

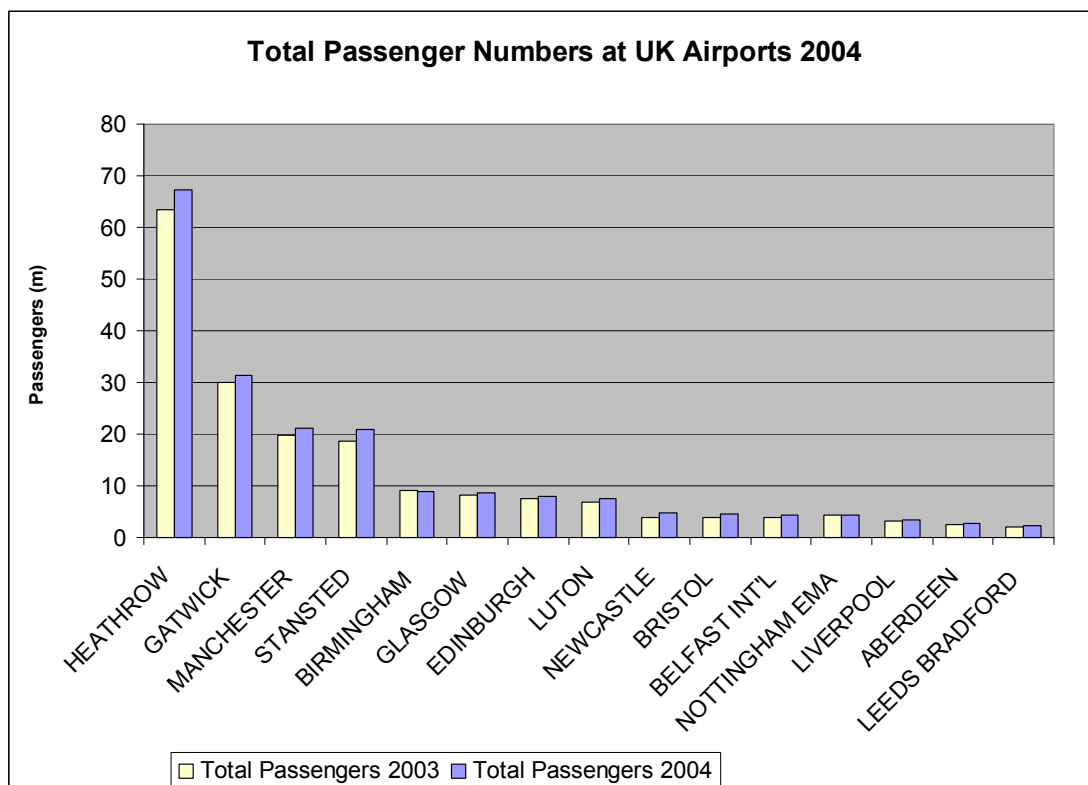
ADU Press Notice

Passengers and Air Transport Movements

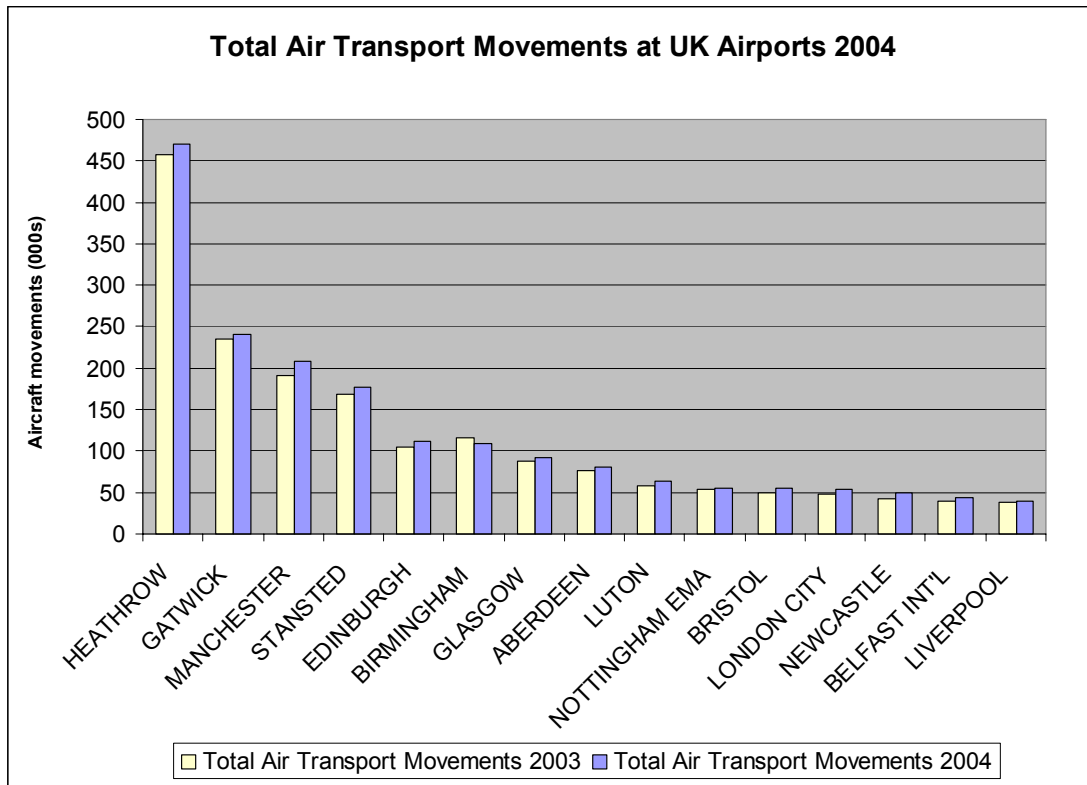
The Civil Aviation Authority has published figures* showing that UK airports handled 217 million passengers in 2004, an increase of 8% on 2003. Traffic at the UK's regional airports grew by 9% to a total of 88 million passengers. The five main London airports (Heathrow, Gatwick, Stansted, Luton and London City) handled 129 million passengers in 2004, a growth of 7%.

Air transport movements at UK airports grew by 6% from 2003 to a total of 2.2 million. Air transport movements at the UK's regional airports reached a total of 1.2 million, an increase of 7% on 2003. The London airports handled a total of 1.0 million air transport movements, an increase of 4% on 2003 and the first time the annual total has passed the one million mark.

Among the 15 largest UK passenger airports, the fastest growing airports were Newcastle, up by 21% or 0.8 million passengers, Bristol, up by 19% or 0.7 million passengers and Leeds Bradford, up by 17% or 0.4 million passengers. The greatest increase in passenger numbers was at Heathrow, up 3.8 million passengers or 6% and Stansted, up 2.2 million passengers or 12%.

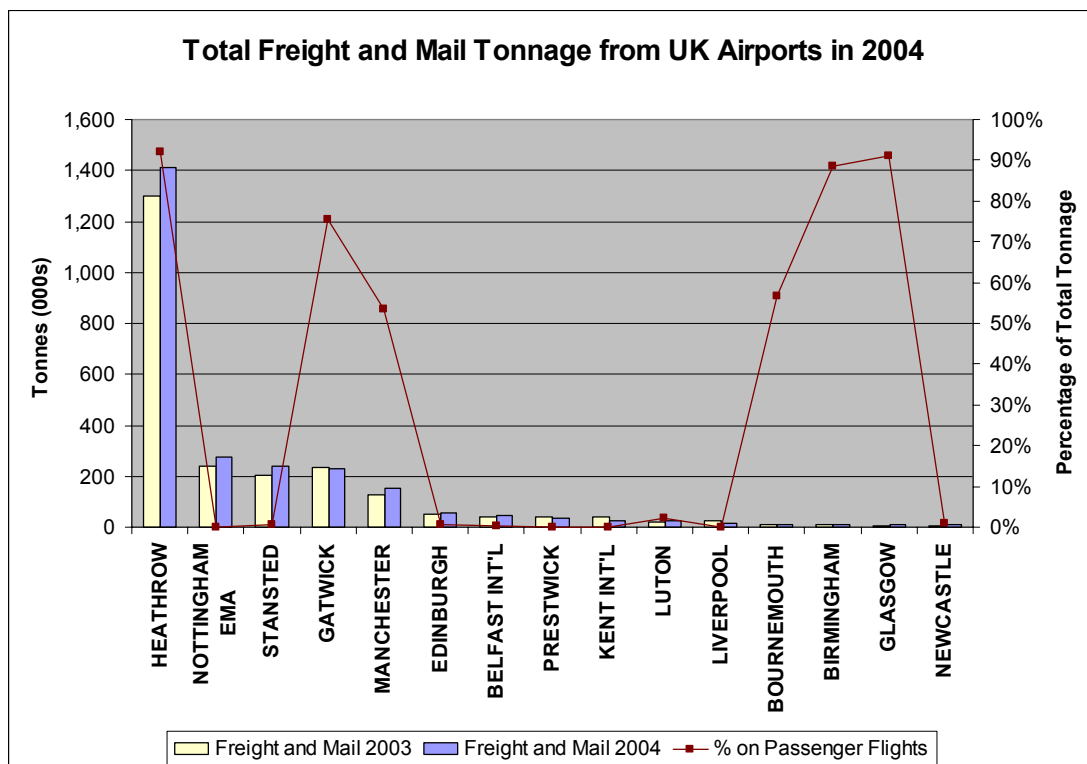


Among the 15 largest UK airports for air transport movements, the greatest increase was at Manchester, up 17 thousand or 9% and Heathrow, up 12.7 thousand or 3%. The fastest growing airports for air transport movements were Newcastle, up by 18% or 7.4 thousand, London City, up by 11% or 5.2 thousand and Bristol, up by 11% or 5.3 thousand.



Freight and Mail

The total tonnage of freight and mail carried from UK airports in 2004 was 2.6 million tonnes, an increase of 9% or 0.2 million tonnes from 2003. The largest increases were at Heathrow, which saw an increase of 112 thousand tonnes or 9%, Nottingham East Midlands, an increase of 40 thousand tonnes or 17%, Stansted, an increase of 36 thousand tonnes or 18% and Manchester, an increase of 28 thousand tonnes or 21%.

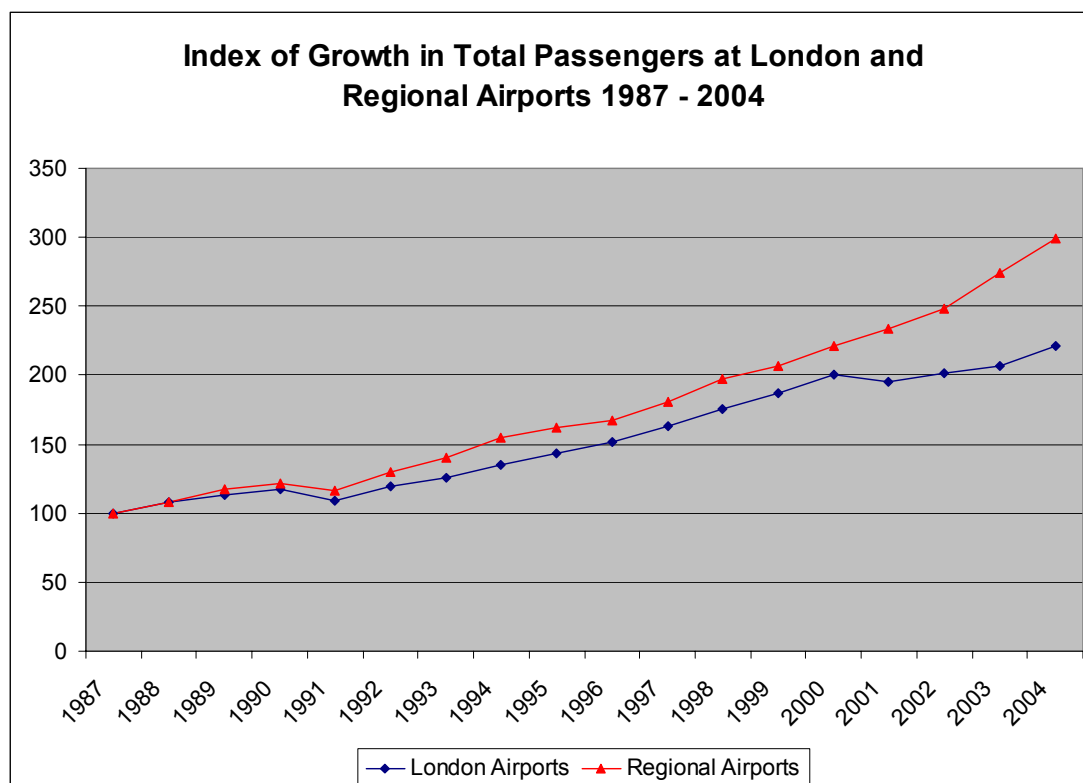


As in 2003, the proportion of freight and mail carried from UK airports on passenger flights in 2004 was just over 61%. The majority of this volume was carried from Heathrow, where 94% of the freight and mail was on passenger flights, Gatwick, where 75% was on passenger flights and Manchester, where 53% was on passenger flights.

The airports that carried most freight and mail on cargo only flights were Nottingham East Midlands with 277 thousand tonnes and Stansted with 239 thousand tonnes. Virtually all of the freight and mail from both of these airports are carried on cargo only flights and together they made up over half of the total cargo tonnage carried from UK airports on dedicated cargo flights in 2004.

London and Regional Airports

Although the majority of passengers in the UK still fly from the five main London airports, growth rates in passengers flying from the regions continue to outstrip those from the capital, as they have done since 1999 and in all but three years since 1990.

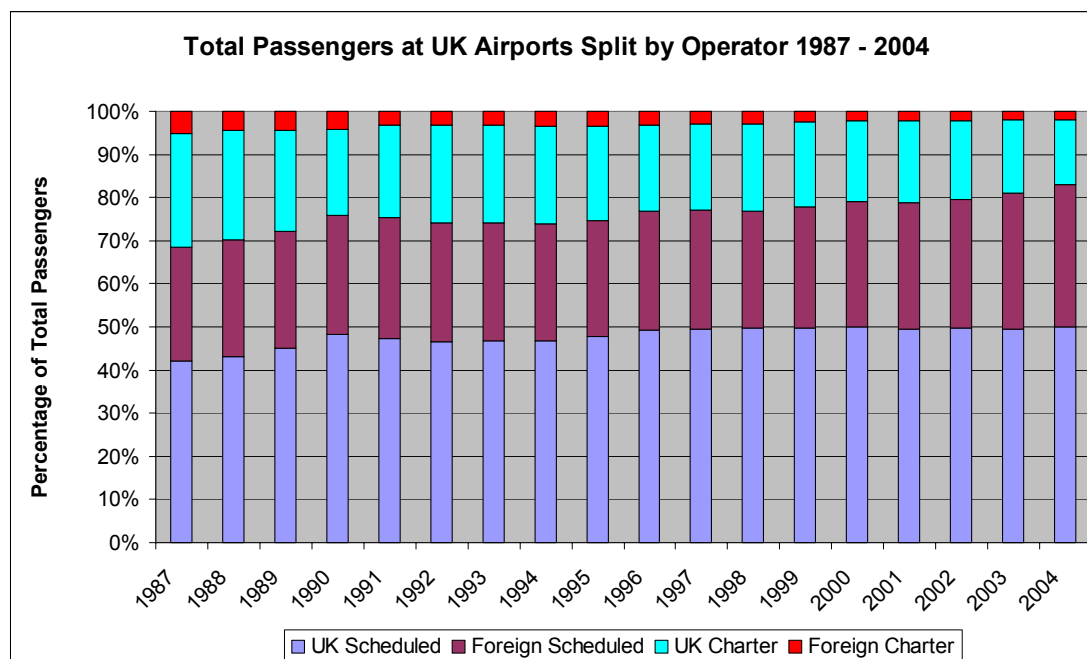


A comparison of the total passengers at London and regional airports since 1987 shows that numbers at the regions have tripled over the period to 2004, whereas numbers at the London airports have slightly more than doubled.

This difference has been most stark in the period since 2000, when the effects of September 11th 2001 on air transport were most strongly felt on the long haul routes that are concentrated at the London airports. However, passenger growth rates for the London airports in 2004 show a return to the levels last seen in 2000.

Passenger Numbers by Nationality of Carrier

The proportion of passengers at UK airports flying on UK scheduled carriers reached 50.1% in 2004, its highest level for the last 20 years and represents an increase of 8.9 million passengers on 2003. Similarly, the proportion of passengers at UK airports flying on foreign scheduled carriers was also at its highest ever level in 2004 at 32.9%. This represents a total of 71 million passengers and an increase of 8 million passengers on 2003.



This is in contrast to the proportion of passengers at UK airports flying on UK charter carriers which, at 15.1% in 2004, reached its lowest level in the last 20 years and represents a decrease of 1.3 million passengers on 2003.

Passengers on charter carriers from EU and other countries make up only a very small fraction of the total number of passengers from UK airports. The number of passengers on these carriers has remained fairly constant over the last 20 years, but the proportion of total UK traffic that this represents is also at its lowest level for this period.

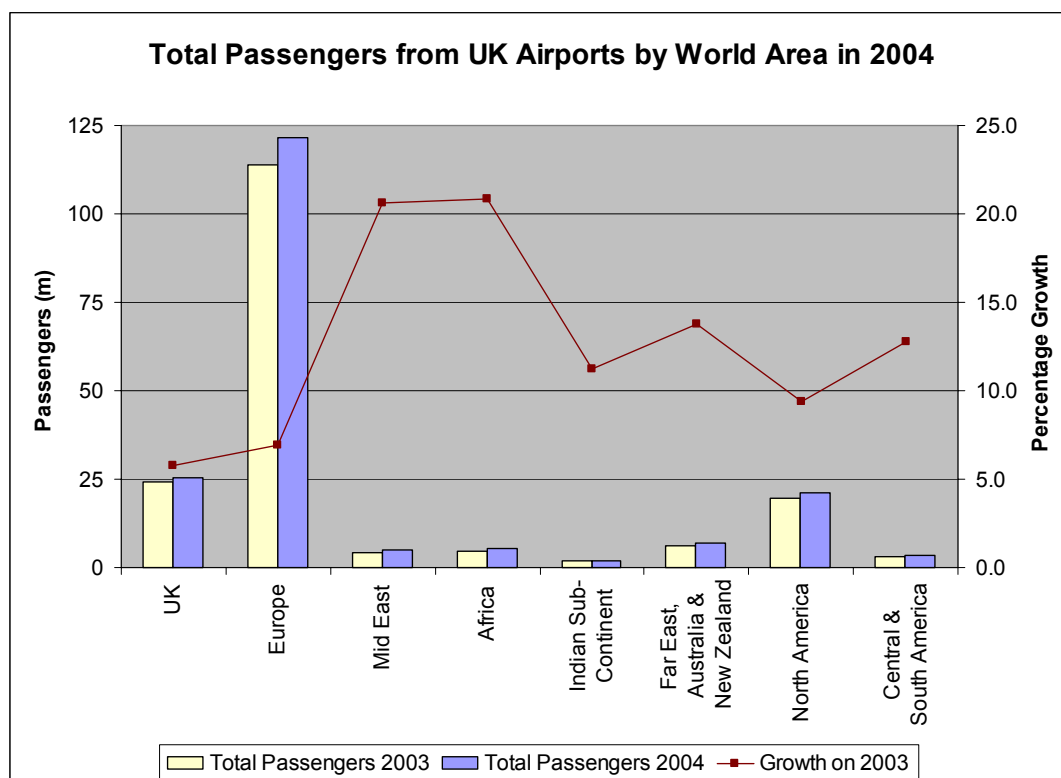
Although in 2004 the charter market still accounted for just over 15% of the total passengers at UK airports, these figures indicate a long term trend away from charter travel. This has most likely been fuelled by the rise of the low cost carriers. This would also explain the increase in the proportion of EU scheduled traffic, as the largest international low cost operator in the UK, Ryanair, is registered in Ireland.

International Routes and Destinations

In 2004, the passengers from UK airports were predominantly bound for or arriving from destinations in Europe. The number of passengers handled by UK airports on flights to or from Europe totalled 122 million, an increase of 8 million or 7% on 2003. The largest growth in 2004 has been seen on routes to Spain, up by 4% or 1.2 million passengers and the Czech Republic, an increase of 59% or 770 thousand passengers. There has also been a

significant increase in passengers on routes to other EU member, Eastern European¹ destinations, which are up 97% or 1.0 million passengers on 2003.

The next most popular destinations in 2004 were either other UK airports² or North America and each of these destinations accounted for over 20 million passengers. There were 25 million passengers on UK domestic flights in 2004, an increase of 6% or 1.4 million on 2003, whereas the total of 21 million passengers to North America represented an increase of 9% or 1.8 million passengers. Despite this increase, passenger numbers between the UK and North America have not quite returned to their year 2000 levels of 23 million.



The total passengers from UK airports in 2004 to all other destinations in the world was 23 million, an increase of 3 million or 16% on 2003. The largest passenger growth was seen on routes to Africa and the Middle East, which were both up 21% year-on-year. Of the increase in traffic to and from Africa, the majority (0.5 million out of a total of 0.9 million) occurred on routes to North Africa³.

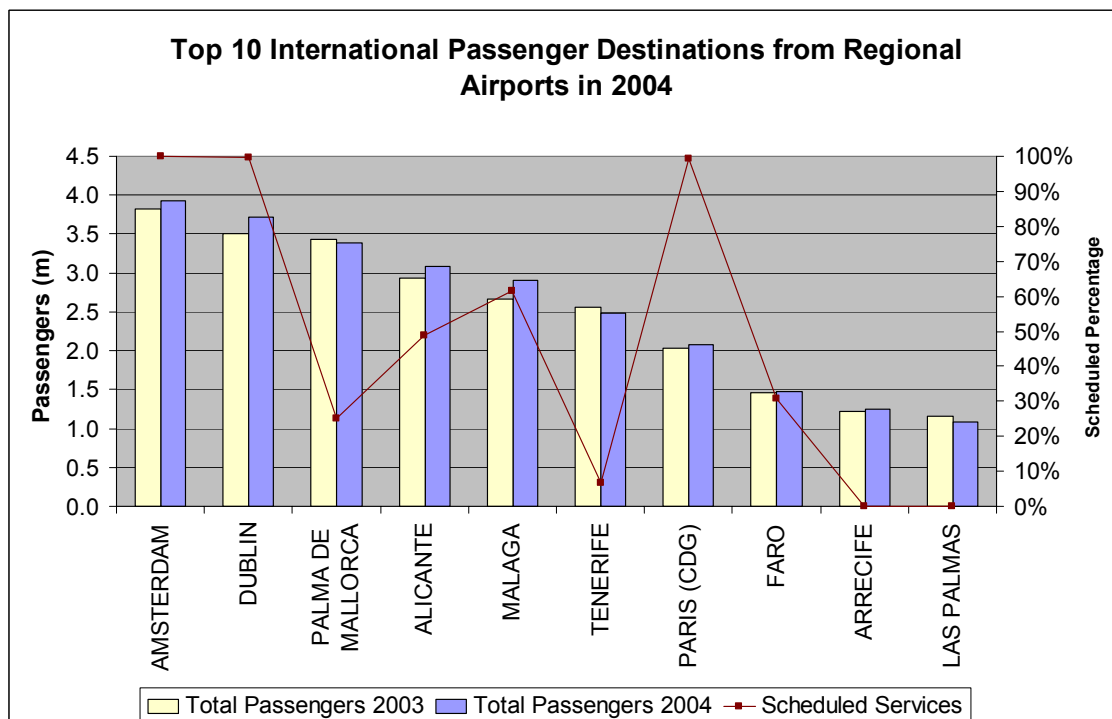
There is still a difference between the largest destinations served from London airports and the regions, although this is slowly being eroded. Of the top ten international destinations from London airports in 2004, only Malaga and, to a lesser extent, Geneva had any significant charter traffic. Of the top ten international destinations from the regional airports in 2004, only Amsterdam, Dublin and Paris did not have any significant charter traffic contributing to their total passengers.

¹ EU member states in Eastern Europe are: Estonia, Hungary, Latvia, Lithuania, Poland and the Slovak and Czech Republics.

² In this comparison, a passenger travelling on a domestic route is only counted once. When comparing passengers at UK airports, the passenger will be counted twice: once at the departing airport and once at the arriving one.

³ North Africa consists of Algeria, Egypt, Libya, Morocco and Tunisia.

For both London and the regional airports, the top two destinations in 2004 were Dublin and Amsterdam. The total number of passengers from all UK airports for these two routes was 15.7 million of which 49% flew at regional airports and 51% at London airports. Although the London airports still had the majority of the passengers for these two routes in 2004, the growth rate was higher at the regional airports: a 4.4% increase in the regions compared to 2.5% in London.



Of the ten individual routes with the most passengers in 2004, all were from London airports and all but one from Heathrow. The international route with the most passengers in 2004 was Heathrow to New York (JFK), which carried

3.0 million passengers, an increase of 11% on 2003. The ninth largest international route from a UK airport in 2004 was Stansted to Dublin with 1.3 million passengers carried, an increase of 15% on 2003.

Route	Total Passengers 2004 (000)	Percentage Growth on 2003
HEATHROW - NEW YORK (JFK)	2,966	11.1%
HEATHROW - DUBLIN	2,097	3.1%
HEATHROW - AMSTERDAM	2,006	-2.2%
HEATHROW - PARIS (CDG)	1,996	1.3%
HEATHROW - FRANKFURT MAIN	1,531	4.9%
HEATHROW - CHICAGO (O'HARE)	1,512	11.5%
HEATHROW - LOS ANGELES INT'L	1,346	14.1%
HEATHROW - HONG KONG	1,275	25.0%
STANSTED - DUBLIN	1,274	15.0%
HEATHROW - DUBAI	1,129	18.7%

Of the top ten international routes from UK airports, five were to European destinations, three to US destinations, one to the Middle East and one to the Far East. The long haul routes show the greatest percentage increase over 2003, with the strongest growth to Hong Kong (likely to be a recovery from the downturn in 2003 caused by the SARS epidemic). The increasing numbers of passengers carried on low cost airlines is shown by the presence of a Stansted route in the top ten. None of these ten routes have any significant charter traffic on them.

Of the ten international routes with the most passengers in 2004 from regional UK airports, five have a significant percentage of charter passengers. Of the remaining five routes, two are to Dublin, two to Amsterdam and one to Paris. Eight of the top ten international routes from the regional airports are from Manchester and one each is from Birmingham and Edinburgh.

Route	Total Passengers 2004 (000)	Growth on 2003	Percentage of Charter Passengers
MANCHESTER - TENERIFE	927	0.1%	87%
MANCHESTER - PALMA DE MALLORCA	814	-4.0%	83%
MANCHESTER - ALICANTE	806	-7.4%	60%
MANCHESTER - MALAGA	694	-12.0%	53%
MANCHESTER - DUBLIN	625	8.9%	0%
BIRMINGHAM - DUBLIN	611	6.5%	0%
MANCHESTER - PARIS (CDG)	529	-1.3%	1%
MANCHESTER - AMSTERDAM	510	4.7%	0%
MANCHESTER - FARO	478	-3.6%	79%
EDINBURGH - AMSTERDAM	461	-2.8%	0%

Despite the strong growth in the total passenger numbers from the UK's regional airports in 2004, six out of the ten largest international routes show a decrease in passengers from 2003. Mostly these decreases are on the routes with a high charter percentage, but they also include Manchester to Paris and Edinburgh to Amsterdam. Since the total traffic from the regions to these destinations has increased in 2004, the falls have been compensated for by larger increases in passenger numbers at other UK airports.

Of those regional airports that served more than a million international passengers in 2004, six had Amsterdam as their largest route, two had Dublin and the remaining four had a Spanish holiday destination. The popularity of

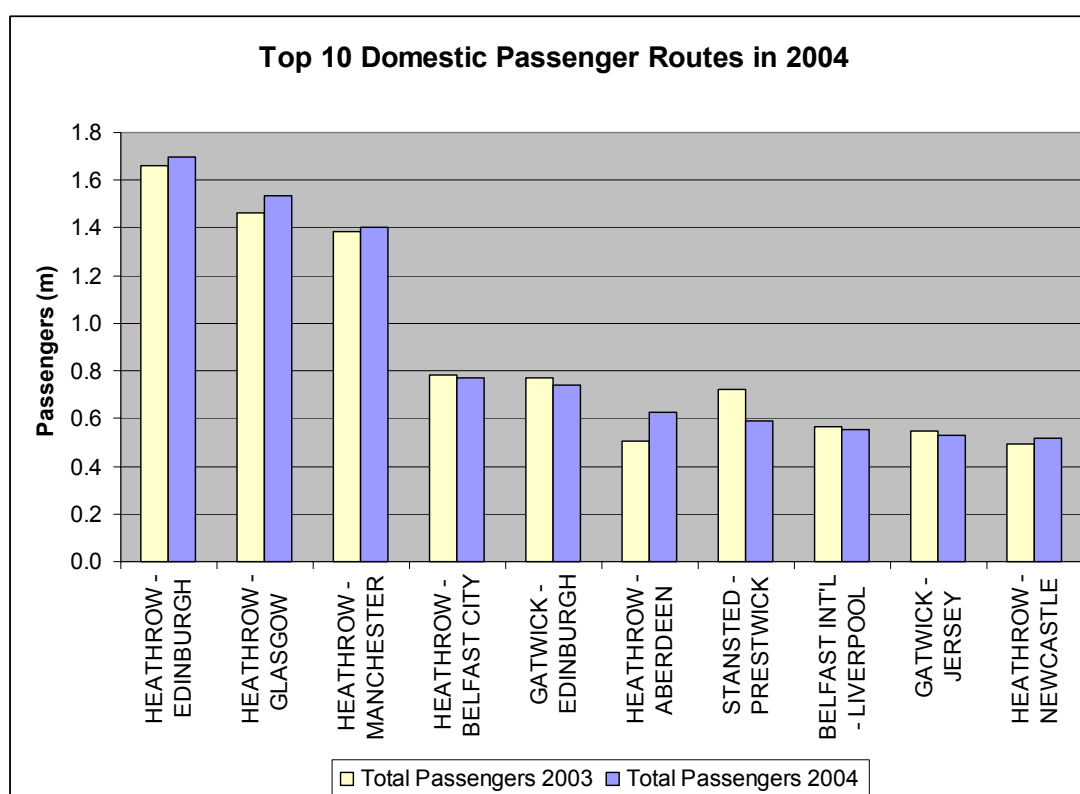
Amsterdam will in part be explained by its use as an interline point for passengers travelling on to other destinations.

Regional Airport	Total International Passengers 2004 (000)	Largest Route	Passengers on Largest Route 2004 (000)
MANCHESTER	17,649	TENERIFE	927
BIRMINGHAM	7,403	DUBLIN	611
GLASGOW	3,869	AMSTERDAM	330
NOTTINGHAM EMA	3,522	ALICANTE	308
BRISTOL	3,277	AMSTERDAM	303
NEWCASTLE	2,971	AMSTERDAM	261
LIVERPOOL	2,501	AMSTERDAM	362
EDINBURGH	2,115	AMSTERDAM	461
LEEDS BRADFORD	1,788	AMSTERDAM	300
CARDIFF WALES	1,530	PALMA DE MALLORCA	176
PRESTWICK	1,399	DUBLIN	258
BELFAST INT'L	1,145	MALAGA	115

Domestic Routes

In 2004, all but one of the ten UK domestic routes that carried the most passengers were from a London airport and six were from Heathrow. The domestic market is dominated by the passenger flows between London and Scotland with Heathrow to Edinburgh, Glasgow and Aberdeen, Gatwick to Edinburgh and Stansted to Prestwick amongst the ten largest routes in 2004.

The only one of the ten largest domestic routes in 2004 not to include a London airport was between Liverpool and Belfast International. This route attracted 552 thousand passengers in 2004, down slightly from the 2003 level.



* UK Airports: Annual Statements of Movements, Passengers and Cargo 2004.

The data is also available on diskette or on files e-mailed for £21.00 (+VAT) from:

*Aviation Data Unit
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45-59 Kingsway
London
WC2B 6TE*

Tel: 020 7453 6245