

TSGB 2008: Aviation - data tables

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[Source: www.dft.gov.uk/pgr/statistics/datatablespublications/aviation](http://www.dft.gov.uk/pgr/statistics/datatablespublications/aviation)

2.1 Activity at civil aerodromes: United Kingdom: ¹ 1950-2007

For greater detail of the years 1997-2007 see Table 2.2

| Year | Air transport movements: aircraft landings or take-offs (thousands) | Terminal passengers (thousands) | Freight loaded plus unloaded (thousand tonnes) |
|-------------------|---|---------------------------------------|--|
| 1950 | 195 | 2,133 | 31 |
| 1951 | 187 | 2,471 | 44 |
| 1952 | 195 | 2,776 | 40 |
| 1953 | 214 | 3,419 | 64 |
| 1954 | 232 | 4,004 | 84 |
| 1955 | 259 | 4,831 | 113 |
| 1956 | 293 | 5,617 | 121 |
| 1957 | 329 | 6,600 | 139 |
| 1958 | 340 | 6,761 | 167 |
| 1959 | 358 | 7,867 | 226 |
| 1960 | 402 | 10,075 | 279 |
| 1961 | 447 | 12,249 | 313 |
| 1962 | 449 | 13,793 | 344 |
| 1963 | 458 | 15,506 | 360 |
| 1964 | 480 | 17,649 | 399 |
| 1965 | 508 | 19,918 | 418 |
| 1966 | 556 | 22,582 | 517 |
| 1967 | 566 | 24,003 | 488 |
| 1968 | 560 | 24,845 | 524 |
| 1969 | 591 | 28,064 | 585 |
| 1970 | 607 | 31,606 | 580 |
| 1971 | 630 | 34,934 | 532 |
| 1972 | 669 | 39,125 | 649 |
| 1973 | 719 | 43,125 | 699 |
| 1974 | 710 | 40,082 | 717 |
| 1975 | 701 | 41,846 | 638 |
| 1976 | 740 | 44,666 | 659 |
| 1977 | 759 | 45,927 | 705 |
| 1978 | 862 | 52,829 | 748 |
| 1979 | 924 | 56,992 | 797 |
| 1980 | 954 | 57,823 | 744 |
| 1981 | 927 | 57,771 | 724 |
| 1982 | 973 | 58,778 | 693 |
| 1983 | 1,019 | 61,109 | 726 |
| 1984 | 1,079 | 67,572 | 861 |
| 1985 | 1,097 | 70,434 | 850 |
| 1986 | 1,125 | 75,161 | 881 |
| 1987 | 1,193 | 86,041 | 976 |
| 1988 | 1,280 | 93,162 | 1,088 |
| 1989 | 1,375 | 98,913 | 1,151 |
| 1990 | 1,420 | 102,418 | 1,193 |
| 1991 ² | 1,369 | 95,770 | 1,126 |
| 1992 | 1,448 | 106,123 | 1,238 |
| 1993 | 1,484 | 112,277 | 1,376 |
| 1994 | 1,485 | 122,159 | 1,589 |
| 1995 | 1,551 | 129,369 | 1,703 |
| 1996 | 1,630 | 135,810 | 1,772 |
| 1997 | 1,703 | 146,657 | 1,943 |
| 1998 | 1,807 | 158,856 | 2,080 |
| 1999 | 1,899 | 168,363 | 2,189 |
| 2000 | 1,986 | 179,885 | 2,314 |
| 2001 | 2,028 | 181,229 | 2,146 |
| 2002 | 2,023 | 188,761 | 2,195 |
| 2003 | 2,088 | 199,952 | 2,208 |
| 2004 | 2,208 | 215,681 | 2,371 |
| 2005 | 2,333 | 228,214 | 2,363 |
| 2006 | 2,376 | 235,139 | 2,315 |
| 2007 | 2,409 | 240,722 | 2,326 |

¹ Includes double counting of domestic traffic, unlike Table 2.2.

² Excludes air-taxi operations from 1991.

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The figures in this table are outside the scope of National Statistics

Source - Civil Aviation Authority

2.2 Traffic at United Kingdom airports: by type of service and operator: 1997-2007

| (a) Air transport movements (aircraft landings or take-offs) | | | | | | | | | | | Thousands |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| International (incl. traffic to/from UK oil rigs) | | | | | | | | | | | |
| UK operators | | | | | | | | | | | |
| Scheduled | 404.1 | 439.6 | 477.1 | 516.7 | 535.5 | 530.4 | 516.3 | 545.8 | 584.1 | 595.6 | 622.5 |
| Non-scheduled | 215.2 | 225.6 | 219.1 | 221 | 214.3 | 223.5 | 215.1 | 202.9 | 204 | 212.8 | 211.3 |
| Total | 619.2 | 665.1 | 696.2 | 737.7 | 749.8 | 753.9 | 731.4 | 748.7 | 788.1 | 808.4 | 833.8 |
| Foreign operators | | | | | | | | | | | |
| Scheduled | 406.1 | 433.9 | 473.9 | 502.9 | 496.2 | 497.7 | 559.7 | 602.6 | 640.3 | 665.9 | 695.7 |
| Non-scheduled | 40.25 | 46.18 | 42.2 | 44.55 | 56.08 | 44.88 | 43.76 | 46.72 | 47.76 | 47.37 | 45.38 |
| Total | 446.4 | 480 | 516.1 | 547.4 | 552.3 | 542.6 | 603.4 | 649.3 | 688 | 713.3 | 741.1 |
| Domestic: ^{1,2} | | | | | | | | | | | |
| Scheduled | 292 | 306 | 317 | 324 | 338 | 340 | 355 | 384 | 408 | 408 | 400 |
| Non-scheduled | 27 | 26 | 26 | 27 | 26 | 24 | 21 | 21 | 21 | 19 | 17 |
| Total | 319 | 332 | 344 | 351 | 364 | 363 | 377 | 405 | 429 | 427 | 417 |
| UK operators total: ^{1,2} | | | | | | | | | | | |
| Scheduled | 696 | 746 | 795 | 841 | 873 | 870 | 872 | 930 | 992 | 1,004 | 1,023 |
| Non-scheduled | 242 | 251 | 245 | 248 | 240 | 247 | 236 | 224 | 225 | 232 | 228 |
| Total | 939 | 997 | 1,040 | 1,089 | 1,114 | 1,117 | 1,108 | 1,154 | 1,217 | 1,236 | 1,251 |
| Foreign operators | 446 | 480 | 516 | 547 | 552 | 543 | 603 | 649 | 688 | 713 | 741 |
| All operators: ¹ | 1,385 | 1,477 | 1,556 | 1,636 | 1,666 | 1,660 | 1,712 | 1,803 | 1,905 | 1,949 | 1,992 |
| Selected airports: ³ | | | | | | | | | | | |
| Gatwick | 227 | 240 | 245 | 251 | 244 | 234 | 234 | 241 | 252 | 254 | 259 |
| Heathrow | 429 | 441 | 449 | 460 | 458 | 460 | 457 | 470 | 472 | 471 | 476 |
| Luton | 37 | 44 | 51 | 56 | 56 | 55 | 58 | 64 | 75 | 79 | 83 |
| Stansted | 82 | 102 | 132 | 144 | 151 | 152 | 169 | 177 | 178 | 190 | 192 |
| Birmingham | 80 | 88 | 98 | 108 | 111 | 112 | 116 | 109 | 113 | 109 | 104 |
| Bristol | 30 | 32 | 33 | 34 | 41 | 46 | 50 | 55 | 61 | 66 | 59 |
| East Midlands | 36 | 39 | 39 | 40 | 41 | 49 | 54 | 56 | 54 | 56 | 61 |
| Manchester | 146 | 162 | 169 | 178 | 182 | 178 | 192 | 208 | 218 | 213 | 207 |
| Newcastle | 41 | 41 | 42 | 43 | 46 | 44 | 42 | 50 | 55 | 58 | 58 |
| Aberdeen | 82 | 85 | 78 | 78 | 83 | 80 | 77 | 81 | 89 | 98 | 103 |
| Edinburgh | 69 | 72 | 81 | 86 | 98 | 105 | 105 | 112 | 116 | 116 | 115 |
| Glasgow | 79 | 83 | 86 | 88 | 91 | 87 | 88 | 92 | 97 | 97 | 94 |
| Belfast International | 32 | 37 | 43 | 41 | 46 | 38 | 40 | 43 | 48 | 48 | 52 |

2.2 (continued) Traffic at United Kingdom airports: by type of service and operator: 1997-2007

| (b) Terminal passengers (arrivals or departures) | | | | | | | | | | | Millions |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| International (incl. traffic to/from oil rigs) | | | | | | | | | | | |
| UK operators | | | | | | | | | | | |
| Scheduled | 41.8 | 46.7 | 50.1 | 54.5 | 53.6 | 54.4 | 56.5 | 63.2 | 69.1 | 72.2 | 77.0 |
| Non-scheduled | 28.7 | 31.6 | 32.6 | 33.2 | 34.0 | 33.9 | 33.4 | 32.2 | 30.2 | 29.7 | 28.5 |
| Total | 70.5 | 78.3 | 82.7 | 87.7 | 87.6 | 88.3 | 89.8 | 95.4 | 99.3 | 101.9 | 105.5 |
| Foreign operators | | | | | | | | | | | |
| Scheduled | 39.9 | 42.5 | 46.6 | 51.1 | 51.3 | 54.5 | 60.3 | 67.6 | 74.6 | 79.8 | 83.2 |
| Non-scheduled | 4.3 | 4.5 | 4.1 | 3.9 | 3.9 | 3.9 | 4.0 | 4.1 | 4.1 | 3.8 | 3.4 |
| Total | 44.2 | 47.0 | 50.7 | 55.0 | 55.2 | 58.4 | 64.3 | 71.8 | 78.7 | 83.6 | 86.5 |
| Domestic: ^{1,2} | | | | | | | | | | | |
| Scheduled | 15.7 | 16.5 | 17.3 | 18.4 | 19.0 | 20.8 | 22.7 | 24.1 | 24.9 | 24.7 | 24.2 |
| Non-scheduled | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Total | 16.0 | 16.7 | 17.5 | 18.6 | 19.2 | 21.0 | 22.9 | 24.3 | 25.1 | 24.9 | 24.4 |
| UK operators total: ^{1,2} | | | | | | | | | | | |
| Scheduled | 57.5 | 63.2 | 67.4 | 72.9 | 72.6 | 75.2 | 79.2 | 87.3 | 94.0 | 96.9 | 101.1 |
| Non-scheduled | 29.0 | 31.8 | 32.8 | 33.4 | 34.2 | 34.2 | 33.6 | 32.4 | 30.4 | 29.9 | 28.7 |
| Total | 86.5 | 95.0 | 100.2 | 106.3 | 106.8 | 109.3 | 112.8 | 119.7 | 124.4 | 126.8 | 129.8 |
| Foreign operators | 44.2 | 47.0 | 50.7 | 55.0 | 55.2 | 58.4 | 64.3 | 71.8 | 78.7 | 83.6 | 86.5 |
| All traffic: ¹ | 130.7 | 142.0 | 150.9 | 161.3 | 162.0 | 167.7 | 177.1 | 191.4 | 203.1 | 210.3 | 216.4 |
| Selected airports: | | | | | | | | | | | |
| International: | | | | | | | | | | | |
| Gatwick | 24.4 | 26.3 | 27.6 | 29.0 | 28.1 | 26.1 | 26.0 | 27.5 | 28.8 | 30.0 | 31.1 |
| Heathrow | 50.6 | 53.2 | 54.8 | 56.9 | 53.8 | 56.4 | 56.6 | 60.2 | 61.0 | 61.3 | 62.1 |
| Luton | 2.5 | 3.3 | 3.9 | 4.4 | 4.8 | 4.7 | 5.1 | 5.9 | 7.5 | 7.9 | 8.4 |
| Stansted | 4.2 | 5.6 | 8.0 | 10.4 | 11.6 | 13.6 | 16.0 | 18.2 | 19.3 | 21.0 | 21.2 |
| Birmingham | 4.8 | 5.4 | 5.8 | 6.3 | 6.5 | 6.7 | 7.5 | 7.5 | 7.8 | 7.5 | 7.6 |
| Bristol | 1.2 | 1.4 | 1.6 | 1.7 | 2.1 | 2.5 | 2.8 | 3.3 | 3.8 | 4.3 | 4.6 |
| East Midlands | 1.5 | 1.8 | 1.9 | 1.9 | 2.0 | 2.7 | 3.4 | 3.6 | 3.5 | 4.0 | 4.7 |
| Manchester | 13.3 | 14.6 | 14.7 | 15.5 | 16.3 | 15.9 | 16.4 | 17.7 | 18.7 | 18.6 | 18.7 |
| Newcastle | 1.8 | 2.0 | 2.0 | 2.2 | 2.4 | 2.2 | 2.5 | 3.0 | 3.3 | 3.6 | 3.9 |
| Aberdeen | 0.9 | 0.9 | 0.8 | 0.8 | 0.9 | 0.9 | 1.0 | 1.0 | 1.2 | 1.3 | 1.5 |
| Edinburgh | 0.9 | 1.0 | 1.3 | 1.5 | 1.8 | 1.8 | 2.0 | 2.2 | 2.3 | 2.7 | 3.4 |
| Glasgow | 2.8 | 3.0 | 3.3 | 3.4 | 3.4 | 3.5 | 3.5 | 3.9 | 4.2 | 4.2 | 4.1 |
| Belfast International | 0.7 | 0.8 | 1.0 | 0.9 | 1.0 | 0.9 | 1.0 | 1.2 | 1.4 | 1.5 | 1.8 |
| Domestic: ³ | | | | | | | | | | | |
| Gatwick | 2.4 | 2.7 | 2.8 | 2.9 | 3.0 | 3.4 | 3.9 | 3.9 | 3.9 | 4.1 | 4.0 |
| Heathrow | 7.2 | 7.2 | 7.1 | 7.4 | 6.6 | 6.7 | 6.7 | 6.9 | 6.7 | 6.0 | 5.8 |
| Luton | 0.7 | 0.9 | 1.3 | 1.7 | 1.8 | 1.7 | 1.7 | 1.6 | 1.6 | 1.5 | 1.5 |
| Stansted | 1.2 | 1.2 | 1.5 | 1.4 | 2.0 | 2.5 | 2.7 | 2.7 | 2.7 | 2.7 | 2.6 |
| Birmingham | 1.0 | 1.2 | 1.1 | 1.2 | 1.2 | 1.2 | 1.4 | 1.3 | 1.5 | 1.5 | 1.5 |
| Bristol | 0.3 | 0.4 | 0.4 | 0.4 | 0.5 | 0.9 | 1.1 | 1.3 | 1.4 | 1.4 | 1.3 |
| East Midlands | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.5 | 0.8 | 0.8 | 0.7 | 0.7 | 0.7 |
| Manchester | 2.4 | 2.6 | 2.7 | 2.8 | 2.8 | 2.7 | 3.1 | 3.3 | 3.4 | 3.5 | 3.2 |
| Newcastle | 0.8 | 0.9 | 0.9 | 1.0 | 1.0 | 1.2 | 1.5 | 1.7 | 1.8 | 1.8 | 1.7 |
| Aberdeen | 1.5 | 1.6 | 1.5 | 1.5 | 1.7 | 1.6 | 1.5 | 1.6 | 1.7 | 1.8 | 1.9 |
| Edinburgh | 3.2 | 3.5 | 3.7 | 4.0 | 4.3 | 5.1 | 5.5 | 5.8 | 6.1 | 5.9 | 5.6 |
| Glasgow | 3.2 | 3.4 | 3.5 | 3.6 | 3.8 | 4.3 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 |
| Belfast International | 1.8 | 1.8 | 2.1 | 2.2 | 2.6 | 2.7 | 3.0 | 3.2 | 3.4 | 3.5 | 3.4 |
| All traffic: ³ | | | | | | | | | | | |
| Gatwick | 26.8 | 29.0 | 30.4 | 31.9 | 31.1 | 29.5 | 29.9 | 31.4 | 32.7 | 34.1 | 35.2 |
| Heathrow | 57.8 | 60.4 | 61.9 | 64.3 | 60.4 | 63.0 | 63.2 | 67.1 | 67.7 | 67.3 | 67.9 |
| Luton | 3.2 | 4.2 | 5.2 | 6.1 | 6.6 | 6.5 | 6.8 | 7.5 | 9.1 | 9.4 | 9.9 |
| Stansted | 5.4 | 6.8 | 9.5 | 11.8 | 13.6 | 16.0 | 18.7 | 20.9 | 22.0 | 23.7 | 23.8 |
| Birmingham | 5.8 | 6.6 | 6.9 | 7.5 | 7.7 | 7.9 | 8.9 | 8.8 | 9.3 | 9.1 | 9.1 |
| Bristol | 1.6 | 1.8 | 2.0 | 2.1 | 2.7 | 3.4 | 3.9 | 4.6 | 5.2 | 5.7 | 5.9 |
| East Midlands | 1.9 | 2.2 | 2.3 | 2.2 | 2.3 | 3.2 | 4.3 | 4.4 | 4.2 | 4.7 | 5.4 |
| Manchester | 15.7 | 17.2 | 17.4 | 18.3 | 19.1 | 18.6 | 19.5 | 21.0 | 22.1 | 22.1 | 21.9 |
| Newcastle | 2.6 | 2.9 | 2.9 | 3.2 | 3.4 | 3.4 | 3.9 | 4.7 | 5.2 | 5.4 | 5.6 |
| Aberdeen | 2.4 | 2.5 | 2.3 | 2.3 | 2.5 | 2.5 | 2.5 | 2.6 | 3.0 | 3.2 | 3.4 |
| Edinburgh | 4.1 | 4.5 | 5.0 | 5.5 | 6.0 | 6.9 | 7.5 | 8.0 | 8.4 | 8.6 | 9.0 |
| Glasgow | 6.0 | 6.4 | 6.8 | 7.0 | 7.2 | 7.8 | 8.1 | 8.6 | 8.8 | 8.8 | 8.7 |
| Belfast International | 2.5 | 2.6 | 3.0 | 3.1 | 3.6 | 3.6 | 4.0 | 4.4 | 4.8 | 5.0 | 5.2 |

2.2 (continued) Traffic at United Kingdom airports: by type of service and operator: 1997-2007

| (c) Cargo handled (excl. mail and passengers' luggage) | Thousand tonnes | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| International (incl. traffic to/from oil rigs) | | | | | | | | | | | |
| UK operators | | | | | | | | | | | |
| Scheduled | 656 | 714 | 734 | 773 | 658 | 678 | 702 | 778 | 768 | 760 | 774 |
| Non-scheduled | 83 | 74 | 85 | 75 | 54 | 44 | 33 | 33 | 31 | 27 | 35 |
| Total | 739 | 788 | 819 | 848 | 712 | 721 | 735 | 811 | 800 | 786 | 809 |
| Foreign operators | | | | | | | | | | | |
| Scheduled | 954 | 997 | 1,053 | 1,091 | 1,044 | 1,090 | 1,115 | 1,210 | 1,107 | 1,034 | 1,040 |
| Non-scheduled | 148 | 200 | 216 | 265 | 279 | 275 | 240 | 226 | 320 | 359 | 371 |
| Total | 1,102 | 1,197 | 1,269 | 1,356 | 1,322 | 1,365 | 1,355 | 1,436 | 1,427 | 1,393 | 1,411 |
| Domestic: ¹ | | | | | | | | | | | |
| Scheduled | 18 | 15 | 14 | 14 | 11 | 10 | 14 | 18 | 9 | 4 | 4 |
| Non-scheduled | 33 | 33 | 36 | 42 | 45 | 45 | 44 | 44 | 59 | 64 | 49 |
| Total | 50 | 47 | 50 | 56 | 56 | 55 | 59 | 62 | 68 | 68 | 53 |
| UK operators total: ^{1,2} | | | | | | | | | | | |
| Scheduled | 674 | 728 | 748 | 787 | 669 | 687 | 717 | 796 | 777 | 764 | 778 |
| Non-scheduled | 116 | 107 | 121 | 117 | 99 | 89 | 78 | 77 | 91 | 90 | 84 |
| Total | 790 | 835 | 870 | 904 | 768 | 776 | 794 | 873 | 868 | 854 | 862 |
| Foreign operators | 1,102 | 1,197 | 1,269 | 1,356 | 1,322 | 1,365 | 1,355 | 1,436 | 1,427 | 1,393 | 1,411 |
| All operators: ¹ | 1,892 | 2,032 | 2,139 | 2,259 | 2,090 | 2,141 | 2,149 | 2,309 | 2,295 | 2,247 | 2,273 |
| Selected airports: ³ | | | | | | | | | | | |
| Gatwick | 265 | 274 | 294 | 319 | 280 | 243 | 223 | 218 | 223 | 212 | 171 |
| Heathrow | 1,156 | 1,209 | 1,265 | 1,307 | 1,180 | 1,235 | 1,223 | 1,325 | 1,306 | 1,263 | 1,311 |
| Luton | 21 | 26 | 23 | 33 | 23 | 20 | 23 | 26 | 23 | 18 | 38 |
| Stansted | 126 | 179 | 174 | 166 | 166 | 184 | 199 | 226 | 237 | 224 | 204 |
| Birmingham | 20 | 18 | 29 | 9 | 12 | 13 | 12 | 10 | 13 | 15 | 14 |
| East Midlands | 126 | 123 | 128 | 178 | 195 | 219 | 227 | 253 | 267 | 272 | 275 |
| Kent International | 2 | 6 | 23 | 32 | 36 | 32 | 43 | 27 | 8 | 21 | 28 |
| Liverpool | 25 | 25 | 25 | 29 | 23 | 14 | 12 | 9 | 9 | 6 | 4 |
| Manchester | 94 | 101 | 108 | 117 | 106 | 113 | 123 | 149 | 147 | 149 | 165 |
| Edinburgh | 8 | 14 | 18 | 18 | 16 | 21 | 25 | 27 | 30 | 36 | 19 |
| Glasgow | 11 | 8 | 9 | 9 | 6 | 5 | 5 | 8 | 9 | 6 | 4 |
| Prestwick | 34 | 40 | 41 | 41 | 43 | 40 | 40 | 34 | 29 | 29 | 32 |
| Belfast International | 25 | 25 | 26 | 31 | 32 | 29 | 30 | 32 | 38 | 38 | 38 |

1 Adjusted to eliminate double counting.

2 Includes freight carried by foreign operators on domestic routes.

3 Includes double counting.

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The figures in this table are outside the scope of National Statistics
Source - Civil Aviation Authority

2.3 Punctuality at United Kingdom Airports: Percentage of flights on time (within 15 minutes): 1997-2007

| | Percentage | | | | | |
|------|-------------------------------|---------|---------------------------------|---------|------------------------|---------|
| | All reporting London airports | | All reporting regional airports | | All reporting airports | |
| | Scheduled | Charter | Scheduled | Charter | Scheduled | Charter |
| 1997 | 71 | 46 | 80 | 56 | 74 | 51 |
| 1998 | 69 | 50 | 78 | 56 | 72 | 53 |
| 1999 | 69 | 49 | 76 | 53 | 71 | 51 |
| 2000 | 70 | 52 | 77 | 55 | 72 | 53 |
| 2001 | 71 | 60 | 77 | 58 | 73 | 58 |
| 2002 | 69 | 68 | 76 | 68 | 72 | 68 |
| 2003 | 75 | 73 | 79 | 74 | 76 | 74 |
| 2004 | 73 | 69 | 78 | 71 | 75 | 70 |
| 2005 | 71 | 63 | 77 | 70 | 73 | 67 |
| 2006 | 66 | 62 | 76 | 70 | 69 | 67 |
| 2007 | 66 | 63 | 75 | 69 | 69 | 66 |

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The figures in this table are outside the scope of National Statistics
Source - Civil Aviation Authority

2.4 Main outputs of United Kingdom airlines: by type of service:¹ 1997-2007

| (a) Aircraft kilometres flown | | | | | | | | | | | Million kilometres |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| International: | | | | | | | | | | | |
| Scheduled | 698 | 789 | 827 | 895 | 920 | 921 | 965 | 1,059 | 1,178 | 1,251 | 1,333 |
| Non-scheduled | 370 | 403 | 427 | 447 | 437 | 412 | 431 | 423 | 414 | 425 | 444 |
| Total | 1,068 | 1,192 | 1,254 | 1,342 | 1,357 | 1,333 | 1,396 | 1,483 | 1,592 | 1,677 | 1,778 |
| Domestic: | | | | | | | | | | | |
| Scheduled | 111 | 118 | 120 | 121 | 128 | 126 | 123 | 138 | 147 | 148 | 141 |
| Non-scheduled | 8 | 7 | 7 | 7 | 8 | 9 | 8 | 8 | 7 | 7 | 6 |
| Total | 119 | 125 | 127 | 129 | 136 | 135 | 131 | 146 | 154 | 155 | 147 |
| All services: | | | | | | | | | | | |
| Scheduled | 809 | 886 | 947 | 1,016 | 1,048 | 1,047 | 1,088 | 1,198 | 1,326 | 1,400 | 1,474 |
| Non-scheduled | 378 | 410 | 434 | 455 | 445 | 421 | 440 | 431 | 421 | 432 | 451 |
| Total | 1,187 | 1,297 | 1,381 | 1,471 | 1,493 | 1,468 | 1,528 | 1,629 | 1,746 | 1,831 | 1,925 |
| (b) Passengers uplifted | | | | | | | | | | | Millions |
| International: | | | | | | | | | | | |
| Scheduled | 40 | 45 | 48 | 52 | 51 | 52 | 56 | 64 | 71 | 75 | 80 |
| Non-scheduled | 28 | 31 | 32 | 33 | 34 | 34 | 33 | 32 | 30 | 29 | 29 |
| Total | 69 | 76 | 81 | 86 | 85 | 86 | 89 | 96 | 101 | 104 | 108 |
| Domestic: | | | | | | | | | | | |
| Scheduled | 15.9 | 16.6 | 17.1 | 18.0 | 18.2 | 19.8 | 20.8 | 22.5 | 23.1 | 22.9 | 22.1 |
| Non-scheduled | 0.3 | 0.3 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 |
| Total | 16.2 | 16.9 | 17.4 | 18.2 | 18.5 | 20.2 | 21.0 | 22.7 | 23.3 | 23.0 | 22.3 |
| All services: | | | | | | | | | | | |
| Scheduled | 56 | 62 | 65 | 70 | 69 | 72 | 76 | 86 | 94 | 98 | 102 |
| Non-scheduled | 28 | 31 | 33 | 33 | 34 | 34 | 34 | 32 | 30 | 30 | 29 |
| Total | 85 | 93 | 98 | 104 | 104 | 107 | 110 | 118 | 124 | 127 | 131 |
| (c) Passenger kilometres flown | | | | | | | | | | | Billion kilometres |
| International: | | | | | | | | | | | |
| Scheduled | 130 | 145 | 153 | 163 | 151 | 148 | 156 | 173 | 191 | 204 | 218 |
| Non-scheduled | 77 | 84 | 87 | 90 | 90 | 88 | 89 | 90 | 87 | 86 | 86 |
| Total | 206 | 229 | 240 | 253 | 241 | 236 | 245 | 263 | 278 | 290 | 305 |
| Domestic: | | | | | | | | | | | |
| Scheduled | 6.6 | 6.9 | 7.2 | 7.5 | 7.6 | 8.3 | 8.9 | 9.5 | 9.8 | 9.8 | 9.4 |
| Non-scheduled | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 |
| Total | 6.8 | 7.0 | 7.3 | 7.6 | 7.7 | 8.5 | 9.1 | 9.8 | 9.9 | 9.9 | 9.5 |
| All services: | | | | | | | | | | | |
| Scheduled | 136 | 152 | 160 | 170 | 159 | 156 | 165 | 183 | 200 | 213 | 228 |
| Non-scheduled | 77 | 84 | 87 | 90 | 90 | 88 | 90 | 90 | 87 | 86 | 87 |
| Total | 213 | 236 | 248 | 261 | 249 | 244 | 254 | 273 | 287 | 300 | 314 |
| (d) Passenger seat occupancy | | | | | | | | | | | Percentage |
| International: | | | | | | | | | | | |
| Scheduled | 72.6 | 71.9 | 71.1 | 72.6 | 70.9 | 74.5 | 74.8 | 75.8 | 76.1 | 76.2 | 76.5 |
| Non-scheduled | 89.6 | 89.7 | 89.4 | 89.5 | 89.9 | 90.4 | 89.2 | 89.9 | 89.0 | 88.3 | 88.1 |
| Total | 78.1 | 77.5 | 76.8 | 77.9 | 77.0 | 79.7 | 79.5 | 80.1 | 79.7 | 79.4 | 79.5 |
| Domestic: | | | | | | | | | | | |
| Scheduled | 64.1 | 62.0 | 60.6 | 64.2 | 61.8 | 66.0 | 70.5 | 68.0 | 65.3 | 66.1 | 65.3 |
| Non-scheduled | 68.9 | 69.2 | 66.4 | 62.2 | 62.3 | 60.6 | 66.0 | 61.8 | 37.9 | 43.4 | 46.4 |
| Total | 64.2 | 62.1 | 60.7 | 64.9 | 61.8 | 65.9 | 70.4 | 67.9 | 65.0 | 65.9 | 65.1 |
| All services: | | | | | | | | | | | |
| Scheduled | 72.2 | 71.3 | 70.6 | 72.2 | 69.9 | 74.0 | 74.5 | 75.3 | 75.5 | 75.6 | 76.0 |
| Non-scheduled | 89.5 | 89.7 | 89.3 | 89.4 | 89.9 | 90.3 | 89.1 | 89.8 | 88.9 | 88.2 | 88.1 |
| Total | 77.6 | 76.9 | 76.2 | 77.4 | 75.9 | 79.1 | 79.1 | 79.6 | 79.1 | 78.9 | 79.0 |

2.4 (continued) Main outputs of United Kingdom airlines: by type of service:¹ 1997-2007

| (e) Cargo and mail uplifted | | | | | | | | | | | Thousand tonnes |
|-----------------------------|------------|--------------|--------------|--------------|------------|------------|------------|--------------|--------------|--------------------------|-----------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| International: | | | | | | | | | | | |
| Scheduled | 752 | 800 | 834 | 873 | 723 | 752 | 783 | 879 | 911 | 938 | 934 |
| Non-scheduled | 96 | 161 | 178 | 151 | 114 | 101 | 105 | 122 | 104 | 125 ² | 220 |
| Total | 848 | 960 | 1,012 | 1,024 | 837 | 853 | 888 | 1,002 | 1,016 | 1,063² | 1,154 |
| Domestic: | | | | | | | | | | | |
| Scheduled | 31 | 32 | 26 | 25 | 13 | 17 | 17 | 15 | 10 | 8 | 7 |
| Non-scheduled | 69 | 66 | 71 | 72 | 75 | 70 | 64 | 56 | 80 | 79 | 72 |
| Total | 99 | 98 | 97 | 96 | 88 | 87 | 81 | 71 | 90 | 87 | 79 |
| All services: | | | | | | | | | | | |
| Scheduled | 783 | 831 | 860 | 897 | 736 | 769 | 801 | 895 | 921 | 946 | 941 |
| Non-scheduled | 165 | 227 | 249 | 223 | 189 | 170 | 169 | 178 | 185 | 204 ² | 292 |
| Total | 948 | 1,059 | 1,109 | 1,120 | 925 | 939 | 969 | 1,072 | 1,106 | 1,150² | 1,233 |

| (f) Cargo and mail tonne-kilometres flown | | | | | | | | | | | Millions |
|---|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------------------|--------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| International: | | | | | | | | | | | |
| Scheduled | 4,614 | 4,829 | 5,068 | 5,330 | 4,643 | 4,991 | 5,235 | 5,693 | 6,085 | 6,311 | 6,308 |
| Non-scheduled | 357 | 413 | 460 | 533 | 519 | 295 | 343 | 331 | 326 | 725 ² | 1,427 |
| Total | 4,972 | 5,242 | 5,528 | 5,863 | 5,162 | 5,286 | 5,578 | 6,024 | 6,411 | 7,036² | 7,735 |
| Domestic: | | | | | | | | | | | |
| Scheduled | 12 | 12 | 10 | 10 | 8 | 6.398 | 6 | 5 | 3 | 2 | 2 |
| Non-scheduled | 23 | 22 | 24 | 24 | 26 | 25.064 | 24 | 23 | 34 | 35 | 33 |
| Total | 35 | 34 | 34 | 33 | 34 | 31.462 | 30 | 29 | 37 | 37 | 35 |
| All services: | | | | | | | | | | | |
| Scheduled | 4,626 | 4,841 | 5,078 | 5,339 | 4,651 | 4,997 | 5,242 | 5,698 | 6,088 | 6,313 | 6,311 |
| Non-scheduled | 380 | 434 | 484 | 557 | 545 | 320 | 367 | 354 | 360 | 760 ² | 1,460 |
| Total | 5,006 | 5,275 | 5,562 | 5,896 | 5,196 | 5,317 | 5,608 | 6,053 | 6,449 | 7,073² | 7,770 |

1 Excludes sub-charter operations performed on behalf of UK airlines.

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2 The increase in cargo in 2006 is due to a foreign airline registering as a UK airline in August 2006.

The figures in this table are outside the scope of National Statistics
Source - Civil Aviation Authority

2.5 Forecasts of air traffic demand:¹ 2004-2030

| | Million terminal passengers at UK airports ² | | | | | |
|------------------------------------|---|------------|------------|------------|------------|------------|
| | 2004 | 2010 | 2015 | 2020 | 2025 | 2030 |
| International: ³ | | | | | | |
| Low | . | 210 | 250 | 290 | 330 | 365 |
| Mid | 175 | 215 | 265 | 305 | 350 | 390 |
| High | . | 225 | 280 | 330 | 370 | 415 |
| Domestic: ⁴ | | | | | | |
| Low | . | 50 | 60 | 70 | 75 | 85 |
| Mid | 40 | 50 | 55 | 70 | 80 | 90 |
| High | . | 50 | 55 | 70 | 85 | 90 |
| Total: ⁵ | | | | | | |
| Low | . | 260 | 310 | 360 | 410 | 450 |
| Mid | 215 | 270 | 320 | 375 | 430 | 480 |
| High | . | 275 | 335 | 400 | 455 | 505 |

1 Forecasts of UK terminal passengers, constrained by airport capacity, as published in the November 2007 'UK Air Passenger Demand & CO₂ Forecasts' report for a base year of 2004, assuming the additional South East capacity supported in the 2003 White Paper i.e. a second runway at Stansted around 2015 and a third runway at Heathrow around 2020. The low-high range is found by using the minimum and maximum annual forecasts from the sensitivity tests reported.

2 Figures are rounded to the nearest 5 million terminal passengers.

3 Figures include international to international interlining passengers transferring at UK airports but not terminating in the UK.

4 Figures are on a different basis from those in Table 2.2(b) because passengers are counted at the airports at both ends of the journey and only includes passengers who start and end their journey in the UK. The total includes miscellaneous traffic, e.g. passengers to and from oil rigs.

5 Figures may not equal sum of international and domestic due to rounding to nearest 5 million.

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The figures in this table are outside the scope of National Statistics
Source - International Networks Analysis and Support Division, DfT

The November 2007 'UK Air Passenger Demand & CO₂ Forecasts' report is available at:

<http://www.dft.gov.uk/pgr/aviation/environmentalissues/ukairdemandandco2forecasts/>

2.6 United Kingdom airline fleet: 1997-2007

| Aircraft in service (at end of year) | Number | | | | | | | | | | |
|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| Total ¹ | 758 | 837 | 850 | 889 | 928 | 903 | 921 | 945 | 952 | 963 | 957 |
| ow: | | | | | | | | | | | |
| British Airways PLC ² | 226 | 229 | 217 | 235 | 235 | 240 | 240 | 228 | 232 | 234 | 234 |
| EasyJet Airline Company Ltd | 6 | 9 | 15 | 17 | 22 | 32 | 69 | 94 | 98 | 103 | 125 |
| Flybe Ltd ³ | 18 | 24 | 28 | 31 | 31 | 31 | 33 | 35 | 35 | 41 | 88 |
| BMI Group ⁴ | 34 | 37 | 40 | 45 | 46 | 43 | 43 | 31 | 58 | 61 | 62 |
| Thomsonfly Ltd ⁵ | 27 | 28 | 28 | 32 | 31 | 32 | 32 | 37 | 42 | 47 | 48 |
| Virgin Atlantic Airways Ltd | 20 | 25 | 29 | 32 | 34 | 35 | 38 | 35 | 32 | 37 | 38 |
| First Choice Airways Ltd ⁶ | 16 | 22 | 25 | 27 | 29 | 31 | 32 | 30 | 32 | 31 | 32 |
| Monarch Airlines | 17 | 17 | 20 | 19 | 22 | 23 | 22 | 24 | 28 | 28 | 31 |
| Jet2.Com Ltd ⁷ | 13 | 15 | 15 | 14 | 14 | 15 | 21 | 26 | 23 | 26 | 29 |
| MyTravel Airways ⁸ | 20 | 21 | 24 | 31 | 31 | 34 | 35 | 31 | 29 | 25 | 25 |
| Thomas Cook Airlines Ltd ⁹ | . | . | . | 17 | 27 | 24 | 24 | 24 | 24 | 24 | 24 |
| GB Airways Ltd | 7 | 9 | 9 | 10 | 10 | 11 | 13 | 13 | 15 | 15 | 15 |
| Aurigny Air Services | 9 | 9 | 11 | 12 | 12 | 13 | 13 | 14 | 11 | 10 | 10 |
| European Air Charter | 15 | 16 | 13 | 11 | 13 | 13 | 13 | 12 | 13 | 6 | 4 |

1 Total includes only airlines who reported to the CAA in the year.

2 BA Euro Ops became part of the BA mainline fleet from 28 March 2002.

3 Prior to December 2005 known as Flybe British European.

4 Prior to 2005 data is for BMI British Midland.

From 2005 data also includes BMI Regional and BMI Baby.

5 Prior to January 2006 known as Britannia Airways.

6 Prior to 2003 known as Air 2000.

7 Prior to January 2006 known as Channel Express.

8 Prior to 2002 known as Airtours International Airways Ltd.

9 Prior to April 2003 known as JMC Airlines Ltd.

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The figures in this table are outside
the scope of National Statistics
Source - Civil Aviation Authority

2.7 Activity at major airports: 2007

| Country | Location | Name | Terminal passengers | | Freight loaded plus unloaded ¹ | Commercial air transport movements | |
|-------------|---------------|----------------------------------|---------------------|----------------------|--|---------------------------------------|-----------------------------------|
| | | | All | OW: International | | All ² | OW: International ³ |
| | | | (millions) | (millions) | Tonnes (thousands) | (thousands) | (thousands) |
| USA | Atlanta | Hartsfield-Jackson International | 89.4 | 8.9 | 720 | 994 | .. |
| USA | Chicago | O'Hare International | 76.2 | 11.9 | 1,524 | 928 | .. |
| UK | London | Heathrow | 67.9 | 62.1 | 1,311 | 476 | 416 |
| Japan | Tokyo | Haneda | 66.7 | 1.8 | 852 | 331 | .. |
| USA | Los Angeles | Los Angeles International | 61.9 | 17.1 | 2,078 | 681 | .. |
| France | Paris | Charles De Gaulle | 59.9 | 54.9 | 2,297 | 552 | 490 |
| USA | Dallas | Dallas-Ft.Worth International | 59.8 | 5.5 | 725 | 685 | .. |
| Germany | Frankfurt | Frankfurt International | 54.2 | 47.1 | 2,190 | 492 | 407 |
| China | Beijing | Capital | 53.6 | 12.7 | 1,374 | 394 | .. |
| Spain | Madrid | Barajas | 51.8 | 29.3 | 322 | 475 | 252 |
| USA | Denver | Denver International | 49.9 | 2.2 | 260 | 614 | .. |
| USA | New York | J. F. Kennedy International | 47.8 | 21.8 | 1,596 | 443 | 140 |
| Netherlands | Amsterdam | Schiphol | 47.7 | 47.7 | 1,610 | 436 | 432 |
| USA | Las Vegas | McCarran International | 47.6 | 2.1 | 92 | 609 | .. |
| China | Hong Kong | Hong Kong International | 47.0 | 47.0 | 3,742 | 296 | 296 |
| USA | Houston | G. Bush Intercontinental | 43.0 | 7.7 | 409 | 603 | .. |
| USA | Phoenix | Sky Harbor International | 42.2 | 1.7 | 257 | 538 | .. |
| Thailand | Bangkok | Bangkok International | 42.2 | 31.1 | 1,220 | 266 | 194 |
| USA | New York | Newark International | 36.4 | 10.7 | 943 | 444 | .. |
| USA | Orlando | Orlando International | 36.4 | 2.3 | 187 | 359 | .. |
| USA | Detroit | Wayne County | 36.1 | 3.1 | 223 | 467 | .. |
| USA | San Francisco | San Francisco International | 35.8 | 8.9 | 563 | 380 | .. |
| Japan | Tokyo | Narita | 35.4 | 34.2 | 2,218 | 191 | 178 |
| Singapore | Singapore | Changi | 35.2 | 35.2 | 1,895 | 221 | 221 |
| UK | London | Gatwick | 35.2 | 31.1 | 171 | 259 | 210 |

1 Includes mail.

2 All commercial movements including positioning and local movements.

3 International commercial air transport movements data for all world's major airports was not available at time of print.

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The figures in this table are outside the scope of National Statistics

Source - ICAO

**2.8 United Kingdom international passenger movements by air: arrivals plus departures:
by country of embarkation or landing: 1997-2007**

| | Thousands | | | | | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| European Union: | | | | | | | | | | | |
| Austria | 1,151 | 1,191 | 1,201 | 1,257 | 1,278 | 1,443 | 1,508 | 1,749 | 1,796 | 1,788 | 1,877 |
| Belgium | 2,338 | 2,673 | 2,858 | 2,864 | 2,686 | 2,343 | 2,277 | 1,863 | 1,711 | 1,626 | 1,624 |
| Denmark | 1,668 | 1,691 | 1,780 | 1,965 | 1,988 | 2,070 | 2,013 | 2,186 | 2,255 | 2,305 | 2,345 |
| France | 6,428 | 7,059 | 7,580 | 8,235 | 8,435 | 9,657 | 10,232 | 10,941 | 10,994 | 11,560 | 11,785 |
| Finland | 603 | 604 | 666 | 770 | 753 | 659 | 702 | 813 | 799 | 930 | 944 |
| Germany | 7,123 | 7,454 | 8,107 | 8,717 | 8,432 | 8,651 | 9,571 | 10,283 | 10,937 | 11,502 | 11,607 |
| Greece | 3,773 | 4,435 | 5,248 | 5,912 | 6,410 | 6,246 | 6,204 | 5,840 | 5,596 | 5,519 | 5,457 |
| Irish Republic | 7,781 | 8,522 | 8,966 | 9,295 | 9,293 | 9,813 | 10,163 | 10,862 | 11,789 | 12,356 | 12,259 |
| Italy | 5,233 | 5,895 | 6,454 | 7,033 | 7,456 | 7,654 | 8,913 | 9,677 | 10,713 | 10,571 | 11,207 |
| Luxembourg | 190 | 215 | 224 | 224 | 203 | 184 | 159 | 173 | 182 | 209 | 251 |
| Netherlands | 5,766 | 6,477 | 6,777 | 7,096 | 7,313 | 7,804 | 7,780 | 7,933 | 7,888 | 8,256 | 8,352 |
| Portugal & Madeira ¹ | 2,887 | 3,178 | 3,443 | 3,607 | 3,752 | 3,967 | 4,022 | 4,256 | 4,540 | 4,745 | 5,339 |
| Spain & Canary Islands | 19,559 | 22,089 | 23,803 | 25,923 | 27,576 | 28,952 | 32,230 | 33,478 | 34,558 | 34,877 | 35,535 |
| Sweden | 1,589 | 1,877 | 1,896 | 2,032 | 1,958 | 1,976 | 1,993 | 2,253 | 2,321 | 2,290 | 2,267 |
| Bulgaria | 208 | 221 | 194 | 172 | 187 | 279 | 382 | 585 | 771 | 919 | 953 |
| Cyprus | 1,691 | 2,034 | 2,333 | 2,670 | 2,962 | 2,683 | 2,787 | 2,776 | 2,989 | 3,006 | 2,969 |
| Czech Republic | 490 | 520 | 541 | 654 | 736 | 916 | 1,296 | 2,069 | 2,355 | 2,155 | 2,071 |
| Estonia | 24 | 29 | 27 | 28 | 29 | 38 | 45 | 83 | 186 | 178 | 179 |
| Hungary | 325 | 357 | 398 | 403 | 383 | 360 | 375 | 701 | 1,119 | 1,014 | 960 |
| Latvia | 64 | 68 | 64 | 51 | 54 | 58 | 61 | 126 | 309 | 461 | 479 |
| Lithuania | 32 | 51 | 58 | 51 | 48 | 48 | 55 | 95 | 222 | 319 | 340 |
| Malta | 1,029 | 1,045 | 994 | 1,022 | 1,039 | 1,025 | 1,055 | 1,096 | 1,110 | 1,055 | 1,148 |
| Poland | 348 | 419 | 499 | 498 | 453 | 467 | 516 | 998 | 1,845 | 3,328 | 4,352 |
| Romania | 126 | 131 | 118 | 110 | 109 | 117 | 135 | 143 | 157 | 194 | 333 |
| Slovak Republic | 3 | 1 | - | - | - | 2 | 29 | 127 | 285 | 470 | 529 |
| Slovenia | 47 | 58 | 71 | 69 | 52 | 48 | 53 | 116 | 157 | 183 | 190 |
| Total EU-15 | 66,089 | 73,361 | 79,003 | 84,930 | 87,534 | 91,419 | 97,768 | 102,308 | 106,079 | 108,534 | 110,851 |
| Total EU-27 | 70,477 | 78,294 | 84,301 | 90,658 | 93,586 | 97,459 | 104,558 | 111,224 | 117,584 | 121,817 | 125,355 |
| Other Europe: | | | | | | | | | | | |
| Norway | 1,488 | 1,615 | 1,569 | 1,432 | 1,244 | 1,277 | 1,353 | 1,606 | 1,726 | 1,893 | 1,856 |
| Switzerland | 3,100 | 3,228 | 3,631 | 3,926 | 3,829 | 3,983 | 4,108 | 4,184 | 4,501 | 4,957 | 5,142 |
| Gibraltar | 166 | 183 | 197 | 208 | 215 | 227 | 264 | 309 | 346 | 329 | 296 |
| Turkey | 2,450 | 2,454 | 2,028 | 2,019 | 2,112 | 2,233 | 2,175 | 2,791 | 3,551 | 3,406 | 3,887 |
| Former USSR ² | 583 | 603 | 576 | 667 | 727 | 814 | 911 | 1,030 | 1,098 | 1,215 | 1,290 |
| Former Yugoslavia ² | 204 | 231 | 151 | 222 | 269 | 310 | 351 | 433 | 548 | 730 | 848 |
| Rest of Europe ² | 211 | 240 | 272 | 329 | 340 | 268 | 332 | 403 | 402 | 436 | 438 |
| Total Other Europe | 8,202 | 8,554 | 8,424 | 8,804 | 8,736 | 9,111 | 9,493 | 10,757 | 12,173 | 12,966 | 13,756 |
| Total Europe | 78,678 | 86,849 | 92,724 | 99,463 | 102,322 | 106,570 | 114,050 | 121,980 | 129,757 | 134,783 | 139,112 |
| Rest of World: | | | | | | | | | | | |
| North Africa | 1,296 | 1,140 | 1,322 | 1,554 | 1,598 | 1,511 | 1,506 | 2,016 | 2,776 | 3,462 | 3,632 |
| Southern Africa | 1,220 | 1,371 | 1,438 | 1,510 | 1,588 | 1,584 | 1,602 | 1,768 | 1,733 | 1,771 | 1,818 |
| Rest of Africa | 861 | 854 | 1,009 | 1,129 | 1,163 | 1,310 | 1,336 | 1,588 | 1,719 | 1,829 | 1,973 |
| Israel | 878 | 925 | 969 | 967 | 770 | 630 | 617 | 659 | 668 | 672 | 709 |
| Persian Gulf States | 344 | 377 | 382 | 404 | 390 | 431 | 481 | 534 | 568 | 610 | 536 |
| Saudi Arabia | 385 | 378 | 350 | 346 | 297 | 263 | 229 | 247 | 205 | 220 | 257 |
| UAE | 849 | 926 | 1,056 | 1,324 | 1,524 | 1,795 | 2,022 | 2,535 | 2,881 | 3,256 | 3,736 |
| Rest of Near and Middle East | 705 | 777 | 849 | 913 | 875 | 907 | 1,002 | 1,238 | 1,372 | 1,470 | 1,625 |
| USA | 15,652 | 17,153 | 18,251 | 19,208 | 17,060 | 16,879 | 16,584 | 18,004 | 18,290 | 18,066 | 18,558 |
| Canada | 2,868 | 3,140 | 3,249 | 3,301 | 3,133 | 2,961 | 2,894 | 3,308 | 3,606 | 3,634 | 3,865 |
| South America | 474 | 572 | 587 | 610 | 523 | 414 | 379 | 394 | 379 | 340 | 395 |
| Central America | 833 | 825 | 838 | 862 | 927 | 884 | 906 | 1,150 | 1,270 | 1,353 | 1,334 |
| Caribbean | 1,235 | 1,399 | 1,635 | 1,744 | 1,692 | 1,657 | 1,763 | 1,895 | 1,828 | 1,903 | 1,948 |
| Australia | 782 | 900 | 918 | 916 | 737 | 693 | 727 | 874 | 1,211 | 1,169 | 1,211 |
| New Zealand | 173 | 187 | 194 | 203 | 154 | 130 | 202 | 180 | 189 | 215 | 344 |
| India | 973 | 1,012 | 911 | 911 | 1,017 | 858 | 960 | 1,073 | 1,579 | 2,329 | 2,486 |
| Pakistan | 376 | 387 | 413 | 477 | 486 | 443 | 517 | 582 | 654 | 703 | 684 |
| Rest of Indian sub-continent | 503 | 536 | 635 | 713 | 681 | 682 | 770 | 856 | 827 | 832 | 448 |
| Japan | 1,462 | 1,440 | 1,325 | 1,416 | 1,131 | 1,209 | 1,046 | 1,189 | 1,184 | 1,085 | 1,031 |
| Hong Kong | 1,007 | 1,021 | 996 | 1,081 | 983 | 1,113 | 1,020 | 1,275 | 1,259 | 1,439 | 1,660 |
| Singapore | 828 | 863 | 1,011 | 1,144 | 1,209 | 1,203 | 1,150 | 1,169 | 1,158 | 1,272 | 1,230 |
| Thailand | 374 | 446 | 525 | 575 | 710 | 715 | 673 | 718 | 696 | 673 | 691 |
| Rest of Asia | 1,312 | 1,234 | 1,281 | 1,349 | 1,215 | 1,242 | 1,205 | 1,447 | 1,612 | 1,636 | 1,558 |
| Total Rest of World ³ | 35,388 | 37,862 | 40,146 | 42,657 | 39,866 | 39,512 | 39,594 | 44,701 | 47,665 | 49,938 | 52,163 |
| Oil Rigs | 707 | 693 | 576 | 586 | 640 | 628 | 567 | 564 | 627 | 713 | 768 |
| All international air passenger movements | 114,773 | 125,404 | 133,446 | 142,706 | 142,827 | 146,711 | 154,211 | 167,245 | 178,049 | 185,434 | 192,042 |

1 Includes Azores and Cape Verde Islands.

2 See Notes & Definitions for list of countries included in group.

3 Includes Greenland.

2.9 Casualties caused by aviation accidents: 1997-2007

| (a) Casualties caused by accidents involving United Kingdom registered aircraft in United Kingdom airspace | | | | | | | | | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| Airline and air taxi: | | | | | | | | | | | |
| Fixed-wing: | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| Total | 3 | 0 | 2 | 4 | 2 | 0 | 3 | 0 | 1 | 1 | 1 |
| Passengers: | | | | | | | | | | | |
| Fatal | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Total | 3 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total fixed-wing ¹ | 6 | 1 | 12 | 8 | 2 | 0 | 3 | 0 | 2 | 1 | 3 |
| Rotary wing: | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| Total | 3 | 3 | 0 | 1 | 2 | 3 | 3 | 0 | 0 | 2 | 0 |
| Passengers: | | | | | | | | | | | |
| Fatal | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 |
| Total | 0 | 5 | 0 | 2 | 3 | 11 | 0 | 0 | 0 | 5 | 0 |
| Total rotary-wing ¹ | 3 | 8 | 0 | 3 | 6 | 14 | 3 | 0 | 0 | 7 | 0 |
| Other (general aviation, etc.): | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 14 | 15 | 15 | 20 | 18 | 9 | 8 | 12 | 17 | 7 | 14 |
| Total | 44 | 37 | 53 | 40 | 50 | 42 | 46 | 41 | 52 | 37 | 36 |
| Passengers: | | | | | | | | | | | |
| Fatal | 4 | 6 | 11 | 7 | 5 | 3 | 7 | 7 | 8 | 0 | 17 |
| Total | 33 | 24 | 28 | 22 | 17 | 14 | 21 | 14 | 17 | 20 | 28 |
| Total other ¹ | 79 | 61 | 82 | 63 | 68 | 58 | 68 | 55 | 70 | 57 | 64 |
| Overall total ¹ | | | | | | | | | | | |
| Fatal | 20 | 25 | 34 | 32 | 25 | 23 | 15 | 19 | 25 | 14 | 31 |
| Total | 88 | 70 | 94 | 74 | 76 | 72 | 74 | 55 | 70 | 65 | 67 |
| (b) Casualties caused by accidents involving United Kingdom registered aircraft in foreign airspace | | | | | | | | | | | |
| Airline and air taxi: | | | | | | | | | | | |
| Fixed-wing: | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 3 | 5 | 0 | 3 | 4 | 1 | 0 | 1 | 0 |
| Passengers: | | | | | | | | | | | |
| Fatal | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 15 | 43 | 14 | 0 | 1 | 1 | 3 | 0 | 2 | 0 |
| Total fixed-wing ¹ | 7 | 15 | 46 | 19 | 1 | 4 | 5 | 4 | 0 | 4 | 0 |
| Other (general aviation, etc.): | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 0 | 2 | 4 | 2 | 4 | 1 | 1 | 1 | 0 | 2 | 2 |
| Total | 2 | 2 | 8 | 3 | 7 | 1 | 2 | 4 | 1 | 2 | 4 |
| Passengers: | | | | | | | | | | | |
| Fatal | 0 | 1 | 1 | 1 | 2 | 3 | 1 | 1 | 0 | 1 | 0 |
| Total | 0 | 3 | 6 | 1 | 3 | 3 | 2 | 3 | 0 | 1 | 1 |
| Total other ¹ | 2 | 5 | 14 | 4 | 10 | 4 | 4 | 7 | 1 | 3 | 0 |
| Overall total ¹ | | | | | | | | | | | |
| Fatal | 0 | 3 | 8 | 6 | 7 | 4 | 2 | 2 | 0 | 3 | 0 |
| Total | 9 | 20 | 60 | 23 | 11 | 8 | 9 | 11 | 1 | 7 | 3 |

2.9 (continued) Casualties caused by aviation accidents: 1997-2007

(c) Casualties caused by accidents involving aircraft registered overseas in United Kingdom airspace

| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|--|----------|-----------|----------|-----------|-----------|-----------|-----------|----------|-----------------------|----------|----------|
| Airline and air taxi: | | | | | | | | | | | |
| Fixed-wing: | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 ² | 1 | 0 |
| Passengers: | | | | | | | | | | | |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 24 ² | 0 | 0 |
| Total fixed-wing¹ | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 25² | 1 | 0 |
| Other (general aviation, etc.): | | | | | | | | | | | |
| Crew: | | | | | | | | | | | |
| Fatal | 1 | 2 | 0 | 2 | 5 | 2 | 4 | 1 | 1 | 0 | 2 |
| Total | 1 | 10 | 2 | 4 | 9 | 6 | 5 | 4 | 5 | 2 | 4 |
| Passengers: | | | | | | | | | | | |
| Fatal | 1 | 2 | 0 | 4 | 0 | 3 | 2 | 0 | 1 | 0 | 2 |
| Total | 1 | 10 | 1 | 6 | 4 | 6 | 5 | 2 | 5 | 0 | 4 |
| Total other¹ | 2 | 20 | 3 | 10 | 13 | 13 | 11 | 6 | 10 | 3 | 8 |
| Overall total¹ | | | | | | | | | | | |
| Fatal | 2 | 4 | 4 | 6 | 5 | 5 | 6 | 1 | 2 | 0 | 4 |
| Total | 3 | 21 | 9 | 10 | 13 | 13 | 11 | 6 | 35 ² | 4 | 8 |

1 These totals include 'third-party' casualties, not shown separately.

2 There were 25 minor injuries (1 crew and 24 passengers) in a single incident in March 2005 involving the evacuation of an aircraft.

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The figures in this table are outside the scope of National Statistics
Source - Civil Aviation Authority

2.10 Aircraft proximity (AIRPROX): number of incidents: 1997-2007

| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------------|------------|
| Total AIRPROX civil and military: | | | | | | | | | | | |
| Risk-bearing : | | | | | | | | | | | |
| Risk of collision | 36 | 23 | 23 | 28 | 33 | 17 | 14 | 15 | 19 | 15 | 9 |
| Safety not assured | 64 | 43 | 49 | 44 | 42 | 68 | 58 | 53 | 51 | 40 | 39 |
| Total | 100 | 66 | 72 | 72 | 75 | 85 | 72 | 68 | 70 | 55 | 48 |
| No risk of collision | 105 | 132 | 134 | 123 | 115 | 129 | 108 | 131 | 116 | 103 | 106 |
| Risk not determined | 3 | 3 | 2 | 3 | 5 | 7 | 1 | 8 | 2 | 0 | 0 |
| Total AIRPROX | 208 | 201 | 208 | 198 | 195 | 221 | 181 | 207 | 188 | 159 ¹ | 154 |
| <i>ow:</i> | | | | | | | | | | | |
| Commercial air transport: | | | | | | | | | | | |
| Risk-bearing: | | | | | | | | | | | |
| Risk of collision | 9 | 1 | 4 | 6 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Safety not assured | 20 | 14 | 12 | 8 | 14 | 7 | 12 | 7 | 7 | 6 | 5 |
| Total | 29 | 15 | 16 | 14 | 14 | 8 | 12 | 8 | 8 | 6 | 5 |
| No risk of collision | 67 | 82 | 83 | 84 | 65 | 70 | 54 | 67 | 78 | 68 | 60 |
| Risk not determined | 0 | 1 | 0 | 1 | 4 | 4 | 0 | 4 | 1 | 0 | 0 |
| Total commercial air transport | 96 | 98 | 99 | 99 | 83 | 82 | 66 | 79 | 87 | 74 | 65 |
| Commercial air transport aircraft in risk-bearing AIRPROX per 100,000 hours flown in UK airspace | 2.5 | 1.2 | 1.2 | 1.0 | 1.0 | 0.6 | 0.9 | 0.5 | 0.5 | 0.4 | 0.3 |

¹ Includes one Airprox yet to be assessed.

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The figures in this table are outside the scope of National Statistics

Source - UK Airprox Board

2.11 Employment by United Kingdom airlines: worldwide: 1997-2007

| | Number | | | | | | | | | | |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| Pilots and co-pilots | 7,918 | 8,548 | 9,244 | 9,443 | 9,984 | 9,933 | 9,758 | 9,798 | 10,064 | 10,671 | 11,259 |
| Other cockpit personnel | 458 | 460 | 457 | 332 | 274 | 209 | 120 | 102 | 135 | 158 | 152 |
| Cabin attendants | 24,272 | 26,967 | 28,465 | 28,819 | 30,461 | 28,548 | 28,398 | 29,634 | 31,120 | 32,718 | 34,369 |
| Maintenance and overhaul personnel | 13,100 | 12,264 | 12,138 | 12,055 | 11,824 | 11,749 | 11,186 | 9,933 | 9,611 | 9,488 | 9,075 |
| Tickets and sales personnel | 8,369 | 8,929 | 9,643 | 9,100 | 10,062 | 9,074 | 8,168 | 7,706 | 7,312 | 6,555 | 6,258 |
| All other personnel | 29,355 | 30,663 | 32,755 | 31,764 | 31,279 | 27,921 | 27,265 | 26,399 | 26,141 | 25,481 | 24,571 |
| Total | 83,472 | 87,831 | 92,702 | 91,513 | 93,884 | 87,434 | 84,895 | 83,572 | 84,383 | 85,071 | 85,684 |

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The figures in this table are outside the scope of National Statistics
Source - Civil Aviation Authority

2.12 Passenger traffic via major international airlines: 2007

| Country | Airline | All scheduled traffic | | International scheduled traffic | | Charter traffic | |
|-------------------|-------------------------|--------------------------------|---------------------------------|---------------------------------|---------------------------------|-------------------------------------|--|
| | | Passengers uplifted (millions) | Passenger kilometres (billions) | Passengers uplifted (millions) | Passenger kilometres (billions) | All passenger kilometres (billions) | ^{OW:} International passenger kilometres (billions) |
| United States | American | 98.2 | 222.7 | 21.6 | 81.4 | 0.1 | - |
| United States | Delta | 72.9 | 166.2 | 11.4 | 63.2 | 0.3 | 0.1 |
| United States | United | 68.4 | 188.9 | 12.0 | 79.2 | - | - |
| Germany | Lufthansa | 54.2 | 122.1 | 41.3 | 116.8 | 0.1 | 0.1 |
| United States | Northwest | 53.7 | 117.3 | 9.9 | 53.5 | 0.2 | 0.1 |
| France | Air France | 50.4 | 128.7 | 31.4 | 117.9 | 0.2 | 0.2 |
| Ireland | Ryanair | 49.0 | 48.2 | 49.0 | 48.2 | 0.0 | 0.0 |
| Japan | All Nippon Airways | 49.0 | 59.1 | 4.2 | 20.0 | 0.4 | 0.4 |
| United States | Continental | 49.0 | 130.9 | 11.9 | 56.8 | 0.1 | - |
| China | China Southern Airlines | 47.3 | 70.0 | 3.7 | 10.8 | 0.7 | 0.6 |
| Japan | JAL | 47.2 | 85.1 | 11.6 | 56.8 | 1.5 | 1.5 |
| United States | US Airways | 42.2 | 70.1 | 5.0 | 18.6 | - | 0.0 |
| China | China Eastern Airlines | 38.9 | 56.6 | 5.5 | 18.0 | 0.6 | 0.4 |
| China | Air China | 34.8 | 66.8 | 5.9 | 28.3 | 0.2 | 0.2 |
| United Kingdom | British Airways | 32.4 | 112.3 | 27.8 | 110.2 | - | - |
| United Kingdom | Easyjet | 30.1 | 30.7 | 24.2 | 28.0 | 0.0 | 0.0 |
| Spain | Iberia | 26.7 | 54.2 | 13.0 | 45.5 | 0.0 | 0.0 |
| Scandinavia | SAS | 25.4 | 27.3 | 14.0 | 21.8 | 3.7 | 3.7 |
| Italy | Alitalia | 24.7 | 38.6 | 13.8 | 32.7 | 0.2 | 0.2 |
| Australia | Qantas | 24.7 | 82.1 | 8.0 | 57.9 | 0.1 | - |
| Canada | Air Canada | 23.4 | 74.4 | 11.9 | 53.4 | 0.1 | 0.1 |
| Republic Of Korea | Korean Air | 23.4 | 57.3 | 13.1 | 53.4 | 1.2 | 1.1 |
| Netherlands | KLM | 23.2 | 74.5 | 23.2 | 74.5 | 0.0 | 0.0 |
| United States | America West | 15.7 | 28.4 | 1.0 | 1.9 | - | - |
| Malaysia | Malaysian Airlines | 14.0 | 40.1 | 8.6 | 36.8 | 0.0 | 0.0 |

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The figures in this table are outside the scope of National Statistics

Source - ICAO

2.13 Major Airports in the United Kingdom

