



COMMERCE AND EMPLOYMENT
A STATES OF GUERNSEY GOVERNMENT DEPARTMENT

Background Paper

Air Routes



April, 2009

Foreword

The purpose of this paper is to provide background information on the current extent and density of air routes to and from Guernsey in 2008. The information in this paper relates to commercial movements (a movement is an arrival or a departure, a return journey requires two movements), private movements (e.g. travel on a plane owned by an individual or by a business that is not a commercial airline) are not included.

Trends in Air and Sea Travel

The chart below shows the trend in air passenger movements in the context of total air and sea passenger movements over the last 6 years. Total movements have remained just above the 1.2m mark peaking in 2004 at 1.29m, dipping in 2006 to 1.21m with 2008 at 1.25m (3% change between peak and trough).

Sea movements have shown a declining trend from 0.43m in 2003 down to 0.33m in 2008 (-13%).

The trend in air movements is shown in the table below; there are roughly twice as many air movements as sea movements. It can be seen that the peak and trough in total passenger movements was primarily due to the trend in air movements, total movements in 2008 were 6% above that in 2003.

Chart 1: Total Sea and Air Movements

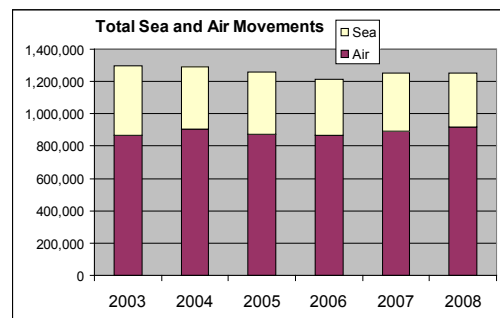


Table 1: Air passenger movements through Guernsey airport

| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|--------------------|---------|---------|---------|---------|---------|---------|
| Air movements | 866,504 | 907,986 | 871,565 | 869,076 | 892,360 | 918,978 |
| Index (2003 = 100) | 100 | 105 | 101 | 100 | 103 | 106 |

Destinations served by Air Services

The map and table below (**Chart 2 and Table 2**) show the destinations served by air services in 2008 and the movements to each destination. A number of routes were started up and some were discontinued so the pattern of routes going forward may vary slightly from this snapshot of 2008.

It can be seen that 75% of movements are to and from the UK, just over 22% to and from other Channel Islands and just under 3% to and from international destinations ("Other International" movements are mainly ad hoc charter flights for European tour operators).

Chart 2: Destination of air passengers



The largest number of movements are on the Gatwick route at just under 340,000, or 37% of total movements, followed by Jersey at 162,000 or 18% and Southampton at just over 141,000 or 15%. The broad split of movements to and from the UK, CI and other destinations by carrier is shown in **Table 3** on the next page.

Table 2: Destination of air passengers

| Destination | Movements | % of Grand Total |
|----------------------------|----------------|------------------|
| GATWICK | 339,129 | 36.9 |
| SOUTHAMPTON | 141,730 | 15.4 |
| MANCHESTER | 77,979 | 8.5 |
| BIRMINGHAM | 37,298 | 4.1 |
| STANSTED | 31,480 | 3.4 |
| BRISTOL | 27,596 | 3.0 |
| EXETER | 27,894 | 3.0 |
| NORWICH | 2,764 | 0.3 |
| ISLE OF MAN | 952 | 0.1 |
| BOURNEMOUTH | 469 | 0.1 |
| CARDIFF | 7 | 0.0 |
| OTHER U.K. | 1,731 | 0.2 |
| UK TOTAL | 689,029 | 75.0 |
| JERSEY | 161,521 | 17.6 |
| ALDERNEY | 42,605 | 4.6 |
| GUERNSEY | 174 | 0.0 |
| C.I. TOTAL | 204,300 | 22.2 |
| DINARD | 8,576 | 0.9 |
| PARIS (Beauvais) | 1,505 | 0.2 |
| PARIS (Charles De Gaulle) | 3,739 | 0.4 |
| DUBLIN | 3,953 | 0.4 |
| OTHER INTL | 7,876 | 0.9 |
| INTERNATIONAL TOTAL | 25,649 | 2.8 |
| GRAND TOTAL | 918,978 | 100.0 |

Table 3: Destination of air passengers by carriers

| 2008 movements | Blue Islands | Aurigny | FlyBe | Other | TOTALS |
|------------------------|----------------|----------------|----------------|--------------|----------------|
| U.K | 25,707 | 262,457 | 398,723 | 2,142 | 689,029 |
| Channel Island | 98,725 | 103,388 | 1,874 | 313 | 204,300 |
| Other | 2,628 | 8,511 | 7,869 | 6,641 | 25,649 |
| TOTAL | 127,060 | 374,356 | 408,466 | 9,096 | 918,978 |
| 2008 % of movements | | | | | |
| U.K. | 4% | 38% | 58% | 0% | 100% |
| Channel Island | 48% | 51% | 1% | 0% | 100% |
| Other | 10% | 33% | 31% | 26% | 100% |
| TOTAL | 14% | 41% | 44% | 1% | 100% |

It can be seen that flybe is the major carrier on UK routes with just under 400,000 movements or 58% of total, Aurigny is the other significant carrier with just over 260,000 movements or 38% of total.

Flybe carried roughly 1% of CI movements, Aurigny and BlueIslands have roughly equal shares of those routes with around 100,000 movements each.

On international routes Aurigny have consistently operated the route to Dinard, BlueIslands discontinued services to Paris Beauvais but have opened up a number of new routes to European destinations in 2008 and flybe commenced then discontinued new routes to Paris Charles de Gaulle and Dublin.

UK Destinations served by Carrier

The total movements for 2008, 2007 and 2006 on each of the major (1% and above) UK routes and 2008 carryings of each carrier on those routes is shown in **Table 4**.

It will be seen that over the last 3 years the overall UK market has been fairly static. Within the overall picture:

- Gatwick (on which Flybe and Aurigny compete) has reduced by roughly 14,000 movements (-4%) since 2006;
- Stansted (which Aurigny operates exclusively) showed a increase 2007 on 2006 but dipped in 2008 almost back to 2006 levels;
- Exeter (which Flybe operates exclusively) showed a increase in 2007 on 2006 but dipped in 2008 to slightly below 2006 levels;

- Southampton showed a slight reduction 2007 on 2006 but showed a increase of 15,000 in 2008 (BlueIslands began competing with Flybe on the route in July 2007);

- Manchester showed a 11,000 increase 2007 over 2006 which was further increased by 1,350 in 2008 (Flybe came onto the route in May 2007 and operated it until September 2008 except for February 2008 when it did not carry any traffic. Flybe operated in the summer only and re-commenced flights in March 2009).

- The decrease in movements from the minor UK destinations relates mainly to the Bournemouth and Norwich services, which have now ceased operating.

More detailed analysis of the performance on the Gatwick, Southampton and Manchester routes by carrier are shown at the end of this paper.

Table 4: UK destinations served by Carrier

| UK 2008 | Blue Islands | Aurigny | FlyBe | Other | TOTAL | % | 2007 | % Change 2008 on 2007 | 2006 | % Change 2008 on 2006 |
|-----------------|---------------|----------------|----------------|-------------|----------------|-------------|----------------|-----------------------|----------------|-----------------------|
| Gatwick | 0 | 140,644 | 198,438 | 47 | 339,129 | 49% | 344,454 | -1.5 | 352,840 | -3.9 |
| Southampton | 24,339 | 0 | 117,200 | 191 | 141,730 | 21% | 126,361 | 12.2 | 124,900 | 13.5 |
| Manchester | 0 | 62,522 | 15,346 | 111 | 77,979 | 11% | 76,633 | 1.8 | 65,664 | 18.8 |
| Birmingham | 0 | 68 | 37,209 | 21 | 37,298 | 5% | 36,087 | 3.4 | 41,117 | -9.3 |
| Stansted | 0 | 31,466 | 0 | 14 | 31,480 | 5% | 36,025 | -12.6 | 30,996 | 1.6 |
| Exeter | 0 | 80 | 27,780 | 34 | 27,894 | 4% | 31,130 | -10.4 | 28,826 | -3.2 |
| Bristol | 0 | 27,563 | 0 | 33 | 27,596 | 4% | 26,717 | 3.3 | 27,686 | -0.3 |
| Other UK | 1,368 | 114 | 2,750 | 1691 | 5,923 | 1% | 13,780 | -57.0 | 12,999 | -54.4 |
| UK TOTAL | 25,707 | 262,457 | 398,723 | 2142 | 689,029 | 100% | 691,187 | -0.3 | 685,028 | 0.6 |

CI Destinations served by Carrier

The breakdown of carryings on CI routes by carrier is shown below (**Table 5**). The movements shown to and from Guernsey can be ignored.

Table 5: Destination of air passengers by carriers

| CI 2008 | Blue Islands | Aurigny | FlyBe | Other | TOTAL | % | 2007 | % Change 2008 on 2007 | 2006 | % Change 2008 on 2006 |
|-----------------|---------------|----------------|--------------|------------|----------------|------------|----------------|-----------------------|----------------|-----------------------|
| Alderney | 10,748 | 31,852 | 0 | 5 | 42,605 | 21 | 41,718 | 2.13 | 36,350 | 17.21 |
| Jersey | 87,977 | 71,362 | 1,874 | 308 | 161,521 | 79 | 141,137 | 14.44 | 130,773 | 23.51 |
| Guernsey | 0 | 174 | 0 | 0 | 174 | 0 | 318 | na | 0 | na |
| CI TOTAL | 98,725 | 103,388 | 1,874 | 313 | 204,300 | 100 | 183,173 | 11.53 | 167,123 | 22.25 |

It will be seen that CI routes are split roughly 79% Jersey, 21% Alderney and have grown by 9% and 11% year on year for past two years. Within this overall picture:

- Alderney movements have increased by 17% since 2006 with the major increase being 2007 over 2006;
- Jersey movements have increased by 24% since 2006 with the major increase being 2008 over 2007. Some of this increase will be due to a major pan CI business ceasing to use its own aircraft for inter island travel by its staff and using commercial flights instead.

A more detailed analysis of the Jersey route by carrier is shown in the Annexes to this paper.

In 2008 the service to Jersey offered by flybe was on the inter-island legs of its triangular services to Exeter and Birmingham. Flybe has been restricted by licence conditions to offering a maximum of 10% of aircraft capacity for inter-island point to point travel. The potential available capacity for inter-island travel on these flights is determined by the capacity remaining from that taken by transit passengers travelling to or from Exeter and Birmingham via either Jersey or Guernsey.

Exeter and Birmingham are each operated on 5 days a week with four inter-island legs and 2 days a week with two legs making 24 legs in total. The timings of these flights are shown below.

Table 6: Flight timetable of transit flights

| Exeter | | Guernsey | | Jersey | | Exeter |
|-------------------|--------|----------|--------|----------|--------|------------|
| Depart | Arrive | Depart | Arrive | Depart | Arrive | |
| 0710 | 0755 | 0810 | 0835 | 0855 | 0940 | |
| Exeter | | Jersey | | Guernsey | | Exeter |
| Depart | Arrive | Depart | Arrive | Depart | Arrive | |
| 1610 | 1655 | 1715 | 1740 | 1755 | 1835 | |
| Birmingham | | Jersey | | Guernsey | | Birmingham |
| Depart | Arrive | Depart | Arrive | Depart | Arrive | |
| 0815 | 0925 | 0945 | 1010 | 1025 | 1130 | |
| Birmingham | | Guernsey | | Jersey | | Birmingham |
| Depart | Arrive | Depart | Arrive | Depart | Arrive | |
| 1510 | 1620 | 1635 | 1700 | 1720 | 1830 | |
| Inter-Island legs | | | | | | |

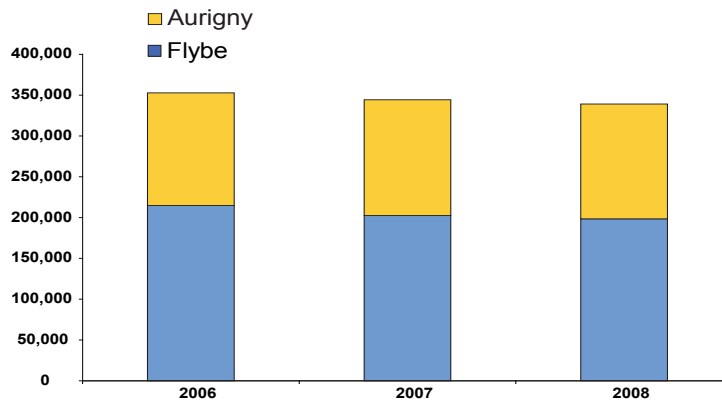
Movements by transit passengers, who generally do not board or disembark from the aircraft whilst it is on the ground in Guernsey, are not included in the total movements shown in this paper. The total number of transit passengers by carrier for the last three years is shown at the end of this paper.

Flybe carry some 90% of transit passengers predominantly on its Birmingham and Exeter triangular services, in 2007 there was also significant traffic on the Flybe Norwich service which has since been discontinued.

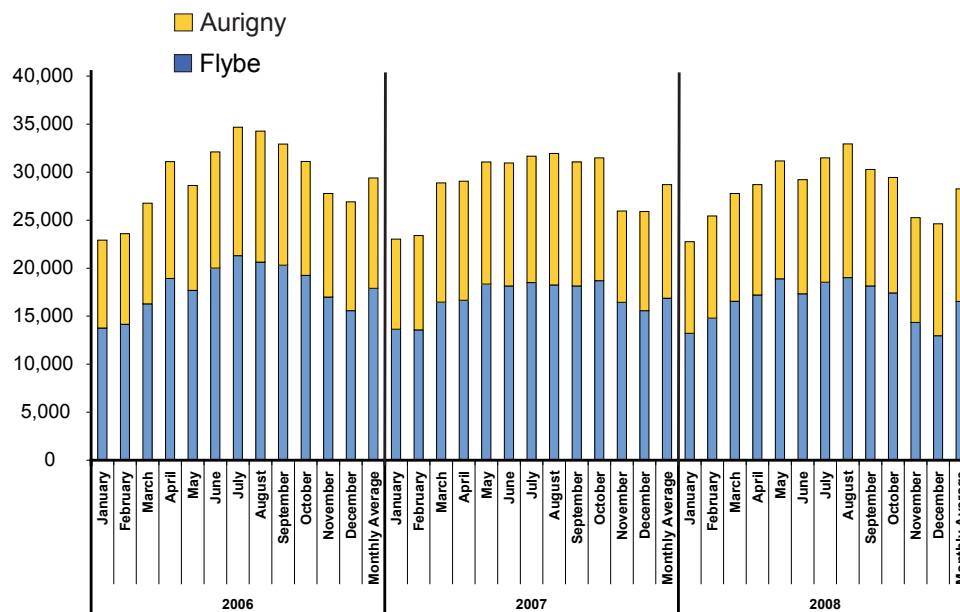
Between 2006 and 2008 there has been some adjustment in the way Blue Islands passengers on its indirect services are recorded but, because of the low numbers involved, this has not had a significant effect on the trends in transit or point to point inter island movements.

Gatwick

Annual passenger movements

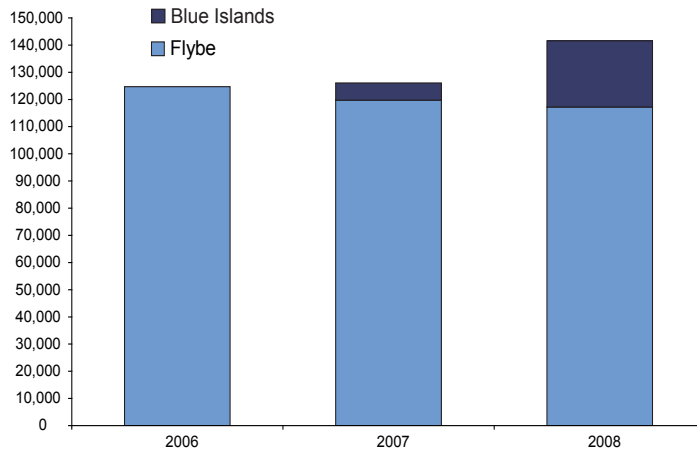


Monthly passenger movements

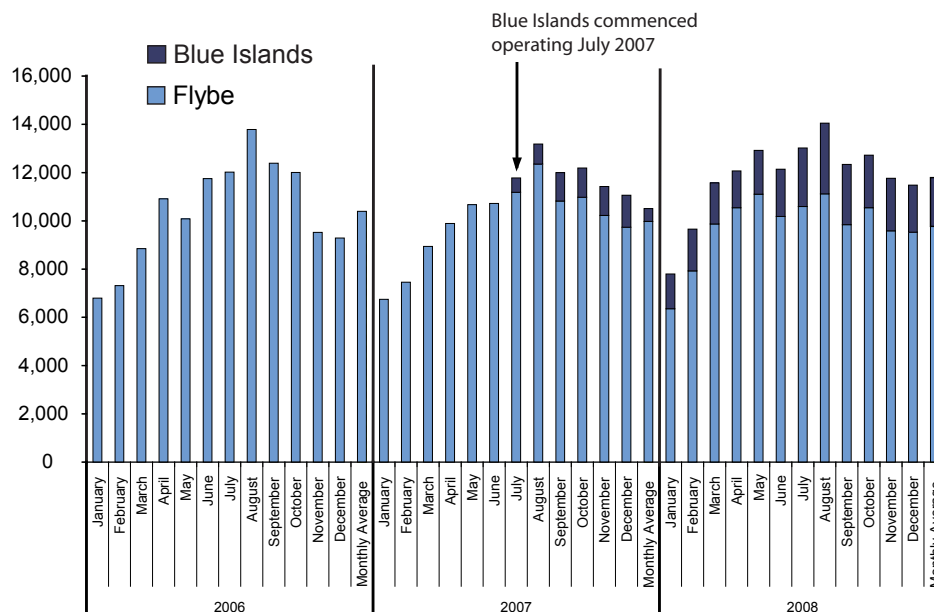


Southampton

Annual passenger movements

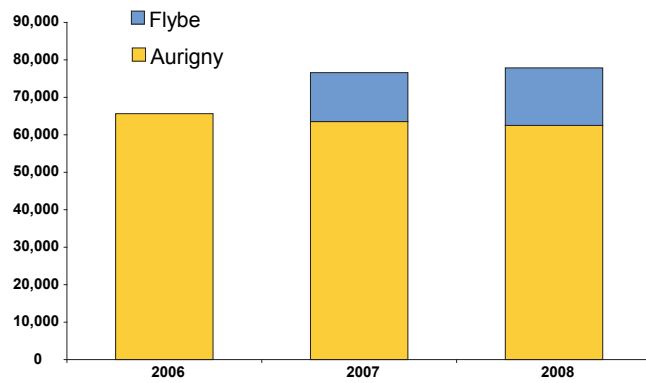


Monthly passenger movements

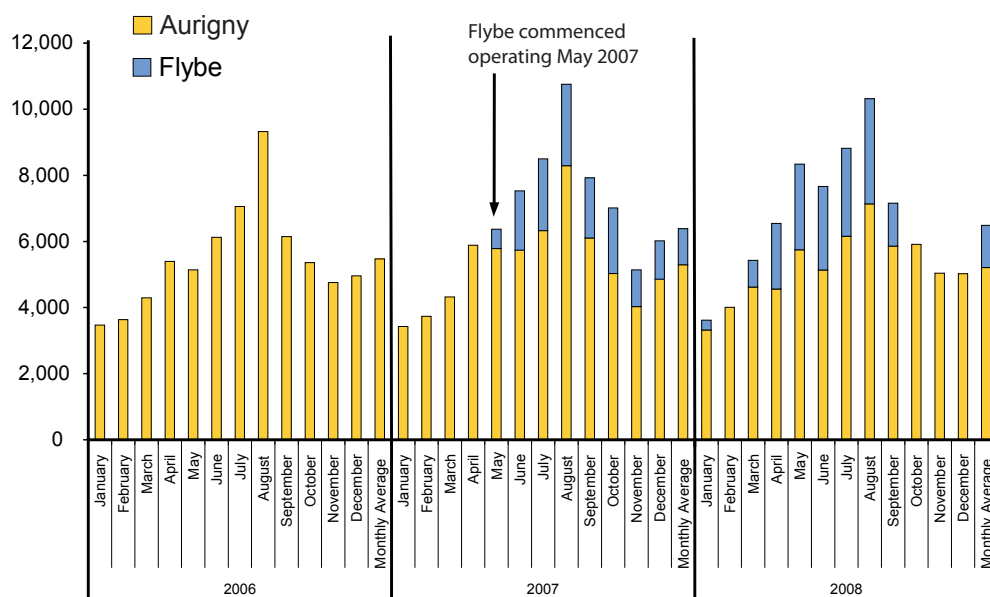


Manchester

Annual passenger movements

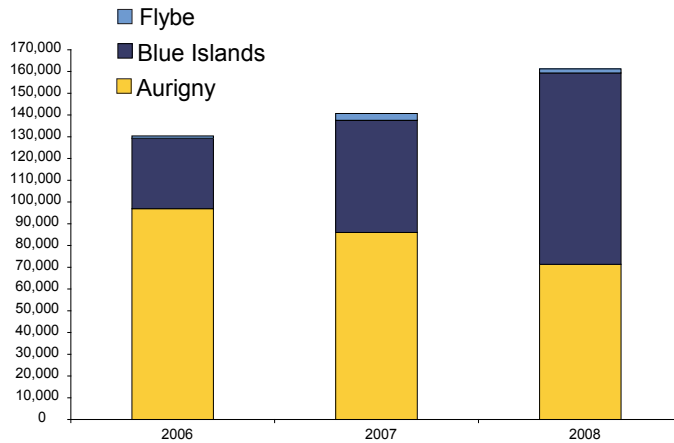


Monthly passenger movements

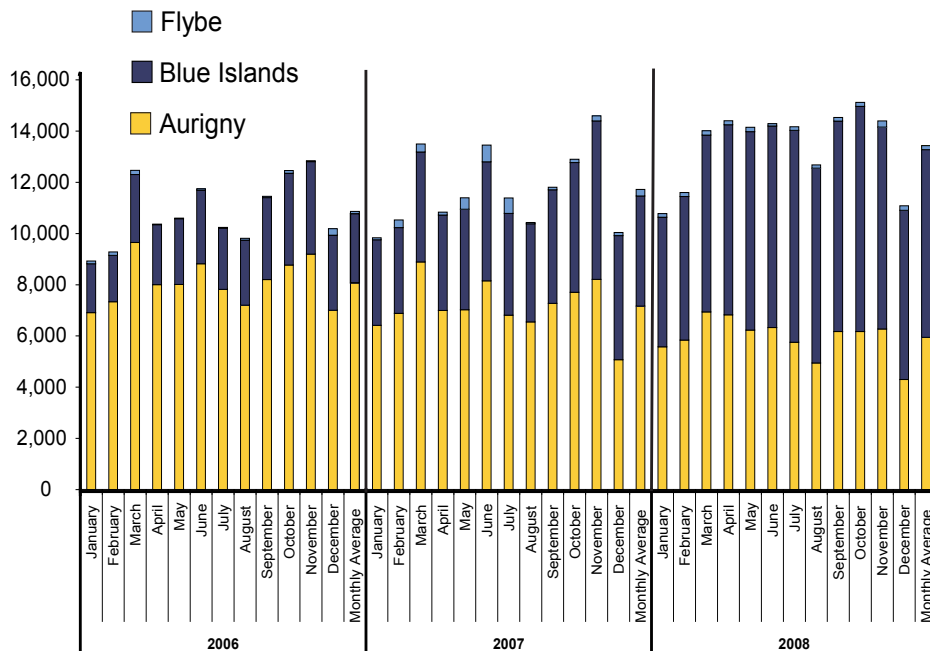


Jersey

Annual passenger movements



Monthly passenger movements



Jersey/Guernsey Transit Passengers

