

Aviation Trends

Quarter 4 2009



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Introduction

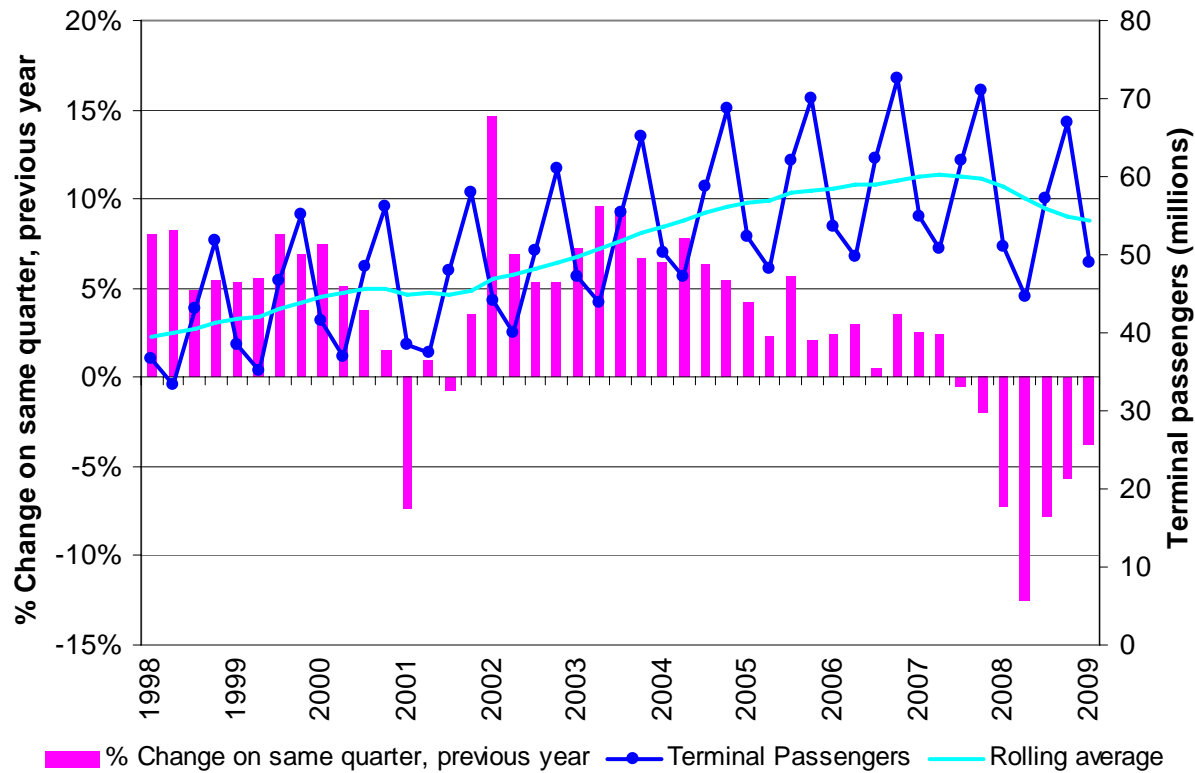
Welcome to Aviation Trends. Every quarter we update key figures which summarise the levels of activity at the UK's airports. Each edition also includes a section entitled 'Did you know?' which aims to present interesting facts derived from the various data sources available to the CAA; this time we examine the change in demand for holiday travel between London and the Eurozone, and compare it to the change in the Sterling-Euro exchange rate over the last seven years.

In this edition of aviation trends, we show that the number of passengers, flights, and the cargo tonnage handled at UK airports continued to decline in quarter 4 2009 compared to 2008, albeit at a slower pace than in the previous four quarters.

The Aviation Trends series is available at 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. Please note that historic numbers may be subject to minor change as the result of prior period adjustments.

In editions of Aviation Trends prior to Q4 2008, all figures included activity at Channel Islands and Isle of Man airports. Because these islands are not formally part of the UK, and we wish to present only the trends at UK airports, their figures are now excluded.

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



Plotting quarterly passenger data over the last ten years shows both seasonal and annual trends in UK aviation activity.

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 number in the same quarter (on the left axis).

The year-on-year contraction in passenger numbers continued in quarter 4 2009, with a 4% reduction, although the pace of contraction was smaller in quarter 4 2009 than in the previous four quarters.

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

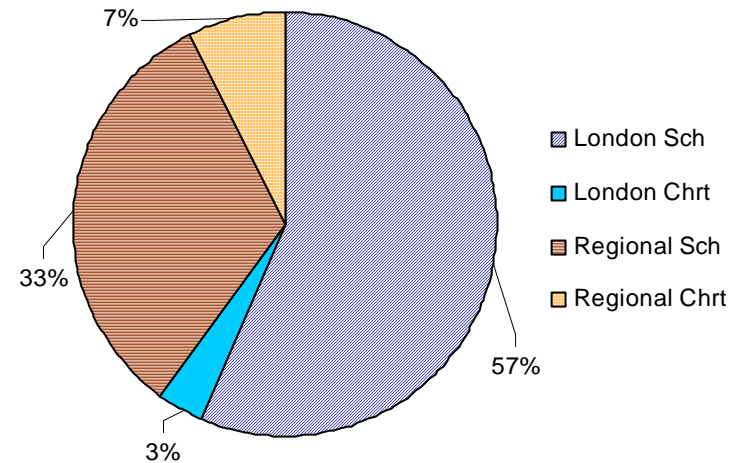
Passengers (millions)	CURRENT QUARTER					ROLLING YEAR				
	Q4 2009		Q4 2008		+/- %	Q1 09 – Q4 09		Q1 08 – Q4 08		+/- %
	Pax (millions)	% of total	Pax (millions)	% of total		Pax (millions)	% of total	Pax (millions)	% of total	
London Airports	30.1	62%	30.4	60%	-0.8%	130.0	60%	136.9	58%	-5.0%
- Scheduled	28.9	59%	28.9	57%	-0.1%	122.6	57%	127.7	55%	-4.0%
- Charter	1.2	3%	1.5	3%	-15.9%	7.4	3%	9.1	4%	-18.5%
Regional Airports	18.6	38%	20.4	40%	-8.6%	86.8	40%	97.3	42%	-10.8%
- Scheduled	15.9	33%	17.2	34%	-7.4%	70.8	33%	78.0	33%	-9.2%
- Charter	2.7	6%	3.2	6%	-15.2%	16.0	7%	19.3	8%	-17.1%
All Airports	48.7	100%	50.7	100%	-4.0%	216.8	100%	234.2	100%	-7.4%
- Scheduled	44.8	92%	46.1	91%	-2.8%	193.4	89%	205.7	88%	-6.0%
- Charter	3.9	8%	4.6	9%	-15.4%	23.5	11%	28.5	12%	-17.6%

Source: CAA Airport Statistics³

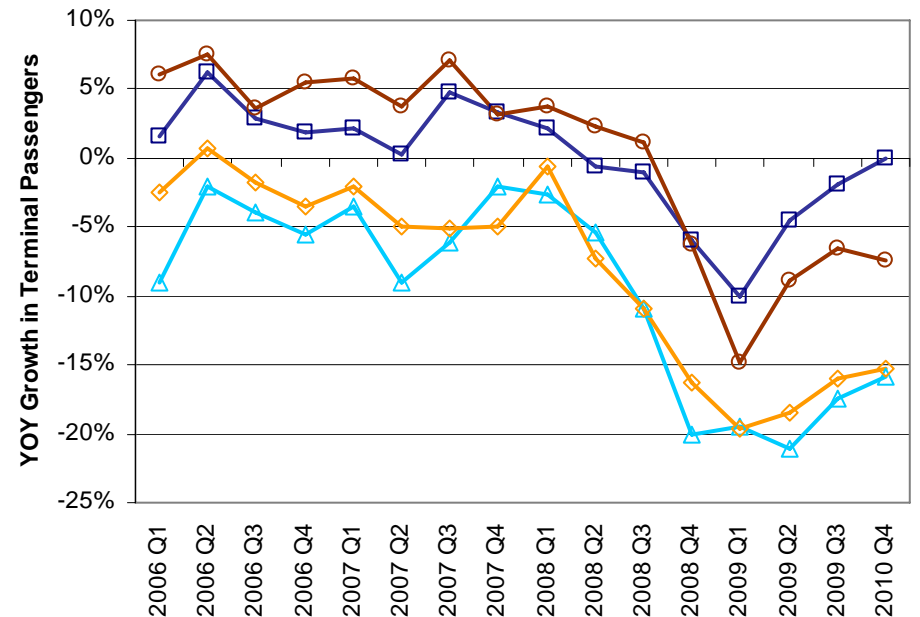
UK terminal passengers are those travellers who board or disembark an aircraft on a commercial flight at a reporting UK airport. The figures in the table and graph on this page therefore exclude transit passengers – those who remain aboard aircraft which land at a UK airport and then depart for another destination.

In quarter 4 2009 the decline in scheduled passengers at all airports was 2.8%, and the decline in charter passengers was 15.4%. The scheduled passenger drop was proportionately higher at regional airports (7.4%) whereas London was broadly flat (-0.1%). The charter passenger fall was slightly smaller at regional airports (15.2%) than at London airports (15.9%).

Passenger Share (year to date)



Legend for Line Graph: London Sch (blue square), London Chrt (cyan triangle), Regional Sch (brown circle), Regional Chrt (orange diamond)



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

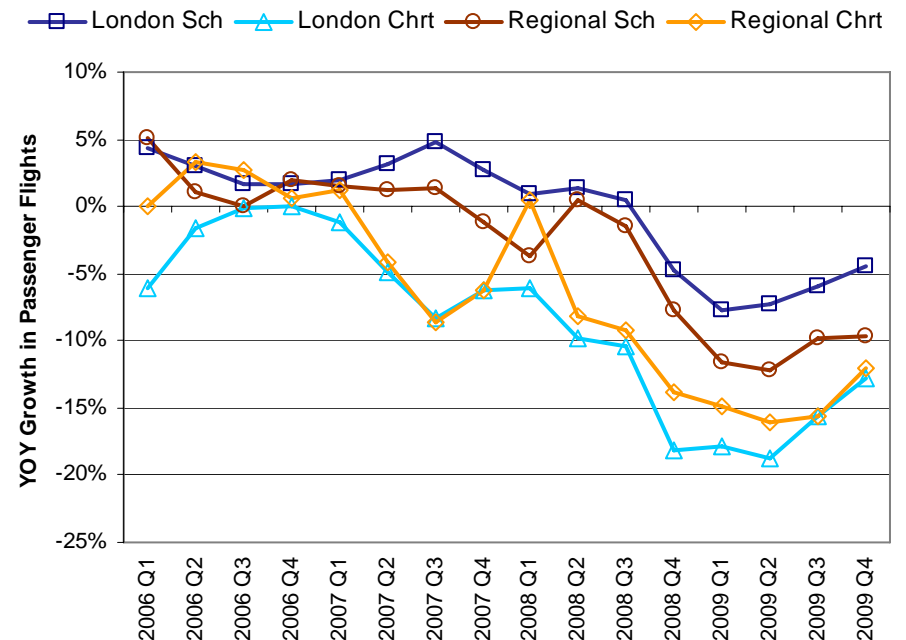
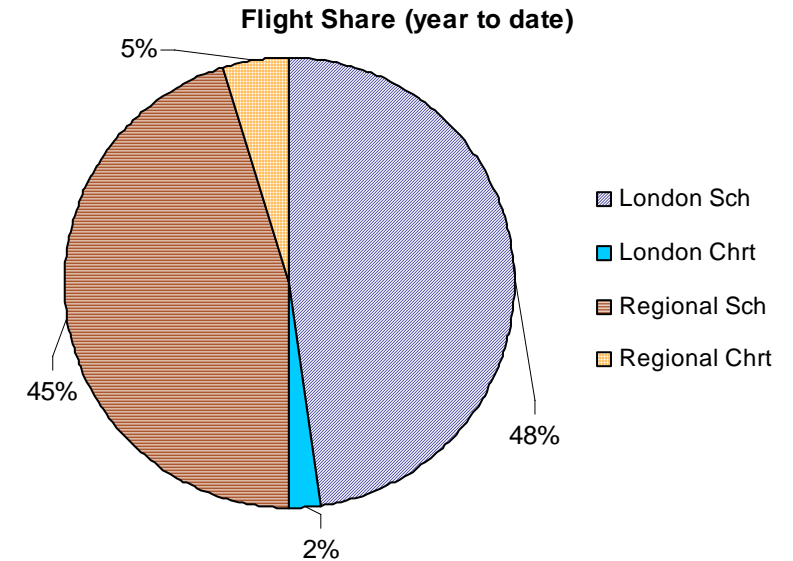
Number of flights (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q4 2009		Q4 2008		+/- %	Q1 09 – Q4 09		Q1 08 – Q4 08		+/- %
	Flights (000s)	% of total	Flights (000s)	% of total		Flights (000s)	% of total	Flights (000s)	% of total	
London Airports	232.6	51%	244.3	50%	-4.8%	988.6	50%	1,061.0	49%	-6.8%
- Scheduled	225.4	50%	236.1	48%	-4.5%	948.6	48%	1,013.1	47%	-6.4%
- Charter	7.1	2%	8.2	2%	-12.9%	40.0	2%	47.9	2%	-16.4%
Regional Airports	220.2	49%	244.4	50%	-9.9%	979.6	50%	1,103.5	51%	-11.2%
- Scheduled	203.7	45%	225.7	46%	-9.7%	887.9	45%	995.6	46%	-10.8%
- Charter	16.5	4%	18.7	4%	-12.0%	91.7	5%	107.9	5%	-15.0%
All Airports	452.8	100%	488.7	100%	-7.3%	1,968.2	100%	2,164.5	100%	-9.1%
- Scheduled	429.1	95%	461.7	94%	-7.1%	1,836.5	93%	2,008.7	93%	-8.6%
- Charter	23.6	5%	26.9	6%	-12.3%	131.7	7%	155.8	7%	-15.4%

Source: CAA Airport Statistics

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

Flights to and from UK airports in quarter 4 2009 were down 7.3% (approximately 36,000) on quarter 4 2008. Rolling year flights fell 9.1%, which represents around 196,000 flights.

The fall in flight numbers was higher at regional airports (9.9%) than London airports (4.8%), and the fall in charter flights (12.3%) was proportionately greater than the fall in scheduled flights (7.1%).

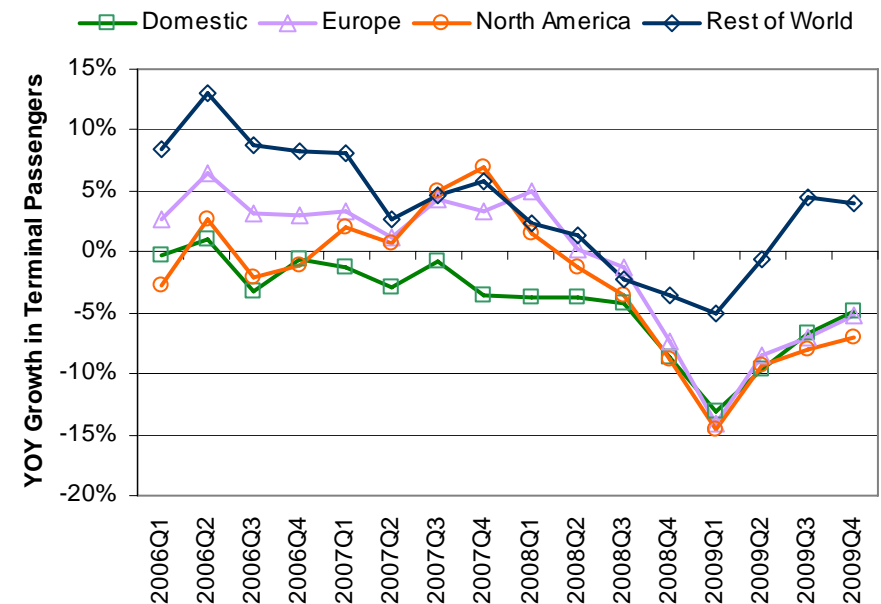
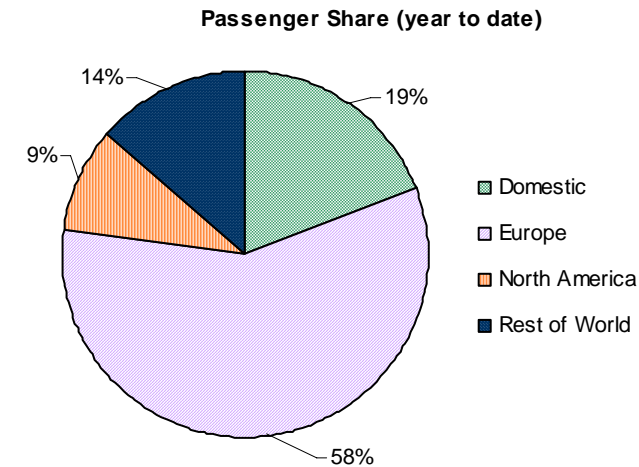


4. Terminal passengers at UK airports by origin / destination^{6,7,8,9,11}

Passengers (millions)	CURRENT QUARTER					ROLLING YEAR				
	Q4 2009		Q4 2008		+/- %	Q1 09 – Q4 09		Q1 08 – Q4 08		+/- %
	Pax (millions)	% of total	Pax (millions)	% of total		Pax (millions)	% of total	Pax (millions)	% of total	
Domestic	10.0	21%	10.6	21%	-4.8%	41.3	19%	45.2	19%	-8.5%
- Scheduled	10.0	20%	10.5	21%	-4.9%	41.0	19%	44.9	19%	-8.6%
- Charter	0.1	0.2%	0.1	0.2%	1.2%	0.3	0.2%	0.3	0.1%	2.9%
Europe	26.6	55%	28.0	55%	-5.1%	125.6	58%	137.2	59%	-8.5%
- Scheduled	23.7	49%	24.6	49%	-3.6%	106.9	49%	114.2	49%	-6.4%
- Charter	2.9	6%	3.4	7%	-16.4%	18.7	9%	23.0	10%	-18.6%
North America	4.5	9%	4.8	10%	-7.1%	19.8	9%	21.8	9%	-9.5%
- Scheduled	4.4	9%	4.7	9%	-6.7%	19.3	9%	21.1	9%	-8.4%
- Charter	0.1	0.2%	0.1	0.2%	-22.9%	0.5	0.2%	0.8	0.3%	-39.2%
Rest of World	7.6	16%	7.3	14%	3.9%	30.1	14%	29.9	13%	0.7%
- Scheduled	6.7	14%	6.3	12%	6.6%	26.2	12%	25.5	11%	2.5%
- Charter	0.9	2%	1.0	2%	-12.7%	4.0	2%	4.4	2%	-9.9%
Total	48.7	100%	50.7	100%	-4.0%	216.8	100%	234.2	100%	-7.4%
- Scheduled	44.8	92%	46.1	91%	-2.8%	193.4	89%	205.7	88%	-6.0%
- Charter	3.9	8%	4.6	9%	-15.4%	23.5	11%	28.5	12%	-17.6%

Source: CAA Airport Statistics

Passenger numbers to the UK (domestic) and Europe fell by 5% in quarter 4 2009 compared to quarter 4 2008. Passenger numbers to North America fell by 7%. In contrast, passengers traveling to and from 'Rest of World' destinations (which made up 16% of total passengers) grew by 4%.



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

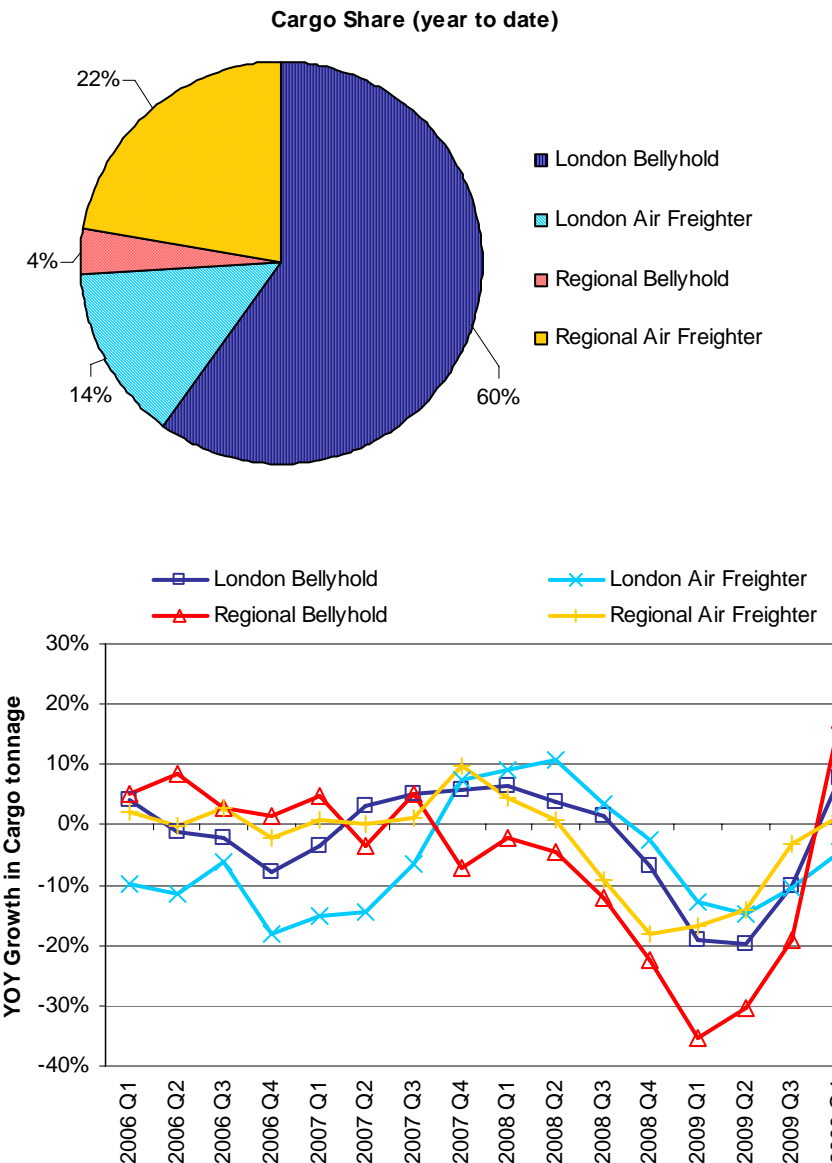
Tonnes (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q4 2009		Q4 2008		+/- %	Q1 09 – Q4 09		Q1 08 – Q4 08		+/- %
	Tonnes (000s)	% of total	Tonnes (000s)	% of total		Tonnes (000s)	% of total	Tonnes (000s)	% of total	
Cargo on cargo only flights	220	34%	222	37%	-0.9%	818	36%	903	36%	-9.3%
London	85	13%	88	15%	-4.4%	316	14%	354	14%	-10.6%
Regional	135	21%	133	22%	1.4%	502	22%	549	22%	-8.5%
Bellyhold cargo	417	66%	385	63%	8.4%	1,434	64%	1,611	64%	-11.0%
London	392	62%	364	60%	7.9%	1,354	60%	1,512	60%	-10.5%
Regional	25	4%	21	4%	17.5%	81	4%	99	4%	-18.5%
Total cargo	637	100%	607	100%	5.0%	2,253	100%	2,514	100%	-10.4%
London	477	75%	452	75%	5.4%	1,670	74%	1,866	74%	-10.5%
Regional	160	25%	155	25%	3.6%	583	26%	648	26%	-10.1%

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 quarterly year-on-year cargo tonnage at UK airports increased by 5% in quarter 4 2009.

Bellyhold cargo tonnage increased by 8.4% in quarter 4, whereas air freighter tonnage was 0.9% lower in quarter 4 2009 than in quarter 4 2008.



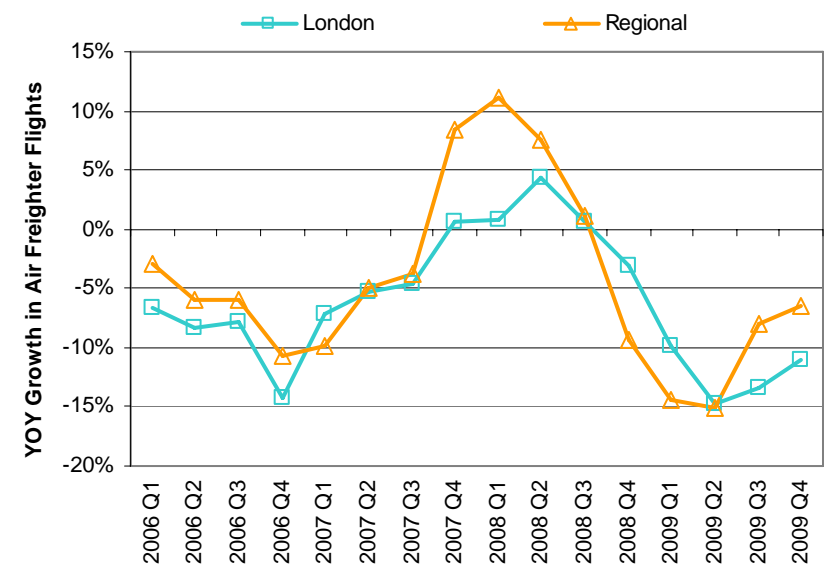
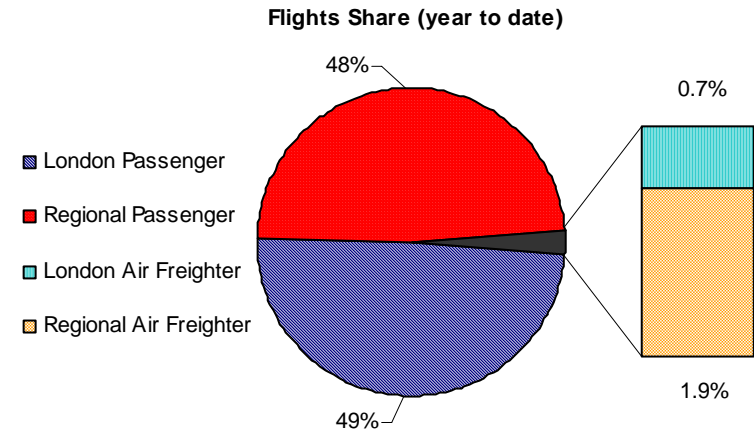
6. All commercial flights to and from UK airports^{5,7,10,11}

Flights (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q4 2009		Q4 2008		+/- %	Q1 09 – Q4 09		Q1 08 – Q4 08		+/- %
	Flights (000s)	% of total	Flights (000s)	% of total		Flights (000s)	% of total	Flights (000s)	% of total	
Air freighter	13	3%	14	3%	-7.7%	53	3%	60	3%	-11.4%
London	4	1%	4	1%	-11.1%	14	1%	16	1%	-12.3%
Regional	10	2%	10	2%	-6.4%	39	2%	43	2%	-11.1%
Passenger flights	453	97%	489	97%	-7.3%	1,968	97%	2,164	97%	-9.1%
London	233	50%	244	49%	-4.8%	989	49%	1,061	48%	-6.8%
Regional	220	47%	244	49%	-9.9%	980	48%	1,103	50%	-11.2%
Total flights	466	100%	503	100%	-7.4%	2,021	100%	2,224	100%	-9.1%
London	236	51%	248	49%	-4.9%	1,003	50%	1,077	48%	-6.9%
Regional	230	49%	255	51%	-9.8%	1,018	50%	1,147	52%	-11.2%

Source: CAA Airport Statistics

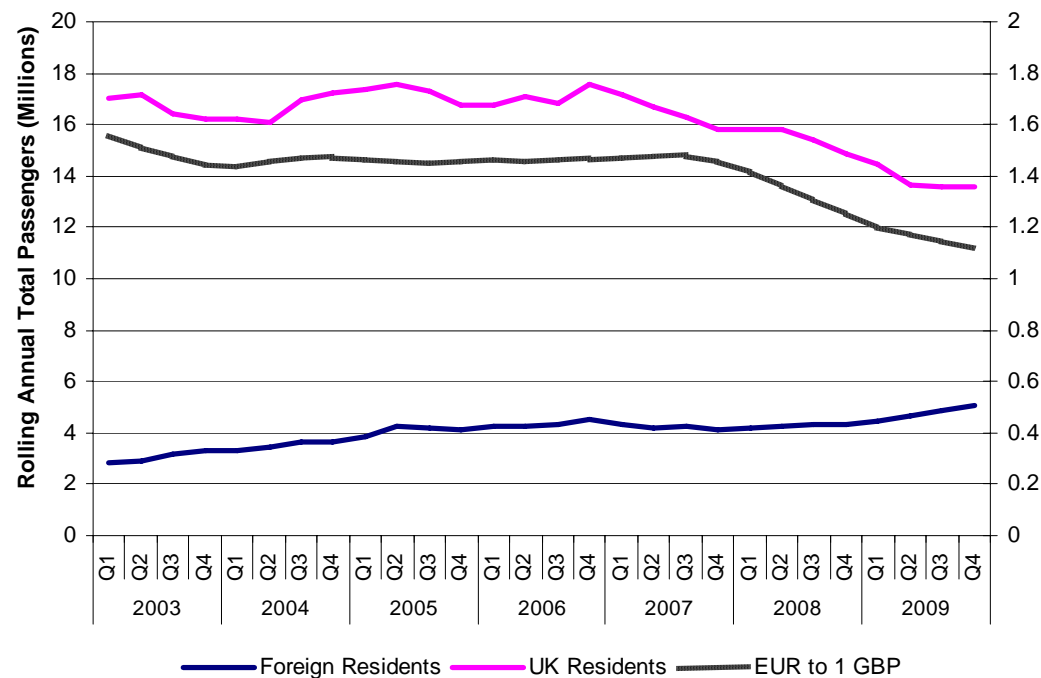
The number of commercial flights at reporting UK airports is a measure of commercial aviation activity in the UK. It includes both passenger and cargo flights, but excludes military flights, general aviation and aircraft that pass through UK airspace without landing.

Total commercial flights in the UK decreased by 7.4% in quarter 4 2009 compared to quarter 4 2008. The decline in air freighter flights (7.7%) was proportionately greater than that of passenger flights (7.3%).



Did you know? Exchange rates and air passenger residence

Holiday passengers travelling between London and the Eurozone by residency; average annual exchange rate (right axis)



Source: CAA Passenger Survey (2002-2009), Bank of England
 Note: London airports surveyed: Heathrow, Gatwick, Stansted and Luton
 Holiday passengers are those travelling with a purpose other than to conduct business or to visit friends and relatives.

This chart shows holiday passenger numbers travelling between the four London airports continuously surveyed by the CAA and the first twelve countries joining the Eurozone*, by passenger residency. The chart also shows the relevant exchange rate on the right axis.

In the past two years foreign residents travelling from the Eurozone increased by 900 thousand to around 5.1 million passengers per annum (mppa). In the same period, UK resident passengers travelling to the Eurozone fell by about 2.2 million to 13.6 mppa.

This trend difference coincided with a fall in the value of Sterling against the Euro, which made London a more attractive leisure destination to foreign residents and, conversely, made the Eurozone a more expensive destination to UK residents.

The difference in the depth and the length of the recent recession between the UK and Eurozone - which has also partially determined the evolution in exchange rates - has likely contributed to this contrasting trend in passenger numbers.

* Excludes Cyprus, Malta, Slovenia and Slovakia because of their recent adoption of the Euro.

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/aviationintelligence.
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, a category which excludes the Channel Island Airports – Jersey, Guernsey, and Alderney – and the Isle of Man, which are not formally part of the UK.
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 (these numbers are not adjusted for the double counting which occurs when both airports report arriving and departing passengers to the CAA);
 - 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.