

Aviation Trends

Quarter 1 2008



Contents

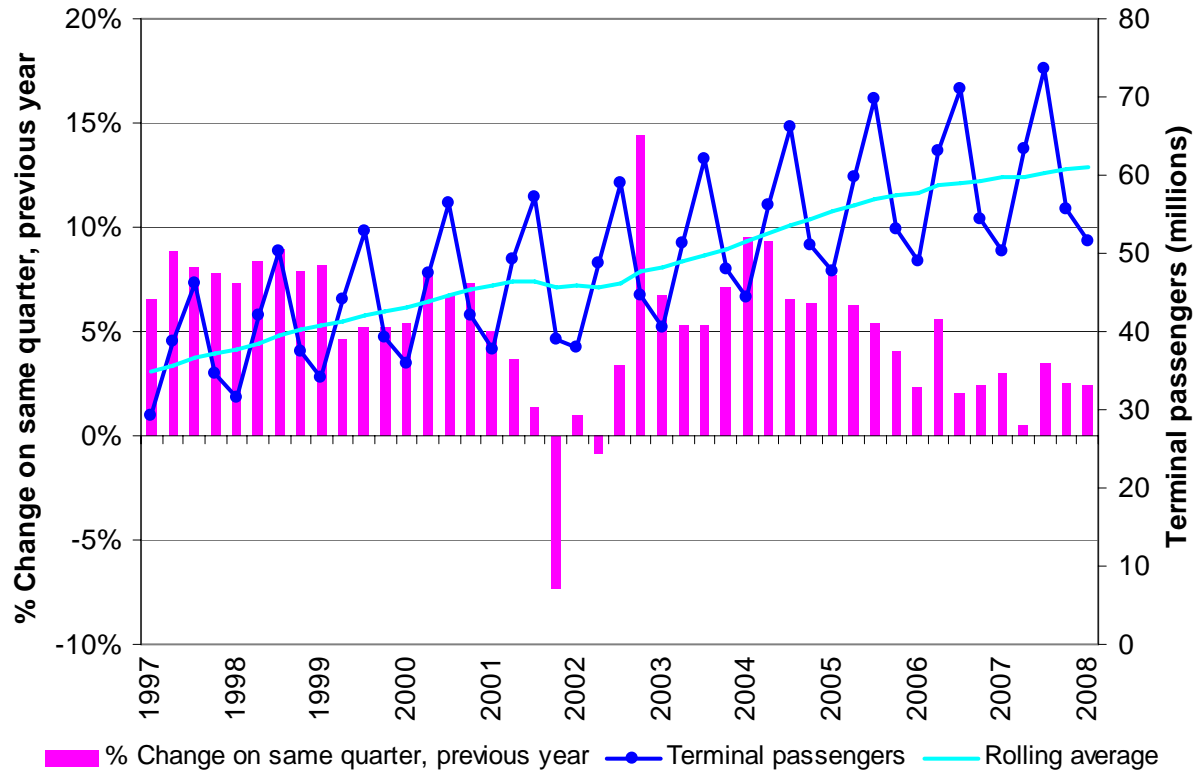
| | |
|---|----|
| Introduction | 2 |
| 1. Historical overview | 3 |
| 2. Terminal passengers at UK airports | 4 |
| 3. Passenger flights to and from UK airports | 5 |
| 4. Terminal passengers at UK airports by origin / destination | 6 |
| 5. Air cargo tonnes carried to and from UK airports | 7 |
| 6. All commercial flights to and from UK airports | 8 |
| 7. Did you know? | 9 |
| 8. Notes | 10 |

Introduction

Welcome to Aviation Trends, a new data publication from the Civil Aviation Authority. Every quarter we will update key figures which summarise the levels of activity at the UK's airports. In each edition we will also include some different interesting facts derived from the various data sources available to the CAA.

Aviation trends will be released on www.caa.co.uk/aviationtrends, part of Aviation Intelligence, the online home of the CAA's monthly airport and airline statistical publications, which provide more detailed information on UK aviation activity and are published with the co-operation of UK airport and airline operators, whose assistance is gratefully acknowledged. Please note that historic numbers may be subject to minor change as the result of prior period adjustments.

1. Historical overview - Terminal passengers at UK airports by quarter^{6,11}



Source: CAA Airport Statistics

By plotting quarterly passenger data over the last twelve years, both seasonal and annual trends in UK aviation activity can be seen.

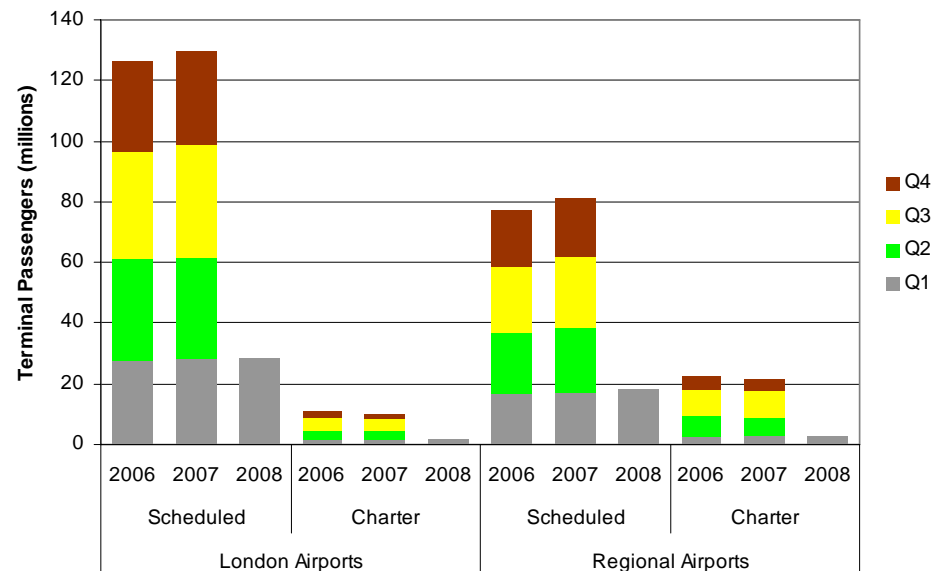
The dark blue line shows the number of terminal passengers at UK airports in each quarter (on the right axis). The bright blue line shows the same, but for the rolling annual average in each quarter.

The pink bars show the percentage growth on the previous year's passengers in the same quarter (on the left axis). For example, the leftmost bar on the graph represents the growth of quarter 1 1997 on quarter 1 1996.

The effect of the terrorist attacks in September 2001 can clearly be seen in the growth levels.

2. Terminal passengers at UK airports^{5,6,7,11}

| Passengers (millions) | CURRENT QUARTER | | | | | ROLLING YEAR | | | | |
|--------------------------|-----------------|-------------|----------------|-------------|-----------|----------------|-------------|----------------|-------------|-----------|
| | Q1 2008 | | Q1 2007 | | +/- % | Q2 07 – Q1 08 | | Q2 06 – Q1 07 | | +/- % |
| | Pax (millions) | % of total | Pax (millions) | % of total | | Pax (millions) | % of total | Pax (millions) | % of total | |
| London Airports | 30.5 | 59% | 30.0 | 60% | 2% | 140.2 | 58% | 137.4 | 58% | 2% |
| - Scheduled | 28.9 | 56% | 28.2 | 56% | 2% | 130.1 | 53% | 126.8 | 53% | 3% |
| - Charter | 1.7 | 3% | 1.7 | 3% | -3% | 10.1 | 4% | 10.7 | 4% | -6% |
| Regional Airports | 20.8 | 41% | 20.2 | 40% | 3% | 103.0 | 42% | 100.5 | 42% | 3% |
| - Scheduled | 17.9 | 35% | 17.3 | 34% | 4% | 81.7 | 34% | 78.1 | 33% | 5% |
| - Charter | 2.9 | 6% | 2.9 | 6% | -1% | 21.4 | 9% | 22.4 | 9% | -4% |
| All Airports | 51.4 | 100% | 50.1 | 100% | 2% | 243.3 | 100% | 237.9 | 100% | 2% |
| - Scheduled | 46.8 | 91% | 45.5 | 91% | 3% | 211.8 | 87% | 204.9 | 86% | 3% |
| - Charter | 4.6 | 9% | 4.6 | 9% | -1% | 31.5 | 13% | 33.1 | 14% | -5% |



Source: CAA Airport Statistics³

The number of terminal passengers represents those travellers who boarded or disembarked an aircraft on a commercial flight at a reporting UK airport. This figure therefore excludes transit passengers – those who remain aboard an aircraft which lands at a UK airport and then departs for another destination.

Total terminal passengers at UK airports in quarter 1 2008 were up by 2% (1.2m) on quarter 1 2007, and the figure for the year ending quarter 1 2008 was 2% (5.3m) higher than that of the year ending quarter 1 2007.

The number of scheduled passengers grew at both London and regional airports, while charter passenger numbers for all airports fell. The London airport passenger growth for quarter 1 was slower than growth at regional airports. The year ending figures support the general trend seen in recent years for faster passenger growth in the regions than at London airports.

3. Passenger flights to and from UK airports^{5,7,11}

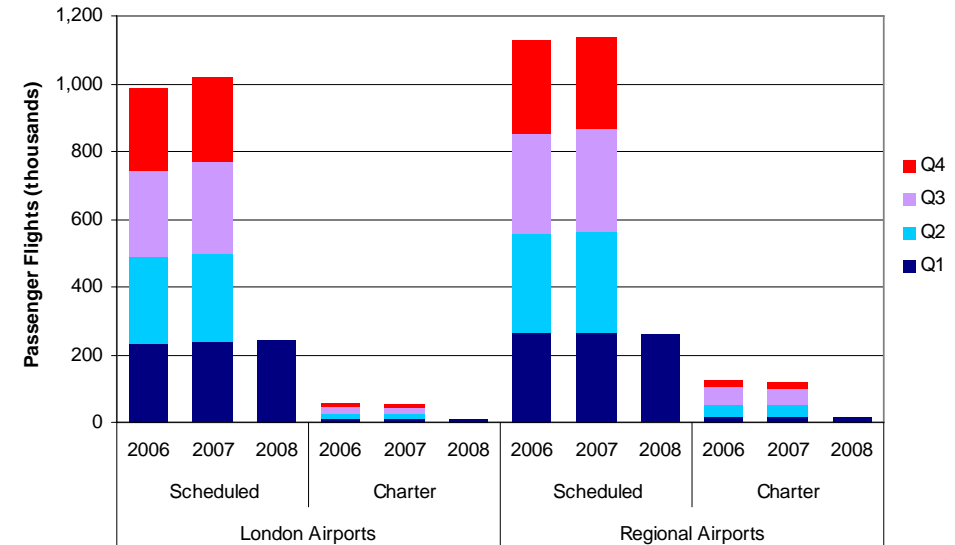
| Number of flights (000s) | CURRENT QUARTER | | | | | ROLLING YEAR | | | | |
|--------------------------|-----------------|-------------|----------------|-------------|------------|----------------|-------------|----------------|-------------|-----------|
| | Q1 2008 | | Q1 2007 | | +/- % | Q2 07 – Q1 08 | | Q2 06 – Q1 07 | | +/- % |
| | Flights (000s) | % of total | Flights (000s) | % of total | | Flights (000s) | % of total | Flights (000s) | % of total | |
| London Airports | 251.2 | 48% | 249.5 | 47% | 1% | 1,073.1 | 46% | 1,048.1 | 45% | 2% |
| - Scheduled | 242.5 | 46% | 240.2 | 45% | 1% | 1,019.9 | 44% | 991.2 | 43% | 3% |
| - Charter | 8.8 | 2% | 9.4 | 2% | -6% | 53.2 | 2% | 56.9 | 2% | -7% |
| Regional Airports | 277.3 | 52% | 284.5 | 53% | -3% | 1,250.4 | 54% | 1,256.3 | 55% | 0% |
| - Scheduled | 260.0 | 49% | 267.3 | 50% | -3% | 1,131.4 | 49% | 1,130.2 | 49% | 0% |
| - Charter | 17.3 | 3% | 17.2 | 3% | 0% | 118.9 | 5% | 126.1 | 5% | -6% |
| All Airports | 528.5 | 100% | 534.0 | 100% | -1% | 2,323.5 | 100% | 2,304.4 | 100% | 1% |
| - Scheduled | 502.4 | 95% | 507.5 | 95% | -1% | 2,151.4 | 93% | 2,121.4 | 92% | 1% |
| - Charter | 26.1 | 5% | 26.6 | 5% | -2% | 172.1 | 7% | 183.1 | 8% | -6% |

Source: CAA Airport Statistics

The figures in the table above are for commercial passenger flights and thus exclude flights of aircraft carrying exclusively cargo.

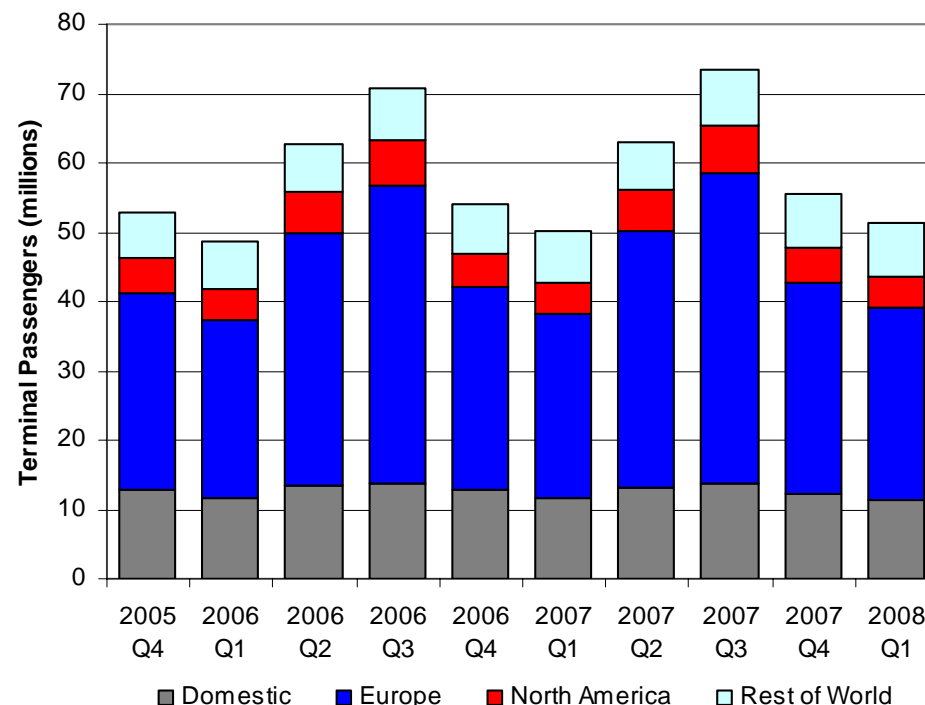
The proportional split of the number of flights between the London and regional airports over four quarters is roughly the inverse of that for passenger numbers, as seen in the previous table (54% of commercial passenger flights operate at regional airports, but London airports handle 58% of terminal passengers). This is because small and medium sized airports which cater to smaller passenger aircraft are more prevalent outside of the London area.

Flights to and from UK airports in quarter 1 2008 were down 1% (approximately 5,500) on quarter 1 2007. This was driven principally by a fall in scheduled flights at regional airports. However, from the previous table we can see that regional scheduled passengers numbers grew 4% quarter-on-quarter, indicating an increase in passengers per aircraft at regional airports. A continued quarter-on-quarter increase in scheduled flights at the London airports contributed to an overall growth in flights of 1% at UK airports over the year to quarter 1 2008.



4. Terminal passengers at UK airports by origin / destination^{6,7,8,9,11}

| Passengers (millions) | CURRENT QUARTER | | | | | ROLLING YEAR | | | | |
|-----------------------|-----------------|-------------|----------------|-------------|------------|----------------|-------------|----------------|-------------|------------|
| | Q1 2008 | | Q1 2007 | | +/- % | Q2 07 – Q1 08 | | Q2 06 – Q1 07 | | +/- % |
| | Pax (millions) | % of total | Pax (millions) | % of total | | Pax (millions) | % of total | Pax (millions) | % of total | |
| Domestic | 11.2 | 22% | 11.6 | 23% | -3% | 50.4 | 21% | 51.6 | 22% | -2% |
| - Scheduled | 11.1 | 22% | 11.5 | 23% | -3% | 50.0 | 21% | 51.2 | 22% | -2% |
| - Charter | 0.1 | 0.1% | 0.1 | 0.2% | -22% | 0.3 | 0.1% | 0.4 | 0.2% | -13% |
| Europe | 27.9 | 54% | 26.6 | 53% | 5% | 140.0 | 58% | 135.4 | 57% | 3% |
| - Scheduled | 24.7 | 48% | 23.4 | 47% | 6% | 114.3 | 47% | 108.5 | 46% | 5% |
| - Charter | 3.2 | 6% | 3.2 | 6% | 1% | 25.7 | 11% | 26.9 | 11% | -4% |
| North America | 4.5 | 9% | 4.4 | 9% | 2% | 22.6 | 9% | 21.8 | 9% | 4% |
| - Scheduled | 4.4 | 9% | 4.3 | 9% | 2% | 21.7 | 9% | 20.7 | 9% | 5% |
| - Charter | 0.1 | 0.2% | 0.1 | 0% | -25% | 0.9 | 0.4% | 1.1 | 0.5% | -18% |
| Rest of World | 7.7 | 15% | 7.5 | 15% | 2% | 30.3 | 12% | 29.1 | 12% | 4% |
| - Scheduled | 6.5 | 13% | 6.3 | 13% | 3% | 25.7 | 11% | 24.4 | 10% | 5% |
| - Charter | 1.2 | 2% | 1.2 | 2% | -2% | 4.5 | 2% | 4.7 | 2% | -3% |
| Total | 51.4 | 100% | 50.1 | 100% | 2% | 243.3 | 100% | 237.9 | 100% | 2% |
| - Scheduled | 46.8 | 91% | 45.5 | 91% | 3% | 211.8 | 87% | 204.9 | 86% | 3% |
| - Charter | 4.6 | 9% | 4.6 | 9% | -1% | 31.5 | 13% | 33.1 | 14% | -5% |



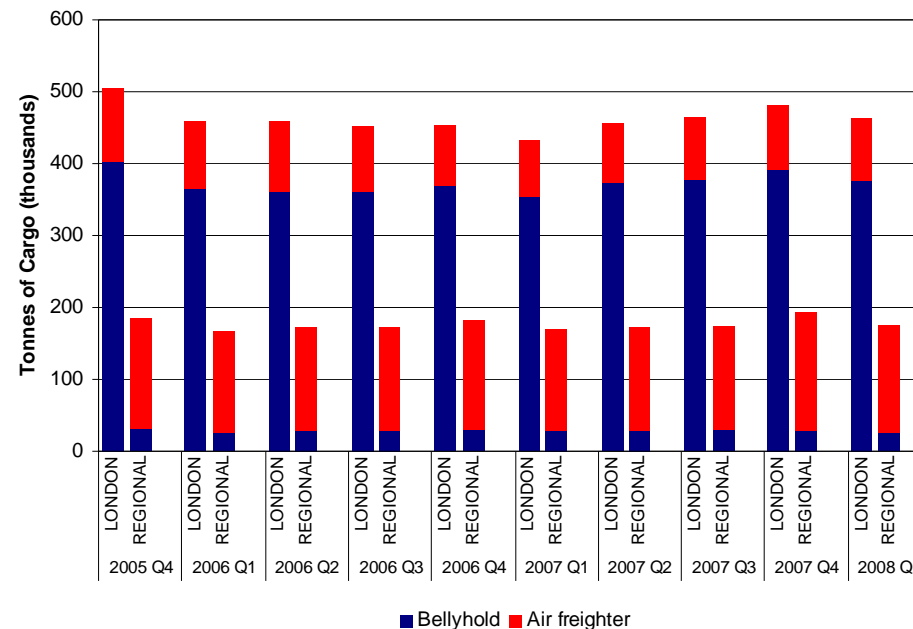
Source: CAA Airport Statistics

The percentage shares of passengers travelling to and from these broad global regions are largely unchanged from the year to quarter 1 2007. The European market comprises 58% of air travel to and from the UK, and the UK domestic market represents 21%. The remaining 21% is split between North America and the Rest of the World. Note, however, that a number of travellers on domestic and European services will be connecting to destinations elsewhere.

In the year to Q1 2008, the number of domestic passengers has fallen by 2%, whereas passenger numbers to North America and the Rest of the World have risen by 4%.

5. Air cargo tonnes carried to and from UK airports^{5,7,10}

| Tonnes (000s) | CURRENT QUARTER | | | | | ROLLING YEAR | | | | |
|----------------------|-----------------|-------------|---------------|-------------|-----------|---------------|-------------|---------------|-------------|-----------|
| | Q1 2008 | | Q1 2007 | | +/- % | Q2 07 – Q1 08 | | Q2 06 – Q1 07 | | +/- % |
| | Tonnes (000s) | % of total | Tonnes (000s) | % of total | | Tonnes (000s) | % of total | Tonnes (000s) | % of total | |
| Air freighter | 234 | 37% | 221 | 37% | 6% | 947 | 37% | 931 | 37% | 2% |
| London | 85 | 13% | 78 | 13% | 9% | 344 | 13% | 351 | 14% | -2% |
| Regional | 149 | 23% | 143 | 24% | 4% | 603 | 23% | 581 | 23% | 4% |
| Bellyhold | 404 | 63% | 381 | 63% | 6% | 1,632 | 63% | 1,560 | 63% | 5% |
| London | 377 | 59% | 354 | 59% | 6% | 1,519 | 59% | 1,445 | 58% | 5% |
| Regional | 27 | 4% | 27 | 5% | -2% | 113 | 4% | 115 | 5% | -2% |
| All cargo | 638 | 100% | 602 | 100% | 6% | 2,580 | 100% | 2,491 | 100% | 4% |
| London | 462 | 72% | 432 | 72% | 7% | 1,864 | 72% | 1,796 | 72% | 4% |
| Regional | 176 | 28% | 170 | 28% | 3% | 716 | 28% | 696 | 28% | 3% |



Source: CAA Airport Statistics

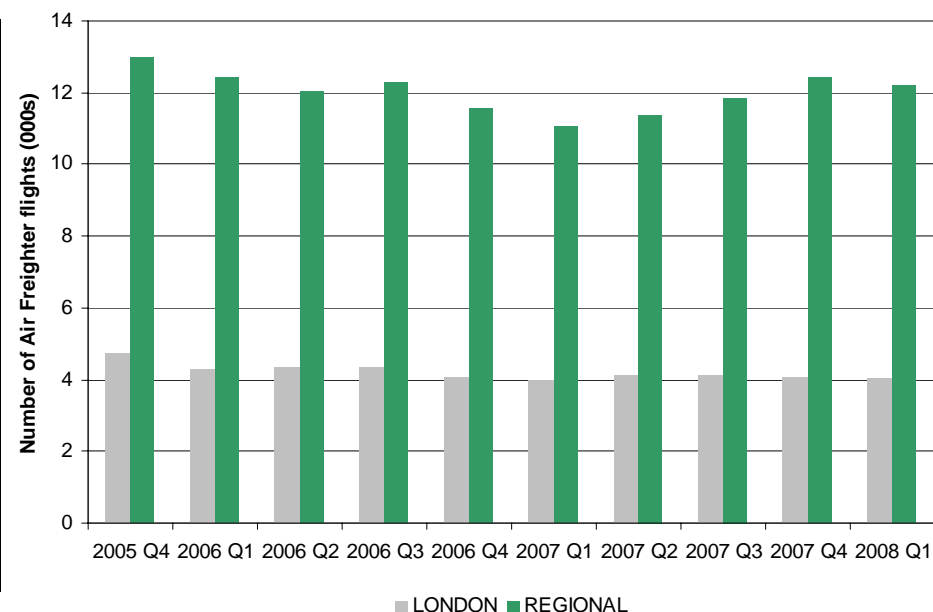
Air cargo – freight and mail – is transported in and out of the UK on air freighters and in the bellyholds of passenger aircraft.

The London airports handled over 70% of UK air cargo traffic (in terms of weight) in quarter 1 2008, of which less than 20% was flown on air freighters. At regional airports, this percentage was over 80%, with only a small proportion of the cargo tonnage travelling in bellyholds. This indicates the importance of full-service carriers' long-haul passenger services from Heathrow to the London airports' cargo market in terms of bellyhold cargo carried, and the importance of integrators (such as Fedex, UPS, DHL or TNT) and dedicated air freighters to the regional market.

As shown in the chart above, the UK cargo market is relatively stable between quarters, showing much less seasonality than the passenger market.

6. All commercial flights to and from UK airports^{5,7,10,11}

| Flights (000s) | CURRENT QUARTER | | | | | ROLLING YEAR | | | | |
|----------------------|-----------------|-------------|----------------|-------------|------------|----------------|-------------|----------------|-------------|-----------|
| | Q1 2008 | | Q1 2007 | | +/- % | Q2 07 – Q1 08 | | Q2 06 – Q1 07 | | +/- % |
| | Flights (000s) | % of total | Flights (000s) | % of total | | Flights (000s) | % of total | Flights (000s) | % of total | |
| Air freighter | 16 | 3% | 15 | 3% | 8% | 64 | 3% | 64 | 3% | 1% |
| London | 4 | 1% | 4 | 1% | 1% | 16 | 1% | 17 | 1% | -2% |
| Regional | 12 | 2% | 11 | 2% | 11% | 48 | 2% | 47 | 2% | 2% |
| Passenger | 529 | 97% | 534 | 97% | -1% | 2,323 | 97% | 2,304 | 97% | 1% |
| London | 251 | 46% | 250 | 45% | 1% | 1,073 | 45% | 1,048 | 44% | 2% |
| Regional | 277 | 51% | 285 | 52% | -3% | 1,250 | 52% | 1,256 | 53% | 0% |
| All flights | 545 | 100% | 549 | 100% | -1% | 2,388 | 100% | 2,368 | 100% | 1% |
| London | 255 | 47% | 254 | 46% | 1% | 1,089 | 46% | 1,065 | 45% | 2% |
| Regional | 289 | 53% | 296 | 54% | -2% | 1,298 | 54% | 1,303 | 55% | 0% |



Source: CAA Airport Statistics

The number of commercial flights at reporting UK airports is a measure of commercial aviation activity in the UK. It includes both passenger and cargo flights, but excludes military flights, general aviation and aircraft that pass through UK airspace without landing.

Looking at air freighter activity, we see from the tables above and on the previous page that regional airports handle the major part of both flights and cargo tonnage, though, in a similar way to passenger services, the gap between the number of regional and London air freighter flights is greater than that between the tonnage they carried, showing that the average air freighter flight carries less cargo at a regional airport.

Air freighter flights increased 8% in quarter 1 2008, which is a much greater than the 1% increase seen over the rolling year. However, the total number of commercial flights in quarter 1 2008 was 1% lower than that for quarter 1 2007.

Did you know?

Historic Transport Statistics

Passenger Movements between the United Kingdom and the United States of America.

| Year | 1st., 2nd. & Cabin Class | Tourist & 3rd. Class | Total |
|------|--------------------------|----------------------|-----------|
| | Thousands | Thousands | Thousands |
| 1925 | 149 | 77 | 226 |
| 1926 | 135 | 93 | 228 |
| 1927 | 140 | 110 | 250 |
| 1928 | 133 | 112 | 245 |
| 1929 | 132 | 121 | 253 |
| 1930 | 115 | 131 | 246 |
| 1931 | 76 | 96 | 172 |
| 1932 | 53 | 104 | 157 |
| 1933 | 48 | 77 | 125 |
| 1934 | 57 | 81 | 141 |
| 1935 | 64 | 95 | 159 |
| 1936 | 83 | 117 | 200 |
| 1937 | 79 | 137 | 216 |
| 1938 | 62 | 115 | 177 |

B. I. (1).
October 1947

The British Government has been collecting transport statistics since the First World War, with the earliest data in the CAA library dating back to 1919.

This table, scanned from the CAA's archives, shows passenger numbers between the UK and US from 1925 to 1938 (predominantly sea travel during this period).

The total figures show that, from a peak of 253,000 in 1929, the number of passengers effectively halved, to 125,000 by 1933, as the Great Depression took hold in the US, and to a lesser extent in the UK.

During the same period, the number of passengers travelling in lower seat classes surpassed the number travelling in first, second, and cabin class.

Although American gross domestic product recovered to 1929 levels by 1936, the UK-US route did not, and only after the Second World War did passenger numbers recover and exceed those of the late 1920s.

By 2007, there were 18.6 million air passengers travelling between the UK and the US.

Notes

1. The Civil Aviation Authority data is prepared with the co-operation of the United Kingdom airport and airline operators. The assistance from all these organisations is gratefully acknowledged.
2. The information contained in this report has been compiled from various sources and it is not possible for the CAA to check and verify whether it is accurate and correct, nor does the CAA undertake to do so. Consequently the CAA cannot accept any liability for any financial loss caused by any person's reliance on it.
3. More detailed data are available from the Civil Aviation Authority website at the following address - www.caa.co.uk/aviationtrends.
4. The CAA is the UK's specialist aviation regulator whose regulatory activities range from ensuring the aviation industry meets the highest safety standards to preventing holidaymakers from being stranded abroad because of tour operator insolvency.
5. Graphs 2, 3 and 5: London airports are Heathrow, Gatwick, Stansted, Luton and London City. Regional Airports are all other UK airports.
6. Graphs 1, 2 and 4: Terminal passengers are those commencing their journey or connecting between flights at the airport, but exclude transit passengers who do not disembark.
7. Graphs 2, 3, 4, 5 and 6 exclude traffic to and from North Sea oilrigs.
8. Graph 4: For the purposes of this report, World Areas are defined as follows:
 - Domestic - the United Kingdom, the Channel Islands and the Isle of Man;
 - Europe - geographical Europe including Turkey and the former Soviet Union states;
 - North America - USA, Canada and Puerto Rico;
 - Rest of World - all other countries.
9. Graph 4: a destination is defined to be where a passenger boards or alights the aircraft on which they arrived or departed from the reporting airport; it is not necessarily the first or last stop of a multi-sector flight.
10. Graph 5: Cargo comprises mail and freight.
11. All data excludes the activity of Air Taxis – those aircraft with maximum take-off weights of less than 15 tonnes flying non-scheduled services.