Aviation Trends

Quarter 3 2010

Contents

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 show that over the last decade UK network airlines have been losing market share while foreign network airlines increased their presence at UK regional airports.

In this edition of aviation trends, we show a slight decrease of the number of passengers and flights, and a rise in cargo tonnage handled at UK airports in quarter 3 2010 compared to 2009, as the aviation industry is growing out of recession.

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]

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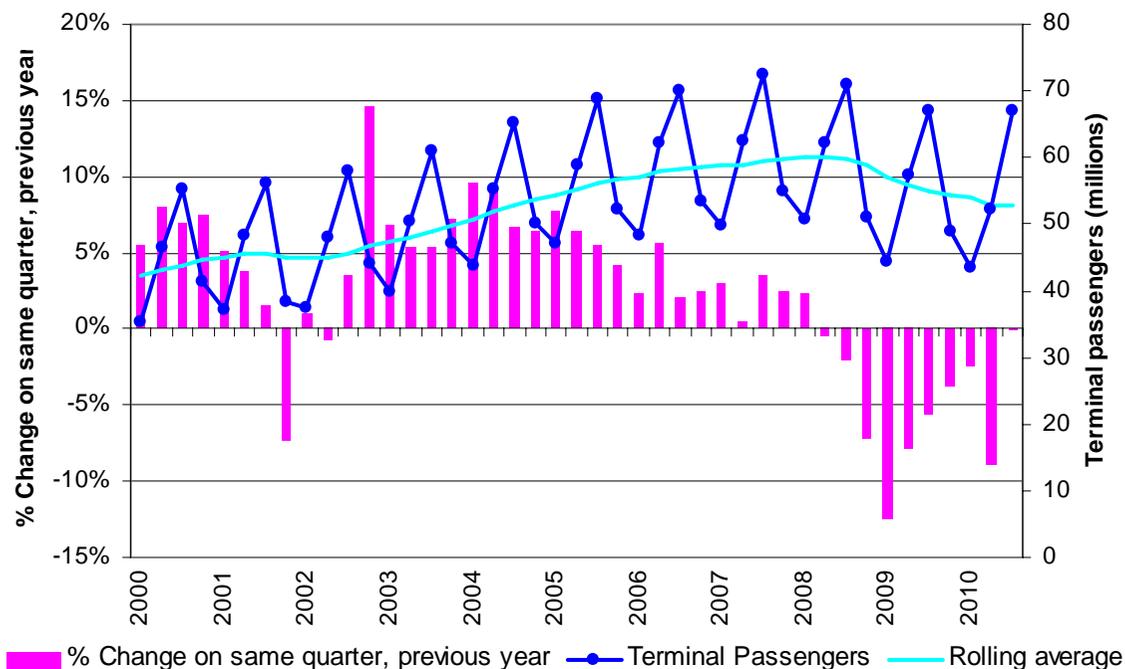
Plotting quarterly passenger data over the last ten years shows both seasonal and annual trends in UK aviation activity.

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 narrowed in quarter 3 2010 to 0.1%. The decline is the smallest since the number of passengers started falling in quarter 2 2008.

2. Terminal passengers at UK airports[5,6,7,11]

Passengers (millions)	CURRENT QUARTER					ROLLING YEAR				
	Q3 2010		Q3 2009			Q4 09 – Q3 10		Q4 08 – Q3 09		
	Pax (Millions)	% of total	Pax (Millions)	% of total	+/- %	Pax (Millions)	% of total	Pax (Millions)	% of total	+/- %
London Airports	**39.2**	**59%**	**39.0**	**58%**	**0.5%**	**127.5**	**61%**	**130.3**	**60%**	**-2.1%**
- Scheduled	36.4	54%	36.1	54%	0.8%	120.5	57%	122.6	56%	-1.7%
- Charter	2.9	4%	2.9	4%	-3.0%	7.0	3%	7.7	4%	-8.9%
Regional Airports	**27.6**	**41%**	**27.8**	**42%**	**-1.0%**	**83.2**	**39%**	**88.6**	**40%**	**-6.1%**
- Scheduled	21.3	32%	21.4	32%	-0.4%	68.0	32%	72.2	33%	-5.7%
- Charter	6.3	9%	6.5	10%	-2.7%	15.2	7%	16.4	8%	-7.7%
All Airports	**66.8**	**100%**	**66.8**	**100%**	**-0.1%**	**210.7**	**100%**	**218.9**	**100%**	**-3.7%**
- Scheduled	57.6	86%	57.4	86%	0.3%	188.6	89%	194.8	89%	-3.2%
- Charter	9.1	14%	9.4	14%	-2.8%	22.2	11%	24.1	11%	-8.1%

Source: CAA Airport Statistics[3]

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 3 2010, there were 0.3% more scheduled passengers at all airports compared to quarter 3 last year, and the decline in charter passengers was 2.8%. The number of scheduled passengers at regional airports fell by 0.4% in quarter 3 2010, whereas London airports saw a 0.8% increase. The charter passenger fall was similar at regional airports (2.7%) and at London airports (3.0%).

Passenger Share (year to date)
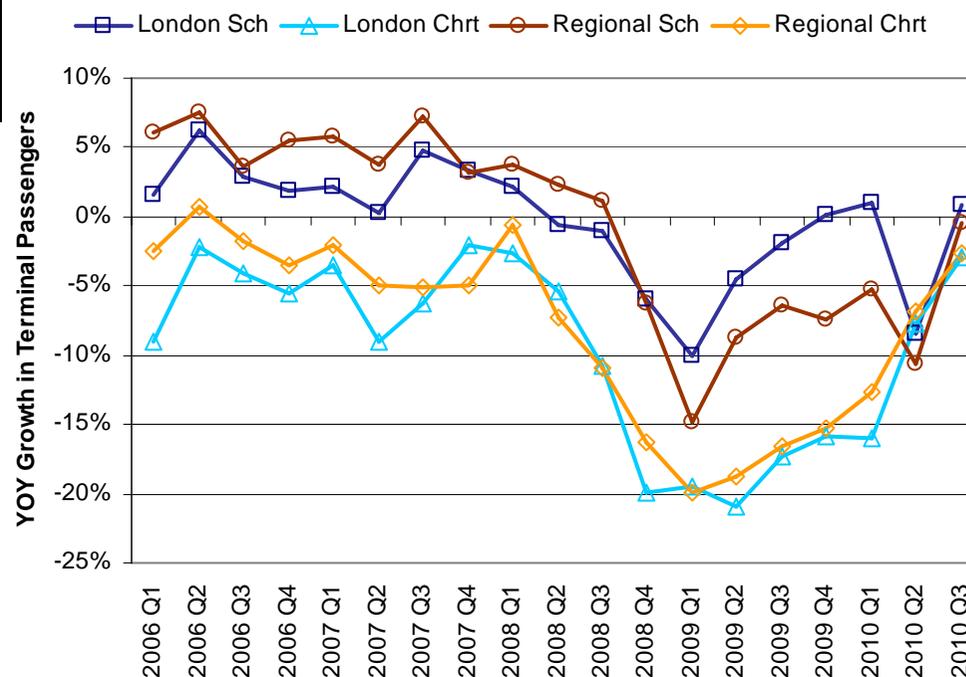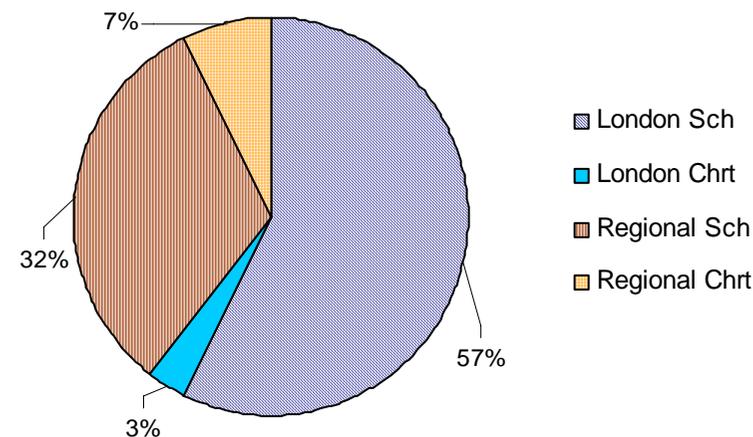
3. Passenger flights to and from UK airports[5,7,11]

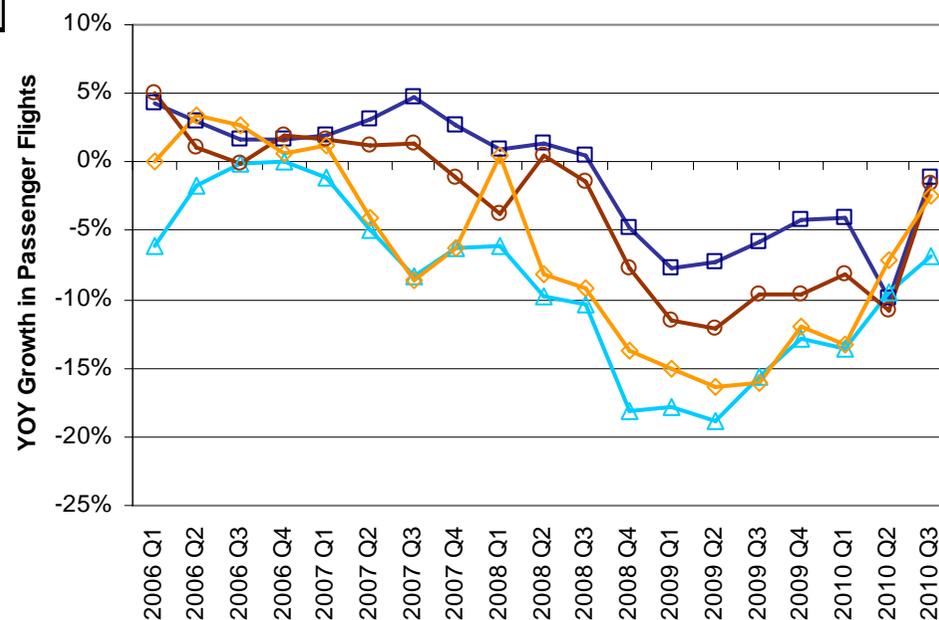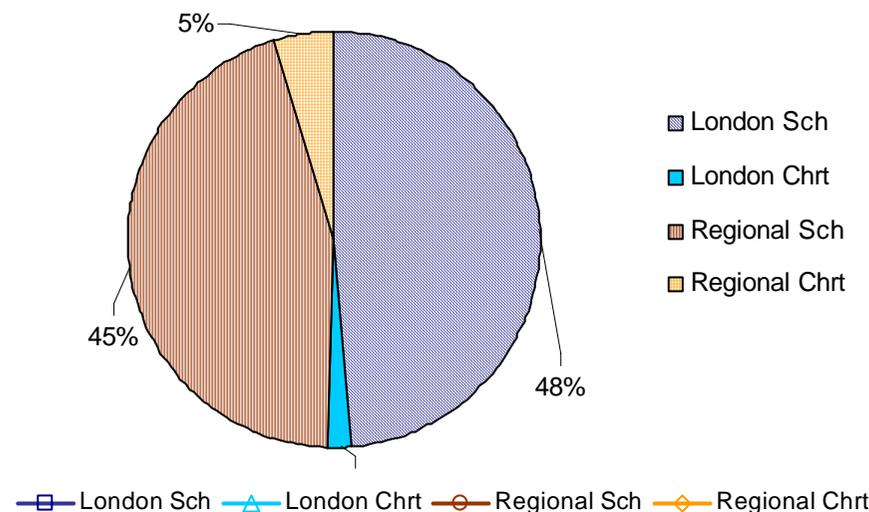| Number of flights (000s)	CURRENT QUARTER						ROLLING YEAR					
	Q3 2010		Q3 2009				Q4 09 – Q3 10		Q4 08 – Q3 09			
	Flights	% of total	Flights	% of total	+/- %		Flights	% of total	Flights	% of total	+/- %	
London Airports	**266.0**	**49%**	**269.8**	**49%**	**-1.4%**		**949.8**	**51%**	**1,000.3**	**50%**	**-5.0%**	
- Scheduled	251.8	47%	254.6	46%	-1.1%		912.8	49%	959.2	48%	-4.8%	
- Charter	14.2	3%	15.2	3%	-6.8%		37.1	2%	41.1	2%	-9.9%	
Regional Airports	**273.6**	**51%**	**278.2**	**51%**	**-1.7%**		**929.4**	**49%**	**1,003.8**	**50%**	**-7.4%**	
- Scheduled	239.7	44%	243.5	44%	-1.6%		842.6	45%	910.2	45%	-7.4%	
- Charter	33.8	6%	34.7	6%	-2.4%		86.8	5%	93.6	5%	-7.3%	
All Airports	**539.5**	**100%**	**548.0**	**100%**	**-1.5%**		**1,879.2**	**100%**	**2,004.1**	**100%**	**-6.2%**	
- Scheduled	491.5	91%	498.1	91%	-1.3%		1,755.4	93%	1,869.4	93%	-6.1%	
- Charter	48.0	9%	49.9	9%	-3.8%		123.8	7%	134.7	7%	-8.1%	

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 3 2010 were down 1.5% (approximately 8,500) on quarter 3 2009. Rolling year flights fell 6.2%, which represents around 124,900 flights.

The fall in flight numbers was similar at regional airports (1.7%) and at London airports (1.4%), and the fall in charter flights (3.8%) was proportionately greater than the fall in scheduled flights (1.3%).

Flight Share (year to date)

Legend: London Sch, London Chrt, Regional Sch, Regional Chrt

5%, 45%, 48%

YOY Growth in Passenger Flights

Legend: London Sch, London Chrt, Regional Sch, Regional Chrt

4. Terminal passengers at UK airports by origin / destination[6,7,8,9,11]

Passengers (millions)	CURRENT QUARTER					ROLLING YEAR				
	Q3 2010		Q3 2009			Q4 09 – Q3 10		Q4 08 – Q3 09		
	Pax (millions)	% of total	Pax (millions)	% of total	+/- %	Pax (millions)	% of total	Pax (millions)	% of total	+/- %
Domestic	**10.9**	**16%**	**11.4**	**17%**	**-4.1%**	**38.7**	**18%**	**41.9**	**19%**	**-7.6%**
- Scheduled	10.8	16%	11.3	17%	-4.2%	38.3	18%	41.5	19%	-7.7%
- Charter	0.1	0.1%	0.1	0.1%	8.7%	0.3	0.2%	0.3	0.2%	2.7%
Europe	**41.4**	**62%**	**41.3**	**62%**	**0.3%**	**122.4**	**58%**	**127.1**	**58%**	**-3.7%**
- Scheduled	33.5	50%	33.2	50%	1.1%	104.6	50%	107.8	49%	-3.0%
- Charter	7.9	12%	8.1	12%	-3.3%	17.8	8%	19.3	9%	-7.9%
North America	**6.0**	**9%**	**6.0**	**9%**	**0.0%**	**19.2**	**9%**	**20.1**	**9%**	**-4.5%**
- Scheduled	5.9	9%	5.8	9%	0.1%	18.8	9%	19.6	9%	-4.2%
- Charter	0.2	0.3%	0.2	0.3%	-2.2%	0.4	0.2%	0.5	0.2%	-14.0%
Rest of World	**8.4**	**13%**	**8.1**	**12%**	**3.7%**	**30.5**	**14%**	**29.8**	**14%**	**2.2%**
- Scheduled	7.4	11%	7.1	11%	4.2%	26.8	13%	25.8	12%	3.9%
- Charter	1.0	1%	1.0	1%	0.4%	3.7	2%	4.0	2%	-9.1%
Total	**66.8**	**100%**	**66.8**	**100%**	**-0.1%**	**210.7**	**100%**	**218.9**	**100%**	**-3.7%**
- Scheduled	57.6	86%	57.4	86%	0.3%	188.6	89%	194.8	89%	-3.2%
- Charter	9.2	14%	9.4	14%	-2.8%	22.2	11%	24.1	11%	-8.0%

Source: CAA Airport Statistics

Passenger numbers to Europe and North America were almost the same in quarter 3 2010 compared to the same quarter last year. Passengers travelling to and from 'Rest of World' destinations (which made up 12% of total passengers) increased by 3.7% and passengers to the UK (domestic) fell by 4.1%.

Passenger Share (year to date)

- Domestic
- Europe
- North America
- Rest of World
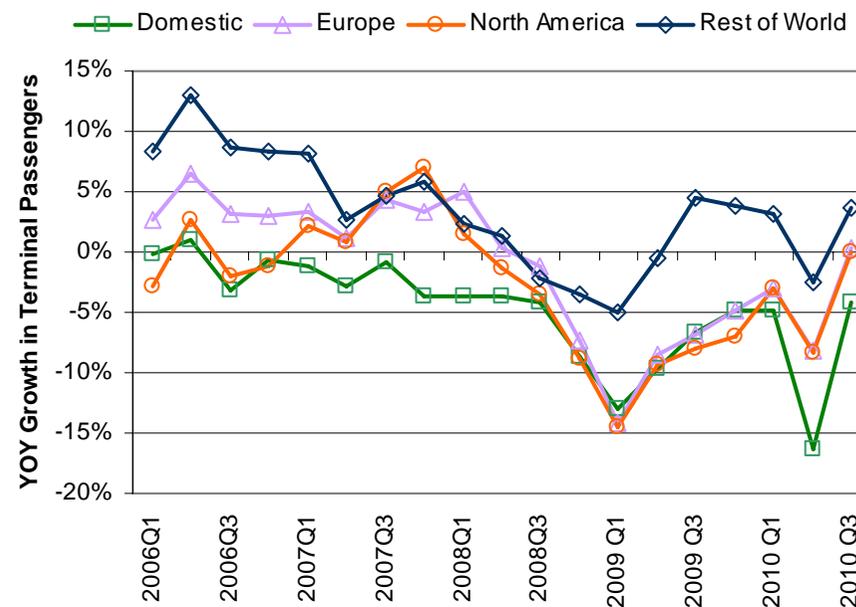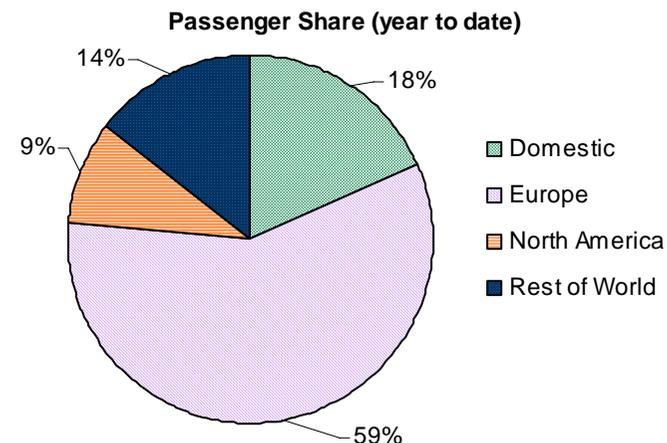
5. Air cargo tonnes carried to and from UK airports[5,7,10]

Tonnes (000s)	CURRENT QUARTER					ROLLING YEAR				
	Q3 2010		Q3 2009			Q4 09 – Q3 10		Q4 08 – Q3 09		
	Tonnes (000s)	% of total	Tonnes (000s)	% of total	+/- %	Tonnes (000s)	% of total	Tonnes (000s)	% of total	+/- %
Cargo on cargo only flights	**213.4**	**33%**	**203.3**	**36%**	**4.9%**	**831.6**	**33%**	**819.1**	**37%**	**1.5%**
London	85.9	13%	79.5	14%	8.1%	331.8	13%	320.3	14%	3.6%
Regional	127.5	20%	123.9	22%	2.9%	499.8	20%	498.8	22%	0.2%
Bellyhold cargo	**435.8**	**67%**	**366.3**	**64%**	**19.0%**	**1,671.2**	**67%**	**1,402.2**	**63%**	**19.2%**
London	408.9	63%	345.5	61%	18.4%	1,571.8	63%	1,325.2	60%	18.6%
Regional	27.0	4%	20.9	4%	29.2%	99.4	4%	77.0	3%	29.0%
Total cargo	**649.2**	**100%**	**569.7**	**100%**	**14.0%**	**2,502.8**	**100%**	**2,221.3**	**100%**	**12.7%**
London	494.8	76%	425.0	75%	16.4%	1,903.6	76%	1,645.5	74%	15.7%
Regional	154.5	24%	144.7	25%	6.7%	599.2	24%	575.9	26%	4.1%

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 rose by 14.0% in quarter 3 2010. London airports saw a bigger increase (16.4%) than regional airports (6.7%).

Bellyhold cargo tonnage increased by 19.0% in quarter 3 2010 compared to quarter 3 2009. Over the same period, air freighter tonnage increased by 4.9%.

Cargo Share (year to date)

- London Bellyhold (63%)
- London Air Freighter (13%)
- Regional Bellyhold (4%)
- Regional Air Freighter (20%)

Legend: London Bellyhold, London Air Freighter, Regional Bellyhold, Regional Air Freighter
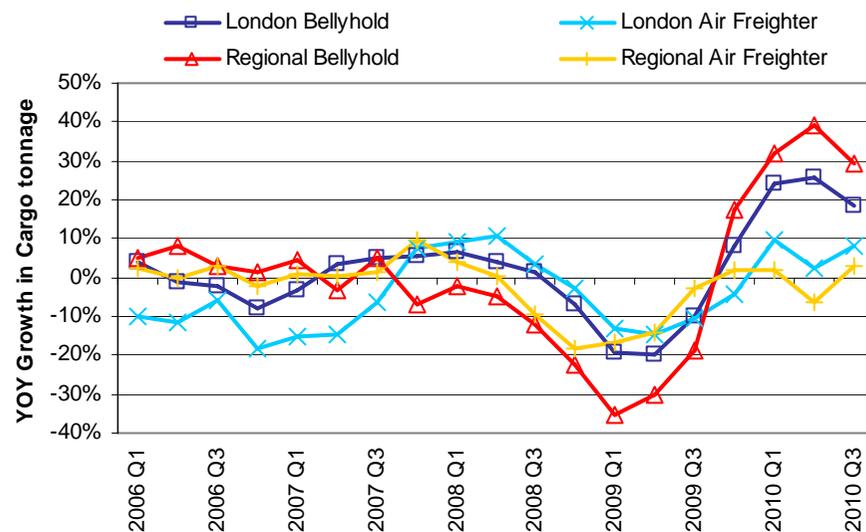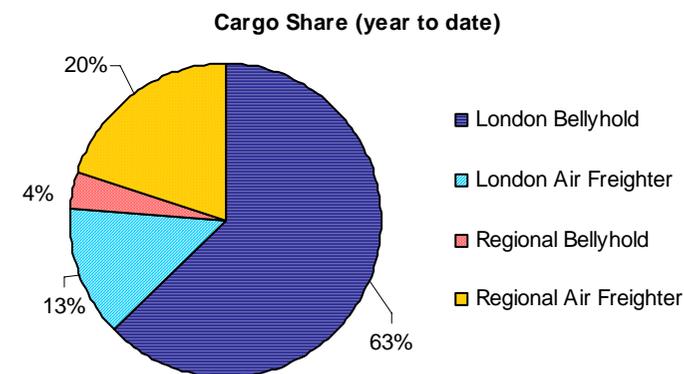
6. All commercial flights to and from UK airports[5,7,10,11]

| Flights (000s) | CURRENT QUARTER | | | | | ROLLING YEAR | | | | |
| | Q3 2010 | | Q3 2009 | | | Q4 09 – Q3 10 | | Q4 08 – Q3 09 | | |
	Flights (000s)	% of total	Flights (000s)	% of total	+/- %	Flights (000s)	% of total	Flights (000s)	% of total	+/- %
Air freighter	**13.0**	**2%**	**13.6**	**2%**	**-4.2%**	**50.0**	**3%**	**54.0**	**3%**	**-7.4%**
London	3.6	1%	3.6	1%	-0.1%	14.0	1%	14.8	1%	-5.7%
Regional	9.4	2%	10.0	2%	-5.6%	36.0	2%	39.1	2%	-8.1%
Passenger flights	**539.5**	**98%**	**548.0**	**98%**	**-1.5%**	**1,879.2**	**97%**	**2,004.1**	**97%**	**-6.2%**
London	266.0	48%	269.8	48%	-1.4%	949.8	49%	1,000.3	49%	-5.0%
Regional	273.6	50%	278.2	50%	-1.7%	929.4	48%	1,003.8	49%	-7.4%
Total flights	**552.6**	**100%**	**561.6**	**100%**	**-1.6%**	**1,929.2**	**100%**	**2,058.1**	**100%**	**-6.3%**
London	269.6	49%	273.4	49%	-1.4%	963.8	50%	1,015.1	49%	-5.1%
Regional	283.0	51%	288.2	51%	-1.8%	965.4	50%	1,042.9	51%	-7.4%

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 1.6% in quarter 3 2010 compared to quarter 3 2009. The decline in air freighter flights (4.2%) was greater to that of passenger flights (1.5%).

Flights Share (year to date)

- London Passenger
- Regional Passenger
- London Air Freighter
- Regional Air Freighter
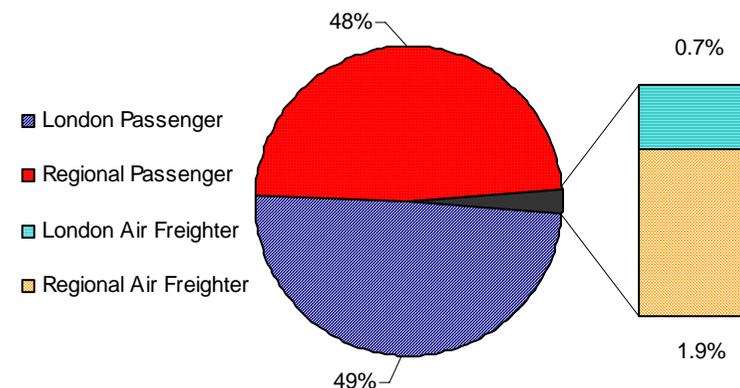
Did you know?   UK and Foreign network airlines at UK regional airports

UK and Foreign network airlines at UK regional airports
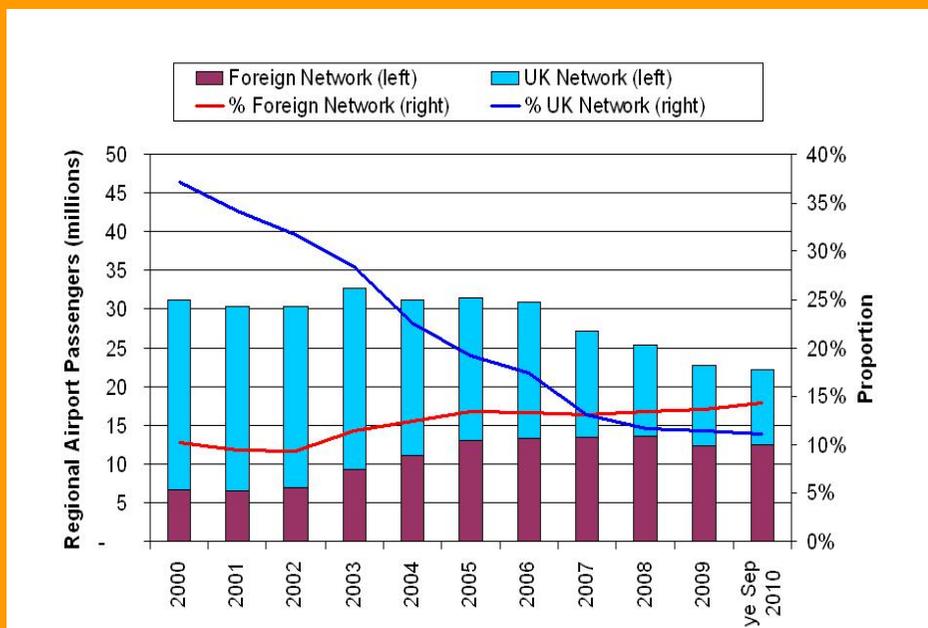
Source: CAA Airports Statistics

This chart shows the number (and proportion) of airport passengers at UK regional* airports carried by UK** and foreign scheduled network airlines***.

*   UK airports except Heathrow, Gatwick, Stansted, Luton and London City.
**   UK carriers are carriers with a UK Air Operating Certificate.
      See www.caa.co.uk/airlinestatistics for a full list.
***   Network airlines are those not considered to be no-frills or charter.

During the last decade, the number of passengers carried by scheduled network airlines as a proportion of the total number of passengers at UK regional airports fell from 47% in 2000 to 25% in the year to September 2010. This happened as no-frills airlines grew market share and as charter passengers' share declined. However, the number of passengers using network carriers at regional airports remained roughly constant until 2006 but has since fallen by about a third.

The evolution of UK and foreign network airline traffic over the last decade was not identical. The decline in traffic was primarily due the withdrawal of capacity by UK network airlines. By contrast foreign network airlines' passengers grew at an average rate of 6% per year, which allowed them to increase their market share from 10% in 2000 to 14% in the year to September 2010.

Increasingly, regional airports are being served on a point-to-point basis by no-frills carriers or as a spoke of a foreign carrier's network (used by passengers to access destinations not served directly from the regions). Although access to Heathrow remains an important source of connectivity to these passengers, increased access to foreign hubs in Europe, the Middle East and America has provided regional passengers with alternative connecting options.

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.