

Clarification Note 2:

This note was promised by Counsel for the LPA in response to definitions that were sought in respect of aviation terms being used in the Public Inquiry, in particular in relation to 'business aviation'.

The Civil Aviation Authority provides data on UK Airports and in the foreword to each year's annual data includes a section on definitions. For instance, in the last full year, 2021, the foreword can be found via the following link:

<https://www.caa.co.uk/Documents/Download/9115/8cce8a5d-a76b-4652-8fab-41ae2288f104/4629>

The definition for 'business aviation' is given as follows:

"Business aviation movements are non-commercial movements operated on aircraft of 2730kgs MTWA or greater (with no upper weight limit) conducting business operations (e.g. aircraft owned and operated by Shell or Ford)."

To assist the Inquiry we attach the full list of definitions from the CAA document to this note.

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Appendix Definitions - UK Airport Statistics

There are some differences between the definitions used in this publication and those used in "UK Airlines - Annual Operating Traffic and Financial Statistics". These arise mainly because UK Airline Statistics are not asked to report non-revenue passengers or non-revenue cargo. The classification of European traffic differs between the publications. Airport statistics include all traffic with an origin or destination within the Community: Airline statistics analyse activity within the liberalised area, the geographic boundary of which may vary from time to time.

MOVEMENTS

Aircraft movement An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.

Commercial Movements

Air transport movements are landings or take-offs of aircraft engaged on the transport of passengers, cargo or mail on commercial terms. All scheduled movements, including those operated empty, loaded charter and air taxi movements are included. For the purpose of these statistics where flights are operated on a sub charter basis the operator is identified according to the flight number. In the case of code sharing and franchise services the flight is allocated to the operator who has commercial responsibility for the service.

Cancelled air transport movement a cancelled movement is defined as an arrival or departure scheduled flight to which the following conditions apply:

- the flight received an airport slot, and
- the flight was confirmed by the air carrier the day before operations and/or it was contained in the daily list of flight schedules produced by the airport operator the day before of operations, but
- the actual landing or take-off never occurred.

Air taxi movement is a movement by an aircraft of less than 15 tonnes MTWA operating on a non-scheduled service. These are predominantly sole-use charter operations.

Empty positioning movements are movements by aircraft moving into position for scheduled or charter transport flights or returning to base after such flights, including empty Air Taxi Movements.

Local movements are commercial flights undertaken for press, survey, agricultural and fisheries flying, or public entertainment purposes.

Non-commercial Movements

Test and training movements are movements for the purpose of testing aircraft or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. Aero-club instructional flights are not included in this category. Touch and go operations are counted as two movements.

Other non-commercial movements are non-revenue earning movements by air transport operators or manufacturers for the sole purpose of moving their own personnel or stores from one place to another, for delivery, refuelling or maintenance of empty aircraft and air transport flights forced to return to base by bad weather, engine failure or other causes.

Private movements are movements for purely non-commercial purposes by private owners or other private aircraft operators, excluding aero-clubs movements. (See below).

Aero-club movements are movements operated by aero-club members for instruction or pleasure. Touch and go operations are counted as two movements.

Official movements are movements for official purposes (excluding Air transport Movements) by British or foreign civil Government Departments eg movements by aircraft of the Civil Aviation Authority's Flight Calibration Services, the Queen's Flight and flights performed under a Police Air Operators Certificate.

Appendix Definitions - UK Airport Statistics

Military movements are movements exclusively for military purposes using military aircraft. Military movements at military airfields are not included in these statistics.

Business aviation movements are non-commercial movements operated on aircraft of 2730kgs MTWA or greater (with no upper weight limit) conducting business operations (e.g. aircraft owned and operated by Shell or Ford).

PASSENGERS

Passengers All revenue and non-revenue passengers on air transport movement flights.

A terminal passenger is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger, as is an interlining passenger.

A transit passenger is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transiting the airport. Each transit passenger is counted once only and not both on arrival and on departure.

FREIGHT

Freight is the weight of property carried on an aircraft including for example, the weight of vehicles, express baggage and diplomatic bags, but excluding mail and passengers' and crews' permitted baggage. Freight in transit through the airport on the same aircraft is excluded.

Mail is the weight of Post Office mail carried.

A cargo movement is a flight carrying solely freight and/or mail and associated cargo attendants.

TYPES OF SERVICES

International services are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside.

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

Cabotage here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)

Scheduled services are those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

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

EU traffic includes all traffic with an origin/destination within Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Gibraltar, Greece, Hungary, Irish Republic, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovak Republic, Slovenia, Spain and Sweden.