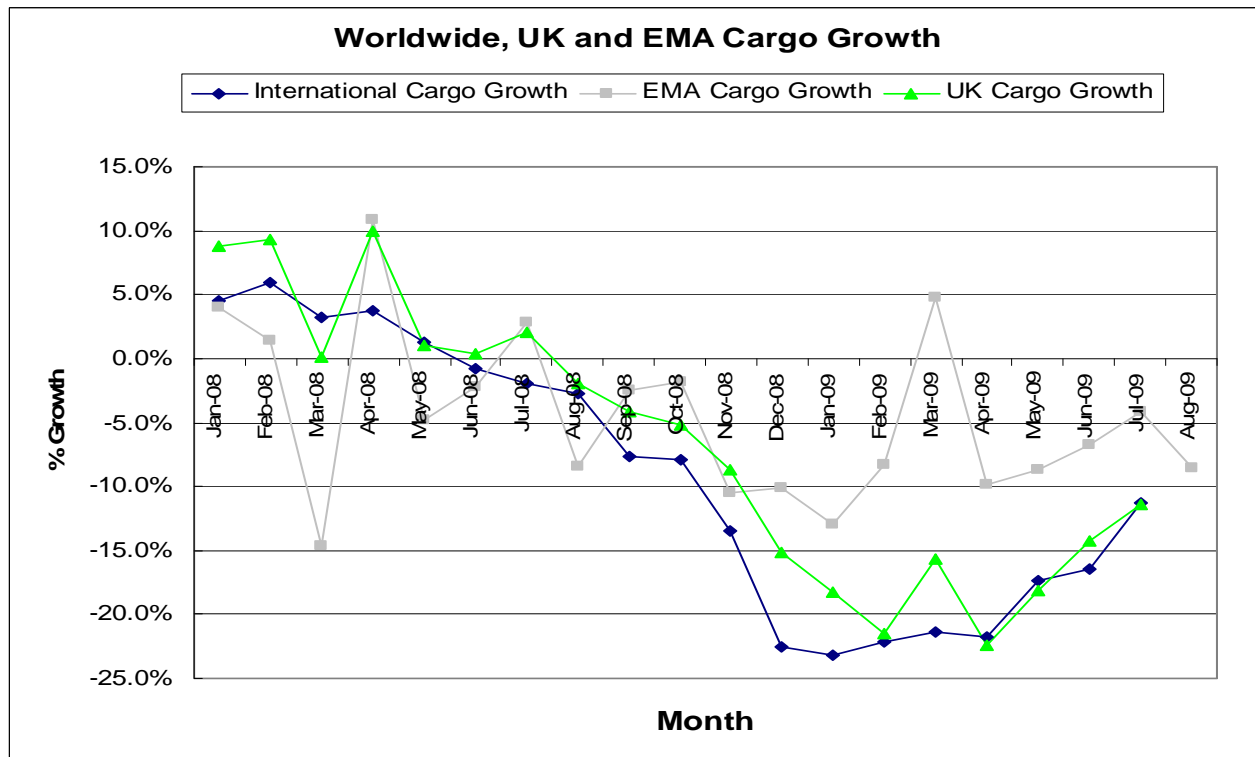


EMA Cargo Newsletter

September 2009

Welcome to the September 2009 issue of the EMA Cargo Newsletter. Every two months we update you on cargo performance at international, national and local levels, providing a general overview of air cargo, and how EMA is performing within the industry.

The gradual improvement we have been seeing at EMA continued through July at which time cargo throughput stood just 4.1% down year-on-year. However August proved a difficult month due to a temporary reduction in services during the traditionally quieter summer months. This produced an 8.5% drop compared to August last year, when the recession was already starting to take a hold of world trade and consolidation of the industry commenced as is clear from the chart below:



Source(s): www.iata.org, www.caa.co.uk, EMA Monthly Stats (CAA and IATA statistics will be updated once published in future editions of the EMA Cargo Newsletter).

As the chart shows, signs of improvement are clearly evident as both international and UK air cargo show improving trends. However this performance is still well below traffic levels experienced in 2007 and 2008. By comparison EMA remains resilient despite the blip in August, and is still just 6.8% down on the same January – August period of last year. Looking at EMA's market share in June, levels remain similar to May 2009, with pure freight share close to 37% and pure mail holding at 23%. This represented nearly 13% of total UK air cargo in June 2009.

A month by month breakdown of performance over the last twelve months shows a general theme of decline and the rolling 12 month throughput now stands at just over 280,000 tonnes, down nearly 25,000 tonnes on our peak performance level in 2007. However with IATA announcing recently that more than 225 pure cargo aircraft have been retired in the last year, EMA's performance compares well with many other airports in a very depressed market. The following table shows EMA's carried tonnes and cargo air transport movements (ATM's) performance over what has evidently been a difficult 12 months:

	Tonnes Carried This Year	Tonnes Carried Last Year	Change	Cargo ATM's This Year	Cargo ATM's Last Year	Change
Sep-08	24,311	24,917	-2.4%	1,922	1,735	10.8%
Oct-08	26,743	27,236	-1.8%	2,025	1,906	6.2%
Nov-08	24,426	27,299	-10.5%	1,934	1,919	0.8%
Dec-08	22,297	24,816	-10.2%	1,817	1,751	3.8%
Jan-09	22,096	25,363	-12.9%	1,877	1,988	-5.6%
Feb-09	22,785	24,850	-8.3%	1,835	1,913	-4.1%
Mar-09	25,123	23,978	4.8%	2,004	1,774	13.0%
Apr-09	23,316	25,846	-9.8%	1,847	1,936	-4.6%
May-09	22,587	24,739	-8.7%	1,824	1,879	-2.9%
Jun-09	23,425	25,143	-6.8%	1,960	1,855	5.7%
Jul-09	24,262	25,293	-4.1%	2,111	2,015	4.8%
Aug-09	20,149	22,008	-8.4%	1,799	1,830	-1.7%
Total	281,520	301,488	-6.6%	22,955	22,501	2.0%

Cargo air transport movements (ATMs) maintains positive growth year-on-year, but due largely to the utilisation of smaller aircraft whilst maintaining the same high levels of service between key European destinations. We are now approaching the peak season for air cargo in the run up to Christmas and will be looking for a boost in freight and mail traffic.

In the table below a breakdown of traffic by trade country illustrates the considerable variation in traffic between a relatively strong July and a challenging August:

Imports / Exports by Country:

July 2009				August 2009			
Imports (Tonnes)		Exports (Tonnes)		Imports (Tonnes)		Exports (Tonnes)	
3,863	Germany	3,057	Germany	3,187	Germany	2,916	Germany
2,053	USA	2,263	USA	1,941	USA	1,574	USA
1,409	Belgium	1,056	Belgium	1,093	Belgium	928	Belgium
649	Iceland	609	Ireland	458	Ireland	500	Ireland
559	Italy	405	Italy	450	Iceland	285	Italy
557	Ireland	354	Denmark	385	Italy	201	Spain
255	Denmark	298	Spain	72	France	185	Iceland
184	France	239	Iceland	58	Spain	100	Portugal
71	Spain	128	France	10	Poland	87	France

Trade between EMA and the USA was heavily affected in August following a temporary reduction of some trans-Atlantic services. August is a notoriously quiet month anyway with the August bank holiday adding to the reduction in trade. We hope to see a return to stronger levels in September as we resume normal services.

Cargo and Passenger Business News:

EMA recently attended **Air Freight Asia 2009** in Hong Kong to exhibit to airlines and freight forwarders with the view to raising awareness of the EMA brand in one of the world's most important economies. Some good contacts have been established, and we hope that these leads will come to fruition and further increase the extensive route network available to freight forwarders and shippers alike from EMA.

DHL's brand new B767F has now been spotted at EMA and has entered into service on DHL's New York and Cincinnati routes. The state of the art winglets on the aircraft make it a very distinct and efficient aircraft, with a 600 mile improvement in range due to the aerodynamic improvements.

EMA will see a new operator commence operations in September when **Aerologic**, the new joint venture between DHL and Lufthansa Cargo operate their first UK flight. The brand new, super-efficient B777F will operate three times weekly between Leipzig and EMA, before continuing on to the Middle and Far East.

Jet2.com are to open a new base at EMA starting in Summer 2010 where they will be basing a B757 serving seven routes to Lanzarote, Corfu, Dalaman, Heraklion, Paphos, Tenerife and Sharm El Sheikh.

bmibaby have announced a massive expansion plan for next year, basing an additional 3 aircraft here at EMA from Summer 2010. New routes will include Newquay in Cornwall, Bastia in Corsica, Cork in Ireland and Dubrovnik in Croatia. Other key routes including Palma, Geneva and Prague will see increased frequencies also.