



CAP 678

**PASSENGERS AT ABERDEEN,
EDINBURGH, GLASGOW AND
INVERNESS AIRPORTS IN 1996**

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Preface

The Civil Aviation Authority has an important policy role to play in advising the Government on matters concerning airports and has a duty to ensure that up to date and relevant information is available on which such advice may be based. In particular, Chapter 16, Section 16 (2) of the 1982 Civil Aviation Act states:

'It shall also be the duty of the Authority –

- (a) to consider what aerodromes are in its opinion likely to be required from time to time in the United Kingdom in addition to or in place of or by way of alteration of existing aerodromes; and
- (b) to make recommendations to the Secretary of State arising out of its consideration of the matter,'

Surveys, such as the one whose results are described in this report, help the Authority to meet this requirement. The success or failure of an air passenger survey depends to a large extent on the help and co-operation of the people on the spot. This involves not only the expertise of the interviewer and the willingness of the passenger to be interviewed, but also the attitude of airport staff, airline staff, immigration officers, customs officials and others towards the presence of interviewers within or near their own working areas. We should like to thank them for the assistance they gave towards the smooth running of the 1996 survey.

Summary

The 1996 Origin/Destination Survey was conducted at four Scottish airports – Aberdeen, Edinburgh, Glasgow and Inverness. These airports handled twelve million passengers and accounted for 9% of the total UK market. All the airports had been surveyed before in 1990, since when there has been a significant growth in traffic of 34%.

Traffic Levels and Type of Passengers

At **Aberdeen Airport** traffic grew steadily between 1990 and 1996, by 22% from 1.9 million to 2.4 million passengers. During this period international traffic increased market share from 15% to 20%, and domestic traffic fell from 85% to 80%. Fewer passengers were changing planes and the proportion of foreign passengers using the airport increased from 11% to 14%. A significant change took place within the domestic market following the introduction of new low cost services, with 41% of passengers travelling for leisure reasons compared with 26% in 1990.

Traffic at **Edinburgh** increased by 52% between 1990 and 1996, the largest growth of all the Scottish airports. The domestic market continued to dominate the airport, accounting for 79% of passengers, though the international scheduled market increased from 8% to 14%. The charter market continued to account for 7% of passengers. The proportion of foreign passengers increased from 16% to 21% as did the proportion of leisure passengers from 53% to 62%. The mix of passengers on domestic flights also changed, following the introduction of new low cost services, with 40% travelling for leisure reasons in 1996 compared to 31% in 1990.

In 1996 **Glasgow** was still the largest Scottish airport with 5.5 million passengers though Edinburgh had gained ground since 1990. The proportion of foreign passengers increased slightly to 15% compared with 1990, whereas the proportion of passengers travelling on business dropped from 43% to 37%. Again the influence of the new low cost domestic operators could be measured as the proportion of domestic passengers travelling for leisure purposes increased from 35% to 40%.

Inverness had a steady rate of growth over the last six years and handled 285,000 passengers in 1996, an increase of 32% over 1990. Approximately half the passengers were travelling on business and 15% were foreign based, the same proportion as in 1990.

Surface Origins/Destinations and Surface Access

The sphere of influence of the Scottish airports was very similar to that in 1990. The majority of passengers from the Highland Region using Inverness, the majority of Grampian Region passengers using Aberdeen, the majority of Lothian and Borders Region passengers using Edinburgh and the majority of Strathclyde and Dumfries and Galloway passengers using Glasgow.

The catchment pattern of **Aberdeen** was little different to that of 1990 for domestic passengers, with two in three travelling to or from the city of Aberdeen. For international passengers, however, following the expansion of both scheduled and charter destinations, the proportion of passengers travelling to or from areas outside Aberdeen increased from 35% to 46%.

Half the passengers at Aberdeen used private cars and a third taxis.

At **Edinburgh**, 53% of passengers were travelling to or from the City of Edinburgh compared with 49% in 1990.

There was a slight fall in the proportion of passengers using private cars from 56% to 53% in 1996, balanced by a greater demand for taxis from 25% to 28%. The increase in the proportion of foreign passengers is thought to have increased demand for taxis and buses, particularly for journeys to and from the City centre.

The **Glasgow** catchment area remained very similar to that of 1990, with just over a half of international passengers and nine in ten domestic passengers travelling to or from the Strathclyde Region. The pattern of use of surface modes of transport was broadly similar in 1996 with 61% of passengers continuing to use private cars, 23% taxis, 7% hire cars and 7% buses or coaches.

Eight out of ten passengers at **Inverness** Airport were travelling to or from points in the Highland Region and Western Isles. 57% of passengers used private cars and 17% hire cars and taxis.

Demographic Information

International passengers tended to go on trips of longer duration than domestic passengers with about half of all UK domestic business passengers having a trip length of 24 hours or less. There was little evidence of the short break market developing in Scotland as just under two thirds of UK inclusive tour passengers on international flights took a two week holiday and a third went away for a week.

Foreign and business passengers at the Scottish airports still enjoyed higher average incomes than UK or leisure passengers, respectively. Comparisons of average incomes at the airports were inconclusive with the exception of Inverness and Edinburgh, where both UK and foreign leisure passengers did appear more affluent than their counterparts at the other airports.

Close to two in three (57%) UK business passengers came from socio-economic groups A/B, little changed from 1990. Edinburgh had the highest proportions of A/B passengers at the Scottish airports. The greater availability of charter flights from Glasgow resulted in a more representative mix of the UK population using that airport.

The North Sea oil industry generated 12% of business trips the same as in 1990. The proportion of business passengers from the production industries continued to decline from 40% in 1990 to 35% in 1996. The banking, finance and public sectors generated 42% of business trips at the Scottish airports in 1996.

In line with the increase in the number of women employed in Scotland, the proportion of women travelling on business also increased from 15% to 19%. The Scottish airports still served more male than female passengers but less so than in 1990, with the proportion of female passengers growing overall from 22% to 30%.

The distribution of ages of UK leisure passengers was similar at each of the Scottish airports and the average age of leisure passengers (39) was unchanged from 1990. The proportion of UK leisure passengers over 50 increased at all the Scottish airports apart from Glasgow, perhaps indicating the first signs of the emergence of the so called grey market for leisure travel.

The average age of business passengers was measured for the first time and both foreign and UK passengers recorded an average of 40.

Aberdeen, Glasgow and Inverness all recorded increases in the proportion of leisure passengers with no children under 16 living in the household in line with the decrease in the number of households with dependents in the UK population as a whole.

The effects of the introduction of the low cost services from Scotland to London were measured for the first time in 1996. These services made a significant impact at all the Scottish airports. Over 367,000 passengers flew to and from Luton in 1996 and some of these passengers would previously have flown to Heathrow or Gatwick Airports. One of the surprising factors was that 47% of passengers on the Luton route were travelling for business reasons, clearly indicating the wide appeal of the new services. The make-up of passengers on the main trunk routes was changed as a result of passenger diversion to the low cost services and the introduction of discounted domestic leg tickets for passengers connecting to long haul flights, as 38% were connecting to international flights at Gatwick and Heathrow in 1996 compared with 22% in 1990.

Amsterdam increased market share of the interline market from 3% in 1990 to 11% in 1996.

UK National Picture

Passengers from the South East continued to have the greatest propensity to fly and generated 68% more trips per head of population than passengers from all the other planning regions, though the difference was less marked than in 1991. Over the last five years the South East recorded the lowest increase (29%) in international passengers of all the regions. The highest growth (69%) was recorded by residents of the East Midlands, followed by Scotland (64%). All other regions recorded growth of between 50% and 60% between 1991 and 1996.

There was evidence to confirm that UK originating passengers were making greater use of the new direct scheduled services available from regional airports, as market share for the regional airports increased from 16% to 21% for scheduled business passengers and from 15% to 18% for scheduled leisure passengers. Although regional airports increased market share they continued to cater for very small proportions of their potential international market.

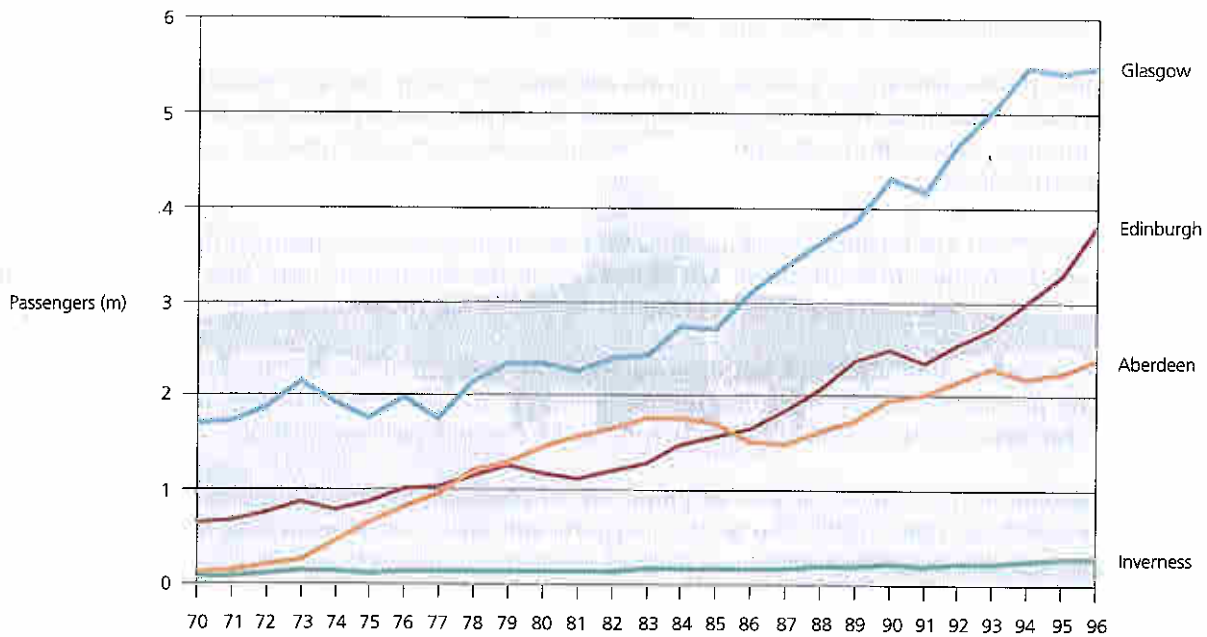


Figure 1 Terminal passengers at Aberdeen, Edinburgh, Glasgow and Inverness Airports between 1970 and 1996

Chapter 1

Introduction

Since 1968 a series of surveys has been undertaken to obtain information about air travellers and the determinants of the travel market. These surveys have been designed to obtain information of a kind that could not be collected on a routine basis from the air transport industry. The surveys have included questions on journey purpose, final and intermediate surface origins/destinations, means of transport to and from airports, route flown, country of residence and income. This information is used in assessing the type of market served by airports and consequently for forecasting air transport demand and for planning airport facilities.

Cycles of surveys were undertaken at major UK airports in the periods 1970–1972, 1975–1978, 1982–1985 and 1990–1995. Each cycle covered by sample 95% of terminal passengers in the UK and normal surveys were arranged so that airports in the same broad regions were surveyed at the same time. In 1987 a survey was conducted at the London airports and Manchester.

The 1996 survey covered five London airports – Heathrow, Gatwick, Luton, Stansted and London City, two central England airports – Birmingham and Manchester – and four Scottish Airports – Aberdeen, Edinburgh, Glasgow and Inverness.

In planning the 1996 survey, a principal concern was to derive maximum value from the information collected, but at the same time to minimise passenger inconvenience. With this in mind it was necessary to impose a constraint on questionnaire length and content, in order to cause as little as possible disruption to passenger flow. So as to cause the minimum of inconvenience most passengers were interviewed whilst waiting to board their aircraft.

The Authority used BAA interviewers at Aberdeen, Edinburgh and Glasgow, the existing airport field force at Birmingham and recruited its own interviewers at the London airports, Inverness and Manchester. The survey ran throughout the whole of 1996 (Inverness February 1996 – January 1997), with shifts in each month carefully structured so that all scheduled routes and in most cases all flights within a route were regularly sampled. The sampling procedure, which was usually a form of systematic random sampling, is fully described in Appendix C.

Several interested parties were consulted over the content of the questionnaire including government departments, and airport and airline management groups. The questionnaire was similar to previous survey questionnaires in that the same basic questions appeared but some new questions were included specifically for the co-sponsors of the survey. Some of the questionnaires used in the survey are reproduced in Appendix C.

This report covers the four Scottish airports included in the survey and the most interesting results are discussed for each of the airports in the main body of the report. The 1996 survey data has also been combined with available information for other major UK airports so as to present a comprehensive picture of national passenger behaviour. Detailed tables are shown in Appendix A. Definitions of all terms used throughout this report appear in Appendix E including classification of planning regions, area and districts.

Further information and analysis is available as described at the end of Appendix E.

Chapter 2 Aberdeen Airport

Traffic Levels

The number of fixed wing passengers at Aberdeen grew by 22% between 1990 and 1996 from 1.9 to 2.4 million.

The mix of traffic over this period showed some variation, with around 20% of passengers travelling on international services and 80% on domestic services, compared with 13% and 87% respectively in 1990. Both international scheduled and charter services expanded, each increasing market share by 3%.

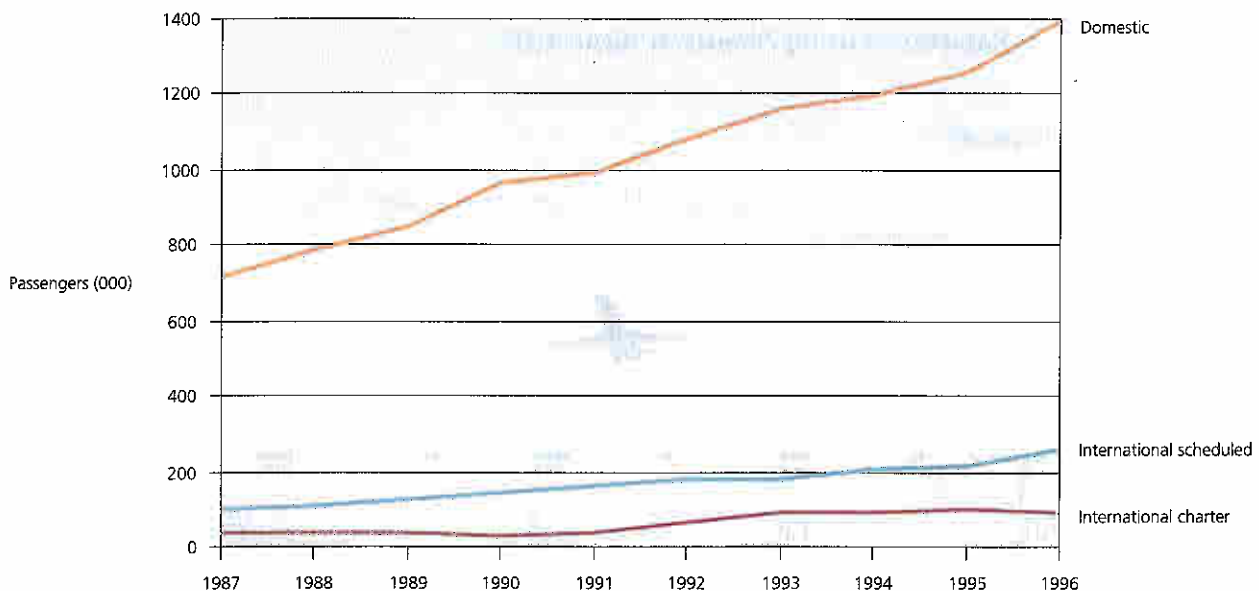


Figure 2 Terminal Passengers by flight type at Aberdeen Airport 1987–1996

Type and characteristics of passengers

Passengers transferring from helicopters to fixed wing flights were only eligible for interview when joining their fixed wing flights. Passengers departing by helicopter used different parts of the airport and were not included in the survey.

Just over 10% of passengers were changing planes at Aberdeen compared with 15% in 1990. The changing pattern of the North Sea oil industry is thought to have dampened demand for interline traffic between the oil rigs and Shetland to other destinations. Around nine in ten passengers at Aberdeen used surface transport to arrive at or leave the airport.

The market share of business traffic dropped significantly in 1996, with UK domestic business accounting for 42% of passengers compared with 60% in 1990. Apart from Heathrow, Manchester and Stavanger, the top eight routes from Aberdeen had a predominance of leisure traffic. The introduction of the new low cost service to Luton, where 74% of passengers were travelling for leisure reasons, is thought to have been a major influence on the increased share of leisure travel. The proportions of both domestic and international foreign business passengers remained unchanged, whilst overall the proportion of foreign travellers using the airport increased from 11% to 14%.

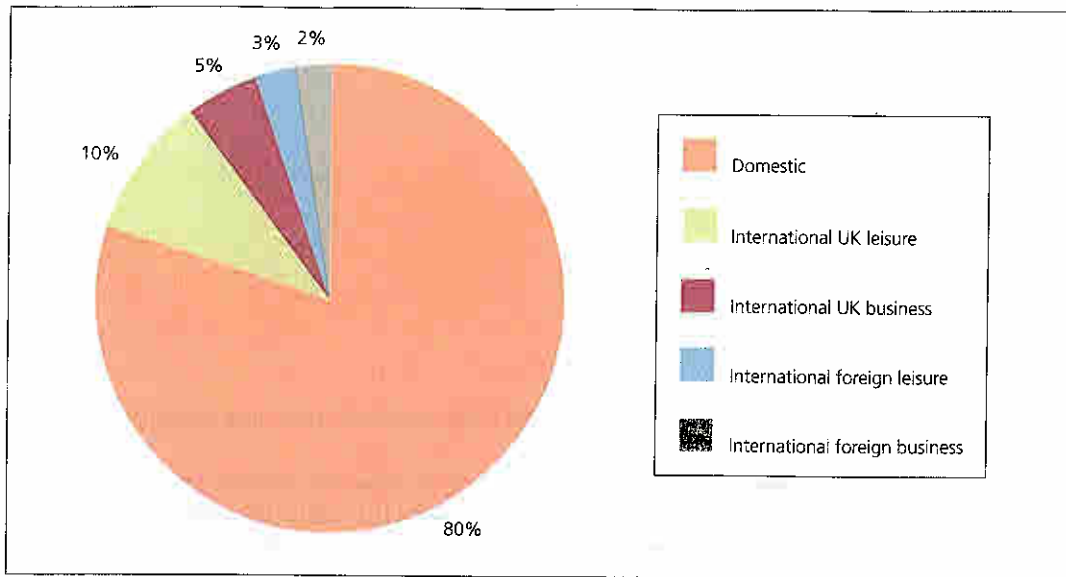


Figure 3 Type of Passengers using Aberdeen Airport 1996

Surface Origin/destination

Half of all passengers using Aberdeen Airport did so because it was nearest their home and 25% because it was nearest their business or leisure destination.

Aberdeen widened its catchment area in 1996. Just over half (54%) of international passengers were travelling to or from points in Aberdeen, compared with 65% in 1990, balanced by an increase in the proportion of passengers travelling to or from the rest of Grampian from a quarter to a third.

The increase in the proportion of charter international passengers using the airport is thought to have affected origin/destination patterns as charter passengers are generally more willing to travel longer distances to connect to particular flights than scheduled passengers.

Two in three (66%) domestic passengers were travelling to or from points in the City of Aberdeen, little changed from 1990.

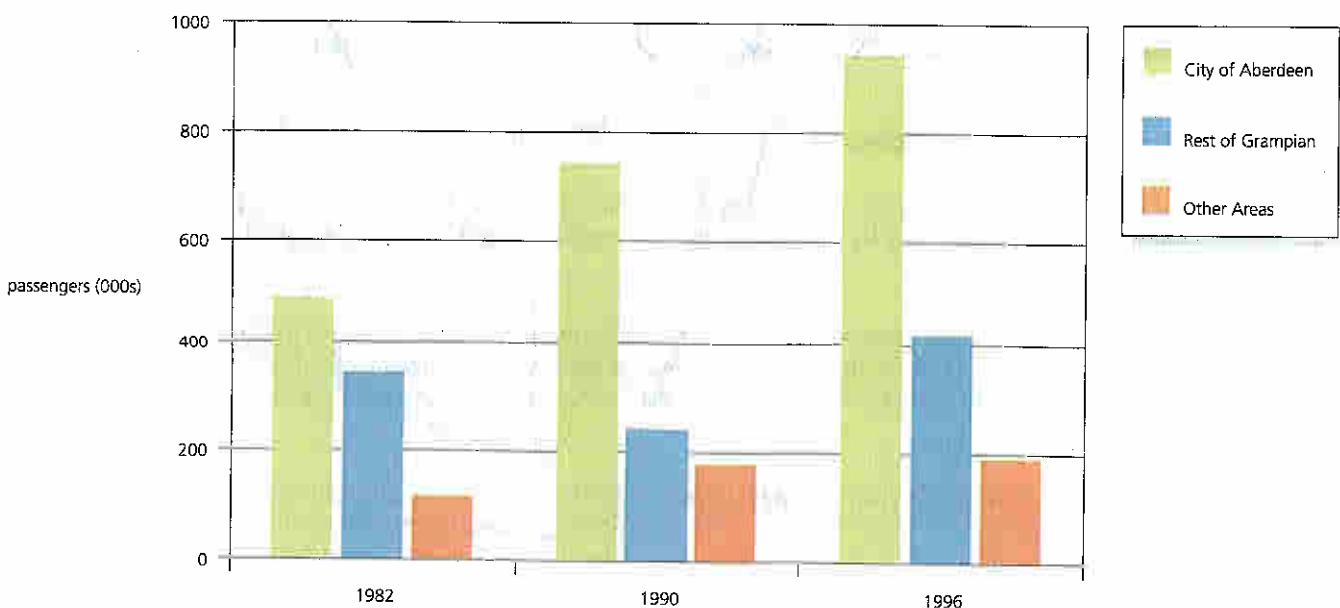


Figure 4 Origin/ destination of passengers at Aberdeen Airport 1982-1996

Surface Access and Journey Time

Aberdeen Airport is situated 8 miles from the City centre on the A96.

The pattern of use of surface modes of transport had changed in 1996 with an increase in the proportion of passengers using private cars to 55% from 49% in 1990. Over two thirds of passengers chose this mode because they were given a lift or for speed and ease of travel. Just under one in three passengers (32%) used taxis or minicabs, 7% hire cars and 5% buses.

The higher proportion of passengers travelling longer distances to or from points within the Grampian region is thought to have stimulated greater use of private cars, balanced by a decline in the demand for taxis.

Two in three UK leisure passengers used private cars compared with half (58%) of UK business passengers, reflecting the greater proportion of UK leisure passengers originating from the Grampian region.

The majority of foreign passengers used taxis. Of those who did use public transport, nearly a half did so because of speed and ease or cost.

The average journey time to or from Aberdeen Airport remained at forty three minutes though the average journey time for passengers heading to or from points in the City of Aberdeen by car was still much lower at eighteen minutes, reflecting the ease of access and the relatively light density of traffic in the area.

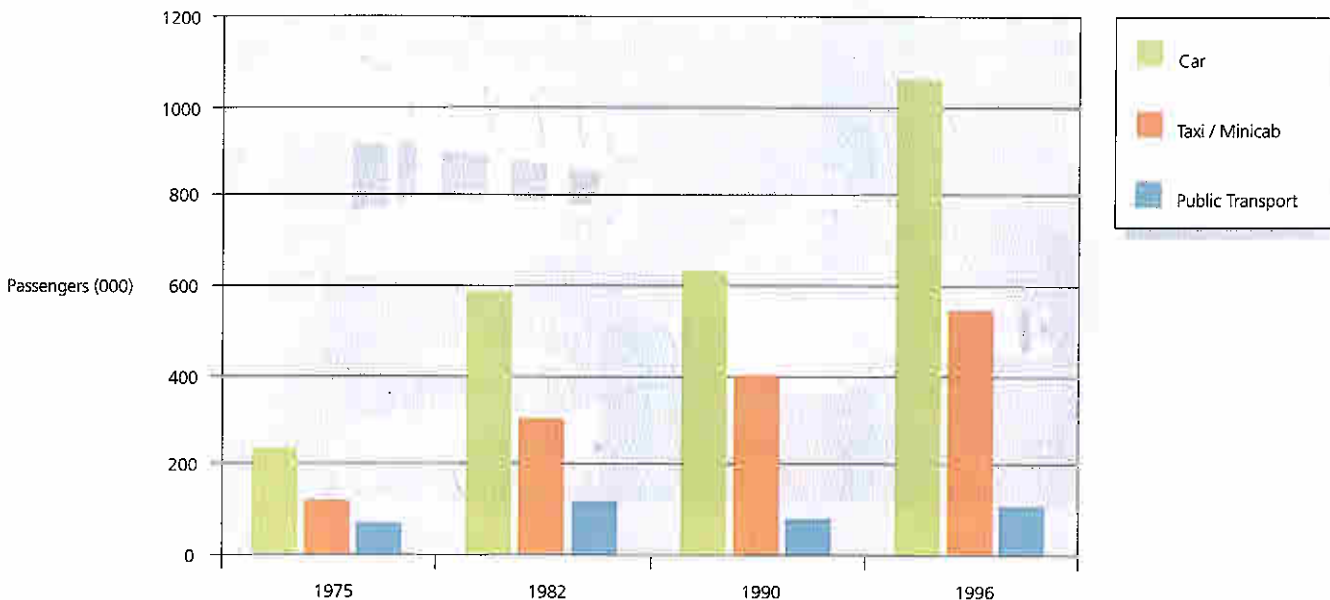


Figure 5 Mode of Transport used at Aberdeen Airport 1975–1996

Number of Trips and Trip Length

The average number of business trips taken by UK passengers on the current route over the previous twelve months was just under three compared with two for foreign business passengers and one for UK leisure passengers. As expected trip length varied by passenger type, with international passengers generally going on longer trips than their domestic counterparts.

Slightly under half of UK domestic business passengers were taking trips of 24 hours or less.

57% of UK passengers on international charter services were on two week holidays and 40% on one week holidays.

Group Size and Experience of Flying

Three in four business passengers were travelling alone; in contrast just under a half of UK leisure inclusive tour passengers were travelling in a group of two and 37% in groups of four or more.

Less than one in a hundred passengers were flying for the first time.

Income and Socio-Economic Group

The average income of UK business passengers on domestic flights was £39,000 and on international flights £41,000, compared with £48,000 and £47,000 respectively for their foreign counterparts. The largest increase from 1990 was for UK business domestic passengers whose average income rose by 26%.

UK business passengers using the airport came from a wide mix of socio-economic groups with 34% from socio-economic groups A/B, 45% from C1 and 18% from C2.

A similar pattern of socio-economic group emerged for UK leisure passengers, with just under a quarter from A/B and just under a half from C1.

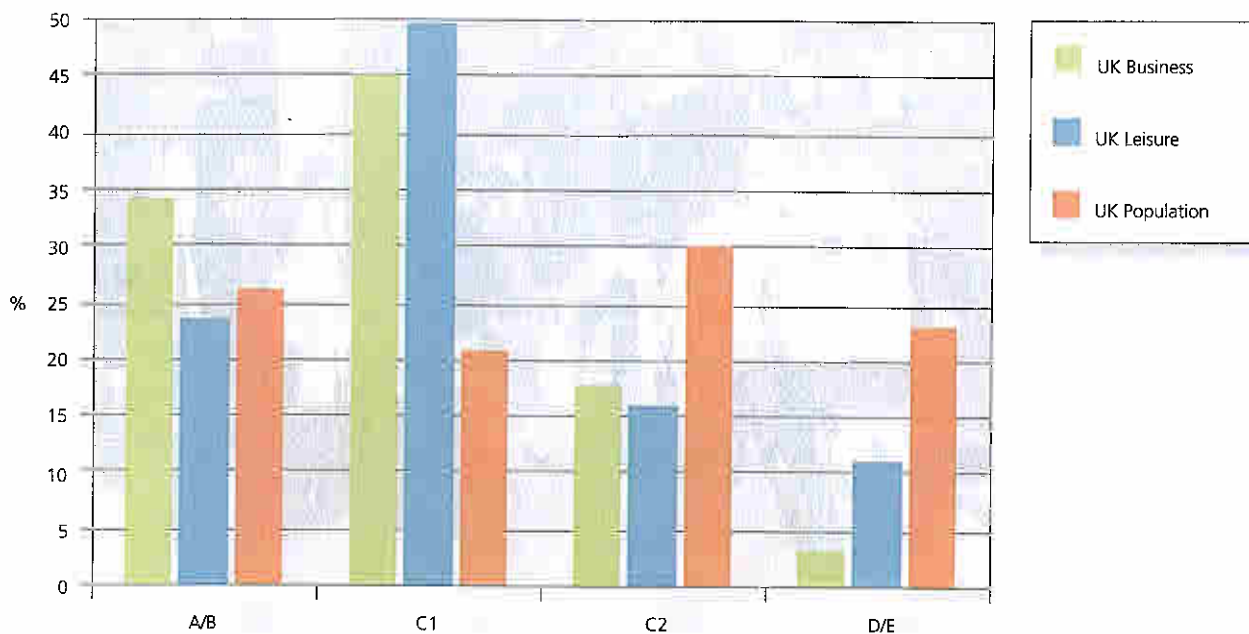


Figure 6 Socio-economic group of UK passengers at Aberdeen Airport in 1996 and the UK population

Business Travel

The changing pattern of business use of Aberdeen was reflected in the analysis of the main business of passengers.

There was an increase in the number of business passengers travelling for business reasons in connection with the oil industry from 40% in 1990 to 44% in 1996, and in the construction industry from 7% to 12%. There was, however, a significant decline in the metal goods and engineering sector from 13% to 4% in the same period. Overall the proportion of passengers from the production industries decreased from 58% to 51% in line with the general reduction of the UK population working in those same industries.

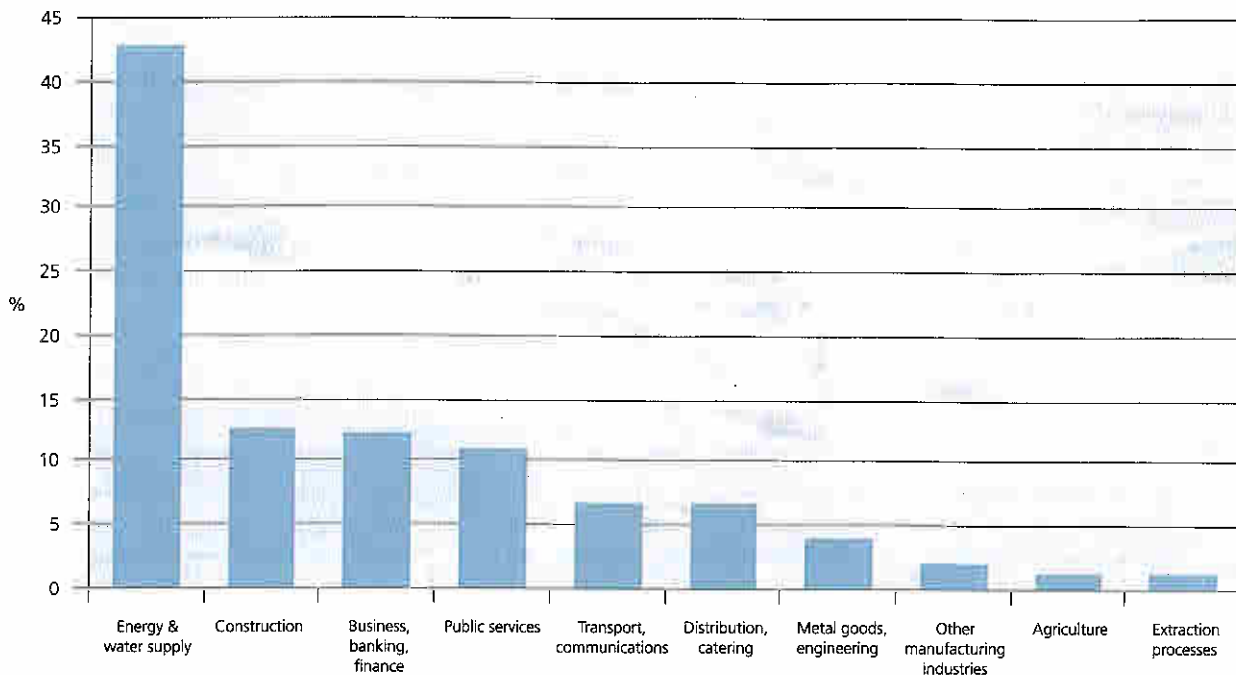


Figure 7 Main Business of UK business passengers at Aberdeen Airport in 1996

Journey Purpose, Sex of Passenger

The proportion of passengers travelling for business reasons at Aberdeen was lower in 1996 than in 1990. The UK business element fell from 75% to 65% for domestic flights, affected by the introduction of new leisure dominated services to Stansted and Luton.

The proportion of foreign business passengers using Aberdeen also fell, particularly on international services, from 60% to 52%.

Of the 27% of UK passengers taking an international inclusive tour holiday, half stayed in hotels and half in self catering accommodation.

The proportion of women travelling on business increased between 1990 and 1996 from 8% to 12%. Females remained in the majority on leisure flights and overall accounted for 30% of passengers in 1996 compared with 22% in 1990.

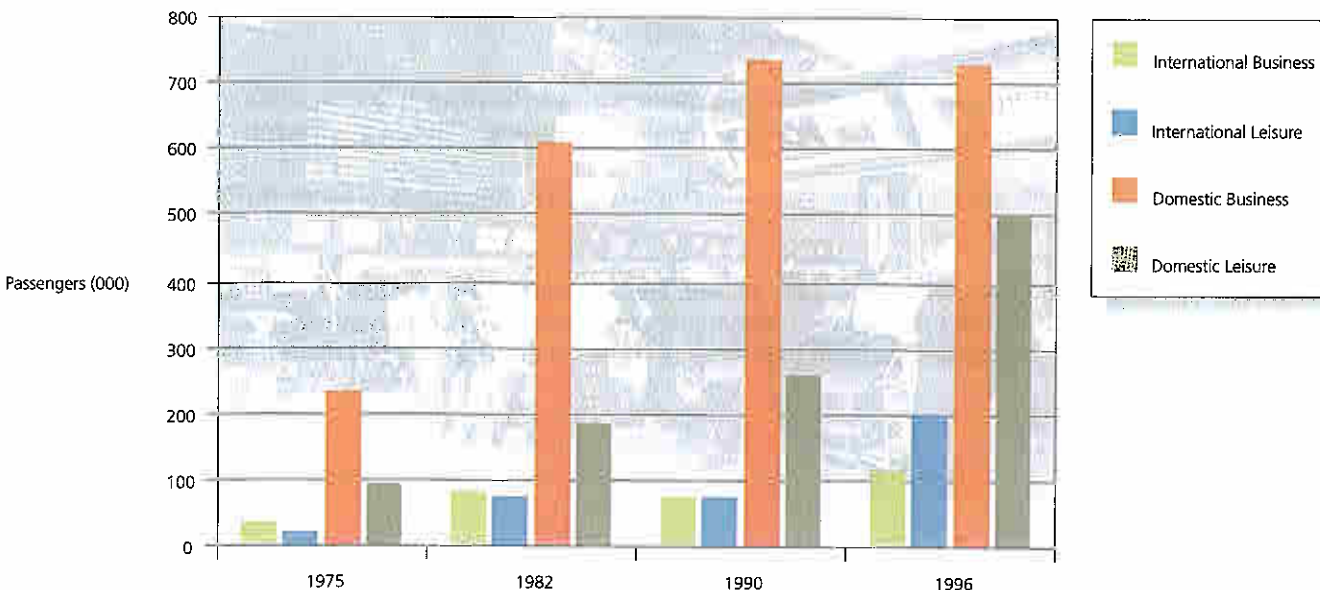


Figure 8 Journey purpose of terminal passengers at Aberdeen Airport 1975–1996

Age and Family Make-up

The average age of UK leisure passengers was 39 and foreign leisure passengers 36, compared with 39 and 40 respectively in 1990.

The average age of UK business passengers was 40 and foreign business passengers 41.

The proportion of leisure passengers with no children under 16 in the household increased in 1996 to 77% and is thought to reflect the changes in household size of the UK as a whole, where the proportion of the population living in a household with no children has also been increasing.

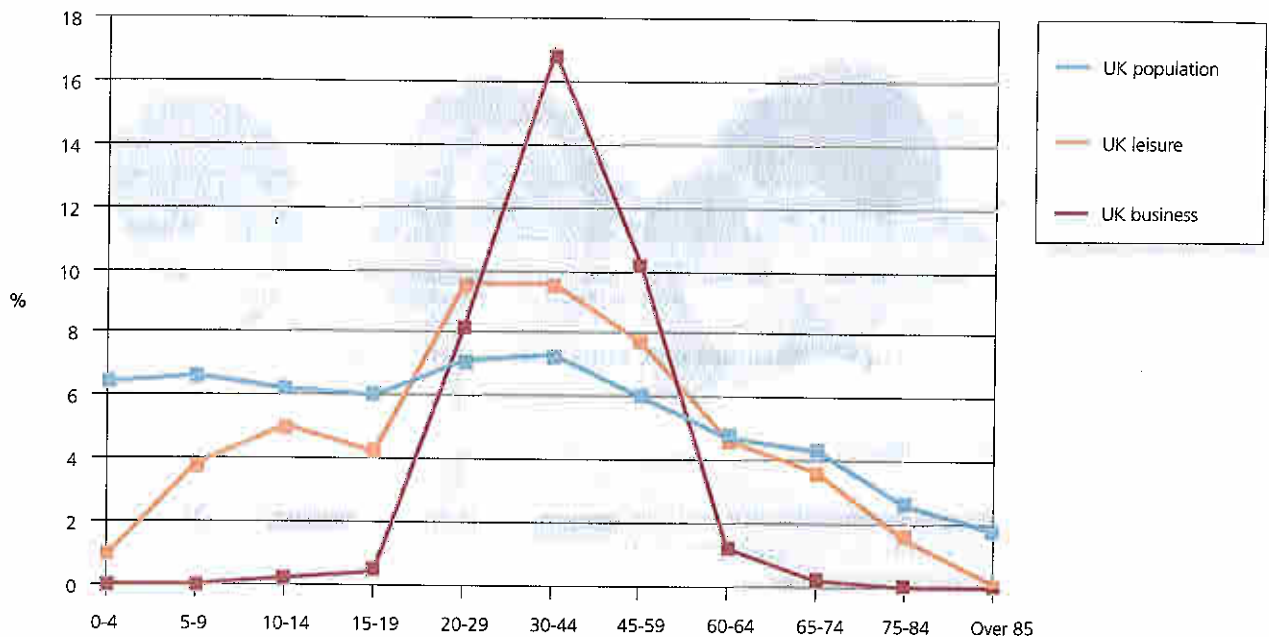


Figure 9 Age distribution of UK passengers at Aberdeen Airport in 1996 and the UK population

Route Characteristics

Aberdeen was still an interlining centre in 1996 with 10% of passengers changing flights at the airport. However, this proportion was lower than in 1990 as the nature of oil industry operations had swung from exploration to production, creating less demand for interlining. In 1996 the biggest interline route was between the oil rigs and Heathrow with 16,000 passengers, down by 12% from 1990.

By far the biggest scheduled route operated from Aberdeen was Heathrow with over half a million passengers in 1996. Two in three passengers on the route were travelling on business and 15% were foreign passengers.

Five other routes from Aberdeen carried more than 100,000 passengers – Gatwick, Amsterdam, Stansted, Manchester and Stavanger.

There were three main interline routes used by passengers to connect to international destinations. Just under two in three (62%) Amsterdam passengers were making onward connections, as were 39% of Gatwick and 36% of Heathrow passengers. Amsterdam trebled market share of interliners between 1990 and 1996 from 8% to 26%.

Chapter 3

Edinburgh Airport

Traffic Levels

Since the last survey in 1990, traffic at Edinburgh has increased by 52% from 2.5 to 3.8 million passenger movements. This compares favourably to the rise of 33% recorded for all UK airports during the same period.

Since 1990 the market share of international charter passengers has remained at 7%, whilst the market share of international scheduled passengers has progressively increased from 8% to 14%, matched by a decline in market share for domestic passengers from 84% to 78%.

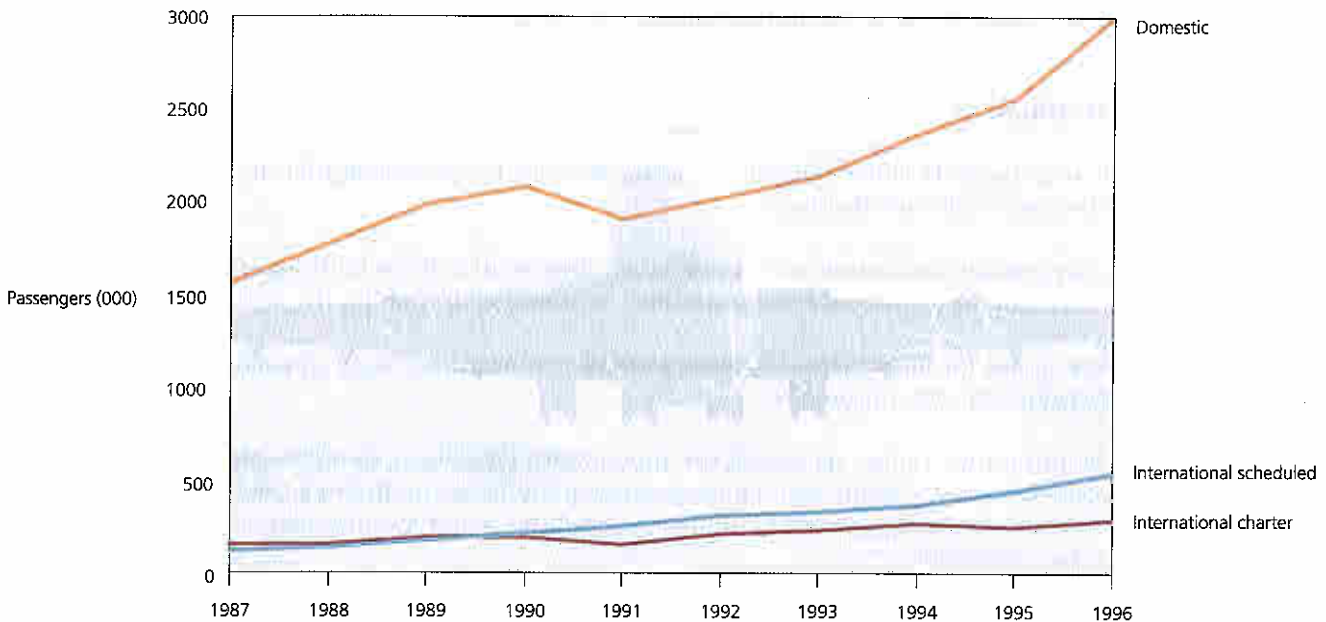


Figure 10 Terminal Passengers by flight type at Edinburgh Airport 1987–1996

Type and Characteristics of Passengers

The great majority of passengers were terminating their air journeys at Edinburgh, with only 2% of passengers changing planes.

The proportion of passengers travelling on business has dropped from 62% to 53% over the last five years with the largest fall recorded for UK business passengers on domestic services, down from 53% to 42%. The introduction of new low cost domestic services, particularly to Luton, are thought to have stimulated growth in leisure traffic.

The proportion of foreign passengers using the airport increased from 16% to 21% almost in direct line with the expansion of international scheduled services. General growth of foreign leisure travel to the UK and the inclusion of Edinburgh on many tourists' itineraries, particularly during the ever expanding festival in August, are other factors thought to have stimulated growth.

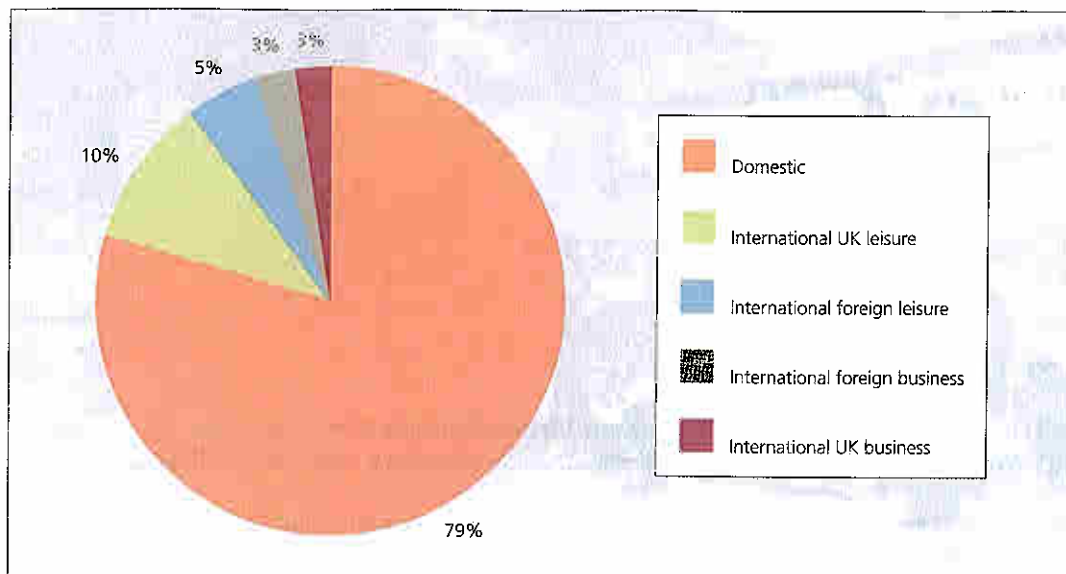


Figure 11 Type of Passengers using Edinburgh Airport in 1996

Surface Origin/Destination

Just under half of all passengers chose Edinburgh Airport because it was nearest their home and 41% because it was nearest their business or leisure destination.

The pattern of surface origin/destination was by and large unchanged in 1996 for domestic passengers, with half travelling to or from points in the City of Edinburgh and 11% travelling to or from the Lothian and Fife regions.

Some changes were noted for international passengers with just over half (53%) of passengers travelling to the City of Edinburgh compared with 45% in 1990.

The increase in the proportion of foreign scheduled international passengers using the airport, particularly those on business, is thought to have influenced origin/destination patterns as two in three travelled to or from the City of Edinburgh. Scheduled passengers are generally less willing to travel long distances than their charter counterparts.

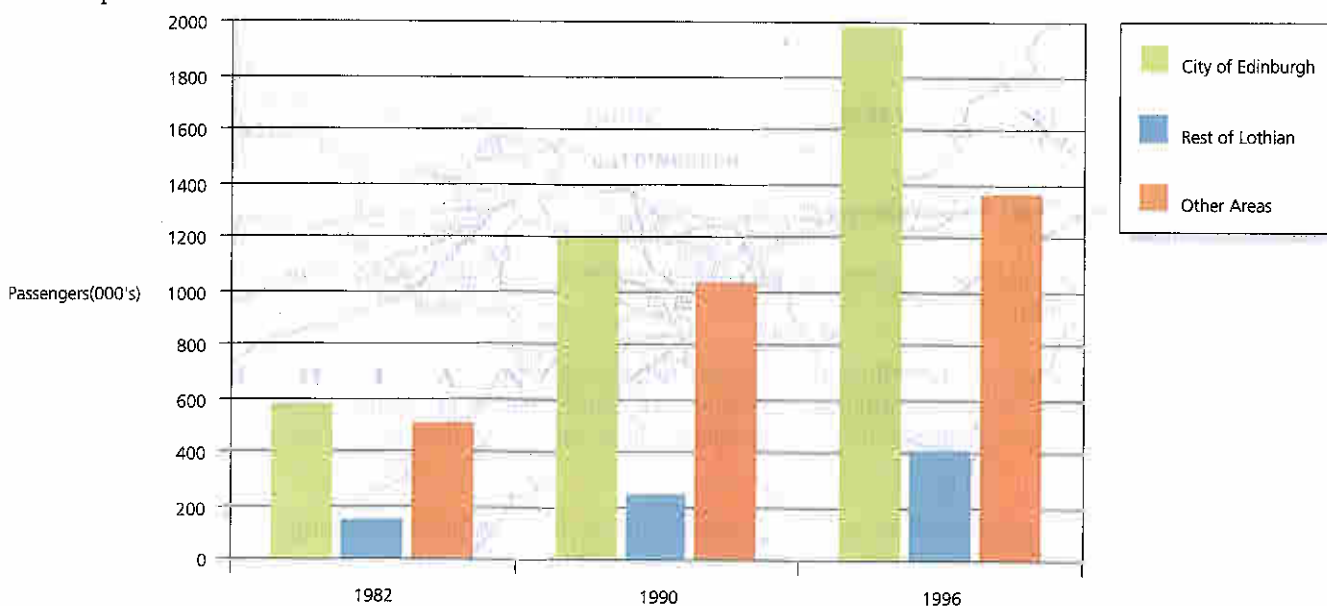


Figure 12 Origin/ destination of passengers at Edinburgh Airport 1982-1996

Surface Access and Journey Time

Edinburgh Airport is situated 8 miles from the City centre on the A8.

There was a slight fall in the proportion of passengers using private cars from 56% in 1990 to 53% in 1996 balanced by a greater demand for taxis, with 28% of passengers using them compared with 25% in 1990. One in ten passengers used hire cars and 9% buses or coaches. The increase in the proportion of foreign passengers is thought to have stimulated demand for taxis and buses, particularly for journeys to and from the City centre.

Although market share went down, general passenger growth between 1990 and 1996 resulted in two million passengers using private cars compared with 1.3 million in 1990. Nearly half of UK passengers who used a private car did so because of speed and ease and nearly half of UK passengers who used public transport did so because of cost.

The average surface time to the airport was only 33 minutes reflecting the good geographical location and motorway links of the airport, particularly for passengers from areas to the north and east.

Despite the increased number of cars travelling to or from the airport, the average journey time to the City of Edinburgh was, at nineteen minutes, a slight reduction from the 22 minutes recorded in 1990, reflecting the expansion of ring roads over the last six years linking the airport to areas in the east of the city.

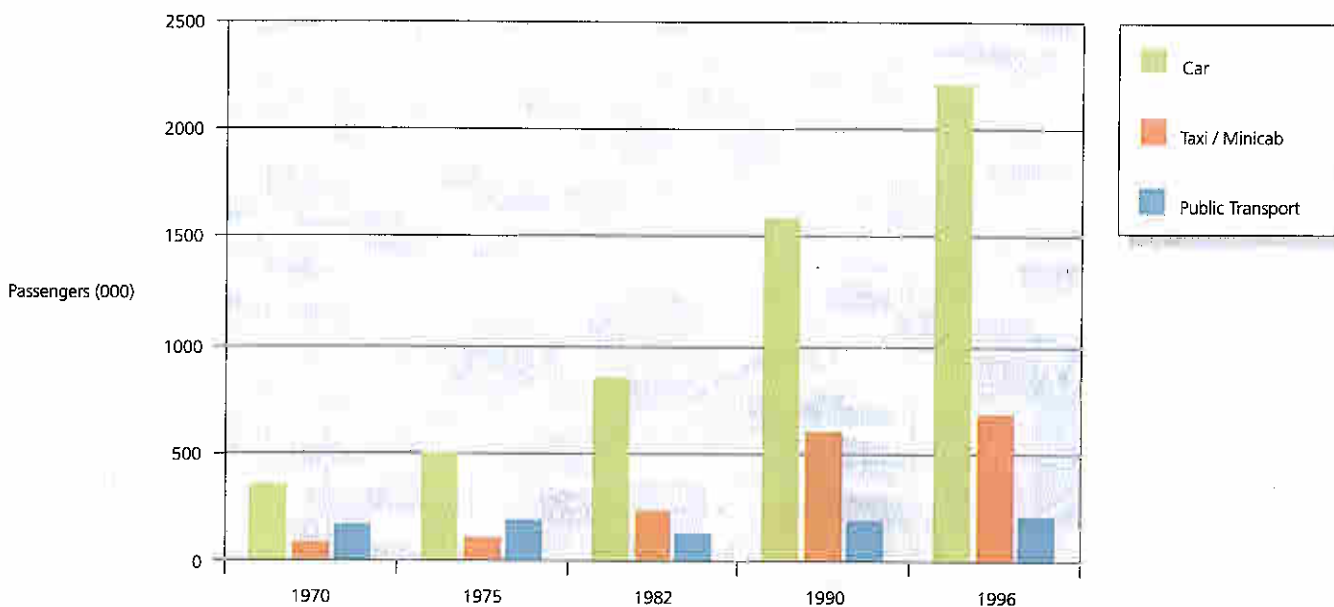


Figure 13 Mode of Transport used at Edinburgh Airport 1970-1996

Number of Trips and Trip Length

UK business passengers had taken, on average, one trip from Edinburgh on the current route in the last 12 months and UK leisure passengers two trips.

Domestic passengers tended to go on shorter trips than those on international flights with UK business passengers averaging just over two days away on domestic trips and just under six days on international trips. 53% of UK domestic business passengers had a trip length of 24 hours or less compared with 7% of UK international business passengers who were going away for over three weeks.

Just under a third of UK international inclusive tour passengers on charter flights went on one week holidays and two thirds went away for two weeks.

Group Size and Experience of Flying

79% of UK business passengers were travelling alone. Practically no UK inclusive tour passengers were travelling alone, with 57% of passengers travelling with one other person and 29% in groups of four or more.

Less than one in a hundred passengers were first time flyers.

Income and Socio-economic Group

Foreign passengers using Edinburgh Airport generally had higher average incomes than UK passengers, as did business passengers compared with leisure passengers.

The average income of UK business passengers on domestic flights was £38,000 and on international flights £41,000, compared with £71,000 and £58,000 respectively for their foreign counterparts.

Two thirds of UK business passengers were from the A/B socio-economic group, an increase from 1990 thought to be influenced by the increase of the proportion of passengers from the banking and finance sector, traditionally a 'professionals market'.

There was a more even distribution of socio-economic group for UK leisure passengers, with 42% from the A/B group compared with 50% in 1990, balanced by increases from the C1 and C2 groups, reflecting the greater accessibility of the new low cost services.

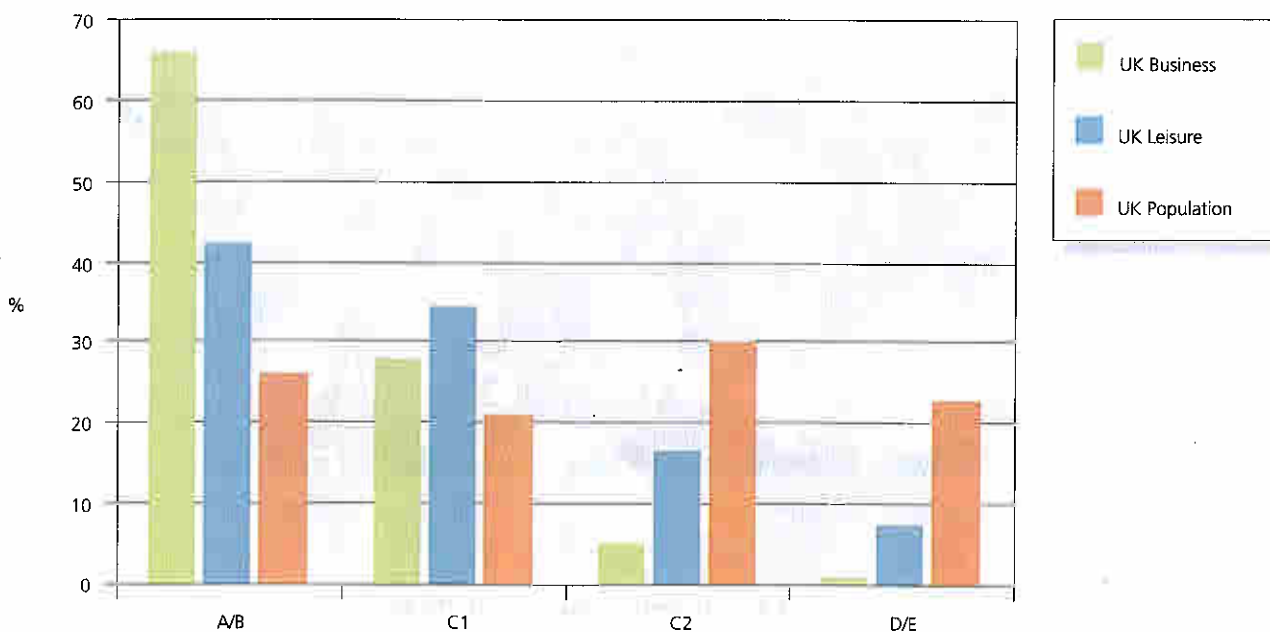


Figure 14 Socio-economic group of UK passengers at Edinburgh Airport in 1996 and the UK population

Business Travel

The nationwide trend in the decline of production industries during the nineties was reflected at Edinburgh Airport with the proportion of business passengers travelling on business from the production industries falling from one in three in 1990 to one in four in 1996.

Of the non-production industries banking and finance showed the strongest growth, up from 21% to 25%, and distribution and catering from 11% to 15%.

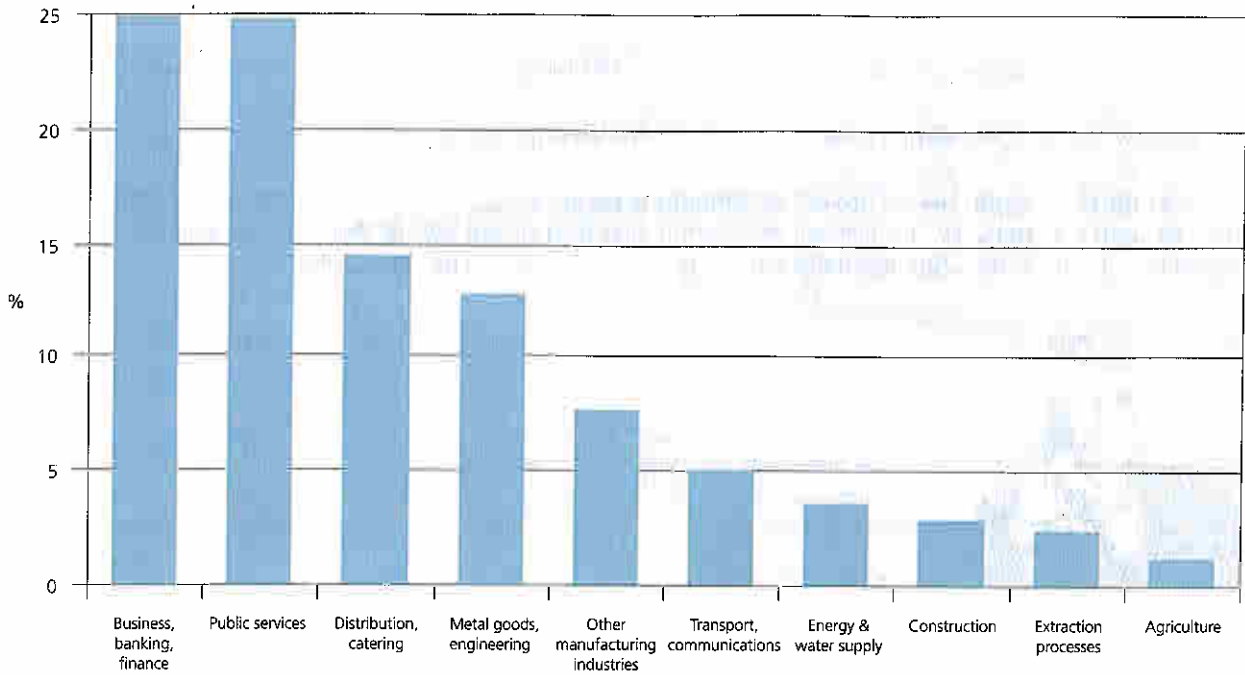


Figure 15 Main business of UK business passengers at Edinburgh Airport in 1996

Journey Purpose and Sex of Passenger

The wider range of destinations served and the greater frequency of services on existing international routes were thought to be major factors behind the rise in the proportion of business passengers on international routes over the last six years from 20% to 25%.

Of the 42% of passengers on inclusive tour holidays, 57% stayed in hotels and 43% in self catering accommodation.

Just over half of UK domestic leisure passengers were visiting friends and relatives.

The proportion of women on business increased from 18% to 22%, continuing the trend started in 1982. Females were in the majority for leisure travel (56%) but overall males accounted for 62% of passengers.

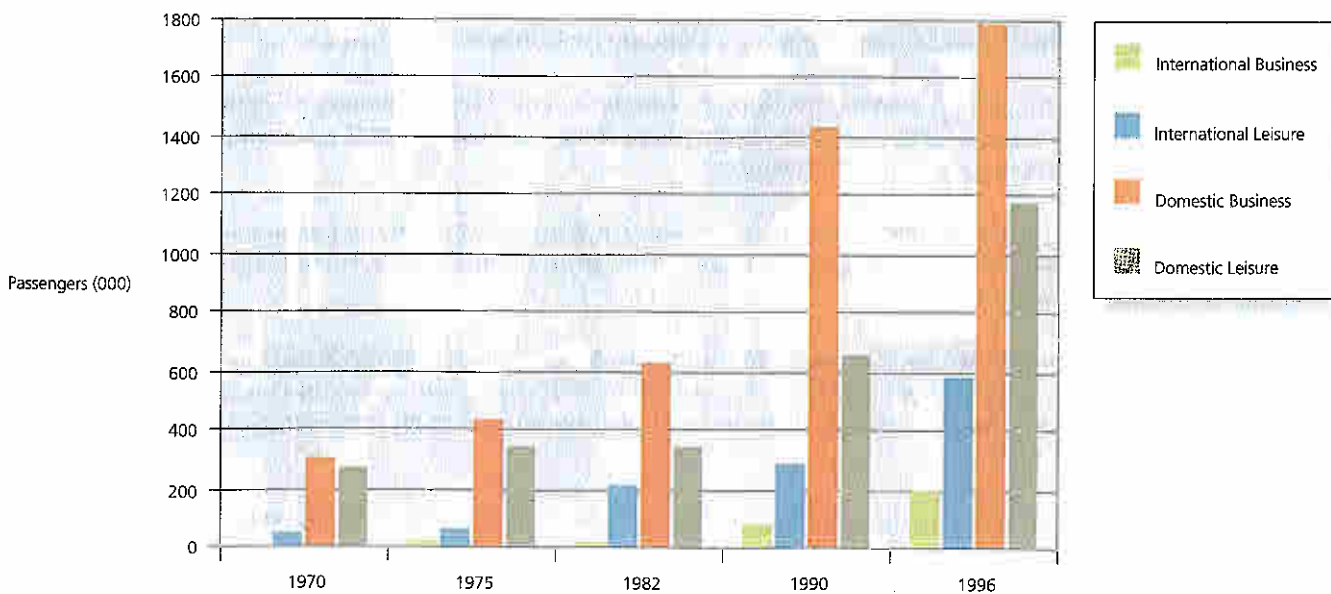


Figure 16 Journey purpose of terminal passengers at Edinburgh Airport 1970–1996

Age and Family Makeup

The average age of UK leisure passengers was 41 and foreign leisure passengers 40, little changed from 1990.

The average age of UK business passengers was 39 and foreign business passengers 40.

The developing programme of inclusive tour holidays from Edinburgh was attractive to families, as 52% had children under 16 living in the household, the highest proportion for all the 1996 survey airports. Two thirds of passengers on other leisure holidays had no children under 16 in the household.

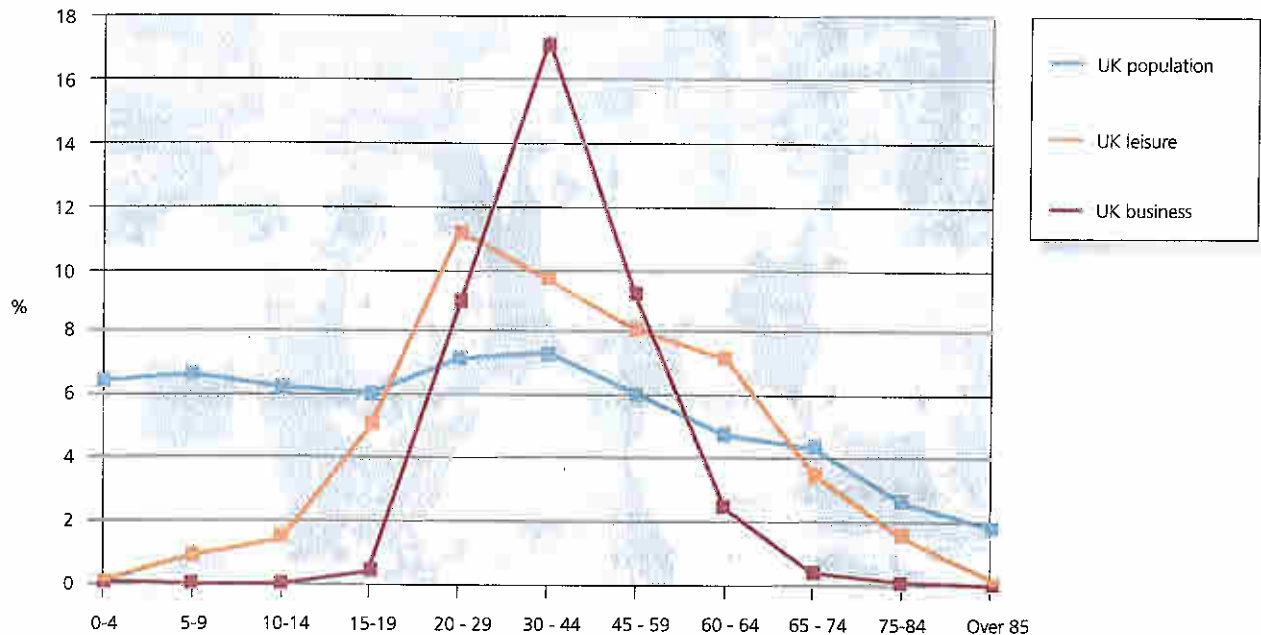


Figure 17 Age distribution of passengers at Edinburgh Airport in 1996 and the UK population

Route Characteristics

Just under one in a hundred passengers were changing planes at Edinburgh: the two biggest interline routes were Aberdeen–Dublin with 2,000 passengers and Dundee–Heathrow with 1,200 passengers.

Just over 59% of the 1.6 million passengers flying to Heathrow and 43% of passengers flying to Gatwick were on business. Two in three passengers flying to Birmingham were on business and surprisingly 55% of passengers using the new Luton service were also on business.

The Dublin and Paris routes were predominantly holiday routes with seven in ten passengers travelling for leisure purposes. The great majority of passengers on routes to or from other UK airports outside the London area were travelling for business reasons.

Interlining on the trunk routes has changed significantly over the last six years. 39% of Heathrow passengers, 44% of Gatwick passengers and 49% of Amsterdam passengers were flying on to various international destinations, compared with 25%, 30% and 18% respectively in 1990. Just under half of all interline passengers were travelling to or from points in Europe.

Amsterdam increased its share of the interline market from 3% in 1990 to 9% in 1996, and Stansted took 4%.

Chapter 4

Glasgow Airport

Traffic Levels

Traffic levels dropped in 1991 following the Gulf War and developing recession but have since grown by an average of 7% per annum to stand at 5.5 million compared with 4.3 million in 1990, the year of the last survey.

During this period the proportion of passengers on scheduled international flights initially rose to a peak of 18% in 1993 but then fell back to 13% in 1996. The same pattern was recorded for international charter passengers who peaked at 36% in 1994 before drifting back to 32% in 1996.

The advent of new low cost domestic services created demand from domestic passengers who increased market share from 47% in 1994 to 56% in 1996, a similar market share to that recorded in 1990.

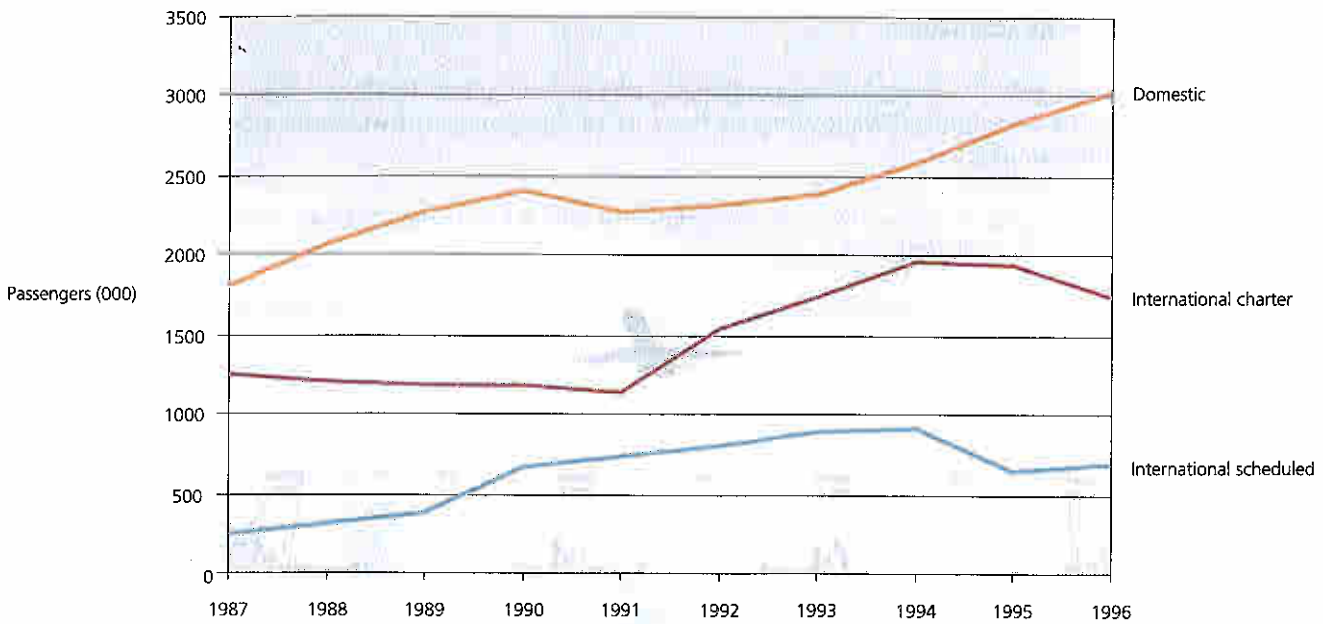


Figure 18 Terminal Passengers by flight type at Glasgow Airport 1987-1996

Type and Characteristics of Passengers

Only two in a hundred passengers were changing flights at Glasgow Airport. Of terminating passengers, 45% were using international services and 55% domestic services.

The proportion of foreign passengers at Glasgow Airport was slightly up at 15% and the proportion of passengers travelling for business reasons dropped from 43% to 37% between 1990 and 1996, with the biggest decrease recorded for UK domestic passengers. The introduction of the Glasgow-Luton service with a dominance of leisure traffic is thought to have contributed to this change.

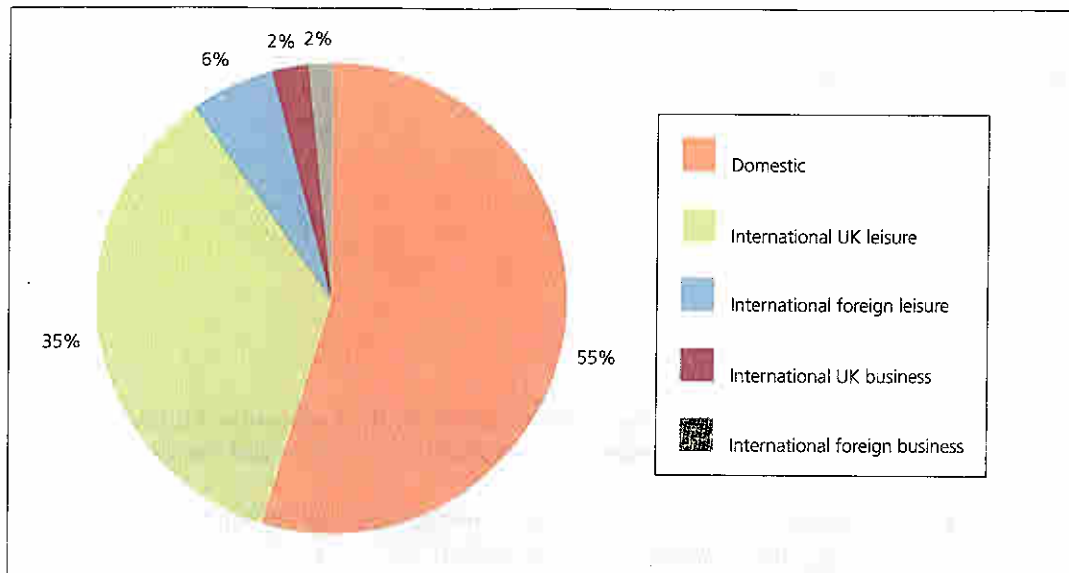


Figure 19 Type of passengers using Glasgow Airport in 1996

Nearly half of all passengers chose Glasgow Airport because it was near their home and 27% because it was near their business or leisure destination.

Glasgow's catchment area for international passengers was little changed in 1996, with one in five international passengers beginning or ending their journey in the City of Glasgow and just under one in three travelling to points in the Strathclyde Region.

The proportion of passengers travelling from the Highland and Western Islands and Grampian Region dropped from 10% to 6% between 1990 and 1996.

Almost nine in ten domestic passengers continued to travel to or from points in Strathclyde with just half of these ending or beginning their journey in the City of Glasgow.

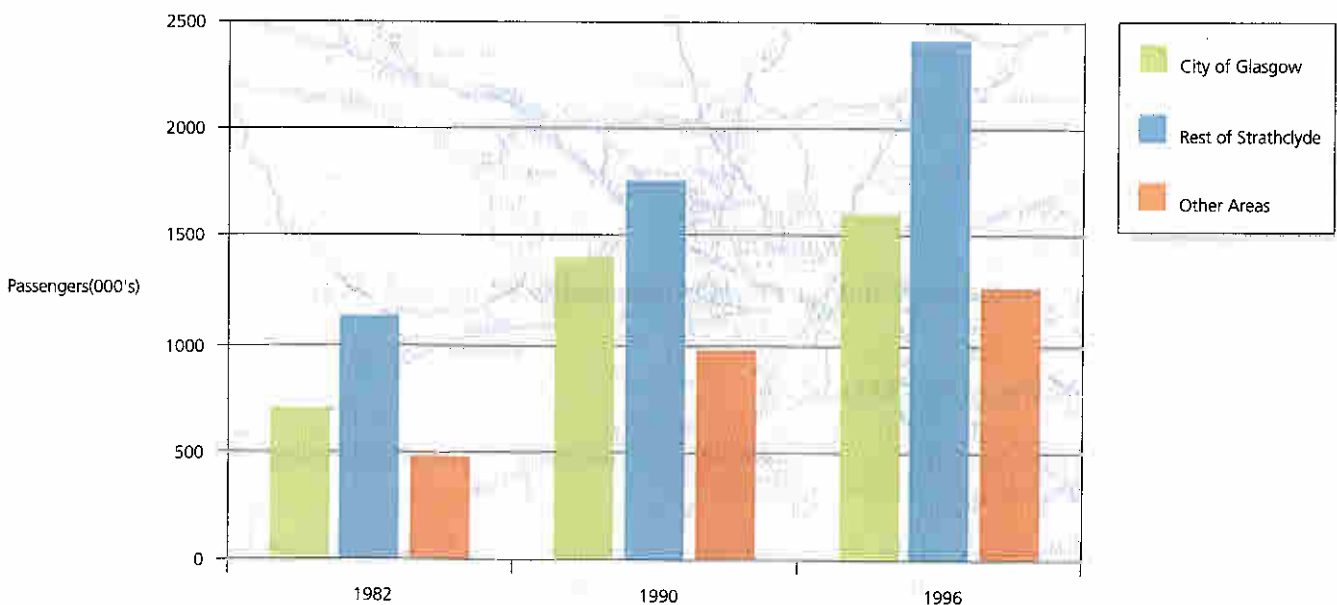


Figure 20 Origin/destination of passengers at Glasgow Airport 1982–1996

Surface Access and Journey Time

Glasgow Airport is situated 10 miles from the City centre on the M8.

The pattern of usage of surface modes of transport was broadly similar in 1996, with 61% of passengers continuing to use private cars, 23% taxis, 7% hire cars and 7% buses or coaches. Although the proportion of passengers using cars was very similar to 1990, passenger growth over the last six years resulted in 3.2 million passengers using cars in 1996, compared with 2.5 million in 1990.

UK leisure passengers made greater use of private cars than their business counterparts, reflecting the higher proportion of leisure passengers using Glasgow who originated their journey in Scotland.

One in four foreign passengers used taxis and one in five used hire cars.

The average journey time to the airport was 43 minutes For passengers travelling to or from the City of Glasgow by car the average journey time was 18 minutes. Both times reflect the excellent motorway links to the airport.

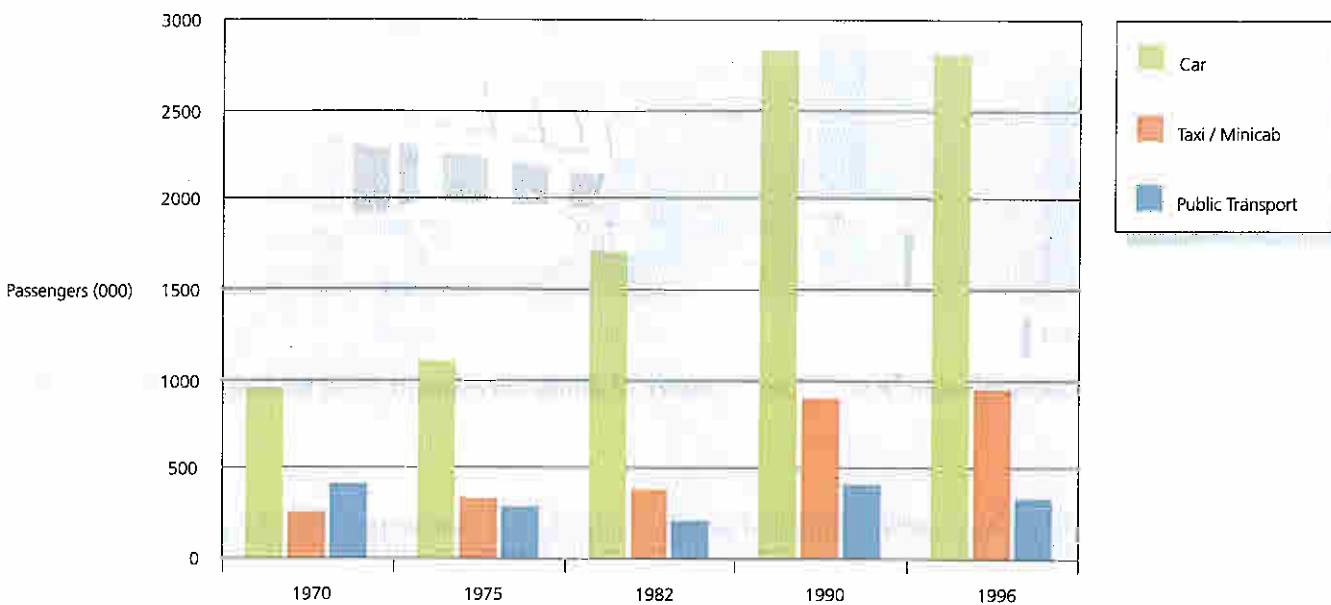


Figure 21 Mode of Transport used at Glasgow Airport 1970-1996

Number of Trips and Trip Length

Domestic and business passengers generally went on shorter trips than international and leisure passengers.

Just over half of UK domestic business passengers had a trip length of 24 hours or less compared to 22% of UK international business passengers.

29% of UK inclusive tour passengers on charter flights took a one week holiday and 65% took a two week holiday.

Group Size and Experience of Flying

Leisure passengers at Glasgow were more experienced air travellers than at the other Scottish airports as only one in two hundred leisure passengers were flying for the first time in 1996.

72% of UK business passengers were travelling alone, whereas the most popular group size for both UK and foreign inclusive tour passengers was two.

Income and socio-economic group

Foreign passengers enjoyed much higher average incomes, ranging by passenger type from £44,000–£59,000, compared to UK passengers who had average incomes in the range £28,000–£41,000.

Close to two in three (61%) UK business passengers came from socio-economic groups A/B, little changed from 1990.

The widening availability of leisure air travel to all the UK population was evident at Glasgow with a third of passengers coming from socio-economic groups C2, D or E.

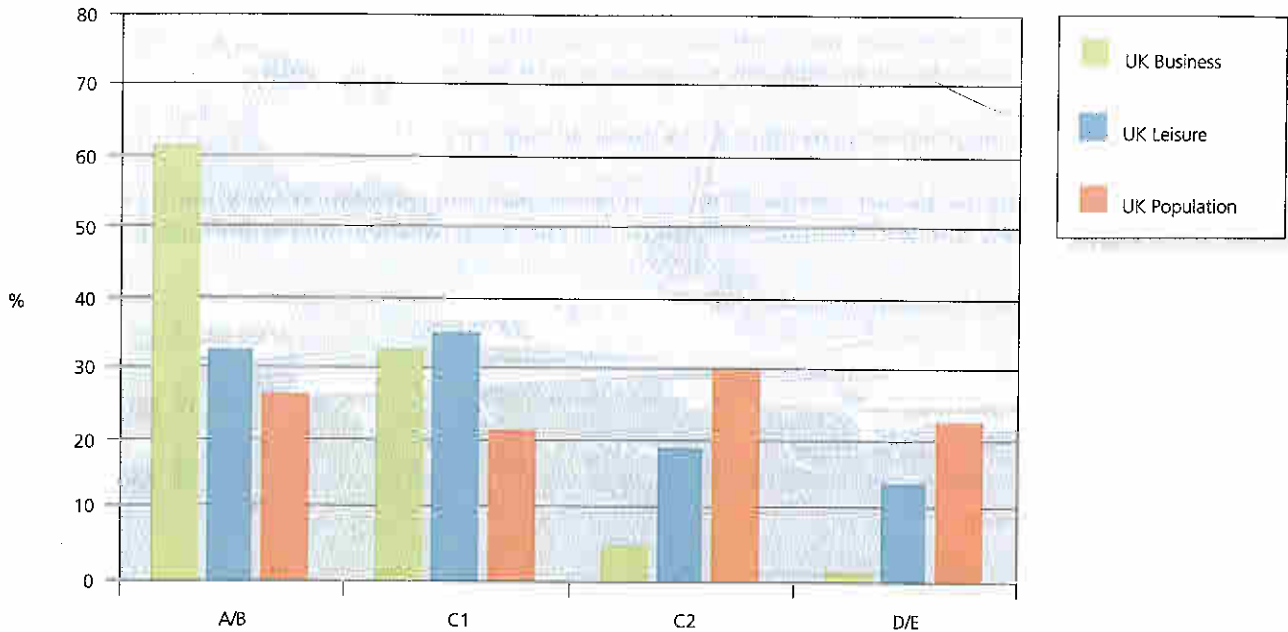


Figure 22 Socio-economic group of UK passengers at Glasgow Airport in 1996 and the UK population

Business Travel

The general pattern of business travel remained largely unchanged from that of 1990. The gradual demise of the production industries in the UK was mirrored in the main business pattern at Glasgow Airport with the proportion of business passengers from the production industries dropping slightly from 35% to 32% between 1990 and 1996, the biggest drop being in the oil industry from 6% to 3%. There was slight growth in the proportion of passengers from the banking, finance and public sector.

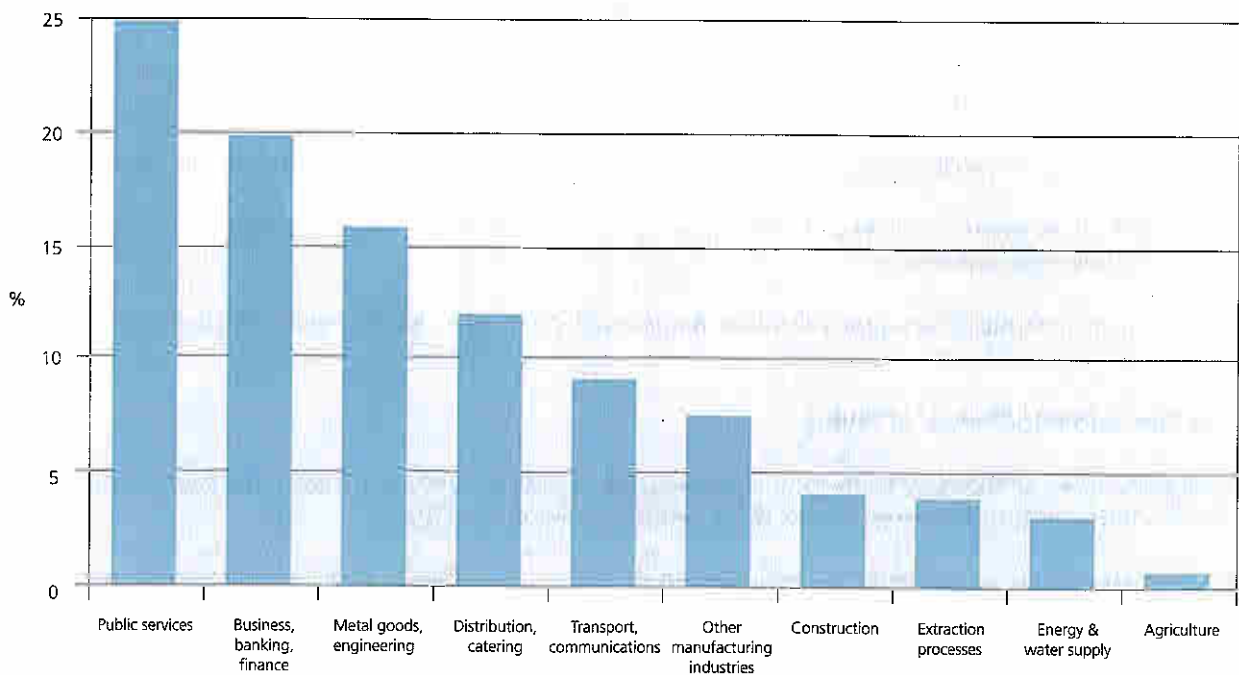


Figure 23 Main Business of UK business passengers at Glasgow Airport in 1996

Journey Purpose and Sex of Passenger

The proportion of leisure passengers on domestic flights increased between 1990 and 1996 from 35% to 40% and on international flights from 86% to 91%.

Two thirds (67%) of UK international passengers were on inclusive tour holidays and of these 46% stayed in hotels and 54% used self catering accommodation. One third of foreign passengers were visiting family or friends.

The proportion of females travelling on business continued to increase, up from 17% to 20%. 55% of leisure passengers were female compared with 51% in 1990.

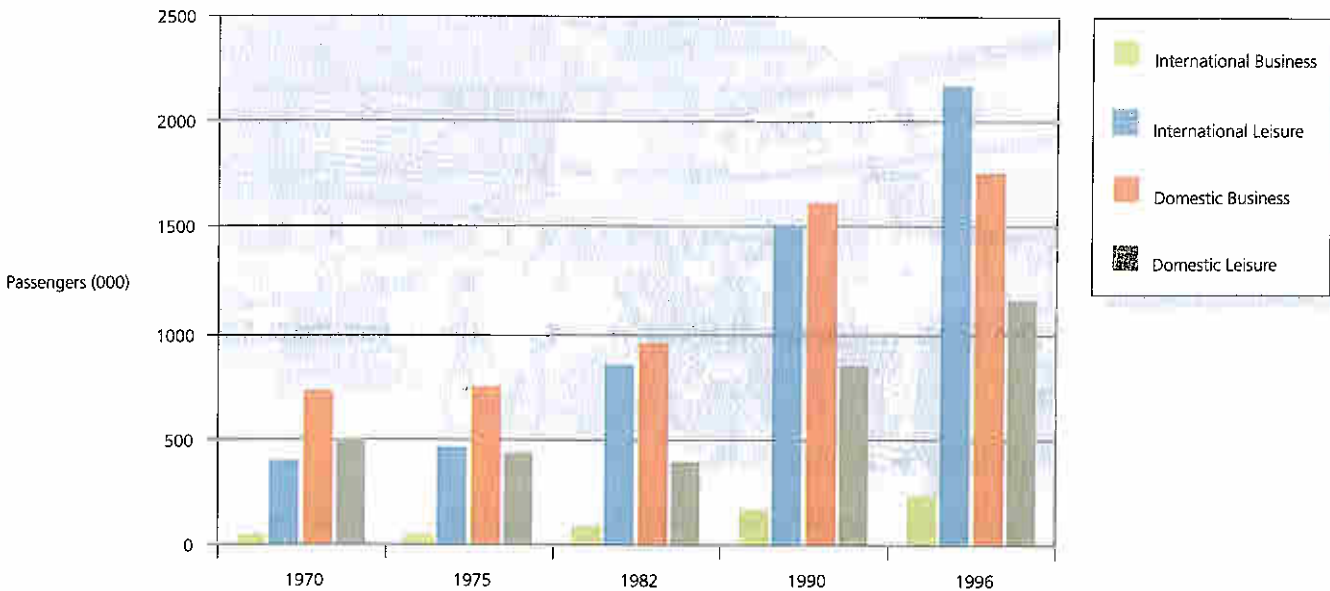


Figure 24 Journey purpose of terminal passengers at Glasgow Airport 1970–1996

Age and Family Make-up

The average age of UK leisure passengers was 39 and foreign leisure passengers 42, unchanged from 1990.

UK business passengers had an average age of 41, compared with 40 for foreign business passengers.

The proportion of leisure passengers with no children under 16 living in the household increased between 1990 and 1996 from 72% to 74%, in line with the proportional decrease in the number of households with dependents in the UK population as a whole.

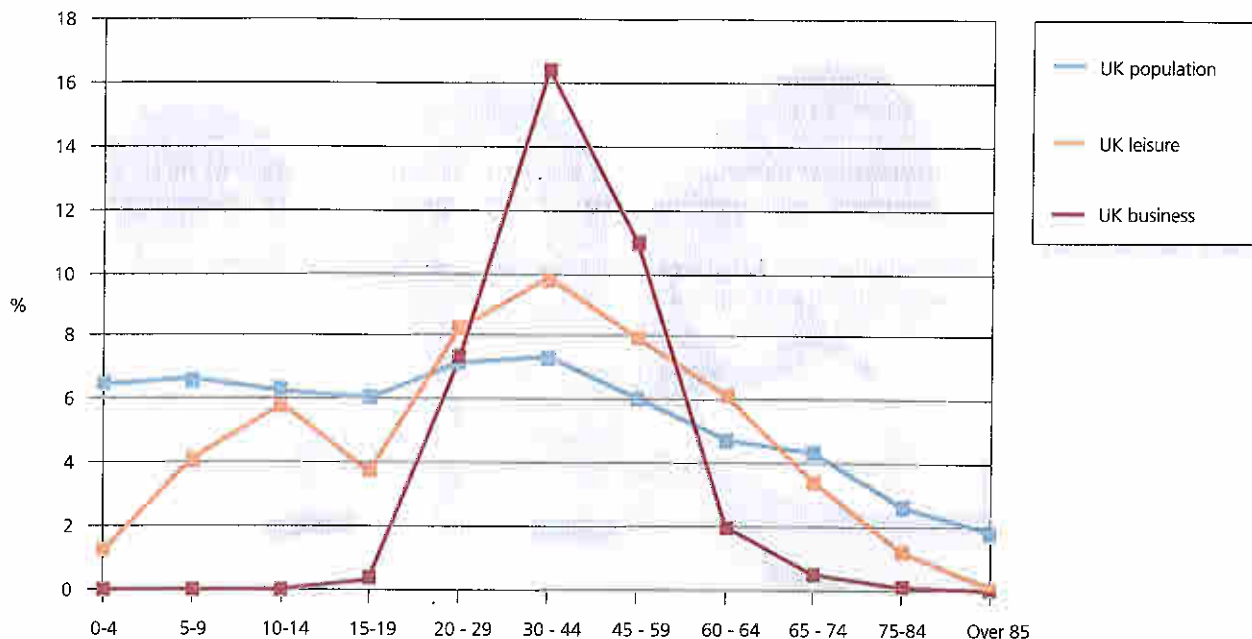


Figure 25 Age distribution of passengers at Glasgow Airport in 1996 and the UK population

Route Characteristics

2% of passengers were changing planes at Glasgow.

In 1996 over 40 scheduled destinations were served from Glasgow and since 1990 the charter programme had expanded with the inclusion of eleven new international routes.

Transfers between the London airports and the Highland and Island airports featured strongly with Stornoway–Heathrow (7,600 passengers) and Stornoway–Manchester (2,800 passengers) heading the list. The other main interline route was Cambeltown–Heathrow (2,700 passengers).

1.5 million passengers travelled on scheduled services between Glasgow and Heathrow in 1996 and of these 60% were travelling for business reasons. The second biggest scheduled route was Gatwick with 243,000 passengers, where almost half of passengers were travelling on business. The relatively low increase (4%) in the number of Gatwick/Heathrow passengers between 1990 and 1996 was thought to be a direct result of the impact of the new Luton service, which handled 139,000 passengers, and the Prestwick–Stansted service which attracted 215,000 passengers many of whom would have previously used Glasgow. Just under half (46%) of Luton passengers were travelling for business reasons.

With the exception of Copenhagen, leisure passengers were in the majority on international routes, particularly on those to North America.

One third of passengers travelling to Heathrow (36%) and Gatwick (38%) were flying on to an international destination, compared to 19% and 28% respectively in 1990. The proportion of passengers flying on to North America via Heathrow increased from 4% in 1990 to 10% in 1996.

The US scheduled routes opened up new interlining possibilities for Glasgow passengers but only 12% of Boston passengers and 25% of New York passengers travelled on to other points in the US. However 79% of passengers on the Chicago route were changing planes.

The largest increase of interlining traffic was on the Amsterdam route, where over half the passengers were flying on compared to one fifth in 1990 and nearly half of these were flying on to North America. Amsterdam took 10% of the interlining market, compared with 9% for Gatwick, although Heathrow still dominated with 68%.

Chapter 5 Inverness Airport

Traffic levels

Inverness Airport handled 285,000 passengers in 1996, almost all on domestic scheduled services.

The rate of traffic growth from 1990 has been steady, apart from a dip in 1991 following the Gulf War, with 7% increases in 1992 and 1993, 14% in 1994, 4% in 1995 and 5% in 1996. Towards the end of the survey in 1996, new low cost services began from Luton and Stansted.

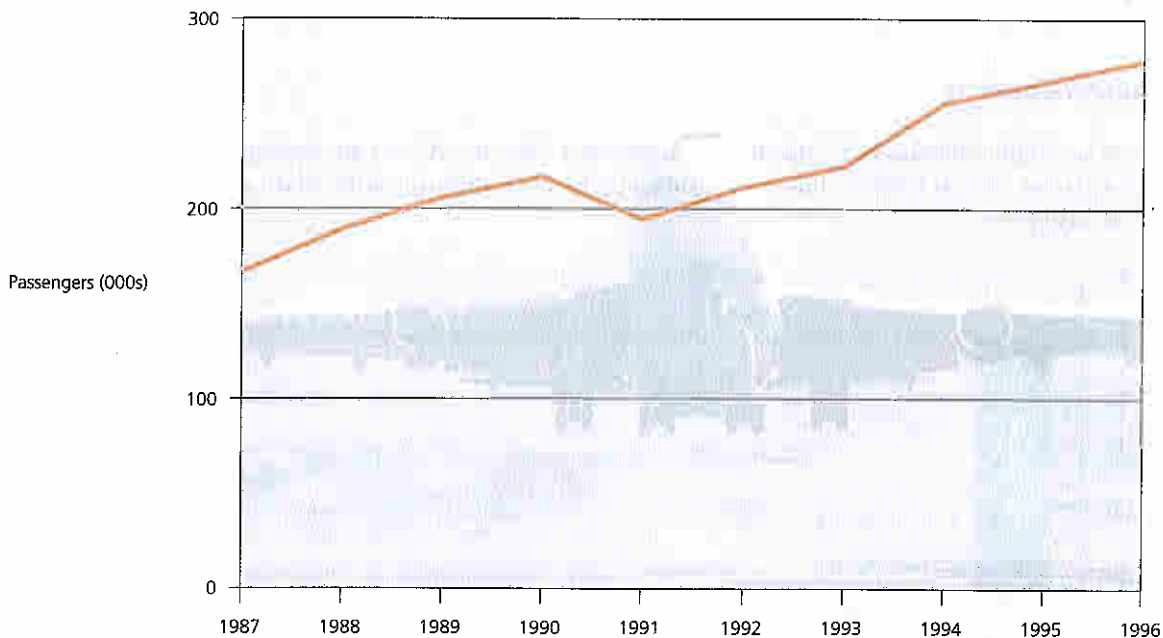


Figure 26 Domestic passengers at Inverness Airport 1987–1996

Type and characteristics of passengers

The overwhelming majority of passengers terminated their journey at the airport, with only one in a hundred passengers changing planes.

The proportion of leisure passengers increased from 52% in 1990 to 56% in 1996, balanced by a corresponding fall from 48% to 44% for business passengers. Just under 15% of passengers were foreign, unchanged from 1990.

The UK domestic leisure market share increased from 41% in 1990 to 46% in 1996, the first indications of the impact of the new low cost services.

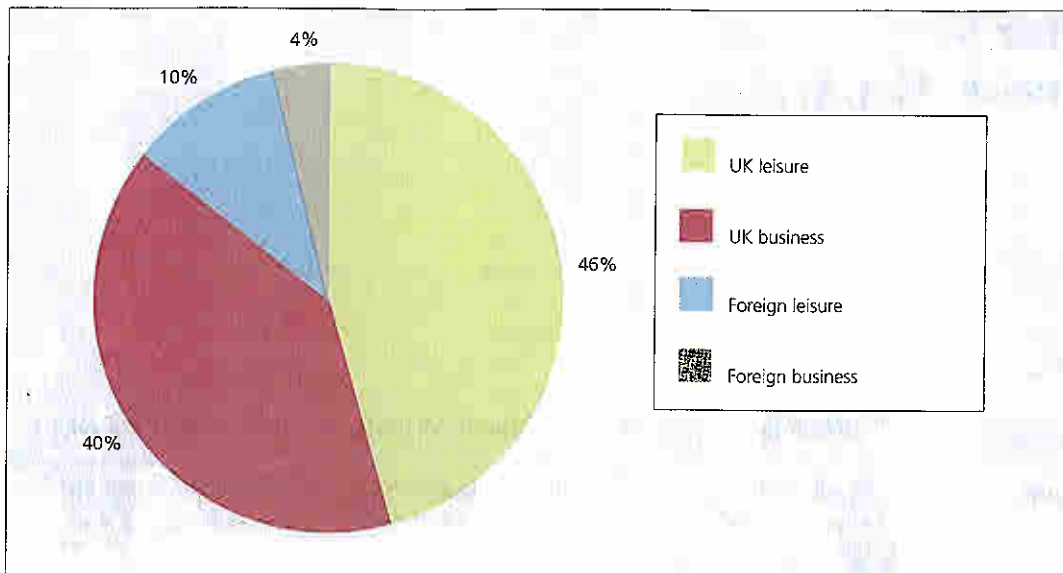


Figure 27 Type of Passengers using Inverness Airport in 1996

Surface Origin/destination

The distribution of origins/destinations was little changed in 1996 with 40% of all passengers travelling to or from points in the Inverness area. A further third were travelling to or from other immediate areas – 17% to Moray and 16% to Ross and Cromarty.

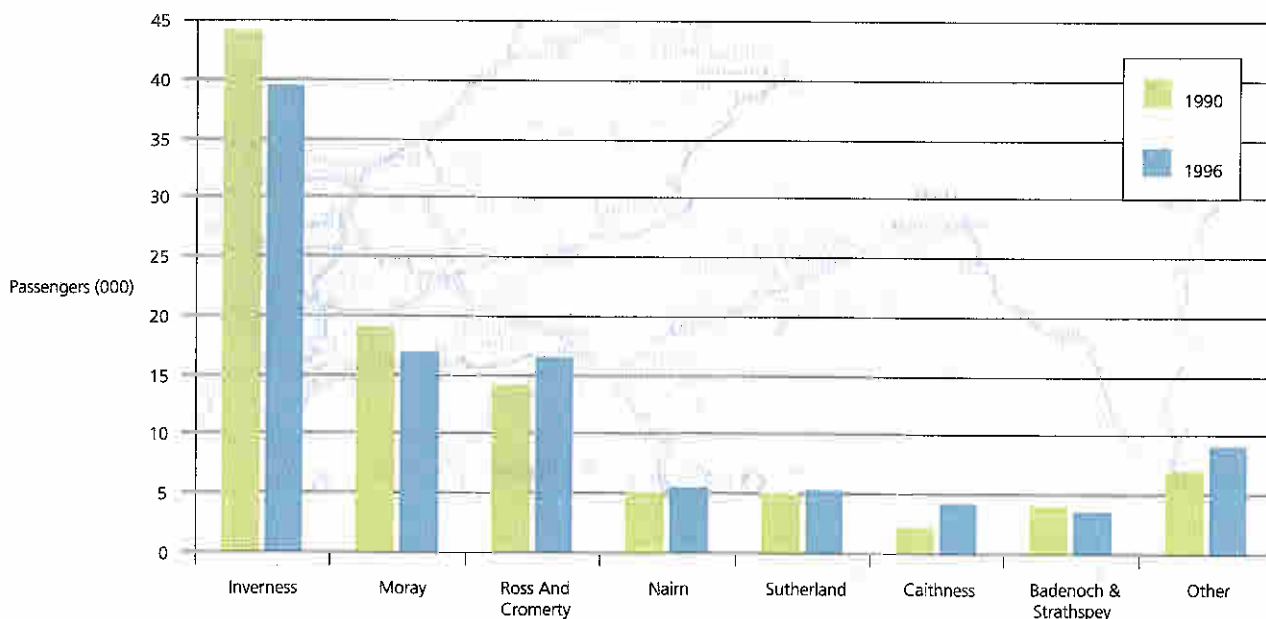


Figure 28 Origin/ destination of passengers at Inverness Airport in 1996

Surface Access and Journey Time

Inverness Airport is situated 10 miles to the North East of Inverness just off the A96 which links Inverness with Nairn and Aberdeen.

Not surprisingly, given the location of the airport and the limited availability of public transport to points other than Inverness, the majority of passengers (57%) travelled by private car; a further 17% each used hire cars or taxis and only 6% used the public bus service.

There was little or no variation between UK leisure and business passengers in their choice of mode of transport.

As expected, foreign passengers used private cars less than UK passengers and made greater use of hire cars.

The average surface journey time to the airport was unchanged at 47 minutes and the average journey time by private car to or from Inverness was 20 minutes.

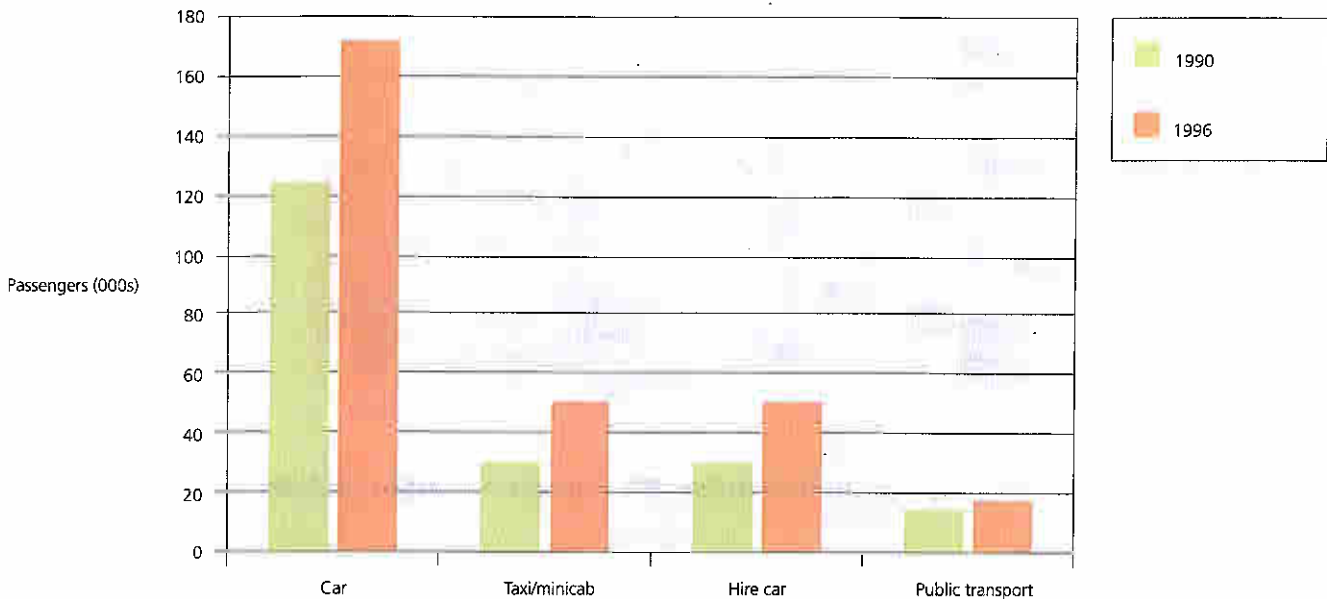


Figure 29 Mode of Transport used at Inverness Airport 1990-1996

Number of Trips and Trip Length

The average number of UK business trips on the current route over the last twelve months was just under three, compared with just under two for foreign leisure passengers and 1.5 for UK leisure passengers.

The average trip length was slightly over six days though one in five passengers had a trip length of 24 hours or less.

As expected, foreign and leisure passengers tended to stay away longer than UK or business passengers. Almost a third of UK business passengers were taking trips of 24 hours or less and one in five UK leisure passengers were travelling for two weeks.

Group Size and Experience of Flying

67% of UK business passengers were travelling alone. In contrast only 9% of UK inclusive tour passengers were travelling alone, and two thirds were travelling in a group of two.

Less than one in a hundred passengers were flying for the first time.

Income and socio-economic group

Foreign passengers had higher average incomes (£56,000-£68,000) than their UK counterparts (£37,000-£41,000).

Just under a third of UK passengers had an income in the £23,000-£29,000 range.

Just under half of UK business passengers using the airport came from socio-economic groups A/B and 42% from the C1 group. Just over a third of UK leisure passengers came from the A/B socio-economic group compared with 50% in 1990. The proportion of passengers from the C1 and C2 groups increased, reflecting the wider attractiveness of the new low cost services to Luton and Stansted.

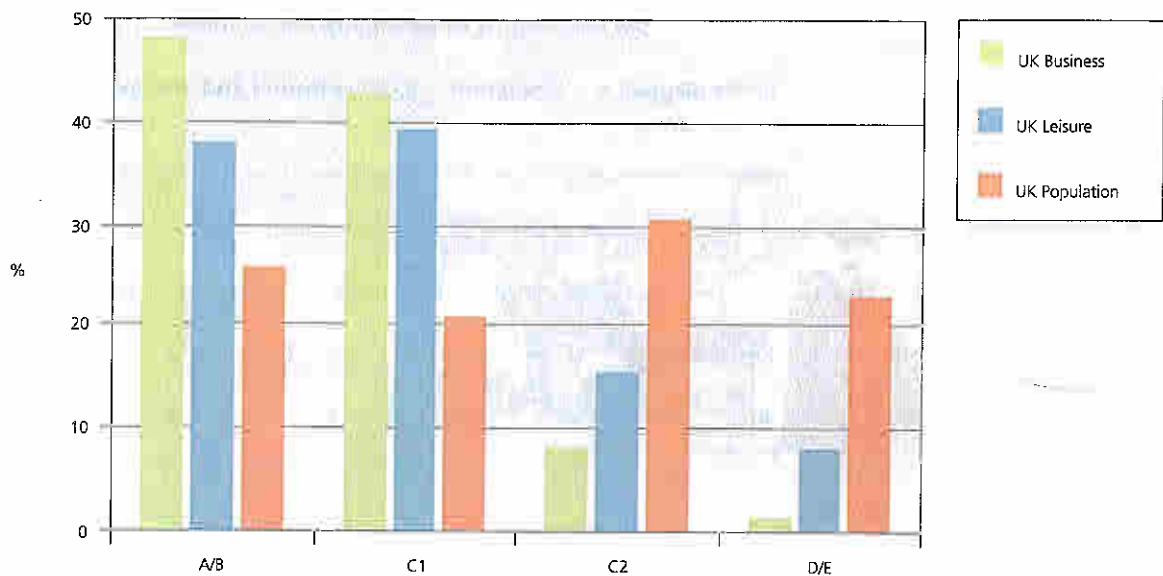


Figure 30 Socio-economic group of UK passengers at Inverness Airport in 1996 and the UK population

Business Travel

Just over a quarter of UK business passengers and four in ten foreign business passengers were working in the production industries, unchanged from 1990.

Of these, the energy and water supply sector was still the most prominent accounting for 12% of all business passengers, an increase from 10% in 1990. One in three business passengers were travelling in connection with public services.

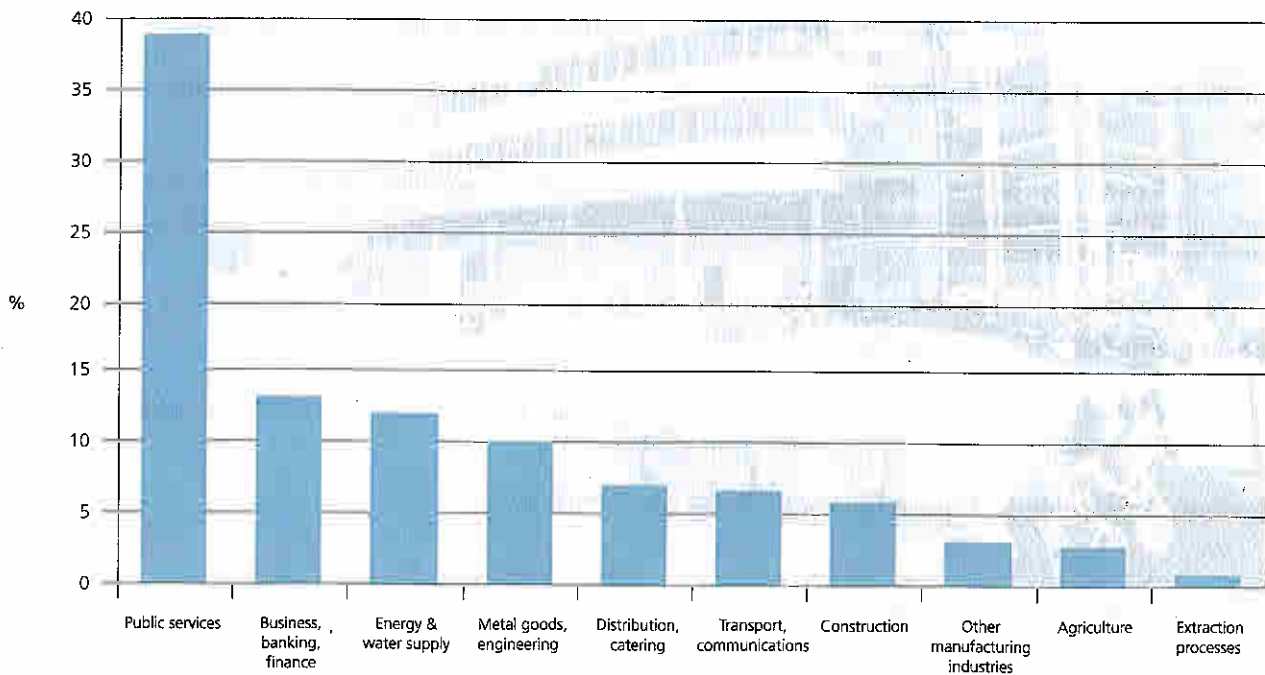


Figure 31 Main Business of UK business passengers at Inverness Airport in 1996

Journey Purpose and Sex of Passenger

Roughly equal proportions of UK passengers were travelling for business and leisure reasons at Inverness, whereas three quarters of foreign passengers were travelling on leisure and a quarter on business.

Overall males outnumbered females by two to one. The proportion of females travelling on business increased from 15% to 17% and females were in a slight majority (51%) for leisure travel.

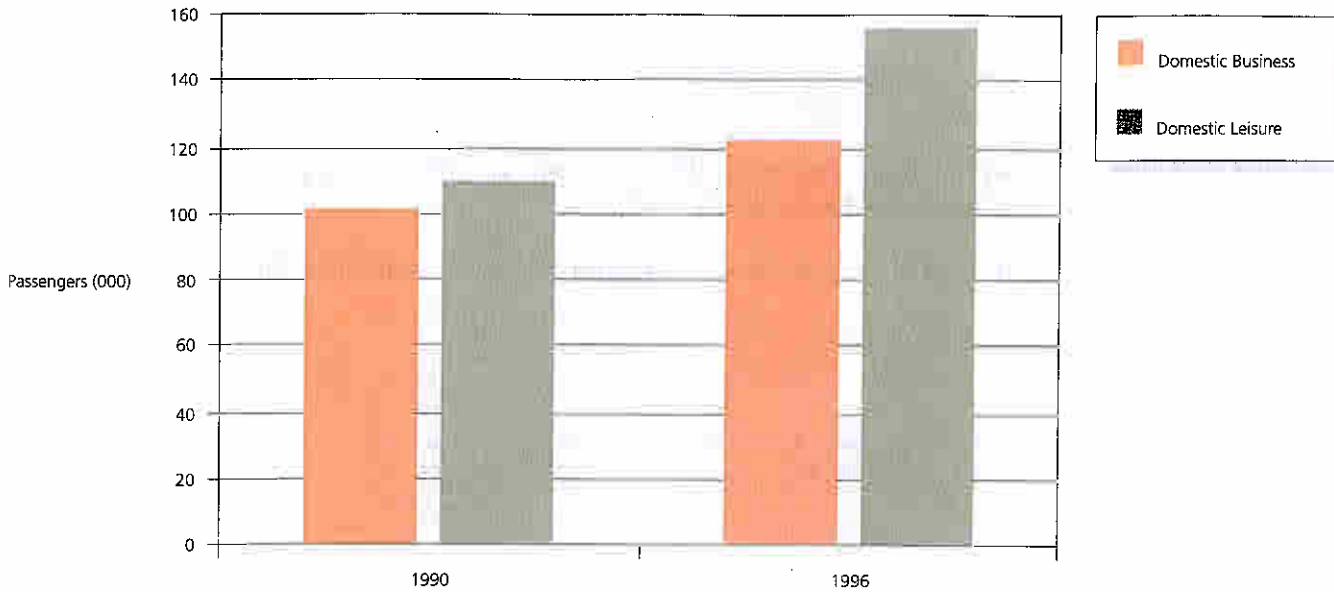


Figure 32 Journey purpose of terminal passengers at Inverness Airport 1990-1996

Age and Family Make-up

The average age of UK leisure passengers was 44 and foreign leisure passengers 42, compared to 40 and 41 respectively in 1990.

Leisure passengers in the 40-49 age group predominated, accounting for one in five UK passengers and almost a quarter of foreign passengers.

The average age of UK business passengers was 41 and foreign business passengers 42. Passengers in the 40-49 age group accounted for over a third of both UK and foreign passengers.

Two in three leisure passengers had no children under 16 living in the household.

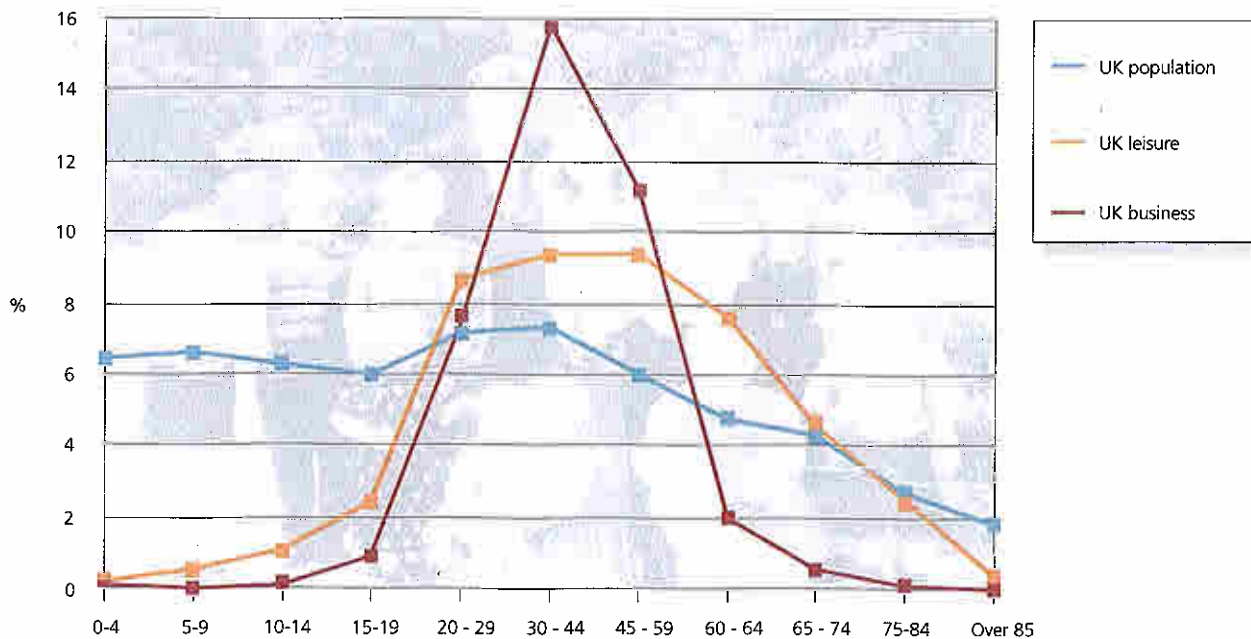


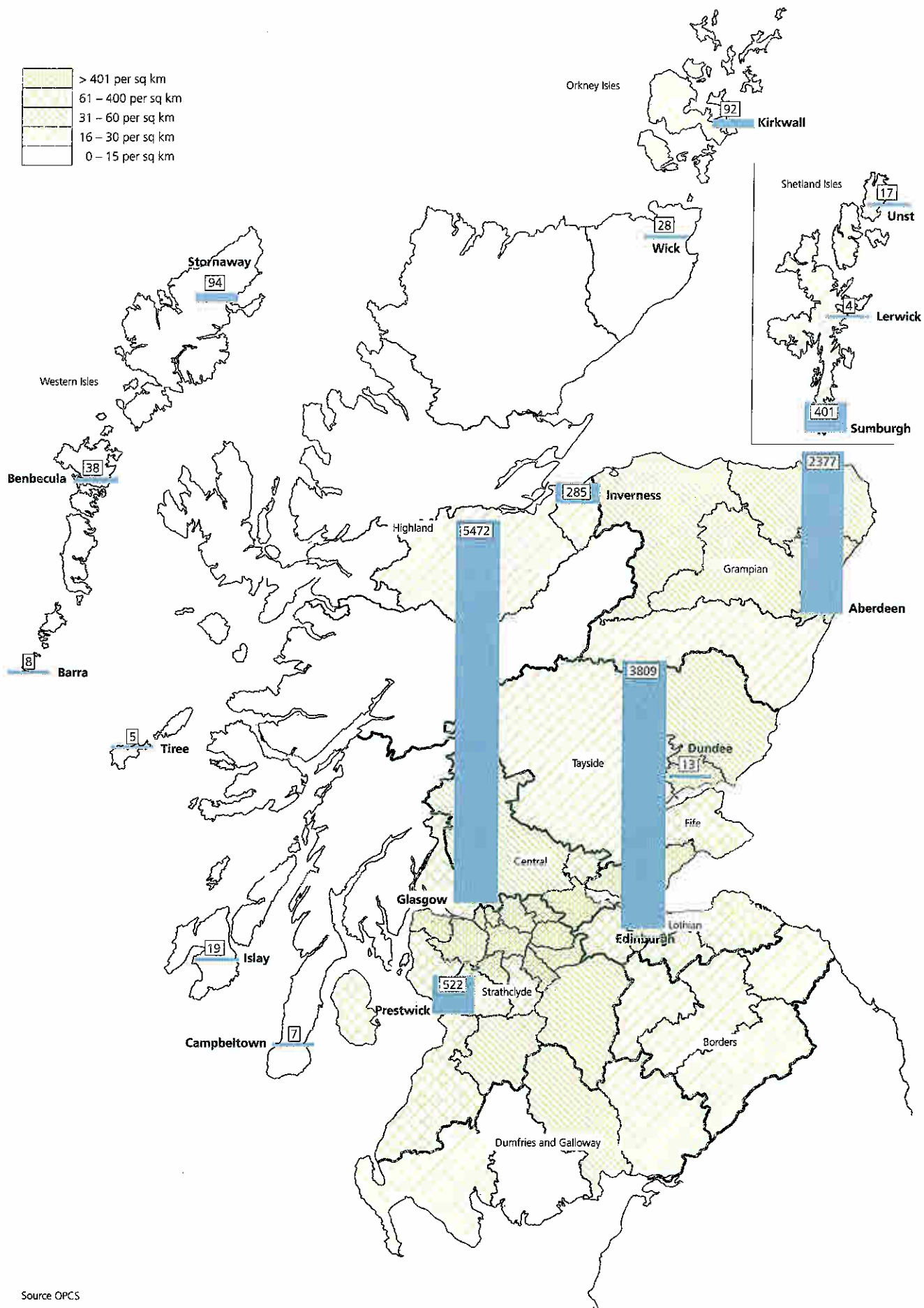
Figure 33 Age distribution of passengers at Inverness Airport in 1996 and the UK population

Route Characteristics

Very few passengers were changing planes at Inverness as most passengers travelling between London and Stornoway travelled via Glasgow.

Of the scheduled routes served from Inverness, Heathrow dominated with 210,000 passengers, and of these 60% were on business and 40% were travelling for leisure reasons.

One third of Heathrow passengers (35%) were flying on to other points with half of these travelling to or from Europe.



Source OPCS

Figure 34 Population density by districts and terminal passengers using Scottish Airports in 1996

Chapter 6 The Scottish Airports

The four Scottish airports covered in the 1996 survey have been examined together in order to gain an insight into any trends or patterns which have developed in Scotland as a whole.

All the Scottish airports, with the exception of Aberdeen, suffered reductions in passenger traffic in 1991 following the Gulf War and developing economic recession, but since then have enjoyed steady growth up to and including 1996.

Traffic at the fifteen Scottish airports reporting statistics to the CAA stood at 13 million passenger movements in 1996, an increase of 32% (9.9 million) over 1990, the year of the last survey. At the same time passenger movements in the UK as a whole also increased by 32%, indicating that Scottish air transport growth was consistent with the rest of the UK. The Scottish airports' share of UK traffic remained at 9%.

A more detailed examination of flight types showed there was significant growth in international scheduled services where the number of passengers increased by 50%, reflecting the wide expansion during the 1990s in the frequency and range of international scheduled services directly available from the Scottish airports. Domestic scheduled traffic grew by 36%, in line with domestic passenger growth for the UK as a whole.

Survey information collected on country of residence and journey purpose enabled further comparisons to be made on growth rates for different types of terminating passengers. Overall at the four airports international UK business and leisure passengers recorded growth of 76% and 53% respectively. Inclusive tour passengers grew by 49% and non inclusive tour passengers by 60%. The effects of the slow economic recovery in the early 1990s were felt in the domestic UK business market, which grew by 10% between 1990 and 1996 whereas, the UK domestic leisure market grew more rapidly by 58%, aided by the introduction of new low cost services to Luton and Stansted.

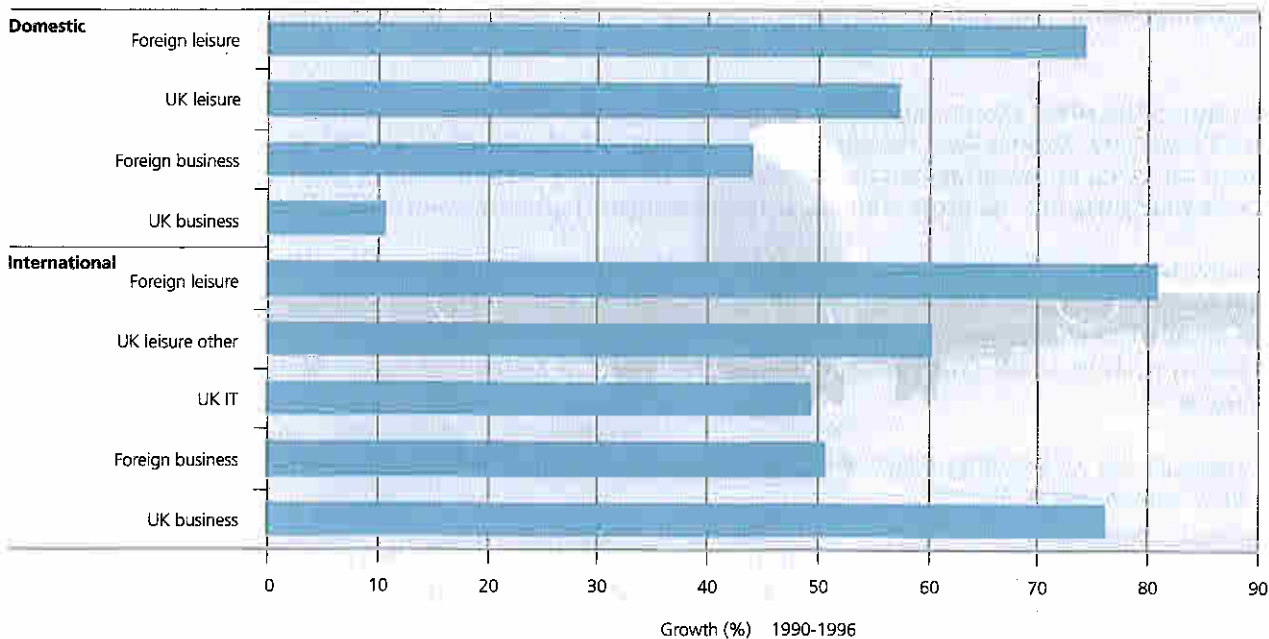


Figure 35 Growth of passengers at the Scottish airports between 1990 and 1996

The new low cost services made a significant impact at all the Scottish airports. Over 367,000 passengers flew to and from Luton in 1996 and many of these passengers would previously have flown to Heathrow or Gatwick Airports. One of the surprising factors was that 47% of passengers on the Luton route were travelling for business reasons, clearly indicating the appeal of the new services to business as well as leisure passengers.

Since the last survey in 1990 the population of Scotland has remained fairly static at just over 5 million. Strathclyde accounted for 44% of Scotland's population and 30% lived in the four main conurbations –Aberdeen, Edinburgh, Dundee and Glasgow. Of these only Edinburgh has grown since 1990. When comparing the distribution of the Scottish population against the distribution of Scottish based passengers variations can be seen in the propensity to fly by area and by passenger type. The cities of Edinburgh and Aberdeen had the highest propensity to fly for business passengers, reflecting the high activity of energy sector business in Aberdeen and the high proportion of banking and finance related traffic in Edinburgh. Passengers from the two regions bordering England had the least propensity to fly, some passengers perhaps choosing to fly from Newcastle Airport instead.

The influence of each of the Scottish airports can be seen when examining certain common routes. Heathrow services were available from Edinburgh, Glasgow, Aberdeen and Inverness and Amsterdam services from Aberdeen, Edinburgh and Glasgow, and when studying the origin/destination patterns of passengers using the two routes, spheres of influence are clear. Inverness was most used by London bound passengers who were travelling to or from points in the Highlands and Islands Region with the exception of the Lochabar, Shetland and Orkney and Western Isles. Aberdeen was preferred by passengers from the Grampian Region and the Angus area of Tayside. The majority of passengers from the Borders, Central, Fife and Lothian regions chose Edinburgh, whilst the majority of passengers from Dumfries and Galloway and Strathclyde Regions chose Glasgow. The patterns were very similar for passengers on the Amsterdam route with the exception that passengers from the Highlands and Islands chose Aberdeen while those from Lochabar and Skye and Lochalsh generally preferred Glasgow.

One of the factors influencing choice of airport was surface journey time. Passengers travelling to or from the Cities of Aberdeen, Edinburgh or Glasgow by car from the respective airports still had remarkably low average journey times of 18 or 19 minutes.

59% of passengers used private cars for their journey to or from the airports, a quarter (26%) taxis, 8% hire cars and 7% public transport, little changed from 1990. The increased demand for taxis from higher proportions of foreign passengers appears to have been counterbalanced by increased demand for cars from UK leisure passengers resident in Scotland, who increased market share at a faster rate than those resident in other parts of the country. At the four airports 6.2 million passengers used private cars in 1996, compared with 4.5 million in 1990.

The ratio of the sexes for the population of Scotland remained constant between 1990 and 1996 with 48% males and 52% females. In line with the increase in the number of women employed in Scotland the proportion of women travelling on business also increased from 15% to 19%. Overall in 1996 70% of passengers at the Scottish airports were male but the proportion of female passengers had grown since 1990 from 22% to 30%.

The age structure of the population of Scotland has not changed significantly since 1990. The distribution of ages of UK leisure passengers was similar at each of the Scottish airports and the average age of leisure passengers, at 39, was unchanged from 1990. The proportion of UK leisure passengers over 50 increased at all the Scottish airports apart from Glasgow, perhaps indicating the first signs of the emergence of the so called grey market for leisure travel.

The average age of business passengers was measured for the first time and both foreign and UK passengers recorded an average of 40.

Unemployment in Scotland rose steadily in the early 1990s from 200,000 in 1990 peaking at 253,000 in 1993. It then started to decline and in 1996 stood at just over 200,000. A comparison of Scottish employment with the main business of UK business passengers broken down by Standard Industrial Classification showed that passengers using Scottish airports from the energy and water supply sectors had the greatest propensity to fly. At the same time the nationwide decline in the proportion of the population working in production industries was mirrored by the fall in the number of passengers from those industries using the Scottish airports.

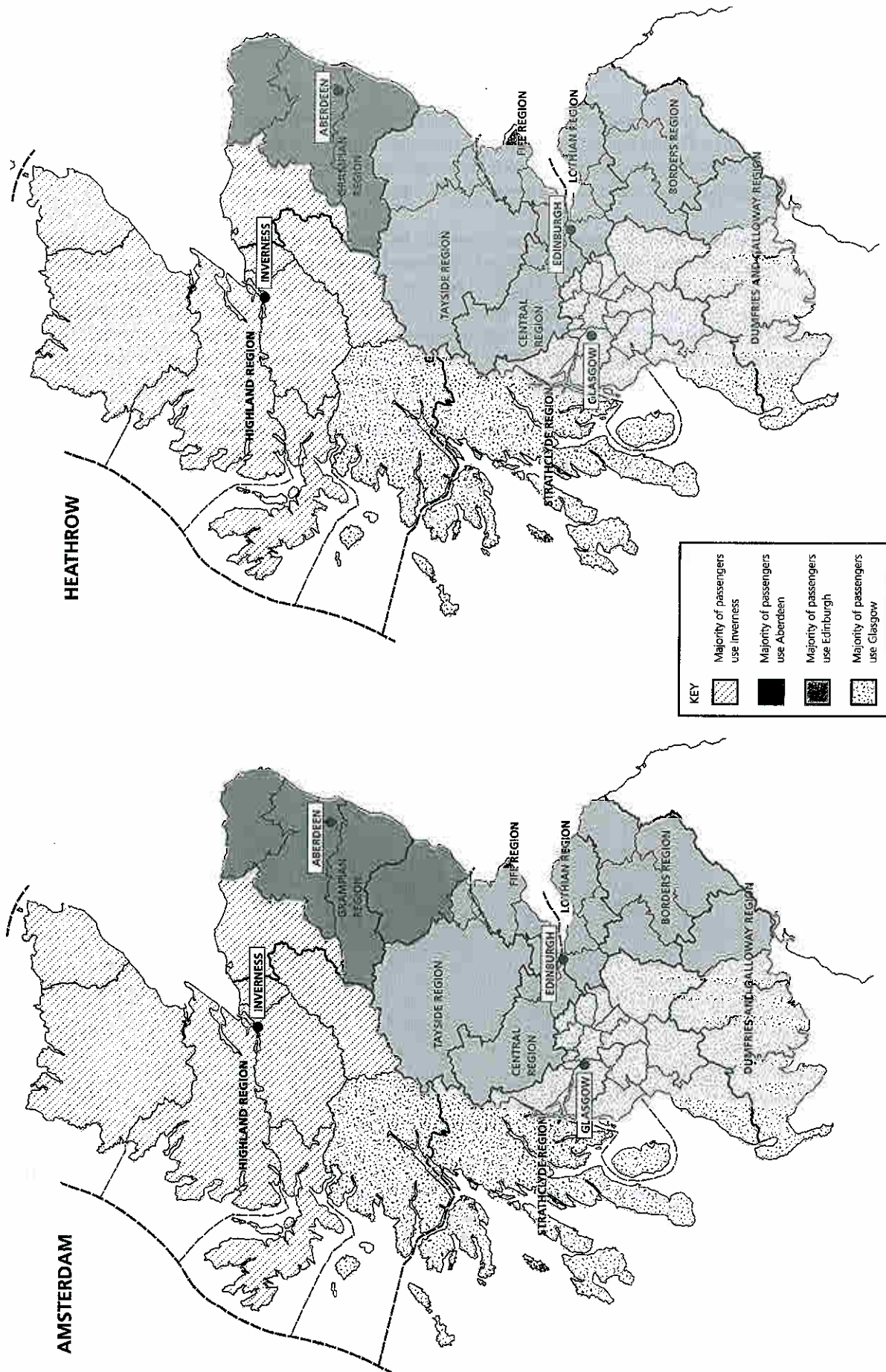


Figure 36 Passenger surface origin/destination for the Amsterdam and Heathrow routes

The influence of the North Sea oil industry on business travel was unchanged in 1996 with 12% of business travel connected with that industry. The proportion of business passengers from the production industries continued to decline from 40% in 1990 to 35% in 1996. The banking, finance and public sectors generated 42% of business trips at the Scottish airports in 1996.

Changes were also recorded in socio-economic groupings for Scottish residents with an increase in the number of C1 passengers from 32% in 1990 to 35% in 1996, balanced by a decrease in C2 passengers from 17% to 13% and in A/B passengers from 44% to 42%. Similar changes were recorded for other UK residents, with a decrease from 57% to 53% of A/B passengers and an increase from 31% to 35% of C1 passengers.

Comparisons of average incomes by passenger types at all the airports showed that foreign passengers enjoyed higher average incomes than their UK passengers. UK international leisure passengers at Aberdeen seemed more affluent than those at Glasgow and Edinburgh. The greater availability of low cost holidays at Edinburgh and Glasgow and their use by a wider range of the Scottish population was thought to be a factor. UK domestic leisure passengers at Inverness had the highest average income of all the Scottish airports. The Grampian and Highland regions generated fewer inclusive tour holidays per head of population than other areas, highlighted by the fact that only 5% of UK leisure passengers from those regions were on inclusive tours.

The introduction of direct scheduled services to North America from Glasgow had a mixed impact on passenger routeings between Scotland and the US. For Chicago, 79% of passengers were flying on to other points in the US, compared to 84% in 1990. The proportion of passengers on the Toronto route who were changing planes doubled to 62%, whereas the proportion flying on from New York remained at 25%.

The introduction of new low cost domestic leg tickets to Gatwick and Heathrow for passengers connecting to long haul services and the diversion of non-interline passengers to low cost services to Luton and Stansted are thought to have increased the proportion of transfer traffic on the trunk routes: 38% were connecting to international flights at Gatwick and Heathrow in 1996 compared with 22% in 1990. For both the Heathrow and Gatwick routes the proportions of passengers flying on to North America increased to 10% and 20% respectively.

One in four passengers using the Scottish airports connected to other flights and of these 52% used Heathrow, 12% Gatwick, 10% Amsterdam, 3% Stansted and Manchester and only 1% Paris. Amsterdam increased its share of interline traffic from 3% to 11%.

Chapter 7 The National Picture

The 1996 survey results from the seven English airports and four Scottish airports have been combined with reweighted results of earlier surveys at other airports to present a national picture of movements between planning regions and major UK airports. Details of the reweighting techniques are shown in Appendix C.

There continued to be great variation in the type of markets served by UK airports and the market penetration of those same airports. The London airports still dominated in 1996, accounting for very slightly under two in three of the 136 million terminal passengers using UK airports.

Heathrow attracted 41% of UK passengers, Gatwick 18%, Manchester 11%, Birmingham 4% and Stansted 4%. The four Scottish airports included in the survey – Aberdeen, Edinburgh, Glasgow and Inverness took 9% of the UK market.

An analysis of passengers travelling to or from points outside the planning region of the airport showed that, as to be expected, airports situated close to planning region borders, with good motorways or public transport links and high concentrations of charter passengers, tended to attract the highest proportions from other planning regions. Three airports stood out: 46 % of passengers at Manchester Airport were travelling outside the North West planning region, 35% of Birmingham passengers were travelling outside the West Midlands and 33% of East Midlands passengers were travelling outside the East Midlands

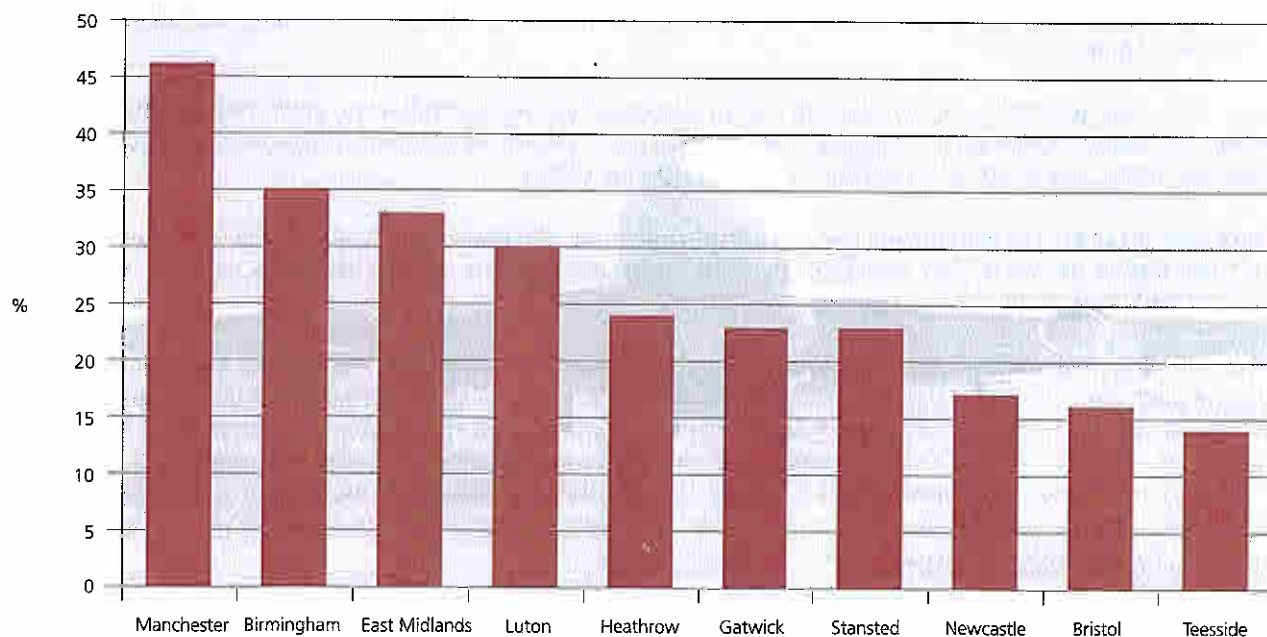


Figure 37 Proportion of international passengers in 1996 travelling by surface or domestic flights to or from points outside the planning region of the airport.

Another measure of an airport's market penetration is the proportion of passengers using airports located in the same planning region as their surface origin/destination. Figure 38 shows that the London airports took practically all international passengers (99%) who were travelling to or from points in the South East. Similarly 82% of North West passengers used Manchester or Liverpool. 59% of Scottish international passengers used Scottish airports, one in two Northern passengers used Newcastle or Teesside and half of West Midlands passengers used Birmingham. East Midlands and Cardiff took a third of their potential market, Bristol 21%, Leeds/Bradford 15% and Norwich 8%.

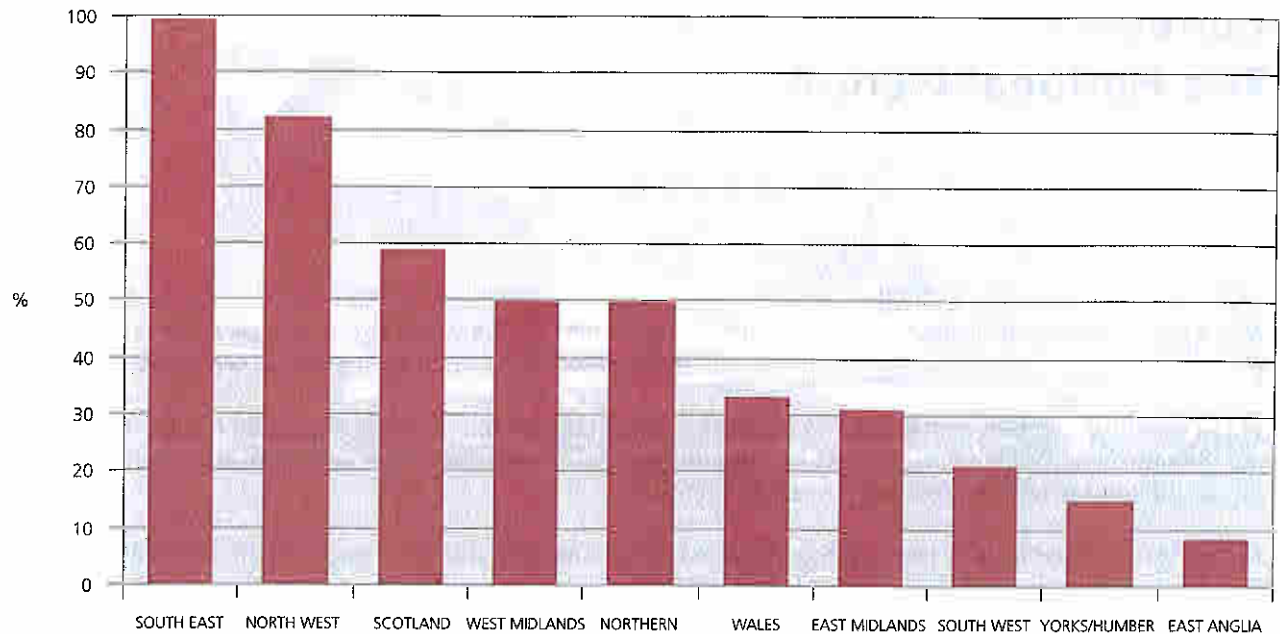


Figure 38 Market penetration measured by the proportion of international scheduled passengers using airports located in their own planning regions.

Manchester Airport handled the most international charter UK passengers on inclusive tours in 1996, accounting for 29% of the UK market compared with 28% at Gatwick. Glasgow, East Midlands and Birmingham each took around 7% of the market. For leisure passengers on charter flights on other holidays, Gatwick took 43% of the market and Manchester 21%.

Since 1991, the greatest regional growth of UK international traffic had been generated by the East Midlands Region (68%) and Wales (62%). All other regions recorded growth of between 40% and 50% apart from the West Midlands (39%), the North West (35%) and the South East (28%).

There was no great consistency in the growth of individual UK passenger types by region. Scheduled business grew the fastest between 1991 and 1996 in Wales, scheduled leisure in East Midlands, charter inclusive tour in East Midlands and other charter holidays in Scotland.

Since 1991 the propensity to fly of UK international passengers increased for all planning regions. An examination by passenger type, however, revealed widely differing levels of demand. Although passengers from the South East had recorded the lowest rates of growth since 1991 they still had the greatest propensity to fly, followed by passengers from the North West. Passengers from Wales and the Northern planning regions showed the least propensity to fly. For both business and leisure UK scheduled passengers the South East generated by far the most passenger demand, but for charter inclusive tour passengers it was those from the North West and Yorkshire/Humberside who had the greatest propensity to fly.

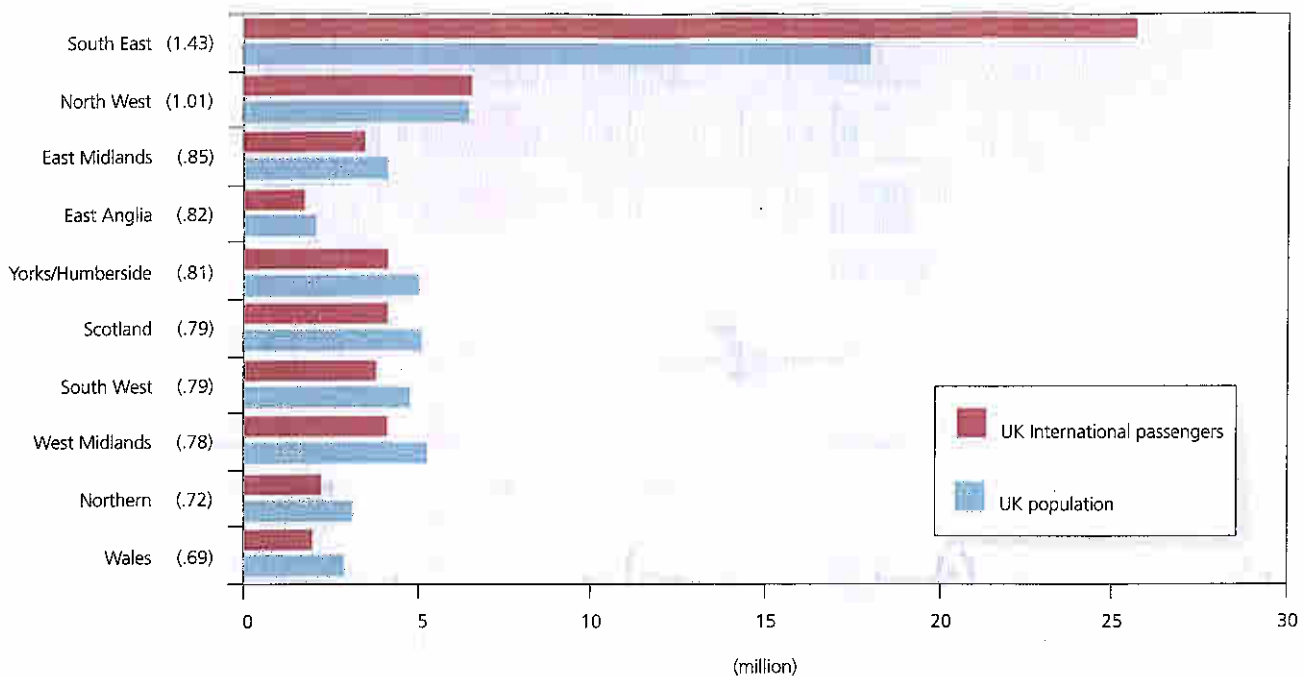


Figure 39 Propensity to fly by planning region for UK international passengers in 1996

The 1996 survey revealed changes since 1991 that were thought to apply to all UK airports. At the main hub airports interline traffic had grown at a faster rate than terminating traffic. The proportion of foreign passengers using the airports had also increased and in turn increased demand for taxis and public transport.

The proportion of UK passengers from the A/B socio-economic groups fell, balanced by an increase in the proportion from the C1 group. The proportion of women using the airports also went up, particularly the proportion of women travelling for business reasons who now account for nearly 20% of the market.

There was evidence that the so called grey market of the over 50s was emerging, as the proportion from that group had increased whilst the proportion of passengers with children under 16 had gone down. The production industries generated less business travel than in 1991, though passengers from those industries still had the greatest propensity to fly. The retail and catering industries generated a higher proportion of business trips in 1996 than in 1991.

Foreign passengers still had higher average incomes than UK passengers though the gap was narrowing for leisure passengers. Trip lengths at the major airports were lower for leisure passengers following the expansion of the short duration city break programmes. The inclusive tour market was expanding for both UK and foreign passengers on scheduled flights, up for example, 68% at Birmingham and Heathrow and 79% at Glasgow.

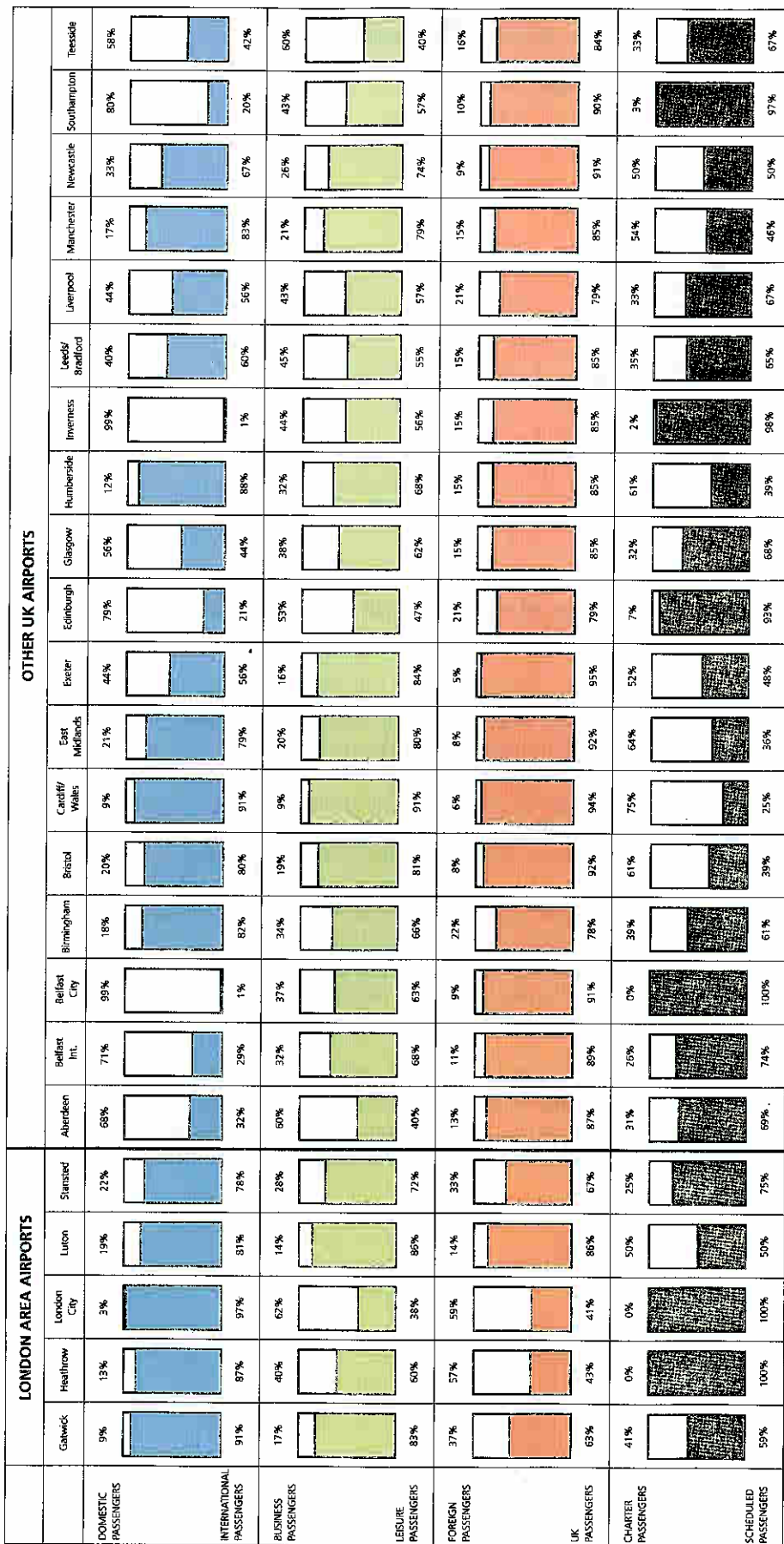


Figure 40 Distribution of international/domestic, business/leisure, UK/foreign and charter/scheduled passengers in 1996

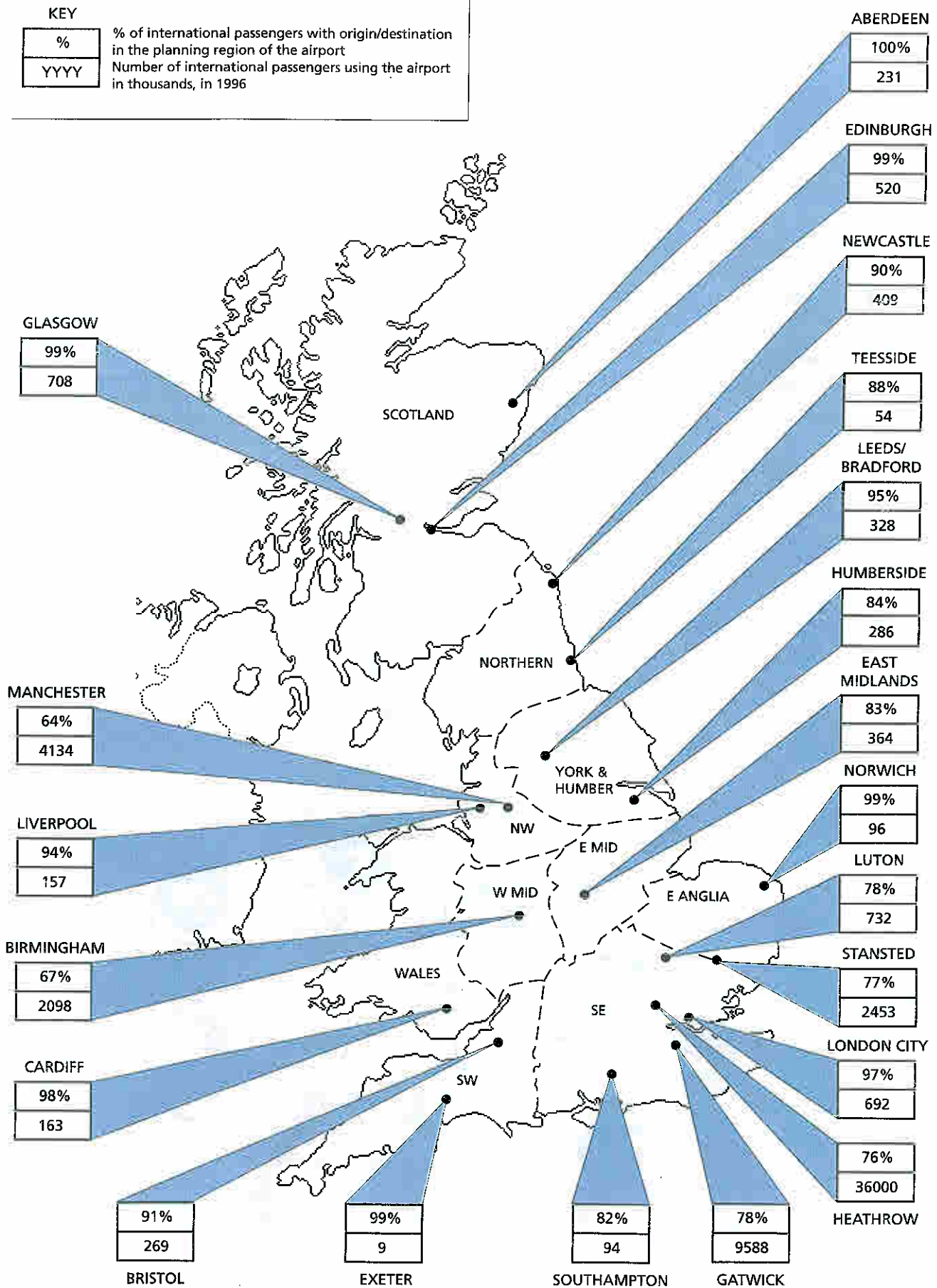


Figure 41 Proportion of international scheduled passengers with origin/destination within planning region of airport used

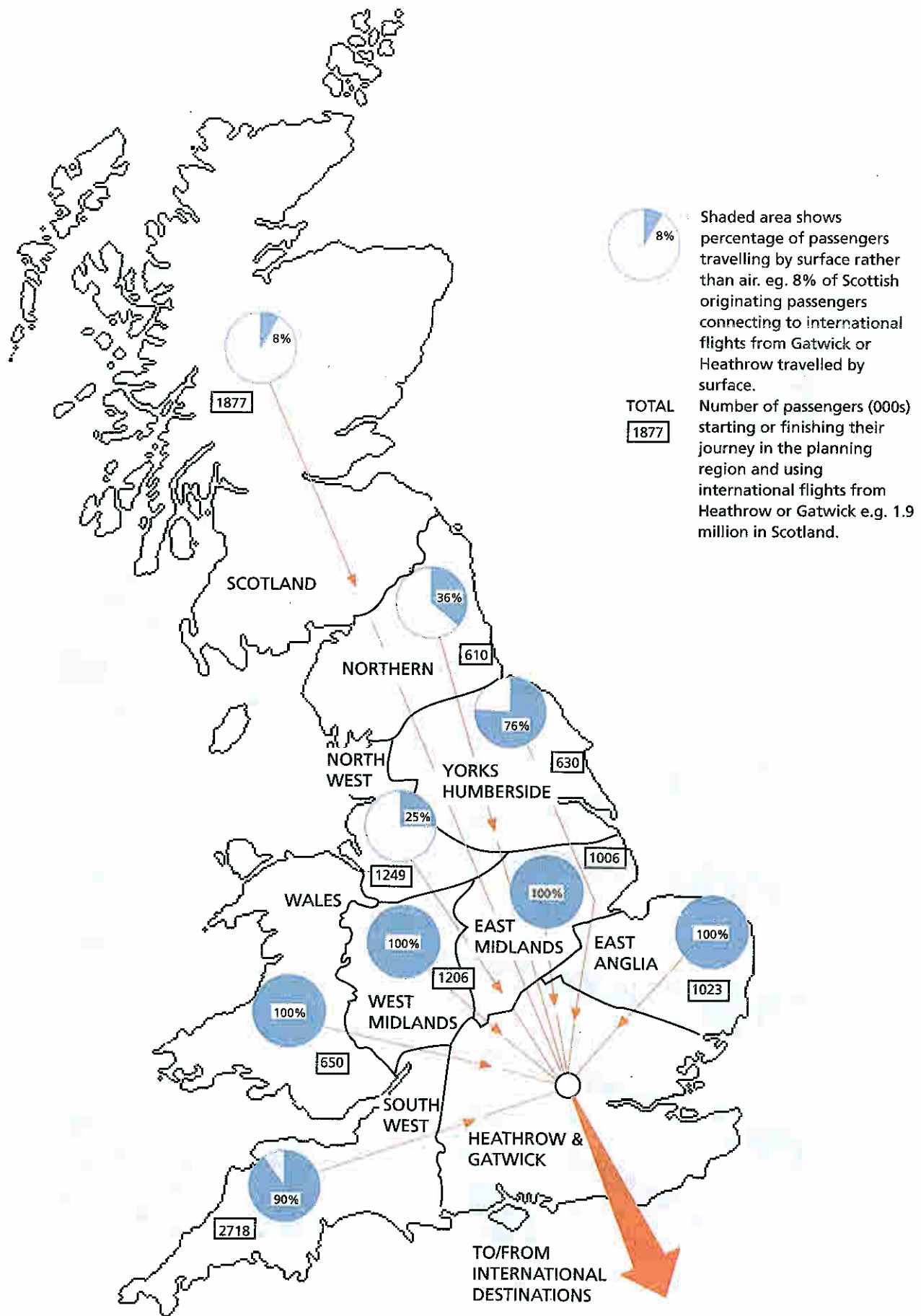


Figure 42 International scheduled passengers using Heathrow and Gatwick Airports by planning region of starting/finishing point in 1996

Appendix A Tables

- A1 Where only a limited sample size is taken, care should be exercised in the interpretation of figures when used in disaggregated form. In the 1996 survey although over 42 ,000 passengers were interviewed representing an average contact rate of 1 in 283, on some tables caution should be used when the population totals are small.

<i>Airport</i>	<i>Sample</i>	<i>Terminal Passengers (000s)</i>	<i>Contact Rate</i>
Aberdeen	9,344	2,377,000	1 in 254
Edinburgh	10,301	3,809,000	1 in 369
Glasgow	16,187	5,472,000	1 in 338
Inverness	6,371	285,000	1 in 45
Total	42,203	11,943,000	1 in 283

- A2 For all tables, mode of transport refers to the mode used to arrive at or leave the airports. New car parks and bus services became available during the course of the survey but existing transport codes were used to accommodate them. For income tables, personal income was used for business passengers and household income for leisure passengers. Foreign passengers who gave income in their own currency were converted at the exchange rate in operation at the time of interview.
- A3 The weighted sample figures may be different from the annual passenger figures as some flights were never sampled or passengers were diverted from other airports. The flights missed in the survey were generally those run on specific days for one-off events such as the five nations rugby competition.
- A4 Where information has been analysed by domestic route and surveys were conducted in parallel at both ends of the route, on some tables combined weighted samples have been used.

Table 1
 Terminal Passengers at Scottish Airports 1970-1996

Year	Terminal Passengers (thousands)						Scottish Airports ' Share of UK Traffic %
	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick	All UK Airports (1)	
1970	119	653	1,703	87	335	31,397	9.2
1971	141	680	1,744	92	323	34,760	8.6
1972	190	756	1,880	115	452	38,943	8.7
1973	260	877	2,142	134	386	42,982	8.8
1974	446	791	1,935	130	343	40,012	9.1
1975	645	874	1,763	125	395	41,846	9.1
1976	823	991	1,976	136	398	44,666	9.7
1977	946	1,021	1,752	134	386	45,927	9.2
1978	1,200	1,137	2,153	143	363	52,829	9.5
1979	1,285	1,244	2,358	148	420	56,992	9.6
1980	1,448	1,162	2,339	141	394	57,822	9.5
1981	1,553	1,119	2,265	133	363	57,754	9.4
1982	1,648	1,203	2,405	129	255	58,771	9.6
1983	1,748	1,275	2,441	174	250	61,100	9.6
1984	1,763	1,489	2,747	155	236	67,572	9.5
1985	1,697	1,574	2,695	162	236	70,434	9.0
1986	1,507	1,649	3,101	167	241	75,161	8.9
1987	1,469	1,845	3,365	169	300	86,041	8.3
1988	1,612	2,074	3,634	187	302	93,162	8.4
1989	1,730	2,363	3,862	205	317	98,898	8.6
1990	1,947	2,492	4,286	216	95	102,418	8.8
1991	2,020	2,340	4,154	199	35	95,770	9.1
1992	2,154	2,539	4,669	213	11	106,124	9.0
1993	2,290	2,709	5,014	227	10	112,280	9.1
1994	2,163	2,997	5,456	261	135	122,364	9.0
1995	2,243	3,275	5,423	272	313	129,586	8.9
1996	2,377	3,809	5,472	385	522	135,998	9.2

(1) Excluding the Channel Isles

Table 2
 Passengers using Scottish Airports in 1996

Passenger Group	Aberdeen*	Edinburgh	Glasgow	Inverness
	%	%	%	%
International terminating	72.8	78.6	52.5	0.3
Domestic terminating	16.1	20.4	43.2	93.4
Interline	10.6	0.8	2.1	1.2
Transit	0.6	0.2	2.2	5.1
Total	100	100	100	100
Total Passengers(000s)	1,925	3,784	5,526	298

* Excluding oil rig traffic

Table 3
 Composition of terminating passengers at Aberdeen
 in 1975, 1982, 1990 and 1996.

Passenger Type	1975	1982	1990	1996
	%	%	%	%
International Business				
UK	3.5	4.4	4.0	4.9
Foreign	4.9	4.2	2.6	2.5
International Leisure				
UK	4.6	5.8	4.7	9.8
Foreign	1.3	1.6	1.9	2.9
Domestic Business				
UK	53.0	57.6	59.7	42.4
Foreign	8.2	7.1	4.5	4.8
Domestic Leisure				
UK	19.1	16.0	20.4	29.3
Foreign	5.3	3.3	2.3	3.3
Total	100	100	100	100
Total terminating passengers (000s)	381	944	1,141	1,537

Table 4
 Composition of terminating passengers at Edinburgh
 in 1970, 1975, 1982, 1990 and 1996.

Passenger Type	1970	1975	1982	1990	1996
	%	%	%	%	%
International Business					
UK	0.2	1.0	0.8	1.7	2.6
Foreign	0.3	0.9	0.9	1.4	2.6
International Leisure					
UK	3.9	2.2	14.4	9.1	10.4
Foreign	3.6	4.8	2.5	2.7	5.1
Domestic Business					
UK	42.6	46.7	44.3	53.2	42.4
Foreign	5.6	4.6	8.4	5.5	5.4
Domestic Leisure					
UK	25.6	26.7	15.5	20.0	23.4
Foreign	18.2	13.1	13.1	6.5	8.2
Total	100	100	100	100	100
Total terminating passengers (000s)	624	852	1,195	2,444	3,740

Table 5
 Composition of terminating passengers at Glasgow
 in 1970, 1975, 1982, 1990 and 1996.

Passenger Type	1970	1975	1982	1990	1996
	%	%	%	%	%
International Business					
UK	1.7	1.4	2.0	2.0	2.4
Foreign	0.7	1.1	1.7	2.1	1.7
International Leisure					
UK	19.1	22.8	34.4	31.5	35.3
Foreign	4.6	4.4	2.9	5.1	5.7
Domestic Business					
UK	40.4	41.7	36.9	36.1	30.1
Foreign	3.8	3.2	4.6	2.8	3.0
Domestic Leisure					
UK	23.2	20.5	13.7	17.0	17.4
Foreign	6.7	4.8	3.8	3.5	4.3
Total	100	100	100	100	100
Total terminating passengers (000s)	1,631	1,678	2,274	4,120	5,284

Table 6
 Composition of terminating passengers at Inverness
 in 1990 and 1996.

Passenger Type	1990	1996
	%	%
International Business		
UK	0.0	0.0
Foreign	0.0	0.0
International Leisure		
UK	0.0	0.0
Foreign	0.0	0.0
Domestic Business		
UK	44.0	40.1
Foreign	3.9	3.9
Domestic Leisure		
UK	40.9	45.5
Foreign	11.2	10.4
Total	100	100
Total terminating passengers (000s)	211	278

Table 7
 Flight types taken by passengers at Aberdeen Airport 1982-1996

Year	International Scheduled	International Charter	International Total	Domestic Scheduled	Total	Total Passengers (000s)
	%	%	%	%	%	
1982	9.2	1.8	11.0	89.0	100	847
1983	10.7	3.2	13.9	86.1	100	832
1984	11.5	1.5	13.0	87.0	100	868
1985	11.3	1.3	12.6	87.4	100	896
1986	11.4	5.7	17.1	82.9	100	861
1987	11.9	4.7	16.6	83.4	100	854
1988	11.4	3.8	15.2	84.8	100	922
1989	12.4	3.4	15.7	84.3	100	1,004
1990	12.3	2.6	14.9	85.1	100	1,127
1991	13.6	2.6	16.2	83.8	100	1,186
1992	13.3	4.8	18.1	81.9	100	1,314
1993	12.5	6.0	18.5	81.5	100	1,424
1994	13.7	6.1	19.8	80.2	100	1,496
1995	13.8	6.4	20.3	79.7	100	1,574
1996	15.1	5.0	20.1	79.9	100	1,736

Table 8
 Flight types taken by passengers at Edinburgh Airport 1982-1996

Year	International Scheduled	International Charter	International Total	Domestic Scheduled	Total	Total Passengers (000s)
	%	%	%	%	%	
1982	5.0	14.9	19.9	80.1	100	1,198
1983	4.4	15.5	19.9	80.1	100	1,266
1984	5.3	12.7	17.9	82.1	100	1,483
1985	5.9	9.1	15.0	85.0	100	1,564
1986	5.3	9.8	15.1	84.9	100	1,645
1987	6.3	8.8	15.1	84.9	100	1,838
1988	6.3	7.8	14.1	85.9	100	2,064
1989	7.1	8.1	15.3	84.7	100	2,345
1990	8.2	7.6	15.8	84.2	100	2,481
1991	10.8	6.8	17.5	81.8	100	2,340
1992	11.8	8.2	20.0	79.8	100	2,538
1993	11.9	8.5	20.4	79.1	100	2,709
1994	11.9	8.9	20.8	78.9	100	2,997
1995	13.4	7.7	21.2	78.2	100	3,275
1996	14.1	7.3	21.5	78.5	100	3,810

Table 9
 Flight types taken by passengers at Glasgow Airport 1982-1996

Year	International Scheduled	International Charter	International Total	Domestic Scheduled	Total	Total Passengers (000s)
	%	%	%	%	%	
1982	8.1	32.8	40.9	59.1	100	2,314
1983	7.6	31.3	38.9	61.1	100	2,300
1984	6.9	35.5	42.4	57.6	100	2,705
1985	7.4	31.1	38.5	61.5	100	2,660
1986	7.4	38.2	45.6	54.4	100	3,071
1987	7.7	37.7	45.4	54.6	100	3,325
1988	8.9	33.3	42.2	57.8	100	3,599
1989	9.8	30.6	40.4	59.6	100	3,828
1990	15.8	27.7	43.5	56.5	100	4,253
1991	17.7	27.2	44.9	54.7	100	4,154
1992	17.1	33.1	50.2	49.6	100	4,669
1993	17.6	34.5	52.2	47.6	100	5,014
1994	16.7	35.9	52.6	47.4	100	5,456
1995	11.9	35.6	47.6	52.3	100	5,423
1996	12.8	31.7	44.4	55.6	100	5,472

Table 10
 Domestic scheduled passengers at Inverness Airport 1982-1996

Year	Passengers (000s)
1982	129
1983	174
1984	155
1985	162
1986	167
1987	169
1988	187
1989	205
1990	216
1991	195
1992	210
1993	223
1994	256
1995	267
1996	280

Table 11

Origin/destination of terminating passengers at Aberdeen Airport in 1975, 1982, 1990 and 1996.

Origin / Destination	International				Domestic			
	1975	1982	1990	1996	1975	1982	1990	1996
	%	%	%	%	%	%	%	%
Highlands Region and Western Isles	2.3	3.7	3.4	5.5	1.6	1.2	1.7	2.0
Grampian Region								
Aberdeen	56.2	56.1	64.8	53.9	51.5	50.7	63.7	66.3
Rest of Grampian Region	32.4	30.9	24.9	29.0	36.0	36.8	23.9	27.0
Tayside Region								
Dundee	1.8	1.3	0.9	1.0	1.1	0.6	0.5	0.5
Rest of Tayside	2.8	3.5	2.8	3.8	3.2	2.9	2.8	2.8
Fife Region	0.7	0.8	0.6	2.2	0.6	0.8	1.0	0.2
Lothian Region	0.3	1.6	1.4	1.1	1.3	0.7	0.4	0.3
Borders Region	-	0.2	-	-	-	-	-	-
Dumfries and Galloway Region	-	-	0.1	0.1	0.1	0.1	0.3	-
Central Region	0.3	0.4	0.3	0.3	0.2	0.5	0.2	-
Strathclyde Region	1.5	0.5	0.6	2.9	2.1	2.2	2.8	0.5
Other UK Regions	2.8	1.1	0.2	0.2	3.4	4.5	2.7	0.4
Total	100	100	100	100.0	100	100	100	100
Total terminating passengers (000s)	56	151	150	309	326	793	991	1,228

Table 12
 Origin/destination of terminating passengers at Edinburgh Airport in 1975, 1982, 1990 and 1996.

Origin / Destination	International				Domestic			
	1975	1982	1990	1996	1975	1982	1990	1996
	%	%	%	%	%	%	%	%
Highlands Region and Western Isles	1.5	1.3	2.3	1.0	0.4	0.6	0.6	0.4
Grampian Region								
Aberdeen	2.0	2.1	1.7	0.9	0.7	0.2	0.4	0.3
Rest of Grampian Region	0.6	1.3	1.0	0.6	0.1	0.3	0.1	0.3
Tayside Region								
Dundee	2.7	4.3	6.2	2.8	5.1	4.1	4.3	4.0
Rest of Tayside	2.6	4.6	6.0	4.9	5.0	7.3	8.0	7.2
Fife Region	6.0	14.5	11.7	9.9	12.1	14.8	14.6	11.2
Lothian Region								
Edinburgh	64.5	38.7	45.3	52.3	53.2	49.4	49.4	53.1
Rest of Lothian	8.8	15.0	11.1	10.8	11.5	10.9	9.5	10.8
Borders Region	0.9	2.1	2.6	1.6	1.5	2.3	1.9	1.9
Dumfries and Galloway Region	-	0.4	0.3	0.4	0.2	0.2	0.4	-
Central Region	1.8	5.6	4.6	6.1	6.3	6.7	7.7	7.2
Strathclyde Region								
Glasgow	3.4	2.2	2.1	1.9	1.4	1.0	1.0	1.0
Rest of Strathclyde	3.5	7.0	4.4	6.0	1.6	1.4	1.5	2.1
Other UK Regions	1.5	1.1	0.7	0.9	0.7	1.0	0.4	0.5
Total	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	76	237	362	771	776	958	2,082	2,969

Table 13
 Origin/destination of terminating passengers at Glasgow Airport in 1975, 1982, 1990 and 1996.

Origin / Destination	International				Domestic			
	1975	1982	1990	1996	1975	1982	1990	1996
	%	%	%	%	%	%	%	%
Highlands Region and Western Isles	1.2	1.8	3.1	2.3	0.8	1.2	1.0	1.1
Grampian Region								
Aberdeen	2.5	1.5	3.1	2.3	0.7	0.4	0.3	0.3
Rest of Grampian Region	0.9	0.6	3.8	1.6	0.2	0.2	0.2	0.1
Tayside Region								
Dundee	3.1	2.0	4.0	2.7	0.5	0.5	0.5	0.4
Rest of Tayside	2.5	1.3	2.9	3.7	1.4	0.9	1.1	1.1
Fife Region	2.6	3.3	3.5	4.6	1.1	0.8	0.7	0.9
Lothian Region								
Edinburgh	12.2	8.1	7.8	7.9	4.7	2.4	1.9	3.0
Rest of Lothian	3.2	3.6	3.9	3.8	0.7	0.9	0.6	0.9
Borders Region	0.6	0.4	1.0	0.7	0.1	0.2	0.3	0.1
Dumfries and Galloway Region	0.9	1.0	1.0	1.3	0.7	0.6	0.8	1.1
Central Region	5.8	5.8	6.7	5.6	4.3	2.8	3.4	3.2
Strathclyde Region								
Glasgow	28.4	24.1	22.3	20.8	38.0	34.7	41.7	38.3
Rest of Strathclyde	35.1	44.5	35.9	41.4	46.1	52.3	47.0	49.2
Other UK Regions	1.1	1.1	1.1	1.4	0.9	2.0	0.5	0.3
Total	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	499	933	1,676	2,386	1,179	1,341	2,444	2,898

Table 14
 Origin/destination of domestic terminating passengers at Inverness Airport in 1990 and 1996.

Origin / Destination	Domestic	
	1990	1996
	%	%
Highlands Region and Western Isles		
Inverness	44.1	39.4
Rest of Highlands and Western Isles	33.2	40.3
Grampian Region		
Aberdeen	2.4	2.4
Rest of Grampian Region	19.0	16.8
Tayside Region	0.5	0.5
Fife Region		
Lothian Region	0.1	0.2
Borders Region	-	-
Dumfries and Galloway Region	-	-
Central Region	-	0.1
Strathclyde Region		
Glasgow	0.1	0.1
Rest of Strathclyde	0.2	0.2
Other UK Regions	0.4	-
Total	100	100
Total terminating passengers (000s)	211	278

Table 15
 Origin/destination of terminating passengers
 Aberdeen Airport, 1996 annual international passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
Grampian Region														
City of Aberdeen	37.0	49.5	28.3	73.0	38.5	49.6	2.3	46.4	37.9	51.5	22.7	57.7	166.8	53.9
Banff and Buchan	10.0	13.4	2.8	7.2	11.4	14.6	1.2	23.7	4.9	6.7	2.5	6.2	32.7	10.6
Gordon	7.5	10.0	1.2	3.0	6.4	8.3	0.2	4.7	5.7	7.7	2.2	5.7	23.2	7.5
Kincardine and Deeside	4.6	6.1	0.7	1.8	6.5	8.4	0.0	0.0	6.8	9.2	2.6	6.5	21.1	6.8
Moray	1.3	1.7	1.5	3.9	5.6	7.2	0.1	1.4	1.9	2.6	2.3	5.9	12.7	4.1
Total Grampian	60.4	80.7	34.5	88.8	68.3	88.1	3.8	76.2	57.2	77.6	32.3	82.0	256.4	82.9
Highland Region														
Inverness	1.4	1.8	0.3	0.7	1.5	2.0	0.0	0.0	1.1	1.5	3.1	7.9	7.4	2.4
Badenoch	0.0	0.0	2.2	5.6	0.1	0.2	0.0	0.0	0.8	1.1	0.7	1.7	3.8	1.2
Ross and Cromarty	0.1	0.1	0.5	1.4	0.5	0.6	0.0	0.0	1.5	2.0	0.2	0.5	2.8	0.9
Rest of Highland	1.5	2.0	0.0	0.0	1.0	1.3	0.0	0.0	0.4	0.6	0.0	0.0	2.9	0.9
Total Highland	3.0	4.0	3.0	7.7	3.2	4.1	0.0	0.0	3.8	5.2	4.0	10.1	17.0	5.5
Tayside Region														
Angus	3.6	4.9	0.7	1.9	2.1	2.7	0.0	0.0	2.6	3.5	0.0	0.0	9.1	2.9
Dundee	0.1	0.1	0.0	0.0	1.1	1.4	0.0	0.0	1.4	2.0	0.3	0.7	2.9	1.0
Perth and Kinross	0.7	1.0	0.0	0.0	0.2	0.3	0.0	0.0	0.9	1.2	0.8	2.0	2.7	0.9
Total Tayside	4.5	6.0	0.7	1.9	3.5	4.5	0.0	0.0	4.9	6.7	1.1	2.7	14.7	4.7
Central Region	0.5	0.7	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.9	0.3
Fife Region	1.1	1.4	0.0	0.0	0.9	1.1	0.0	0.0	4.7	6.4	0.1	0.3	6.8	2.2
Lothian Region	0.4	0.6	0.6	1.6	0.1	0.2	0.6	11.8	0.4	0.6	1.2	3.0	3.4	1.1
Strathclyde Region														
Glasgow	3.8	5.0	0.0	0.0	0.5	0.6	0.0	0.0	1.0	1.4	0.7	1.7	5.9	1.9
Rest of Strathclyde	1.2	1.6	0.0	0.0	0.9	1.1	0.0	0.0	1.1	1.5	0.0	0.0	3.1	1.0
Total Strathclyde	4.9	6.6	0.0	0.0	1.3	1.7	0.0	0.0	2.1	2.9	0.7	1.7	9.1	2.9
Dumfries and Galloway Region	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.0	0.0	0.3	0.1
Total Scotland	74.8	100	38.8	100	77.6	100	4.4	88.0	73.5	99.8	39.4	100	308.5	99.8
Northern Region	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.1	0.0
Other UK Regions	0.0	0.00	0.0	0.0	0.0	0.0	0.6	12.0	0.0	0.0	0.0	0.0	0.6	0.2
Total UK	74.8	100	38.8	0	77.6	100	5.0	100	73.7	100	39.4	100	309.2	100

Table 16
 Origin/destination of terminating passengers
 Aberdeen Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
Grampian Region														
Aberdeen Airport	1.8	0.3	0.1	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	2.0	0.2
City of Aberdeen	461.3	70.8	59.1	79.3	31.2	51.9	1.4	62.1	227.2	58.2	33.2	68.8	813.5	66.3
Banff and Buchan	37.0	5.7	5.7	7.6	5.5	9.2	0.2	6.6	37.6	9.6	2.6	5.4	88.6	7.2
Gordon	56.8	8.7	2.2	3.0	7.2	12.0	0.3	11.4	42.6	10.9	4.0	8.3	113.1	9.2
Kincardine and Deeside	37.8	5.8	3.1	4.2	6.4	10.7	0.5	19.9	30.7	7.9	2.8	5.8	81.3	6.6
Moray	18.6	2.9	1.1	1.5	2.5	4.2	0.0	0.0	22.4	5.7	2.0	4.2	46.7	3.8
Total Grampian	613.3	94.1	71.3	95.8	52.9	87.9	2.3	100.0	360.6	92.3	44.7	92.5	1145.1	93.3
Highland Region														
Inverness	6.1	0.9	0.4	0.5	1.2	2.0	0.0	0.0	4.7	1.2	1.7	3.4	14.1	1.1
Badenoch	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.8	0.2	0.4	3.8	0.3
Ross and Cromarty	0.7	0.1	0.0	0.0	0.8	1.4	0.0	0.0	0.7	0.2	0.1	0.3	2.4	0.2
Rest of Highland	0.7	0.1	0.0	0.0	0.3	0.5	0.0	0.0	3.1	0.8	0.0	0.1	4.2	0.3
Total Highland	8.0	1.2	0.4	0.5	2.3	3.8	0.0	0.0	11.7	3.0	2.0	4.2	24.4	2.0
Tayside Region														
Angus	18.4	2.8	2.4	3.2	2.2	3.7	0.0	0.0	7.7	2.0	1.2	2.4	31.9	2.6
Dundee	2.9	0.5	0.0	0.0	0.4	0.7	0.0	0.0	2.8	0.7	0.0	0.0	6.1	0.5
Perth and Kinross	1.6	0.2	0.1	0.2	0.2	0.4	0.0	0.0	0.6	0.1	0.4	0.8	2.9	0.2
Total Tayside	23.0	3.5	2.5	3.4	2.8	4.7	0.0	0.0	11.1	2.8	1.5	3.2	40.9	3.3
Central Region	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Fife Region	1.1	0.2	0.0	0.0	0.4	0.7	0.0	0.0	0.7	0.2	0.0	0.0	2.2	0.2
Lothian Region	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.5	0.1	0.1	3.5	0.3
Strathclyde Region														
Glasgow	1.9	0.3	0.1	0.2	0.4	0.6	0.0	0.0	1.8	0.5	0.0	0.0	4.2	0.3
Rest of Strathclyde	1.0	0.2	0.0	0.0	0.3	0.5	0.0	0.0	0.2	0.0	0.0	0.0	1.5	0.1
Total Strathclyde	2.9	0.4	0.1	0.2	0.7	1.1	0.0	0.0	2.0	0.5	0.0	0.0	5.7	0.5
Dumfries and Galloway Region	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Total Scotland	649.6	100	74.4	100	59.1	98	2.3	100	388.4	99	48.3	100	1222.1	99.6
Northern Region	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.9	0.1
Other UK Regions	1.3	0.2	0.1	0.2	1.0	1.7	0.0	0.0	2.1	0.5	0.0	0.0	4.5	0.4
Total UK	651.8	100	74.5	100	60.1	100	2.3	100	390.6	100	48.3	100	1227.6	100

Table 17
 Origin/destination of terminating passengers
 Edinburgh Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
Lothian Region														
City of Edinburgh	42.9	45.7	64.5	68.0	9.8	35.1	11.5	59.7	77.1	54.9	101.9	70.9	307.7	39.2
East Lothian	4.2	4.5	0.6	0.6	0.4	1.5	0.0	0.0	8.5	6.0	1.2	0.8	14.9	2.9
Midlothian	2.5	2.7	1.2	1.3	0.3	1.2	0.7	3.4	2.9	2.0	0.9	0.6	8.5	1.6
West Lothian	8.6	9.2	4.7	5.0	1.5	5.3	0.6	2.9	8.0	5.7	1.5	1.1	24.9	4.8
Total Lothian	58.3	62.0	71.0	74.9	12.0	43.1	12.7	65.9	96.4	68.7	105.5	73.4	356.0	68.4
Highland Region														
Inverness	0.3	0.3	0.0	0.0	0.1	0.5	0.0	0.0	0.8	0.6	0.4	0.2	1.6	0.3
Rest of Highlands	0.0	0.0	0.5	0.5	0.0	0.0	0.5	2.7	0.7	0.5	2.1	1.5	3.8	0.7
Total Highland	0.3	0.3	0.5	0.5	0.1	0.5	0.5	2.7	1.5	1.1	2.5	1.7	5.4	1.0
Grampian Region														
City of Aberdeen	0.2	0.2	0.3	0.3	0.6	2.1	0.4	2.0	0.8	0.6	0.8	0.6	3.1	0.6
Rest of Grampian	0.1	0.1	0.0	0.0	0.6	2.2	0.0	0.0	0.0	0.0	0.4	0.3	1.2	0.2
Total Grampian	0.3	0.3	0.3	0.3	1.2	4.2	0.4	2.0	0.8	0.6	1.2	0.8	4.3	0.8
Tayside Region														
Angus	1.7	1.8	0.5	0.6	0.4	1.4	0.0	0.0	1.2	0.8	1.3	0.9	5.1	1.0
City of Dundee	3.5	3.7	3.5	3.7	1.3	4.6	0.0	0.0	2.7	1.9	1.5	1.0	12.4	2.4
Perth & Kinross	1.9	2.0	3.9	4.1	1.5	5.5	2.5	12.8	6.0	4.3	8.9	6.2	24.8	4.8
Total Tayside	7.1	7.6	7.9	8.4	3.2	11.5	2.5	12.8	9.9	7.0	11.6	8.1	42.2	8.1
Central Region														
Clackmannan	1.2	1.2	0.1	0.2	0.0	0.0	0.0	0.0	0.4	0.3	0.3	0.2	2.0	0.4
Falkirk	4.5	4.8	3.6	3.8	0.6	2.3	0.2	1.1	3.7	2.6	2.1	1.5	14.7	2.8
Stirling	2.1	2.2	2.6	2.7	2.8	10.2	1.3	6.6	4.9	3.5	2.0	1.4	15.6	3.0
Total Central	7.7	8.2	6.3	6.7	3.5	12.5	1.5	7.8	8.9	6.4	4.5	3.1	32.4	6.2
Fife Region														
Dunfermline	6.7	7.1	1.4	1.4	2.8	10.2	0.2	1.0	10.3	7.3	2.3	1.6	23.6	4.5
Kirkcaldy	3.6	3.8	1.6	1.7	1.9	6.7	0.0	0.0	3.1	2.2	2.9	2.0	13.0	2.5
North East Fife	4.0	4.2	1.8	1.9	0.4	1.5	0.9	4.5	2.0	1.4	4.7	3.3	13.9	2.7
Total Fife	14.2	15.1	4.8	5.1	5.1	18.4	1.1	5.5	15.4	11.0	9.9	6.9	50.5	9.7
Strathclyde Region														
City of Glasgow	0.5	0.6	1.0	1.1	0.0	0.0	0.4	2.2	0.5	0.4	1.6	1.1	4.1	0.8
Rest of Strathclyde	2.8	2.9	0.6	0.7	1.5	5.3	0.2	1.1	2.3	1.6	4.0	2.8	11.4	2.2
Total Strathclyde	3.3	3.5	1.7	1.8	1.5	5.3	0.6	3.3	2.8	2.0	5.5	3.9	15.4	3.0
Borders Region														
Berwick	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.2	0.2	0.0	0.0	0.4	0.1
Ettrick & Lauderdale	0.8	0.8	0.7	0.7	0.4	1.4	0.0	0.0	0.4	0.3	0.2	0.1	2.4	0.5
Roxburgh	0.4	0.4	0.0	0.0	0.2	0.7	0.0	0.0	0.2	0.2	0.9	0.6	1.7	0.3
Tweeddale	1.5	1.6	0.1	0.1	0.4	1.5	0.0	0.0	1.3	0.9	1.5	1.1	4.8	0.9
Total Borders	2.7	2.8	0.8	0.8	1.2	4.1	0.0	0.0	2.1	1.5	2.6	1.8	9.3	1.8
Dumfries and Galloway Region														
	0.1	0.1	0.0	0.0	0.1	0.5	0.0	0.0	0.4	0.3	0.1	0.1	0.7	0.1
Total Scotland	94.0	100	93.3	98.4	27.9	100	19.3	100	138.4	98.5	143.4	99.8	516.3	99.3
Northern Region	0.0	0.0	1.5	1.6	0.0	0.0	0.0	0.0	1.9	1.4	0.3	0.2	3.7	0.7
Other UK Regions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2	0.0
Total UK	94.0	100	94.8	100	27.9	100	19.3	100	140.4	100	143.7	100	520.2	100

Table 18
 Origin/destination of terminating passengers
 Edinburgh Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
Lothian Region														
City of Edinburgh	0.5	34.6	2.2	100	54.3	30.5	4.4	73.5	18.3	45.1	15.5	69.1	95.2	37.9
East Lothian	0.0	0.0	0.0	0.0	8.5	4.8	0.0	0.0	1.0	2.4	0.2	1.0	9.7	3.9
Midlothian	0.0	0.0	0.0	0.0	10.0	5.6	0.0	0.0	0.8	1.9	0.7	3.2	11.5	4.6
West Lothian	0.0	0.0	0.0	0	12.4	7.0	0.2	2.6	1.4	3.4	0.0	0.0	14.0	5.6
Total Lothian	0.5	34.6	2.2	100	85.3	47.8	4.6	76.1	21.4	52.9	16.4	73.3	130.3	52.0
Highland Region														
Inverness	0.0	0.0	0.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.5
Rest of Highlands	0.0	0.0	0.0	0.0	0.6	0.3	0.0	0.0	0.2	0.6	0.2	1.0	1.0	0.4
Total Highland	0.0	0.0	0.0	0.0	1.9	1.0	0.0	0.0	0.2	0.6	0.2	1.0	2.3	0.9
Grampian Region														
City of Aberdeen	0.0	0.0	0.0	0.0	3.0	1.7	0.0	0.0	0.2	0.5	0.4	1.9	3.6	1.5
Rest of Grampian	0.0	0.0	0.0	0.0	2.7	1.5	0.0	0.0	0.5	1.2	0.0	0.0	3.1	1.2
Total Grampian	0.0	0.0	0.0	0.0	5.7	3.2	0.0	0.0	0.7	1.7	0.4	1.9	6.8	2.7
Tayside Region														
Angus	0.0	0.0	0.0	0.0	1.9	1.1	0.0	0.0	1.1	2.7	0.1	0.3	3.1	1.2
City of Dundee	0.1	5.1	0.0	0.0	6.6	3.7	0.1	1.5	2.6	6.4	0.1	0.6	9.5	3.8
Perth & Kinross	0.0	0.0	0.0	0.0	3.5	1.9	0.0	0.0	0.8	2.0	0.6	2.6	4.8	1.9
Total Tayside	0.1	5.1	0.0	0.0	12.0	6.7	0.1	1.5	4.5	11.1	0.8	3.5	17.4	6.9
Central Region														
Clackmannan	0.0	0.0	0.0	0.0	1.2	0.7	0.0	0.0	0.1	0.2	0.1	0.6	1.4	0.6
Falkirk	0.8	54.0	0.0	0.0	7.8	4.4	0.0	0.0	1.2	2.9	0.1	0.4	9.9	3.9
Stirling	0.0	0.0	0.0	0.0	2.9	1.6	0.0	0.0	0.2	0.5	0.0	0.0	3.1	1.2
Total Central	0.8	54.0	0.0	0.0	11.9	6.7	0.0	0.0	1.5	3.6	0.2	1.0	14.4	5.7
Fife Region														
Dunfermline	0.0	0.0	0.0	0.0	5.2	2.9	0.2	3.8	0.5	1.3	0.4	1.9	6.3	2.5
Kirkcaldy	0.0	0.0	0.0	0.0	14.3	8.0	0.0	0.0	0.8	2.0	0.6	2.6	15.6	6.2
North East Fife	0.0	0.0	0.0	0.0	1.1	0.6	0.0	0.0	0.6	1.5	2.2	9.6	3.9	1.6
Total Fife	0.0	0.0	0.0	0.0	20.6	11.5	0.2	3.8	1.9	4.8	3.1	14.0	25.9	10.3
Strathclyde Region														
City of Glasgow	0.0	0.0	0.0	0.0	7.5	4.2	0.5	8.6	2.0	4.8	0.4	1.6	10.3	4.1
Rest of Strathclyde	0.0	0.0	0.0	0.0	26.9	15.1	0.4	6.4	7.1	17.6	0.6	2.5	34.9	13.9
Total Strathclyde	0.0	0.0	0.0	0.0	34.4	19.3	0.9	15.0	9.1	22.4	0.9	4.2	45.3	18.0
Borders Region														
Berwick	0.0	0.0	0.0	0.0	0.5	0.3	0.0	0.0	0.2	0.4	0.0	0.0	0.6	0.3
Ettrick & Lauderdale	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.4	0.9	0.1	0.6	0.8	0.3
Roxburgh	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.2	0.0	0.0	0.3	0.1
Tweeddale	0.0	0.0	0.0	0.0	0.8	0.4	0.2	3.7	0.0	0.0	0.1	0.6	1.1	0.4
Total Borders	0.0	0.0	0.0	0.0	1.8	1.0	0.2	3.7	0.6	1.5	0.3	1.2	2.9	1.1
Dumfries and Galloway Region														
	0.0	0.0	0.0	0.0	2.2	1.3	0.0	0.0	0.1	0.3	0.0	0.0	2.4	0.9
Total Scotland	1.3	94	2.2	100	175.6	98	6.0	100	40.0	98.8	22.4	100	247.5	98.7
Northern Region	0.1	6.4	0.0	0.0	2.5	1.4	0.0	0.0	0.5	1.2	0.0	0.0	3.1	1.2
Other UK Regions	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Total UK	1.4	100	2.2	100	178.4	100	6.0	100	40.4	100	22.4	100	250.8	100

Table 19
 Origin/destination of terminating passengers
 Edinburgh Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
Lothian Region														
Edinburgh Airport	6.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0	0.0	6.9	0.2
City of Edinburgh	803.9	50.7	138.1	67.8	32.2	32.1	42.8	89.2	390.7	50.4	170	65.8	1577.4	53.1
East Lothian	40.3	2.5	1.7	0.9	3.6	3.6	0.2	0.4	24.3	3.1	5	1.8	74.8	2.5
Midlothian	37.8	2.4	1.8	0.9	3.2	3.2	0.2	0.4	17.8	2.3	3	1.0	63.4	2.1
West Lothian	114.1	7.2	7.2	3.6	7.0	7.0	0.3	0.5	36.6	4.7	10	4.0	175.6	5.9
Total Lothian	1002.7	63.3	148.9	73.1	45.9	45.9	43.5	90.6	469.8	60.6	187.4	72.7	1898.2	63.9
Highland Region														
Inverness	0.9	0.1	0.0	0.0	0.2	0.2	0.0	0.0	1.6	0.2	0.4	0.2	3.1	0.1
Rest of Highlands	3.0	0.2	0.3	0.2	0.0	0.0	0.7	1.5	2.6	0.3	1.3	0.5	8.0	0.3
Total Highland	3.9	0.2	0.3	0.2	0.2	0.2	0.7	1.5	4.2	0.5	1.7	0.7	11.1	0.4
Grampian Region														
City of Aberdeen	6.5	0.4	0.9	0.4	0.5	0.5	0.0	0.0	1.5	0.2	1.0	0.4	10.3	0.3
Rest of Grampian	2.5	0.2	0.2	0.1	0.3	0.3	0.0	0.0	0.9	0.1	4.4	1.7	8.4	0.3
Total Grampian	9.0	0.6	1.1	0.5	0.8	0.8	0.0	0.0	2.4	0.3	5.4	2.1	18.7	0.6
Tayside Region														
Angus	15.9	1.0	0.9	0.4	0.7	0.7	0.0	0.0	14.9	1.9	1.3	0.5	33.7	1.1
City of Dundee	56.9	3.6	7.8	3.8	19.1	19.1	0.0	0.0	30.1	3.9	5.5	2.1	119.5	4.0
Perth & Kinross	100.1	6.3	7.6	3.7	4.4	4.4	1.2	2.5	53.9	7.0	13	5.2	180.5	6.1
Total Tayside	172.9	10.9	16.3	8.0	24.3	24.2	1.2	2.5	98.9	12.8	20.1	7.8	333.6	11.2
Central Region														
Clackmannan	13.2	0.8	0.5	0.2	1.4	1.4	0.0	0.0	5.6	0.7	0.7	0.3	21.4	0.7
Falkirk	51.9	3.3	2.1	1.0	4.1	4.1	0.0	0.0	18.2	2.4	6.3	2.4	82.6	2.8
Stirling	69.1	4.4	1.8	0.9	3.7	3.7	0.4	0.8	24.9	3.2	10.6	4.1	110.6	3.7
Total Central	134.2	8.5	4.4	2.2	9.2	9.2	0.4	0.8	48.8	6.3	17.6	6.8	214.6	7.2
Fife Region														
Dunfermline	84.2	5.3	4.4	2.2	2.1	2.0	0.0	0.0	50.1	6.5	4.7	1.8	145.5	4.9
Kirkcaldy	67.3	4.2	3.4	1.7	3.9	3.9	0.3	0.7	25.6	3.3	3.3	1.3	103.8	3.5
North East Fife	29.6	1.9	17.1	8.4	2.5	2.5	0.3	0.7	26.5	3.4	6.4	2.5	82.4	2.8
Total Fife	181.1	11.4	24.9	12.2	8.4	8.4	0.7	1.4	102.1	13.2	14.5	5.6	331.6	11.2
Strathclyde Region														
City of Glasgow	14.7	0.9	3.3	1.6	3.9	3.9	0.6	1.3	3.5	0.4	2.4	0.9	28.3	1.0
Rest of Strathclyde	36.5	2.3	0.3	0.1	4.1	4.1	0.1	0.3	16.0	2.1	4.3	1.7	61.4	2.1
Total Strathclyde	51.2	3.2	3.5	1.7	8.0	8.0	0.8	1.6	19.5	2.5	6.7	2.6	89.7	3.0
Borders Region														
Berwick	1.3	0.1	0.3	0.2	0.7	0.7	0.0	0.0	12.4	1.6	1.4	0.5	16.1	0.5
Etrick & Lauderdale	6.6	0.4	0.4	0.2	0.1	0.1	0.8	1.6	4.4	0.6	0.5	0.2	12.8	0.4
Roxburgh	4.9	0.3	0.6	0.3	0.6	0.6	0.0	0.0	3.4	0.4	0.3	0.1	9.7	0.3
Tweeddale	7.1	0.4	1.5	0.7	1.9	1.9	0.0	0.0	4.5	0.6	2.0	0.8	16.9	0.6
Total Borders	19.8	1.3	2.8	1.4	3.3	3.3	0.8	1.6	24.7	3.2	4.1	1.6	55.6	1.9
Dumfries and Galloway Region														
	1.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0
Total Scotland	1576.1	99	202.4	99.4	100.1	100	48.0	100	770.4	99.4	257.5	99.9	2954.6	99.5
Northern Region	5.8	0.4	0.4	0.2	0.0	0.0	0.0	0.0	3.1	0.4	0.2	0.1	9.5	0.3
Other UK Regions	2.4	0.2	0.8	0.4	0.0	0.0	0.0	0.0	1.4	0.2	0.0	0.0	4.6	0.2
Total UK	1584.3	100	203.7	100	100.1	100	48.0	100	774.9	100	257.7	100	2968.8	100

Table 20
 Origin/destination of terminating passengers
 Glasgow Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
Strathclyde Region														
City Of Glasgow	33.9	27.9	36.9	41.5	5.1	13.2	18.4	40.3	50.4	23.9	72.1	35.7	216.7	30.6
Glasgow Airport	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.7	0.1
Argyll & Bute	1.1	0.9	0.9	1.0	0.4	1.1	0.8	1.7	0.9	0.4	5.7	2.8	9.8	1.4
Bearsden & Milngavie	2.3	1.9	0.0	0.0	0.4	0.9	0.0	0.0	12.7	6.0	2.1	1.0	17.4	2.5
Clydebank	1.4	1.2	1.2	1.4	0.8	2.1	0.0	0.0	1.5	0.7	1.3	0.6	6.2	0.9
Clydesdale	2.0	1.6	0.0	0.0	1.5	3.8	0.0	0.0	3.0	1.4	1.5	0.7	7.9	1.1
Cumbernauld & Kilsyth	2.3	1.9	0.4	0.5	0.4	1.0	0.0	0.0	1.9	0.9	1.2	0.6	6.2	0.9
Cumnock & Doon Valley	0.3	0.2	0.2	0.3	0.0	0.0	0.0	0.0	1.2	0.6	0.4	0.2	2.1	0.3
Cunninghame	2.6	2.2	1.8	2.0	1.4	3.6	0.0	0.0	6.0	2.8	2.3	1.1	14.0	2.0
Dumbarton	4.6	3.8	2.1	2.4	2.8	7.2	0.0	0.0	5.8	2.8	5.8	2.8	21.0	3.0
East Kilbride	1.8	1.5	3.6	4.1	1.0	2.7	0.0	0.0	5.2	2.5	1.9	1.0	13.6	1.9
Eastwood	6.9	5.7	0.0	0.0	1.7	4.3	0.1	0.2	6.7	3.2	3.0	1.5	18.3	2.6
Hamilton	2.6	2.2	1.8	2.0	1.2	3.2	0.0	0.0	5.9	2.8	4.8	2.4	16.4	2.3
Inverclyde	10.9	9.0	6.3	7.1	0.3	0.9	0.4	0.9	7.7	3.6	2.9	1.4	28.5	4.0
Kilmarnock & Loudoun	1.6	1.3	0.0	0.1	0.9	2.4	0.0	0.0	2.6	1.2	0.9	0.4	6.0	0.8
Kyle & Carrick	4.9	4.0	4.3	4.8	0.4	1.0	1.0	2.3	5.6	2.7	5.8	2.9	22.0	3.1
Monklands	3.0	2.5	0.2	0.3	0.3	0.8	0.0	0.0	2.6	1.2	3.3	1.6	9.5	1.3
Motherwell	2.7	2.2	1.2	1.3	0.5	1.3	0.0	0.0	1.8	0.9	2.8	1.4	9.1	1.3
Renfrew	8.0	6.6	5.6	6.3	2.9	7.6	2.1	4.5	17.7	8.4	15.9	7.9	52.2	7.4
Strathclyde Unspecified	0.0	0.0	1.1	1.2	0.0	0.0	0.0	0.0	0.1	0.0	0.9	0.4	2.0	0.3
Strathkelvin	3.8	3.1	1.3	1.4	1.6	4.1	0.0	0.0	7.2	3.4	2.2	1.1	16.0	2.3
Total Strathclyde	96.7	79.7	69.4	78.1	23.5	61.3	22.8	49.9	146.5	69.3	137.0	67.8	495.9	70.1
Highland Region	2.5	2.1	2.8	3.1	0.7	1.8	1.7	3.7	4.7	2.2	7.0	3.4	19.3	2.7
Grampian Region														
City of Aberdeen	1.0	0.8	0.0	0.0	2.7	7.0	0.0	0.0	1.4	0.7	2.0	1.0	7.1	1.0
Banff And Buchan	0.0	0.0	1.1	1.3	0.6	1.5	0.0	0.0	1.0	0.5	0.0	0.0	2.8	0.4
Gordon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.4	0.2	1.0	0.1
Kincardine & Deeside	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.5	0.1
Moray	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.2	0.6	0.1	0.0	1.8	0.3
Total Grampian	1.5	1.2	1.4	1.5	3.2	8.5	0.0	0.0	4.5	2.1	2.5	1.3	13.1	1.9
Tayside Region														
Angus	0.1	0.1	0.0	0.0	0.1	0.3	0.0	0.0	1.8	0.9	1.1	0.5	3.2	0.4
City of Dundee	0.6	0.5	0.7	0.8	0.9	2.5	0.0	0.0	3.7	1.8	2.4	1.2	8.4	1.2
Perth & Kinross	0.9	0.8	1.3	1.4	2.3	6.1	1.6	3.6	6.9	3.3	5.9	2.9	19.0	2.7
Total Tayside	1.6	1.4	2.0	2.2	3.4	8.8	1.6	3.6	12.5	5.9	9.5	4.7	30.6	4.3
Central Region														
Clackmannan	0.3	0.3	0.3	0.3	0.1	0.4	0.0	0.0	1.1	0.5	0.5	0.2	2.3	0.3
Falkirk	1.1	0.9	0.6	0.6	0.1	0.2	0.0	0.0	2.4	1.1	1.1	0.6	5.3	0.7
Stirling	4.2	3.4	1.2	1.4	0.7	1.9	0.6	1.3	4.0	1.9	7.7	3.8	18.4	2.6
Total Central	5.6	4.6	2.1	2.3	1.0	2.5	0.6	1.3	7.5	3.6	9.3	4.6	26.0	3.7
Fife Region														
Dunfermline	1.0	0.8	0.3	0.3	0.5	1.3	0.3	0.7	2.6	1.3	0.8	0.4	5.6	0.8
Kirkcaldy	0.8	0.7	0.0	0.0	0.1	0.3	0.0	0.0	2.0	1.0	2.4	1.2	5.3	0.7
North East Fife	0.1	0.1	2.2	2.5	0.0	0.0	0.9	2.1	0.5	0.2	2.9	1.4	6.7	0.9
Total Fife	1.9	1.6	2.5	2.8	0.6	1.6	1.3	2.8	5.2	2.4	6.1	3.0	17.6	2.5
Lothian Region														
City of Edinburgh	5.2	4.3	6.3	7.1	2.6	6.8	17.3	38.0	14.1	6.7	24.5	12.1	70.0	9.9
East Lothian	0.0	0.0	0.0	0.0	0.3	0.9	0.1	0.2	2.1	1.0	0.4	0.2	2.9	0.4
Mid Lothian	1.0	0.8	0.0	0.0	0.4	0.9	0.0	0.0	0.4	0.2	0.5	0.2	2.2	0.3
West Lothian	0.6	0.5	0.7	0.7	0.2	0.6	0.2	0.5	2.5	1.2	0.5	0.2	4.7	0.7
Total Lothian	6.8	5.6	6.9	7.8	3.5	9.2	17.7	38.7	19.0	9.0	25.9	12.8	79.8	11.3
Border Region	0.5	0.4	0.0	0.1	0.3	0.9	0.0	0.0	2.9	1.4	0.5	0.2	4.3	0.6
Dumfries and Galloway Region	3.5	2.9	1.5	1.6	0.6	1.6	0.0	0.0	6.0	2.8	2.5	1.2	14.0	2.0
Total Scotland	120.6	99.4	88.6	99.7	36.8	96.2	45.6	100.0	208.8	98.8	200.2	99.1	700.7	99.0
Northern Region	0.7	0.5	0.2	0.2	0.6	1.6	0.0	0.0	1.9	0.9	1.7	0.9	5.1	0.7
Other UK Regions	0.1	0.1	0.1	0.1	0.8	2.2	0.0	0.0	0.6	0.3	0.1	0.0	1.8	0.3
Total UK	121.3	100	88.9	100	38.3	100	45.6	100	211.3	100	202.0	100	707.5	100

Table 21
 Origin/destination of terminating passengers
 Glasgow Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
Strathclyde Region														
City Of Glasgow	0.5	7.2	0.0	0.0	229.0	17.4	7.9	66.0	30.5	10.1	10.5	24.7	278.5	16.6
Argyll & Bute	0.0	0.0	0.0	0.0	9.5	0.7	0.0	0.0	2.7	0.9	0.3	0.7	12.5	0.7
Bearsden & Milngavie	0.0	0.0	0.0	0.0	22.7	1.7	0.0	0.0	7.9	2.6	0.6	1.3	31.1	1.9
Clydebank	0.0	0.0	0.0	0.0	12.3	0.9	0.0	0.0	1.0	0.3	0.0	0.0	13.3	0.8
Clydesdale	0.4	4.9	0.5	26.3	24.5	1.9	0.0	0.0	4.0	1.3	1.2	2.7	30.5	1.8
Cumbernauld & Kilsyth	1.7	23.5	0.0	0.0	23.7	1.8	0.0	0.0	8.1	2.7	0.0	0.0	33.5	2.0
Cumnock & Doon Valley	0.0	0.0	0.0	0.0	5.1	0.4	0.0	0.0	1.0	0.3	0.0	0.0	6.1	0.4
Cunninghame	1.5	20.6	0.0	0.0	48.4	3.7	0.5	4.4	19.7	6.5	0.7	1.6	70.7	4.2
Dumbarton	1.4	19.7	0.0	0.0	22.8	1.7	0.2	1.3	5.7	1.9	0.0	0.0	30.1	1.8
East Kilbride	0.0	0.0	0.0	0.0	35.0	2.7	0.0	0.0	8.6	2.9	0.9	2.2	44.5	2.7
Eastwood	0.0	0.0	0.0	0.0	31.4	2.4	0.2	2.0	11.6	3.9	0.7	1.6	44.0	2.6
Hamilton	0.0	0.0	0.0	0.0	46.3	3.5	0.0	0.0	6.7	2.2	3.0	6.9	56.0	3.3
Inverclyde	0.0	0.0	0.0	0.0	28.7	2.2	0.0	0.0	6.3	2.1	0.5	1.2	35.5	2.1
Kilmarnock & Loudoun	0.0	0.0	0.0	0.0	17.8	1.4	0.4	3.2	4.2	1.4	0.1	0.2	22.5	1.3
Kyle & Carrick	0.0	0.0	0.0	0.0	37.0	2.8	0.3	2.4	4.8	1.6	2.0	4.6	44.1	2.6
Monklands	0.0	0.0	0.0	0.0	30.1	2.3	0.0	0.0	1.8	0.6	1.2	2.7	33.1	2.0
Motherwell	0.0	0.0	0.0	0.0	33.0	2.5	0.0	0.0	7.5	2.5	0.2	0.4	40.7	2.4
Renfrew	0.0	0.0	0.0	0.0	85.6	6.5	0.4	3.6	14.1	4.7	5.1	11.9	105.2	6.3
Strathclyde Unspecified	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Strathkelvin	0.0	0.0	0.0	0.0	43.9	3.3	0.6	5.4	10.0	3.3	0.2	0.4	54.7	3.3
Total Strathclyde	5.5	76.0	0.5	26.3	786.9	59.9	10.6	88.3	156.3	51.8	27.0	63.2	986.8	58.8
Highland Region	0.0	0.0	0.0	0.0	27.9	2.1	0.1	1.0	8.3	2.8	0.3	0.6	36.6	2.2
Grampian Region														
City of Aberdeen	0.2	2.5	0.0	0.0	31.9	2.4	0.3	2.4	14.6	4.8	0.8	1.9	47.8	2.8
Banff And Buchan	0.0	0.0	0.0	0.0	10.5	0.8	0.0	0.0	0.9	0.3	0.0	0.0	11.4	0.7
Gordon	0.0	0.0	0.0	0.0	4.4	0.3	0.0	0.0	0.3	0.1	0.0	0.0	4.8	0.3
Kincardine & Deeside	0.0	0.0	0.0	0.0	5.5	0.4	0.0	0.0	1.4	0.5	0.0	0.0	6.8	0.4
Moray	0.0	0.0	0.0	0.0	6.4	0.5	0.0	0.0	2.0	0.6	0.0	0.0	8.4	0.5
Total Grampian	0.2	2.5	0.0	0.0	58.7	4.5	0.3	2.4	19.1	6.3	0.8	1.9	79.1	4.7
Tayside Region														
Angus	0.0	0.0	0.0	0.0	19.3	1.5	0.0	0.0	3.0	1.0	0.5	1.2	22.8	1.4
City of Dundee	0.0	0.0	0.0	0.0	45.9	3.5	0.0	0.0	9.6	3.2	0.5	1.3	56.1	3.3
Perth & Kinross	0.0	0.0	0.0	0.0	32.0	2.4	0.0	0.0	10.3	3.4	0.0	0.0	42.4	2.5
Total Tayside	0.0	0.0	0.0	0.0	97.3	7.4	0.0	0.0	22.9	7.6	1.0	2.4	121.3	7.2
Central Region														
Clackmannan	0.0	0.0	0.0	0.0	15.5	1.2	0.0	0.0	2.6	0.9	0.0	0.0	18.1	1.1
Falkirk	0.0	0.0	0.0	0.0	39.8	3.0	0.2	1.9	5.6	1.9	1.0	2.3	46.7	2.8
Stirling	0.1	1.7	0.0	0.0	34.5	2.6	0.0	0.0	7.1	2.4	0.5	1.1	42.2	2.5
Total Central	0.1	1.7	0.0	0.0	89.7	6.8	0.2	1.9	15.3	5.1	1.5	3.5	106.9	6.4
Fife Region														
Dunfermline	0.5	6.9	0.0	0.0	24.3	1.9	0.0	0.0	4.5	1.5	0.2	0.5	29.5	1.8
Kirkcaldy	0.0	0.0	0.9	46.2	30.1	2.3	0.0	0.0	8.9	2.9	0.9	2.1	40.7	2.4
North East Fife	0.3	4.2	0.0	0.0	14.9	1.1	0.0	0.0	6.3	2.1	0.7	1.6	22.1	1.3
Total Fife	0.8	11.1	0.9	46.2	69.3	5.3	0.0	0.0	19.6	6.5	1.8	4.2	92.4	5.5
Lothian Region														
City of Edinburgh	0.0	0.0	0.4	19.0	73.9	5.6	0.6	4.6	39.0	12.9	5.7	13.3	119.4	7.1
East Lothian	0.0	0.0	0.0	0.0	7.7	0.6	0.0	0.0	2.5	0.8	0.0	0.0	10.2	0.6
Mid Lothian	0.0	0.0	0.0	0.0	13.5	1.0	0.0	0.0	4.4	1.5	0.0	0.0	17.9	1.1
West Lothian	0.5	6.6	0.0	0.0	43.3	3.3	0.0	0.0	5.8	1.9	2.6	6.2	52.2	3.1
Total Lothian	0.5	6.6	0.4	19.0	138.3	10.5	0.6	4.6	51.7	17.1	8.3	19.5	199.7	11.9
Border Region	0.0	0.0	0.0	0.0	8.1	0.6	0.0	0.0	4.0	1.3	1.3	3.1	13.4	0.8
Dumfries and														
Galloway Region	0.2	2.2	0.2	8.4	14.9	1.1	0.0	0.0	1.4	0.5	0.0	0.0	16.5	1.0
Total Scotland	7.2	100	1.9	100	1291.1	98.3	11.7	98.1	298.6	99.1	42.0	98.3	1652.7	98.5
Northern Region	0.0	0.0	0.0	0.0	17.8	1.4	0.2	1.9	2.4	0.8	0.2	0.4	20.3	1.2
Other UK Regions	0.0	0.0	0.0	0.0	4.5	0.3	0.0	0.0	0.4	0.1	0.5	1.3	5.4	0.3
Total UK	7.2	100	1.9	100	1313.4	100	12.0	100	301.4	100	42.7	100	1678.7	100

Table 22
 Origin/destination of terminating passengers
 Glasgow Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure FT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
Strathclyde Region														
City Of Glasgow	686.5	43.1	64.4	41.2	15.3	18.3	7.2	41.9	258.9	30.9	77.8	36.7	1110.1	38.3
Glasgow Airport	6.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.2
Argyll & Bute	8.4	0.5	1.1	0.7	1.5	1.8	0.5	2.7	28.4	3.4	6.7	3.1	46.5	1.6
Bearsden & Milngavie	41.1	2.6	0.5	0.3	5.1	6.1	0.0	0.0	26.8	3.2	1.6	0.8	75.2	2.6
Clydebank	19.5	1.2	1.6	1.0	0.3	0.4	0.0	0.0	9.4	1.1	4.5	2.1	35.4	1.2
Clydesdale	15.0	0.9	0.0	0.0	0.7	0.8	0.0	0.0	5.8	0.7	0.8	0.4	22.2	0.8
Cumbernauld & Kilsyth	27.9	1.8	1.4	0.9	0.4	0.5	0.0	0.0	8.6	1.0	3.2	1.5	41.5	1.4
Cumnock & Doon Valley	1.5	0.1	0.0	0.0	1.9	2.3	0.0	0.0	2.6	0.3	0.1	0.1	6.2	0.2
Cunninghame	46.7	2.9	2.9	1.8	1.8	2.2	0.0	0.0	26.8	3.2	4.3	2.0	82.5	2.8
Dumbarton	68.6	4.3	2.8	1.8	6.5	7.8	0.0	0.0	44.5	5.3	8.0	3.8	130.4	4.5
East Kilbride	56.6	3.6	5.7	3.7	3.0	3.6	0.0	0.0	29.4	3.5	2.7	1.3	97.4	3.4
Eastwood	45.1	2.8	0.0	0.0	4.2	5.1	1.1	6.3	40.5	4.8	6.3	3.0	97.1	3.4
Hamilton	46.0	2.9	1.1	0.7	1.6	1.9	0.0	0.0	17.6	2.1	3.6	1.7	69.9	2.4
Inverclyde	38.2	2.4	5.8	3.7	1.5	1.8	0.0	0.0	22.3	2.7	4.1	1.9	71.9	2.5
Kilmarnock & Loudoun	18.7	1.2	0.9	0.6	2.6	3.1	0.0	0.0	15.1	1.8	2.3	1.1	39.5	1.4
Kyle & Carrick	65.6	4.1	8.0	5.1	6.7	8.0	2.5	14.6	41.0	4.9	10.0	4.7	133.8	4.6
Monklands	13.5	0.8	1.2	0.8	4.2	5.0	0.0	0.0	14.3	1.7	2.0	1.0	35.3	1.2
Motherwell	27.8	1.7	1.7	1.1	1.7	2.0	0.0	0.0	10.0	1.2	4.1	1.9	45.3	1.6
Renfrew	179.8	11.3	11.9	7.6	6.8	8.1	0.7	3.9	77.5	9.3	18.9	8.9	295.5	10.2
Strathclyde Unspecified	5.0	0.3	4.8	3.1	0.0	0.0	0.0	0.0	0.9	0.1	0.6	0.3	11.4	0.4
Strathkelvin	49.6	3.1	1.9	1.2	3.7	4.4	0.0	0.0	22.3	2.7	4.2	2.0	81.7	2.8
Total Strathclyde	1467.2	92.2	117.8	75.3	69.6	83.1	11.9	69.4	702.7	84.0	165.8	78.2	2534.9	87.5
Highland Region	9.2	0.6	2.3	1.5	1.0	1.2	0.2	1.2	13.3	1.6	6.1	2.9	32.1	1.1
Grampian Region														
City of Aberdeen	1.8	0.1	2.3	1.5	0.3	0.4	0.0	0.0	3.3	0.4	0.0	0.0	7.8	0.3
Banff And Buchan	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Gordon	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.5	0.0
Kincardine & Deeside	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0
Moray	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.2	0.0	0.0	1.9	0.1
Total Grampian	2.6	0.2	2.3	1.5	0.6	0.7	0.0	0.0	5.2	0.6	0.0	0.0	10.6	0.4
Tayside Region														
Angus	1.7	0.1	0.3	0.2	0.3	0.4	0.0	0.0	2.3	0.3	0.2	0.1	4.8	0.2
City of Dundee	4.2	0.3	0.3	0.2	0.2	0.3	0.0	0.0	4.0	0.5	3.5	1.7	12.3	0.4
Perth & Kinross	10.0	0.6	4.4	2.8	1.3	1.6	0.0	0.0	10.7	1.3	1.9	0.9	28.3	1.0
Total Tayside	15.9	1.0	4.9	3.2	1.9	2.2	0.0	0.0	17.0	2.0	5.6	2.6	45.3	1.6
Central Region														
Clackmannan	1.3	0.1	0.0	0.0	0.1	0.1	0.0	0.0	2.4	0.3	0.0	0.0	3.8	0.1
Falkirk	12.0	0.8	0.0	0.0	1.8	2.1	0.0	0.0	9.6	1.1	1.4	0.6	24.8	0.9
Stirling	24.9	1.6	1.9	1.2	0.3	0.4	0.9	5.0	27.9	3.3	7.5	3.5	63.3	2.2
Total Central	38.2	2.4	1.9	1.2	2.2	2.6	0.9	5.0	39.8	4.8	8.8	4.2	91.8	3.2
Fife Region														
Dunfermline	3.2	0.2	0.0	0.0	0.4	0.5	0.0	0.0	3.2	0.4	0.5	0.2	7.4	0.3
Kirkcaldy	0.9	0.1	0.0	0.0	2.9	3.5	0.0	0.0	3.1	0.4	0.0	0.0	7.0	0.2
North East Fife	2.9	0.2	0.0	0.0	0.0	0.0	1.3	7.5	3.6	0.4	3.1	1.5	10.8	0.4
Total Fife	7.0	0.4	0.0	0.0	3.3	4.0	1.3	7.5	9.9	1.2	3.6	1.7	25.2	0.9
Lothian Region														
City of Edinburgh	22.2	1.4	22.6	14.5	0.6	0.7	2.9	16.9	24.4	2.9	15.6	7.3	88.3	3.0
East Lothian	2.6	0.2	0.0	0.0	0.1	0.1	0.0	0.0	4.1	0.5	1.3	0.6	8.1	0.3
Mid Lothian	2.2	0.1	0.7	0.4	1.5	1.8	0.0	0.0	0.2	0.0	1.6	0.8	6.2	0.2
West Lothian	6.1	0.4	0.2	0.1	0.1	0.1	0.0	0.0	5.5	0.7	0.9	0.4	12.7	0.4
Total Lothian	33.1	2.1	23.5	15.0	2.3	2.8	2.9	16.9	34.1	4.1	19.4	9.2	115.3	4.0
Border Region	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.0	0.8	0.1	0.5	0.3	1.7	0.1
Dumfries and Galloway Region														
Galloway Region	15.4	1.0	3.6	2.3	2.3	2.8	0.0	0.0	8.2	1.0	1.6	0.7	31.1	1.1
Total Scotland	1588.6	100	156.3	100	83.7	99.9	17.1	100.0	831.0	99.3	211.5	99.7	2888.1	99.7
Northern Region	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	1.0	0.1	0.6	0.3	1.9	0.1
Other UK Regions	2.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.6	0.0	0.0	7.7	0.3
Total UK	1591.7	100	156.3	100	83.8	100	17.1	100	836.9	100	212.0	100	2897.8	100

Table 23
 Origin/destination of terminating passengers
 Inverness Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
Highlands & Islands Region														
Inverness	44.4	39.7	4.1	38.2	6.2	48.6	2.5	65.3	41.5	36.5	10.9	43.3	109.6	39.4
Inverness Airport	0.8	0.7	0.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.3
Badenoch and Strathspey	2.3	2.1	0.5	4.8	0.8	6.1	0.3	8.9	4.6	4.1	1.3	5.2	9.9	3.6
Caithness	5.6	5.0	0.5	4.7	0.4	3.2	0.0	0.0	4.7	4.1	0.5	2.1	11.7	4.2
Lochaber	0.8	0.7	0.1	1.0	0.5	4.0	0.0	1.1	2.0	1.8	0.6	2.3	4.1	1.5
Nairn	6.3	5.7	0.7	6.1	0.5	4.2	0.2	4.3	6.5	5.7	1.3	5.1	15.5	5.6
Ross and Cromarty	17.0	15.2	1.4	13.1	2.4	19.1	0.3	8.8	20.9	18.4	3.5	14.0	45.6	16.4
Shetland and Orkney	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.7	0.2
Skye and Lochalsh	3.4	3.1	0.1	1.3	0.6	4.8	0.0	0.0	3.2	2.8	0.7	2.6	8.1	2.9
Sutherland	2.9	2.6	0.6	5.8	0.3	2.0	0.3	7.2	8.7	7.6	2.2	8.6	14.9	5.4
Western Isles	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1	0.3	0.8	0.3
Total Highlands and Islands	84.1	75.4	8.2	75.7	11.7	92.0	3.7	95.5	92.9	81.6	21.0	83.6	221.7	79.7
Grampian Region														
Moray	23.9	21.4	2.3	21.6	0.8	5.9	0.2	4.5	16.3	14.3	3.4	13.5	46.8	16.8
Rest of Grampian	2.5	2.2	0.0	0.2	0.2	1.3	0.0	0.0	3.7	3.3	0.2	0.9	6.6	2.4
Total Grampian	26.4	23.6	2.4	21.7	0.9	7.2	0.2	4.5	20.0	17.5	3.6	14.4	53.4	19.2
Tayside Region	0.4	0.3	0.2	1.5	0.1	0.7	0.0	0.0	0.2	0.2	0.2	0.7	1.0	0.4
Central Region	0.0	0.0	0.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Fife Region	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.1
Lothian Region														
Edinburgh	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.7	0.6	0.2
Rest of Lothian	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lothian	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.7	0.6	0.2
Strathclyde Region														
Glasgow	0.3	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.4	0.1
Rest of Strathclyde	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.5	0.6	0.2
Total Strathclyde	0.5	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.6	1.0	0.3
Total Scotland	111.6	100	10.8	100	12.7	100	3.8	100	113.8	100	25.1	100	278.0	100

Table 24
 Origin of trips of UK passengers on trunk routes from Scotland to London

	All UK passengers			End to end UK passengers*		
	Home not in Scotland	Home in Scotland	Total	Home not in Scotland	Home in Scotland	Total
Aberdeen						
Gatwick	28	72	100	42	58	100
Heathrow	34	64	100	44	56	100
Luton	49	51	100	51	49	100
Stansted	38	62	100	40	60	100
EDINBURGH						
Gatwick	38	62	100	56	64	100
Heathrow	38	62	100	48	52	100
Luton	45	55	100	45	55	100
Stansted	43	57	100	48	52	100
GLASGOW						
Gatwick	41	59	100	56	44	100
Heathrow	41	59	100	50	50	100
Luton	49	51	100	49	51	100
Stansted	60	40	100	63	37	100
INVERNESS						
Heathrow	46	54	100	55	65	100
Luton	61	39	100	61	39	100
Stansted	25	75	100	27	73	100

* Passengers who do not connect to other flights in Scotland or in London.

Table 25
 Mode of transport used to arrive at or depart from the Scottish airports

	Aberdeen	Edinburgh	Glasgow	Inverness
	%	%	%	%
Private Car	54.9	53.3	61.1	57.0
Self Drive Hire Car	7.4	9.7	7.1	17.0
Taxi/minicab	32.1	27.6	23.4	17.0
Bus/coach	5.1	9.0	7.5	6.0
Other	0.5	0.4	0.9	3.0
Total	100	100	100	100
Total terminating passengers (000s)	1,537	3,740	5,284	278

Table 26
 Mode of transport used at the Scottish Airports 1970-1996.

Mode of transport used at Airport	Aberdeen						Edinburgh						Glasgow						Inverness	
	1975		1982		1990		1975		1982		1990		1970		1982		1990		1996	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Private Car	50	50	49	55	54	55	54	61	56	53	54	60	70	62	61	62	62	61	62	57
Hire Car	7	8	8	8	6	8	6	10	10	10	4	4	4	7	7	7	15	7	15	17
Taxi / Mimicab	28	30	36	14	13	14	13	19	25	28	16	19	17	22	23	22	15	23	15	17
Bus / Coach	13	9	6	22	24	22	24	9	7	9	24	16	8	8	7	8	7	7	7	6
Other	3	3	1	1	3	1	3	2	1	0	2	1	1	2	1	2	1	1	1	3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total terminating passengers (millions)	0.4	1	1.1	0.8	0.6	0.8	1.2	2.4	3.7	1.6	1.7	2.3	4.1	5.3	0.2	0.2	0.3	0.3	0.3	0.3

Table 27
 Mode of transport by passenger type at **Aberdeen Airport**.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	51.1	71.5	64.4	57.5	35.7	55.1
Hire car	6.8	1.3	5.9	5.9	19.1	7.4
Taxi / minicab	36.9	25.2	24.2	31.6	37.6	32.3
Bus / coach	4.6	2.0	5.0	4.5	7.4	4.8
Other	0.6	0.0	0.5	0.5	0.2	0.5
Total	100.0	100.0	100.0	100.0	100.0	100.0
Passengers (000s)	727	137	465	1,329	208	1,537

Table 28
 Mode of transport by passenger type at **Edinburgh Airport**.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	55.3	77.8	64.3	60.9	22.1	53.3
Hire car	10.0	0.3	5.3	7.3	20.3	9.8
Taxi / minicab	30.3	18.4	20.5	25.6	35.2	27.5
Bus / coach	3.9	3.4	9.4	5.6	22.1	8.8
Other	1.7	0.3	0.5	0.5	0.3	0.5
Total	100.0	100.0	100.0	100.0	100.0	100.0
Passengers (000s)	1,680	307	956	2,944	798	3,740

Table 29
 Mode of transport by passenger type at **Glasgow Airport**.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	52.4	76.5	68.6	65.4	31.0	61.0
Hire car	9.9	1.2	3.1	4.9	23.2	7.2
Taxi / minicab	32.1	17.4	18.2	23.0	25.7	23.3
Bus / coach	3.9	4.7	9.6	5.9	18.0	7.4
Other	1.7	0.3	0.5	0.8	2.1	1.0
Total	100.0	100.0	100.0	100.0	100.0	100.0
Passengers (000s)	1,721	1,437	1,350	4,508	779	5,284

Table 30
 Mode of transport by passenger type at **Inverness Airport**.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	53.3	61.9	67.9	60.8	33.3	57.1
Hire car	15.1	16.0	10.8	13.1	39.3	16.6
Taxi / minicab	19.3	19.1	14.9	17.2	16.6	17.1
Bus / coach	6.6	3.0	5.6	5.9	8.2	6.3
Other	5.7	0.0	0.8	3.1	2.6	3.0
Total	100.0	100.0	100.0	100.0	100.0	100.0
Passengers (000s)	112	13	114	239	41	278

Table 31
 Reason for using a car for the journey to or from the airport

Reason for choice of car	Aberdeen		Edinburgh		Glasgow		Inverness	
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %
Given lift by friend/relative	38.3	42.6	15.3	22.6	35.3	37.9	18.6	21.9
Speed/ease/door to door	29.8	27.5	43.3	24.5	29.3	9.9	10.9	9.3
Cost	7.1	2.3	7.8	2.9	6.7	2.2	5.5	7.3
Company provided car	2.0	2.1	3.3	0.9	1.1	4.0	8.0	4.0
Used hire car	3.1	9.5	2.1	21.3	2.9	30.1	4.8	29.8
No public transport	2.8	0.8	2.6	1.1	3.3	0.7	25.5	13.1
Too much luggage	0.3	0.0	0.6	1.2	1.0	0.4	1.4	0.4
Most direct route	4.5	3.6	0.1	0.0	1.5	0.4	2.5	0.4
Need car on return	2.6	0.2	1.4	0.1	1.4	0.0	1.7	1.0
Group size	0.4	0.0	0.4	0.2	0.9	0.1	0.0	0.6
Prefer driving	0.0	0.0	0.8	0.0	0.4	0.1	0.0	0.0
Early flight to catch	0.1	0.0	0.0	0.0	0.4	0.1	0.7	0.0
Car park expensive	0.5	0.3	0.0	0.2	1.2	0.0	0.0	0.0
Public transport unreliable	0.5	0.0	0.0	0.0	0.3	0.0	0.1	0.0
Other	8.1	11.0	22.4	24.9	14.5	14.2	0.3	0.0
Total	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,329	209	2,944	728	4,508	779	239	41

Table 32
 Reason for using public transport for the journey to or from the airport

Reason for choice of public transport	Aberdeen		Edinburgh		Glasgow		Inverness	
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %
Speed/ease	26.8	18.9	20.3	13.2	19.8	9.4	21.5	8.8
Cost	18.6	22.2	43.8	28.2	25.9	22.0	11.2	9.5
Part of package	5.8	13.0	0.0	0.5	2.2	41.1	1.1	15.0
No car/choice	6.1	9.3	2.6	2.1	16.7	4.8	20.7	26.9
Group size	0.0	0.0	2.9	8.4	7.9	2.5	0.3	0.0
Direct route	6.0	5.4	0.0	0.0	2.1	1.7	5.6	2.2
Company paid	29.2	16.3	2.9	0.9	4.6	4.4	18.7	8.4
Too much luggage	1.9	0.0	0.0	1.1	0.5	0.0	4.4	3.6
No parking worries	1.1	0.0	0.1	0.0	0.5	0.2	1.7	0.0
Recommended	0.0	0.0	0.0	0.0	0.0	0.0	0.2	2.0
Car park expensive	0.5	0.0	0.0	0.0	0.8	0.0	0.3	0.0
Other	4.0	14.9	27.5	45.6	18.9	13.8	14.4	23.5
Total	100	100	100	100	100	100	100	100
Total Passengers (000s)	60	15	165	176	266	140	14	4

Table 33
 Average surface journey time to the Scottish airports

Airport	Average surface journey time (minutes)		
	1982	1990	1996
Aberdeen	43	46	43
Edinburgh	35	36	33
Glasgow	42	46	43
Inverness	-	46	47

Table 34
 Group size of air travellers.

Aberdeen										
Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	UK Leisure IT	Foreign Leisure IT	UK Leisure Other	All Passengers %
Travelling alone	75.4	72.1	4.1	9.7	38.1	35.7				51.0
Travelling with one other	14.4	15.4	46.6	66.8	36.8	42.0				32.1
Travelling with two others	4.5	5.2	12.5	6.9	10.8	10.8				7.3
Travelling with three others	2.6	2.1	24.2	1.8	9.0	6.8				4.3
Travelling with four others	0.7	0.3	5.3	0.0	2.3	1.6				1.9
Travelling with five or more	2.4	4.9	7.4	14.7	3.0	3.1				3.4
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	727	113	137	7	465	88				1,537

Edinburgh										
Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	UK Leisure IT	Foreign Leisure IT	UK Leisure Other	All Passengers %
Travelling alone	79.2	62.9	4.3	0.3	48.4	34.8				57.0
Travelling with one other	14.2	19.6	56.9	34.3	37.8	41.6				28.0
Travelling with two others	3.9	5.7	10.4	38.6	5.3	7.5				5.9
Travelling with three others	1.5	2.6	20.7	8.8	5.2	7.2				5.0
Travelling with four others	0.6	1.9	3.3	1.4	1.5	3.0				1.5
Travelling with five or more	0.7	7.3	4.5	16.5	1.7	5.9				2.6
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,680	301	307	73	756	424				3,740

Table 34 continued

Group size of air travellers.

Glasgow

Group size	UK Business		Foreign Business		UK Leisure IT		Foreign Leisure IT		UK Leisure Other		Foreign Leisure Other		All Passengers	
	%		%		%		%		%		%		%	
Travelling alone	72.4		56.3		2.7		3.4		36.5		31.4		38.1	
Travelling with one other	19.5		26.8		42.7		48.6		36.8		41.6		33.0	
Travelling with two others	4.3		5.5		16.8		8.1		10.2		12.4		10.2	
Travelling with three others	2.2		3.9		23.4		13.7		11.9		8.8		11.7	
Travelling with four others	0.5		0.6		7.4		4.0		3.0		2.4		3.4	
Travelling with five or more	1.1		7.0		7.1		22.2		1.6		3.3		3.7	
Total	100		100		100		100		100		100		100	
Total Passengers (000s)	1,720		247		1,437		75		1,350		457		5,284	

Inverness

Group size	UK Business		Foreign Business		UK Leisure IT		Foreign Leisure IT		UK Leisure Other		Foreign Leisure Other		All Passengers	
	%		%		%		%		%		%		%	
Travelling alone	67.1		66.3		9.3		13.5		44.5		29.6		51.0	
Travelling with one other	20.8		17.1		67.3		42.6		39.1		37.1		32.1	
Travelling with two others	5.8		8.0		6.0		10.7		8.0		10.5		7.3	
Travelling with three others	2.1		2.7		6.4		12.1		4.9		9.6		4.3	
Travelling with four others	0.8		0.0		6.7		2.7		2.0		5.0		1.9	
Travelling with five or more	3.5		5.9		4.4		18.5		1.4		8.2		3.4	
Total	100		100		100		100		100		100		100	
Total Passengers (000s)	112		11		13		4		114		25		278	

Table 35
 Proportion of passengers travelling alone.

Travelling alone	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All passengers %
Aberdeen	75.4	72.1	4.1	9.7	38.1	35.7	56.2
Edinburgh	79.2	62.9	4.3	0.3	48.4	34.8	57.0
Glasgow	72.4	56.3	2.7	3.4	36.5	31.4	38.1
Inverness	67.1	66.3	9.3	13.5	44.5	29.6	51.0

Table 36
 Reason for choice of airport.

Reason for choice of airport (1)	Aberdeen		Edinburgh		Glasgow	
	%		%		%	
Near home	43.0		45.6		44.6	
Near business location	25.0		24.5		17.3	
Flights/package available	6.0		5.0		14.6	
Near leisure location	11.1		16.5		10.1	
Local services inadequate	1.0		0.6		3.5	
Connecting flights	9.8		2.4		2.7	
Timing of flights	1.4		1.5		2.5	
Prefer airport	0.5		1.6		1.8	
Economic/cheaper	1.4		1.2		1.8	
Other	0.9		1.1		1.0	
Total	100		100		100	
Total passengers (000s)	1,723		3,771		5,400	

(1) Excluding passengers who said the decision was made by someone else.

Table 37
 Trip length of passengers using Aberdeen airport.

Trip Length	International Scheduled						International Charter			Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Inclusive Tour	UK Other	UK Business	UK Leisure	Foreign Business	Foreign Leisure			
	%	%	%	%	%	%	%	%	%	%			%
Up to 12 hrs	0.7	0.0	0.8	0.0	0.0	0.0	20.5	1.3	3.8	0.2			
Over 12hrs to 1 day	10.9	1.4	6.7	0.0	0.2	5.0	23.8	5.3	16.8	1.4			
Over 1 day to 2	5.8	1.0	5.2	11.1	0.0	0.0	17.8	9.2	11.0	3.7			
Over 2 days to 3	4.5	3.0	23.1	11.8	1.0	0.0	9.6	13.1	7.5	11.1			
Over 3 days to 4	8.5	10.4	9.7	6.6	0.0	0.0	6.4	12.4	2.3	2.7			
Over 4 days to 5	5.4	5.8	3.0	13.3	0.0	0.0	5.3	7.1	3.0	6.2			
Over 5 days to 6	3.0	1.2	1.2	2.3	0.2	0.0	1.1	4.5	1.3	0.5			
Over 6 days to 1 week	20.3	10.3	13.3	21.3	39.9	41.0	4.5	13.4	13.5	16.1			
Over 1 week to 2	22.7	34.7	16.1	16.3	57.5	54.0	4.8	23.4	9.4	23.1			
Over 2 weeks to 3	6.3	18.1	1.1	8.9	0.2	0.0	1.8	6.5	6.4	13.0			
Over 3 weeks to 4	7.5	10.8	7.1	2.6	0.3	0.0	1.8	2.1	2.1	7.7			
Over 4 weeks	4.4	3.4	12.8	5.8	0.7	0.0	2.6	1.8	22.7	14.5			
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	73	77	39	43	66	8	652	451	75	51			
Average Trip (days)	9.1	12.2	9.5	8.5	9.3	8.7	3.6	7.2	10.9	12.7			

Table 38
 Trip length of passengers using Edinburgh Airport.

Trip Length	International Scheduled				International Charter		Domestic			
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK Inclusive Tour %	UK Other %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Under 12 hrs	8.3	0.0	6.4	0.7	0.0	0.0	29.9	1.6	3.0	0.3
12 - 24 hrs	15.4	0.9	14.9	0.9	0.1	0.0	23.0	4.3	14.4	2.0
1 - 2 days	16.4	5.1	15.5	7.7	0.4	0.0	19.6	14.3	10.1	5.3
2 - 3 days	14.0	17.2	13.9	9.6	0.1	0.0	10.2	16.2	10.6	5.3
3 - 4 days	7.4	11.6	7.2	10.3	0.5	0.0	5.2	9.7	8.4	4.8
4 - 5 days	5.8	7.2	8.6	6.8	0.1	0.0	4.1	6.2	11.0	4.7
5 - 6 days	4.4	3.8	5.4	4.6	0.0	0.0	0.7	4.5	2.7	2.7
6 - 7 days	8.0	10.7	9.1	11.3	31.2	18.6	1.8	11.0	15.5	14.5
7 - 14 days	10.3	20.3	7.1	27.1	66.3	62.9	3.0	17.6	11.3	40.1
14 - 21 days	2.9	10.3	3.3	9.9	1.0	12.3	0.8	7.6	4.9	11.9
21 - 28 days	1.0	2.4	2.5	5.7	0.3	3.2	0.4	3.0	4.2	4.2
Over 28 days	6.2	10.6	6.0	5.4	0.0	3.0	1.2	3.9	3.9	4.3
Total	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	94	169	95	163	178	40	1,584	876	204	305
Average Trip (hrs)	5.7	9.9	6.0	9.7	9.6	12.0	2.2	7.4	6.8	10.5

Table 39
 Trip length of passengers using Glasgow Airport.

Trip Length	International Scheduled				International Charter		Domestic			
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK Inclusive Tour %	UK Other %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Up to 12 hrs	7.2	0.1	8.4	1.1	0.0	0.0	31.3	3.4	6.0	1.6
Over 12hrs to 1 day	14.6	0.5	7.1	0.5	1.3	0.0	20.7	5.5	30.9	1.3
Over 1 day to 2	16.6	5.1	16.9	3.2	2.3	0.1	19.7	13.6	12.6	4.2
Over 2 days to 3	16.0	7.4	13.3	7.9	0.1	0.0	9.0	13.3	5.2	6.1
Over 3 days to 4	7.5	10.4	7.8	5.8	0.2	0.1	4.9	11.2	11.3	3.2
Over 4 days to 5	5.4	6.0	5.8	4.1	0.2	0.1	6.3	6.5	5.1	5.5
Over 5 days to 6	2.0	2.3	3.2	1.9	0.2	2.3	1.3	2.7	3.8	1.6
Over 6 days to 1 week	9.3	11.3	8.5	14.3	29.4	22.7	3.0	11.7	5.3	15.8
Over 1 week to 2	11.7	26.7	12.1	33.5	64.9	56.9	2.2	18.9	13.2	33.9
Over 2 weeks to 3	2.4	18.7	7.5	17.1	2.4	10.1	0.6	6.9	1.9	13.8
Over 3 weeks to 4	1.9	6.3	2.0	4.6	0.4	4.3	0.3	2.8	3.2	3.8
Over 4 weeks	5.5	5.4	7.4	6.0	0.0	2.0	0.8	3.5	1.7	9.1
Total	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	121	250	89	248	1,315	302	1,592	921	156	229
Average Trip (hrs)	5.8	11.2	7.2	11.3	9.7	11.3	2.1	7.2	4.8	11.5

Table 40

Trip length of domestic passengers using Inverness Airport .

Trip Length	Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%
Up to 12 hrs	11.3	0.7	2.8	0.0
Over 12hrs to 1 day	20.6	2.9	8.8	1.2
Over 1 day to 2	18.7	9.4	11.1	2.7
Over 2 days to 3	12.3	13.7	5.4	5.6
Over 3 days to 4	7.8	10.7	9.1	4.7
Over 4 days to 5	5.8	8.4	5.7	4.7
Over 5 days to 6	2.3	4.2	2.1	4.6
Over 6 days to 1 week	5.4	16.1	7.8	14.0
Over 1 week to 2	5.8	20.6	13.1	38.1
Over 2 weeks to 3	3.7	6.0	10.3	13.4
Over 3 weeks to 4	2.1	3.6	3.6	5.2
Over 4 weeks	4.3	3.8	20.1	5.8
Total	100	100	100	100
Total passengers (000's)	112	127	11	29
Average Trip (days)	4.8	7.9	11.5	11.3

Table 41
 Income of UK and foreign passengers at Aberdeen Airport

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.3	1.0	4.8	6.2	0.0	0.4	5.9	6.3
£5,750-£8,624	1.0	0.6	3.6	4.6	1.1	1.0	2.2	4.1
£8,625-£11,499	0.2	0.9	3.6	5.4	0.3	1.6	1.4	14.1
£11,500-£14,374	1.2	2.5	6.9	7.2	0.7	1.1	0.6	2.4
£14,375-£17,249	1.6	2.7	9.1	10.8	0.0	0.5	0.0	7.6
£17,250-£22,999	9.1	12.5	14.6	13.7	2.0	5.2	4.1	10.5
£23,000-£28,749	17.6	15.5	15.3	10.5	6.5	19.4	33.1	6.8
£28,750-£34,499	16.5	17.4	11.3	8.5	21.4	10.8	3.5	6.6
£34,500-£40,249	19.1	14.8	6.3	9.5	18.1	8.1	15.6	3.4
£40,250-£45,999	4.8	10.4	5.3	6.8	21.6	12.0	12.4	9.9
£46,000-£57,499	14.9	11.5	5.8	8.8	14.6	14.4	3.0	8.2
£57,500-£80,499	9.9	6.8	9.5	5.5	8.0	17.9	11.3	12.6
£80,500-£114,999	1.7	1.7	1.3	1.7	2.9	5.2	3.4	1.3
£115,000-£172,999	1.9	1.0	2.1	0.6	0.9	0.9	0.9	6.2
£173,000-£229,999	0.0	0.3	0.0	0.2	0.5	0.6	0.5	0.0
£230,000 or over	0.1	0.5	0.4	0.1	1.3	1.1	2.2	0.0
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	82	756	155	493	49	86	46	56
Average income	£40,650	£38,604	£33,068	£29,822	£46,646	£48,244	£42,522	£38,018

Table 42
 Income of UK and foreign passengers at Edinburgh Airport

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	1.8	2.0	8.4	6.4	4.1	3.2	9.3	3.5
£5,750-£8,624	1.6	0.6	5.0	3.7	1.2	1.1	3.1	2.7
£8,625-£11,499	0.4	1.3	5.9	4.8	5.1	1.3	3.1	2.3
£11,500-£14,374	1.9	3.0	7.5	6.2	0.4	3.4	3.1	2.8
£14,375-£17,249	7.6	6.1	8.5	8.9	2.3	2.9	8.2	4.1
£17,250-£22,999	11.4	14.2	13.4	11.3	4.3	7.3	10.2	8.8
£23,000-£28,749	14.5	15.7	12.5	9.9	6.9	6.7	9.8	2.9
£28,750-£34,499	12.8	15.0	12.3	9.7	7.5	8.2	11.1	9.8
£34,500-£40,249	13.3	13.4	7.8	9.7	16.6	7.9	6.7	6.8
£40,250-£45,999	12.5	7.8	7.1	8.8	8.5	9.2	6.3	8.0
£46,000-£57,499	9.6	8.5	6.4	5.8	13.9	6.6	6.8	19.2
£57,500-£80,499	4.4	6.3	3.9	9.4	12.0	11.8	6.9	12.7
£80,500-£114,999	5.2	3.2	1.1	3.1	7.3	16.5	6.3	3.2
£115,000-£172,999	1.8	1.7	0.2	1.6	3.9	4.9	2.6	7.2
£173,000-£229,999	0.0	0.6	0.1	0.3	1.9	0.3	1.8	0.9
£230,000 or over	1.3	0.5	0.1	0.5	4.0	8.7	4.6	5.2
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	96	1,601	388	880	99	208	192	307
Average income	£40,925	£38,424	£27,134	£35,139	£58,188	£71,034	£49,121	£60,169

Table 43
 Income of UK and foreign passengers at Glasgow Airport

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	2.6	0.7	4.6	6.9	3.5	1.0	3.5	2.3
£5,750-£8,624	1.0	0.6	5.2	3.5	2.2	0.0	3.9	1.9
£8,625-£11,499	2.9	1.3	8.3	6.9	4.7	0.2	2.2	3.2
£11,500-£14,374	2.8	3.4	7.7	7.0	1.9	0.5	10.0	4.6
£14,375-£17,249	7.0	4.8	8.1	9.0	2.4	4.2	6.2	4.1
£17,250-£22,999	9.7	11.3	15.3	13.0	6.4	25.4	11.3	9.2
£23,000-£28,749	9.1	18.6	11.6	10.8	8.3	4.2	9.5	9.0
£28,750-£34,499	19.6	16.5	13.1	11.6	9.3	3.6	6.7	11.1
£34,500-£40,249	10.0	13.1	9.1	7.6	13.0	10.3	9.8	9.6
£40,250-£45,999	8.3	7.5	5.3	6.8	10.9	5.2	6.3	11.5
£46,000-£57,499	11.9	9.1	5.6	6.8	13.7	15.1	10.9	7.5
£57,500-£80,499	7.1	5.9	3.4	5.4	8.8	8.3	10.0	9.0
£80,500-£114,999	5.3	3.8	1.5	2.3	3.7	10.4	3.6	7.6
£115,000-£172,999	0.3	2.1	1.0	0.9	3.0	5.2	2.8	4.6
£173,000-£229,999	1.6	0.5	0.1	0.6	2.0	4.4	0.8	0.9
£230,000 or over	0.7	0.7	0.2	0.9	6.3	1.9	2.4	3.9
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	131	1,644	1,874	951	95	161	306	238
Average income	£41,395	£40,126	£28,379	£32,489	£58,009	£59,149	£43,839	£53,728

Table 44
 Income of UK and foreign passengers at Inverness Airport

Income	UK Domestic		Foreign Domestic	
	Business	Leisure	Business	Leisure
	%	%	%	%
Under £5,750	1.3	2.9	1.9	1.6
£5,750-£8,624	0.7	3.9	0.6	0.4
£8,625-£11,499	2.9	5.8	0.0	2.6
£11,500-£14,374	4.9	7.7	6.0	2.1
£14,375-£17,249	6.7	8.2	3.1	4.1
£17,250-£22,999	13.6	13.5	5.3	5.3
£23,000-£28,749	17.8	12.4	11.7	13.1
£28,750-£34,499	15.5	8.0	12.4	3.3
£34,500-£40,249	12.4	9.4	15.1	8.1
£40,250-£45,999	6.2	6.2	6.0	13.0
£46,000-£57,499	6.6	6.1	6.9	10.6
£57,500-£80,499	5.8	4.9	9.8	12.6
£80,500-£114,999	3.0	4.6	11.7	9.3
£115,000-£172,999	2.2	3.3	5.4	4.8
£173,000-£229,999	0.3	0.7	2.5	2.5
£230,000 or over	0.3	2.4	1.7	6.8
Total	100	100	100	100
Total passengers (000s)	112	127	11	29
Average income	£36,531	£41,027	£56,407	£67,616

Table 45
 Socio-economic group of UK passengers by journey purpose.

Socio-economic Group	Business				Leisure			
	Aberdeen %	Edinburgh %	Glasgow %	Inverness %	Aberdeen %	Edinburgh %	Glasgow %	Inverness %
A/B	33.9	66.0	61.3	47.9	23.3	42.3	31.9	37.5
C1	45.2	28.1	33.0	42.3	49.4	34.1	34.7	39.2
C2	17.8	4.9	4.8	8.4	16.1	16.4	19.4	15.3
D/E	3.1	1.0	0.9	1.4	11.2	7.2	14.0	8.0
Total	100	100	100	100	100	100	100	100
Total Passengers(000s)	838	1,697	1,775	114	648	1,268	2,825	128

Table 46
 Socio-economic group of Scottish and other UK residents using the Scottish airports.

Socio-economic group	Scottish residents		Other UK residents		UK population	
	1982 %	1990 %	1982 %	1990 %	1982 %	1996 %
A/B	40.0	44.0	59.0	57.5	53.4	25.9
C1	25.9	31.8	24.0	30.9	35.5	20.9
C2	24.1	16.9	13.2	8.9	8.5	30.3
D/E	10.0	7.3	3.8	2.7	2.7	22.8
Total	100	100	100	100	100	100

Table 47

Main business of business passengers at airports in Scotland and the UK population.

Main business	UK Business passengers				Foreign Business passengers				All Business passengers			
	Aberdeen	Edinburgh	Glasgow	Inverness	Aberdeen	Edinburgh	Glasgow	Inverness	1982	1990	1996	
	%	%	%	%	%	%	%	%	%	%	%	
Production industries												
Agriculture	1.3	1.3	0.5	2.8	3.8	1.3	0.2	6.8	1.1	1.3	1.1	
Energy & water supply	42.5	3.5	2.9	12.0	56.2	3.6	2.6	12.2	23.5	13.0	12.3	
Extraction processes	1.1	2.4	3.8	0.6	1.4	3.5	5.9	0.5	3.7	3.7	2.7	
Metal goods, engineering	3.9	12.8	15.7	10.0	6.5	13.7	30.0	19.7	15.3	14.1	12.6	
Other manufacturing industries	2.0	7.7	7.4	3.2	1.9	4.5	6.0	3.2	10.1	7.9	6.0	
Total production industries	50.8	27.8	30.4	28.6	69.7	26.7	44.7	42.4	53.6	40.1	34.8	
Non-production industries												
Construction	12.5	2.9	4.0	5.7	6.9	2.4	1.1	7.5	6.8	4.4	5.2	
Distribution, catering	6.6	14.5	11.9	7.0	1.9	11.3	11.2	1.5	6.1	10.2	11.3	
Transport, communications	6.7	5.0	9.2	6.7	12.7	3.3	9.3	11.8	9.6	7.9	7.0	
Business, banking, finance	12.2	25.0	19.8	13.2	4.5	24.5	12.4	7.9	9.1	17.7	19.5	
Public services	11.1	24.9	24.7	38.9	4.4	31.8	21.3	28.9	14.8	19.8	22.2	
Total non-production industries	49.2	72.2	69.6	71.4	30.3	73.3	55.3	57.6	46.3	59.9	65.2	
Total	100	100	100	100	100	100	100	100	100	100	100	
Total Business Passengers (000s)	838	1,697	1,775	114	135	307	257	11	2,678	4,420	5,134	

Table 48
 Journey purpose by route and country of residence.

Journey purpose	Aberdeen						Edinburgh						Glasgow						Inverness		
	Domestic			International			Domestic			International			Domestic			International			Domestic		
	UK %	Foreign %	%	UK %	Foreign %	%	UK %	Foreign %	%	UK %	Foreign %	%	UK %	Foreign %	%	UK %	Foreign %	%	UK %	Foreign %	
Business	43.0	44.4	19.8	25.3	4.9	7.8	15.6	10.8	4.9	4.9	7.8	18.9	14.0	1.7	9.2	16.6	7.5				
Business	6.9	3.5	1.8	2.4	4.6	5.3	20.8	6.7	4.6	4.6	5.3	21.8	9.9	1.8	4.5	9.1	3.5				
Attending Internal Company Business	6.4	4.1	6.9	5.5	5.4	8.1	17.6	9.0	5.4	5.4	8.1	12.4	9.0	1.3	5.1	8.5	3.0				
Meetings with Customers	1.9	2.1	1.9	2.2	5.8	7.6	5.8	7.8	5.8	7.6	7.6	4.4	4.1	0.7	2.0	2.8	3.2				
Conference	0.5	0.1	0.2	1.0	0.5	0.9	0.8	1.8	0.5	0.5	0.9	1.1	0.3	0.4	0.5	0.5	0.5				
Trade Fair	0.6	0.2	0.0	0.1	0.0	0.0	1.0	0.3	0.0	0.0	0.0	2.0	0.3	0.0	0.1	5.5	1.6				
Armed Services	0.4	0.1	0.2	0.2	0.3	0.1	0.3	0.1	0.1	0.3	0.3	0.9	0.4	0.0	0.3	0.3	0.1				
Airline Staff	4.1	3.2	0.3	12.8	0.1	0.1	0.7	1.0	0.1	0.1	0.5	0.3	0.5	0.0	0.7	1.1	1.0				
Contract Home Leave	0.5	2.6	2.5	1.7	1.5	0.8	0.4	1.1	1.5	0.8	0.8	0.4	1.1	0.4	0.2	1.2	3.7				
Overseas Employment < 12 months	0.2	0.6	0.6	0.6	0.1	0.4	0.2	0.6	0.1	0.4	0.4	0.0	0.1	0.1	0.4	0.5	2.5				
Overseas Employment > 12 months	0.2	0.4	0.1	0.0	0.1	0.0	0.9	0.9	0.1	0.1	1.0	0.6	0.2	0.0	0.4	0.6	0.1				
Studies paid by employer - formal	0.2	0.4	0.3	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.9	0.5	0.1	0.0	0.3	0.2	0.5				
Studies paid by employer - other	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.0	0.0	0.1				
Au pair																					
Total business	64.9	61.8	34.7	51.9	19.8	33.9	64.5	40.4	19.8	19.8	33.9	63.2	40.4	6.5	23.8	47.0	27.3				
Leisure																					
Holiday fare paid separately	5.6	7.7	11.3	16.4	7.4	23.4	7.4	23.4	14.5	14.5	28.7	7.2	21.1	14.5	23.4	7.2	23.0				
Holiday IT/Package - Hotel	3.5	1.4	16.5	4.1	3.5	8.7	3.5	8.7	24.0	24.0	8.1	2.9	4.1	29.2	13.4	3.6	5.9				
Holiday IT/Package - Self Catering	0.7	0.1	16.5	0.5	0.2	0.5	0.2	0.5	17.8	17.8	0.4	0.3	0.5	36.0	0.9	1.0	3.1				
Holiday IT Package - Cruise	0.3	0.0	0.2	0.0	0.4	0.0	0.4	0.0	0.9	0.9	0.2	0.3	0.0	0.7	0.1	0.5	0.7				
Visiting friends and relatives	21.7	25.4	19.7	22.6	22.0	20.6	22.0	20.6	21.6	21.6	20.7	24.0	27.5	10.2	36.0	32.3	26.5				
Migration	0.1	0.3	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.3	0.2				
Studies private/grants - formal	0.2	1.2	0.2	0.6	0.3	2.3	0.3	2.3	0.3	0.3	2.5	0.1	2.1	0.1	0.5	0.2	0.3				
Studies private/grants - other	0.1	0.1	0.1	0.0	0.0	0.5	0.0	0.5	0.2	0.2	2.3	0.1	1.0	0.0	0.6	0.1	0.4				
Cultural/sports	1.1	0.9	0.1	2.9	0.8	3.0	0.8	3.0	0.8	0.8	2.0	0.6	1.3	0.3	0.8	3.4	9.2				
Unaccompanied school children	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6				
Other	1.6	1.0	0.2	0.5	0.8	0.4	0.8	0.4	0.1	0.1	1.1	1.0	2.1	0.3	0.5	4.0	2.7				
Ski Holiday IT/Package - Hotel	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.2	0.0				
Ski Holiday IT/Package - Self Catering	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.6	0.0	0.0	0.0				
Total leisure	35.1	38.2	65.3	48.1	35.5	59.6	35.5	59.6	80.2	80.2	66.1	36.8	59.6	93.5	76.2	53.0	72.7				
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100				
Total terminal passengers (000s)	1,249	143	237	95	2,481	515	2,481	515	484	484	291	2,594	400	2,005	401	242	41				

Table 49
 Journey purpose by sex of passenger.

Journey purpose	Aberdeen		Edinburgh		Glasgow		Inverness	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %
Business								
Business	89	11	78	22	81	19	82	18
Attending Internal Company Business	82	18	78	22	80	20	81	19
Meetings with Customers	88	12	79	21	84	16	82	18
Conference	73	27	71	29	65	35	74	26
Trade Fair	77	23	86	14	71	29	67	33
Armed Services	88	12	97	3	96	4	91	9
Airline Staff	69	31	67	33	57	43	80	20
Contract Home Leave	99	1	90	10	84	16	96	4
Overseas Employment <12 months	98	2	78	22	88	12	90	10
Overseas Employment >12 months	76	24	67	33	74	26	92	8
Studies paid by employer - formal	66	34	79	21	68	32	57	43
Studies paid by employer - other	72	28	67	33	65	35	74	26
Au pair	0	100	15	85	0	100	0	100
Total business	88	12	78	22	80	20	83	17
Leisure								
Holiday fare paid separately	51	49	51	49	48	52	53	47
Holiday IT/Package - Hotel	50	50	39	61	43	57	49	51
Holiday IT/Package - Self Catering	46	54	46	54	47	53	61	39
Holiday IT Package - Cruise	47	53	43	57	44	56	55	45
Visiting friends and relatives	37	63	40	60	41	59	43	57
Migration	41	59	0	100	78	22	26	74
Studies private/grants - formal	45	55	36	64	43	57	28	72
Studies private/grants - other	25	75	48	52	72	28	66	34
Cultural/sports	69	31	58	42	52	48	80	20
Unaccompanied school children	-	-	37	63	0	100	-	10
Other	34	66	56	44	47	53	53	47
Ski Holiday IT/Package - Hotel	69	31	100	0	45	55	79	21
Ski Holiday IT/Package - Self Catering	92	8	100	0	71	29	0	100
Total leisure	42	58	44	56	45	55	49	51
Total	70	30	62	38	58	42	64	36
Total terminal passengers (000s)	1,206	517	2,315	1,459	3,132	2,268	182	103

Table 50
 Sex of passengers by journey purpose in 1982, 1990 and 1996.

Airport	Business						Leisure						Total					
	1982		1990		1996		1982		1990		1996		1982		1990		1996	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %
Aberdeen	96	4	92	8	88	12	46	54	44	56	42	58	85	15	78	22	70	30
Edinburgh	90	11	82	18	78	22	45	55	49	51	44	56	70	31	70	30	62	38
Glasgow	91	9	83	17	80	20	44	56	49	51	45	55	66	34	64	36	58	42
Inverness	x	x	85	15	83	17	x	x	43	57	49	51	x	x	63	37	64	36

x No survey conducted in 1982 at Inverness

Table 51

Age distribution of UK and foreign business passengers in 1996 and the UK population.

Business

Age	UK business passengers				Foreign business passengers				UK(1) population
	Aberdeen	Edinburgh	Glasgow	Inverness	Aberdeen	Edinburgh	Glasgow	Inverness	
	%	%	%	%	%	%	%	%	%
2-4	0.0	0.1	0.0	0.1	0.0	0.7	0.5	0.0	6.4
5-9	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	6.6
10-14	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
15-19	0.4	0.4	0.3	0.9	0.2	0.6	0.0	0.0	6.0
20 - 24	4.4	4.0	3.6	3.8	2.5	4.4	7.2	3.4	
25 - 29	11.9	13.6	10.9	11.0	11.3	12.5	17.7	8.2	7.1
30 - 39	33.5	37.1	32.9	30.0	31.3	34.9	25.4	28.2	
40 - 49	34.2	28.7	32.4	34.8	36.1	25.5	26.6	39.9	13.3
50 - 59	13.6	12.8	16.8	16.2	16.5	17.4	20.6	15.5	
60 - 64	1.2	2.4	2.0	2.0	2.0	2.7	1.4	4.8	4.7
65 - 69	0.4	0.6	0.8	0.8	0.1	0.4	0.5	0.0	
70 - 79	0.1	0.3	0.3	0.4	0.0	0.4	0.1	0.0	
80 - 84	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8
Over 85	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total	100	100	100	100	100	100	100	100	100
Total (000s)	837	1,697	1,775	114	135	307	257	11	58,782
Average age	39.6	39.3	40.7	40.7	40.8	39.7	39.5	41.9	

(1) source OPCS

Table 52

Age distribution of UK and foreign leisure passengers in 1996 and the UK population.

Leisure

Age	UK leisure passengers				Foreign leisure passengers				UK(1) population
	Aberdeen	Edinburgh	Glasgow	Inverness	Aberdeen	Edinburgh	Glasgow	Inverness	
	%	%	%	%	%	%	%	%	%
2-4	0.9	0.1	1.2	0.2	0.2	0.2	0.3	0.3	6.4
5-9	3.8	0.9	4.1	0.5	1.9	0.3	2.2	0.3	6.6
10-14	5.0	1.4	5.8	1.1	2.9	1.4	3.1	0.8	6.2
15-19	4.2	4.9	3.7	2.4	6.0	5.2	3.3	3.6	6.0
20 - 24	9.2	9.7	6.8	6.3	13.0	9.2	10.6	5.4	
25 - 29	10.0	12.5	9.7	11.1	16.3	14.5	8.4	12.5	7.1
30 - 39	19.3	19.8	20.3	18.3	22.1	20.7	17.1	21.5	
40 - 49	19.0	18.1	18.2	19.5	17.7	16.8	18.6	24.2	13.3
50 - 59	13.8	15.2	14.6	18.5	9.8	18.9	16.3	17.6	
60 - 64	4.6	7.2	6.2	7.6	4.0	5.9	8.1	6.9	4.7
65 - 69	4.9	4.3	5.0	5.7	3.5	4.5	6.3	3.2	
70 - 79	4.6	5.2	3.8	6.9	2.5	2.3	5.4	3.3	
80 - 84	0.6	0.4	0.5	1.6	0.1	0.2	0.2	0.5	8.8
Over 85	0.1	0.2	0.1	0.3	0.0	0.0	0.1	0.0	
Total	100	100	100	100	100	100	100	100	100
Total (000s)	648	1,268	2,825	113	102	499	544	30	58,782
Average age	38.5	41.0	38.8	43.7	36.3	40.3	42.0	42.0	

(1) source OPCS

Table 53
 Family makeup of UK leisure passengers at the Scottish airports.

Family make - up	International Inclusive Tour Holiday			International Other Leisure			Domestic Leisure				All Scottish Airports		
	Aberdeen %	Edinburgh %	Glasgow %	Aberdeen %	Edinburgh %	Glasgow %	Aberdeen %	Edinburgh %	Glasgow %	Inverness %	1982(1) %	1990 %	1996(2) %
No children under 16	69.6	48.2	68.7	72.0	65.5	78.3	79.0	66.7	79.1	63.2	66.6	72.2	72.1
Children under 16	30.4	51.8	31.3	28.0	34.5	21.7	21.0	33.3	20.9	36.8	33.4	27.8	27.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total UK leisure passengers (000s)	79	207	1359	75	182	515	493	880	951	128	2281	3918	4869

(1) excluding Inverness
 (2) excluding Prestwick

Table 54
 Family make-up of UK leisure passengers at the Scottish airports in 1982, 1990 and 1996

Family make - up	Aberdeen			Edinburgh			Glasgow			Inverness		
	1982 %	1990 %	1996 %	1982 %	1990 %	1996 %	1982 %	1990 %	1996 %	1990 %	1996 %	1996 %
No children under 16	62.2	69.4	77.0	64.9	74.2	63.5	66.9	72.1	74.0	65.9	66.6	66.6
Children under 16	37.8	30.6	23.0	35.1	25.8	36.5	33.1	27.9	26.0	34.1	33.4	33.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total UK leisure passengers (000s)	251	380	647	551	941	1269	1247	2403	2825	111	128	4869

Table 55
 Average number of trips taken on the current scheduled route in the last twelve months.

Airport of current trip	Average number of trips			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure
Aberdeen	2.8	1.2	2.0	1.4
Edinburgh	1.3	2.3	1.2	1.3
Glasgow	2.6	1.2	1.4	1.3
Inverness	2.9	1.5	2.3	1.8

Table 56
 Interlining at the Scottish airports

Airport	Passengers interlining	
	Number (000s)	% of total passengers
Aberdeen	204	11
Edinburgh	30	1
Glasgow	116	2
Inverness	4	1

Table 57
 Main interline routes at the Scottish airports

Interline route via Aberdeen	Passengers (000s) (two way flow)
Oil rigs - Heathrow	14.1
Shetland-Heathrow	11.6
Oil rigs-Teesside	10.0
Oil rigs-Manchester	8.8
Oil rigs-Stavanger	7.6
Oil rigs-Newcastle	5.1

Interline route via Edinburgh	Passengers (000s) (two way flow)
Aberdeen-Dublin	2.1
Dundee-Heathrow	1.2
Glasgow-Wick	1.2
Shetland-Heathrow	1.1

Interline route via Glasgow	Passengers (000s) (two way flow)
Stornoway-Heathrow	7.7
Stornoway-Manchester	2.9
Campeltown-Heathrow	2.7
Islay-Heathrow	2.1

Table 58
 Characteristics of passengers on top twenty scheduled routes from Aberdeen Airport

Scheduled route	UK passengers				Foreign passengers				All	All
	Business	Leisure IT	Leisure other	All UK	Business	Leisure IT	Leisure other	All foreign	business	leisure
	%	%	%	%	%	%	%	%	%	%
Heathrow	53.1	4.6	27.8	85.5	8.5	0.0	6.0	14.5	61.6	38.4
Gatwick	41.0	12.5	31.5	85.1	8.7	0.5	5.7	14.9	49.7	50.3
Amsterdam	27.1	7.8	37.7	72.6	14.8	1.3	11.2	27.4	41.9	58.1
Stansted	39.6	4.5	49.7	93.8	3.7	0.4	2.2	6.2	43.3	56.7
Manchester	66.1	3.9	20.4	90.4	8.1	0.2	1.3	9.6	74.2	25.8
Stavanger	35.5	1.1	15.7	52.3	26.5	1.2	20.1	47.7	62.0	38.0
Lerwick	48.3	4.4	42.3	95.1	2.5	0.7	1.8	4.9	50.8	49.2
Luton	24.8	1.6	67.6	93.9	1.6	0.0	4.5	6.1	26.3	73.7
Birmingham	72.2	1.9	23.9	97.9	0.0	0.0	2.1	2.1	72.2	27.8
Kirkwall	35.8	5.2	49.9	90.8	5.0	0.0	4.1	9.2	40.8	59.2
Newcastle	83.4	2.6	12.2	98.2	1.2	0.0	0.6	1.8	84.6	15.4
Teesside	93.3	0.0	4.8	98.1	0.9	0.0	1.0	1.9	94.2	5.8
Humberside	90.3	0.0	7.2	97.4	2.1	0.0	0.5	2.6	92.4	7.6
Glasgow	70.7	1.0	18.0	89.7	8.4	0.0	1.9	10.3	79.0	21.0
Norwich	82.1	0.0	9.8	91.9	7.7	0.0	0.4	8.1	89.8	10.2
East Midlands	67.4	0.0	28.5	95.8	2.8	0.0	1.4	4.2	70.1	29.9
Bristol	51.9	0.0	48.1	100.0	0.0	0.0	0.0	0.0	51.9	48.1
Leeds/Bradford	90.2	0.0	8.6	98.9	1.1	0.0	0.0	1.1	91.4	8.6
Edinburgh	68.2	0.0	13.1	81.3	16.3	0.0	2.3	18.7	84.5	15.5
Bergen	42.3	7.7	10.1	60.0	17.1	8.4	14.5	40.0	59.3	40.7

Table 59
 Characteristics of passengers on top twenty scheduled routes from Edinburgh Airport

Scheduled route	UK passengers				Foreign passengers				All	All
	Business	Leisure IT	Leisure other	All UK	Business	Leisure IT	Leisure other	All foreign	business	leisure
	%	%	%	%	%	%	%	%	%	%
Heathrow	49.4	3.6	23.9	76.9	9.8	2.5	10.8	23.1	59.3	40.7
Gatwick	36.0	9.9	31.4	77.3	6.6	1.4	14.6	22.7	42.7	57.3
Birmingham	65.8	0.1	28.0	94.0	3.1	0.2	2.8	6.0	68.9	31.1
Stansted	58.6	0.8	30.8	90.3	1.1	1.0	7.6	9.7	59.8	40.2
Luton	55.2	0.5	41.8	97.4	0.4	0.1	2.0	2.6	55.6	44.4
Amsterdam	25.9	5.3	34.3	65.5	16.5	2.7	15.3	34.5	42.3	57.7
Dublin	15.3	7.0	28.3	50.5	17.4	3.1	29.0	49.5	32.7	67.3
Manchester	73.8	2.2	13.3	89.3	5.5	0.3	4.9	10.7	79.3	20.7
Paris	11.9	8.5	27.0	47.5	17.9	2.9	31.6	52.5	29.8	70.2
East Midlands	63.0	1.6	24.5	89.1	3.6	1.0	6.3	10.9	66.6	33.4
Bristol	71.9	0.2	26.0	98.1	1.1	0.0	0.8	1.9	72.9	27.1
Belfast City	61.6	1.7	32.1	95.4	1.4	0.7	2.5	4.6	63.0	37.0
Brussels	22.8	1.0	22.5	46.4	15.9	3.1	34.6	53.6	38.7	61.3
Southampton	89.5	0.0	9.1	98.6	1.4	0.0	0.0	1.4	90.9	9.1
Copenhagen	22.3	1.3	17.8	41.4	30.4	5.1	23.1	58.6	52.8	47.2
London City	64.1	0.0	28.9	93.0	2.5	0.0	4.5	7.0	66.5	33.5
Dusseldorf	1.0	1.7	21.0	23.7	26.3	9.4	40.6	76.3	27.3	72.7
Norwich	80.5	0.0	17.8	98.3	0.0	0.0	1.7	1.7	80.5	19.5
Zurich	5.0	0.0	1.9	6.9	30.2	9.6	53.3	93.1	35.3	64.7
Munich	10.2	8.5	9.5	28.2	1.9	2.3	67.6	71.8	12.1	87.9

Table 60
 Characteristics of passengers on top twenty scheduled routes from Glasgow Airport

Scheduled route	UK passengers				Foreign passengers				All business	All leisure
	Business	Leisure IT	Leisure other	All UK	Business	Leisure IT	Leisure other	All foreign		
	%	%	%	%	%	%	%	%	%	%
Heathrow	51.2	2.7	27.7	81.6	7.2	0.9	10.4	18.4	58.3	41.7
Gatwick	44.5	7.0	34.3	85.8	3.4	0.6	10.1	14.2	47.9	52.1
Birmingham	77.6	0.0	14.9	92.5	4.4	0.3	2.7	7.5	82.0	18.0
Amsterdam	26.3	2.3	36.6	65.3	15.4	0.8	18.5	34.7	41.6	58.4
Dublin	19.0	4.5	25.1	48.6	15.7	4.5	31.3	51.4	34.7	65.3
Stansted	68.7	1.6	26.2	96.5	0.5	0.0	2.9	3.5	69.2	30.8
Luton	42.7	2.4	49.8	95.0	2.7	0.3	2.0	5.0	45.4	54.6
Manchester	68.7	2.4	14.2	85.3	13.0	0.0	1.8	14.7	81.7	18.3
East Midlands	71.3	1.2	22.1	94.6	4.3	0.0	1.1	5.4	75.6	24.4
Belfast City	50.1	2.4	42.1	94.6	2.5	0.0	2.9	5.4	52.6	47.4
Toronto	4.6	5.2	22.5	32.4	5.9	5.1	56.6	67.6	10.5	89.5
Bristol	73.8	0.0	23.8	97.7	2.1	0.0	0.2	2.3	76.0	24.0
Belfast International	46.9	1.3	42.6	90.8	1.5	0.6	7.1	9.2	48.4	51.6
Copenhagen	27.4	3.5	26.6	57.4	26.3	1.1	15.1	42.6	53.7	46.3
Brussels	30.5	0.4	26.7	57.6	15.0	5.0	22.4	42.4	45.4	54.6
New York	6.2	10.6	24.3	41.2	6.3	14.0	38.6	58.8	12.5	87.5
Stornoway	57.1	4.5	31.2	92.8	0.0	0.0	7.2	7.2	57.1	42.9
Chicago	14.4	2.3	36.9	53.7	11.8	14.2	20.3	46.3	26.2	73.8
Keflavik	4.8	7.8	21.0	33.5	10.1	23.5	32.8	66.5	14.9	85.1
Paris	13.6	16.6	28.8	59.0	15.3	3.2	22.5	41.0	28.9	71.1
Southampton	79.0	0.0	17.8	96.8	0.7	0.0	2.5	3.2	79.7	20.3
Aberdeen	65.8	6.8	21.6	94.2	3.5	0.0	2.2	5.8	69.3	30.7
Leeds/Bradford	88.6	0.0	10.1	98.7	1.0	0.0	0.4	1.3	89.6	10.4
Jersey	0.4	57.4	41.6	99.3	0.0	0.0	0.7	0.7	0.4	99.6
Islay	32.4	0.0	54.4	86.8	0.0	3.0	10.3	13.2	32.4	67.6
Boston	6.1	17.7	44.9	68.7	5.4	2.8	23.1	31.3	11.5	88.5
Isle of Man	27.4	4.2	64.6	96.2	2.0	0.0	1.8	3.8	29.5	70.5
Cardiff	79.7	0.0	18.9	98.7	0.0	0.0	1.3	1.3	79.7	20.3
Frankfurt	24.0	0.0	17.1	41.1	4.9	20.4	33.6	58.9	29.0	71.0
Benbecula	34.7	0.0	56.0	90.7	0.0	0.0	9.3	9.3	34.7	65.3

Table 61
 Characteristics of passengers on scheduled routes from Inverness Airport

Scheduled route	UK passengers				Foreign passengers				All business	All leisure
	Business	Leisure IT	Leisure other	All UK	Business	Leisure IT	Leisure other	All foreign		
	%	%	%	%	%	%	%	%	%	%
Heathrow	35.1	5.1	41.7	81.9	4.9	1.8	11.4	18.1	40.0	60.0
Glasgow	75.4	1.2	17.3	93.9	2.0	0.7	3.4	6.1	77.4	22.6
Perth	72.9	0.3	24.3	97.5	0.1	0.3	2.1	2.5	73.0	27.0
Luton	9.2	0.6	87.9	97.7	1.1	0.0	1.2	2.3	10.3	89.7
Stansted	52.7	6.6	40.6	100.0	0.0	0.0	0.0	0.0	52.7	47.3
Gatwick	73.6	2.0	24.1	99.7	0.2	0.0	0.1	0.3	73.7	26.3
Stornoway	44.6	0.0	55.4	100.0	0.0	0.0	0.0	0.0	44.6	55.4

Table 62
 Final air destination of passengers on major gateway routes at Aberdeen Airport.

Final air destination	Airport of current flight			
	Heathrow*	Gatwick*	Stansted	Amsterdam
	%	%	%	%
Not flying on	63.8	60.6	92.4	38.4
Flying on to:				
Europe	17.6	19.4	6.3	13.5
North America	8.3	12.4	0.1	23.5
Indian Sub-Continent & Far East	4.4	0.8	0.6	8.0
Middle/Near East	1.6	0.5	0.0	11.9
Africa	1.4	2.5	0.0	2.9
Australasia	1.2	0.4	0.0	0.7
UK	1.0	2.8	0.7	0.6
South & Central America	0.7	0.6	0.0	0.6
Total	100	100	100	100
Total terminal passengers (000s)	522	173	117	122

*Based on results of surveys at both ends of trunk routes

Table 63
 Final air destination of passengers on major gateway routes at Edinburgh Airport.

Final air destination	Airport of current flight					
	Heathrow*	Gatwick*	Manchester	Stansted	Amsterdam	Paris
	%	%	%	%	%	%
Not flying on	61.1	56.1	84.2	79.6	50.8	76.8
Flying on to:						
Europe	18.9	18.9	7.9	19.5	20.7	13.3
North America	8.6	15.1	4.0	0.0	15.1	0.9
Indian Sub-Continent & Far East	5.9	1.0	0.2	0.0	6.1	3.5
Middle/Near East	1.4	2.0	0.0	0.1	0.9	0.0
Africa	1.4	2.0	0.3	0.0	2.4	3.8
Australasia	1.5	0.3	1.0	0.0	2.5	1.6
South & Central America	0.7	3.8	1.5	0.7	0.1	0.0
UK	0.4	0.8	0.9	0.0	1.5	0.3
Total	100	100	100	100	100	100
Total terminal passengers (000s)	1,639	315	124	189	159	100

*Based on results of surveys at both ends of trunk routes

Table 64
 Final air destination of passengers on major gateway routes at Glasgow Airport.

Final air destination	Airport of current flight							
	Heathrow*	Gatwick*	Manchester	Stansted	Amsterdam	Paris	Frankfurt	Brussels
	%	%			%	%	%	%
Not flying on	64.4	61.9	75.4	90.9	44.6	95.2	68.6	45.6
Flying on to:								
Europe	14.3	10.7	14.9	7.9	18.5	4.2	22.3	44.9
North America	10.3	19.6	3.5	0.6	20.9	0.0	0.0	2.6
Indian Sub-Continent & Far East	5.1	0.7	0.9	0.0	9.4	0.6	0.9	0.0
Middle/Near East	1.9	1.4	1.2	0.0	0.0	0.0	0.0	0.0
Africa	1.1	1.1	0.9	0.0	3.3	0.0	0.9	7.0
Australasia	1.8	0.1	1.0	0.0	1.3	0.0	7.2	0.0
UK	0.6	3.8	1.8	0.5	0.0	0.0	0.0	0.0
South & Central America	0.4	0.6	0.4	0.0	1.9	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	1,552	258	135	140	153	34	17	49

*Based on results of surveys at both ends of trunk routes

Table 65
 Final air destination of passengers on major gateway routes at Inverness Airport.

Final air destination	Heathrow*
	%
Not flying on	65.2
Flying on to:	
Europe	17.2
North America	7.1
Indian Sub-Continent & Far East	3.6
Middle/Near East	1.6
Africa	1.1
Australasia	2.3
UK	0.6
South & Central America	1.3
Total	100
Total terminal passengers (000s)	219

*Based on results of surveys at both ends of trunk routes

Table 66
 Journey purpose and country of residence by month and airport.

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Aberdeen	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	68.3	63.6	46.6	63.9	49.9	47.9	46.5	41.4	53.1	50.1	55.9	54.8
UK Leisure	19.2	25.4	44.2	23.5	39.1	36.0	40.8	42.2	33.0	36.1	32.9	35.3
Foreign Business	9.8	7.8	6.6	7.7	5.9	9.1	4.0	8.6	7.4	8.4	7.5	6.1
Foreign Leisure	2.7	3.2	2.6	4.9	5.2	6.9	8.7	7.7	6.6	5.5	3.6	3.9
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	123	143	134	159	179	174	183	174	173	175	143	153

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Edinburgh	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	58.1	63.5	54.4	57.6	41.9	40.6	32.6	25.6	41.6	45.7	47.7	51.0
UK Leisure	28.2	25.2	31.1	29.6	33.2	39.6	39.8	28.1	32.3	38.5	35.6	37.1
Foreign Business	5.7	3.7	10.0	6.5	13.2	8.0	6.6	7.5	11.7	7.8	9.7	5.3
Foreign Leisure	8.0	7.6	4.6	6.4	11.7	11.8	21.1	38.7	14.4	8.0	7.0	6.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	244	233	286	266	322	376	404	384	344	360	292	264

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Glasgow	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	53.0	41.8	40.8	36.8	34.5	24.4	21.4	21.0	22.3	40.2	44.5	39.8
UK Leisure	36.3	49.4	49.0	50.1	52.8	56.3	63.9	57.0	58.9	47.1	41.6	48.9
Foreign Business	4.5	4.5	3.3	3.1	4.9	5.7	3.7	5.0	7.1	5.2	4.8	3.7
Foreign Leisure	6.2	4.3	6.9	10.0	7.9	13.5	11.1	17.0	11.7	7.5	9.0	7.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	325	336	374	406	489	549	596	622	577	427	397	308

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Inverness	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	38.3	56.9	52.2	34.1	49.4	37.5	38.2	29.7	33.7	38.4	43.6	36.7
UK Leisure	49.0	37.9	39.0	51.7	37.9	44.1	44.1	46.6	46.7	44.1	48.5	54.0
Foreign Business	5.3	3.3	2.8	4.9	5.8	3.2	3.2	4.1	2.7	4.2	2.8	4.6
Foreign Leisure	7.4	1.9	5.9	9.3	6.9	15.2	14.5	19.6	16.8	13.3	5.0	4.8
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	22	19	21	22	24	26	27	28	26	26	22	21

Table 67

Fare types of terminating single sector scheduled passengers.

Fare Type	International			Domestic		
	Aberdeen	Edinburgh	Glasgow	Aberdeen	Edinburgh	Glasgow
	%	%	%	%	%	%
Business/First/Club	8.0	8.0	7.5			
Economy - full fare	47.6	38.4	33.6	55.0	52.5	42.0
Economy - discount	41.3	46.8	56.5	40.9	42.2	54.3
Other	3.2	6.8	2.4	4.1	5.3	3.6
Total	100	100	100	100	100	100
Total passengers (000s)	252	524	720	1,392	2,996	2,994

Table 68

Method of payment used by passengers.

Method of Payment	Aberdeen	Edinburgh	Glasgow
	%	%	%
Company Account	49	43	41
Credit Card	12	15	19
Cheque/Cash	37	40	36
Other	2	2	4
Total	100	100	100
Total Passengers (000s)	1,723	3,771	5,400

Table 69

Decision maker for ticket purchase

Decision maker	Aberdeen	Edinburgh	Glasgow
	%	%	%
Self	34.9	41.7	42.3
Company	46.7	33.8	33.1
Spouse	4.3	4.5	5.8
Other Relative	3.8	5.0	5.0
Secretary	6.7	11.0	8.8
Friend	1.8	1.7	2.6
Colleague	0.4	0.8	1.0
Other	1.5	1.5	1.5
Total	100	100	100
Total Passengers (000s)	1,723	3,771	5,400

Table 70

Ticket place of purchase

Place of purchase	Aberdeen	Edinburgh	Glasgow
	%	%	%
Travel Agent (High Street)	47.3	57.9	57.7
Direct Airline (Airport)	23.2	18.3	18.9
Company Travel Department	15.5	9.7	8.1
Ticket Agency	3.8	4.1	2.3
Corporate/Company Implant	4.8	3.2	6.8
Direct Airline (High Street)	2.2	1.7	2.9
Direct Tour Operator	0.5	1.2	0.7
Phoned/Ticket Posted	0.9	3.2	1.7
Travel Agent (Airport)	1.8	0.8	0.7
Internet	0.0	0.0	0.1
Total	100	100	100
Total Passengers (000s)	1,723	3,771	5,400

Table 71

1996 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	231,413	6.8	231,413	0.4
Birmingham	6,135	0.5	29,255	1.5	24,022	0.6	1,408,096	48.7	405,056	20.1	11,391	0.7	82,833	0.2	100,334	3.2	29,834	2.9	700	0.0	2,097,657	3.5
Bristol	136	0.0	0	0.0	254	0.0	947	0.0	621	0.0	135	0.0	3,199	0.0	245,756	7.8	18,381	1.8	0	0.0	269,429	0.5
Cardiff	0	0.0	0	0.0	0	0.0	530	0.0	0	0.0	0	0.0	631	0.0	1,634	0.1	159,873	15.4	0	0.0	162,669	0.3
East Midlands	79	0.0	37,117	1.9	1,224	0.0	18,888	0.7	301,706	15.0	1,279	0.1	2,757	0.0	784	0.0	247	0.0	0	0.0	364,081	0.6
Edinburgh	3,728	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	516,352	15.2	520,079	0.9
Exeter	0	0.0	0	0.0	87	0.0	4	0.0	0	0.0	15	0.0	2	0.0	9,099	0.3	8	0.0	0	0.0	9,214	0.0
Gatwick	79,223	6.7	112,518	5.8	245,965	6.0	226,797	7.8	197,559	9.8	280,339	17.7	7,439,211	19.6	546,519	17.4	125,345	12.1	334,305	9.9	9,587,781	16.2
Glasgow	5,072	0.4	424	0.0	625	0.0	0	0.0	331	0.0	0	0.0	69	0.0	0	0.0	330	0.0	700,681	20.7	707,532	1.2
Heathrow	530,890	44.6	517,017	26.8	1,002,890	24.6	979,016	33.8	808,104	40.2	742,794	47.0	27,180,029	71.6	2,171,494	69.1	525,054	50.6	1,542,937	45.5	36,000,225	60.8
Humberside	272	0.0	73,909	3.8	218	0.0	0	0.0	13,478	0.7	77	0.0	95	0.0	193	0.0	0	0.0	0	0.0	88,242	0.1
Leeds/Bradford	6,491	0.5	311,790	16.2	6,448	0.2	509	0.0	1,499	0.1	705	0.0	0	0.0	0	0.0	240	0.0	0	0.0	327,684	0.6
Liverpool	2,757	0.2	2,518	0.1	147,801	3.6	0	0.0	425	0.0	0	0.0	425	0.0	0	0.0	3,446	0.3	0	0.0	157,372	0.3
London City	297	0.0	364	0.0	272	0.0	1,203	0.0	1,382	0.1	11,726	0.7	670,937	1.8	4,884	0.2	534	0.1	572	0.0	692,171	1.2
Luton	5,849	0.5	7,928	0.4	6,667	0.2	21,165	0.7	56,336	2.8	36,131	2.3	573,641	1.5	16,620	0.5	6,799	0.7	999	0.0	732,134	1.2
Manchester	129,843	10.9	796,736	41.3	2,623,735	64.4	212,246	7.3	140,885	7.0	6,561	0.4	15,564	0.0	10,329	0.3	159,298	15.3	38,943	1.1	4,134,141	7.0
Newcastle	368,063	30.9	14,899	0.8	3,673	0.1	1,450	0.1	1,513	0.1	473	0.0	894	0.0	199	0.0	212	0.0	17,315	0.5	408,681	0.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	206	0.0	94,535	6.0	724	0.0	98	0.0	0	0.0	0	0.0	95,564	0.2
Southampton	0	0.0	0	0.0	353	0.0	0	0.0	0	0.0	192	0.0	77,187	0.2	16,414	0.5	173	0.0	0	0.0	94,319	0.2
Stansted	3,700	0.3	18,265	0.9	7,185	0.2	21,404	0.7	82,942	4.1	393,912	24.9	1,893,924	5.0	18,705	0.6	8,333	0.8	4,274	0.1	2,452,645	4.1
Tees-side	47,332	4.0	6,038	0.3	0	0.0	129	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	53,499	0.1
Total	1,189,867	100	1,928,780	100	4,071,420	100	2,882,385	100	2,012,044	100	1,580,267	100	37,942,122	100	3,143,063	100	1,038,106	100	3,388,489	100	59,186,543	100

Table 72
 1996 International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	73,166	12.8	73,166	0.6
Birmingham	2,862	1.0	9,452	2.1	5,876	0.7	374,585	56.6	174,544	31.8	4,431	1.2	38,663	0.5	38,690	5.8	10,238	4.5	0	0.0	659,441	5.6
Bristol	0	0.0	0	0.0	254	0.0	504	0.1	0	0.0	36	0.0	418	0.0	70,710	10.5	5,705	2.5	0	0.0	77,627	0.7
Cardiff	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	50,137	22.1	0	0.0	50,137	0.4
East Midlands	0	0.0	8,175	1.8	631	0.1	5,896	0.9	80,750	14.7	0	0.0	1,193	0.0	157	0.0	0	0.0	0	0.0	96,802	0.8
Edinburgh	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	94,079	16.5	94,079	0.8
Exeter	0	0.0	0	0.0	87	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2,172	0.3	0	0.0	0	0.0	2,258	0.0
Gatwick	11,829	4.2	17,836	4.0	48,301	5.5	27,793	4.2	27,152	5.0	38,207	10.7	833,192	11.7	55,030	8.2	13,781	6.1	35,497	6.2	1,108,619	9.4
Glasgow	656	0.2	0	0.0	119	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	120,555	21.1	121,330	1.0
Heathrow	107,540	38.5	100,240	22.3	227,884	26.0	192,967	29.2	211,276	38.5	168,140	47.3	5,637,933	79.4	492,663	73.5	103,146	45.4	243,234	42.6	7,485,023	63.8
Humberside	272	0.1	21,378	4.8	68	0.0	0	0.0	5,678	1.0	0	0.0	95	0.0	68	0.0	0	0.0	0	0.0	27,559	0.2
Leeds/Bradford	930	0.3	107,250	23.9	158	0.0	147	0.0	1,176	0.2	705	0.2	0	0.0	0	0.0	0	0.0	0	0.0	110,367	0.9
Liverpool	0	0.0	883	0.2	19,174	2.2	0	0.0	425	0.1	0	0.0	425	0.0	0	0.0	0	0.0	571	0.3	21,488	0.2
London City	0	0.0	87	0.0	63	0.0	0	0.0	781	0.1	6,162	1.7	169,509	2.4	1,071	0.2	172	0.1	72	0.0	177,908	1.5
Luton	1,088	0.4	558	0.1	1,212	0.1	3,063	0.5	10,447	1.9	3,925	1.1	73,211	1.0	1,714	0.3	591	0.3	0	0.0	95,809	0.8
Manchester	20,142	7.2	174,258	38.8	570,649	65.2	54,661	8.3	22,488	4.1	1,359	0.4	1,837	0.0	878	0.1	40,650	17.9	3,520	0.6	890,541	7.6
Newcastle	115,872	41.5	2,924	0.7	337	0.0	0	0.0	742	0.1	0	0.0	357	0.0	0	0.0	0	0.0	1,502	0.3	121,733	1.0
Notwich	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24,187	6.8	125	0.0	0	0.0	0	0.0	0	0.0	24,312	0.2
Southampton	0	0.0	0	0.0	83	0.0	0	0.0	0	0.0	192	0.1	25,304	0.4	5,724	0.9	173	0.1	0	0.0	31,476	0.3
Stansted	207	0.1	3,588	0.8	550	0.1	1,784	0.3	12,835	2.4	108,360	30.5	315,170	4.4	1,601	0.2	2,094	0.9	0	0.0	446,298	3.8
Tees-side	17,902	6.4	2,879	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20,781	0.2
Total	279,289	100	449,507	100	875,546	100	661,401	100	548,403	100	355,702	100	7,097,432	100	670,578	100	227,260	100	571,825	100	11,736,754	100

Table 73

1996 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Birmingham	1,424	0.3	12,756	1.5	11,420	0.7	412,530	35.2	115,669	13.4	1,194	0.2	21,637	0.2	29,002	2.2	10,424	2.4	700	0.1	76,977	6.5
Bristol	0	0.0	0	0.0	0	0.0	88	0.0	309	0.0	0	0.0	1,085	0.0	78,260	5.9	5,203	1.2	0	0.0	0	0.0
Cardiff	0	0.0	0	0.0	0	0.0	103	0.0	0	0.0	0	0.0	0	0.0	675	0.1	44,962	10.4	0	0.0	0	0.0
East Midlands	79	0.0	16,559	2.0	353	0.0	7,115	0.6	77,483	9.0	1,200	0.2	1,088	0.0	628	0.0	247	0.1	0	0.0	0	0.0
Edinburgh	1,911	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	166,296	14.1
Exeter	0	0.0	0	0.0	0	0.0	4	0.0	0	0.0	0	0.0	2	0.0	4,154	0.3	4	0.0	0	0.0	0	0.0
Gatwick	46,763	11.2	70,318	8.3	133,716	8.0	126,388	10.8	109,313	12.7	146,188	23.9	2,638,538	24.2	306,519	23.0	62,876	14.5	163,792	13.9	245,670	20.8
Glasgow	2,525	0.6	424	0.1	460	0.0	0	0.0	238	0.0	0	0.0	0	0.0	0	0.0	330	0.1	0	0.0	0	0.0
Heathrow	157,678	37.6	233,001	27.7	433,885	25.9	484,422	41.4	375,435	43.5	272,370	44.5	7,032,485	64.6	879,443	66.1	233,248	53.8	493,107	41.8	3,804,411	19.6
Humberside	0	0.0	12,050	1.4	0	0.0	0	0.0	2,862	0.3	0	0.0	0	0.0	63	0.0	0	0.0	0	0.0	0	0.0
Leeds/Bradford	2,946	0.7	81,373	9.7	3,456	0.2	159	0.0	37	0.0	0	0.0	0	0.0	0	0.0	240	0.1	0	0.0	0	0.0
Liverpool	512	0.1	600	0.1	59,725	3.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,728	0.4	0	0.0	0	0.0
London City	297	0.1	211	0.0	0	0.0	121	0.0	0	0.0	871	0.1	96,893	0.9	243	0.0	0	0.0	0	0.0	0	0.0
Luton	4,581	1.1	4,118	0.5	4,066	0.2	12,136	1.0	38,585	4.5	26,124	4.3	318,616	2.9	10,581	0.8	4,059	0.9	0	0.0	0	0.0
Manchester	72,846	17.4	392,528	46.6	1,021,926	61.0	119,487	10.2	93,258	10.8	4,456	0.7	6,098	0.1	8,245	0.6	66,204	15.3	0	0.0	0	0.0
Newcastle	112,578	26.9	8,086	1.0	2,253	0.1	0	0.0	720	0.1	473	0.1	538	0.0	199	0.0	0	0.0	0	0.0	22,607	1.9
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	89	0.0	22,383	3.7	0	0.0	0	0.0	0	0.0	0	0.0	7,783	0.7
Southampton	0	0.0	0	0.0	43	0.0	0	0.0	0	0.0	0	0.0	13,214	0.1	3,368	0.3	0	0.0	0	0.0	0	0.0
Stansted	757	0.2	8,777	1.0	4,924	0.3	8,640	0.7	48,127	5.6	136,386	22.3	754,135	6.9	9,814	0.7	4,147	1.0	2,103	0.2	0	0.0
Tees-side	14,247	3.4	1,597	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	419,144	100	842,611	100	1,676,228	100	1,171,192	100	892,123	100	611,644	100	10,884,328	100	1,331,191	100	433,672	100	1,179,034	100	19,411,168	100

Table 74 1996 International scheduled foreign business passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	38,567	7.0	38,567	0.4
Birmingham	987	0.4	5,148	1.6	5,282	0.8	411,228	69.5	68,660	24.4	3,982	1.6	16,945	4.3	16,814	4.3	4,530	3.2	0	0.0	533,576	5.0
Bristol	136	0.1	0	0.0	0	0.0	238	0.0	312	0.1	99	0.0	1,504	0.0	49,363	12.7	3,064	2.2	0	0.0	54,736	0.5
Cardiff	0	0.0	0	0.0	0	0.0	171	0.0	0	0.0	0	0.0	631	0.0	854	0.2	41,108	28.1	0	0.0	42,763	0.4
East Midlands	0	0.0	9,280	2.9	0	0.0	4,222	0.7	94,056	33.5	79	0.0	0	0.0	0	0.0	0	0.0	0	0.0	107,637	1.0
Edinburgh	1,495	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	93,271	16.8	94,766	0.9
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,002	0.3	0	0.0	0	0.0	1,002	0.0
Gatwick	7,009	2.6	7,617	2.4	29,962	4.5	25,569	4.3	17,550	6.2	22,337	8.7	1,088,880	15.2	32,382	8.3	8,691	6.2	37,270	6.7	1,287,277	12.0
Glasgow	169	0.1	0	0.0	46	0.0	0	0.0	0	0.0	0	0.0	69	0.0	0	0.0	0	0.0	88,593	16.0	88,876	0.8
Heathrow	148,504	54.6	86,826	27.3	169,638	25.2	124,853	21.1	78,221	27.8	125,807	49.2	5,596,580	77.5	280,009	72.1	58,408	41.4	288,722	52.1	6,956,668	65.0
Humber-side	0	0.0	28,431	8.9	150	0.0	0	0.0	2,076	0.7	77	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Leeds/Bradford	1,368	0.5	70,366	22.1	1,557	0.2	203	0.0	287	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Liverpool	634	0.2	425	0.1	16,949	2.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,147	0.8	0	0.0
London City	0	0.0	0	0.0	0	0.0	553	0.1	233	0.1	3,322	1.3	242,115	3.4	1,639	0.4	180	0.1	0	0.0	0	0.0
Luton	0	0.0	1,776	0.6	874	0.1	2,735	0.5	2,013	0.7	1,689	0.7	41,012	0.6	1,376	0.4	583	0.4	0	0.0	0	0.0
Manchester	14,636	5.4	102,052	32.1	443,735	66.3	16,901	2.9	9,452	3.4	747	0.3	2,983	0.0	718	0.2	23,142	16.4	2,799	0.5	617,174	5.8
Newcastle	82,983	30.5	2,398	0.8	799	0.1	1,450	0.2	12	0.0	0	0.0	0	0.0	0	0.0	212	0.2	4,738	0.9	92,592	0.9
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	59	0.0	23,983	9.4	300	0.0	49	0.0	0	0.0	0	0.0	0	0.0
Southampton	0	0.0	0	0.0	227	0.0	0	0.0	0	0.0	0	0.0	27,215	0.4	2,827	0.7	0	0.0	0	0.0	0	0.0
Stansted	1,913	0.7	2,554	0.8	694	0.1	3,875	0.7	7,985	2.8	73,602	28.8	196,717	2.7	1,517	0.4	0	0.0	0	0.0	288,856	2.7
Tees-side	12,037	4.4	1,083	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13,120	0.1
Total	271,869	100	318,055	100	668,915	100	591,988	100	280,915	100	255,733	100	7,224,971	100	388,568	100	141,065	100	553,960	100	10,696,049	100

Table 75
1996 International scheduled foreign leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Birmingham	863	0.4	1,898	0.6	1,343	0.2	209,754	44.8	46,183	14.4	1,785	0.5	5,588	0.0	15,827	2.1	4,640	2.0	42,703	3.9	42,703	0.2
Bristol	0	0.0	0	0.0	0	0.0	117	0.0	0	0.0	0	0.0	193	0.0	47,403	6.3	4,408	1.9	0	0.0	287,881	1.7
Cardiff	0	0.0	0	0.0	0	0.0	257	0.1	0	0.0	0	0.0	0	0.0	105	0.0	23,666	10.0	0	0.0	52,121	0.3
East Midlands	0	0.0	3,103	1.0	240	0.0	1,655	0.4	49,419	15.4	0	0.0	476	0.0	0	0.0	0	0.0	0	0.0	24,029	0.1
Edinburgh	322	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	54,893	0.3
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	163,028	0.9
Gatwick	13,622	6.2	16,747	5.3	33,985	4.0	47,046	10.1	43,544	13.6	15	0.0	0	0.0	1,771	0.2	4	0.0	0	0.0	1,790	0.0
Glasgow	1,722	0.8	0	0.0	0	0.0	0	0.0	94	0.0	73,607	20.8	2,868,581	22.5	152,569	20.3	39,997	16.9	97,746	9.0	3,387,473	19.5
Heathrow	117,168	53.4	0	0.0	172,484	20.3	176,774	37.8	143,171	44.7	176,478	49.4	8,913,031	70.0	519,380	68.0	130,251	55.2	245,863	22.7	247,679	1.4
Humber-side	0	0.0	12,050	3.8	0	0.0	0	0.0	2,862	0.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10,963,463	63.2
Leeds/Bradford	1,247	0.6	52,601	16.5	1,276	0.2	0	0.0	0	0.0	0	0.0	0	0.0	63	0.0	0	0.0	0	0.0	14,975	0.1
Liverpool	1,611	0.7	600	0.2	51,951	6.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	55,125	0.3
London City	0	0.0	85	0.0	209	0.0	528	0.1	358	0.1	1,372	0.4	162,420	1.3	1,931	0.3	0	0.0	0	0.0	54,162	0.3
Luton	180	0.1	1,476	0.5	514	0.1	3,231	0.7	5,292	1.7	4,383	1.2	140,801	1.1	2,949	0.4	182	0.1	500	0.0	167,585	1.0
Manchester	22,219	10.1	127,898	40.1	587,426	69.0	21,197	4.5	15,688	4.9	0	0.0	4,635	0.0	389	0.1	1,566	0.7	999	0.1	161,391	0.9
Newcastle	56,630	25.8	1,481	0.5	284	0.0	0	0.0	39	0.0	0	0.0	0	0.0	0	0.0	29,302	12.4	10,016	0.9	818,771	4.7
Nowich	0	0.0	0	0.0	0	0.0	0	0.0	59	0.0	23,983	6.7	300	0.0	49	0.0	0	0.0	3,292	0.3	61,726	0.4
Southampton	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	11,454	0.1	4,495	0.6	0	0.0	0	0.0	24,390	0.1
Stansted	825	0.4	3,336	1.0	1,017	0.1	7,106	1.5	13,896	4.3	75,565	21.2	627,902	4.9	5,773	0.8	2,091	0.9	2,172	0.2	15,949	0.1
Tees-side	3,147	1.4	479	0.2	0	0.0	129	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	739,682	4.3
Total	219,556	100	318,606	100	860,729	100	467,793	100	320,604	100	357,187	100	12,735,390	100	752,726	100	236,109	100	1,083,871	100	17,342,571	100

Table 76
1996 International charter passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	160	0.0	286	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	76,806	3.2	77,537	0.3
Birmingham	4,524	0.3	96,429	3.4	43,050	1.1	1,262,776	52.2	350,173	16.2	14,935	1.8	77,676	0.9	124,138	6.6	55,365	4.0	2,175	0.1	2,031,243	7.1
Bristol	2,913	0.2	668	0.0	887	0.0	15,638	0.6	480	0.0	98	0.0	20,878	0.2	683,200	36.1	115,494	8.2	0	0.0	840,256	2.9
Cardiff	217	0.0	1,123	0.0	392	0.0	8,494	0.4	356	0.0	74	0.0	4,918	0.1	76,475	4.0	642,522	45.9	1,010	0.0	736,580	2.6
East Midlands	15,641	1.0	315,830	11.0	13,760	0.3	178,140	7.4	983,881	45.5	9,087	1.1	12,295	0.1	5,695	0.3	2,698	0.2	11,356	0.5	1,548,374	5.4
Edinburgh	3,100	0.2	178	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	247,542	10.2	250,821	0.9
Exeter	0	0.0	12	0.0	832	0.0	1,087	0.0	0	0.0	0	0.0	1,674	0.0	94,631	5.0	912	0.1	0	0.0	99,147	0.3
Gatwick	51,691	3.3	99,743	3.5	87,164	2.1	196,548	8.1	273,675	12.6	388,333	46.3	7,369,232	81.0	840,513	44.5	185,679	13.3	37,426	1.5	9,530,004	33.1
Glasgow	20,560	1.3	2,404	0.1	1,696	0.0	492	0.0	160	0.0	0	0.0	526	0.0	158	0.0	0	0.0	1,652,677	68.0	1,678,677	5.8
Humberside	4,275	0.3	111,375	3.9	171	0.0	254	0.0	16,248	0.8	45	0.0	69	0.0	0	0.0	0	0.0	818	0.0	133,255	0.5
Leeds/Bradford	19,463	1.3	394,052	13.7	13,745	0.3	554	0.0	8,159	0.4	0	0.0	1,088	0.0	378	0.0	51	0.0	1,546	0.1	439,037	1.6
Liverpool	528	0.0	3,742	0.1	167,597	4.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20,490	1.5	0	0.0	192,357	0.7
Luton	5,743	0.4	21,159	0.7	5,250	0.1	47,425	2.0	148,033	6.8	127,740	15.2	732,026	8.0	27,728	1.5	3,617	0.3	2,355	0.1	1,121,076	3.9
Manchester	364,217	23.4	1,748,873	60.8	3,745,128	91.6	699,150	28.9	347,962	16.1	9,313	1.1	58,561	0.6	25,425	1.3	367,788	26.3	239,424	9.8	7,605,841	26.4
Newcastle	960,089	61.7	63,969	2.2	3,824	0.1	355	0.0	2,954	0.1	1,404	0.2	2,978	0.0	153	0.0	348	0.0	156,243	6.4	1,192,317	4.0
Norwich	0	0.0	350	0.0	124	0.0	431	0.0	463	0.0	91,355	10.9	856	0.0	0	0.0	0	0.0	124	0.0	93,706	0.3
Stansted	1,424	0.1	4,384	0.2	2,455	0.1	8,149	0.3	30,431	1.4	196,355	23.4	818,397	9.0	11,755	0.6	5,203	0.4	0	0.0	1,075,553	3.7
Teesside	102,253	6.6	13,634	0.5	481	0.0	407	0.0	942	0.0	0	0.0	390	0.0	0	0.0	0	0.0	1,909	0.1	120,016	0.4
Total	1,556,799	100	2,878,211	100	4,086,844	100	2,420,900	100	2,163,917	100	838,739	100	9,101,567	100	1,890,251	100	1,400,156	100	2,431,412	100	28,768,796	100

Table 77
1996 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	22	0.0	286	0.0	286	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	65,834	3.5	68,428	0.3
Birmingham	3,961	0.3	82,835	3.5	19,599	0.6	1,013,256	53.2	300,556	17.0	13,299	2.1	59,440	1.1	106,017	7.5	46,864	4.1	1,481	0.1	1,647,308	7.7
Bristol	2,913	0.2	668	0.0	447	0.0	11,652	0.6	480	0.0	98	0.0	17,879	0.3	573,149	40.8	98,436	8.5	0	0.0	703,822	3.3
Cardiff	159	0.0	991	0.0	235	0.0	6,490	0.3	356	0.0	74	0.0	2,149	0.0	59,333	4.2	532,609	46.7	0	0.0	602,396	2.8
East Midlands	14,914	1.1	269,163	11.2	2,009	0.1	153,148	8.0	823,317	46.5	8,726	1.4	9,688	0.2	3,354	0.2	2,173	0.2	5,319	0.3	1,291,811	6.1
Edinburgh	2,542	0.2	178	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	175,644	9.3	178,364	0.8
Exeter	0	0.0	0	0.0	832	0.0	923	0.0	0	0.0	0	0.0	901	0.0	75,331	5.4	719	0.1	0	0.0	76,706	0.4
Gatwick	21,842	1.7	67,705	2.8	46,894	1.5	121,901	6.4	204,089	11.5	286,517	44.9	4,597,129	81.9	537,001	38.2	127,535	11.2	18,023	1.0	6,028,635	28.3
Glasgow	17,805	1.4	2,175	0.1	943	0.0	492	0.0	160	0.0	0	0.0	528	0.0	158	0.0	0	0.0	1,291,131	68.1	1,313,392	6.2
Humberside	4,275	0.3	99,312	4.1	57	0.0	157	0.0	13,842	0.8	45	0.0	69	0.0	0	0.0	0	0.0	818	0.0	118,675	0.6
Leeds/Bradford	14,369	1.1	339,526	14.2	12,415	0.4	0	0.0	5,016	0.3	0	0.0	373	0.0	0	0.0	51	0.0	1,308	0.1	373,057	1.8
Liverpool	528	0.0	3,742	0.2	126,213	3.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15,932	1.4	0	0.0	146,415	0.7
Luton	4,051	0.3	17,826	0.7	4,566	0.1	32,523	1.7	121,228	6.8	108,818	17.0	552,564	9.8	22,692	1.6	3,161	0.3	1,710	0.1	869,139	4.1
Manchester	297,113	22.8	1,443,604	60.2	3,016,132	93.3	563,216	29.5	275,849	15.6	7,858	1.2	44,763	0.8	23,803	1.7	311,303	27.3	194,562	10.3	6,178,204	29.0
Newcastle	823,141	63.2	56,200	2.3	2,809	0.1	56	0.0	2,866	0.2	1,107	0.2	2,160	0.0	153	0.0	0	0.0	137,660	7.3	1,026,152	4.9
Norwich	0	0.0	283	0.0	124	0.0	431	0.0	213	0.0	80,925	12.7	791	0.0	0	0.0	0	0.0	124	0.0	82,891	0.4
Stansted	929	0.1	2,467	0.1	0	0.0	1,744	0.1	23,402	1.3	131,303	20.6	324,038	5.8	3,339	0.2	2,758	0.2	0	0.0	489,980	2.3
Tees-side	93,143	7.2	12,099	0.5	75	0.0	407	0.0	552	0.0	0	0.0	390	0.0	0	0.0	0	0.0	1,909	0.1	108,575	0.5
Total	1,301,708	100	2,399,062	100	3,233,635	100	1,906,395	100	1,772,025	100	638,768	100	5,612,962	100	1,404,330	100	1,139,541	100	1,895,522	100	21,303,949	100

Table 78 1996 International charter UK non inclusive tour passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	137	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	8,262	2.0	8,399	0.2
Birmingham	435	0.2	12,009	3.1	18,491	2.8	205,176	52.5	43,137	12.6	0	0.0	12,207	0.6	16,507	4.2	7,101	3.4	695	0.2	315,758	6.0
Bristol	0	0.0	0	0.0	248	0.0	3,979	1.0	0	0.0	0	0.0	1,414	0.1	101,122	25.9	17,587	8.4	0	0.0	124,350	2.4
Cardiff	58	0.0	132	0.0	0	0.0	2,875	0.7	0	0.0	0	0.0	2,613	0.1	15,947	4.1	99,455	47.3	759	0.2	121,838	2.3
East Midlands	727	0.3	40,888	10.5	11,751	1.8	20,051	5.1	148,560	43.4	359	0.3	2,365	0.1	2,339	0.6	515	0.2	6,036	1.4	233,593	4.5
Edinburgh	469	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39,974	9.5	40,443	0.8
Exeter	0	0.0	12	0.0	0	0.0	0	0.0	0	0.0	0	0.0	648	0.0	17,109	4.4	193	0.1	0	0.0	17,961	0.3
Gatwick	22,104	10.1	21,224	5.5	31,406	4.7	44,178	11.3	55,076	16.3	65,100	46.1	1,744,283	84.9	229,114	58.7	39,092	16.6	11,681	2.8	2,263,857	43.3
Glasgow	2,363	1.1	229	0.1	207	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	298,649	71.3	301,447	5.8
Humberside	0	0.0	9,013	2.3	114	0.0	96	0.0	2,079	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	11,303	0.2
Leeds/Bradford	5,084	2.3	44,653	11.5	992	0.1	0	0.0	1,900	0.6	0	0.0	0	0.0	378	0.1	0	0.0	0	0.0	53,018	1.0
Liverpool	0	0.0	0	0.0	41,384	6.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4,393	2.1	0	0.0	45,777	0.9
Luton	1,692	0.8	2,998	0.8	456	0.1	4,877	1.2	24,077	7.0	15,983	11.3	113,933	5.5	2,629	0.7	456	0.2	0	0.0	167,100	3.2
Manchester	51,008	23.3	245,919	63.4	561,671	84.0	103,741	26.6	60,192	17.6	1,455	1.0	12,388	0.6	1,607	0.4	41,116	19.5	36,679	8.8	1,115,775	21.4
Newcastle	125,832	57.5	7,387	1.9	1,015	0.2	299	0.1	0	0.0	0	0.0	818	0.0	0	0.0	0	0.0	16,269	3.9	151,619	2.9
Norwich	0	0.0	67	0.0	0	0.0	0	0.0	250	0.1	9,204	6.5	67	0.0	0	0.0	0	0.0	0	0.0	9,598	0.2
Stansted	495	0.2	1,698	0.4	380	0.1	5,172	1.3	5,730	1.7	48,980	34.7	163,762	8.0	3,411	0.9	411	0.2	0	0.0	230,040	4.4
Tees-side	8,437	3.9	1,535	0.4	407	0.1	0	0.0	390	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10,769	0.2
Total	218,852	100	387,762	100	668,521	100	390,442	100	341,992	100	141,082	100	2,054,499	100	390,162	100	210,318	100	419,003	100	5,222,634	100

Table 79
1996 Domestic scheduled passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total			
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%		
Aberdeen	927	0.1	832	0.1	326	0.0	155	0.0	427	0.1	1,726	0.0	430	0.1	201	0.1	1,222,254	16.6	1,227,278	6.0				
Birmingham	2,480	0.2	4,770	0.6	10,104	0.5	514,182	78.3	5,777	1.8	47,358	0.7	50,287	7.5	14,890	5.7	0	0.0	757,036	3.7				
Bristol	0	0.0	0	0.0	394	0.0	2,252	0.3	0	0.0	2,292	0.0	223,215	33.2	24,928	9.6	0	0.0	253,081	1.2				
Cardiff	0	0.0	0	0.0	0	0.0	327	0.0	0	0.0	0	0.0	2,706	0.4	86,722	33.4	0	0.0	89,755	0.4				
East Midlands	556	0.1	24,868	3.1	478	0.0	19,893	3.0	2,426	0.8	5,106	0.1	0	0.0	180	0.1	201	0.0	364,583	1.8				
Edinburgh	9,547	0.9	1,992	0.3	0	0.0	0	0.0	373	0.1	1,788	0.0	469	0.1	0	0.0	2,954,645	40.2	2,966,813	14.6				
Exeter	122	0.0	0	0.0	67	0.0	531	0.1	230	0.0	3,953	0.1	80,946	12.1	921	0.4	40	0.0	87,235	0.4				
Gatwick	2,149	0.2	5,721	0.7	5,532	0.3	7,223	1.1	7,461	1.4	16,505	5.2	1,269,469	18.9	2,261	0.9	2,481	0.0	1,338,220	6.6				
Glasgow	1,883	0.2	446	0.1	1,542	0.1	952	0.1	207	0.1	3,074	0.0	1,189	0.2	336	0.1	2,888,137	39.3	2,897,767	14.2				
Heathrow	1,826	0.2	3,680	0.5	9,432	0.5	11,942	1.8	24,071	7.5	3,866,292	57.7	182,371	27.2	22,108	8.5	2,577	0.0	4,140,476	20.3				
Humberside	114	0.0	19,533	2.5	0	0.0	0	0.0	58	0.0	25	0.0	0	0.0	0	0.0	231	0.0	25,866	0.1				
Inverness	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	25,866	0.1				
Leeds/Bradford	4,541	0.4	458,794	57.8	5,647	0.3	249	0.0	3,763	0.7	114	0.0	1,130	0.0	0	0.0	0	0.0	278,004	3.8				
Liverpool	435	0.0	1,564	0.2	242,694	11.9	2,060	0.3	2,049	0.4	142	0.0	1,444	0.0	0	0.0	0	0.0	278,004	3.8				
London City	0	0.0	0	0.0	0	0.0	0	0.0	126	0.0	126	0.0	21,963	0.3	64	0.0	877	0.0	475,115	2.3				
Luton	0	0.0	0	0.0	0	0.0	0	0.0	16,842	5.3	376,229	5.6	7,840	1.2	1,884	0.7	214	0.0	431,872	2.1				
Manchester	48,866	4.6	225,639	28.4	1,762,192	86.3	81,639	12.4	0	0.0	3,416	0.1	314	0.0	89,272	34.3	3,222	0.0	2,258,537	11.1				
Newcastle	781,928	73.8	10,167	1.3	0	0.0	69	0.0	281	0.1	9,345	2.9	0	0.0	71	0.0	238	0.0	802,374	3.9				
Norwich	0	0.0	0	0.0	63	0.0	0	0.0	131	0.0	64,795	20.3	197	0.0	0	0.0	0	0.0	65,186	0.3				
Southampton	292	0.0	2,395	0.3	2,827	0.1	6,871	1.0	5,043	1.6	326,297	4.9	94,550	14.1	4,794	1.8	2,799	0.0	448,208	2.2				
Stansted	610	0.1	0	0.0	0	0.0	770	0.1	173,452	54.2	773,589	11.5	6,615	1.0	3,023	1.2	1,033	0.0	970,786	4.8				
Tees-side	202,795	19.1	33,671	4.2	43	0.0	0	0.0	45	0.0	133	0.0	354	0.1	68	0.0	56	0.0	237,164	1.2				
Total	1,059,069	100	794,083	100	2,041,340	100	656,481	100	534,964	100	319,755	100	6,705,758	100	671,345	100	259,911	100	7,357,200	100	20,399,905	100		

Table 80
 Propensity to fly for UK international passengers by planning region and passenger type in 1996.

Planning region	1995 UK (1) Population (000s)	International UK passengers													
		Scheduled business		Scheduled leisure		Charter inclusive tour		Charter leisure other		Total international		Propensity to fly (2)			
		Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	1987	1990	1991	1996
East Anglia	2,123	356	16.8	612	28.8	639	30.1	141	6.6	1,747	82.3	0.56	0.58	0.59	0.82
East Midlands	4,124	548	13.3	862	20.9	1,772	43.0	342	8.3	3,525	85.5	0.53	0.53	0.52	0.85
North West	6,410	876	13.7	1,676	26.1	3,234	50.4	669	10.4	6,454	100.7	0.65	0.74	0.75	1.01
Northern	3,095	279	9.0	419	13.5	1,302	42.1	219	7.1	2,219	71.7	0.48	0.50	0.50	0.72
Scotland	5,137	572	11.1	1,179	23.0	1,896	36.9	419	8.2	4,066	79.1	0.48	0.54	0.54	0.79
South East	17,989	7,097	39.5	10,884	60.5	5,613	31.2	2,055	11.4	25,649	142.6	1.08	1.17	1.15	1.43
South West	4,827	671	13.9	1,331	27.6	1,404	29.1	390	8.1	3,796	78.6	0.55	0.57	0.55	0.79
Wales	2,917	227	7.8	434	14.9	1,140	39.1	210	7.2	2,011	68.9	0.46	0.46	0.43	0.69
West Midlands	5,306	661	12.5	1,171	22.1	1,906	35.9	390	7.4	4,129	77.8	0.52	0.58	0.57	0.78
Yorks/Humberside	5,029	450	8.9	843	16.8	2,399	47.7	388	7.7	4,079	81.1	0.54	0.56	0.55	0.81
Total	56,957	11,738	20.6	19,411	34.1	21,304	37.4	5,223	9.2	57,675	101.3	0.71	0.76	0.75	1.01

(1) Source OPCS Mid year 1995
 (2) Propensity to fly is measured by passengers divided by population.

Table 81
 UK international scheduled passengers by planning region and passenger type in 1987, 1991 and 1996.

Planning region	1995 UK (1) population (000s)	International UK passengers (2)									
		Scheduled business			Scheduled leisure			Total international scheduled			
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1996 Passengers (000s)
East Anglia	2,123	192	271	356	269	416	612	461	687	967	
East Midlands	4,124	255	350	548	375	550	862	630	900	1,411	
North West	6,410	454	640	876	732	1,101	1,676	1,186	1,741	2,552	
Northern	3,095	131	180	279	197	284	419	328	464	698	
Scotland	5,137	287	396	572	483	783	1,179	770	1,179	1,751	
South East	17,989	4,198	5,504	7,097	6,219	8,399	10,884	10,417	13,903	17,982	
South West	4,827	344	469	671	712	938	1,331	1,056	1,407	2,002	
Wales	2,917	97	120	227	222	307	434	319	427	661	
West Midlands	5,306	332	480	661	538	815	1,171	870	1,295	1,833	
Yorks/Humberside	5,029	186	251	450	396	573	843	582	824	1,392	
Total	56,957	6,476	8,661	11,758	10,143	14,166	19,411	16,619	22,827	31,148	

(1) Source OPCS Mid year 1995

(2) Includes passengers connecting on domestic flights

Table 82

UK international charter passengers by planning region and passenger type in 1987, 1991 and 1996.

Planning region	1995 UK (1) population (000s)	International UK passengers																	
		Charter inclusive tour						Charter leisure other						Total charter leisure					
		1987	1991	1996	1987	1991	1996	1987	1991	1996	1987	1991	1996						
Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)						
East Anglia	2,123	521	374	639	138	153	141	659	527	780									
East Midlands	4,124	1,217	935	1,772	238	260	342	1,455	1,195	2,114									
North West	6,410	2,458	2,502	3,234	513	537	669	2,971	3,039	3,902									
Northern	3,095	906	855	1,302	231	220	219	1,137	1,075	1,524									
Scotland	5,137	1,386	1,242	1,896	321	307	419	1,707	1,549	2,315									
South East	17,989	6,288	4,030	5,613	1,924	2,185	2,055	8,212	6,215	7,668									
South West	4,827	1,176	849	1,404	278	329	390	1,454	1,178	1,795									
Wales	2,917	816	640	1,140	167	178	210	983	818	1,390									
West Midlands	5,306	1,469	1,269	1,906	386	409	390	1,855	1,678	2,297									
Yorks/Humberside	5,029	1,762	1,597	2,399	309	305	388	2,071	1,902	2,787									
Total	56,957	17,999	14,293	21,304	4,505	4,883	5,223	22,504	19,176	26,527									

(1) Source OPCS Mid year 1995

Table 83

UK international passenger growth between 1987, 1991 and 1996 by region.

UK scheduled business

Region	Growth		
	91/87	96/91	96/87
	%	%	%
Yorks/Humberside	34.9	79.1	141.7
Wales	23.7	89.4	134.3
East Midlands	37.3	56.7	115.1
Northern	37.4	55.2	113.2
Scotland	38.0	44.4	99.3
West Midlands	44.6	37.8	99.2
South West	36.3	43.0	94.9
North West	41.0	36.9	93.0
East Anglia	41.1	31.3	85.3
South East	31.1	28.9	69.1
All regions	33.8	35.5	81.3

UK scheduled leisure

Region	Growth		
	91/87	96/91	96/87
	%	%	%
Scotland	63.1	50.6	144.1
East Midlands	46.7	56.7	129.9
North West	50.4	52.2	129.0
East Anglia	54.6	47.0	127.4
West Midlands	51.5	43.7	117.7
Yorks/Humberside	44.7	47.1	112.8
Northern	44.2	47.6	112.7
Wales	38.3	41.3	95.4
South West	31.7	41.9	87.0
South East	34.7	29.6	75.0
All regions	39.7	37.0	91.4

UK charter non inclusive tour leisure

Region	Growth		
	91/87	96/91	96/87
	%	%	%
East Midlands	9.2	31.5	43.7
South West	18.3	18.6	40.4
Scotland	-4.4	36.5	30.5
North West	4.7	24.5	30.3
Wales	6.6	18.1	25.9
Yorks/Humberside	-1.3	27.1	25.5
South East	13.4	-6.0	6.8
East Anglia	10.9	-7.8	2.2
West Midlands	6.0	-4.5	1.1
Northern	-4.8	-0.5	-5.2
All regions	8.4	7.0	15.9

UK charter inclusive tour

Region	Growth		
	91/87	96/91	96/87
	%	%	%
East Midlands	-23.2	89.5	45.6
Northern	-5.6	52.2	43.7
Wales	-21.6	78.0	39.6
Scotland	-10.4	52.6	36.8
Yorks/Humberside	-9.4	50.2	36.2
North West	1.8	29.2	31.6
West Midlands	-13.6	50.2	29.8
East Anglia	-28.2	70.8	22.6
South West	-27.8	65.4	19.4
South East	-35.9	39.3	-10.7
All regions	-20.6	49.1	18.4

UK scheduled total

Region	Growth		
	91/87	96/91	96/87
	%	%	%
Scotland	53.9	48.5	127.4
East Midlands	42.9	56.7	123.9
Yorks/Humberside	41.6	56.8	122.0
North West	46.8	46.6	115.2
Northern	41.5	50.5	112.9
West Midlands	48.9	41.5	110.6
East Anglia	49.0	40.8	109.8
Wales	33.9	54.8	107.2
South West	33.2	42.3	89.6
South East	33.1	29.3	72.6
All regions	37.4	36.5	87.4

UK charter total

Region	Growth		
	91/87	96/91	96/87
	%	%	%
East Midlands	-17.9	76.9	45.3
Wales	-16.8	65.0	37.3
Scotland	-9.3	49.4	35.6
Yorks/Humberside	-8.2	46.5	34.6
Northern	-5.5	41.5	33.7
North West	2.3	28.4	31.3
West Midlands	-9.5	36.9	23.8
South West	-19.0	52.3	23.4
East Anglia	-20.0	48.0	18.3
South East	-24.4	23.4	-6.6
All regions	-14.8	38.3	17.9

UK total

Region	Growth		
	91/87	96/91	96/87
	%	%	%
East Midlands	0.5	68.2	69.0
Scotland	10.1	49.0	64.1
East Anglia	8.4	43.9	56.0
North West	15.0	35.0	55.3
Wales	-4.4	61.5	54.4
Yorks/Humberside	2.8	49.6	53.8
West Midlands	9.1	38.9	51.5
Northern	5.1	44.2	51.5
South West	3.0	46.9	51.2
South East	8.0	27.5	37.7
All regions	7.4	37.3	47.4

Table 84
 Market Share of international passengers in 1987, 1991 and 1996.

Passenger Type	Gatwick			Heathrow			Manchester			Other Airports		
	1987	1991	1996	1987	1991	1996	1987	1991	1996	1987	1991	1996
	%	%	%	%	%	%	%	%	%	%	%	%
International Scheduled												
UK Business	14	11	9	72	69	64	6	7	8	8	13	19
UK Leisure	22	26	20	65	55	55	3	8	10	10	11	15
Foreign Business	14	12	12	76	73	65	3	5	6	7	10	17
Foreign Leisure	20	23	20	71	64	63	3	4	5	6	9	12
International Charter												
UK Inclusive Tour	40	32	28	0	0	0	25	33	29	35	35	43
UK Leisure Other	46	53	43	0	0	0	19	18	31	35	29	36

Appendix B Sampling Techniques

The survey ran between January and December 1996. It was divided into twelve month-long sub periods. Shifts were selected so that during each sub period, each shift (e.g. Monday am) was sampled approximately the same number of times. Table B.1 details the shift patterns at each of the airports.

At all airports only departing passengers were interviewed, previous surveys having shown that differences in characteristics of arriving and departing passengers were not significant.

Table B.1 also shows the team sizes used at the various airports. Teams of interviewers positioned themselves in a gate room or at the entrance to the departure lounge and one interviewer counted the passengers as they entered, across a predetermined line, and every third or fifth passenger was selected for interview. If an interviewer was not immediately available, then the contact was handed an identification card and then approached as soon as an interviewer became free. All passengers were counted, apart from children under two years of age.

A constant monitor of flights sampled was taken by supervisors, to ensure that as far as possible all routes, and in most cases individual flights, were covered regularly during each month.

It was assumed that those passengers who were candidates for an interview, but who for one of a variety of reasons were not able to be interviewed, had the same characteristics as those who were successfully interviewed. Table B.2 shows the number and proportion of passengers interviewed at each of the airports during the survey period. Overall the success rate was 96%.

The questionnaire used for Glasgow airport has been reproduced on the following pages, together with a copy of the identification card used in the sampling procedure. Copies of all questionnaires are available on request.

Table B1 Summary of Sampling Procedure

<i>Airport</i>	<i>When Sampled</i>	<i>Shift Times</i>	<i>Team Sizes</i>
Aberdeen	1.5 Shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	5
Edinburgh	1.5 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	6 in peak times 4 otherwise
Glasgow	2 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	6 in peak times 4 otherwise
Inverness	Up to 6 shifts per week	2 to 7.5 hours between 0600 and 2400 to match traffic	4

Table B2 Summary of Sample Sizes and Success Rates

<i>Airport</i>	<i>Total Contacts</i>	<i>Interviews</i>	<i>Negative Contacts</i>	<i>Success Rate</i>
Aberdeen	9877	8834	1043	89
Edinburgh	11720	10813	907	92
Glasgow	17686	16424	1262	93
Inverness	7145	7014	131	98



SURVEYS


We are conducting a passenger survey at the airport to collect information for airport planning and route licensing purposes.

We would like to ask you a few questions as soon as an interviewer is available.

In the meantime, please keep this card visible, so that our interviewer can recognise whom to interview.

The Civil Aviation Authority is the body responsible for many aspects of civil aviation including air traffic control, telecommunications, air safety and economic regulation. Further information on this and other surveys may be obtained from:

CAA Surveys
Room T416, CAA House
45-59 Kingsway
London WC2B 6TE

 Civil Aviation Authority, CAA House Surveys, Room F416 45-59 Kingsway LONDON W2 2B 6TE Tel 0171 832 6352 Fax 0171 240 1153	1996 AIRPORT SURVEY GLASGOW AIRPORT January - December 1996	0 4 0 <div style="border: 1px solid black; width: 100px; height: 20px; margin: 5px auto;"></div>
Date <div style="border: 1px solid black; width: 100px; height: 20px; margin: 5px auto;"></div>	ROUTE Domestic..... 1 International..... 2	SEX Male..... 1 Female..... 2
Time <div style="border: 1px solid black; width: 100px; height: 20px; margin: 5px auto;"></div>	FLIGHT TYPE Scheduled..... 1 Charter..... 2	Flight Number <div style="border: 1px solid black; width: 100px; height: 20px; margin: 5px auto;"></div>
OUTCOME Positive..... 1 Negative.... 2... Refusal 3... Ineligible 4... No Time 5... No English (Go to Q1) 6... Other		

INTRODUCTION: I am carrying out a survey for the Civil Aviation Authority to help in airport planning, can you please tell me...

In which **COUNTRY** have you been living for most of the last 12 months ?

If UK/WESTERN EUROPE at Q1 go to Q2. If FOREIGN go to Q3

Where is your **HOME** ?

SHOW CARDS 1-3 FOR WESTERN EUROPE

Town.....

District Council/London Borough.....

County/District.....

UK Passengers only

And can you please tell me your postcode ?

ALL PASSENGERS

Have you arrived at this airport **BY AIR** within the last 24 hours ?
 YES.....1 Go to Q4

NO.....2 Go to Q14

Did you come to **GLASGOW JUST to CHANGE** planes or did you have another reason for coming here ?

- Change planes.....1 Go to Q6
 Other reason.....2 Go to Q14

Where did you **BEGIN** your journey in the UK to catch **THIS** flight ?

Town.....

District Council/London Borough.....

County.....

Postcode

If foreign resident or UK resident whose ORIGIN is NOT HOME go to Q15

May I just check, was this a transit stop or did you have a reason for being in (place in Q14) ?

- Business location.....2
 Leisure location.....3
 Other (write in).....4

IF TRANSIT, go back and ask Q14 AGAIN unless transit from GLASGOW AIRPORT then go to Q6

SHOW CARD 4 ASK ALL NON UK RESIDENTS ON INTERNATIONAL FLIGHTS

16 Whilst in the UK have you been anywhere outside **SCOTLAND** on this trip ?

- Yes.....1 Go to Q17
 No.....2 Go to Q18

17 In which place outside **SCOTLAND** did you spend most time ?

Go to Q27

Go to Q18

At which **AIRPORT** did you start your air journey ?
(country/state)

18 Could you tell me in detail **HOW YOU TRAVELLED** from (place in Q14) to **GLASGOW Airport** today?

Mode used	From.....	To.....	To.....	To.....
CAR	Private Car (driven away)	01	01	01
	Hire	02	02	02
	Parked Short Term Car Park	03	03	03
	Parked Business Car Park	04	04	04
	Parked Staff Car Park	05	05	05
COURTESY BUS	Business Car Park Bus	06	06	06
	Airport Long Term Car Park Bus	07	07	07
	Private Long Term Car Park Bus	08	08	08
	Staff Car Park Bus	09	09	09
	Hire Car Bus	10	10	10
	Hotel Car Park Bus	11	11	11
	Hotel Bus	12	12	12
	Courtesy Car (airlines)	13	13	13
TAXIS	Taxi	15	15	15
	Minicab	16	16	16
BUS COACHES	Charter Coach	17	17	17
	National/Regional Coach Service	20	20	20
TRAIN	National Railways	36	36	36
OTHER	Write in.....	38	38	38

ALL SURFACE PASSENGERS

- 20 HOW LONG did your journey take from (place in Q14)?
- Hours Minutes
- 21 Why did you CHOOSE to travel to the airport today by (final mode in Q18)?
- 22 Including yourself, how many people are TRAVELLING in your immediate group?
-
- 23 What TIME did you ENTER the terminal building today?
-
- 24 Is this your OUTWARD or RETURN journey?
- Outward.....1 Go to Q25
 Return.....2 Go to Q26
 Single.....3 Go to Q27
- 25 How long WILL you be away?
 OR
- 26 How long HAVE you been away?
- Weeks Days Hours

ALL PASSENGERS

- 27 Which AIRPORT are you travelling to on the flight you are now boarding?
- 28 What is your FLIGHT NUMBER?
- 29 Are you flying there just to CHANGE planes or are you COMPLETING your air journey at (airport in Q27)?
- Complete.....1 Go to Q32
 Change.....2 Go to Q30
 (country/state)
- 30 At which airport will you COMPLETE your air journey?
- 31 Which AIRLINE will you use to fly from (airport in Q27)?

NORTH AMERICAN, WESTERN EUROPEAN AND CHANNEL ISLE DESTINATIONS ONLY - SHOW CARD 6-9

- 32 Where is your MAIN DESTINATION?
- Town/City.....
 Country/State.....
- 33 What mode of TRANSPORT will you use to leave (airport in Q27 or Q30)?
- Circle mode Private Car....1 Hire....2 Taxi....3 Bus/coach....4 Train....5 Other....6 Don't Know....7

SHOW CARD 5 DOMESTIC -INTERNATIONAL INTERLINERS ONLY

34 WHY did you NOT use the direct service from Glasgow to (airport in Q30) ?

ASK ALL PASSENGERS

35 How did you find out about THIS flight ?

- Airline Timetable..... 1
- Travel Agent..... 2
- Direct From Airline..... 3
- Other (write in)..... 4

SHOW CARD 10

36 What is the CHIEF PURPOSE of your present trip?

BUSINESS

- ACCOMPANYING passenger on business..... 1
(company ticket) with
- Business..... 2
- Attending Internal Company Business..... 3
- Meetings with customers/others outside the company..... 4
- Conference/Congress..... 5
- Trade Fair/Exhibition..... 6
- Armed services..... 7
- Airline Staff (Positioning)..... 8
- Contract Home Leave..... 9
- Overseas Employment - less than 12 months..... 10
- 12 months or more..... 11
- Studies paid by employer - formal academic course..... 12
- other course..... 13
- Au pair..... 14

NON BUSINESS

- ACCOMPANYING passenger on business..... 15
(own ticket) with
- Holiday Fare paid separately..... 16
- Holiday IT/Package -Hotel..... 17
- Self catering..... 18
- Cruise..... 19
- Visiting friends and relatives..... 20
- Migration..... 21
- Studies private/grants -formal academic course..... 22
- other course..... 23
- Cultural/Sports..... 24
- Unaccompanied school children..... 25
- Other (write in)..... 26

SKIING

27

28 UK

29 Residents

30 Go to Q40

UK RESIDENTS ONLY

37 What is your OCCUPATION ?

Job title.....
 Qualifications.....
 Size site/dept..... responsible for.....

UK IT PASSENGERS ONLY

- 40 WHO booked your holiday ? Self.....1
 Other.....2
 Don't Know.....3
- 41 Does your holiday have an ATOL number ? Yes.....1
 No.....2
 Don't Know.....3

ALL BUSINESS PASSENGERS

38 What is the MAIN BUSINESS of your firm or organisation?

man
sell

ALL NON BUSINESS PASSENGERS SHOW CARD 11

39 Which of these AGE groups do you come into ?

--	--

If groups 1-4 end interview

UK RESIDENTS ONLY

42 What is the occupation of the chief INCOME earner in your household?

Job title.....
 Qualifications.....
 Size site/dept..... responsible for.....

SHOW CARD 11

39 Which of these AGE groups do you come into ?

--	--

If groups 1-4 end interview

ALL NON BUSINESS PASSENGERS

43 INCLUDING YOURSELF how many members of your family are living in your household ?

--	--

44 How many are CHILDREN under 16 ?

--	--

Go to Q46

Go to Q46

46 Have you FLOWN BEFORE ?

Yes.....1 Go to Q47
 No.....2 Go to Q48

Single sector

How many times have you flown from GLASGOW just to (airport in Q27) in the last 12 months/1 month for business/leisure purposes ?

OR

Multi sector

How many times have you flown from GLASGOW to (airport in Q30) via (airport in Q27) in the last 12 months/1 month for business/leisure purposes ?

RECORD SINGLE TRIPS
 DO NOT COUNT CURRENT TRIP

12 Months	1 Month

SHOW CARD 12: ASK ALL PASSENGERS

Why did you choose to fly from GLASGOW Airport today ?

NON-EXCLUSIVE TOUR PASSENGERS ONLY ASK Q51-Q56 SHOW CARD 13

<p>51 What TYPE of ticket do you have ?</p> <p>1 First.....</p> <p>2 Business/Club.....</p> <p>3 Economy - Full fare.....</p> <p>4 Economy - Discount.....</p> <p>5 Economy - don't know.....</p> <p>6 Charter seat only.....</p> <p>7 Standby.....</p> <p>8 Staff - discount.....</p> <p>9 Airmiles.....</p> <p>10 Frequent Flier (other scheme).....</p> <p>11 Other (write in).....</p>	<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p>	<p>52 Is your ticket SINGLE or RETURN ?</p> <p>1 Single.....1 Go to Q51</p> <p>2 Return.....2 Go to Q51</p>
--	--	---

53 How much did your ticket COST ?

CURRENCY

SHOW CARD 14

54 WHO purchased your ticket ?

55 WHERE was your ticket purchased ?

56 Which METHOD of payment did you use to pay for your ticket?

Company Account.....	1
Credit Card.....	2
Cheque/Cash.....	3
Free/Job.....	4
Free/Incentive Air Miles.....	5
Free/Other Scheme.....	6
Other (write in).....	7

ALL BUSINESS PASSENGERS SHOW CARD 15

57 Can you indicate from this card which ANNUAL income group applies to you BEFORE tax and other deductions ?

ALL NON BUSINESS PASSENGERS SHOW CARD 15

58 Can you indicate from this card the total ANNUAL INCOME OF ALL your family living in your home BEFORE tax and other deductions ?

THANK YOU VERY MUCH FOR YOUR HELP

Appendix C Weighting Techniques

The sampling and weighting of the 1996 survey was conducted on a route by route basis at all four airports. The first stage was to list all scheduled routes operated in and out of the airports by airline and flight number and list all charter routes by airline and destination. The various airport authorities then provided uplift/discharge figures for each month of the survey. The routes were initially broken down by airlines into single sector and multi sector groups. For single sector routes the number of passengers interviewed were added together and divided into the respective monthly figures to obtain the weights. On multi sector routes weighting was undertaken by flight number. If flights took different routes on different days as well they were weighted by final destination of the aircraft. Where multi sector and single sector flights were in operation on the same routes they were divided into separate categories. In the majority of cases multi sector routes were unique and therefore weighted separately and when multi sector routes were combined they were usually for flights stopping at the same points.

As some flights only operated at times when shifts were not run e.g. rugby charter flights to Paris when Scotland played France, and diversions and most domestic charter flights were not generally covered, the weighted survey totals were different from those published in 1996 annual statistics. The exact differences are shown in Table C1

Table C1 Survey population figures and annual statistics

	<i>Survey Weighted Figure</i>	<i>1996 Annual Statistics</i>
Aberdeen (Fixed Wing)		
Scheduled Domestic	1,391,673	1,388,290
Scheduled International	252,392	260,713
Charter Domestic	190,655	193,733
Charter International	79,071	87,134
Total	1,913,791	1,929,870
Edinburgh		
Scheduled Domestic	2,996,216	2,987,657
Scheduled International	523,949	537,162
Charter Domestic	3,159	5,557
Charter International	251,220	279,482
Total	3,774,544	3,809,858
Glasgow		
Scheduled Domestic	2,993,956	3,032,323
Scheduled International	720,395	698,639
Charter Domestic	4,978	7,725
Charter International	1,685,985	1,733,740
Total	5,405,314	5,472,427
Inverness*		
Scheduled Domestic	281,861	285,187
Scheduled International	0	100
Charter Domestic	0	3,024
Charter International	999	1,840
Total	282,860	290,121

* Figures from February 1996 – January 1997

Results from earlier surveys have been reweighted to 1996 levels in order to present an updated national picture. This was done in two stages: firstly airport figures were reweighted using three breakdowns – scheduled international, charter international and domestic. All terminating passengers, i.e. passengers arriving at or departing from an airport by surface means were weighted in this manner. Passengers interlining through the London airports between international and domestic flights were weighted by domestic route.

Appendix D

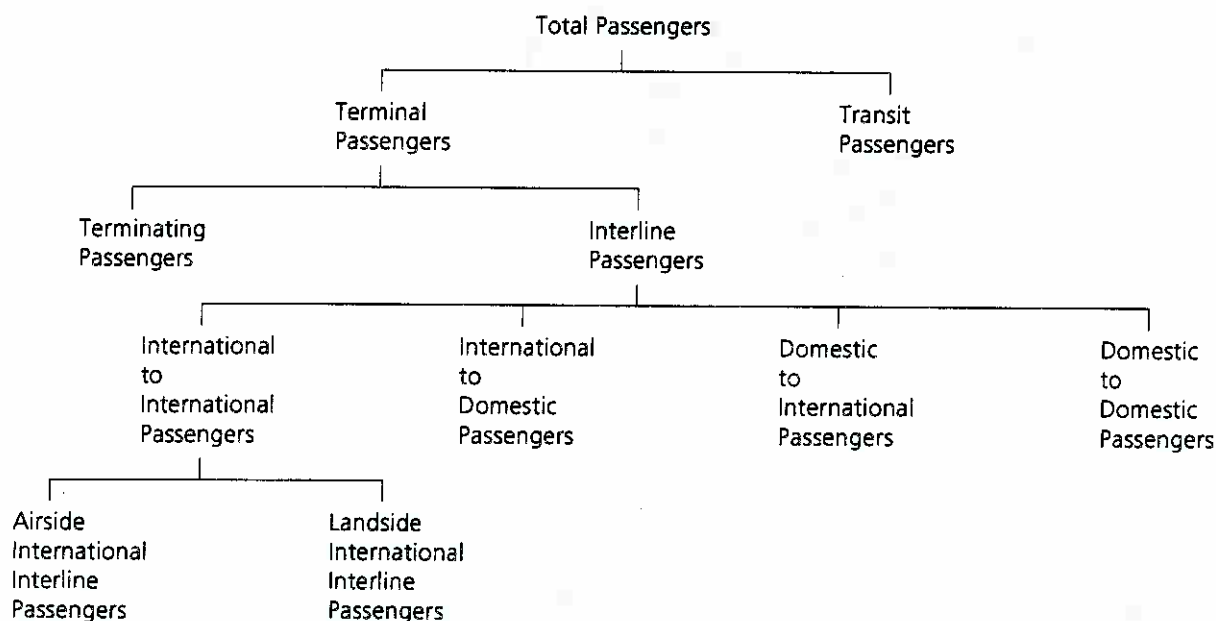
Definitions

Passengers' use of airport

Terminating passengers are passengers who arrive at or depart from an airport by surface modes of transport. Interline passengers are passengers who change aircraft at the airport and have no other reason for visiting the airport. They can be divided into international to international, international to domestic, domestic to international and domestic to domestic interline passengers. An interline passenger constitutes two passenger movements, one arrival and one departure. Thus, a passenger interlining from one international flight to another counts as two international passenger movements. A passenger interlining from a domestic flight to an international flight counts as one domestic movement and one international movement.

There are two distinct types of international to international interline passengers – airside interline and landside interline. Airside interline passengers do not pass through immigration and landside passengers do pass through immigration. Transit passengers are passengers who arrive and depart on the same flight. These passengers do not pass the interview point and normally remain on the aircraft. Terminal passengers are those passengers who join or leave a flight at an airport; they include all passengers with the exception of transit passengers.

The following family tree of relationships shows how the classifications are connected.



Origin/destination

Where a journey has been broken for a reason other than transit, it is considered to restart or finish at that point. The following examples illustrate the definition. Passenger A leaves home in Perth, travels to Edinburgh, has lunch and then flies out from Edinburgh Airport. This passenger's origin would be Perth as his reason for being in Edinburgh was transit. Passenger B from Clydebank travels to the centre of Glasgow and has a business engagement. He then goes to Glasgow Airport and flies to Paris. This passenger's origin is classified as Glasgow as his journey has been broken for a reason other than transit. A transit stop is defined as the point at which a passenger chooses to break his journey to the airport, the main reason for doing so being to rest, e.g. using airport hotels prior to early morning flights, calling in on or staying with relatives etc.

For the purpose of analysing the origins and destinations within the United Kingdom of terminating passengers, regions, areas and zones have been defined in terms of boundaries of economic planning regions, counties and district council areas respectively. This definition did not extend to Northern Ireland as few passengers travel by surface transport between Northern Ireland and the survey airports. A detailed zonal analysis was confined to those towns and districts. Those further afield were studied by county and those very far distant by economic planning region only. The area of residence of UK residents was recorded using the same zonal system. A detailed list of these regions, areas and zones is given at the end of Appendix D.

UK and foreign passengers

A passenger is classified as a UK resident if the UK is the country in which he has lived for most of the last twelve months. Those resident in a country outside the UK are classified as foreign residents, and coded by area of the world as shown in figure D1.

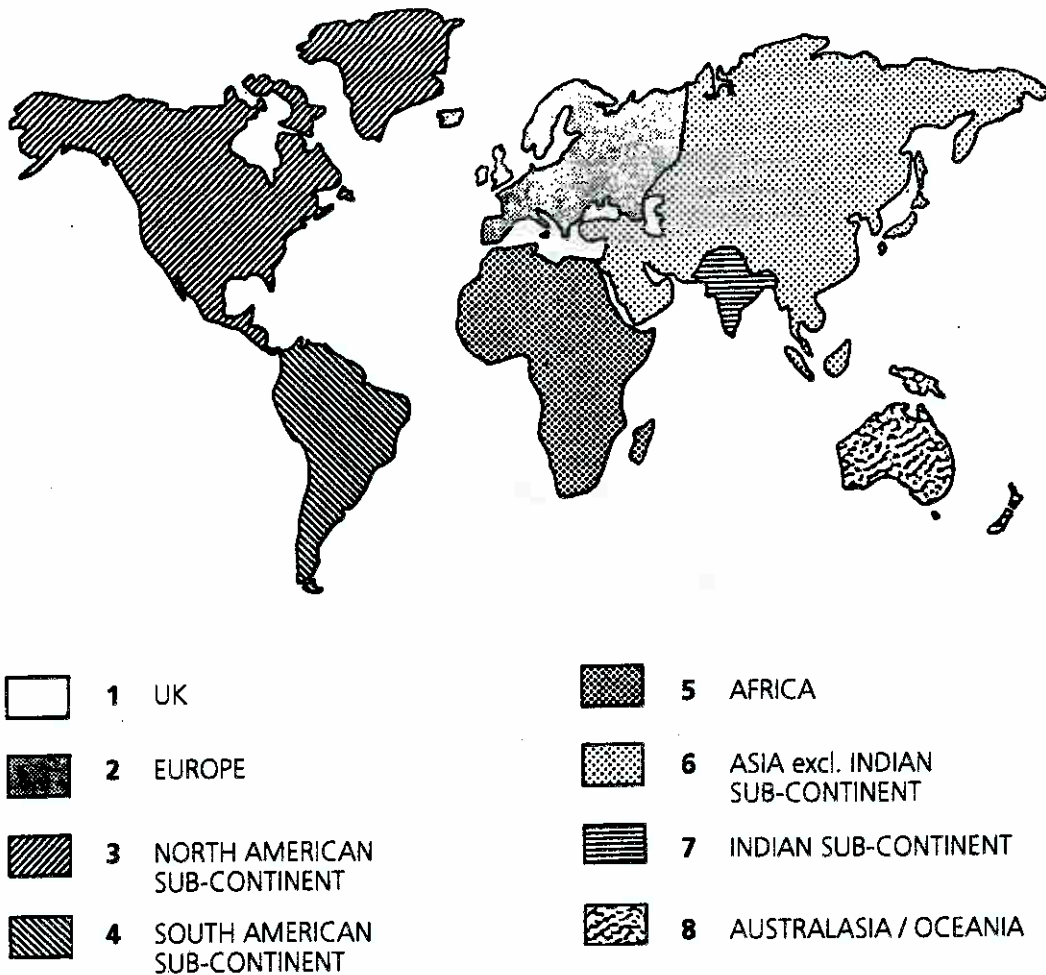


Figure D1 Illustrates the definition of passengers' country of residence

Business and leisure passengers

Journey purpose is classified as business or leisure in the following way.

Business

Business		
Attending Internal Company Business		
Meetings with customers/others outside the company		
Conference/Congress		
Trade Fair/Exhibition		
Armed Services Airline Staff		
Contract Home Leave		
Overseas Employment	-	Less than 12 months
	-	12 months or more
Studies paid by employer	-	Formal academic course
	-	Other
Au Pair		
Leisure		
Holiday - Fare paid separately		
Holiday - IT/Package	-	Hotel
	-	Self Catering
	-	Cruise
Visiting friends and relatives		
Migration		
Studies (private/grants)	-	Formal academic course
	-	Other
Cultural/sports		
Unaccompanied school children		
Other		

A further breakdown for passengers on skiing holidays was also included.

Domestic and international passengers

A passenger is classified as domestic if his flight is between two points both of which are in the UK (including the Channel Islands). Otherwise he is classified as international.

Modes of transport

Mode of transport refers to the mode of surface transport used to get to the airport, which for outward air passengers was their last three modes of transport.

Socio-economic group

The occupation group job dictionary produced by the Market Research Society was used to grade passengers.

Table D1 Planning regions

NORTHERN PLANNING REGION

CUMBRIA

Carlisle
 Allerdale
 Copeland
 Eden
 South Lakeland
 Barrow-in-Furness

NORTHUMBERLAND

Berwick-upon-Tweed
 Alnwick
 Tyndale
 Castle Morpeth
 Wansbeck
 Blyth Valley

TYNE & WEAR

Newcastle-upon-Tyne
 Gateshead
 Sunderland
 South Tyneside
 North Tyneside

DURHAM

Wear Valley
 Teesdale
 Darlington
 Sedgfield
 Durham
 Easington
 Derwentside
 Chester-le-Street

CLEVELAND

Hartlepool
 Stockton-on-Tees
 Langbaourgh
 Middlesbrough

YORKSHIRE AND HUMBERSIDE PLANNING REGION

HUMBERSIDE

Kingston-upon-Hull
 Grimsby
 Cleethorpes
 Beverley
 Scunthorpe
 Holderness
 North Wolds
 Boothferry
 Glanford

SOUTH YORKSHIRE

Sheffield
 Rotherham
 Doncaster
 Barnsley

WEST YORKSHIRE

Wakefield
 Kirklees
 Calderdale
 Bradford
 Leeds

NORTH YORKSHIRE

Richmondshire
 Craven
 Harrogate
 Hambleton
 Ryedale

York
 Selby
 Scarborough

EAST MIDLANDS PLANNING REGION

DERBYSHIRE

High Peak
 West Derbyshire
 North East Derbyshire
 Chesterfield
 Bolsover
 Amber Valley
 Erewash
 Derby
 South Derbyshire

NOTTINGHAMSHIRE

Bassetlaw
 Newark
 Ashfield
 Gedling
 Mansfield
 Rushcliffe
 Broxtowe
 Nottingham

LINCOLNSHIRE

West Lindsay
 Lincoln
 North Kesteven
 South Kesteven
 South Holland
 Boston
 East Lindsey

LEICESTERSHIRE

Leicester
 Hinckley & Bosworth
 Blaby
 Harborough
 Oadby & Wigston
 North West Leicestershire
 Charnwood
 Melton
 Rutland

NORTHAMPTONSHIRE

Corby
 Kettering
 Daventry
 East Northamptonshire
 Northampton
 Wellingborough
 South Northamptonshire

EAST ANGLIA PLANNING REGION

CAMBRIDGESHIRE

Peterborough
 Fenland
 East Cambridgeshire
 Cambridge
 South Cambridgeshire
 Huntingdon

NORFOLK

West Norfolk
 Breckland
 North Norfolk
 Broadland
 Norwich
 South Norfolk
 Great Yarmouth

SUFFOLK

Forest Heath
 St Edmundsbury
 Mid Suffolk
 Babergh
 Suffolk Coastal
 Ipswich
 Waveney

SOUTH EAST PLANNING REGION

GLC

City of London
 Enfield
 Barnet
 Harrow
 Haringey
 Waltham Forest
 Redbridge
 Hillingdon
 Brent
 Camden
 Islington
 Hackney
 Newham
 Barking
 Havering
 Ealing
 City of Westminster
 Tower Hamlets
 Hammersmith and Fulham
 Kensington and Chelsea
 Hounslow
 Richmond-upon-Thames
 Wandsworth
 Lambeth
 Southwark
 Lewisham
 Greenwich
 Bexley
 Kingston-upon-Thames
 Merton
 Sutton
 Croydon
 Bromley

SURREY

Spelthorne
 Elmbridge
 Epsom and Ewell
 Reigate and Banstead
 Tandridge
 Mole Valley
 Waverley
 Guildford
 Woking
 Runnymede
 Surrey Heath

KENT

Dartford
 Gravesham
 Medway
 Gillingham
 Swale
 Canterbury
 Thanet
 Dover
 Shepway
 Ashford
 Tunbridge Wells
 Maidstone
 Tonbridge and Malling
 Sevenoaks

ESSEX

Uttlesford
 Braintree
 Colchester
 Tendring
 Maldon
 Chelmsford
 Epping Forest
 Harlow
 Brentwood
 Basildon
 Thurrock
 Castle Point
 Rochford
 Southend-on-Sea

HERTFORDSHIRE

Three Rivers
 Watford
 Broxbourne
 Hertsmere
 Welwyn Hatfield
 East Hertfordshire
 Stevenage
 North Hertfordshire
 St Albans
 Daeorum

WEST SUSSEX

Chichester
 Horsham
 Crawley
 Mid Sussex
 Adur
 Worthing
 Arun

EAST SUSSEX

Hove
 Brighton
 Lewes
 Wealden
 Eastbourne
 Rother
 Hastings

BERKSHIRE

Newbury
 Reading
 Wokingham
 Bracknell
 Windsor and Maidenhead
 Slough

BEDFORDSHIRE

South Bedfordshire
 Luton
 Mid Bedfordshire
 North Bedfordshire

BUCKINGHAMSHIRE

Milton Keynes
 Aylesbury Vale
 Chiltern
 Wycombe
 Beaconsfield

HAMPSHIRE

Basingstoke and Dene
 Rushmoor
 Hart
 Test Valley
 Winchester
 East Hampshire
 Eastleigh
 Fareham
 Havant

Portsmouth
 Gosport
 Southampton
 New Forest

OXFORDSHIRE
 Cherwell
 West Oxfordshire
 Oxford
 South Oxford
 Vale of White Horse

ISLE OF WIGHT
 Medina
 South Wight

**SOUTH WESTERN
 PLANNING REGION**

CORNWALL
 Penrith
 Kerrier
 Carrick
 Restormel
 Caradon
 North Cornwall

DEVON
 Torridge
 North Devon
 Mid Devon
 East Devon
 Exeter
 Teignbridge
 Torbay
 South Hams
 Plymouth
 West Devon

SOMERSET
 West Somerset
 Taunton Deane
 Yeovil
 Mendip
 Sedgemoor

AVON
 Northavon
 Kingswood
 Bristol
 Woodspring
 Bath
 Wansdyke

GLOUCESTERSHIRE
 Forest of Dean
 Gloucester
 Tewkesbury
 Cheltenham
 Cotswold
 Stroud

WILTSHIRE
 North Wiltshire
 Thamesdown
 Kennet
 West Wiltshire
 Salisbury

DORSET
 North Dorset
 West Dorset
 Purbeck
 Poole
 Wimborne
 Christchurch
 Bournemouth
 Weymouth and Portland

SCILLY ISLES

CHANNEL ISLES

WALES PLANNING REGION

SOUTH GLAMORGAN
 Cardiff
 Vale of Glamorgan

WEST GLAMORGAN
 Swansea
 Lliw Valley
 Neath
 Afan

MID GLAMORGAN
 Ogwr
 Rhondda
 Cynon Valley
 Merthyr Tydfil
 Rhymney Valley
 Taff-Ely

GWENT
 Newport
 Monmouth
 Torfaen
 Blaenau Gwent
 Islwyn

POWYS
 Montgomery
 Radnor
 Brecknock

DYFED
 Ceredigion
 Dinefwr
 Carmarthen
 Llanelli
 South Pembrokeshire
 Preseli

CLWYD
 Colwyn
 Glyndwr
 Wrexham Maelor
 Delyn
 Alyn and Deeside
 Rhuddlan

GWYNEDD
 Isle of Anglesey
 Arfon
 Aberconwy
 Dwyfor
 Meirionnydd

**WEST MIDLANDS
 PLANNING REGION**

STAFFORDSHIRE
 Staffordshire Moorlands
 Stoke-on-Trent
 Newcastle-under-Lyme
 East Staffordshire
 Lichfield
 Cannock Chase
 South Staffordshire
 Tamworth
 Stafford

WEST MIDLANDS
 Wolverhampton
 Sandwell
 Dudley
 Birmingham
 Solihull
 Coventry
 Walsall

WARWICKSHIRE
 North Warwickshire
 Nuneaton
 Rugby
 Warwick
 Stratford-on-Avon

HEREFORD AND WORCESTER
 Leominster
 South Herefordshire
 Hereford
 Malvern Hills
 Worcester
 Wychavon
 Redditch
 Bromsgrove
 Wyre Forest

SHROPSHIRE
 North Shropshire
 Oswestry
 Shrewsbury and Atcham
 The Wrekin
 Bridgnorth
 South Shropshire

**NORTH WESTERN
 PLANNING REGION**

CHESHIRE
 Chester
 Crewe and Nantwich
 Macclesfield
 Congleton
 Vale Royal
 Ellesmere Port and Neston
 Halton
 Warrington

LANCASHIRE
 Lancaster
 Wyre
 Ribble Valley
 Pendle
 Burnley
 Rossendale
 Blackburn
 Hyndburn
 Chorley
 Preston
 South Ribble
 West Lancashire
 Fylde
 Blackpool

GREATER MANCHESTER
 Manchester
 Salford
 Stockport
 Rochdale
 Wigan
 Bury
 Bolton
 Tameside
 Trafford
 Oldham

MERSEYSIDE
 Liverpool
 Wirral
 Sefton
 Knowsley
 St Helens

ISLE OF MAN

**SCOTLAND PLANNING
 REGION**

HIGHLAND REGION
 Zetland and Orkney
 Caithness
 Ross and Cromarty
 Inverness
 Badenoch and Strathspey
 Lochaber
 Nairn
 Skye and Lochalsh
 Western Isles Island Areas

GRAMPIAN REGION
 City of Aberdeen
 Moray
 Banff and Buchan
 Gordon
 Kincardine and Deeside
 Moray

TAYSIDE
 Perth and Kinross
 Angus
 City of Dundee

CENTRAL REGION
 Stirling
 Clackmannan
 Falkirk

FIFE REGION
 North East Fife
 Kirkcaldy
 Dunfermline

LOTHIAN REGION
 City of Edinburgh
 West Lothian
 Midlothian
 East Lothian

STRATHCLYDE REGION

City of Glasgow
 Clydebank
 Bearsden and Milngavie
 Strathkelvin
 Cumbernauld and Kilsyth
 Monklands
 Motherwell
 Hamilton
 East Kilbride
 Eastwood
 Kilmarnock and Loudon
 Renfrew
 Inverclyde
 Dumbarton
 Cunninghame
 Argyll and Bute
 Cumnock and Doon Valley
 Ayr CC
 Kyle and Carrick (excluding Ayr CC)
 Lanark

BORDERS REGION
 Berwickshire
 Tweeddale
 Ettrick and Lauderdale
 Roxburgh

**DUMFRIES AND GALLOWAY
 REGION**

Wigtown
 Stewarty
 Nithsdale
 Annandale and Eskdale

ISLANDS AUTHORITIES

Orkneys
 Shetland
 Western Isles

IRELAND PLANNING REGION

Antrim
Ards
Armagh
Ballymena
Ballymoney
Banbridge
Belfast
Carrickfergus
Castlereagh
Coleraine
Cookstown
Craigavon
Down
Dungannon
Fermanagh
Larne
Limavady
Lisburn
Londonderry
Magherafelt
Moyle
Newry and Mourne
Newtownabbey
Northdown
Omagh
Strabane
NI Unspecified
Dublin
Donegal

Appendix E

Past origin/destination surveys and availability of more detailed information

Table E1

Large scale origin/destination surveys conducted since 1968

<i>Year</i>	<i>Airports surveyed</i>	<i>Interviews obtained</i>	<i>Fieldwork contractor</i>	<i>Data processing</i>	<i>Report details</i>
1968	Heathrow Gatwick Luton Southampton Manston	3600	Government Social Survey	Government Social Survey	Board of Trade (now out of print)
1970	Prestwick Glasgow Edinburgh Manchester Liverpool Blackpool	23000	Public Attitude Surveys	Public Attitude Surveys Market Advisory Services Ltd	Department of Trade and Industry SBN 115101756
1971	Newcastle Belfast Birmingham East Midlands Bristol Cardiff Leeds/Bradford	31000	National Opinion Polls Ltd	National Opinion Polls Ltd	Department of Trade and Industry SBN 115101748
1972	Heathrow Gatwick Luton Stansted Southend	37000	Marketing Advisory Services Ltd Office of Populations Censuses and Surveys	Marketing Advisory Services Ltd Surveys Computing Ltd	Civil Aviation Authority CAP 363
1975	Aberdeen Edinburgh Glasgow Prestwick Manchester Birmingham East Midlands	40000	National Opinion Polls Ltd	National Opinion Polls Ltd	Civil Aviation Authority CAP 394
1976	Newcastle Teesside Leeds/Bradford Liverpool Cardiff Bristol Southampton	30000	Louis Harris International Inc	SIA Ltd	Civil Aviation Authority CAP 423
1978	Heathrow Gatwick Luton	64000	National Opinion Polls Ltd	National Opinion Polls Ltd	Civil Aviation Authority CAP 430
1982	Aberdeen Edinburgh Glasgow Prestwick	28000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 497

<i>Year</i>	<i>Airports surveyed</i>	<i>Interviews obtained</i>	<i>Fieldwork contractor</i>	<i>Data processing</i>	<i>Report details</i>
1983	Birmingham East Midlands Liverpool Manchester	40000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 515
1984	Gatwick Heathrow Luton Stansted	118000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 556
1985	Belfast Bristol Cardiff Leeds/Bradford Newcastle Southampton Teesside	44000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 557
1987	Gatwick Heathrow Luton Manchester Stansted	532000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 560
1990	Aberdeen Edinburgh Glasgow Inverness Prestwick	50500	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 598
1991	Gatwick Heathrow London City Luton Stansted	267000	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 610
1992/93	Birmingham East Midlands Leeds/Bradford Manchester	52000	BIA/CAA	CAA Surveys	Civil Aviation Authority CAP 618
1994/5	Humberside Newcastle Norwich Tees-side	21000	CAA	CAA Surveys	Civil Aviation Authority CAP 656
1994/5	Bristol Cardiff Exeter Southampton	20000	CAA	CAA Surveys	Civil Aviation Authority CAP 657
1994/5	Belfast City Belfast International	7000 10000	CAA	CAA Surveys	Civil Aviation Authority CAP 665
1996	Birmingham Gatwick Heathrow London City Luton Manchester Stansted	364000	BAA/BIA/CAA	CAA Surveys	Civil Aviation Authority CAP 677
1996	Aberdeen Edinburgh Glasgow Inverness	46400	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 678

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