

Aviation

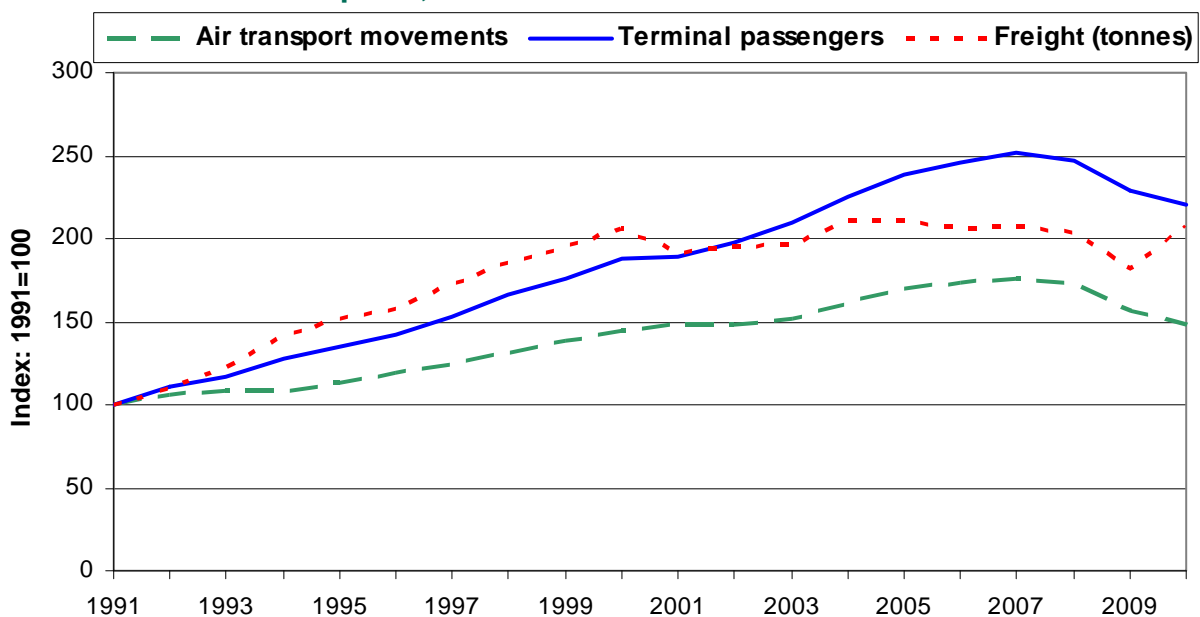
Key trends

- There were nearly 211 million **terminal passengers** at UK airports in 2010, a fall of 3% since 2009 and 12% since the peak in 2007. This is the first time passenger numbers have fallen in 3 consecutive years, although most of the fall in 2010 is attributable to the volcanic ash, strikes and severe winter weather. In the months unaffected by these events, passenger numbers were similar to 2009, suggesting the underlying demand was broadly flat.
- There were 2 million **air transport movements** (take-offs and landings) in 2010, 6% fewer than in 2009. **Freight** handled at UK airports increased by 14% to 2.3 million tonnes, following a sharp fall in 2009.

Aviation includes information on:

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

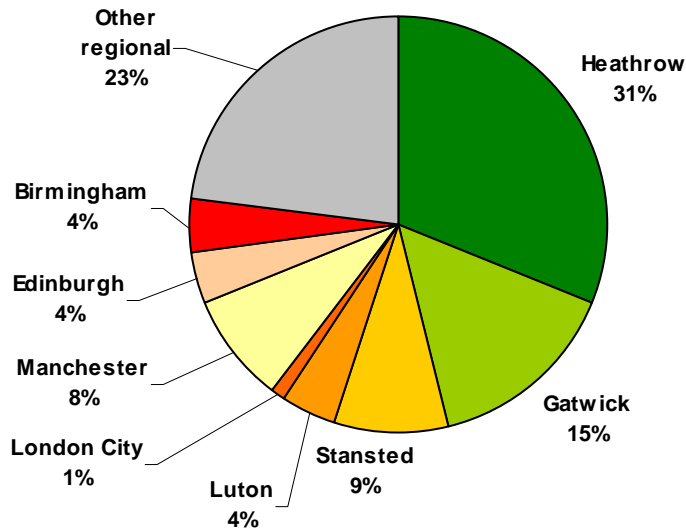
Trends in air traffic at UK airports, 1991 to 2010



- The number of terminal passengers on **domestic services** peaked in 2005 at 24.7 million and has since fallen by 23% to 19 million in 2010 (excluding double counting at domestic airports). The number of terminal passengers on **international services** peaked two years later, in 2007, and has since fallen by 10% to 172.6 million in 2010.

UK Airports

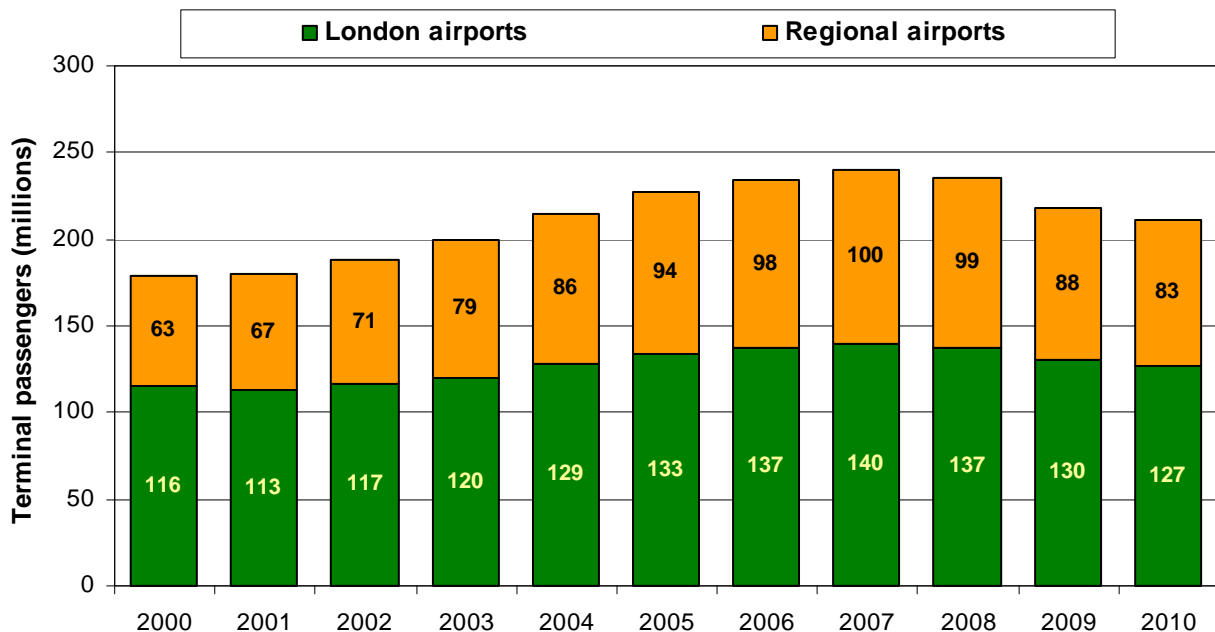
Terminal passengers by airport, 2010



- In 2010, **Heathrow** was the UK's busiest airport, handling 22% of air transport movements, 31% of terminal passengers and 63% of freight tonnes.
- Worldwide, **Heathrow** had the largest number of terminal passengers on international flights in 2010 at 61 million, followed by Paris Charles de Gaulle (53 million) and Hong Kong International (50 million). In terms of total terminal passengers (domestic and international), Heathrow was the fourth largest airport in 2010 after Atlanta, Beijing and Chicago.

- In 2010, the five **London airports** accounted for 60% of all terminal passengers at UK airports, down from 65% in 2000.
- Between 2000 and 2010 overall terminal passenger numbers increased by 32% at the **regional airports** compared with 10% at the five London airports. However, regional airports experienced a proportionally larger fall since the peak in 2007 at 17% compared with a 9% fall at the London airports.

Number of terminal passengers at London and regional airports¹, 2000 to 2010



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

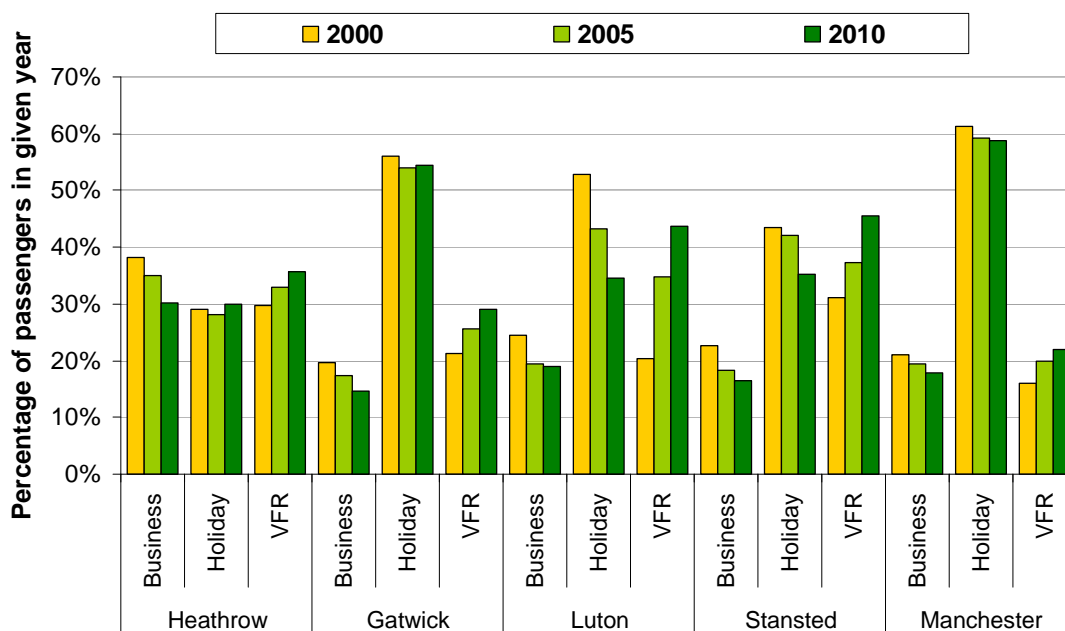
The CAA collects data on **punctuality** from 10 major UK airports².

- In 2010, the average delay per movement was 17.7 minutes. The average delay was higher for charter flights (32 minutes) than for scheduled flights (17 minutes).
- Punctuality worsened in 2010 compared with 2009 at each of the 10 airports for which figures are collected.

Flight and passenger characteristics

- In 2010, 71% 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 2010 was Spain (including the Canary Islands), which accounted for 17% of all international passenger movements. The USA was second, accounting for 9% of international passenger movements in 2010; this share has fallen from 13% in 2000.
- In 2010, 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, 2000, 2005 and 2010



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

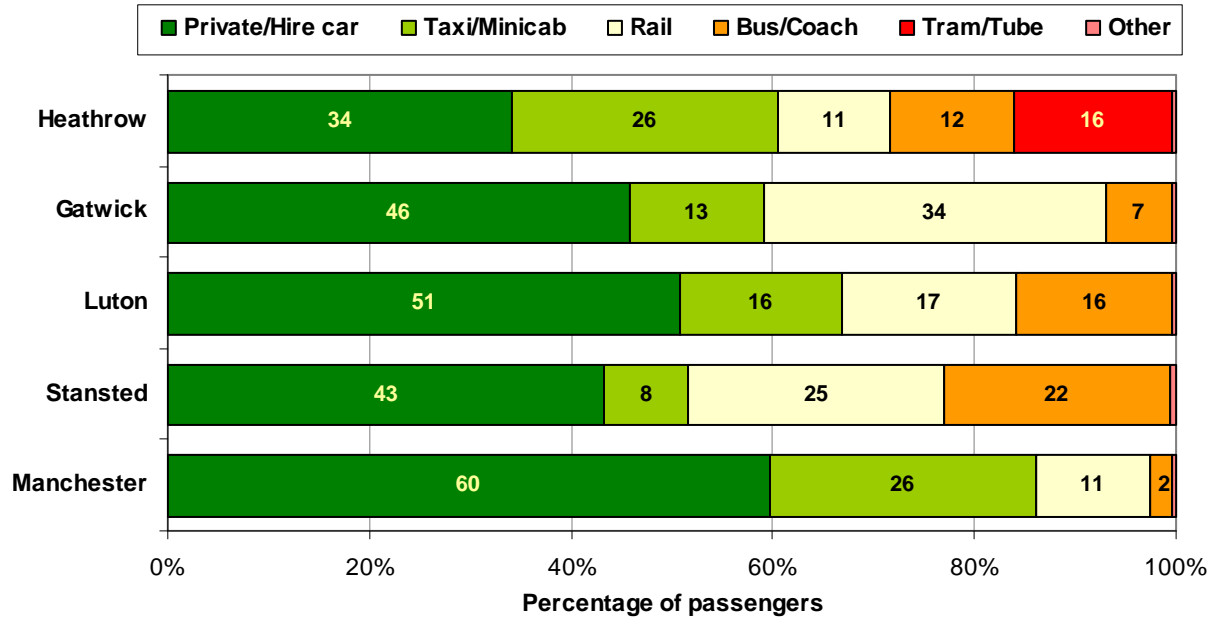
- Among the five airports³ which are surveyed each year, the proportion of passengers travelling to the airport by private or hire car in 2010 ranged from 34% at Heathrow to 60% at Manchester. Between 2000 and 2010, the proportion travelling by private/hire car fell from 56% to 43% at Stansted and from 68% to 51% at Luton. The proportion also fell at Heathrow and Gatwick but remained about the same at Manchester.

² Heathrow, Gatwick, Stansted, Luton, London City, Manchester, Birmingham, Glasgow, Edinburgh, Newcastle

³ Heathrow, Gatwick, Stansted, Luton, Manchester

- Use of taxi/minicab is relatively high at Heathrow and Manchester (26%) while travel by rail is relatively high at Gatwick (34%) and Stansted (25%).

Mode of transport to selected airports, 2010



UK Airlines

- In 2010 **Easyjet** uplifted more passengers than **British Airways** (42 million and 30 million respectively) but British Airways accounted for more than twice as many passenger km as Easyjet (105 billion and 49 billion respectively).
- In 2009, around 74,000 people were employed by UK airlines worldwide. This is a fall of 20% since 2000 and a fall of 6% since 2009.

Accidents and incidents

- There were 43 **casualties** caused by accidents involving UK aircraft in UK airspace in 2010. This is half the number recorded in 2009, although the time series is volatile due to the small numbers involved. Of these casualties, 8 (19%) were fatal.
- There were 167 **aircraft proximity incidents** in 2010. Around a fifth (21%) of these incidents involved commercial air transport compared with half (50%) in 2000.

Detailed statistics on “Aviation” can be found on the [Transport Statistics Great Britain Aviation web page](#), table numbers AVI0101 to AVI0402.

Background notes

1. Full guidance on the methods used to compile these statistics and their sources can be found in the Transport Statistics Great Britain 2011 Notes and Definitions.