawn.

The volume of liberated activity has grown during 1993 as more carriers acquire the new operating licences and as the boundary of the liberated area expands.

## 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 EFTA countries, Iceland and Norway. 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, 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 Those who pay 25% or more of the normal applicable fare.

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

