

# "MAN" TRAFFIC STATISTICS April 2010

TYPE OF MOVEMENT	Apr.2009	Apr.2010	% +/-	% OF TOTAL THIS MONTH	MOVING ANNUAL TOTAL TO 30/04/09	MOVING ANNUAL TOTAL TO 30/04/10	% +/-	% OF TOTAL LAST 12 MONTHS
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<b>Aircraft Movements</b>								
DOMESTIC	3,795	2,782	-26.7%	26.8%	52,969	42,380	-20.0%	26.0%
SCHEDULED INT'L	7,490	5,339	-28.7%	51.4%	94,104	81,752	-13.1%	50.2%
CHARTER	1,845	1,304	-29.3%	12.5%	33,262	26,976	-18.9%	16.6%
PRIVATE/MISC	1,089	966	-11.3%	9.3%	13,905	11,746	-15.5%	7.2%
<b>TOTAL</b>	<b>14,219</b>	<b>10,391</b>	<b>-26.9%</b>	<b>100.0%</b>	<b>194,240</b>	<b>162,854</b>	<b>-16.2%</b>	<b>100.0%</b>
DAILY AVERAGE	474	346	-	-	532	446	-	-

<b>Terminal Passengers</b>								
DOMESTIC	224,893	155,701	-30.8%	14.4%	2,787,579	2,445,765	-12.3%	13.7%
SCHEDULED INT'L	856,722	654,757	-23.6%	60.9%	10,635,955	9,758,762	-8.2%	54.6%
CHARTER	373,159	264,167	-29.2%	24.6%	6,909,086	5,675,672	-17.9%	31.7%
PRIVATE	393	1,334	239.4%	0.1%	9,772	5,313	-45.6%	0.0%
<b>TOTAL</b>	<b>1,455,167</b>	<b>1,075,959</b>	<b>-26.1%</b>	<b>100.0%</b>	<b>20,342,392</b>	<b>17,885,512</b>	<b>-12.1%</b>	<b>100.0%</b>
DAILY AVERAGE	48,506	35,865	-	-	55,733	49,001	-	-

<b>Terminal Passengers by Terminal</b>								
T1 INTERNATIONAL	645,319	507,042	-21.4%	47.1%	8,607,490	8,300,721	-3.6%	46.4%
T2 INTERNATIONAL	442,133	297,094	-32.8%	27.6%	6,981,681	5,240,647	-24.9%	29.3%
T3 D'M'STIC & INT'L	367,715	271,823	-26.1%	25.3%	4,753,222	4,344,143	-8.6%	24.3%
<b>TOTAL</b>	<b>1,455,167</b>	<b>1,075,959</b>	<b>-26.1%</b>	<b>100.0%</b>	<b>20,342,392</b>	<b>17,885,512</b>	<b>-12.1%</b>	<b>100.0%</b>

<b>Total Passengers (including transit)</b>								
	1,473,274	1,087,407	-26.2%	100.0%	20,623,400	18,065,305	-12.4%	100.0%
DAILY AVERAGE	49,109	36,247	-	-	56,502	49,494	-	-

<b>Freight (inc. mail) Tonnes</b>								
<b>TOTAL</b>	<b>8,281</b>	<b>7,809</b>	<b>-5.7%</b>	<b>100.0%</b>	<b>122,350</b>	<b>106,575</b>	<b>-12.9%</b>	<b>100.0%</b>
DAILY AVERAGE	276	260	-	-	335	292	-	-

The closure of UK Airspace in April 2010, was an unprecedented event, which means April's figures are pretty meaningless in terms of trends and signs of improvement. The only interesting aspect is that the year on year figure for Freight only should a decrease of 5.7%, when the passenger figures reduced by 26%, so freight would again have shown a significant increase had it not been for the Volcanic Ash Cloud.