

2 Aviation:

Notes and Definitions

The figures for 1998-2002 in Table 2.1 differ from the time series shown in Civil Aviation Authority (CAA) *United Kingdom Airports* (annual 2007) due to CAA tables now excluding data for Sheffield City airport.

Tables 2.2a - 2.2c, and 2.8 are derived from the CAA publication *United Kingdom Airports* (annual). Thus;

<u>TSGB table</u>	<u>CAA publication table N°</u>
2.2a	4.1 and 5
2.2b	8, 10.1 and 10.2
2.2c	13.1 and 14
2.8	12.1

Table 2.3 is derived from the CAA *Punctuality Statistics*.

Tables 2.4, 2.6 and 2.11 are derived from the CAA publication *United Kingdom Airlines* (annual) and earlier volumes. Thus;

<u>TSGB table</u>	<u>CAA publication table N°</u>
2.4	1.7.1/2/3/4 and 1.8.1/2/3/4
2.6	1.11.2
2.11	1.14

CAA compiles the statistics from returns submitted by United Kingdom airlines.

Tables 2.7 and 2.12 are derived from the International Civil Aviation Organisation (ICAO) publication *Civil Aviation Statistics of the World* and from data supplied by ICAO.

Table 2.9 is derived from the CAA publication *Reportable Accidents to United Kingdom Registered Aircraft and to Foreign Registered Aircraft in United Kingdom Airspace* and from data supplied by the Civil Aviation Authority's Safety Data Unit.

Table 2.10 is derived from the CAA publication *United Kingdom Airmisses Involving Commercial Air Transport* and from data supplied by the UK Airprox Board.

Traffic at United Kingdom airports: 2.2

The table shows air transport movements (landings and take-offs of aircraft engaged in commercial air transport), terminal passengers (arrivals and departures) and cargo handled (uplifted and set down).

Domestic traffic (movements, passengers and cargo) shown is half that published in the CAA Airport Annual Reports, to remove double counting at airport of arrival and departure. The figures for individual airports have not, however, been adjusted to eliminate double counting of domestic traffic.

Terms used in Table 2.2 are defined as follows:

Air transport movements: All scheduled movements (whether loaded or empty) and loaded charter movements, but excludes empty positioning flights by scheduled aircraft and empty charter movements.

International services: These services are flown between the United Kingdom, Isle of Man or Channel Islands and points in other countries.

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

Non-scheduled services: Air transport movements other than scheduled services.

Terminal passengers: Passengers joining or leaving an aircraft at a United Kingdom airport (a passenger who changes from one aircraft to another, carrying the same flight number, is counted as a terminal passenger both on arrival and departure). Transit passengers who arrive and depart on the same aircraft are not included.

All revenue and non-revenue passengers (who pay less than 25 per cent of the normal applicable fare) are counted as terminal passengers. Cargo excludes mail and passengers' and crews' permitted baggage, but all other property carried on an aircraft is included. Thus excess baggage is included, as are diplomatic bags. Cargo in transit through an airport on the same aircraft is excluded.

Punctuality at United Kingdom Airports: 2.3

London airports include Heathrow, Gatwick, Stansted and Luton. London City also began reporting from April 1997. Regional airports include Manchester, Birmingham and Glasgow. Newcastle and Edinburgh airports also began reporting from July 1996; the resulting discontinuity in the series is very small.

Main outputs of United Kingdom airlines: 2.4

Table 2.4 shows the carriage of revenue passengers, cargo and mail on services flown by United Kingdom airlines, scheduled and non-scheduled (but excluding air-taxi operations and sub-charter operations performed on behalf of United Kingdom airlines). Passenger kilometres are calculated by multiplying the number of revenue passengers carried on each flight stage by the stage distance. Passenger seat occupancy is calculated as passenger kilometres as a percentage of seat kilometres available.

Cargo and mail uplifted are calculated by counting each tonne of revenue cargo or mail on a particular journey once only and not repeatedly on each individual stage of the flight. Cargo and mail tonne kilometres are calculated by multiplying the number of tonnes of revenue load on each stage flight by the stage distance.

Terms used in table 2.4 are defined as follows:

Passengers: Travellers are counted as revenue passengers if they pay at least 25 per cent of the normal applicable fare. They are counted only once on a particular flight (with one flight number) and not for each stage of that flight.

International services: These services are flown between the United Kingdom, Isle of Man or Channel Islands and points in other countries.

Domestic services: Those entirely within the United Kingdom, Isle of Man and Channel Islands.

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

Non-scheduled services: Air transport movements other than scheduled services.

Forecasts of air traffic demand: 2.5

The forecasts show the expected number of UK and foreign passengers passing through UK airports up to 2030, after accounting for airport capacity constraints. The underlying unconstrained forecasts are based on econometric equations which specify a relationship between passenger traffic and a number of explanatory variables which determine it. The key variables determining air traffic were found to be domestic and foreign economic growth (principally GDP); air fares; trade; and exchange rates. The relationships derived from past years' data are applied to

projections of future year values of the explanatory variables to calculate forecasts of air traffic. A range of forecasts is given to reflect the uncertainties inherent in long term forecasting. The range of unconstrained forecasts are processed in the DfT National Air Passenger Allocation Model which forecasts how passenger demand will split between UK airports taking account of likely future constraints on air transport movements (and thus passengers) at UK airports. The future constraints assume the increases to airport capacity supported in the 2003 White Paper.

United Kingdom airline fleet: 2.6

Table 2.6 gives information on the fleet size of selected larger United Kingdom airlines.

Activity at major airports: 2.7

Table 2.7 gives a comparison of the activity at some of the world's major airports. Airports are selected such that the largest 25 (as reported to ICAO) by number of terminal passengers are included. The ranking is only a guide as 'non-reporting' airports are excluded. Some airports which did not report in previous years have entered the table. A substantial proportion of the figures are estimated by ICAO on the basis of part-year data; the table is therefore of use only as a guide.

United Kingdom international passenger movements: 2.8

The table records the origin and destination of all revenue and non-revenue terminal passengers on air transport movement flights as reported to United Kingdom airport authorities by United Kingdom and foreign airlines. Passengers changing planes are recorded twice, on arrival and departure. Passengers carried in aircraft chartered by British government departments, and HM and other armed forces travelling in the course of their duties are excluded. Operators are required to report, in respect of each service operated, the points of uplift and discharge of each passenger. The figures record data for direct flights only, so they may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent the passenger's ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases, all passengers are allocated to the aircraft's origin or ultimate destination. All

identifiable diversions are reallocated to the point of intended operation.

“Former USSR” includes: Albania, Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Republic of Moldova, Russia, Turkmenistan, Ukraine, and Uzbekistan.

“Former Yugoslavia” includes: Bosnia-Herzegovina, Croatia, Serbia, Montenegro, and Macedonia.

“Rest of Europe” includes: Faroe Islands, and Iceland.

Casualties: 2.9

The table includes deaths, serious and minor injuries where an aircraft was engaged in airline, air taxi, general aviation (including private flights) and other commercial (including training) operations.

Terms used in Table 2.9 are defined as follows:

Airline: Public transport flights, which are subject to a United Kingdom Air Transport Licence. Also public transport flights which are not subject to a United Kingdom Air Transport Licence, but which utilise aircraft having a maximum take-off weight of 15 tonnes or more. Positioning flights are excluded. There are no rotary wing services by United Kingdom registered aircraft in foreign airspace, and no rotary wing or air taxi services by foreign registered aircraft in United Kingdom airspace.

Air Taxi: Public Transport flights which are not subject to a United Kingdom Air Transport Licence and which utilise aircraft having a maximum take-off weight of less than 15 tonnes. Positioning flights are excluded.

General Aviation: Includes executive, club and group, private and training flights, but does not include accidents to gliders, microlights, hang gliders or hot-air balloons.

Aircraft proximity: 2.10

Table 2.10 reflects the Civil Aviation Authority’s practice, introduced in 1990, of including controller-reported incidents. Further, the term “airmiss” has been replaced by AIRPROX, meaning aircraft proximity hazard.

An AIRPROX is a situation in which, in the opinion of a pilot or controller, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft was or may have been compromised. AIRPROX can occur between various combinations of commercial, military and private

aircraft. The numbers of AIRPROX incidents involving commercial transport aircraft are shown separately in the table.

All AIRPROX reports are assessed and, following guidelines given by the International Civil Aviation Organisation, the degrees of risk involved are categorised as ‘risk of collision’, ‘safety not assured’, ‘no risk of collision’, and ‘risk not determined’.

Employment: 2.11

Table 2.11 shows the average number of personnel employed by United Kingdom airlines in the United Kingdom and overseas. Personnel employed by companies performing solely air-taxi operations are excluded.

Passenger traffic via major international airlines: 2.12

Table 2.12 gives a comparison of the major international airlines. Airlines are selected such that the largest 25 (as reported to ICAO) by passengers uplifted are included. The ranking is only a guide as ‘non-reporting’ airlines are excluded.

Transport Statistics Great Britain 2008

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	

Transport Statistics Great Britain 2008

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

Transport Statistics Great Britain 2008

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.

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

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.

The November 2007 'UK Air Passenger Demand & CO₂ Forecasts' report is available at:
<http://www.dft.gov.uk/pgr/aviation/environmentalissues/ukairdemandandco2forecasts/>

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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
<i>ow:</i>											
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			Commercial air transport movements		
			All (millions)	OW:		Freight loaded plus unloaded ¹ Tonnes (thousands)	All ² (thousands)	International ³ (thousands)
				International (millions)				
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

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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.

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

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	159¹	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

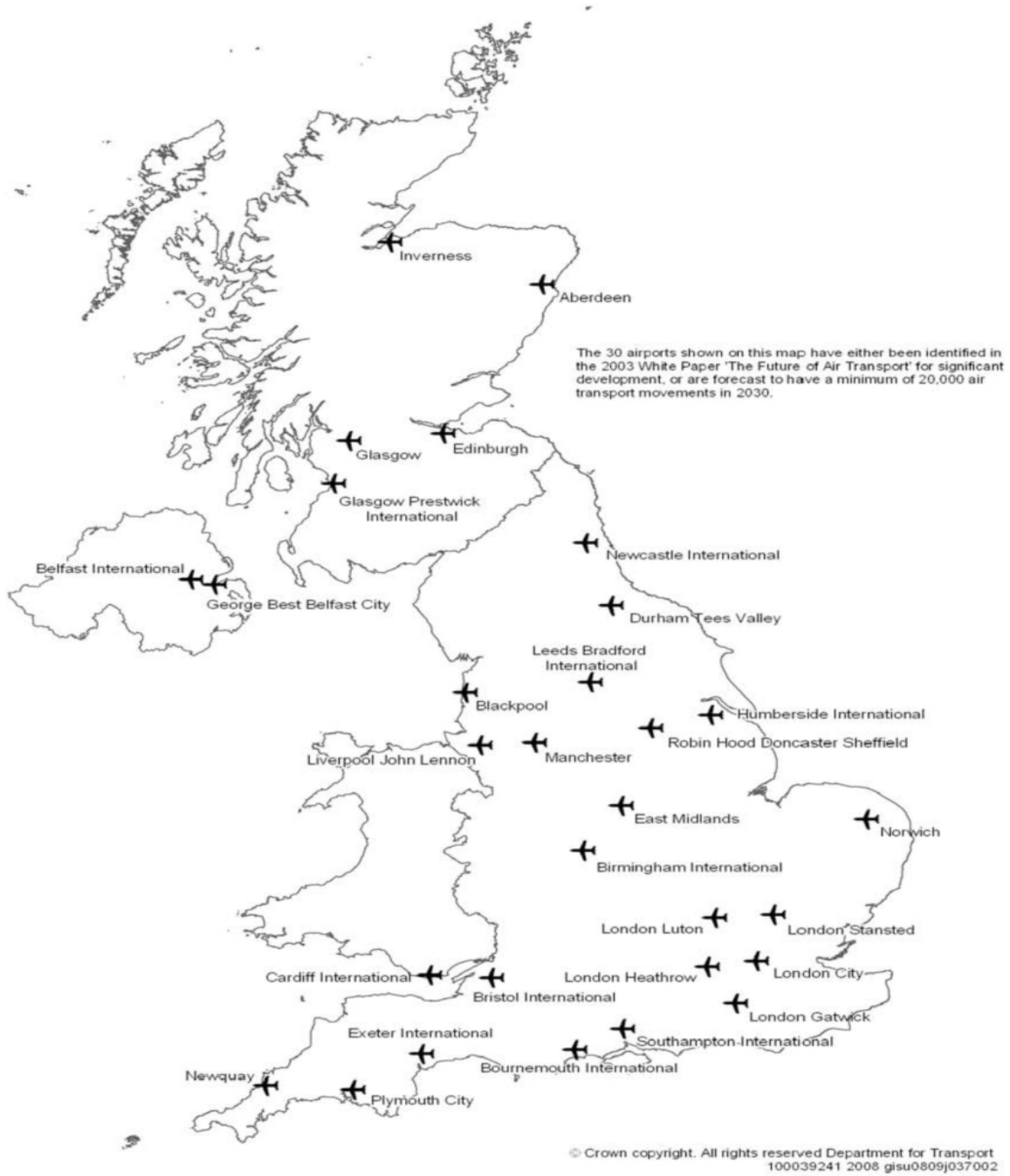
2.12 Passenger traffic via major international airlines: 2007

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)	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



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