



Economic Regulation Group

CAA Passenger Survey Report 2003

Survey of passengers at Birmingham, Bristol, Cardiff, Exeter, Gatwick, Heathrow, Liverpool, London City, Luton, Manchester, Nottingham East Midlands & Stansted Airports

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Preface

Each year the Economic Regulation Group (ERG) of the Civil Aviation Authority produces a report of the findings the survey it conducts with departing air passengers at UK airports. This publication covers the five airports where CAA works continuously (Gatwick, Heathrow, Luton, Manchester and Stansted) together with London City and airports in the midlands, southwest and northwest where one-year projects were undertaken.

This report, featuring the airports surveyed throughout 2003 and part of 2004¹, is based on results from these surveys where all relevant core questions have been answered. This year we have increased the coverage of this publication and hope that readers will find it of interest. It is possible to produce tailor-made reports from the survey that examine the market down to an individual route level. Please contact us on surveys@caaerg.org.uk for more information. As with earlier publications, we would ask readers who have corrections or comments to also contact us.

The Role of ERG

One of ERG's Purposes and Aims is to provide statistical data that enables airlines, airports and other users to respond to demand. The Departing Passenger Survey provides comprehensive information on the nature of the passenger market at UK airports. It supports a wide range of analysis from forecasting air transport activity through to informing government policy.

While the survey, naturally, has a UK focus, a number of airline operators make use of survey research to better understand global interline patterns, in particular London hub and spoke activities.

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, security officials and others towards the presence of interviewers within or near their own working areas. We would like to thank them for the assistance they gave towards the smooth running of the 2003 survey.

¹ Surveys at Birmingham, Bristol, Cardiff, East Midlands, Exeter and Liverpool operated from April 2003 to March 2004.

Chapter 1

Introduction

This report covers the airports, Birmingham, Bristol, Cardiff, Nottingham East Midlands, Exeter, Gatwick, Heathrow, Liverpool, London City, Luton, Manchester and Stansted. Definitions of all terms used throughout this report appear in the Appendix.

In the Beginning

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, 1982-1987 and 1990-1996. Each cycle covered, by sample, 95% of terminal passengers in the UK and normally surveys were arranged so that airports in the same broad regions were surveyed at the same time.

Continuous Surveys

Following the 1996 survey run at five London airports, Birmingham, Manchester and four Scottish Airports demand built up for more regular survey data. After a consultation process with all interested parties, it was decided to run a survey each year at Gatwick, Heathrow and Manchester Airports so long as sufficient sponsorship is forthcoming. Joining these Continuous Airports in 2001 were Luton and Stansted.

In parallel with the Continuous Survey, the Authority embarked upon a three-year Regional cycle, which began in 1999. Reports on each of these surveys are also available. For further information regarding frequency and scope of CAA Surveys, the interested reader should refer to the history section found in Appendix E.

2003 Survey

In planning the 2003 survey² of air passengers, a principal concern was to derive maximum value from the information collected, but at the same time to minimize passenger inconvenience. Therefore, in order to cause as little disruption to passenger flow as possible, it was necessary to impose a constraint on questionnaire length and content. To cause minimum inconvenience, most passengers were interviewed whilst waiting to board their aircraft.

² Includes the Continuous and Regional Projects.

The Authority used its own field-force, managing the project from London. Shifts in each month were 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 the Appendix B.

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.

Sample questionnaires used throughout the survey are reproduced in the Appendices.

Chapter 2 Birmingham Airport

Traffic Levels (T1, T2)

Birmingham Airport handled 8,900,000 passengers in 2003, 15.9% on domestic and 84.1% on international services.

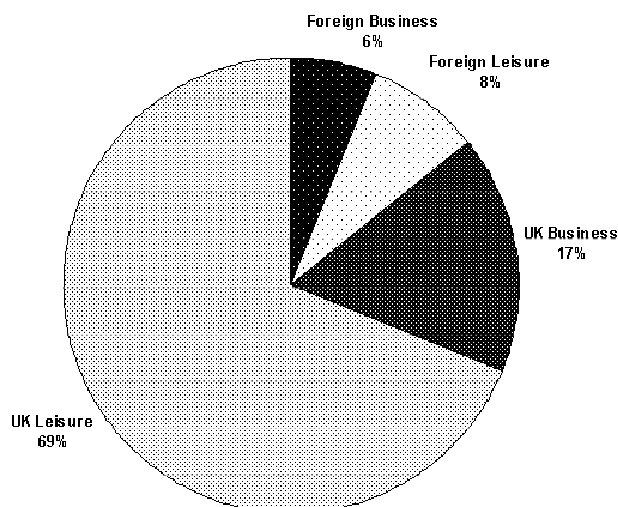
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

3.7% of passengers connected from another flight, with the balance of 9.3% terminating.

The proportion of leisure passengers changed from 64.2% in 1999 to 77.1% in 2003 balanced by a corresponding change from 35.8% to 22.9% for business passengers.

The UK terminating domestic leisure market share changed from 4.6% in 1999 to 7.9% in 2003.

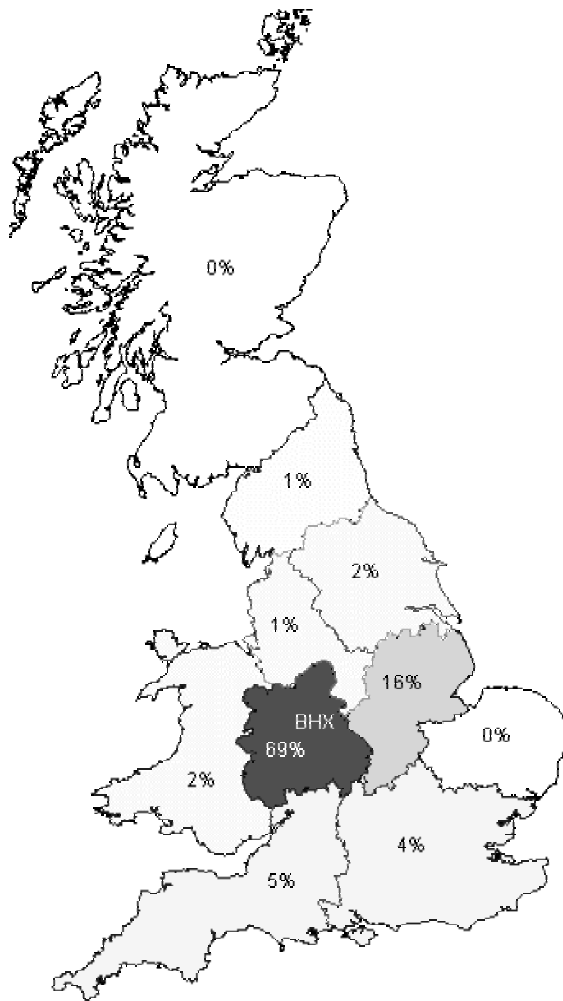


Characteristics of terminating passengers at Birmingham Airport in 2003

Surface Origin/Surface Access (T6 – T11)

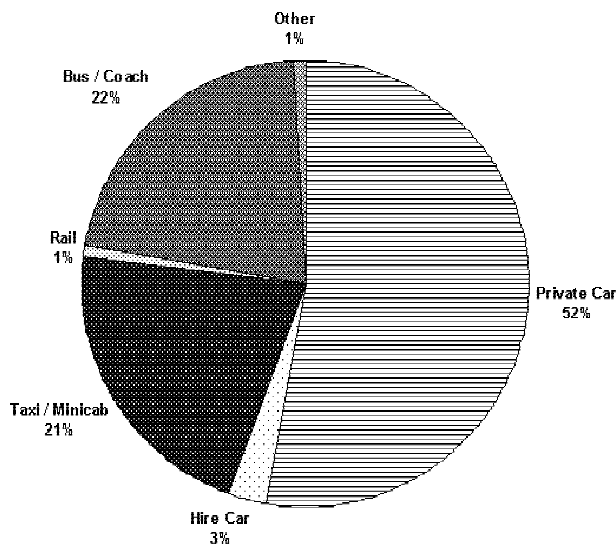
Birmingham Airport is situated in the West Midlands planning region just outside Birmingham City Centre. The airport is well served by a local network of motorways (M5, M6, M40 & M42) as well as having its own rail station.

Since the last survey in 1999, the Birmingham catchment has not changed significantly, with around 69% terminating passengers still coming from the West Midland region and around 16% from the East Midlands region.



Surface origin of terminating passengers at Birmingham Airport by region in 2003

There has been a steady decline in terminating traffic using private car to reach the airport, falling from 69% in 1999 to around 52.7% in 2003. This to an extent has been offset with the increase in taxi (19% to 21%) usage.



Surface access mode of terminating passengers at Birmingham Airport by region in 2003

Trip Length (T15)

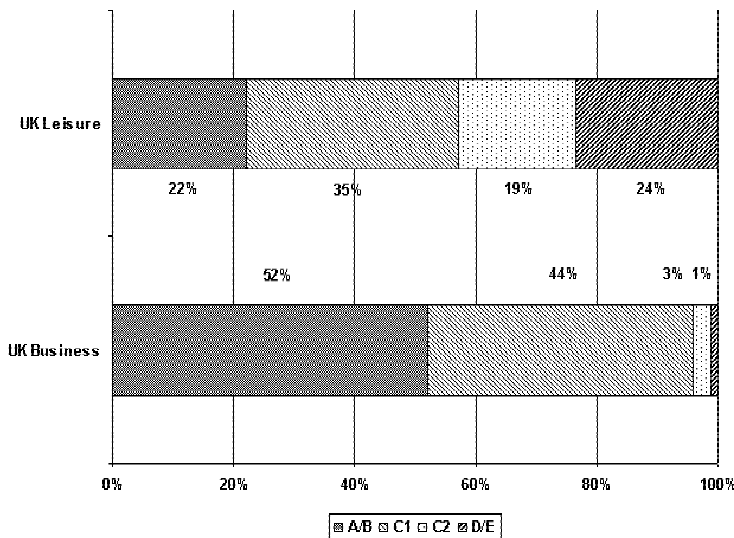
The average trip length of UK business passengers travelling on international scheduled services was just over 3 days, with over 27% having a trip length of 24 hours or less.

Over 50% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and 14% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly higher average incomes (£45,229) than their UK counterparts (£43,927).

Just over 52% of UK business passengers using the airport came from socio-economic groups A/B and around 44% from the C1 group. For UK leisure passengers 22% came from the A/B socio-economic group with around 35% coming from the C1 group.



Socio-economic group of UK resident passengers at Birmingham Airport in 2003

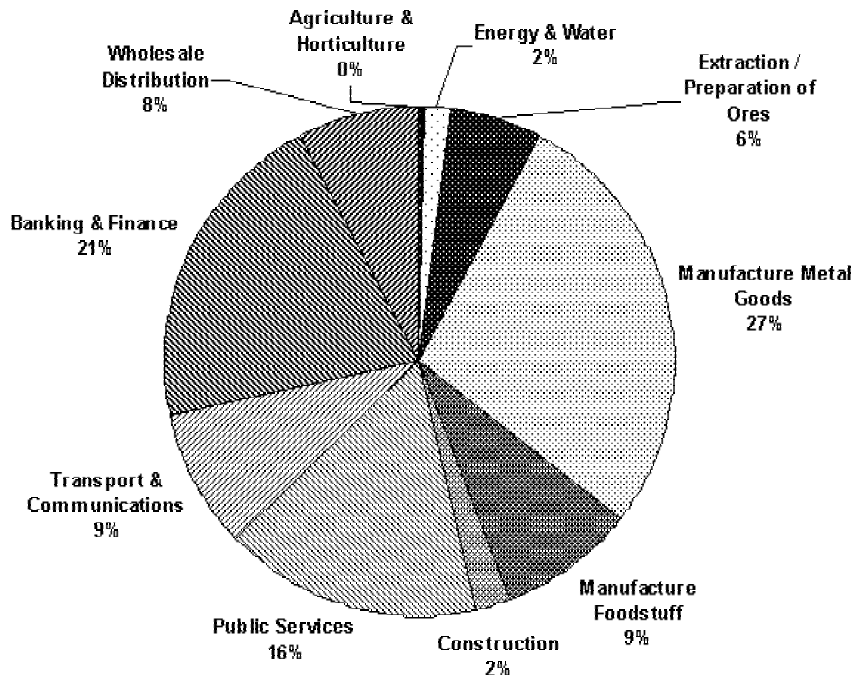
Family Make-Up (T18)

Of all UK leisure passengers on international services, just over 24% had children under the age of 16 years.

Business Travel (T19)

Just over 58% of Foreign business passengers and 44% of UK business passengers were working in the production industries.

Of these, “manufacture of metal goods” was prominent. There has been a noticeable change since 1999 in the number UK business passengers travelling in the public services sector (12.8% to 16%).



Industry sector of UK business passengers at Birmingham Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 1999, travelling on international services, 35% of foreign passengers were travelling on leisure and 65% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 43% with a corresponding change in leisure passengers to 57%.

Age (T23)

The average age of UK leisure passengers was 46 while foreign leisure passengers was 44 years. This compares to 43.1 and 40.1 respectively in 1999. UK Leisure passengers in the “45-54” age group predominated accounting for just under 20%.

The average age of UK business passengers was just under 43 while foreign business passengers was slightly less at 41. Passengers in the “35-44” age group predominated accounting for around a third of UK business passengers.

Scheduled International Route Characteristics (T33)

Spain and Ireland appear to be two of the most popular countries served by Birmingham Airport, in both cases dominated by leisure traffic. Not surprisingly, over 95% of all traffic to Spain was travelling for leisure purposes.

First Time Fliers (T34)

Most of the passengers flying for the first time at Birmingham Airport were on charter leisure IT flights, around 1.5% of passengers. In total, just under 3% of passengers using Birmingham Airport were flying for the first time.

Chapter 3 Bristol Airport

Traffic Levels (T1, T2)

Bristol Airport handled 3,874,000 passengers in 2003, 27.5% on domestic and 72.5% on international services.

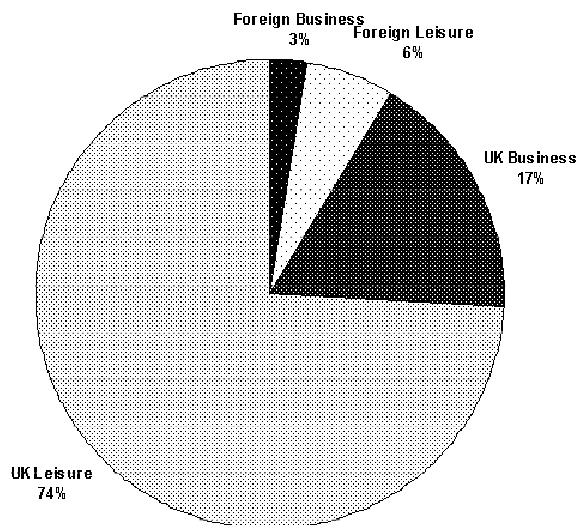
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

0.8% of passengers connected from another flight, with the balance of 99.2% terminating.

The proportion of leisure passengers changed from 75.9% in 2000 to 80.2% in 2003 balanced by a corresponding change from 24.1% to 19.8% for business passengers.

The UK terminating domestic leisure market share changed from 7.5% in 2000 to 16.1% in 2003.



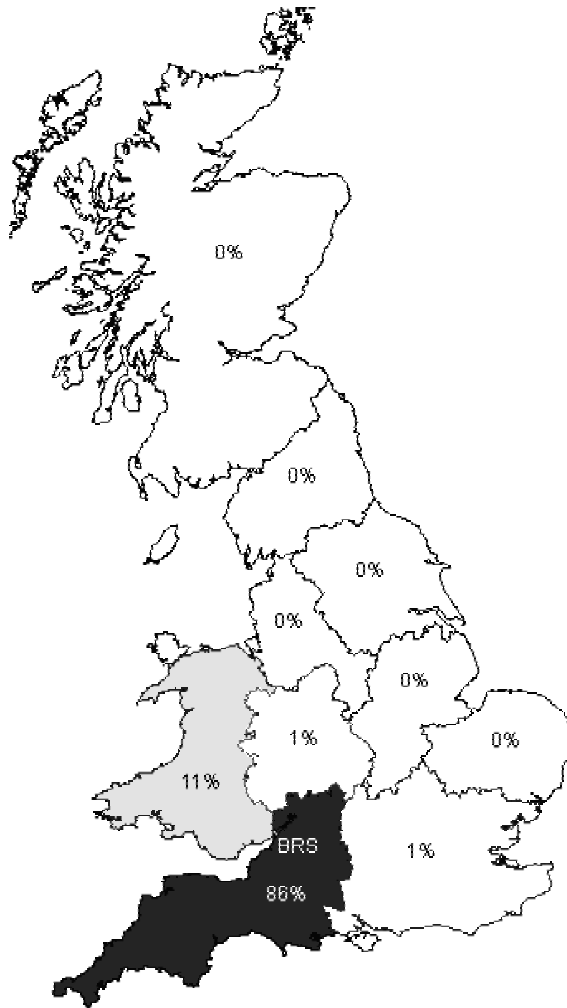
Characteristics of terminating passengers at Bristol Airport in 2003

Surface Origin/Surface Access (T6 – T11)

Bristol Airport is situated in the South West planning region just outside Bristol City Centre. The airport is well served by a local network of motorways and has its own shuttle bus service to and from points in the city centre.

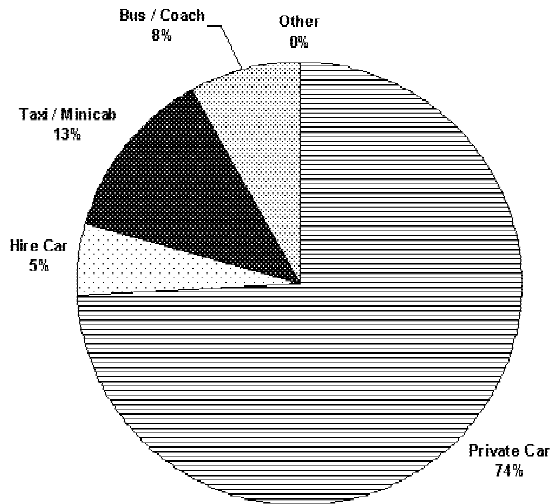
Since the last survey in 2000, the Bristol catchment has not changed significantly, with around 85% of all terminating passengers still coming from the South West planning region and around 10% from Wales. Not surprisingly the catchment for

charter services was slightly wider with 17% of terminating passengers travelling from Wales.



Surface origin of terminating passengers at Bristol Airport by region in 2003

Although traffic at the airport has grown over the last four years, the proportion of passengers using private car are remained relatively stable at 75%. There has been a decline in taxi usage, down from 16.5% in 1999 to 12.6% in 2003, but in turn this is has been offset with an increase in bus usage, up from 4.7% to 7.9%.



Surface access mode of terminating passengers at Bristol Airport by region in 2003

Trip Length (T15)

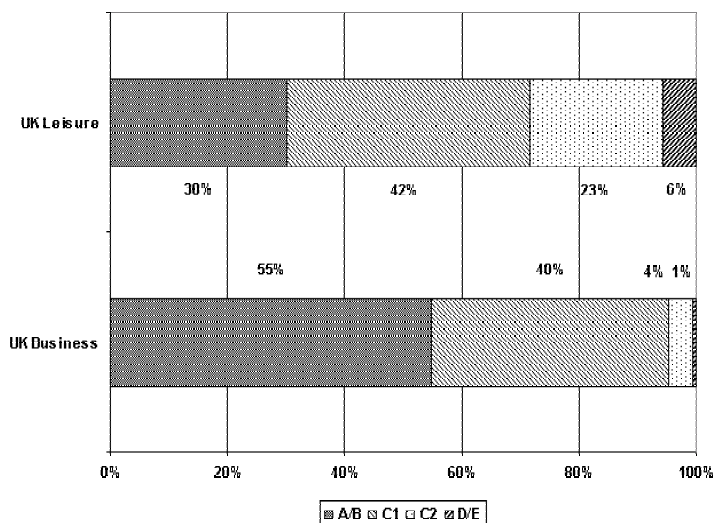
The average trip length of UK business passengers travelling on international scheduled services was 3.5 days, with 13.6% having a trip length of 24 hours or less.

Over 25% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just under 10% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly higher average incomes (£63,370) than their UK counterparts (£40,854).

Just under 55% of UK business passengers using the airport came from socio-economic groups A/B and around 40% from the C1 group. For UK leisure passengers 30% came from the A/B socio-economic group with around 41% coming from the C1 group.



Socio-economic group of UK resident passengers at Bristol Airport in 2003

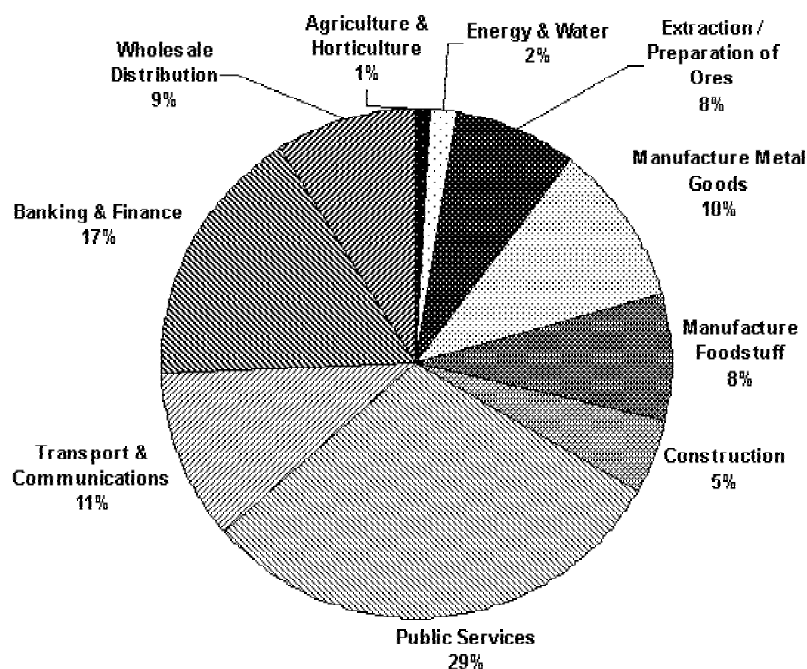
Family Make-Up (T18)

Of all UK leisure passengers on international services, 27% had children under the age of 16 years.

Business Travel (T19)

Just over 40% of foreign business passengers and just under 30% of UK business passengers were working in the production industries.

Of these “manufacture of metal goods” was prominent. There has been a noticeable change since 2000 in the number UK business passengers travelling in the public services sector (20.7% to 30%).



Industry sector of UK business passengers at Bristol Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2000, travelling on international services, 53.5% of foreign passengers were travelling on leisure and 46.5% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 32% with a corresponding change in leisure passengers to 68%.

Age (T23)

The average age of UK leisure passengers was 44.5 and of foreign leisure passengers was 40.3 years. This compares to 42.3 and 40.5 years respectively in 2000.

The average age of UK business passengers was just over 41 while foreign business passengers was slightly less at 40.5. UK business passengers in the “35-44” age group predominated accounting for just over 30%.

Scheduled International Route Characteristics (T33)

Spain and Ireland appear to be two of the most popular countries served by Bristol Airport, in both cases dominated by leisure traffic. Not surprisingly, over 90% of all traffic to Spain was travelling for leisure purposes.

First Time Fliers (T34)

0.2% of passengers at Bristol Airport were flying for the first time on scheduled leisure services. In total, 0.5% of passengers using Bristol Airport were flying for the first time.

Chapter 4 Cardiff Airport

Traffic Levels (T1, T2)

Cardiff Airport handled 1,900 passengers in 2003, 18.4% on domestic and 81.6% on international services.

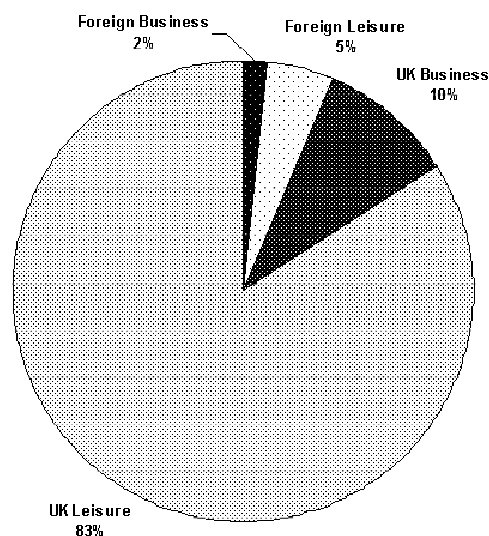
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

0.2% of passengers connected from another flight, with the balance of 99.8% terminating.

The proportion of leisure passengers changed from 86.8% in 2000 to 88.7% in 2003 balanced by a corresponding change from 13.2% to 12.3% for business passengers.

The UK terminating domestic leisure market share changed from 3.5% in 2000 to 12.6% in 2003.



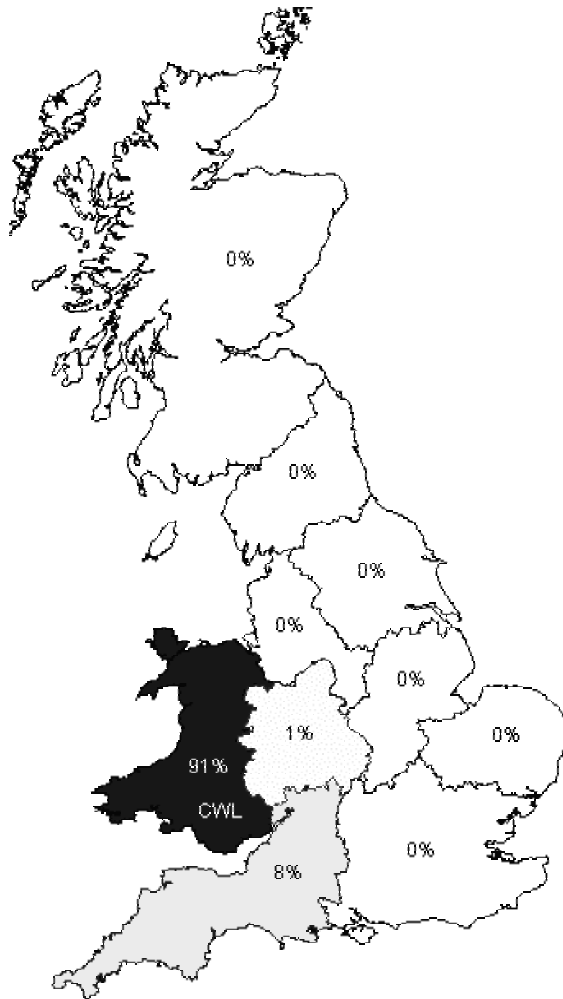
Characteristics of terminating passengers at Cardiff Airport in 2003

Surface Origin/Surface Access (T6 – T11)

Cardiff Airport is situated in the Welsh planning region, just outside Cardiff City Centre. The airport is situated a few miles south of the M4 and has good local connections to the surrounding hinterland.

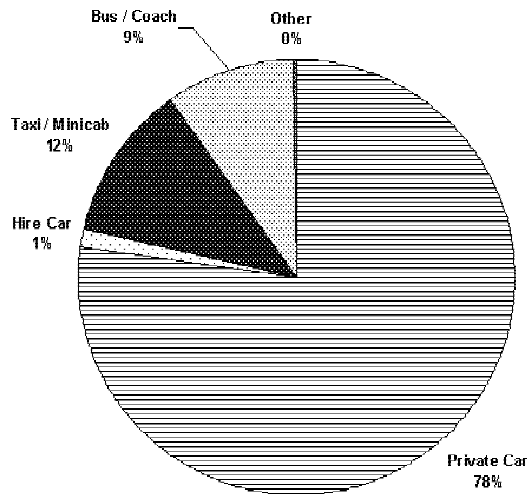
Since the last survey in 2000, Cardiff's catchment has not changed significantly, with around 90% of all terminating passengers still coming from the Welsh planning region. Cardiff does manage to attract passengers from the South West planning

region with 8% of the airport's terminating traffic crossing Severn Bridge from predominantly Avon.



Surface origin of terminating passengers at Cardiff Airport by region in 2003

As the number of scheduled services has increased there has been a gradual decline in the proportion of passengers arriving at the airport by bus, down from 13.4% in 2000 to 9.3% in 2003. Over the same period the usage of private car increased from 68% to 77%.



Surface access mode of terminating passengers at Cardiff Airport by region in 2003

Trip Length (T15)

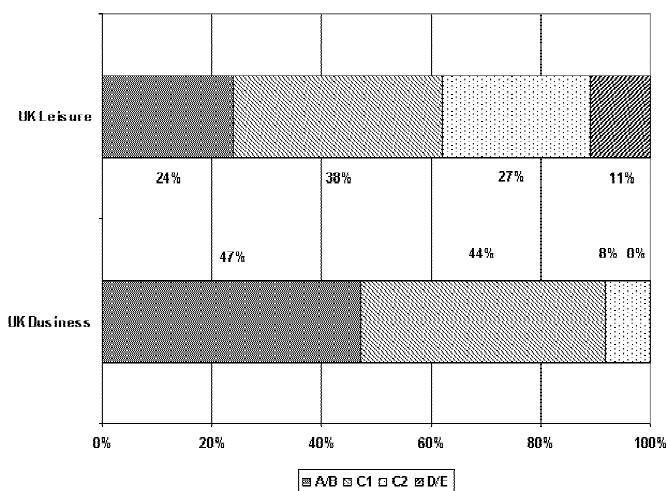
The average trip length of UK business passengers travelling on international scheduled services is just under 7 days, with just under 9% having a trip length of 24 hours or less.

Around 35% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just under 10% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had lower average incomes (£31,625) than their UK counterparts (£44,627).

Around 47% of UK business passengers using the airport came from socio-economic groups A/B and around 44% from the C1 group. For UK leisure passengers 24% came from the A/B socio-economic group with around 38% coming from the C1 group.



Socio-economic group of UK resident passengers at Cardiff Airport in 2003

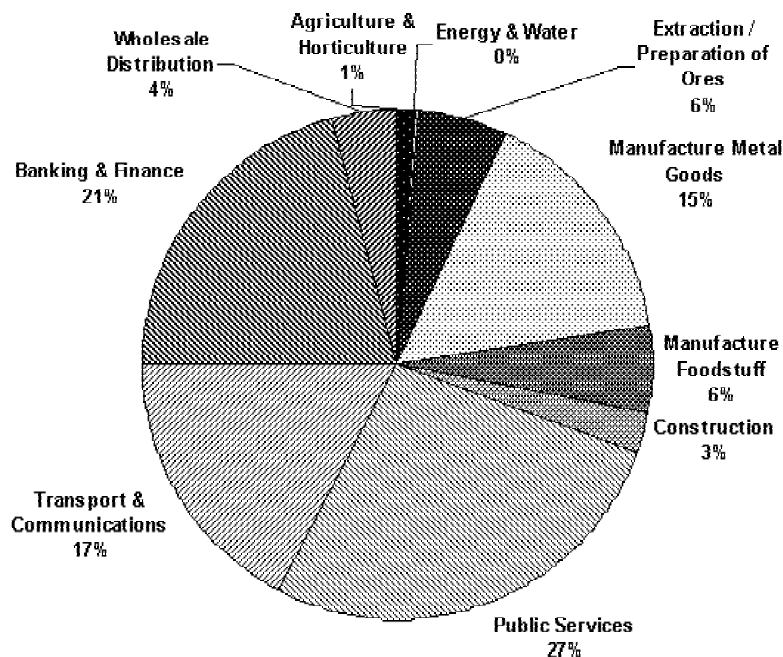
Family Make-Up (T18)

Of all UK leisure passengers on international services, just over 27% had children under the age of 16 years.

Business Travel (T19)

Just under 60% of foreign business passengers and 28% of UK business passengers were working in the production industries.

Of these “manufacture of metal goods” was prominent. There has been no noticeable change since 2000 in the number UK business passengers travelling in the public services sector (27.5% to 27.2%).



Industry sector of UK business passengers at Cardiff Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2000, travelling on international services, 50.7% of foreign passengers were travelling on leisure and 49.3% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 28% with a corresponding change in leisure passengers to 72%.

Age (T23)

The average age of UK leisure passengers was 46 and of foreign leisure passengers was 39.5 years. This compares to 45.1 and 43.7 respectively in 2000.

The average age of UK business passengers was just over 40 while foreign business passengers were lower at just under 39. UK business passengers in the “35-44” age group accounted for a third of this group.

Scheduled International Route Characteristics (T33)

Spain, France and Ireland appear to be the most popular countries served by Cardiff Airport, in both cases dominated by leisure traffic. Not surprisingly, over 90% of all traffic to Spain was travelling for leisure purposes.

First Time Fliers (T34)

Most of the passengers flying for the first time at Cardiff Airport were on charter leisure IT flights, just under 5% of passengers. In total, just over 7% of passengers using Cardiff Airport were flying for the first time.

Chapter 5

Nottingham East Midlands Airport

Traffic Levels (T1, T2)

Nottingham East Midlands Airport handled 4,254,000 passengers in 2003, 19.4% on domestic and 80.6% on international services.

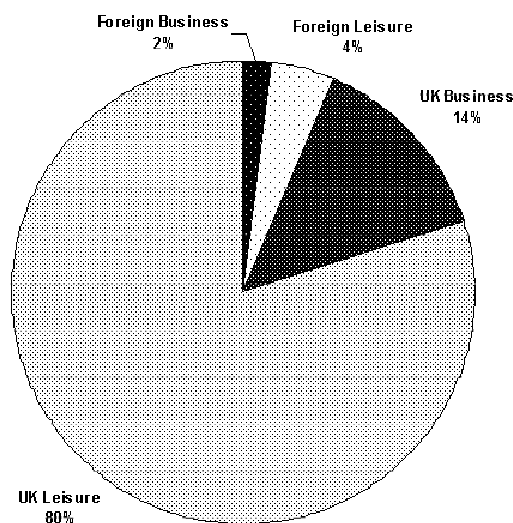
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

0.9% of passengers connected from another flight, with the balance of 91.1% terminating.

The proportion of leisure passengers changed from 81.2% in 1999 to 84.4% in 2003 balanced by a corresponding change from 18.8% to 15.6% for business passengers.

The UK terminating domestic leisure market share changed from 5.8% in 1999 to 9.8% in 2003.

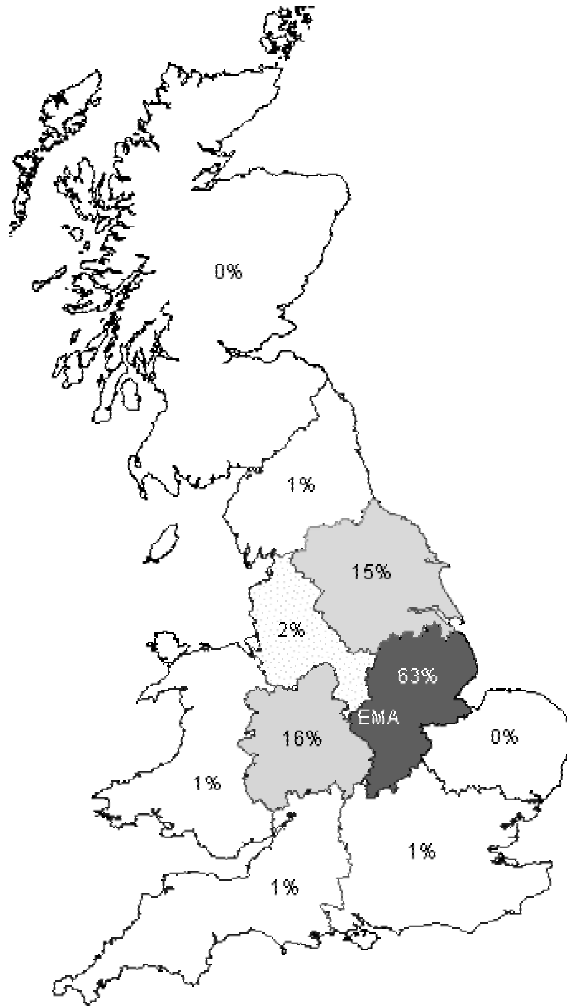


Characteristics of terminating passengers at Nottingham East Midlands Airport in 2003

Surface Origin/Surface Access (T6 – T11)

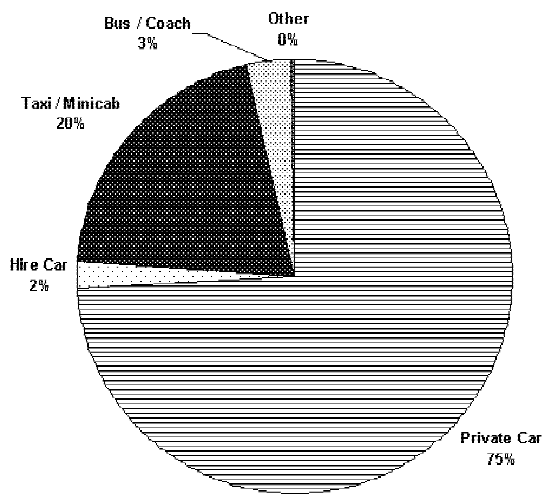
Nottingham East Midlands Airport is situated in the East Midlands planning region, just outside Nottingham. Though the airport has no direct rail link, it is served by a number of motorways and newly refurbished A class roads including the A50.

Since the last survey in 1999, Nottingham East Midlands' terminating catchment seems to have widened to take a greater share of traffic from the West Midland planning region, up from 11.5% to nearly 16%. This is likely to be linked to the improved road network and the expansion of routes on offer.



Surface origin of terminating passengers at Nottingham East Midlands Airport by region in 2003

The use of private car has grown slightly since 1999 from 71% to 74% in 2003, in turn offset by a decline in the usage of taxis, down from 24% to 20%.



Surface access mode of terminating passengers at Nottingham East Midlands Airport by region in 2003

Trip Length (T15)

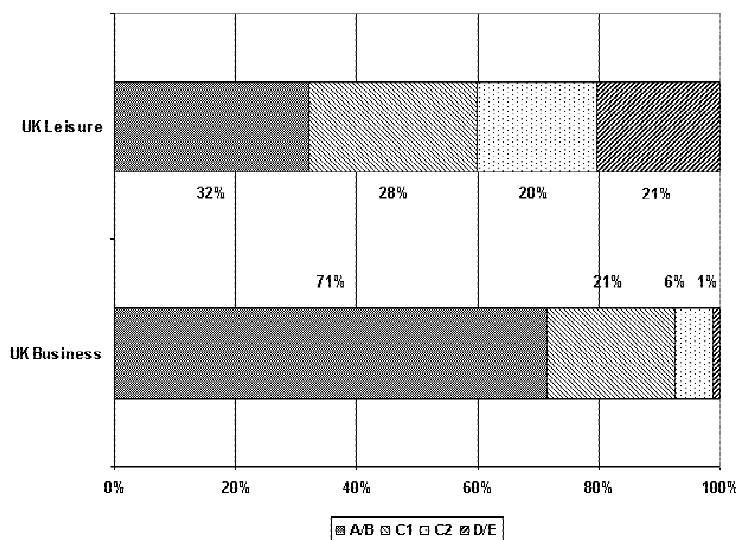
The average trip length of UK business passengers travelling on international scheduled services just over 3 days, with over 27% having a trip length of 24 hours or less.

Around 53% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just under 10% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had higher average incomes (£55,045) than their UK counterparts (£40,173).

Over 70% of UK business passengers using the airport came from socio-economic groups A/B and around 20% from the C1 group. For UK leisure passengers 32% came from the A/B socio-economic group with around 28% coming from the C1 group.



Socio-economic group of UK resident passengers at Nottingham East Midlands Airport in 2003

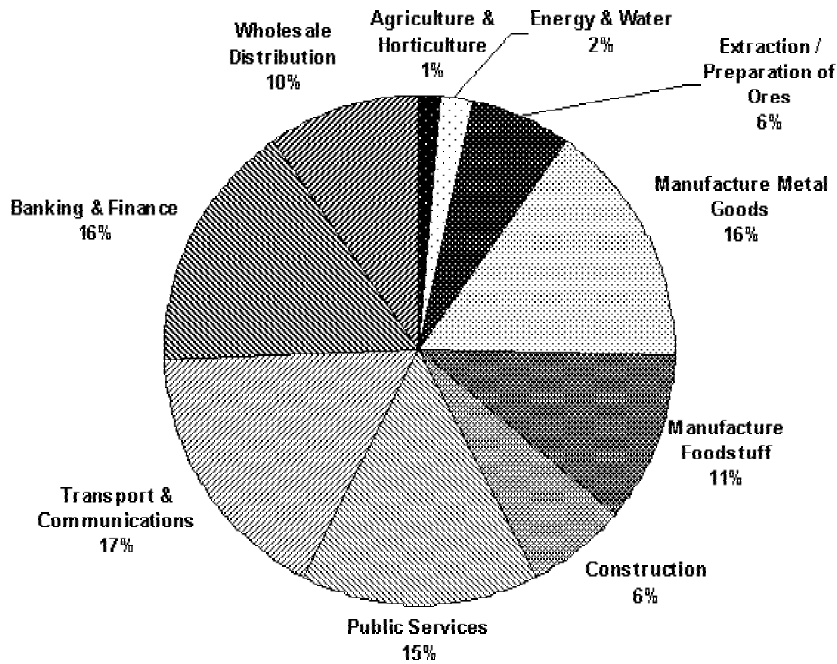
Family Make-Up (T18)

Of all UK leisure passengers on international services, just over 26% had children under the age of 16 years.

Business Travel (T19)

Just over 50% of foreign business passengers and 36% of UK business passengers were working in the production industries.

Of these “manufacture of metal goods” was prominent. There has not been a noticeable change since 1999 in the number UK business passengers travelling in the public services sector (14% to 15%).



Industry sector of UK business passengers at Nottingham East Midlands Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 1999, travelling on international services, 38% of foreign passengers were travelling on leisure and 62% on business, by 2003 the proportion of foreign passengers travelling on business had changed to 32% with a corresponding change in leisure passengers to 68%.

Age (T23)

The average age of UK leisure passengers was 44.5 years while foreign leisure passengers was just under 39. This compares to 45.8 and 39.6 respectively in 1999.

The average age of UK business passengers was just under 40 while foreign business passengers were lower at just over 37. UK business passengers in the "35-44" age group accounted for a third of this group.

Scheduled International Route Characteristics (T33)

Spain was the most popular country served by Nottingham East Midlands Airport with over 95% of all traffic travelling for leisure purposes.

First Time Fliers (T34)

Most of the passengers flying for the first time at Nottingham East Midlands Airport were on charter leisure IT flights, around 0.6% of passengers. In total, just under 1% of passengers using Nottingham East Midlands Airport were flying for the first time.

Chapter 6 Exeter Airport

Traffic Levels (T1, T2)

Exeter Airport handled 378,000 passengers in 2003, 21.6% on domestic and 78.4% on international services.

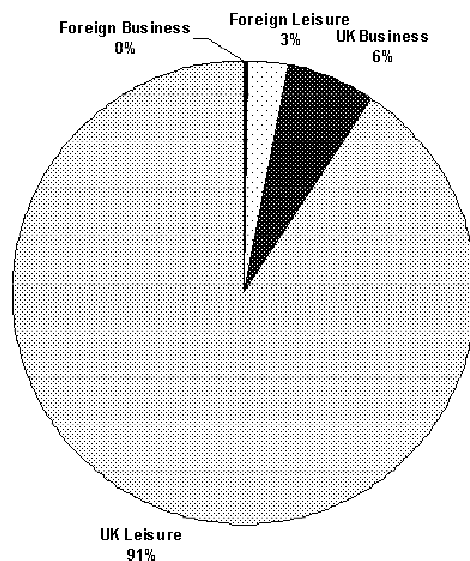
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

0.3% of passengers connected from another flight, with the balance of 99.7% terminating.

The proportion of leisure passengers changed from 85.9% in 2000 to 93.4% in 2003 balanced by a corresponding change from 14.1% to 6.6% for business passengers.

The UK terminating domestic leisure market share changed from 23.5% in 2000 to 15.5% in 2003.



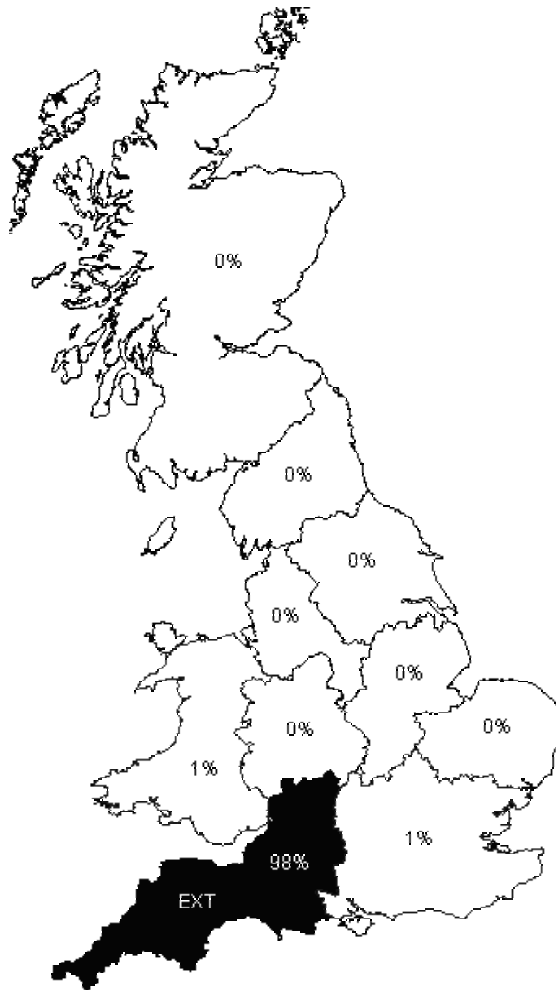
Characteristics of terminating passengers at Exeter Airport in 2003

Surface Origin/Surface Access (T6 – T11)

Exeter Airport is situated in the South West planning region, just outside Exeter. The airport is served with a local road network including the M5 and A30. The airport has no rail connection.

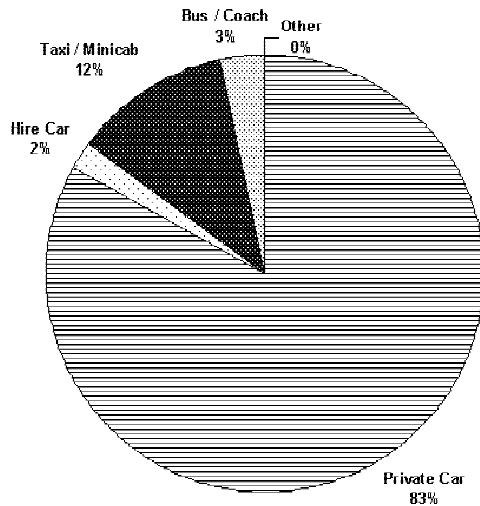
Though the amount of terminating traffic has grown since the last survey (291,000 in 1999 to 355,000 in 2003) the profile of terminating traffic remains largely unaltered, with around 98% all originating from the South West region. The counties of Devon

and Cornwall provide in aggregate over 75% of all the airport's traffic from this region.



Surface origin of terminating passengers at Exeter Airport by region in 2003

There has been no significant change in the composition of arriving mode of transport, with private car still accounting for over 80% of all arriving modes. There has been a very slight increase in the use of taxis, up from 10% to 11%. The use of private buses remains fairly insignificant at around 3%.



Surface access mode of terminating passengers at Exeter Airport by region in 2003

Trip Length (T15)

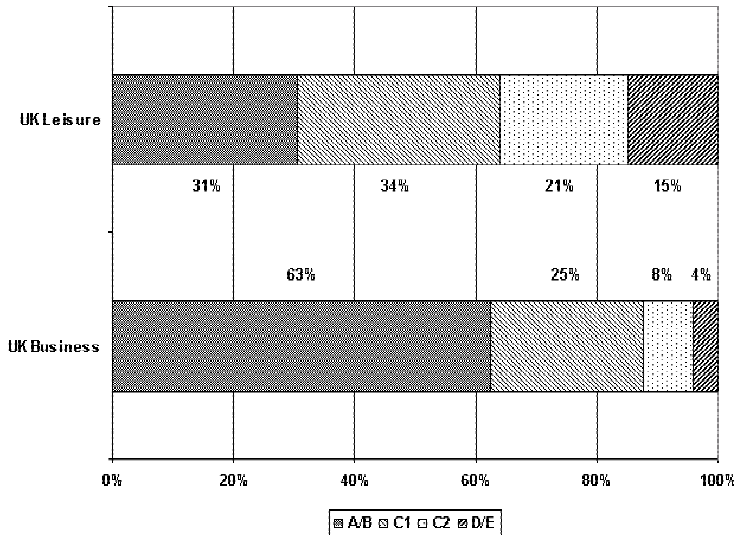
The average trip length of UK business passengers travelling on international scheduled services is just over 5 days, with over 16% having a trip length of 24 hours or less.

Just under 50% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just over 17% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on international trips had slightly lower average incomes (£43,855) than their UK counterparts (£44,009).

Over 60% of UK business passengers using the airport came from socio-economic groups A/B and around 25% from the C1 group. For UK leisure passengers around 31% came from the A/B socio-economic group with around 33% coming from the C1 group.



Socio-economic group of UK resident passengers at Exeter Airport in 2003

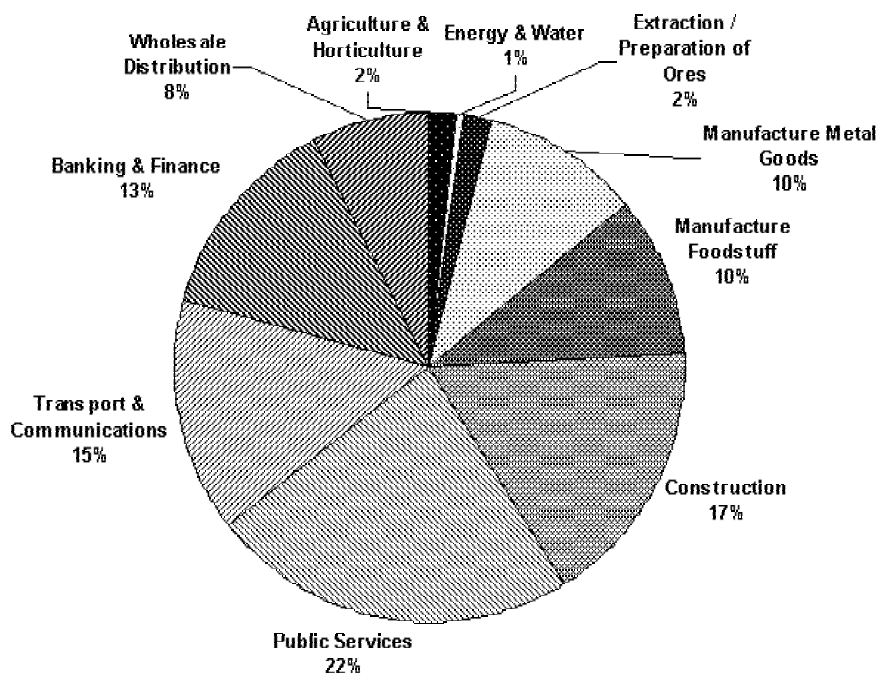
Family Make-Up (T18)

Of all UK leisure passengers on international services, just over 56% had children under the age of 16 years.

Business Travel (T19)

Around 23% of foreign business passengers and 24% of UK business passengers worked in the production industries.

There has been a noticeable change since 2000 in the number UK business passengers travelling in the public services sector (15.8% to 23%).



Industry sector of UK business passengers at Exeter Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2000, travelling on international services, 91.2% of foreign passengers were travelling on leisure and 8.8% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 14.5% with a corresponding change in leisure passengers to 85.5%.

Age (T23)

The average age of UK leisure passengers was 46.8 while of foreign leisure passengers was just under 54 years. This compares to 45.7 and 43.6 respectively in 2000.

The average age of UK and foreign business passengers was recorded at 45. UK business passengers in the "45-54" age group accounted for over 40% of the group.

Scheduled International Route Characteristics (T33)

Ireland was the most popular country served by Exeter Airport at over 17,800 passengers per annum with leisure accounting for three quarter of all traffic.

First Time Fliers (T34)

Most of the passengers flying for the first time at Exeter Airport were on charter leisure IT flights, around 1.5% of passengers. In total, 2.4% of passengers using Exeter Airport were flying for the first time.

Chapter 7 Gatwick Airport

Traffic Levels (T1, T2)

Gatwick Airport handled 29,893,000 passengers in 2003, 13.1% on domestic and 86.9% on international services.

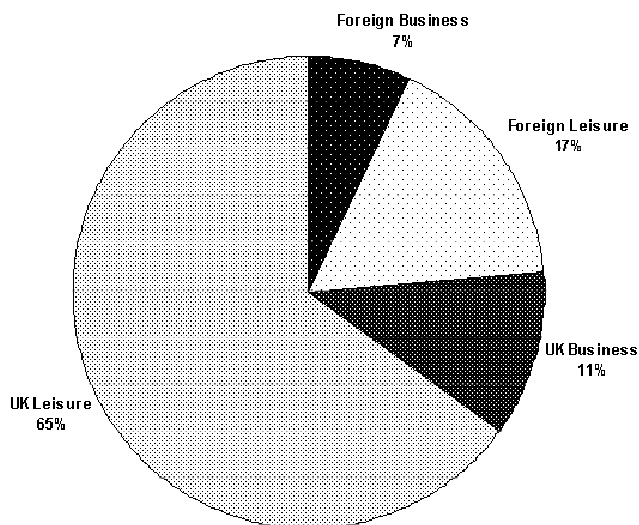
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

15.7% of passengers connected from another flight, with the balance of 84.3% terminating.

The proportion of leisure passengers changed from 84.3% in 2002 to 81.9% in 2003 balanced by a corresponding change from 15.7% to 18.1% for business passengers. Around 24% of passengers were foreign.

The UK terminating domestic leisure market share changed from 4.8% in 2002 to 5.4% in 2003.



Characteristics of terminating passengers at Gatwick Airport in 2003

Trip Length (T15)

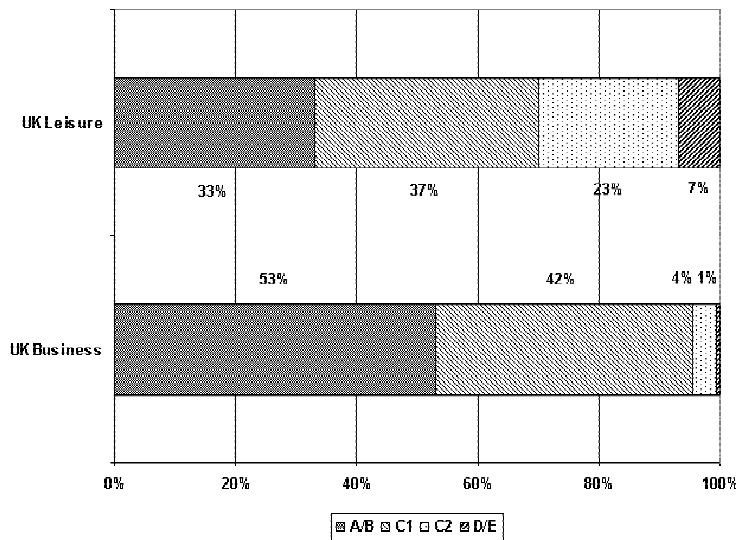
The average trip length of UK business passengers travelling on international scheduled services was just under 5 days, with 11.3% having a trip length of 24 hours or less.

Over 45% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just under 12.5% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly higher average incomes (£73,676) than their UK counterparts (£68,223).

Just under 53% of UK business passengers using the airport came from socio-economic groups A/B and around 42% from the C1 group. For UK leisure passengers 33% came from the A/B socio-economic group with around 37% coming from the C1 group.



Socio-economic group of UK resident passengers at Gatwick Airport in 2003

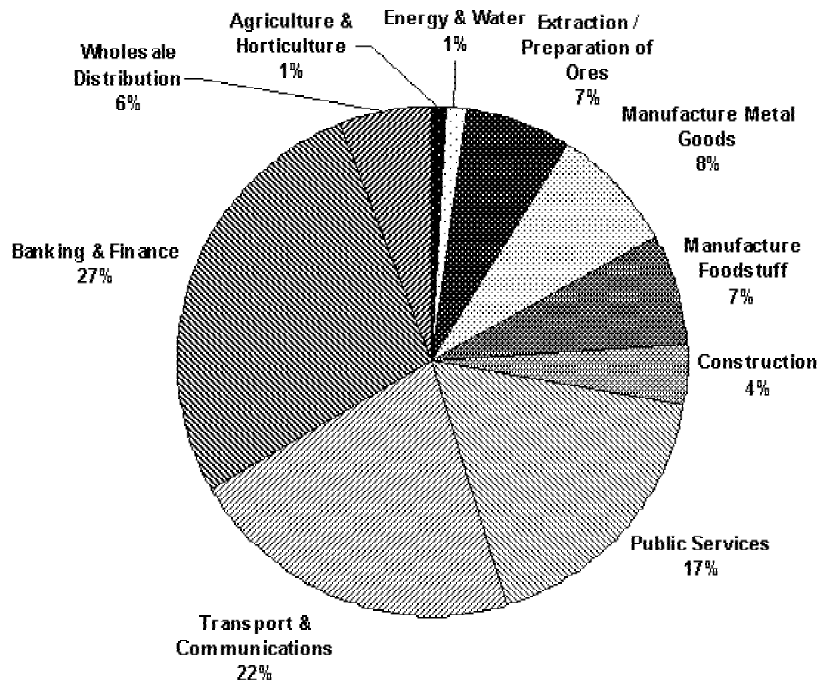
Family Make-Up (T18)

Of all UK leisure passengers on international services, 18% had children under the age of 16 years.

Business Travel (T19)

Just over 31% of foreign business passengers and just under 24% of UK business passengers were working in the production industries.

There has been no noticeable change since 2002 in the number UK business passengers travelling in the public services sector, remaining at 17%.



Industry sector of UK business passengers at Gatwick Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2002, travelling on international services, 76% of foreign passengers were travelling on leisure and 24% on business, by 2003 the proportion of foreign passengers travelling on business had changed to 29% with a corresponding change in leisure passengers to 71%.

Age (T23)

The average age of UK leisure passengers was 43.1 while of foreign leisure passengers was 40.9 years. This compares to 43.2 for both groups of passengers in 2002.

The average age of UK business passengers was just over 41 while of foreign business passengers was slightly under 42. UK business passengers in the “35-44” age group predominated accounting for just over 35%.

Scheduled International Route Characteristics (T33)

United States and Spain appear to be two of the most popular countries served by Gatwick Airport, in both cases dominated by leisure traffic

First Time Fliers (T34)

Most of the passengers flying for the first time at Gatwick Airport were on scheduled leisure flights, around 0.4% of passengers. In total, just under 0.7% of passengers using Gatwick Airport were flying for the first time.

Chapter 8 Heathrow Airport

Traffic Levels (T1, T2)

Heathrow Airport handled 63,207,000 passengers in 2003, 10.5% on domestic and 89.5% on international services.

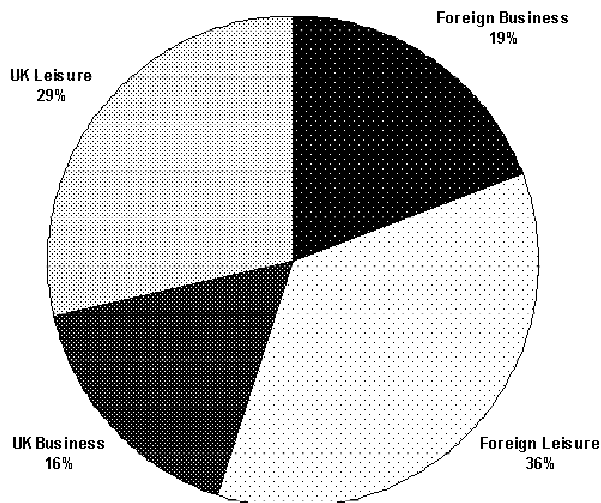
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

36.3% of passengers connected from another flight, with the balance of 63.7% terminating.

The proportion of leisure passengers changed from 63.3% in 2002 to 64.6% in 2003 balanced by a corresponding change from 36.7% to 35.4% for business passengers. Over 55% of passengers were foreign residents.

The UK terminating domestic leisure market share remained almost unchanged from 2002 at 3.0% rising slightly to 2.9% in 2003.



Characteristics of terminating passengers at Heathrow Airport in 2003

Trip Length (T15)

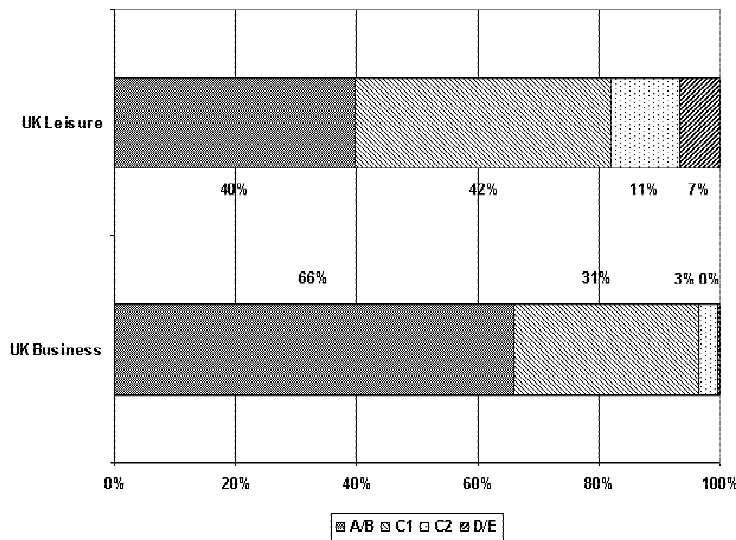
The average trip length of UK business passengers travelling on international scheduled services was just under 6 days, with 13.5% having a trip length of 24 hours or less.

Just under 50% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just under 8% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly lower average incomes (£80,964) than their UK counterparts (£82,726).

Just under 66% of UK business passengers using the airport came from socio-economic groups A/B and around 31% from the C1 group. For UK leisure passengers, 40% came from the A/B socio-economic group with around 42% coming from the C1 group.



Socio-economic group of UK resident passengers at Heathrow Airport in 2003

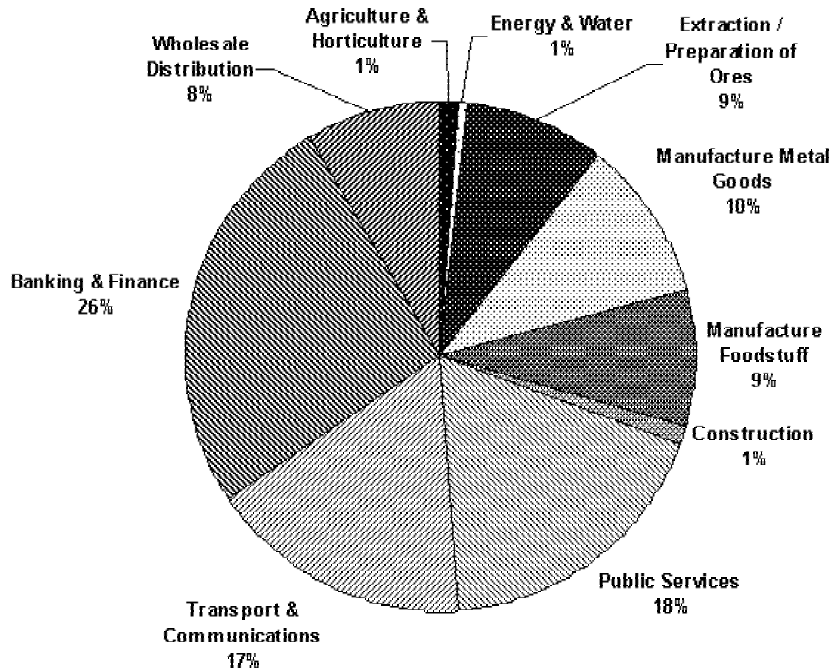
Family Make-Up (T18)

Of all UK leisure passengers on international services, 16.6% had children under the age of 16 years.

Business Travel (T19)

Slightly less than 32% of foreign business passengers and 29% of UK business passengers were working in the production industries.

There has been a noticeable increase since 2002 in the number UK business passengers travelling in the public services sector (13.8% to 18.3%).



Industry sector of UK business passengers at Heathrow Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2002, travelling on international services, 64.4% of foreign passengers were travelling on leisure and 35.6% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 34.5% with a corresponding change in leisure passengers to 65.1%.

Age (T23)

The average age of UK leisure passengers was 39.9 while of foreign leisure passengers was 40.1 years. This compares to 40.6 and 40.8 respectively in 2002.

The average age of UK business passengers was just over 41 while foreign business passengers was slightly under 41. UK business passengers in the "35-44" age group predominated accounting for just over 35.6%.

Scheduled International Route Characteristics (T33)

United States and Germany appear to be two of the most popular countries served by Heathrow Airport. United States being dominated by leisure traffic while routes to Germany seem more balanced with around 49% reporting business use.

First Time Fliers (T34)

Virtually all of the passengers flying for the first time at Heathrow Airport were on scheduled leisure flights, around 0.3% of passengers.

Chapter 9 Liverpool Airport

Traffic Levels (T1, T2)

Liverpool Airport handled 3,175,000 passengers in 2003, 23.6% on domestic and 76.4% on international services.

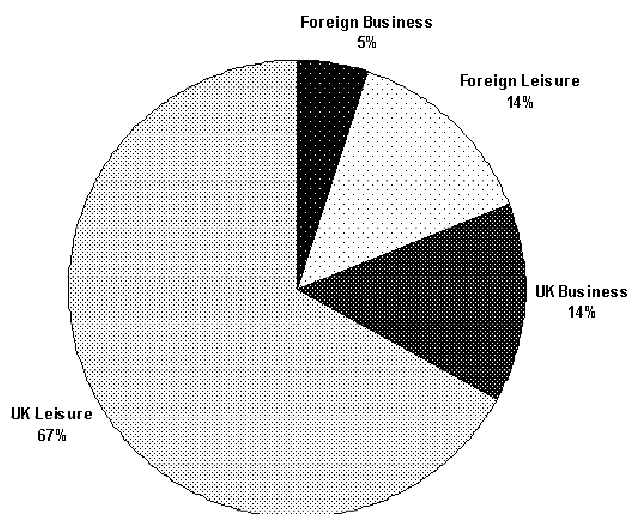
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

3.6% of passengers connected from another flight, with the balance of 96.4% terminating.

The proportion of leisure passengers changed from 79.5% in 1999 to 80.7% in 2003 balanced by a corresponding change from 20.5% to 19.3% for business passengers.

The UK terminating domestic leisure market share changed from 12.2% in 1999 to 11.9% in 2003.

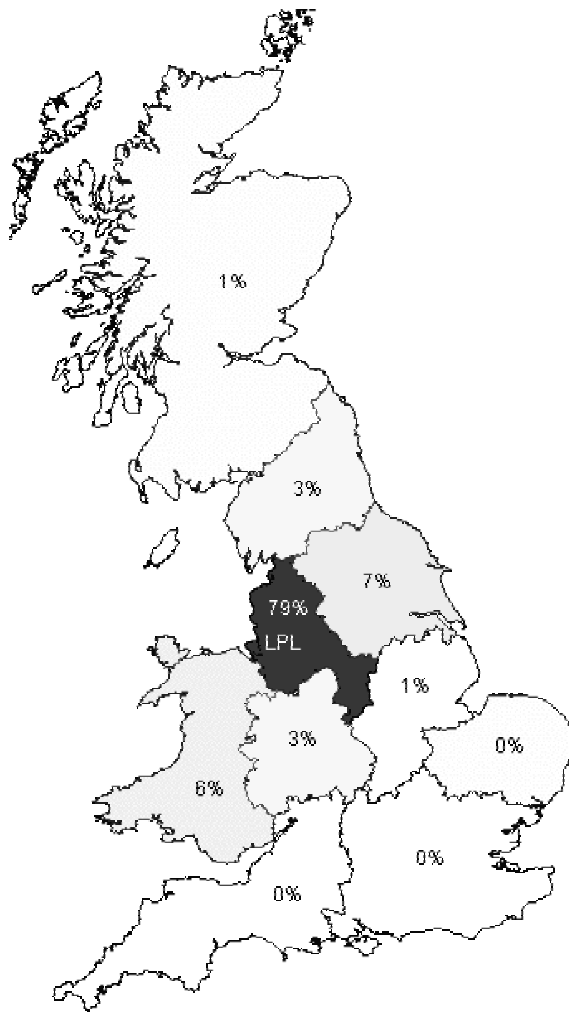


Characteristics of terminating passengers at Liverpool Airport in 2003

Surface Origin/Surface Access (T6 – T11)

Liverpool Airport is situated in the North West planning region, just outside Liverpool. Though the airport has no direct rail link, it is served by a number of motorways.

Since the last survey in 1999, Liverpool's terminating catchment has remained much the same on a regional level with 79% of traffic originating from the North West.



Surface origin of terminating passengers at Liverpool Airport by region in 2003

Trip Length (T15)

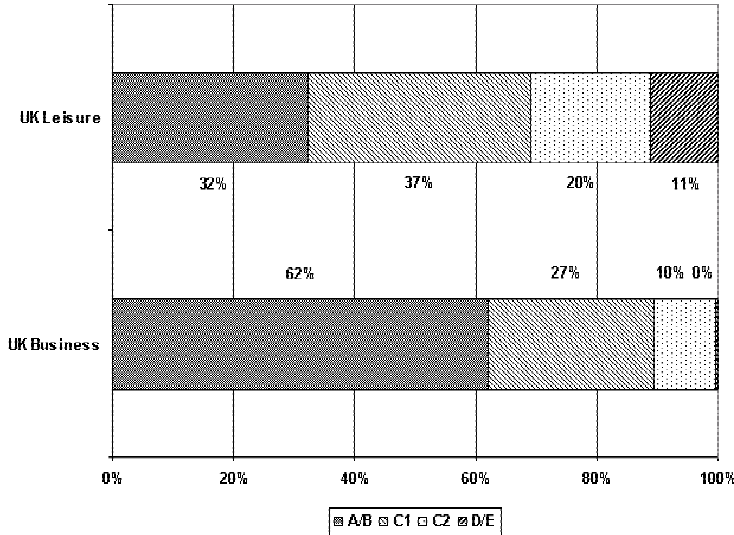
The average trip length of UK business passengers travelling on international scheduled services was just under 3 days, with around 40% having a trip length of 24 hours or less.

Just under 62% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just under 9% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly lower average incomes (£39,158) than their UK counterparts (£42,042).

Around 62% of UK business passengers using the airport came from socio-economic groups A/B and around 27% from the C1 group. For UK leisure passengers around 33% came from the A/B socio-economic group with around 37% coming from the C1 group.



Socio-economic group of UK resident passengers at Liverpool Airport in 2003

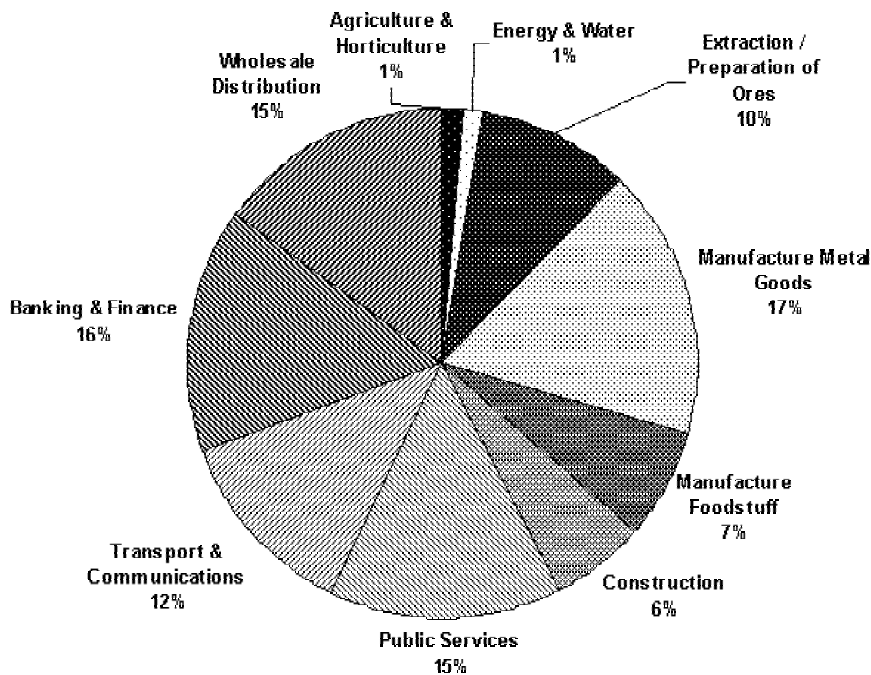
Family Make-Up (T18)

Of all UK leisure passengers on international services, 27.2% had children under the age of 16 years.

Business Travel (T19)

Slightly less than 34.5% of foreign business passengers and 36.3% of UK business passengers were working in the production industries.

There has been a noticeable change since 1999 in the number UK business passengers travelling in the public services sector (23.9% to 14.7%).



Industry sector of UK business passengers at Liverpool Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 1999, travelling on international services, 84% of foreign passengers were travelling on leisure and 16% on business, by 2003 the proportion of foreign passengers travelling on business had changed to 27% with a corresponding change in leisure passengers to 73%.

Age (T23)

The average age of UK leisure passengers was 39.7 while of foreign leisure passengers was 36 years. This compares to 39.8 and 38 respectively in 1999.

The average age of UK business passengers was 41.6, while foreign business passengers were slightly less at 36.6. UK business passengers in the "35-44" age group predominated accounting for just over 30.8%.

Scheduled International Route Characteristics (T33)

Spain and Netherlands appear to be two of the most popular countries served by Liverpool Airport, both accounting for over 500,000 passengers per annum. Leisure traffic clearly dominated the Spanish routes, while routes the Netherlands were more balanced, with slightly less than 32% travelling for business purposes.

First Time Fliers (T34)

Virtually all of the passengers flying for the first time at Liverpool Airport were on scheduled leisure flights, around 0.6% of passengers.

Chapter 10 London City Airport

Traffic Levels (T1, T2)

London City Airport handled 1,471,000 passengers in 2003, 29% on domestic and 71% on international services.

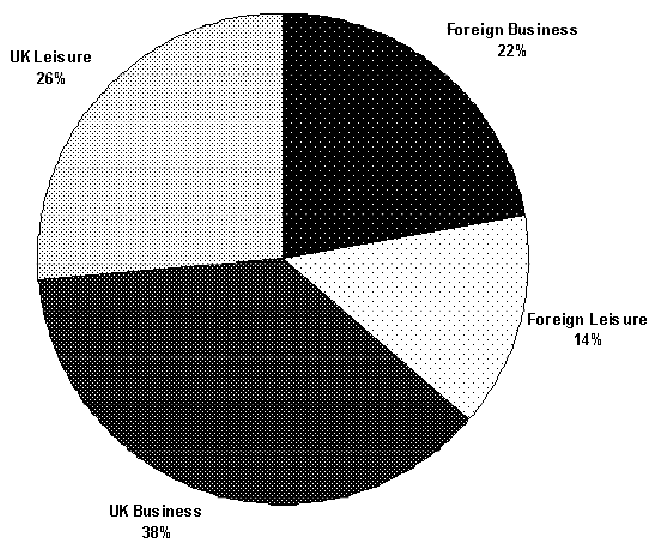
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

1.8% of passengers connected from another flight, with the balance of 98.2% terminating.

The proportion of leisure passengers changed from 35.2% in 2000 to 40.8% in 2003 balanced by a corresponding change from 64.8% to 59.2% for business passengers.

The UK terminating domestic leisure market share changed from 7.3% in 2000 to 11.2% in 2003.

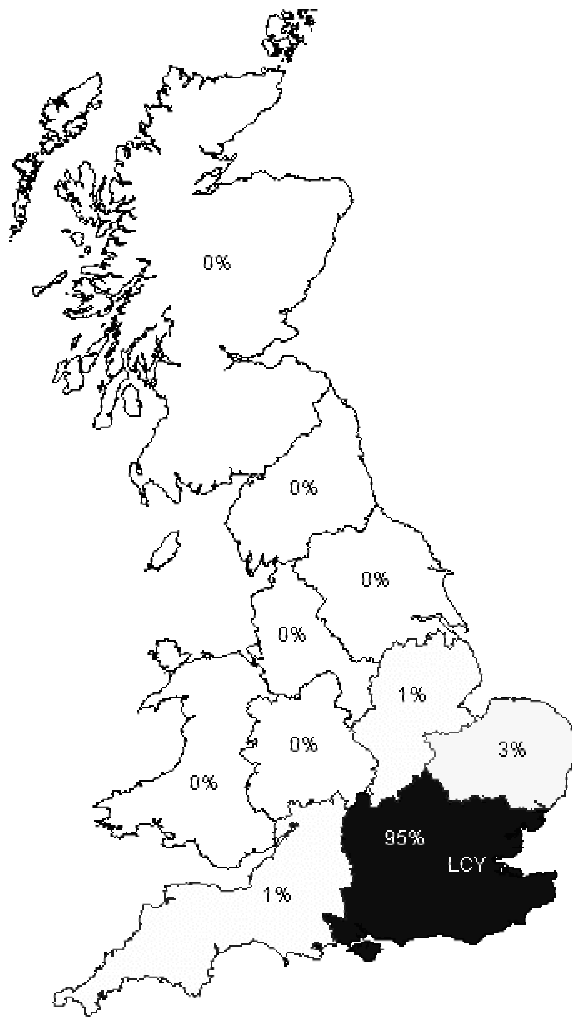


Characteristics of terminating passengers at London City Airport in 2003

Surface Origin/Surface Access (T6 – T11)

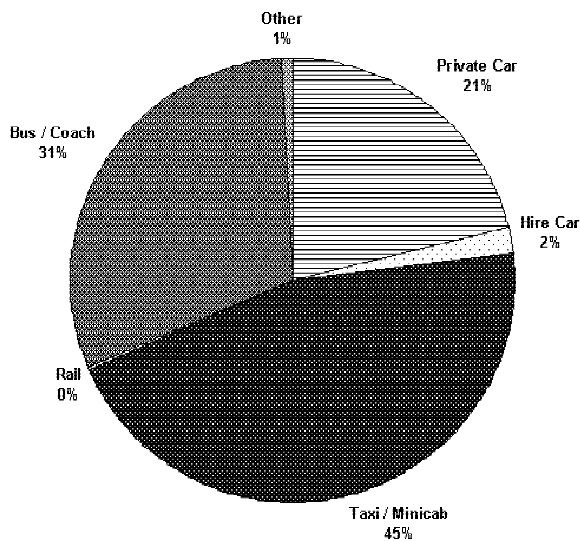
London City Airport is situated six miles east of the City of London. Although there is no rail link to the terminal, a short bus link transfers passengers to nearby rail and underground stations to central London.

Since the last survey in 2000, London City's terminating catchment has remained much the same on a regional level with 95% of traffic originating from the South East.



Surface origin of terminating passengers at London City Airport by region in 2003

The use of bus has grown since 2000 from 24% to 31% in 2003, in turn offset by a decline in the usage of private car, down from 23% to 21% and taxi / minicab down from 49% to 45% over the same period.



Surface access mode of terminating passengers at London City Airport by region in 2003

Trip Length (T15)

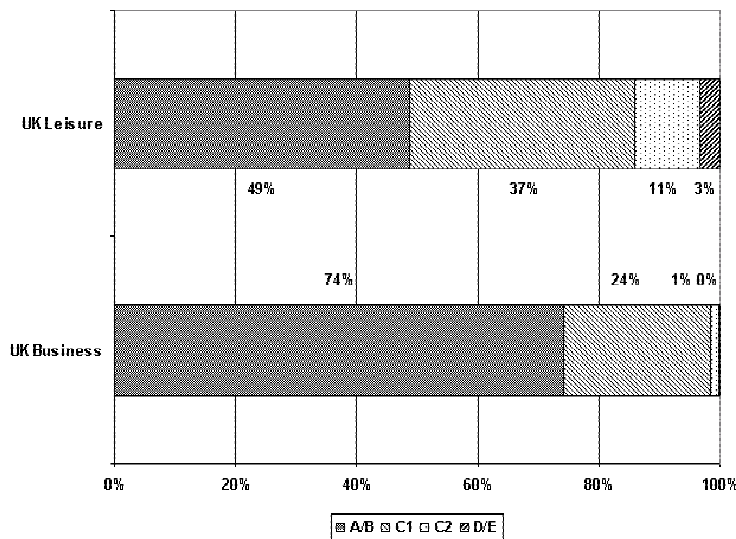
The average trip length of UK business passengers travelling on international scheduled services was just under 2.5 days, with around 40% having a trip length of 24 hours or less.

Just under 62% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just over 9% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had higher average incomes (£117,848) than their UK counterparts (£70,233).

Just over 74% of UK business passengers using the airport came from socio-economic groups A/B and around 24% from the C1 group. For UK leisure passengers around 49% came from the A/B socio-economic group with around 37% coming from the C1 group.



Socio-economic group of UK resident passengers at London City Airport in 2003

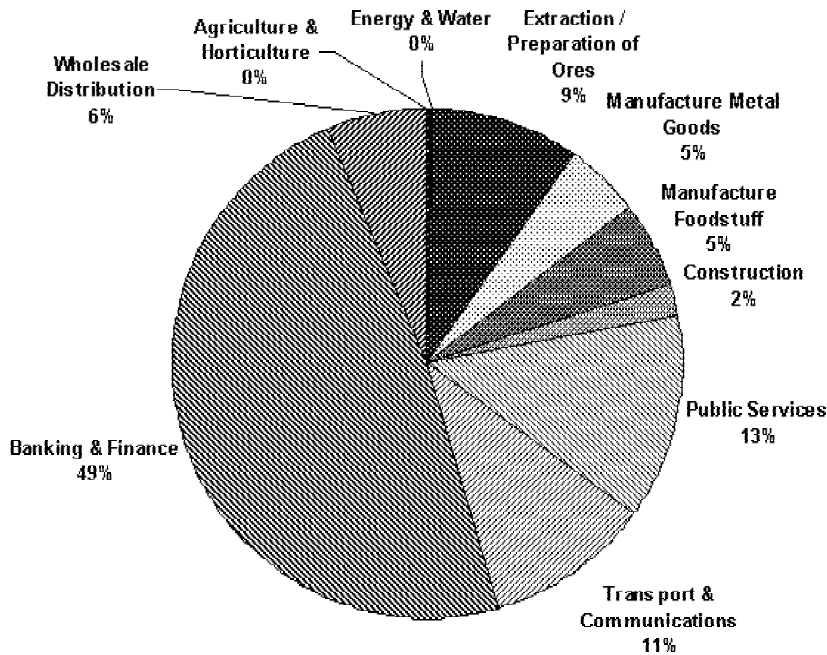
Family Make-Up (T18)

Of all UK leisure passengers on international services, around 14% had children under the age of 16 years.

Business Travel (T19)

Slightly less than 24.6% of foreign business passengers and around 20% of UK business passengers were working in the production industries.

There has been a noticeable change since 2000 in the number UK business passengers travelling in the banking and finance sector (59.7% to 48.1%).



Industry sector of UK business passengers at London City Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2000, travelling on international services, 34.4% of foreign passengers were travelling on leisure and 65.6% on business, by 2003 the proportion of foreign passengers travelling on business had changed to 61.1% with a corresponding change in leisure passengers to 38.9%.

Age (T23)

The average age of UK leisure passengers was 41 years while of foreign leisure passengers was slightly over 37. This compares to 37.3 and 37.2 respectively in 2000.

The average age of UK business passengers was just under 40, while foreign business passengers were slightly higher at 41.5. UK business passengers in the "25-34" and "35-44" age group categories each accounted for over 33% of traffic.

Scheduled International Route Characteristics (T33)

Switzerland appears to be the most popular country served by London City Airport accounting for over 170,000 passengers per annum, 53.5% travelling for business purposes. The second most popular country of destination was the Netherlands, accounting for over 160,000 passengers per annum, this time with over 72% of traffic travelling on business.

First Time Fliers (T34)

In total, 0.4% of passengers using London City Airport were flying for the first time.

Chapter 11

Luton Airport

Traffic Levels (T1, T2)

Luton Airport handled 6,789,000 passengers in 2003, 25.1% on domestic and 74.9% on international services.

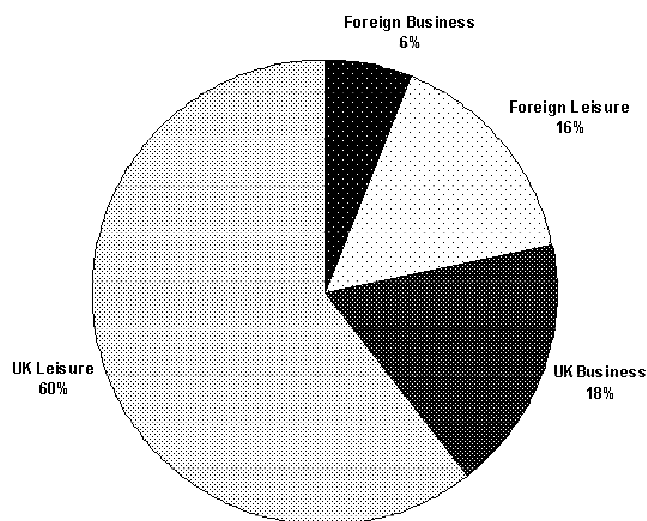
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

6.6% of passengers connected from another flight, with the balance of 93.4% terminating.

The proportion of leisure passengers changed from 75.0% in 2002 to 76.2% in 2003 balanced by a corresponding slight fall from 25.0% to 23.8% for business passengers. Just over 21% of passengers were foreign.

The UK terminating domestic leisure market share changed from 12.4% in 2002 to 13.6% in 2003.



Characteristics of terminating passengers at Luton Airport in 2003

Trip Length (T15)

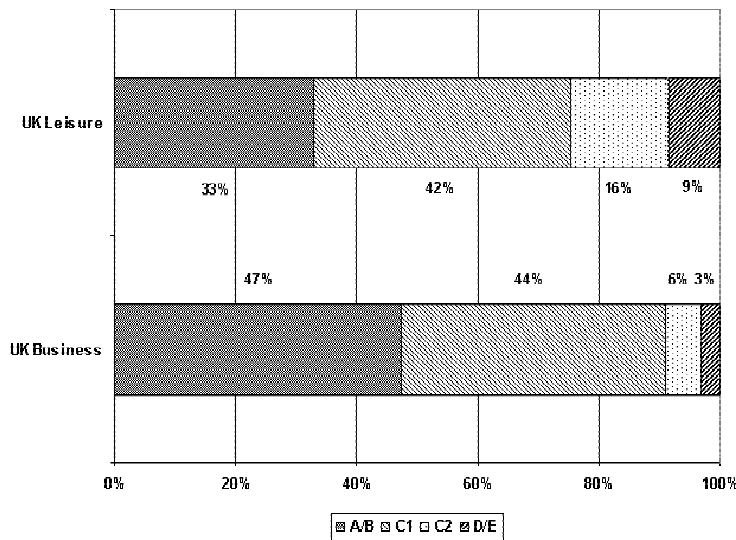
The average trip length of UK business passengers travelling on international scheduled services was just under 5 days, with 24.6% having a trip length of 24 hours or less.

Just under 48% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and 9% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly lower average incomes (£40,086) than their UK counterparts (£42,081).

Just under 47% of UK business passengers using the airport came from socio-economic groups A/B and around 44% from the C1 group. For UK leisure passengers around 33% came from the A/B socio-economic group with around 42% coming from the C1 group.



Socio-economic group of UK resident passengers at Luton Airport in 2003

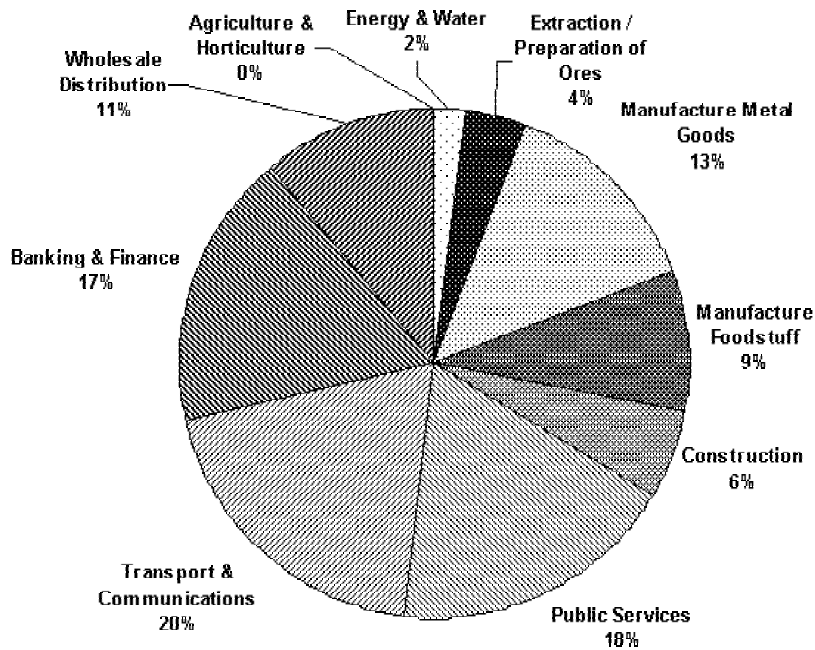
Family Make-Up (T18)

Of all UK leisure passengers on international services, 20.3% had children under the age of 16 years.

Business Travel (T19)

Slightly less than 45% of foreign business passengers and 28% of UK business passengers were working in the production industries.

There has been no noticeable change since 2002 in the number UK business passengers travelling in the public services sector (18.1 to 18.3%).



Industry sector of UK business passengers at Luton Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2002, travelling on international services, 76.4% of foreign passengers were travelling on leisure and 23.6% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 28.8% with a corresponding change in leisure passengers to 71.2%.

Age (T23)

The average age of UK leisure passengers was 39.9 and foreign leisure passengers were 36 years. This compares to 39.7 and 37.7 respectively in 2002.

The average age of UK business passengers was 40.1, while of foreign business passengers was slightly less at 39.9. UK business passengers in the "35-44" age group predominated accounting for just over 31.6%.

Scheduled International Route Characteristics (T33)

Spain and France appear to be two of the most popular countries served by Luton Airport. Leisure traffic seemed to dominate in both cases with 85.9% and 70.6% being recorded respectively.

First Time Fliers (T34)

Most of the passengers flying for the first time at Luton Airport were on scheduled business flights, around 0.2% of passengers. In total, just under 0.6% of passengers using Luton Airport were flying for the first time.

Chapter 12 Manchester Airport

Traffic Levels (T1, T2)

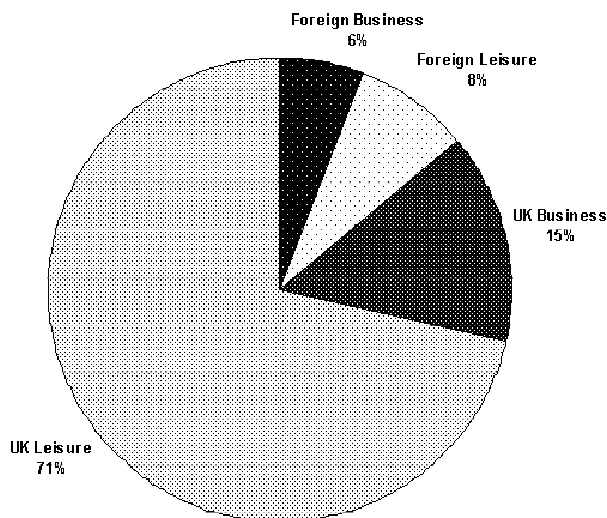
Manchester Airport handled 19,520,000 passengers in 2003, 15.7% on domestic and 84.3% on international services.

Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

3.0% of passengers connected from another flight, with the balance of 97% terminating.

The proportion of leisure passengers remained almost unchanged at 79.6% in 2002 and 79.5% in 2003. The UK terminating domestic leisure market share changed from 4.9% in 2002 to 6.2% in 2003.



Characteristics of terminating passengers at Manchester Airport in 2003

Trip Length (T15)

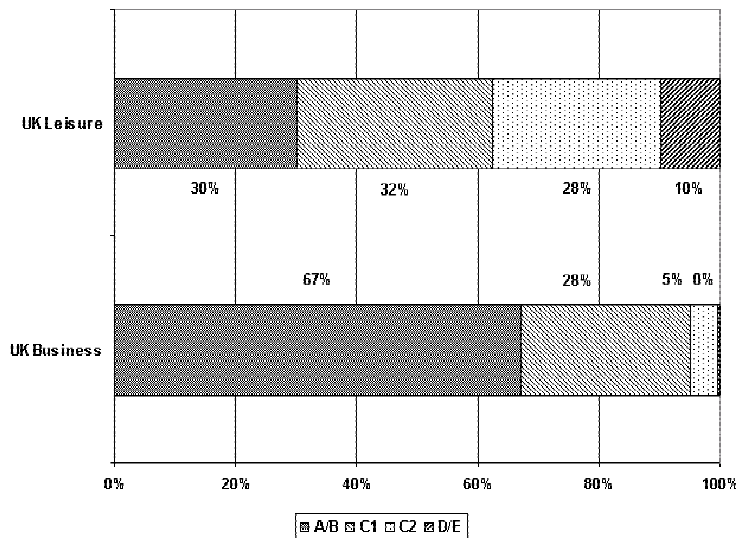
The average trip length of UK business passengers travelling on international scheduled was around 5.5 days, with around 15% having a trip length of 24 hours or less.

Around 55% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just over 30% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly higher average incomes (£65,681) than their UK counterparts (£62,864).

Just over 67% of UK business passengers using the airport came from socio-economic groups A/B and around 28% from the C1 group. For UK leisure passengers around 30% came from the A/B socio-economic group with around 32% coming from the C1 group.



Socio-economic group of UK resident passengers at Manchester Airport in 2003

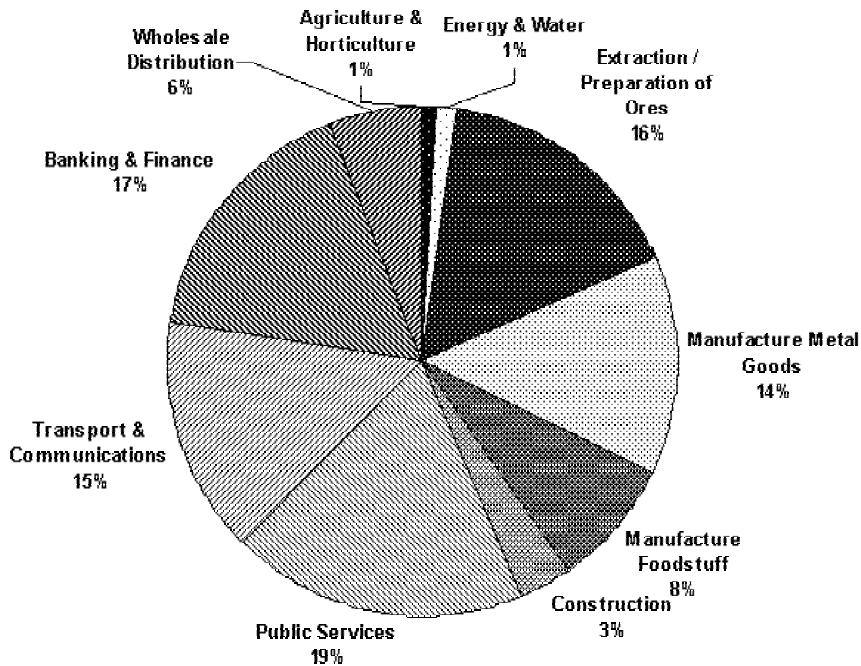
Family Make-Up (T18)

Of all UK leisure passengers on international services, just over 25% had children under the age of 16 years.

Business Travel (T19)

Slightly over 56% of foreign business passengers and around 40% of UK business passengers were working in the production industries.

There has been a noticeable change since 2002 in the number UK business passengers travelling in the transport and communications sector (21.4% to 15.1%).



Industry sector of UK business passengers at Manchester Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2002, travelling on international services, 56.3% of foreign passengers were travelling on leisure and 43.7% of business, by 2003 the proportion of foreign passengers travelling on business had changed to 39.7% with a corresponding change in leisure passengers to 60.3%.

Age (T23)

The average age of both UK and foreign leisure passengers was slightly over 41 years. This compares to 40 and 37 recorded in 2002.

The average age of UK business passengers was just over 42, while foreign business passengers were slightly lower at 41.5. UK business passengers in the "35-44" age group category accounted for around 37% of traffic.

Scheduled International Route Characteristics (T33)

The United States appears to be the most popular country served by Manchester Airport accounting for over 1,320,000 passengers per annum, 20.3% travelling for business purposes. The second most popular country of destination was Spain, accounting for over 850,000 passengers per annum, this time with around 90% of traffic travelling for leisure purposes.

First Time Fliers (T34)

Most of the passengers flying for the first time at Manchester Airport were on charter leisure IT flights, around 0.8% of passengers. In total, 1.2% of passengers using Manchester Airport were flying for the first time.

Chapter 13 Stansted Airport

Traffic Levels (T1, T2)

Stansted Airport handled 18.7 million passengers in 2003, 14.4% on domestic and 85.6% on international services.

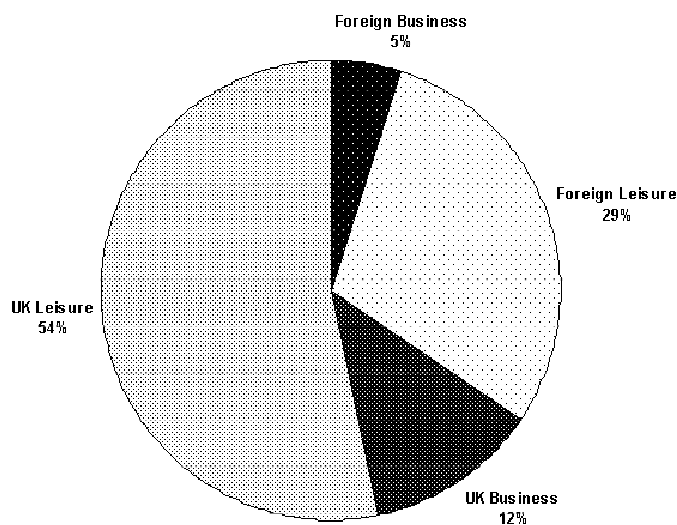
Characteristics of Passengers (T3)

The paragraphs that follow have been written in a similar style to earlier CAA Survey report chapters. The (T) figures that appear after each sub heading refer to table references where the interested reader can gain further information.

14.4% of passengers connected from another flight, with the balance of 85.6% terminating.

The proportion of leisure passengers changed from 79.4% in 2002 to 82.7% in 2003 balanced by a corresponding change from 20.6% to 17.3% for business passengers. Just over 34% of passengers were foreign residents.

The UK terminating domestic leisure market share changed from 8.3% in 2002 to 8.4% in 2003.



Characteristics of terminating passengers at Stansted Airport in 2003

Trip Length (T15)

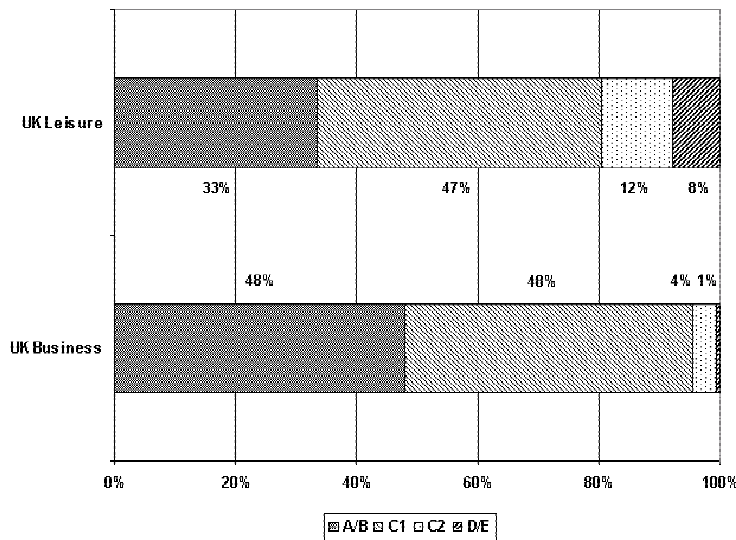
The average trip length of UK business passengers travelling on international scheduled was just under 3.5 days, with around 18% having a trip length of 24 hours or less.

Around 40% of UK business passengers travelling on domestic services were taking trips of 24 hours or less and just over 17% of UK leisure passengers were travelling between one and two weeks.

Income and Socio-Economic Group (T16, T17)

Foreign business passengers on domestic trips had slightly lower average incomes (£46,181) than their UK counterparts (£51,183).

Around 48% of UK business passengers using the airport came from socio-economic groups A/B and just over 47% from the C1 group. For UK leisure passengers around 33% came from the A/B socio-economic groups with around 47% coming from the C1 group.



Socio-economic group of UK resident passengers at Stansted Airport in 2003

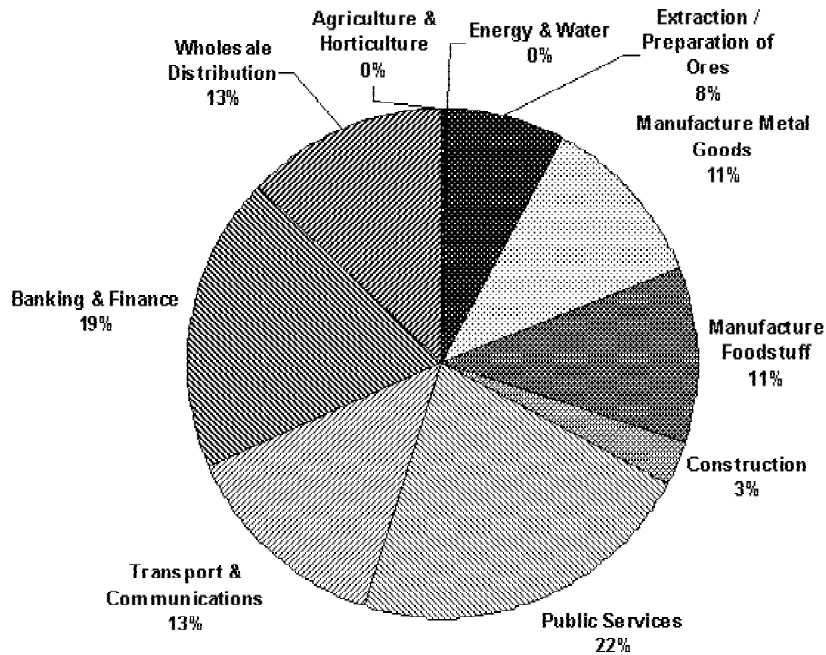
Family Make-Up (T18)

Of all UK leisure passengers on international services, just over 19% had children under the age of 16 years.

Business Travel (T19)

Slightly less than 35% of foreign business passengers and around 30% of UK business passengers were working in the production industries.

There has been a noticeable change since 2002 in the number UK business passengers travelling in the public service sector (16.9% to 22.2%).



Industry sector of UK business passengers at Stansted Airport in 2003

Journey Purpose and Sex of Passenger (T20, T21)

In 2002, travelling on international services, 80.6% of foreign passengers were travelling on leisure and 19.4% of business; by 2003 the proportion of foreign passengers travelling on business had changed to 14.9% with a corresponding change in leisure passengers to 85.1%.

Age (T23)

The average age of UK leisure passengers was around 42.5 years, foreign leisure passengers was less at 37. This compares to 40.0 and 36.6 recorded in 2002.

The average age of UK business passengers was just over 42, while foreign business passengers were very slightly lower at 41.8. UK business passengers in the “35-44” age group category accounted for around 34% of traffic.

Scheduled International Route Characteristics (T33)

Italy appears to be the most popular country served by Stansted Airport accounting for over 3,390,000 passengers per annum, 13% travelling for business purposes and the remaining 87% for leisure. The second most popular country of destination was Germany, accounting for over 2,159,000 passengers per annum, this time with around 75% of traffic travelling for leisure purposes.

First Time Fliers (T34)

Most of the passengers flying for the first time at Stansted Airport were on scheduled leisure flights, around 0.5% of passengers. In total, 0.6% of passengers using Stansted Airport were flying for the first time.

SUMMARY

LONDON

The passenger survey conducted during 2003 took place at the following 12 UK airports, Birmingham, Bristol, Cardiff, East Midlands, Exeter, Gatwick, Heathrow, Liverpool, London City, Luton, Manchester and Stansted.

This executive summary deals with the London airports, Gatwick, Heathrow, London City, Luton and Stansted. Gatwick and Heathrow Airports have been part of the London Continuous Airport survey since 1997. In 2000 Luton and Stansted joined as Continuous Airports. London City Airport has never been part of the Continuous set of airports, the survey run in 2000 and 2003 formed part of the cycle of regional surveys.

Overall Market

In 2003, the London airports¹ handled just over 120 million passengers, accounting for 59% of all passengers using UK airports. Closer examination of the underlying make-up of the type of traffic revealed that the relative strength of the market share of the London airports assisted by the level of interlining at Heathrow and Stansted.

Just under 90% of traffic using London is scheduled, of which 86% represents international travel, with the balance being domestic. The proportion of domestic passengers has increased slightly at the London Airports since 2000, rising from 13% to 14.5%.

Both Gatwick and Stansted have experienced a growth in the proportion of domestic traffic, up from 9% to 13% at Gatwick and from 8% to 15% at Stansted. A similar story can also be told at London City, with the overall proportion of domestic passengers increasing from 19% in 2000 to 29% in 2003.

Heathrow Airport has not demonstrated the same change over this period with a relatively constant proportion of 11% domestic, 89% international over this period. Luton has witnessed a decline in the proportion of domestic traffic that it handles, down from 28% to 25%, but obviously offset by a corresponding rise in international traffic.

There has been a decline in the proportion of non-UK residents using the London Area Airports over the last few years, down from 44% in 2000 to 42% in 2003. This trend was most pronounced at Gatwick and London City, with the overall proportion of non-UK residents at Gatwick falling from 33% to 23% and at London City 45% to 37% over this period. Heathrow was far more stable, and actually witnessed a slight increase, up from 54% to 55%. Both Stansted and Luton experienced a growth in the proportion of non-UK residents, up at Stansted from 28% to 34% while at Luton up from 15% to 22%.

¹ Gatwick, Heathrow, Luton, London City & Stansted

Transfer Market

Around 26% of traffic using the London area Airports was connecting from another service, while the balance of 74% was terminating. This represents a slight increase in the proportion of connecting traffic, up from 23% recorded during 2000. One in three passengers continued to change flights in 2003 at Heathrow, at Gatwick 16% of passengers changed planes whilst at Stansted the proportion continued to increase between 2002 and 2003 from 9% to 15%. Of those passengers connecting at London, 17% were flying on to a domestic point, with the remaining 83% joining an international service. The proportion of passengers connecting to a domestic service has slightly increased from the 16% observed in 2000.

The proportion of non-UK residents connecting at the London Airports has fallen from 79% in 2000 to 75% in 2003. This is clearest at Gatwick, with a fall from 72% in 2000 to 50% in 2003, which may partially be explained by the transfer of British Airways services to Heathrow. The proportion of non-UK residents connecting at Heathrow has remained surprisingly constant over this period, despite the world terrorist experiences of 2001, at around 82%. (Is it surprising?) Stansted has experienced a growth in this market, up from 55% in 2000 to 66% in 2003.

Of those passengers connecting, 27% were travelling for business purposes, a decline from the 30% recorded during 2000. This decline in the proportion of connecting business traffic can be seen at each of the three main London Airports, Stansted (17% to 14%), Gatwick (29% to 26%) and Heathrow (30% to 29%).

There was no significant interlining at either Luton or London City Airports.

Terminating Market

The London terminating market represents around 88 million passengers and made up about 74% of the London Airports traffic during 2003. In effect, since 2000, there are around 500,000 more passengers per annum terminating at the London Airports.

There has been a slight decline since 2000 in the proportion of foreign passengers terminating at the London Airports, down from 33% to 30%. This can be witnessed at Heathrow (42% to 40%), Gatwick (22% to 19%) and London City (45% to 36%). At Luton and Stansted the reverse was true, with the proportion of foreign residents increasing at Luton from 14% to 20% and at Stansted 27% to 29%.

Around 32% of the scheduled terminating market was made up of business traffic, a fall from the 37% reported in 2000. Heathrow still continued to meet the demand of the majority of this market, with around 40% of its traffic being scheduled terminating business, around 15.7 million passengers in 2003.

At Gatwick, the proportion of terminating passengers that travel on scheduled services for business has fallen slightly since 2000 from 29% to 26%. A more noticeable change can be seen at Stansted, down from 25% to 19%. Luton has also seen a downturn in the proportion of terminating business passengers carried on scheduled services, down from 32% in 2000 to 28% in 2003. London City Airport, which traditionally has been dominated by business traffic, has seen a slight swing over recent time, with the proportion of scheduled business traffic falling from 65% to 59%.

Charter traffic normally suggests travel for non-business reasons. The London Area Airports are no exception, with over 98% of all charter flights serving the UK leisure market. Non-UK residents make up only 3% of this market, although this does represent a fall from the 5% recorded during 2000.

There are no significant charter operations at Heathrow or London City Airports.

Ground Origins

The London Airports handled 88 million terminating passengers during 2003. 12% of these passengers were travelling on domestic services, with 88% international flights. Around 70% of terminating passengers were UK residents, which is slightly higher than the 67% recorded in 2000.

Considering initially the scheduled market, the proportion of passengers using the London Airports that started their journey from outside the South East has remained stable at around 20%. Clearly the vast majority of passengers using the London Airports continue to live or work in the South East. The South West and East Anglia continue to be the two regions predominantly generating terminating passengers from outside the South East. They accounted for 10% of the scheduled terminating market.

Looking at the London terminating market as a whole, Heathrow continues to meet the demands of most scheduled passengers with 52% share of the market, though it should be appreciated that this represents a fall from 2000, when it had over 60% of this market. Gatwick's share remained largely unchanged at 19%, as has Luton's at 7% and London City at slightly less than 2%. Stansted on the other hand has managed to increase its share of this sector from 13% in 2000 to 19% in 2003 to equal that of Gatwick.

The charter market appears to have a wider sphere of influence, with around 25% of terminating passengers travelling from points outside the South East. There has been little change since 2000, with around 8% of traffic from the South West, 8% from East Anglia and 6% from the Midlands.

Gatwick continue to dominate the charter market, increasing its share of London from 81% in 2000 to 85% in 2003. During this time Luton has fallen back slightly with its market share decreasing from 10% in 2000 to 7% in 2003. Over the same period of time, Stansted's share has fallen (9% not really a "hold") from 9% to 8%.

The fact that the London Area Airports circle the London conurbation suggest that surface passengers travelling from outside the South East have an element of choice regarding which airport they use. Looking at the scheduled and charter market, passengers from East Anglia tend to favour the use of Stansted Airport (48%), followed by Heathrow (23%) and Gatwick at (17%) in that order.

Traffic from the South West seem clearly seem to make their way towards either Heathrow (55%) or Gatwick (33%). Traffic from the Midlands looking for scheduled services use Heathrow or Stansted predominately, however if a charter service is required then Gatwick replaces Heathrow.

Surface Access

Of the 88 million terminating passengers using the London Airports by surface, over 34% used public transport, this represents a slight increase from the 33% recorded during 2000. The overall use of private car has increased from 42% in 2000 up to 44% in 2003; the use of hire vehicles has remained largely unaltered at 3% of the terminating market. Taxi usage has fallen over this period from 21% to 18%.

At Gatwick the use of private cars dropped from 55% in 2002 to 53% in 2003. The relative use of taxis and minicabs remain unchanged. At Heathrow there was little change with 36% of passengers recorded using private cars. There was a slight increase in the number of passengers using public transport, up from 34% to 35%.

The proportion of passengers using private car at Stansted has dropped slightly from 51% in 2002 to 50% with an increase in rail usage, up from 26% to 30%. Taxi and minicab usage dropped slightly to 8%.

The rail station at Luton Parkway continues to meet the demand of about one passenger in four, with passengers using the courtesy bus services to reach the terminal building. The proportion of passengers using taxi or minicabs has increased from 10% in 2002 to just over 12% in 2003.

The use of taxi/minicabs at London City Airport continues to dominate, with over 45% of terminating passengers electing to arrive at the airport by this mode. Of all the airports surveyed, taxi usage was highest at London City followed by Manchester (29%) and Heathrow (25%). Stansted Airport recorded the lowest proportion of taxi use.

The bus services operated from Canning Town and Liverpool Street Station, by nature of their timetabled links to London Underground services, met the demand of around 30% of passengers wanting to travel to City Airport.

Business Travel

Business travel is still of key importance to the London Airports, with over 33 million passengers travelling through London each year for business purposes. UK residents accounted for around 53% of business travel through London airports.

Production industries accounted for just less than 30% of business traffic through the London Airports, with the remaining 70% coming from the non-production sectors. Banking and Finance dominated this sector with 25% of the business market followed by 18% Government and 16% Communications.

Banking and Finance continued to dominate at London City Airport, though the proportion of UK business? passengers reported as working in this sector fell from 59% in 2000 to 48% in 2003. At Stansted Airport the sector that recorded the greatest change in the proportion of UK passengers working was Transport & Communications falling from 26% in 2002 to 13% in 2003.

As a market as a whole, Heathrow continued to dominate in each of the various business sectors, though the relative differential between Gatwick and Heathrow in the construction sectors was relatively small (32% vs. 40%).

Socio-economic Group

Around 60% of terminating UK business passengers using the London Area Airports were from socio-economic groups A or B, with 35% of UK leisure passengers also being recorded from this group.

Over 74% of UK business passengers at London City Airport were from socio-economic groups A or B. This compares with the 53% at Gatwick, 66% at Heathrow and 48% at Stansted and Luton.

The proportion of UK leisure passengers from socio economic groups A or B was 40% at Heathrow and around 33% at Gatwick, Luton and Stansted. London City Airport recorded over 48% of UK leisure passengers from the A or B group, though it should be appreciated that the majority of City's traffic were travelling for business purposes (59%) as opposed to Gatwick where 84% travelled for leisure.

Group Size Trip Length & Gender

The majority of terminating passengers using the London Area Airports were travelling alone (53%).

Considering the London Airports as a whole, UK business passengers on international services were away on average 5.3 days, while foreign business passengers slightly longer at 6.5 days.

UK residents on international business trips tended to involve at least one overnight stay with less than 20% of passengers at Gatwick, Heathrow or Stansted being away for less than 24 hours. London City reported the highest proportion of international day trips at 35%.

The proportion of women travelling on business in 2003 remained at 23% at Heathrow. At London City however an increase was recorded between 2000 and 2003, with 39% of woman travelling for business reasons. Considering just terminating traffic, more men than women travelled for both business and non-business reasons (77% male), though the differential was very much less when only non-business traffic was considered (51% male).

UK residents, taking leisure breaks, tended to take slightly longer trips when using Gatwick as opposed to Stansted. When a scheduled flight was taken, the average holiday length was 7 days at Stansted but 11 days at Gatwick. There was less of a difference in trip length charter flights, with Stansted passengers being away for around 8 days while Gatwick passengers slightly longer at 9 days.

Income

The average UK salary recorded at the London Area Airports was £55,500, with the average foreign salary slightly higher at £61,500. The average UK business individual income recorded at the London Airports was £71,000, with non-UK business residents earning slightly more at £77,000. The average UK leisure household income was £49,000, with their non-UK counterparts earning around £51,250.

UK residents travelling on business and using Heathrow tended to earn slightly more than their counterparts at London City, £79,000 versus £77,000. The situation was however reversed when foreign business residents were considered, with such London City users earning around £90,000 per annum while Heathrow users were lower at £81,000.

Age Profile

At the London Airports, the average age of UK business passengers was found to be around 41 years. UK leisure passengers tended to be slightly older, with an average of 43 years being recorded.

UK passengers using Stansted Airport seemed to be slightly older on average than passengers found at the other London Airports, with London City reporting the youngest age profile of UK residents.

SUMMARY

MIDLANDS

The 2003 surveys conducted at Birmingham and Nottingham East Midlands Airport (NEMA) followed on from the previous surveys at these airports in 1999.

Traffic Levels and Type of Passengers

In 2003, Birmingham and NEMA together handled just over 13 million passengers, up from 9 million in 1999, accounting for 7% of all passengers using UK airports. (The proportion of passengers changing planes at Birmingham has fallen slightly from 6% in 1999 to 4% in 2003. A sharper fall is seen at Nottingham East Midlands with the proportion of interliners dropping from 4% in 1999 to 1% in 2003.

The proportion of passengers using domestic services at Nottingham East Midlands has risen from 16% in 1999 to 19% in 2003. The proportion of passengers on international charter flights at Birmingham continues to fall, this year accounting for 34% of the airport's traffic down from 40% in 1999. An even greater change is seen at Nottingham East Midlands where the proportion of passengers on international charter flights has fallen from 64% to 36% over the same period.

At Birmingham, 23% of terminating passengers were travelling for business reasons, down on 1999 levels. The proportion of foreign residents using the airport fell from 16% to 13%. The market share of business passengers was also slightly down at Nottingham East Midlands at 16% although the proportion of foreign passengers using the airport remained at 6%.

Surface Origin/Destination

The pattern of surface origin/destination at Nottingham East Midlands has changed with 40% of international terminating passengers travelling from points outside the East Midlands region in 2003 as opposed to 34% in 1999. Most of this increase is made up of passengers originating from the West Midlands region. The proportion of domestic traffic originating from outside the East Midlands region has also risen from 16% to 26% over the same period. At Birmingham the proportion of international terminating passengers travelling from points outside the West Midlands region has decreased slightly from 36% in 1999 to 32% in 2003. However, the proportion of domestic traffic from outside the West Midlands region has fallen more dramatically from 32% to 23% in 2003.

Surface Access

At Birmingham, 22% of passengers used public transport in 2003, up from 8% to 1999. The use of private cars decreased from 69% to 53%. At Nottingham East Midlands there was a slight increase in the proportion of passengers using private cars from 71% in 1999 to 74% in 2003. This is compared to a change in the proportion of passengers using taxis/minicabs down from 24% in 1999 to 20% in

2003. The proportion of passengers using public transport at Nottingham East Midlands has changed little since 1999 at 3%.

Business Travel

The main source of UK business passengers at both airports is the manufacturing industry but its importance has decreased. Its contribution fell at Nottingham East Midlands from 46% in 1999 to 36% in 2003. At Birmingham, over the same period, the proportion fell slightly from 46% to 44%.

Socio-economic Group

Over half of UK business passengers at Birmingham and Nottingham East Midlands were from socio-economic groups A and B. The proportion of UK leisure passengers from socio-economic groups A/B is 22% at Birmingham and 32% at Nottingham East Midlands; a reversal of 1999 where the proportions were 30% and 22% at Birmingham and Nottingham East Midlands Airports respectively.

Sex, Group Size and Trip Length

The proportion of women travelling on business in 2003 was 25% at Nottingham East Midlands, up from 20% in 1999. An 8-percentage point increase was recorded at Birmingham, and now 24% of business passengers are women. Overall women travellers were in the majority at Nottingham East Midlands with 52% but not at Birmingham at 47%.

Average trip length was lower for domestic and business passengers compared with international and leisure passengers, respectively. 28% of UK business passengers on international scheduled services at Nottingham East Midlands were away for 24 hours or less. Birmingham showed a similar trend at 27%.

Age and Family Make-up

The average age of UK business passengers was up slightly at Birmingham from 40 years in 1999 to 43 years in 2003. At Nottingham East Midlands this figure showed little change over the same period at around 40 years. The average age of UK leisure passengers increased slightly at Birmingham from 43 years in 1999 to 46 years in 2003 compared with a decrease at Nottingham East Midlands from 46 to 44 years. The proportion of UK leisure passengers on international trips with no children under 16 years living in the household was 76% at Birmingham and 74% at Nottingham East Midlands.

Income

The average UK business passenger at Nottingham East Midlands earned £42,000 and at Birmingham, £45,000. The corresponding figure at London was £71,000. The household income of the average UK leisure passenger at Nottingham East Midlands was £35,000 and at Birmingham was £33,000. The corresponding figure at London was £49,000.

SUMMARY

NORTH WEST

The 2003 origin/destination survey conducted at Manchester Airport forms part of the Continuous Survey that has been run since 1997. The 2003 survey at Liverpool Airport follows on from the last survey there in 1999.

Traffic Levels and Type of Passengers

In 2003, Liverpool and Manchester together handled over 22 million passengers, accounting for 11% of all passengers using UK airports. Liverpool alone handled 3.2 million passengers in 2003 up from 1.3 million in 1999. 3% of passengers continued to change flights in 2003 at Manchester whilst at Liverpool the proportion increased slightly between 1999 and 2003 from 2% to 4%.

The proportion of passengers using domestic services at Manchester has risen from 15% in 2002 to 17% in 2003. The proportion of passengers on international charter flights at Manchester has again fallen, this year accounting for 48% of the airport's traffic. At Liverpool, 64% of passengers used international scheduled services and 20% of terminating passengers were travelling for business reasons, slightly down on 1999 levels. The proportion of foreign residents using the airport rose from 12% to 19%. At Manchester, the market share of business passengers remained at 20% while the proportion of foreign passengers using the airport was also similar to 2002 levels at 13%.

Surface Origin/Destination

The pattern of surface origin/destination at Manchester has changed slightly with 46% of international terminating passengers travelling to or from points outside the North West region in 2003 as opposed to 48% in 2002. The proportion of domestic traffic originating from outside the North West has remained unchanged over the same period at 21%. At Liverpool the pattern remains much unchanged from that of 1999, with around 21% of international terminating traffic originating outside the North West. The proportion of domestic traffic has however fallen slightly from 22% to 20%.

Surface Access

At Liverpool, 10% of passengers used public transport in 2003, up from 5% in 1999. The use of private cars has remained around 64% over the same period; however, the use of taxis and minicabs has fallen from 27% to 21%. At Manchester the number of passengers recorded using private cars fell slightly from 60% in 2002 to 58% in 2003. There was an increase in the number of passengers using public transport, up from 9% to 10%, with the share of traffic that the rail link to Manchester handled growing to 7% of terminating passengers throughout 2003, an increase of 1 percentage point. The demand for taxis remained unchanged at 29%.

Business Travel

The proportion of UK business passengers from the production (manufacturing) industries has remained around 40% at Manchester.

Socio-economic Group

Over 60% of UK business passengers at Liverpool and Manchester were from socio-economic groups A and B. The proportion of UK leisure passengers from socio-economic groups A/B is 32% at Liverpool, up from 28% in 1999 and 30% at Manchester, up from 29% in 2002.

Sex, Group Size and Trip Length

The proportion of women travelling on business in 2003 increased slightly to 23% at Manchester. At Liverpool Airport, however, a 4% point decrease was recorded, with 15% of business passengers being women. For UK scheduled international business passengers, 16% at Manchester and 40% at Liverpool were away for 24 hours or less.

Age and Family Make-up

The average age of UK business passengers remained around 42 years at both Liverpool and Manchester. The average age of UK leisure passengers slightly increased to 40 years at Liverpool compared with around 41 years at Manchester. The proportion of UK leisure passengers on international trips with no children under 16 years living in the household was 74% at Manchester and 73% at Liverpool.

Income

The average UK business passenger at Liverpool earned £47,000 and at Manchester, £59,000. The corresponding figure at London was £71,000. The household income of the average UK leisure passenger at Liverpool was £35,000 and at Manchester was £37,000. The corresponding figure at London was £49,000.

SUMMARY

SOUTH WEST

The 2003 origin/destination survey was conducted at 12 UK airports including Birmingham, Bristol, Cardiff, East Midlands, Exeter, Gatwick, Heathrow, Liverpool, London City, Luton, Manchester and Stansted.

This executive summary deals with the Bristol, Cardiff and Exeter Airports. Each of these airports had last been surveyed in 2000.

Overall Market

In 2003, Bristol, Cardiff and Exeter Airports handled just over 6 million passengers, accounting for 3% of all passengers using UK airports which compares to the 3.9 million (2%) recorded during 2000.

Of the three airports, Bristol handled more than double the amount of traffic to its nearest competitor Cardiff, at 3.9 million passengers. Traffic at Exeter Airport has remained fairly constant over the past few years at around 350,000 per annum.

At the three airports, the split between UK and Foreign passengers has remained similar to that recorded during 2000, with UK passengers dominating at over 90%. There appears to be a slight drop in the proportion of business travel, down as a group from 19% in 2000 to 17% in 2003. This trend can be observed at each of the three airports, though is perhaps more pronounced at Bristol with a fall from 25% to 20% and a corresponding rise in leisure traffic.

The three airports were dominated by charter traffic in 2000, but by 2003 the share of charter operations had fallen from over 60% to under 40%. The greatest change was recorded at Bristol, with the proportion of scheduled passengers increasing from 46% to 68% over the period.

The proportion of passengers on international charter flights at Bristol has declined since 2000 but this may be explained by leisure passengers switching to services by EasyJet and resulting in growth in both the domestic and international scheduled services. Since 2000, the proportion of passengers travelling on scheduled domestic services has increased from 20% to 28% and terminal passenger traffic grew from 2.6 million to 3.8 million.

A similar story can also be told at Cardiff, where the proportion of passengers travelling on international charter services has declined from 73% in 2000 to 50% in 2003. This decline was offset by a growth in scheduled services, with the proportion of passengers travelling on international services increasing from 21% to 32% while domestic services grew from 6% in 2000 to 18% in 2003.

The composition of traffic at Exeter also changed with an increase in the proportion of international charter passengers from 58% in 2000 to 71% in 2003. There was a corresponding decline in domestic scheduled traffic, falling from 37% in 2000 to 22% in 2003. During this period of time total traffic grew at Exeter by around 60,000 passengers from 320,000 to 380,000 in 2003.

Transfer Market

There is no significant interlining at any of these airports.

Terminating Market

At Bristol, 20% of terminating passengers were travelling for business reasons, down on 2000 levels (24%). The proportion of foreign residents using the airport fell from 11% to 9%. A similar decrease in the proportion of business terminating traffic was also observed at Cardiff, with the market share fell from 13% in 2000 to 11% in 2003. The proportion of foreign passengers using the airport also continued to fall from 8% in 2000 to 6% in 2003.

At Exeter, the proportion of foreign terminating passengers remained at around 3%.

Ground Origins

The pattern of surface origin/destination at Bristol Airport has changed little since 2000, with around 86% of terminating traffic originating/ending their surface journey in the South West. The only other region that contributed a significant amount of surface traffic was Wales, up from 248,000 in 2000 to 421,000 in 2003.

In respect of charter services, traffic from the South West region accounted for around 81%, with the balance of traffic coming from Wales. The proportion of domestic traffic originating from outside the South West has fallen from 12% to 11%, the number of passengers on domestic services has increased by around 600,000 over the last 3 years.

At Cardiff there has been no great shift in the composition of terminating traffic, with around 90% originating in Wales, and the balance from the South West planning region. Passenger traffic from the north of Wales seem to favour the airports in the North West planning region, with around 473,000 passengers using either Liverpool or Manchester during 2003.

There was no noticeable change in traffic using Exeter, with just under 98% of all surface passengers coming from the South West planning region.

Surface Access

At Bristol, 8% of passengers used public transport in 2003, up from 5% in 2000. The use of private cars (including hire vehicles) increased slightly from 78% in 2000 to 79% in 2003. There was a noticeable fall in the relative use of taxis and minicabs, down from 16% in 2000 to 13% in 2003. A similar fall in taxi usage was reported at Heathrow and Luton.

At Cardiff there was an increase in the proportion of passengers using private car, up from 68% in 2000 to just over 77% in 2003. There was a fall in the proportion of passengers using public transport, down from 13% in 2000 to just less than 8% in 2003. The proportion of passengers using taxis has dropped from 16% in 2000 to 12% in 2003, which in part can be explained by the growth of international leisure

traffic, up from 1.2 million passengers to 1.3 million passengers over the same period.

At Exeter, passengers still heavily favour the private car as the means of getting to the airport, slightly falling from 85% in 2000 to 83% in 2003. Taxi use increased over the same period from 10% to 12%.

Business Travel

Business travel accounts for around 400,000 passengers at the three airports, in turn dominated by over 90% UK residents. Production industries accounted for around one in four passengers across the three airports with the remaining 75% coming from the non-production sectors.

At Bristol, the proportion of UK business passengers involved in banking fell from 32% in 2000 to 17% in 2003. At Exeter this was a similar fall in the proportion of UK business passengers in this sector, while at Cardiff the proportion slightly grew from 19% to 21%. The sector attracting the highest proportion of UK business traffic was public services, accounting for over 30% at Bristol, 27% at Cardiff and 23% at Exeter in 2003.

Socio-economic Group

Around 54% of terminating UK business passengers using the South West Airports were from socio-economic groups A or B, with 29% of UK leisure passengers also being recorded from this group.

Over 62% of UK business passengers at Exeter were from socio-economic groups A or B. This compares with the 55% at Bristol, 66% at Heathrow and 47% at Cardiff. The proportion of UK leisure passengers from socio economic groups A or B was 30% at Bristol and Exeter and around 24% at Cardiff.

Group Size Trip Length & Gender

The majority of terminating passengers using the South West Airports were travelling alone (82%). Considering the South West Airports as a whole, UK business passengers on international services were away on average 4 days, while foreign business passengers slightly longer at 5 days.

UK residents on international business trips tended to involve at least one overnight stay with less than 15% of passengers at the South West Airports being away for less than 24 hours.

The proportion of women travelling on business in 2003 fell from 11% to 8% at Bristol. There was a similar fall recorded at Exeter, down from 6% to 3%. At Cardiff however, the proportion of female business passengers has increased from 5% to 8%.

Income

The average UK salary recorded at the South West Airports was £40,000, with the average foreign salary slightly higher at £46,000. The average UK business individual income recorded at the South West Airports was £44,000, with non-UK business residents earning slightly more at £51,000. The average UK leisure household income was £39,000, with their non-UK counterparts earning around £44,000.

Age Profile

At the South West Airports, the average age of UK business passengers was found to be around 41 years. UK leisure passengers trended to be slightly older, with an average of 45 years being recorded.

UK passengers using Exeter seemed to be slightly older on average than passengers found at the other South West Airports, with UK leisure passengers being around 47 years and their foreign counterparts 54 years.

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Table 1
 Terminal passengers (millions) and UK market share (%) at 2003 Survey Airports

Year	Birmingham %	Bristol %	Cardiff %	East Midlands %	Exeter %	Gatwick %	Heathrow %	Liverpool %	London City %	Luton %	Manchester %	Stansted %	Other %	Total (M)
2003	4.4	1.9	0.9	2.1	0.2	14.8	31.2	1.6	0.7	3.4	9.6	9.2	19.9	202.4
2002	4.2	1.8	0.7	1.7	0.2	15.5	33.1	1.5	0.8	3.4	9.8	8.4	19.0	190.5
2001	4.2	1.4	0.8	1.3	0.2	16.9	32.9	1.2	0.9	3.6	10.4	7.4	18.8	183.7
2000	4.1	1.2	0.8	1.2	0.2	17.5	35.2	1.1	0.9	3.4	10.0	6.5	18.0	182.6
1999	4.1	1.1	0.8	1.3	0.2	17.8	36.2	0.8	0.8	3.1	10.2	5.5	18.3	171.1
1998	4.1	1.1	0.8	1.3	0.1	18.0	37.3	0.5	0.8	2.5	10.6	4.2	18.5	161.7
1997	3.9	1.0	0.7	1.3	0.1	17.9	38.7	0.5	0.8	2.2	10.5	3.6	18.8	149.5
1996	3.9	1.0	0.7	1.3	0.1	17.4	40.2	0.4	0.5	1.7	10.4	3.4	18.8	138.6
1995	3.9	1.1	0.8	1.4	0.1	16.9	41.0	0.4	0.4	1.4	11.0	2.9	18.7	132.1
1994	3.8	1.0	0.8	1.3	0.1	16.8	41.1	0.3	0.4	1.4	11.5	2.6	18.8	124.9
1993	3.5	1.0	0.7	1.2	0.2	17.5	41.5	0.4	0.2	1.5	11.2	2.3	18.9	114.7
1992	3.4	0.9	0.6	1.2	0.2	18.3	41.4	0.4	0.2	1.7	10.8	2.1	18.9	108.6
1991	3.3	0.8	0.5	1.2	0.2	19.0	41.0	0.5	0.2	1.8	10.3	1.7	19.6	98.2
1990	3.3	0.7	0.6	1.2	0.2	20.0	40.5	0.5	0.2	2.4	9.6	1.1	19.7	105.3
1989	3.3	0.8	0.7	1.4	0.2	20.8	38.9	0.5	0.2	2.6	9.9	1.3	19.4	101.7
1988	2.9	0.7	0.6	1.4	0.2	21.6	39.1	0.4	0.1	2.7	9.9	1.1	19.2	95.9
1987	3.0	0.7	0.7	1.5	0.2	21.9	39.2	0.4	0.0	2.7	9.7	0.8	19.2	88.6
1986	2.7	0.6	0.6	1.4	0.2	21.0	40.4	0.3	0.0	2.3	9.7	0.7	20.0	77.5

Table 2.1

Type of terminal passengers by flight and route at Birmingham Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	50.1	34.0	84.1	15.8	0.1	15.9	8,924
2002	47.5	37.0	84.6	15.3	0.1	15.4	7,911
2001	47.7	37.2	84.9	15.0	0.1	15.1	7,711
2000	45.7	38.1	83.8	16.0	0.1	16.2	7,492
1999	43.8	39.5	83.3	16.5	0.2	16.7	6,933
1998	44.0	38.1	82.0	17.9	0.1	18.0	6,606
1997	43.6	38.5	82.1	17.7	0.2	17.9	5,903
1996	43.1	38.8	81.9	17.8	0.2	18.1	5,351
1995	40.2	41.8	82.0	17.8	0.3	18.0	5,192
1994	36.9	45.6	82.5	17.2	0.3	17.5	4,782
1993	35.3	45.4	80.7	18.8	0.5	19.3	4,032
1992	35.0	44.8	79.7	19.9	0.4	20.3	3,651
1991	37.1	40.8	77.8	21.8	0.4	22.2	3,244
1990	36.0	40.5	76.5	22.7	0.8	23.5	3,492
1989	31.1	47.2	78.2	21.0	0.7	21.8	3,331
1988	28.0	50.9	79.0	20.1	0.9	21.0	2,774
1987	24.4	55.7	80.0	19.1	0.9	20.0	2,634
1986	23.4	54.9	78.4	20.4	1.2	21.6	2,091

Source: CAA airport statistics

Table 2.2
 Type of terminal passengers by flight and route at Bristol Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	38.7	33.7	72.5	27.5	0.0	27.5	3,874
2002	35.1	38.1	73.2	26.7	0.1	26.8	3,401
2001	34.4	45.8	80.2	19.7	0.1	19.8	2,643
2000	27.2	54.0	81.2	18.7	0.1	18.8	2,106
1999	24.8	56.4	81.2	18.7	0.1	18.8	1,948
1998	24.5	55.6	80.1	19.8	0.1	19.9	1,796
1997	23.9	55.8	79.7	20.1	0.2	20.3	1,567
1996	20.1	61.4	81.5	18.3	0.2	18.5	1,374
1995	18.1	65.0	83.2	16.6	0.3	16.8	1,415
1994	17.4	65.5	82.9	16.6	0.4	17.1	1,269
1993	18.4	65.0	83.4	16.5	0.1	16.6	1,111
1992	18.3	66.4	84.7	15.1	0.1	15.3	1,026
1991	21.1	60.8	81.9	17.4	0.7	18.1	0,782
1990	18.8	71.9	90.8	8.6	0.6	9.2	0,774
1989	14.0	80.1	94.1	5.8	0.1	5.9	0,837
1988	12.3	81.7	94.0	5.7	0.2	6.0	0,705
1987	11.2	83.5	94.7	5.0	0.3	5.3	0,645
1986	10.5	80.5	91.0	8.4	0.5	9.0	0,469

Source: CAA airport statistics

Table 2.3

Type of terminal passengers by flight and route at Cardiff Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	31.6	50.0	81.6	17.7	0.7	18.4	1,900
2002	24.3	68.1	92.4	6.8	0.8	7.6	1,416
2001	25.8	66.8	92.6	6.6	0.9	7.4	1,524
2000	20.7	73.0	93.8	6.2	0.1	6.2	1,498
1999	17.1	75.4	92.5	6.8	0.7	7.5	1,297
1998	17.5	75.2	92.7	7.2	0.1	7.3	1,227
1997	18.0	72.1	90.1	9.1	0.8	9.9	1,119
1996	16.1	74.8	90.9	8.9	0.2	9.1	1,001
1995	9.7	82.0	91.7	7.2	1.0	8.3	1,025
1994	9.5	83.2	92.7	7.1	0.2	7.3	0,989
1993	10.6	80.4	91.0	7.8	1.2	9.0	0,764
1992	11.6	78.6	90.2	7.9	1.9	9.8	0,653
1991	11.8	77.4	89.2	7.7	3.1	10.8	0,513
1990	8.3	83.7	92.0	5.6	2.4	8.0	0,592
1989	5.4	84.9	90.3	8.3	1.3	9.7	0,696
1988	5.6	84.4	90.0	9.3	0.7	10.0	0,617
1987	1.4	90.3	91.7	7.2	1.0	8.3	0,632
1986	1.7	88.1	89.9	9.4	0.7	10.1	0,487

Source: CAA airport statistics

Table 2.4

Type of terminal passengers by flight and route at East Midlands Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	44.6	36.0	80.6	19.3	0.1	19.4	4,254
2002	33.9	49.1	83.0	16.8	0.1	17.0	3,233
2001	18.3	67.8	86.1	13.7	0.2	13.9	2,380
2000	19.7	65.0	84.7	15.2	0.1	15.3	2,227
1999	20.1	63.6	83.7	16.2	0.1	16.3	2,217
1998	19.3	63.4	82.6	17.3	0.1	17.4	2,135
1997	15.7	65.3	81.0	18.8	0.2	19.0	1,877
1996	15.5	63.4	78.9	20.9	0.2	21.1	1,820
1995	13.8	68.1	81.9	17.9	0.2	18.1	1,877
1994	13.2	69.6	82.7	17.1	0.2	17.3	1,613
1993	12.6	68.1	80.7	18.7	0.5	19.3	1,372
1992	12.9	63.5	76.5	23.1	0.4	23.5	1,250
1991	12.7	57.4	70.1	29.4	0.5	29.9	1,144
1990	12.9	56.0	68.9	30.4	0.7	31.1	1,278
1989	9.9	63.3	73.2	25.9	0.9	26.8	1,452
1988	9.2	65.3	74.5	24.9	0.6	25.5	1,329
1987	8.9	68.8	77.7	21.6	0.8	22.3	1,287
1986	6.8	69.2	75.9	23.2	0.9	24.1	1,122

Source: CAA airport statistics

Table 2.5

Type of terminal passengers by flight and route at Exeter Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	6.9	71.5	78.4	21.5	0.1	21.6	0,378
2002	6.8	68.6	75.4	24.4	0.2	24.6	0,336
2001	5.6	63.4	69.0	30.5	0.5	31.0	0,332
2000	5.7	57.4	63.1	36.7	0.1	36.9	0,316
1999	4.6	57.2	61.8	38.0	0.2	38.2	0,287
1998	5.2	52.3	57.5	42.2	0.2	42.5	0,240
1997	5.4	53.2	58.6	41.0	0.3	41.4	0,211
1996	5.7	50.7	56.3	43.5	0.2	43.7	0,201
1995	7.7	48.4	56.2	43.5	0.3	43.8	0,180
1994	12.8	54.5	67.3	32.6	0.1	32.7	0,179
1993	7.4	61.5	68.9	30.0	1.0	31.1	0,173
1992	1.3	53.3	54.6	42.8	2.6	45.4	0,167
1991	0.6	41.3	42.0	56.7	1.3	58.0	0,164
1990	0.5	41.1	41.6	57.4	1.0	58.4	0,217
1989	0.1	45.1	45.2	53.9	0.9	54.8	0,220
1988	0.0	38.9	38.9	60.6	0.5	61.1	0,165
1987	0.9	47.0	47.9	51.3	0.9	52.1	0,167
1986	2.5	42.1	44.7	53.8	1.5	55.3	0,121

Source: CAA airport statistics

Table 2.6

Type of terminal passengers by flight and route at Gatwick Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	52.0	35.0	86.9	13.0	0.0	13.1	29,893
2002	50.9	37.5	88.4	11.6	0.0	11.6	29,518
2001	54.8	35.6	90.4	9.6	0.0	9.6	31,096
2000	56.5	34.2	90.7	9.1	0.2	9.3	31,952
1999	54.9	35.9	90.7	9.1	0.1	9.3	30,398
1998	52.9	37.4	90.3	9.6	0.2	9.7	29,033
1997	51.6	38.9	90.5	9.2	0.4	9.5	26,808
1996	50.5	40.5	90.9	8.7	0.3	9.1	24,103
1995	46.6	44.9	91.5	8.0	0.4	8.5	22,389
1994	44.8	46.9	91.7	7.8	0.4	8.3	21,049
1993	47.5	44.8	92.3	7.1	0.6	7.7	20,065
1992	49.2	44.5	93.7	5.9	0.4	6.3	19,846
1991	49.6	44.4	94.0	5.7	0.3	6.0	18,703
1990	51.2	41.6	92.8	6.8	0.3	7.2	21,033
1989	45.0	47.9	92.9	6.7	0.4	7.1	21,170
1988	39.4	54.2	93.6	6.1	0.3	6.4	20,782
1987	37.1	56.5	93.7	5.9	0.4	6.3	19,423
1986	35.7	57.0	92.8	6.8	0.4	7.2	16,336

Source: CAA airport statistics

Table 2.7

Type of terminal passengers by flight and route at Heathrow Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	89.3	0.1	89.5	10.5	0.0	10.5	63,207
2002	89.2	0.2	89.4	10.6	0.0	10.6	63,035
2001	88.8	0.2	89.0	11.0	0.0	11.0	60,453
2000	88.2	0.2	88.5	11.5	0.0	11.5	64,289
1999	88.2	0.2	88.4	11.6	0.0	11.6	61,983
1998	87.9	0.2	88.1	11.9	0.0	11.9	60,362
1997	87.3	0.2	87.5	12.5	0.0	12.5	57,855
1996	86.4	0.2	86.6	13.4	0.0	13.4	55,732
1995	86.3	0.2	86.5	13.5	0.0	13.5	54,139
1994	85.8	0.3	86.2	13.8	0.0	13.8	51,382
1993	85.4	0.4	85.8	14.2	0.0	14.2	47,608
1992	84.6	0.5	85.1	14.9	0.0	14.9	44,978
1991	83.0	0.3	83.3	16.7	0.0	16.7	40,253
1990	82.6	0.1	82.7	17.2	0.0	17.3	42,641
1989	81.9	0.1	82.0	18.0	0.0	18.0	39,584
1988	81.5	0.1	81.7	18.3	0.0	18.3	37,489
1987	82.1	0.2	82.3	17.7	0.0	17.7	34,766
1986	81.9	0.2	82.1	17.9	0.0	17.9	31,309

Source: CAA airport statistics

Table 2.8

Type of terminal passengers by flight and route at Liverpool Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	63.8	12.7	76.4	23.4	0.2	23.6	3,175
2002	59.4	14.6	74.0	25.8	0.2	26.0	2,835
2001	59.1	9.5	68.6	31.1	0.3	31.4	2,251
2000	53.4	10.0	63.4	36.6	0.1	36.6	1,978
1999	49.6	15.4	65.1	34.9	0.1	34.9	1,301
1998	35.7	26.2	61.9	38.0	0.1	38.1	0,867
1997	27.9	26.7	54.6	44.7	0.7	45.4	0,680
1996	25.4	31.0	56.5	41.9	1.6	43.5	0,618
1995	33.1	24.2	57.3	40.9	1.8	42.7	0,502
1994	45.3	5.3	50.6	47.6	1.8	49.4	0,432
1993	44.1	7.4	51.5	47.2	1.3	48.5	0,460
1992	41.1	6.9	48.0	50.7	1.4	52.0	0,445
1991	31.0	6.4	37.4	61.5	1.1	62.6	0,456
1990	23.6	5.8	29.4	67.4	3.2	70.6	0,474
1989	24.2	4.8	29.0	66.5	4.5	71.0	0,476
1988	19.3	3.0	22.3	73.8	3.9	77.7	0,352
1987	13.3	8.3	21.6	75.1	3.3	78.4	0,332
1986	10.3	3.9	14.2	80.0	5.9	85.8	0,251

Source: CAA airport statistics

Table 2.9

Type of terminal passengers by flight and route at London City Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	71.0	0.1	71.0	28.9	0.0	29.0	1,471
2002	73.9	0.1	74.0	26.0	0.0	26.0	1,602
2001	71.8	0.0	71.9	28.1	0.0	28.1	1,619
2000	80.4	0.0	80.5	19.5	0.0	19.5	1,581
1999	86.6	0.1	86.7	13.3	0.0	13.3	1,384
1998	86.9	0.1	87.0	13.0	0.0	13.0	1,358
1997	91.4	0.1	91.6	8.4	0.0	8.4	1,159
1996	96.8	0.1	96.9	3.1	0.0	3.1	0,724
1995	99.6	0.1	99.7	0.1	0.2	0.3	0,553
1994	97.2	0.1	97.3	2.7	0.0	2.7	0,477
1993	99.7	0.3	99.9	0.0	0.1	0.1	0,244
1992	98.3	0.2	98.5	0.2	1.3	1.5	0,186
1991	94.9	0.3	95.1	2.5	2.4	4.9	0,172
1990	96.0	0.4	96.4	3.2	0.4	3.6	0,230
1989	95.5	1.0	96.5	3.2	0.3	3.5	0,216
1988	96.6	0.1	96.7	3.2	0.1	3.3	0,133
1987	97.3	0.0	97.3	2.7	0.0	2.7	0,015
1986							

Source: CAA airport statistics

Table 2.10
 Type of terminal passengers by flight and route at Luton Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	61.8	13.1	74.9	25.0	0.1	25.1	6,786
2002	56.6	16.4	73.0	26.9	0.1	27.0	6,474
2001	51.7	21.5	73.1	26.8	0.1	26.9	6,540
2000	50.2	21.8	72.1	27.9	0.1	27.9	6,164
1999	48.9	26.1	75.0	24.9	0.1	25.0	5,248
1998	45.9	33.5	79.3	20.6	0.1	20.7	4,114
1997	39.7	37.3	77.1	22.5	0.4	22.9	3,221
1996	31.2	49.9	81.1	18.7	0.2	18.9	2,410
1995	24.0	68.7	92.7	6.7	0.6	7.3	1,805
1994	21.0	71.9	92.9	6.1	1.1	7.1	1,795
1993	16.9	71.8	88.6	10.6	0.8	11.4	1,843
1992	13.7	74.8	88.6	10.6	0.9	11.4	1,945
1991	17.8	69.6	87.4	12.1	0.5	12.6	1,953
1990	28.7	61.2	89.8	9.2	1.0	10.2	2,674
1989	28.1	67.5	95.6	3.8	0.6	4.4	2,832
1988	27.0	70.4	97.4	1.9	0.7	2.6	2,797
1987	18.8	79.9	98.8	0.6	0.6	1.2	2,573
1986	6.1	92.3	98.4	0.8	0.8	1.6	1,962

Source: CAA airport statistics

Table 2.11

Type of terminal passengers by flight and route at Manchester Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	36.3	48.0	84.3	15.6	0.1	15.7	19,520
2002	34.7	50.6	85.3	14.6	0.1	14.7	18,618
2001	34.6	50.6	85.2	14.7	0.1	14.8	19,082
2000	34.0	49.6	83.5	15.7	0.8	16.5	18,321
1999	30.8	52.8	83.6	15.4	1.0	16.4	17,408
1998	29.9	53.7	83.6	15.3	1.1	16.4	17,188
1997	30.4	53.1	83.5	15.5	1.0	16.5	15,725
1996	29.2	52.4	81.7	16.9	1.5	18.3	14,483
1995	26.1	56.4	82.5	16.4	1.2	17.5	14,529
1994	25.1	57.8	83.0	16.0	1.1	17.0	14,328
1993	24.7	57.9	82.6	16.2	1.1	17.4	12,821
1992	24.2	58.1	82.3	16.7	1.0	17.7	11,666
1991	24.5	55.9	80.4	18.6	0.9	19.6	10,095
1990	25.8	52.4	78.2	20.8	0.9	21.8	10,152
1989	21.3	58.4	79.7	19.2	1.1	20.3	10,109
1988	19.6	60.4	80.0	18.8	1.2	20.0	9,501
1987	17.0	63.4	80.4	18.7	0.9	19.6	8,647
1986	15.7	63.6	79.3	19.7	1.0	20.7	7,508

Source: CAA airport statistics

Table 2.12

Type of terminal passengers by flight and route at Stansted Airport in 2003.

Year	International			Domestic			Total Passengers 000's
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	
2003	79.3	6.3	85.6	14.4	0.0	14.4	18,714
2002	77.4	7.3	84.6	15.3	0.1	15.4	16,009
2001	76.9	8.3	85.2	14.7	0.1	14.8	13,603
2000	77.4	10.6	88.0	11.9	0.1	12.0	11,856
1999	70.8	13.6	84.3	15.6	0.1	15.7	9,409
1998	60.2	21.6	81.8	18.1	0.2	18.2	6,829
1997	53.5	24.5	78.0	21.8	0.3	22.0	5,355
1996	53.9	23.7	77.6	22.2	0.3	22.4	4,811
1995	55.7	22.9	78.6	21.0	0.4	21.4	3,885
1994	56.3	28.8	85.1	14.7	0.2	14.9	3,250
1993	58.0	29.2	87.2	12.5	0.3	12.8	2,667
1992	57.2	30.2	87.4	12.3	0.2	12.6	2,330
1991	43.4	40.6	84.0	15.8	0.2	16.0	1,683
1990	21.2	65.9	87.1	12.3	0.6	12.9	1,149
1989	16.9	74.0	91.0	7.6	1.4	9.0	1,309
1988	17.8	72.3	90.1	8.5	1.4	9.9	1,032
1987	16.2	68.6	84.8	14.3	1.0	15.2	0,703
1986	15.1	73.0	88.1	9.2	2.7	11.9	0,539

Source: CAA airport statistics

Table 3
 Type of passengers using the 2003 survey airports.

Airport	Terminate				Connect				Total	
	International		Domestic		International		Domestic			
	000's	%	000's	%	000's	%	000's	%	000's	%
Birmingham	7040.9	81.5	1276.4	14.8	200.6	2.3	123.8	1.4	8641.6	100.0
Bristol	2780.1	71.4	1082.8	27.8	15.0	0.4	16.5	0.4	3894.4	100.0
Cardiff	1502.1	81.5	337.6	18.3	2.3	0.1	1.3	0.1	1843.4	100.0
East Midlands	3342.7	79.9	805.4	19.2	19.8	0.5	16.3	0.4	4184.2	100.0
Exeter	287.4	78.9	75.8	20.8	0.6	0.2	0.2	0.1	364.1	100.0
Gatwick	22009.0	75.3	2623.2	9.0	3376.6	11.5	1236.2	4.2	29245.0	100.0
Heathrow	36593.5	58.1	3542.7	5.6	19767.1	31.4	3102.0	4.9	63005.4	100.0
Liverpool	2284.6	77.7	548.5	18.6	65.8	2.2	42.2	1.4	2941.1	100.0
London City	1009.8	70.3	400.3	27.9	16.8	1.2	9.0	0.6	1435.8	100.0
Luton	4701.0	70.4	1533.9	23.0	290.1	4.3	156.3	2.3	6681.2	100.0
Manchester	15187.5	81.5	2900.3	15.6	316.2	1.7	240.3	1.3	18644.2	100.0
Stansted	13626.0	74.1	2118.7	11.5	2077.7	11.3	563.2	3.1	18385.6	100.0

Table 4
 Characteristics of terminating passengers at the 2003 survey airports.

Airport	International Business				International Leisure				Domestic Business				Domestic Leisure				Total	
	UK		Foreign		UK		Foreign		UK		Foreign		UK		Foreign			
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%		
Birmingham	843.6	10.1	480.1	5.8	5125.3	61.6	591.9	7.1	587.6	7.1	17.6	0.2	653.7	7.9	17.5	0.2	8317.3	100
Bristol	222.0	5.7	96.7	2.5	2249.7	58.2	211.7	5.5	441.4	11.4	3.1	0.1	620.1	16.1	18.2	0.5	3862.9	100
Cardiff	82.7	4.5	29.9	1.6	1314.3	71.4	75.3	4.1	93.3	5.1	2.2	0.1	232.7	12.6	9.4	0.5	1839.7	100
East Midlands	189.4	4.6	75.4	1.8	2914.5	70.3	163.4	3.9	381.6	9.2	4.3	0.1	406.2	9.8	13.4	0.3	4148.1	100
Exeter	3.7	1.0	1.5	0.4	273.8	75.4	8.5	2.4	18.8	5.2	0.1	0.0	56.5	15.5	0.5	0.1	363.3	100
Gatwick	1623.1	6.6	1288.0	5.2	15927.1	64.7	3168.3	12.9	1155.4	4.7	52.6	0.2	1333.2	5.4	81.4	0.3	24629.1	100
Heathrow	7134.9	17.8	6371.8	15.9	13744.9	34.3	9279.9	23.2	2093.0	5.2	134.8	0.3	1168.5	2.9	142.6	0.4	40070.3	100
Liverpool	227.5	8.0	138.0	4.9	1549.5	54.7	369.5	13.0	190.7	6.7	5.5	0.2	335.9	11.9	16.4	0.6	2833.1	100
London City	299.7	21.3	301.4	21.4	216.3	15.4	189.7	13.5	226.0	16.1	7.4	0.5	158.0	11.2	8.3	0.6	1406.8	100
Luton	529.8	8.5	355.0	5.7	2993.5	48.0	822.7	13.2	625.6	10.0	11.1	0.2	849.9	13.6	47.3	0.8	6234.9	100
Manchester	1255.1	6.9	779.3	4.3	11991.4	66.3	1160.8	6.4	1420.7	7.9	181.1	1.0	1119.0	6.2	179.4	1.0	18086.9	100
Stansted	1436.3	9.1	658.9	4.2	7718.3	49.0	3812.4	24.2	700.5	4.4	13.0	0.1	1316.1	8.4	89.1	0.6	15744.7	100
Total	13847.9	10.9	10575.8	8.3	66018.7	51.8	19854.0	15.6	7934.7	6.2	432.9	0.3	8249.6	6.5	623.4	0.5	127537.0	100

Table 5
 Characteristics of terminal passengers at the 2003 survey airports.

Airport	International Business				International Leisure				Domestic Business				Domestic Leisure				Total	
	UK		Foreign		UK		Foreign		UK		Foreign		UK		Foreign			
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%		
Birmingham	862.0	10.0	494.6	5.7	5231.8	60.5	653.1	7.6	597.6	6.9	29.3	0.3	723.8	8.4	49.4	0.6	8641.6	100
Bristol	222.6	5.7	99.2	2.5	2259.9	58.0	213.3	5.5	446.5	11.5	3.7	0.1	630.4	16.2	18.6	0.5	3894.4	100
Cardiff	82.7	4.5	29.9	1.6	1316.2	71.4	75.7	4.1	93.3	5.1	2.2	0.1	234.0	12.7	9.4	0.5	1843.4	100
East Midlands	190.2	4.5	77.3	1.8	2927.5	70.0	167.5	4.0	383.0	9.2	4.6	0.1	418.2	10.0	15.9	0.4	4184.2	100
Exeter	3.7	1.0	1.5	0.4	274.3	75.3	8.6	2.4	18.8	5.2	0.1	0.0	56.6	15.5	0.6	0.2	364.1	100
Gatwick	1903.9	6.5	1903.6	6.5	16935.9	58.0	4612.4	15.8	1380.3	4.7	130.0	0.4	2093.6	7.2	254.1	0.9	29213.8	100
Heathrow	7750.4	12.3	11414.8	18.2	15432.8	24.6	21610.6	34.4	2502.7	4.0	578.3	0.9	2528.6	4.0	1022.5	1.6	62840.6	100
Liverpool	229.5	7.8	140.1	4.8	1594.7	54.2	386.1	13.1	191.9	6.5	6.2	0.2	372.7	12.7	19.9	0.7	2941.1	100
London City	302.2	21.1	307.6	21.5	217.9	15.2	196.1	13.7	229.1	16.0	8.8	0.6	161.0	11.2	9.7	0.7	1432.5	100
Luton	547.0	8.2	381.1	5.7	3119.4	46.7	943.7	14.1	639.4	9.6	20.1	0.3	932.2	14.0	98.5	1.5	6681.2	100
Manchester	1282.0	6.9	856.1	4.6	12064.6	64.7	1300.1	7.0	1460.0	7.8	225.3	1.2	1225.9	6.6	228.5	1.2	18642.6	100
Stansted	1485.0	8.1	893.3	4.9	8207.4	44.6	5118.1	27.8	765.0	4.2	30.7	0.2	1616.6	8.8	269.6	1.5	18385.6	100
Total	14861.2	9.3	16599.0	10.4	69582.2	43.7	35285.4	22.2	8707.7	5.5	1039.3	0.7	10993.6	6.9	1996.7	1.3	159065.2	100

Table 6.1

Origin/destination of terminating scheduled passengers at the 2003 survey airports.

Region	Gatwick		Heathrow		Luton		London City		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	398	2.7	1102	2.7	331	6.1	43	3.1	1948	13.1	3821	5.0
East Midlands	332	2.2	913	2.3	409	7.6	9	0.6	766	5.2	2429	3.2
North West	112	0.8	197	0.5	20	0.4	1	0.0	166	1.1	496	0.6
Northern	25	0.2	102	0.3	14	0.3	2	0.1	39	0.3	182	0.2
Northern Ireland	1	0.0	3	0.0	0	0.0	0	0.0	0	0.0	4	0.0
Scotland	13	0.1	50	0.1	2	0.0	1	0.1	21	0.1	88	0.1
South East	12667	85.5	33024	82.4	4265	78.9	1338	94.9	10648	71.8	61942	80.9
South West	676	4.6	2684	6.7	124	2.3	9	0.6	434	2.9	3927	5.1
Wales	159	1.1	659	1.6	31	0.6	1	0.1	119	0.8	969	1.3
West Midlands	272	1.8	898	2.2	148	2.7	4	0.3	380	2.6	1702	2.2
Yorkshire & Humberside	153	1.0	460	1.1	63	1.2	3	0.2	312	2.1	990	1.3
Total	14809	100	40093	100	5406	100	1410	100	14833	100	76550	100

Region	Birmingham		Bristol		Cardiff		Exeter		East Midlands		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	24	0.4	3	0.1	0	0.0	0	0.1	12	0.5	39	0.3
East Midlands	773	14.1	3	0.1	0	0.0	0	0.0	1667	63.9	2443	20.8
North West	48	0.9	2	0.1	0	0.0	0	0.3	77	2.9	126	1.1
Northern	67	1.2	3	0.1	0	0.0	0	0.1	24	0.9	94	0.8
Northern Ireland	3	0.1	0	0.0	0	0.0	0	0.1	1	0.0	5	0.0
Scotland	7	0.1	0	0.0	1	0.2	0	0.0	4	0.2	13	0.1
South East	234	4.3	42	1.6	2	0.2	1	1.3	40	1.5	320	2.7
South West	251	4.6	2332	88.3	55	6.1	90	95.3	13	0.5	2741	23.4
Wales	78	1.4	213	8.1	849	92.7	2	2.4	23	0.9	1165	9.9
West Midlands	3870	70.8	41	1.5	7	0.8	0	0.3	407	15.6	4326	36.9
Yorkshire & Humberside	108	2.0	1	0.0	1	0.1	0	0.1	341	13.1	451	3.8
Total	5462	100	2640	100	916	100	94	100	2608	100	11721	100

Table 6.1 (Continued)

Origin/destination of terminating scheduled passengers at the 2003 survey airports.

Region	Manchester		Liverpool		Total	
	000's	%	000's	%	000's	%
East Anglia	4	0.0	1	0.0	5	0.0
East Midlands	291	3.1	15	0.6	306	2.6
North West	6282	66.7	1911	77.9	8193	69.0
Northern	333	3.5	87	3.5	419	3.5
Northern Ireland	1	0.0	2	0.1	3	0.0
Scotland	61	0.6	32	1.3	93	0.8
South East	29	0.3	3	0.1	33	0.3
South West	18	0.2	5	0.2	23	0.2
Wales	295	3.1	135	5.5	430	3.6
West Midlands	438	4.7	87	3.5	525	4.4
Yorkshire & Humberside	1658	17.6	178	7.2	1836	15.5
			2454	100		
Total	9412	100	2454	100	11866	100

Table 6.2

Origin/destination of terminating charter passengers at the 2003 survey airports.

Region	Gatwick		Heathrow		Luton		London City		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	422	4.3	0	0.2	141	17.0	0	0.0	316	34.7	878	7.6
East Midlands	206	2.1	0	0.8	113	13.6	0	0.0	41	4.5	360	3.1
North West	26	0.3	0	0.0	1	0.2	0	0.0	2	0.2	30	0.3
Northern	5	0.1	0	0.0	2	0.2	0	0.0	1	0.1	8	0.1
Northern Ireland	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Scotland	15	0.2	0	0.0	1	0.1	0	0.0	0	0.0	15	0.1
South East	7541	76.8	22	51.4	519	62.6	0	0.0	519	56.9	8602	74.1
South West	928	9.4	6	14.6	19	2.3	0	0.0	7	0.7	960	8.3
Wales	268	2.7	3	6.9	1	0.1	0	0.0	9	0.9	280	2.4
West Midlands	344	3.5	0	0.0	29	3.5	0	0.0	16	1.8	390	3.4
Yorkshire & Humberside	68	0.7	11	26.1	4	0.5	0	0.0	2	0.2	84	0.7
Total	9822	100	43	100	829	100	0	0	912	100	11606	100

Region	Birmingham		Bristol		Cardiff		Exeter		East Midlands		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	9	0.3	0	0.0	0	0.0	0	0.0	6	0.4	15	0.2
East Midlands	532	18.6	2	0.1	1	0.2	0	0.1	949	61.6	1485	21.8
North West	30	1.0	1	0.0	2	0.2	0	0.0	3	0.2	35	0.5
Northern	20	0.7	0	0.0	0	0.0	0	0.1	4	0.3	24	0.4
Northern Ireland	0	0.0	2	0.1	0	0.0	0	0.0	0	0.0	2	0.0
Scotland	4	0.1	2	0.1	1	0.1	0	0.1	0	0.0	7	0.1
South East	63	2.2	7	0.6	3	0.3	1	0.4	11	0.7	86	1.3
South West	157	5.5	996	80.8	87	9.4	265	98.7	11	0.7	1517	22.2
Wales	71	2.5	208	16.9	817	88.7	2	0.7	10	0.7	1109	16.3
West Midlands	1885	65.9	14	1.2	11	1.2	0	0.0	254	16.5	2164	31.7
Yorkshire & Humberside	87	3.1	0	0.0	1	0.1	0	0.0	289	18.8	378	5.5
Total	2858	100	1232	100	922	100	269	100	1540	100	6821	100

Table 6.2 (Continued)

Origin/destination of terminating charter passengers at the 2003 survey airports.

Region	Manchester		Liverpool		Total	
	000's	%	000's	%	000's	%
East Anglia	1	0.0	0	0.0	1	0.0
East Midlands	745	8.6	0	0.1	746	8.2
North West	4189	48.3	326	85.8	4515	49.9
Northern	364	4.2	8	2.0	372	4.1
Northern Ireland	0	0.0	0	0.0	0	0.0
Scotland	286	3.3	2	0.6	288	3.2
South East	71	0.8	0	0.1	72	0.8
South West	50	0.6	1	0.2	51	0.6
Wales	279	3.2	22	5.7	300	3.3
West Midlands	721	8.3	6	1.7	728	8.0
Yorkshire & Humberside	1967	22.7	14	3.8	1982	21.9
Total	8674	100	379	100	9053	100

Table 6.3

Origin/destination of all terminating passengers at the 2003 survey airports.

Region	Gatwick		Heathrow		Luton		London City		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	820	3.3	1102	2.7	471	7.6	43	3.1	2264	14.4	4700	5.3
East Midlands	538	2.2	914	2.3	522	8.4	9	0.6	807	5.1	2789	3.2
North West	139	0.6	197	0.5	21	0.3	1	0.0	168	1.1	526	0.6
Northern	31	0.1	102	0.3	16	0.3	2	0.1	40	0.3	190	0.2
Northern Ireland	1	0.0	3	0.0	0	0.0	0	0.0	0	0.0	4	0.0
Scotland	28	0.1	50	0.1	3	0.0	1	0.1	21	0.1	103	0.1
South East	20209	82.0	33047	82.3	4784	76.7	1338	94.9	11167	70.9	70544	80.0
South West	1603	6.5	2690	6.7	143	2.3	9	0.6	441	2.8	4886	5.5
Wales	427	1.7	662	1.6	32	0.5	1	0.1	127	0.8	1249	1.4
West Midlands	616	2.5	898	2.2	177	2.8	4	0.3	396	2.5	2092	2.4
Yorkshire & Humberside	220	0.9	472	1.2	67	1.1	3	0.2	313	2.0	1075	1.2
Total	24631	100	40136	100	6235	100	1410	100	15745	100	88157	100

Region	Birmingham		Bristol		Cardiff		Exeter		East Midlands		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	33	0.4	3	0.1	0	0.0	0	0.0	18	0.4	54	0.3
East Midlands	1305	15.7	5	0.1	2	0.1	0	0.0	2616	63.1	3928	21.2
North West	78	0.9	2	0.1	2	0.1	0	0.1	80	1.9	162	0.9
Northern	86	1.0	3	0.1	0	0.0	0	0.1	28	0.7	119	0.6
Northern Ireland	3	0.0	2	0.0	0	0.0	0	0.0	1	0.0	6	0.0
Scotland	11	0.1	2	0.0	2	0.1	0	0.1	4	0.1	19	0.1
South East	297	3.6	50	1.3	4	0.2	2	0.6	52	1.2	405	2.2
South West	408	4.9	3328	85.9	142	7.7	355	97.8	24	0.6	4257	23.0
Wales	150	1.8	421	10.9	1666	90.7	4	1.2	33	0.8	2274	12.3
West Midlands	5755	69.2	55	1.4	18	1.0	0	0.1	661	15.9	6489	35.0
Yorkshire & Humberside	195	2.3	2	0.0	1	0.1	0	0.0	630	15.2	828	4.5
Total	8321	100	3873	100	1838	100	363	100	4148	100	18543	100

Table 6.3 (Continued)

Origin/destination of all terminating passengers at the 2003 survey airports.

Region	Manchester		Liverpool		Total	
	000's	%	000's	%	000's	%
East Anglia	4	0.0	1	0.0	5	0.0
East Midlands	291	3.0	15	0.5	306	2.4
North West	6608	67.5	2236	78.9	8844	70.1
Northern	341	3.5	94	3.3	435	3.4
Northern Ireland	1	0.0	2	0.1	3	0.0
Scotland	63	0.6	34	1.2	98	0.8
South East	30	0.3	4	0.1	34	0.3
South West	19	0.2	6	0.2	25	0.2
Wales	317	3.2	156	5.5	473	3.7
West Midlands	444	4.5	93	3.3	537	4.3
Yorkshire & Humberside	1672	17.1	192	6.8	1864	14.8
Total	9791	100	2833	100	12624	100

Table 7.1
 Scheduled origin/destination patterns of terminating passengers at Birmingham Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	6.0	0.4	7.5	0.3	0.6	0.1	0.7	0.1	14.8	0.3
	Norfolk	5.8	0.4	1.1	0.0	1.4	0.3	0.0	0.0	8.4	0.2
	Suffolk	0.3	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.7	0.0
East Midlands	Derbyshire	23.4	1.7	69.3	2.3	11.8	2.4	7.8	1.4	112.2	2.1
	Leicestershire	76.2	5.4	161.2	5.3	26.4	5.3	35.3	6.4	299.0	5.5
	Lincolnshire	8.5	0.6	35.5	1.2	1.6	0.3	4.7	0.9	50.2	0.9
	Northamptonshire	51.6	3.7	73.5	2.4	12.3	2.5	20.2	3.6	157.6	2.9
	Nottinghamshire	38.7	2.8	85.2	2.8	11.1	2.2	18.7	3.4	153.8	2.8
North West	Cheshire	0.9	0.1	15.0	0.5	0.4	0.1	2.4	0.4	18.7	0.3
	Greater Manchester	0.2	0.0	12.0	0.4	0.8	0.2	1.4	0.3	14.5	0.3
	Lancashire	0.0	0.0	6.8	0.2	0.9	0.2	0.3	0.1	8.0	0.1
	Merseyside	0.0	0.0	3.4	0.1	0.0	0.0	3.2	0.6	6.5	0.1
Northern	Cleveland	0.0	0.0	2.6	0.1	0.0	0.0	0.0	0.0	2.6	0.0
	Cumbria	0.6	0.0	2.0	0.1	0.9	0.2	0.0	0.0	3.5	0.1
	Durham	56.3	4.0	0.4	0.0	0.0	0.0	0.3	0.1	57.0	1.0
	Northumberland	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0
	Tyne and Wear	0.7	0.0	2.1	0.1	0.0	0.0	0.4	0.1	3.2	0.1
South East	Bedfordshire	6.1	0.4	4.9	0.2	0.8	0.2	0.2	0.0	12.0	0.2
	Berkshire	0.0	0.0	3.4	0.1	0.0	0.0	0.0	0.0	3.4	0.1
	Buckinghamshire	20.4	1.5	18.1	0.6	3.3	0.7	3.4	0.6	45.2	0.8
	East Sussex	0.0	0.0	7.9	0.3	0.0	0.0	0.0	0.0	7.9	0.1
	Essex	0.3	0.0	0.2	0.0	0.5	0.1	0.0	0.0	1.0	0.0
	Greater London	4.3	0.3	12.1	0.4	1.9	0.4	1.5	0.3	19.8	0.4
	Hampshire	7.1	0.5	6.2	0.2	1.0	0.2	0.0	0.0	14.3	0.3
	Hertfordshire	0.4	0.0	5.4	0.2	0.0	0.0	0.0	0.0	5.8	0.1
	Kent	1.7	0.1	0.6	0.0	0.0	0.0	0.0	0.0	2.3	0.0
	Oxfordshire	34.4	2.5	60.3	2.0	5.5	1.1	7.4	1.3	107.6	2.0
	Surrey	0.0	0.0	1.5	0.0	0.0	0.0	0.2	0.0	1.7	0.0
West Sussex	0.0	0.0	12.8	0.4	0.1	0.0	0.0	0.0	12.9	0.2	
South West	Avon	8.2	0.6	9.4	0.3	2.1	0.4	6.9	1.2	26.6	0.5
	Cornwall	0.0	0.0	3.3	0.1	0.0	0.0	0.0	0.0	3.3	0.1
	Devon	0.8	0.1	13.1	0.4	0.0	0.0	1.8	0.3	15.7	0.3
	Dorset	0.3	0.0	2.3	0.1	0.0	0.0	0.0	0.0	2.6	0.0
	Gloucestershire	60.7	4.3	83.4	2.8	12.0	2.4	22.7	4.1	178.8	3.3
	Somerset	0.3	0.0	3.6	0.1	0.0	0.0	0.5	0.1	4.3	0.1
	Wiltshire	0.7	0.1	17.9	0.6	0.6	0.1	0.0	0.0	19.2	0.4
West Midlands	Hereford & Worcs	103.5	7.4	274.0	9.1	33.8	6.8	56.1	10.1	467.4	8.6
	Shropshire	36.4	2.6	101.3	3.4	9.5	1.9	9.4	1.7	156.6	2.9
	Staffordshire	116.5	8.3	180.4	6.0	13.5	2.7	17.8	3.2	328.2	6.0
	Warwickshire	153.5	11.0	198.6	6.6	28.9	5.8	41.9	7.6	422.9	7.7
	West Midlands	546.5	39.0	1370.8	45.5	306.0	61.7	271.4	49.0	2494.7	45.7
Yorkshire	Humberside	2.7	0.2	21.3	0.7	0.3	0.1	0.0	0.0	24.3	0.4
	North Yorkshire	1.4	0.1	5.3	0.2	0.0	0.0	1.2	0.2	7.9	0.1
	South Yorkshire	5.9	0.4	27.4	0.9	3.4	0.7	2.7	0.5	39.5	0.7
	West Yorkshire	2.9	0.2	31.1	1.0	0.3	0.1	2.1	0.4	36.4	0.7
Wales	Clwyd	0.3	0.0	4.5	0.1	0.0	0.0	0.6	0.1	5.3	0.1
	Dyfed	0.9	0.1	17.7	0.6	0.0	0.0	2.3	0.4	21.0	0.4
	Gwent	4.2	0.3	10.7	0.4	0.0	0.0	0.0	0.0	14.9	0.3
	Gwynedd	0.0	0.0	1.8	0.1	0.0	0.0	0.0	0.0	1.8	0.0
	Mid Glamorgan	0.9	0.1	5.2	0.2	0.6	0.1	0.1	0.0	6.8	0.1
	Powys	1.4	0.1	5.0	0.2	1.2	0.2	4.4	0.8	12.0	0.2
	South Glamorgan	3.3	0.2	2.0	0.1	0.0	0.0	3.2	0.6	8.5	0.2
West Glamorgan	0.8	0.1	5.2	0.2	1.8	0.4	0.0	0.0	7.8	0.1	
Scotland		5.5	0.4	6.8	0.2	0.4	0.1	0.4	0.1	13.2	0.2
Grand Total		1401.6	100	3013.8	100	495.8	100	553.7	100	5464.8	100

Table 7.2
 Scheduled origin/destination patterns of terminating passengers at Bristol Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	2.9	1.3	2.9	0.1
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Leicestershire	0.3	0.0	1.6	0.1	0.0	0.0	0.0	0.0	1.8	0.1
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0
North West	Cheshire	0.0	0.0	1.5	0.1	0.0	0.0	0.0	0.0	1.5	0.1
	Greater Manchester	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Durham	1.1	0.2	1.3	0.1	0.0	0.0	0.0	0.0	2.5	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.4	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.8	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.8	0.1	10.4	0.6	0.1	0.1	0.2	0.1	11.5	0.4
	Buckinghamshire	0.0	0.0	0.6	0.0	0.0	0.0	0.1	0.1	0.7	0.0
	East Sussex	0.0	0.0	0.0	0.0	1.4	1.4	0.5	0.2	1.9	0.1
	Essex	0.0	0.0	0.0	0.0	0.3	0.3	1.5	0.7	1.8	0.1
	Greater London	0.1	0.0	1.2	0.1	0.5	0.5	0.0	0.0	1.9	0.1
	Hampshire	6.9	1.0	4.5	0.3	0.3	0.3	0.7	0.3	12.3	0.5
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Oxfordshire	1.3	0.2	8.3	0.5	0.5	0.5	0.0	0.0	10.1	0.4
	Surrey	0.2	0.0	0.3	0.0	0.0	0.0	0.3	0.2	0.9	0.0
West Sussex	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0	
South West	Avon	364.3	55.2	744.7	44.9	57.0	57.1	107.0	48.5	1272.9	48.2
	Cornwall	8.0	1.2	70.6	4.2	1.0	1.0	2.9	1.3	82.4	3.1
	Devon	67.4	10.2	237.1	14.3	6.6	6.6	24.8	11.2	335.9	12.7
	Dorset	9.8	1.5	26.7	1.6	0.6	0.6	3.5	1.6	40.5	1.5
	Gloucestershire	27.5	4.2	78.7	4.7	7.7	7.8	17.8	8.1	131.8	5.0
	Somerset	60.4	9.2	191.9	11.6	11.6	11.6	21.9	9.9	285.8	10.8
	Wiltshire	48.6	7.4	115.6	7.0	3.3	3.3	15.0	6.8	182.4	6.9
West Midlands	Hereford & Worcs	5.3	0.8	16.2	1.0	1.1	1.1	2.7	1.2	25.2	1.0
	Shropshire	0.0	0.0	0.9	0.1	0.0	0.0	1.1	0.5	2.0	0.1
	Staffordshire	1.3	0.2	0.5	0.0	0.0	0.0	0.0	0.0	1.8	0.1
	Warwickshire	0.2	0.0	1.0	0.1	0.0	0.0	0.0	0.0	1.2	0.0
	West Midlands	0.3	0.0	9.9	0.6	0.4	0.4	0.0	0.0	10.5	0.4
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.0
	Dyfed	1.2	0.2	12.6	0.8	0.6	0.6	0.2	0.1	14.5	0.6
	Gwent	23.9	3.6	40.3	2.4	0.9	0.9	1.8	0.8	66.9	2.5
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	1.6	0.2	19.3	1.2	0.6	0.6	8.8	4.0	30.3	1.1
	Powys	0.0	0.0	2.5	0.2	0.0	0.0	0.0	0.0	2.5	0.1
	South Glamorgan	17.9	2.7	41.9	2.5	4.4	4.4	4.8	2.2	69.1	2.6
West Glamorgan	11.3	1.7	15.5	0.9	0.8	0.8	1.9	0.9	29.5	1.1	
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total		660.0	100	1660.2	100	99.8	100	220.4	100	2640.5	100

Table 7.3
 Scheduled origin/destination patterns of terminating passengers at Cardiff Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lincolnshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Hampshire	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.1
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	2.9	1.7	19.7	3.1	1.8	5.5	3.1	4.0	27.5	3.0
	Cornwall	0.0	0.0	3.1	0.5	0.0	0.0	0.1	0.2	3.2	0.4
	Devon	0.9	0.5	4.1	0.6	0.2	0.6	0.0	0.0	5.2	0.6
	Dorset	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.0
	Gloucestershire	2.3	1.4	6.7	1.0	0.0	0.0	1.0	1.3	10.0	1.1
	Somerset	1.7	1.0	1.6	0.3	0.0	0.0	0.5	0.7	3.9	0.4
	Wiltshire	0.8	0.5	4.2	0.7	0.0	0.0	0.1	0.1	5.1	0.6
West Midlands	Hereford & Worcs	0.3	0.1	4.6	0.7	0.0	0.0	0.0	0.0	4.9	0.5
	Shropshire	0.0	0.0	2.3	0.4	0.0	0.0	0.0	0.0	2.3	0.3
	Staffordshire	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Warwickshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Wales	Clwyd	0.1	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.5	0.1
	Dyfed	13.6	8.0	49.6	7.8	2.2	6.8	3.7	4.8	69.1	7.5
	Gwent	16.0	9.4	61.0	9.6	1.9	5.8	6.5	8.4	85.4	9.3
	Gwynedd	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Mid Glamorgan	27.8	16.3	142.4	22.3	4.9	15.6	11.8	15.2	186.9	20.4
	Powys	1.0	0.6	7.5	1.2	0.6	2.0	0.9	1.1	10.0	1.1
	South Glamorgan	70.4	41.2	255.7	40.1	15.7	49.6	40.6	52.4	382.4	41.7
	West Glamorgan	31.3	18.3	69.9	11.0	4.4	14.0	8.9	11.5	114.5	12.5
Scotland	1.3	0.8	0.0	0.0	0.0	0.0	0.1	0.1	1.4	0.2	
Grand Total		170.8	100	635.9	100	31.7	100	77.4	100	915.9	100

Table 7.4
 Scheduled origin/destination patterns of terminating passengers at East Midlands Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	2.5	0.4	6.5	0.4	0.2	0.2	0.4	0.3	9.6	0.4
	Norfolk	0.5	0.1	1.1	0.1	0.3	0.4	0.0	0.0	2.0	0.1
	Suffolk	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
East Midlands	Derbyshire	88.0	15.7	253.6	14.0	15.6	19.4	26.5	16.5	383.8	14.7
	Leicestershire	133.4	23.8	299.3	16.5	18.1	22.6	29.1	18.1	479.9	18.4
	Lincolnshire	27.5	4.9	156.7	8.7	5.2	6.4	4.6	2.9	194.0	7.4
	Northamptonshire	15.7	2.8	34.6	1.9	1.5	1.9	0.7	0.5	52.6	2.0
	Nottinghamshire	114.4	20.4	367.8	20.3	23.3	29.0	51.2	31.8	556.8	21.3
North West	Cheshire	2.6	0.5	18.2	1.0	0.2	0.2	2.0	1.2	22.9	0.9
	Greater Manchester	1.9	0.3	19.6	1.1	0.1	0.2	0.2	0.1	21.9	0.8
	Lancashire	0.1	0.0	20.6	1.1	0.0	0.0	0.1	0.1	20.8	0.8
	Merseyside	0.0	0.0	10.3	0.6	0.2	0.3	0.5	0.3	11.0	0.4
Northern	Cleveland	0.5	0.1	3.0	0.2	0.3	0.4	1.2	0.7	5.0	0.2
	Cumbria	0.6	0.1	2.9	0.2	0.0	0.0	0.1	0.1	3.7	0.1
	Durham	0.7	0.1	5.8	0.3	0.0	0.0	0.1	0.1	6.6	0.3
	Northumberland	0.1	0.0	1.8	0.1	0.0	0.0	0.0	0.0	1.9	0.1
	Tyne and Wear	1.5	0.3	4.7	0.3	0.2	0.2	0.2	0.1	6.5	0.2
South East	Bedfordshire	0.0	0.0	3.6	0.2	0.4	0.5	0.0	0.0	4.0	0.2
	Berkshire	0.0	0.0	0.4	0.0	0.0	0.0	0.3	0.2	0.7	0.0
	Buckinghamshire	1.1	0.2	3.0	0.2	0.0	0.0	0.0	0.0	4.1	0.2
	East Sussex	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Essex	0.4	0.1	1.0	0.1	0.0	0.0	0.0	0.0	1.4	0.1
	Greater London	0.5	0.1	4.3	0.2	0.0	0.0	0.0	0.0	4.8	0.2
	Hampshire	0.0	0.0	2.1	0.1	0.0	0.0	0.4	0.3	2.6	0.1
	Hertfordshire	1.3	0.2	3.1	0.2	0.0	0.0	0.0	0.0	4.4	0.2
	Kent	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Oxfordshire	3.9	0.7	12.2	0.7	0.0	0.0	0.2	0.1	16.3	0.6
	Surrey	0.0	0.0	1.0	0.1	0.0	0.0	0.0	0.0	1.0	0.0
West Sussex	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	
South West	Avon	0.0	0.0	2.0	0.1	0.0	0.0	0.0	0.0	2.0	0.1
	Cornwall	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Devon	0.0	0.0	1.6	0.1	0.0	0.0	0.0	0.0	1.6	0.1
	Dorset	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0
	Gloucestershire	0.4	0.1	5.2	0.3	0.0	0.0	0.2	0.1	5.7	0.2
	Somerset	0.2	0.0	2.0	0.1	0.0	0.0	0.0	0.0	2.2	0.1
	Wiltshire	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.3	0.0
West Midlands	Hereford & Worcs	6.3	1.1	26.1	1.4	0.0	0.0	2.2	1.4	34.7	1.3
	Shropshire	3.1	0.6	24.5	1.4	0.3	0.3	2.0	1.2	29.8	1.1
	Staffordshire	32.5	5.8	103.0	5.7	4.2	5.2	8.1	5.0	147.9	5.7
	Warwickshire	14.6	2.6	37.7	2.1	0.2	0.3	2.0	1.2	54.5	2.1
	West Midlands	33.3	5.9	93.8	5.2	4.3	5.3	8.8	5.5	140.3	5.4
Yorkshire	Humberside	10.3	1.8	34.1	1.9	0.7	0.9	1.9	1.2	46.9	1.8
	North Yorkshire	3.4	0.6	27.6	1.5	0.0	0.0	0.7	0.5	31.8	1.2
	South Yorkshire	33.5	6.0	141.7	7.8	3.3	4.1	9.4	5.9	187.8	7.2
	West Yorkshire	17.3	3.1	52.9	2.9	0.1	0.2	3.9	2.4	74.3	2.8
Wales	Clwyd	0.4	0.1	8.1	0.4	0.0	0.0	0.3	0.2	8.8	0.3
	Dyfed	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Gwent	0.8	0.1	2.1	0.1	0.0	0.0	0.0	0.0	2.9	0.1
	Gwynedd	1.4	0.3	0.9	0.1	0.0	0.0	0.9	0.6	3.2	0.1
	Mid Glamorgan	0.0	0.0	1.6	0.1	0.0	0.0	0.0	0.0	1.6	0.1
	Powys	0.0	0.0	1.9	0.1	0.0	0.0	0.0	0.0	1.9	0.1
	South Glamorgan	0.9	0.2	3.1	0.2	0.0	0.0	0.0	0.0	3.9	0.2
West Glamorgan	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	
Scotland		1.7	0.3	2.3	0.1	0.0	0.0	0.0	0.0	4.0	0.2
Grand Total		558.3	100	1811.7	100	78.8	100	158.6	100	2607.3	100

Table 7.5
 Scheduled origin/destination patterns of terminating passengers at Exeter Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.3	0.3
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hampshire	0.0	0.0	0.1	0.2	0.0	1.0	0.0	0.0	0.1	0.1
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.2	0.2
	Oxfordshire	0.0	0.0	0.5	0.7	0.0	0.0	0.0	0.0	0.5	0.5
	Surrey	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.3	0.3	
South West	Avon	2.7	12.7	3.2	4.7	0.0	0.0	0.0	1.4	6.0	6.4
	Cornwall	3.1	14.6	9.9	14.5	0.1	5.4	0.6	18.8	13.6	14.5
	Devon	11.5	53.8	42.3	62.1	1.3	92.6	2.3	74.4	57.4	61.0
	Dorset	0.3	1.5	2.8	4.1	0.0	0.0	0.0	1.1	3.1	3.4
	Gloucestershire	0.4	1.8	0.4	0.5	0.0	0.0	0.0	0.0	0.8	0.8
	Somerset	2.0	9.1	6.1	9.0	0.0	1.0	0.0	0.4	8.1	8.6
	Wiltshire	0.2	1.0	0.4	0.6	0.0	0.0	0.0	0.0	0.6	0.6
West Midlands	Hereford & Worcs	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.2	1.1	0.2	0.3	0.0	0.0	0.0	0.0	0.5	0.5
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.3	1.3	0.3	0.5	0.0	0.0	0.0	0.0	0.6	0.6
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.4	1.7	0.0	0.0	0.0	0.0	0.1	3.8	0.5	0.5
West Glamorgan	0.0	0.0	0.7	1.1	0.0	0.0	0.0	0.0	0.7	0.8	
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total		21.5	100	68.1	100	1.4	100	3.1	100	94.0	100

Table 7.6
 Scheduled origin/destination patterns of terminating passengers at Gatwick Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	13.3	0.5	81.4	1.0	13.4	1.0	37.5	1.3	145.6	1.0
	Norfolk	4.8	0.2	72.4	0.9	2.6	0.2	5.0	0.2	84.8	0.6
	Suffolk	4.7	0.2	132.3	1.7	7.7	0.6	22.8	0.8	167.6	1.1
East Midlands	Derbyshire	1.9	0.1	40.2	0.5	3.4	0.3	0.0	0.0	45.6	0.3
	Leicestershire	1.7	0.1	57.4	0.7	4.2	0.3	4.7	0.2	67.9	0.5
	Lincolnshire	8.7	0.3	38.6	0.5	0.0	0.0	0.0	0.0	47.2	0.3
	Northamptonshire	5.9	0.2	90.9	1.1	5.1	0.4	5.3	0.2	107.2	0.7
	Nottinghamshire	2.8	0.1	56.9	0.7	0.7	0.1	3.9	0.1	64.3	0.4
North West	Cheshire	2.8	0.1	5.8	0.1	0.4	0.0	2.4	0.1	11.4	0.1
	Greater Manchester	1.5	0.1	22.4	0.3	3.9	0.3	28.9	1.0	56.8	0.4
	Lancashire	1.7	0.1	9.2	0.1	0.0	0.0	21.4	0.7	32.3	0.2
	Merseyside	0.0	0.0	11.8	0.1	0.3	0.0	0.0	0.0	12.0	0.1
Northern	Cleveland	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3	0.0
	Cumbria	0.3	0.0	4.8	0.1	0.0	0.0	0.0	0.0	5.1	0.0
	Durham	0.0	0.0	4.0	0.1	0.0	0.0	0.0	0.0	4.0	0.0
	Northumberland	0.5	0.0	3.2	0.0	0.1	0.0	1.1	0.0	4.9	0.0
	Tyne and Wear	3.9	0.1	5.3	0.1	0.0	0.0	0.0	0.0	9.2	0.1
South East	Bedfordshire	18.0	0.7	77.1	1.0	4.9	0.4	7.4	0.3	107.4	0.7
	Berkshire	65.9	2.5	187.7	2.4	33.1	2.6	55.7	1.9	342.4	2.3
	Buckinghamshire	48.5	1.9	144.0	1.8	13.8	1.1	12.9	0.4	219.2	1.5
	East Sussex	249.8	9.5	566.9	7.1	53.1	4.1	195.3	6.7	1065.2	7.2
	Essex	45.5	1.7	410.9	5.2	6.6	0.5	43.4	1.5	506.3	3.4
	Greater London	980.6	37.4	2560.4	32.1	690.5	53.5	1755.0	60.6	5986.4	40.5
	Hampshire	125.8	4.8	409.0	5.1	60.4	4.7	66.6	2.3	661.8	4.5
	Hertfordshire	48.0	1.8	158.9	2.0	11.0	0.9	30.6	1.1	248.5	1.7
	Kent	251.9	9.6	568.1	7.1	39.4	3.1	130.8	4.5	990.3	6.7
	Oxfordshire	38.1	1.5	158.5	2.0	16.1	1.2	38.9	1.3	251.5	1.7
	Surrey	299.4	11.4	648.2	8.1	69.8	5.4	142.6	4.9	1159.9	7.9
	West Sussex	256.2	9.8	518.2	6.5	166.3	12.9	140.1	4.8	1080.9	7.3
South West	Avon	16.8	0.6	144.6	1.8	12.6	1.0	23.2	0.8	197.2	1.3
	Cornwall	0.0	0.0	31.2	0.4	0.0	0.0	1.7	0.1	32.9	0.2
	Devon	18.8	0.7	56.3	0.7	11.7	0.9	8.3	0.3	95.1	0.6
	Dorset	19.9	0.8	74.5	0.9	4.0	0.3	7.8	0.3	106.1	0.7
	Gloucestershire	9.6	0.4	62.7	0.8	2.9	0.2	3.9	0.1	79.1	0.5
	Somerset	2.2	0.1	38.7	0.5	7.6	0.6	4.3	0.1	52.8	0.4
	Wiltshire	26.5	1.0	77.7	1.0	3.6	0.3	4.7	0.2	112.5	0.8
	West Midlands	2.2	0.1	23.6	0.3	0.0	0.0	9.2	0.3	35.0	0.2
West Midlands	Hereford & Worcs	4.4	0.2	19.4	0.2	0.0	0.0	2.0	0.1	25.8	0.2
	Shropshire	0.0	0.0	9.5	0.1	0.8	0.1	0.7	0.0	11.0	0.1
	Staffordshire	0.4	0.0	63.4	0.8	13.3	1.0	8.8	0.3	86.0	0.6
	Warwickshire	6.8	0.3	89.3	1.1	5.4	0.4	12.3	0.4	113.8	0.8
	West Midlands										
Yorkshire	Humberside	1.3	0.1	16.7	0.2	0.0	0.0	0.0	0.0	18.1	0.1
	North Yorkshire	4.6	0.2	36.6	0.5	2.4	0.2	2.3	0.1	45.8	0.3
	South Yorkshire	0.7	0.0	37.1	0.5	2.1	0.2	3.7	0.1	43.5	0.3
	West Yorkshire	8.1	0.3	25.7	0.3	1.9	0.2	9.6	0.3	45.3	0.3
Wales	Clwyd	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	3.1	0.0
	Dyfed	0.0	0.0	21.0	0.3	0.0	0.0	1.3	0.0	22.3	0.2
	Gwent	7.6	0.3	26.6	0.3	3.2	0.2	11.2	0.4	48.6	0.3
	Gwynedd	0.0	0.0	3.0	0.0	0.0	0.0	0.9	0.0	3.9	0.0
	Mid Glamorgan	0.0	0.0	19.0	0.2	0.0	0.0	10.2	0.4	29.2	0.2
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	1.1	0.0	23.1	0.3	4.3	0.3	4.3	0.1	32.9	0.2
	West Glamorgan	2.9	0.1	11.9	0.1	0.0	0.0	4.4	0.2	19.3	0.1
Scotland		2.0	0.1	3.1	0.0	0.0	0.0	7.7	0.3	12.9	0.1
Grand Total		2618.1	100	7964.6	100	1282.7	100	2894.8	100	14760.3	100

Table 7.7
 Scheduled origin/destination patterns of terminating passengers at Heathrow Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	147.0	1.6	269.3	1.8	98.0	1.5	149.1	1.6	663.4	1.7
	Norfolk	34.7	0.4	121.7	0.8	19.4	0.3	33.2	0.4	208.9	0.5
	Suffolk	72.1	0.8	105.5	0.7	16.4	0.3	33.6	0.4	227.5	0.6
East Midlands	Derbyshire	37.2	0.4	45.3	0.3	4.8	0.1	23.5	0.2	110.8	0.3
	Leicestershire	32.7	0.4	167.7	1.1	8.2	0.1	44.0	0.5	252.5	0.6
	Lincolnshire	34.4	0.4	58.6	0.4	13.3	0.2	18.0	0.2	124.3	0.3
	Northamptonshire	47.5	0.5	105.1	0.7	23.1	0.4	42.4	0.5	218.1	0.5
	Nottinghamshire	54.7	0.6	97.0	0.7	30.6	0.5	25.2	0.3	207.5	0.5
North West	Cheshire	5.4	0.1	24.7	0.2	7.4	0.1	10.9	0.1	48.4	0.1
	Greater Manchester	2.6	0.0	35.9	0.2	6.2	0.1	17.8	0.2	62.5	0.2
	Lancashire	5.1	0.1	16.0	0.1	0.3	0.0	5.1	0.1	26.4	0.1
	Merseyside	4.7	0.1	40.6	0.3	4.0	0.1	10.6	0.1	59.9	0.1
Northern	Cleveland	0.0	0.0	6.9	0.0	1.0	0.0	6.2	0.1	14.1	0.0
	Cumbria	9.8	0.1	11.2	0.1	0.3	0.0	3.8	0.0	25.2	0.1
	Durham	0.0	0.0	5.0	0.0	2.8	0.0	4.3	0.0	12.1	0.0
	Northumberland	0.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.1	0.0
	Tyne and Wear	11.0	0.1	22.5	0.2	4.9	0.1	10.7	0.1	49.1	0.1
South East	Bedfordshire	81.2	0.9	137.0	0.9	34.8	0.5	50.5	0.5	303.5	0.8
	Berkshire	728.5	7.9	710.8	4.8	468.0	7.2	276.6	2.9	2184.0	5.5
	Buckinghamshire	320.9	3.5	345.8	2.3	72.7	1.1	156.6	1.7	896.1	2.2
	East Sussex	67.3	0.7	163.7	1.1	47.4	0.7	151.4	1.6	429.7	1.1
	Essex	157.4	1.7	387.0	2.6	54.1	0.8	134.9	1.4	733.4	1.8
	Greater London	4304.1	46.7	6351.7	42.8	4144.7	63.7	5978.0	63.5	20778.5	52.0
	Hampshire	476.3	5.2	628.0	4.2	221.8	3.4	227.8	2.4	1553.9	3.9
	Hertfordshire	356.1	3.9	494.0	3.3	118.2	1.8	152.4	1.6	1120.8	2.8
	Kent	171.4	1.9	344.8	2.3	85.9	1.3	212.4	2.3	814.6	2.0
	Oxfordshire	305.6	3.3	381.5	2.6	142.2	2.2	199.2	2.1	1028.5	2.6
	Surrey	782.6	8.5	888.5	6.0	230.4	3.5	315.0	3.3	2216.5	5.5
	West Sussex	107.7	1.2	254.9	1.7	205.5	3.2	291.3	3.1	859.3	2.1
South West	Avon	111.0	1.2	336.4	2.3	63.2	1.0	92.4	1.0	602.9	1.5
	Cornwall	21.5	0.2	73.4	0.5	7.8	0.1	24.4	0.3	127.1	0.3
	Devon	61.3	0.7	217.2	1.5	25.8	0.4	79.1	0.8	383.4	1.0
	Dorset	94.7	1.0	256.0	1.7	46.2	0.7	102.7	1.1	499.6	1.2
	Gloucestershire	74.2	0.8	188.0	1.3	46.7	0.7	54.0	0.6	362.9	0.9
	Somerset	31.5	0.3	93.1	0.6	8.1	0.1	42.9	0.5	175.6	0.4
	Wiltshire	182.8	2.0	256.8	1.7	31.7	0.5	56.3	0.6	527.5	1.3
West Midlands	Hereford & Worcs	36.4	0.4	81.2	0.5	10.4	0.2	28.1	0.3	156.1	0.4
	Shropshire	12.0	0.1	35.0	0.2	3.7	0.1	4.4	0.0	55.0	0.1
	Staffordshire	19.9	0.2	54.2	0.4	9.6	0.1	9.6	0.1	93.3	0.2
	Warwickshire	28.1	0.3	83.3	0.6	24.6	0.4	38.4	0.4	174.4	0.4
	West Midlands	41.6	0.5	235.3	1.6	43.4	0.7	98.3	1.0	418.5	1.0
Yorkshire	Humberside	1.1	0.0	34.8	0.2	3.6	0.1	4.6	0.0	44.1	0.1
	North Yorkshire	10.9	0.1	52.0	0.4	36.0	0.6	12.0	0.1	110.9	0.3
	South Yorkshire	10.9	0.1	119.1	0.8	11.3	0.2	25.7	0.3	167.0	0.4
	West Yorkshire	9.7	0.1	101.5	0.7	7.6	0.1	18.7	0.2	137.5	0.3
Wales	Clwyd	4.7	0.1	4.0	0.0	0.0	0.0	1.2	0.0	9.9	0.0
	Dyfed	7.5	0.1	45.2	0.3	0.8	0.0	22.0	0.2	75.5	0.2
	Gwent	23.6	0.3	57.8	0.4	8.6	0.1	12.6	0.1	102.6	0.3
	Gwynedd	4.4	0.0	12.9	0.1	0.0	0.0	23.1	0.2	40.4	0.1
	Mid Glamorgan	8.9	0.1	54.5	0.4	11.8	0.2	5.6	0.1	80.8	0.2
	Powys	4.9	0.1	8.2	0.1	0.3	0.0	1.7	0.0	15.1	0.0
	South Glamorgan	33.4	0.4	138.0	0.9	28.2	0.4	37.0	0.4	236.6	0.6
West Glamorgan	12.6	0.1	66.4	0.4	5.7	0.1	13.1	0.1	97.8	0.2	
Scotland		16.5	0.2	15.7	0.1	2.1	0.0	16.1	0.2	50.4	0.1
Grand Total		9223.2	100	14840.8	100	6503.4	100	9408.3	100	39975.6	100

Table 7.8
 Scheduled origin/destination patterns of terminating passengers at Liverpool Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
East Midlands	Derbyshire	1.0	0.2	5.9	0.4	0.0	0.0	1.3	0.3	8.2	0.3
	Leicestershire	0.5	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.8	0.0
	Lincolnshire	0.0	0.0	1.6	0.1	0.6	0.4	0.0	0.0	2.2	0.1
	Northamptonshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Nottinghamshire	0.5	0.1	1.5	0.1	1.3	0.9	0.0	0.0	3.4	0.1
North West	Cheshire	71.7	17.6	223.9	14.7	28.5	18.9	40.4	10.5	364.6	14.8
	Greater Manchester	94.0	23.0	210.5	13.8	13.9	9.2	77.9	20.3	396.3	16.1
	Lancashire	46.9	11.5	225.8	14.8	18.6	12.3	33.5	8.7	324.7	13.2
	Merseyside	95.3	23.3	538.0	35.3	54.9	36.4	136.7	35.7	824.9	33.4
Northern	Cleveland	0.0	0.0	0.5	0.0	0.0	0.0	0.2	0.1	0.7	0.0
	Cumbria	8.2	2.0	40.7	2.7	12.2	8.1	4.8	1.2	65.8	2.7
	Durham	1.9	0.5	4.9	0.3	0.2	0.1	0.4	0.1	7.4	0.3
	Northumberland	0.0	0.0	2.5	0.2	0.0	0.0	0.0	0.0	2.5	0.1
	Tyne and Wear	1.0	0.2	4.5	0.3	0.4	0.2	4.2	1.1	10.1	0.4
South East	Bedfordshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.5	0.0
	Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hertfordshire	0.0	0.0	1.4	0.1	0.0	0.0	0.0	0.0	1.4	0.1
	Kent	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.8	0.5	0.0	0.0	0.8	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.2	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.1	0.0	2.2	0.1	0.0	0.0	0.0	0.0	2.3	0.1
	Somerset	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Wiltshire	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.0
West Midlands	Hereford & Worcs	0.6	0.2	4.5	0.3	0.0	0.0	0.4	0.1	5.5	0.2
	Shropshire	6.4	1.6	14.6	1.0	0.0	0.0	2.2	0.6	23.2	0.9
	Staffordshire	10.7	2.6	31.3	2.1	0.0	0.0	2.7	0.7	44.7	1.8
	Warwickshire	0.3	0.1	0.0	0.0	0.8	0.5	0.0	0.0	1.1	0.0
	West Midlands	3.2	0.8	6.4	0.4	0.6	0.4	2.5	0.7	12.6	0.5
Yorkshire	Humberside	2.3	0.6	9.5	0.6	0.0	0.0	3.5	0.9	15.2	0.6
	North Yorkshire	3.9	1.0	21.6	1.4	1.4	0.9	2.9	0.8	29.8	1.2
	South Yorkshire	4.2	1.0	17.6	1.2	0.6	0.4	24.6	6.4	46.9	1.9
	West Yorkshire	20.9	5.1	50.5	3.3	1.9	1.3	12.3	3.2	85.7	3.5
Wales	Clwyd	17.0	4.2	56.2	3.7	5.7	3.7	14.1	3.7	93.0	3.8
	Dyfed	1.8	0.4	1.8	0.1	0.0	0.0	0.0	0.0	3.6	0.1
	Gwent	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Gwynedd	4.7	1.2	10.8	0.7	1.3	0.8	10.4	2.7	27.2	1.1
	Mid Glamorgan	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Powys	1.5	0.4	7.8	0.5	0.0	0.0	0.9	0.2	10.2	0.4
	South Glamorgan	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Scotland		16.5	4.0	8.3	0.6	0.0	0.0	7.3	1.9	32.1	1.3
Grand Total		417.0	100	1507.9	100	143.5	100	383.4	100	2451.7	100

Table 7.9
 Scheduled origin/destination patterns of terminating passengers at London City Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	12.0	2.3	4.4	1.2	4.1	1.3	0.9	0.4	21.4	1.5
	Norfolk	1.5	0.3	2.4	0.6	0.6	0.2	3.6	1.8	8.2	0.6
	Suffolk	6.5	1.2	4.1	1.1	2.5	0.8	0.6	0.3	13.8	1.0
East Midlands	Derbyshire	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0	0.7	0.0
	Leicestershire	1.1	0.2	0.4	0.1	0.2	0.1	0.0	0.0	1.8	0.1
	Lincolnshire	0.1	0.0	1.1	0.3	1.6	0.5	0.0	0.0	2.8	0.2
	Northamptonshire	0.8	0.2	0.7	0.2	0.0	0.0	0.6	0.3	2.1	0.2
	Nottinghamshire	0.6	0.1	0.9	0.2	0.0	0.0	0.0	0.0	1.5	0.1
North West	Cheshire	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Greater Manchester	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.4	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2	0.0
	Durham	0.4	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.5	0.0
	Northumberland	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Tyne and Wear	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
South East	Bedfordshire	3.3	0.6	2.6	0.7	0.7	0.2	0.1	0.1	6.8	0.5
	Berkshire	2.9	0.5	1.0	0.3	4.0	1.3	1.3	0.6	9.1	0.6
	Buckinghamshire	2.4	0.5	2.9	0.8	0.1	0.0	0.2	0.1	5.6	0.4
	East Sussex	1.4	0.3	3.4	0.9	0.2	0.1	1.1	0.5	6.1	0.4
	Essex	55.3	10.5	29.5	7.9	15.2	4.9	7.9	4.0	107.8	7.7
	Greater London	383.4	73.0	277.7	74.3	271.7	88.0	162.2	82.1	1095.0	77.9
	Hampshire	2.3	0.4	3.3	0.9	0.2	0.1	0.8	0.4	6.7	0.5
	Hertfordshire	18.6	3.5	11.4	3.0	1.3	0.4	1.6	0.8	32.8	2.3
	Kent	20.7	3.9	14.7	3.9	3.0	1.0	6.6	3.3	45.0	3.2
	Oxfordshire	0.5	0.1	0.6	0.1	0.3	0.1	0.8	0.4	2.1	0.1
	Surrey	4.4	0.8	3.8	1.0	1.2	0.4	2.2	1.1	11.7	0.8
West Sussex	1.4	0.3	2.0	0.5	0.8	0.3	1.3	0.7	5.6	0.4	
South West	Avon	0.2	0.0	0.8	0.2	0.2	0.1	0.4	0.2	1.5	0.1
	Cornwall	0.1	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.7	0.1
	Devon	0.5	0.1	0.4	0.1	0.0	0.0	0.2	0.1	1.2	0.1
	Dorset	0.7	0.1	1.5	0.4	0.3	0.1	0.7	0.3	3.2	0.2
	Gloucestershire	0.0	0.0	0.1	0.0	0.0	0.0	0.7	0.4	0.8	0.1
	Somerset	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Wiltshire	0.9	0.2	0.7	0.2	0.0	0.0	0.0	0.0	1.5	0.1
West Midlands	Hereford & Worcs	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.0
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Warwickshire	0.0	0.0	0.1	0.0	0.0	0.0	2.2	1.1	2.2	0.2
	West Midlands	0.6	0.1	0.1	0.0	0.4	0.1	0.6	0.3	1.6	0.1
Yorkshire	Humberside	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0
	North Yorkshire	0.4	0.1	0.2	0.0	0.0	0.0	0.3	0.1	0.8	0.1
	South Yorkshire	0.9	0.2	0.3	0.1	0.0	0.0	0.0	0.0	1.2	0.1
	West Yorkshire	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.3	0.1	0.0	0.0	0.4	0.2	0.7	0.0
West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Scotland		0.0	0.0	0.5	0.1	0.0	0.0	0.3	0.1	0.8	0.1
Grand Total		525.2	100	374.2	100	308.8	100	198.0	100	1406.2	100

Table 7.10

Scheduled origin/destination patterns of terminating passengers at Luton Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	57.9	5.1	115.6	3.8	20.6	5.6	28.4	3.3	222.5	4.1
	Norfolk	5.7	0.5	33.6	1.1	0.0	0.0	4.1	0.5	43.4	0.8
	Suffolk	7.7	0.7	45.7	1.5	7.2	2.0	4.2	0.5	64.8	1.2
East Midlands	Derbyshire	0.0	0.0	15.5	0.5	0.6	0.2	2.7	0.3	18.8	0.3
	Leicestershire	19.5	1.7	39.9	1.3	2.3	0.6	17.1	2.0	78.8	1.5
	Lincolnshire	6.3	0.5	38.5	1.3	1.9	0.5	4.6	0.5	51.2	0.9
	Northamptonshire	61.1	5.3	139.2	4.6	4.8	1.3	13.2	1.5	218.3	4.0
	Nottinghamshire	20.5	1.8	12.8	0.4	1.3	0.3	7.3	0.8	41.9	0.8
North West	Cheshire	1.1	0.1	0.7	0.0	0.0	0.0	0.0	0.0	1.8	0.0
	Greater Manchester	2.7	0.2	2.9	0.1	0.0	0.0	2.2	0.2	7.8	0.1
	Lancashire	2.5	0.2	3.3	0.1	0.0	0.0	0.6	0.1	6.4	0.1
	Merseyside	1.1	0.1	2.2	0.1	0.7	0.2	0.0	0.0	4.0	0.1
Northern	Cleveland	1.0	0.1	7.1	0.2	0.0	0.0	0.0	0.0	8.1	0.1
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.5	0.0
	Durham	0.0	0.0	1.4	0.0	0.4	0.1	0.0	0.0	1.8	0.0
	Northumberland	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0
	Tyne and Wear	1.3	0.1	0.7	0.0	0.9	0.3	0.0	0.0	3.0	0.1
South East	Bedfordshire	136.2	11.9	304.4	10.1	49.8	13.6	85.9	9.9	576.3	10.7
	Berkshire	31.3	2.7	76.7	2.5	1.5	0.4	5.1	0.6	114.6	2.1
	Buckinghamshire	132.2	11.5	226.9	7.5	47.0	12.8	54.2	6.3	460.4	8.5
	East Sussex	0.1	0.0	11.4	0.4	0.0	0.0	6.1	0.7	17.6	0.3
	Essex	20.2	1.8	69.7	2.3	5.3	1.4	23.2	2.7	118.4	2.2
	Greater London	269.0	23.5	918.4	30.3	138.8	37.9	410.1	47.4	1736.3	32.1
	Hampshire	20.6	1.8	20.8	0.7	0.2	0.1	7.9	0.9	49.6	0.9
	Hertfordshire	224.6	19.6	525.2	17.3	53.7	14.7	102.3	11.8	905.8	16.8
	Kent	8.2	0.7	30.8	1.0	0.3	0.1	3.7	0.4	43.0	0.8
	Oxfordshire	37.0	3.2	97.5	3.2	9.2	2.5	15.8	1.8	159.5	3.0
	Surrey	13.8	1.2	35.0	1.2	4.1	1.1	10.3	1.2	63.2	1.2
	West Sussex	0.0	0.0	11.7	0.4	3.3	0.9	3.2	0.4	18.2	0.3
South West	Avon	4.0	0.4	11.4	0.4	0.0	0.0	1.4	0.2	16.9	0.3
	Cornwall	1.4	0.1	3.5	0.1	0.0	0.0	1.0	0.1	5.8	0.1
	Devon	2.1	0.2	22.2	0.7	0.0	0.0	4.4	0.5	28.6	0.5
	Dorset	0.6	0.1	15.5	0.5	2.4	0.7	12.2	1.4	30.6	0.6
	Gloucestershire	5.1	0.4	6.1	0.2	0.0	0.0	0.8	0.1	12.1	0.2
	Somerset	0.0	0.0	9.3	0.3	0.0	0.0	0.0	0.0	9.3	0.2
	Wiltshire	4.0	0.3	15.6	0.5	0.0	0.0	0.8	0.1	20.4	0.4
West Midlands	Hereford & Worcs	6.7	0.6	9.3	0.3	0.0	0.0	2.3	0.3	18.4	0.3
	Shropshire	0.8	0.1	4.1	0.1	0.0	0.0	1.4	0.2	6.2	0.1
	Staffordshire	3.1	0.3	9.1	0.3	0.6	0.2	1.4	0.2	14.2	0.3
	Warwickshire	10.6	0.9	26.1	0.9	0.5	0.1	5.4	0.6	42.6	0.8
	West Midlands	10.8	0.9	38.8	1.3	4.5	1.2	11.9	1.4	66.1	1.2
Yorkshire	Humberside	4.0	0.3	9.8	0.3	0.0	0.0	1.4	0.2	15.1	0.3
	North Yorkshire	0.2	0.0	12.0	0.4	0.0	0.0	3.3	0.4	15.5	0.3
	South Yorkshire	5.1	0.4	9.8	0.3	0.0	0.0	2.4	0.3	17.3	0.3
	West Yorkshire	0.0	0.0	14.3	0.5	0.9	0.3	0.0	0.0	15.2	0.3
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	2.3	0.1	2.0	0.5	0.0	0.0	4.3	0.1
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	3.3	0.3	1.4	0.0	0.0	0.0	0.0	0.0	4.7	0.1
	Powys	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	South Glamorgan	0.0	0.0	10.4	0.3	0.0	0.0	1.0	0.1	11.4	0.2
	West Glamorgan	0.5	0.0	7.7	0.3	0.0	0.0	1.9	0.2	10.0	0.2
Scotland		0.0	0.0	1.0	0.0	1.2	0.3	0.2	0.0	2.4	0.0
Grand Total		1144.7	100	3027.8	100	366.1	100	865.8	100	5404.3	100

Table 7.11

Scheduled origin/destination patterns of terminating passengers at Manchester Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	1.4	0.0	0.5	0.0	0.0	0.0	1.8	0.0
	Norfolk	0.3	0.0	0.4	0.0	0.0	0.0	0.5	0.0	1.2	0.0
	Suffolk	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	0.0
East Midlands	Derbyshire	44.1	1.7	92.9	2.0	11.6	1.2	37.9	3.0	186.6	2.0
	Leicestershire	3.5	0.1	11.8	0.3	1.9	0.2	0.9	0.1	18.1	0.2
	Lincolnshire	11.1	0.4	9.7	0.2	0.8	0.1	2.8	0.2	24.4	0.3
	Northamptonshire	0.2	0.0	0.7	0.0	0.0	0.0	1.1	0.1	2.1	0.0
	Nottinghamshire	11.2	0.4	35.7	0.8	6.6	0.7	6.5	0.5	60.1	0.6
North West	Cheshire	458.9	17.4	495.8	10.9	149.0	15.6	93.7	7.4	1197.4	12.7
	Greater Manchester	1076.3	40.8	1411.1	31.0	391.5	41.0	514.6	40.7	3393.5	36.1
	Lancashire	215.7	8.2	505.6	11.1	70.0	7.3	131.4	10.4	922.7	9.8
	Merseyside	231.0	8.8	350.3	7.7	81.5	8.5	105.0	8.3	767.8	8.2
Northern	Cleveland	4.3	0.2	25.8	0.6	1.9	0.2	1.8	0.1	33.8	0.4
	Cumbria	25.5	1.0	137.0	3.0	22.1	2.3	41.8	3.3	226.4	2.4
	Durham	4.1	0.2	18.3	0.4	4.4	0.5	2.0	0.2	28.8	0.3
	Northumberland	0.0	0.0	6.6	0.1	0.0	0.0	0.1	0.0	6.8	0.1
	Tyne and Wear	7.8	0.3	26.3	0.6	1.6	0.2	1.4	0.1	37.2	0.4
South East	Bedfordshire	0.0	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.7	0.0
	Berkshire	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Buckinghamshire	0.1	0.0	2.5	0.1	0.0	0.0	0.9	0.1	3.4	0.0
	East Sussex	0.2	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.1	0.0
	Essex	0.0	0.0	0.7	0.0	0.0	0.0	0.1	0.0	0.8	0.0
	Greater London	1.2	0.0	5.0	0.1	3.3	0.3	4.2	0.3	13.6	0.1
	Hampshire	1.8	0.1	0.7	0.0	0.0	0.0	2.4	0.2	4.9	0.1
	Hertfordshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.7	0.0	0.9	0.0	0.1	0.0	0.9	0.1	2.7	0.0
	Surrey	0.7	0.0	0.5	0.0	0.0	0.0	0.1	0.0	1.3	0.0
West Sussex	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	
South West	Avon	0.0	0.0	1.9	0.0	2.8	0.3	0.2	0.0	4.9	0.1
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1	0.0
	Dorset	0.0	0.0	3.1	0.1	0.0	0.0	0.0	0.0	3.1	0.0
	Gloucestershire	0.5	0.0	5.3	0.1	0.6	0.1	1.7	0.1	8.0	0.1
	Somerset	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Wiltshire	0.3	0.0	0.5	0.0	0.0	0.0	0.3	0.0	1.1	0.0
West Midlands	Hereford & Worcs	5.3	0.2	13.6	0.3	1.2	0.1	1.3	0.1	21.4	0.2
	Shropshire	15.9	0.6	38.9	0.9	2.0	0.2	8.4	0.7	65.2	0.7
	Staffordshire	71.5	2.7	148.5	3.3	27.9	2.9	19.0	1.5	266.8	2.8
	Warwickshire	2.6	0.1	4.6	0.1	0.5	0.1	1.7	0.1	9.4	0.1
	West Midlands	7.0	0.3	46.5	1.0	13.1	1.4	8.5	0.7	75.0	0.8
Yorkshire	Humberside	32.0	1.2	88.3	1.9	15.0	1.6	19.6	1.5	154.8	1.6
	North Yorkshire	49.8	1.9	149.0	3.3	23.7	2.5	46.8	3.7	269.3	2.9
	South Yorkshire	78.9	3.0	230.5	5.1	32.9	3.4	64.6	5.1	406.9	4.3
	West Yorkshire	188.3	7.1	482.3	10.6	58.4	6.1	98.1	7.8	827.1	8.8
Wales	Clwyd	58.7	2.2	113.4	2.5	17.3	1.8	18.7	1.5	208.1	2.2
	Dyfed	1.7	0.1	4.3	0.1	0.4	0.0	0.4	0.0	6.8	0.1
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	15.4	0.6	33.9	0.7	6.3	0.7	8.9	0.7	64.4	0.7
	Mid Glamorgan	0.1	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.5	0.0
	Powys	5.0	0.2	3.8	0.1	0.0	0.0	1.3	0.1	10.2	0.1
	South Glamorgan	0.8	0.0	3.4	0.1	0.2	0.0	0.3	0.0	4.7	0.0
West Glamorgan	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.6	0.0	
Scotland		4.8	0.2	37.1	0.8	4.5	0.5	14.7	1.2	61.1	0.6
Grand Total		2637.6	100	4553.0	100	954.2	100	1264.6	100	9409.5	100

Table 7.12
 Scheduled origin/destination patterns of terminating passengers at Stansted Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	178.0	8.3	533.2	6.6	82.2	12.2	191.3	4.9	984.8	6.6
	Norfolk	55.7	2.6	221.7	2.7	6.6	1.0	65.3	1.7	349.4	2.4
	Suffolk	107.2	5.0	411.4	5.1	16.1	2.4	78.8	2.0	613.4	4.1
East Midlands	Derbyshire	9.5	0.4	47.5	0.6	3.4	0.5	6.0	0.2	66.4	0.4
	Leicestershire	45.3	2.1	74.5	0.9	1.9	0.3	24.1	0.6	145.7	1.0
	Lincolnshire	25.7	1.2	133.7	1.6	8.6	1.3	23.7	0.6	191.7	1.3
	Northamptonshire	54.9	2.5	136.3	1.7	1.8	0.3	37.0	1.0	230.0	1.5
	Nottinghamshire	26.9	1.2	74.8	0.9	1.4	0.2	29.4	0.8	132.4	0.9
North West	Cheshire	12.3	0.6	32.1	0.4	1.7	0.2	3.4	0.1	49.5	0.3
	Greater Manchester	3.3	0.2	35.4	0.4	0.0	0.0	16.5	0.4	55.2	0.4
	Lancashire	0.5	0.0	32.6	0.4	0.0	0.0	12.2	0.3	45.2	0.3
	Merseyside	7.0	0.3	4.3	0.1	0.0	0.0	5.0	0.1	16.2	0.1
Northern	Cleveland	0.0	0.0	5.0	0.1	0.0	0.0	0.0	0.0	5.0	0.0
	Cumbria	0.6	0.0	7.2	0.1	0.0	0.0	8.8	0.2	16.6	0.1
	Durham	0.0	0.0	4.6	0.1	0.0	0.0	0.9	0.0	5.5	0.0
	Northumberland	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
	Tyne and Wear	0.0	0.0	10.6	0.1	0.0	0.0	0.0	0.0	10.6	0.1
South East	Bedfordshire	87.3	4.1	133.0	1.6	15.4	2.3	48.4	1.2	284.2	1.9
	Berkshire	19.5	0.9	98.8	1.2	2.1	0.3	60.3	1.5	180.7	1.2
	Buckinghamshire	30.0	1.4	106.1	1.3	12.3	1.8	46.6	1.2	195.0	1.3
	East Sussex	13.9	0.6	70.2	0.9	10.5	1.6	60.1	1.5	154.6	1.0
	Essex	309.8	14.4	1010.4	12.4	87.1	13.0	290.6	7.5	1697.9	11.4
	Greater London	614.8	28.5	2930.4	36.0	319.3	47.5	2263.5	58.2	6128.0	41.3
	Hampshire	42.8	2.0	160.0	2.0	2.4	0.3	46.2	1.2	251.4	1.7
	Hertfordshire	125.8	5.8	380.3	4.7	27.2	4.0	110.1	2.8	643.2	4.3
	Kent	85.7	4.0	323.6	4.0	5.6	0.8	89.0	2.3	503.9	3.4
	Oxfordshire	35.7	1.7	142.2	1.7	7.9	1.2	48.9	1.3	234.7	1.6
	Surrey	66.4	3.1	120.2	1.5	14.2	2.1	34.7	0.9	235.6	1.6
	West Sussex	21.7	1.0	88.6	1.1	0.6	0.1	23.3	0.6	134.1	0.9
South West	Avon	12.2	0.6	69.5	0.9	2.0	0.3	25.7	0.7	109.4	0.7
	Cornwall	0.0	0.0	9.8	0.1	0.0	0.0	13.2	0.3	23.0	0.2
	Devon	3.8	0.2	38.7	0.5	0.0	0.0	21.3	0.5	63.7	0.4
	Dorset	3.4	0.2	25.4	0.3	3.3	0.5	33.1	0.8	65.1	0.4
	Gloucestershire	11.0	0.5	36.8	0.5	4.5	0.7	15.1	0.4	67.5	0.5
	Somerset	4.4	0.2	33.1	0.4	0.0	0.0	5.5	0.1	43.0	0.3
	Wiltshire	5.9	0.3	41.5	0.5	1.7	0.2	13.7	0.4	62.7	0.4
West Midlands	Hereford & Worcs	20.2	0.9	89.8	1.1	0.7	0.1	3.2	0.1	113.8	0.8
	Shropshire	1.1	0.1	30.1	0.4	0.0	0.0	9.6	0.2	40.8	0.3
	Staffordshire	1.2	0.1	16.2	0.2	0.9	0.1	9.4	0.2	27.7	0.2
	Warwickshire	11.9	0.6	31.8	0.4	10.7	1.6	2.3	0.1	56.8	0.4
	West Midlands	27.7	1.3	55.1	0.7	6.3	0.9	51.8	1.3	140.9	0.9
Yorkshire	Humberside	6.0	0.3	17.8	0.2	1.4	0.2	8.4	0.2	33.7	0.2
	North Yorkshire	10.1	0.5	67.8	0.8	0.9	0.1	12.8	0.3	91.6	0.6
	South Yorkshire	6.9	0.3	46.1	0.6	4.7	0.7	8.8	0.2	66.5	0.4
	West Yorkshire	11.5	0.5	93.6	1.2	5.4	0.8	9.3	0.2	119.9	0.8
Wales	Clwyd	5.0	0.2	3.5	0.0	0.0	0.0	2.2	0.1	10.8	0.1
	Dyfed	3.5	0.2	14.2	0.2	0.0	0.0	6.8	0.2	24.5	0.2
	Gwent	0.8	0.0	12.7	0.2	1.2	0.2	5.4	0.1	20.1	0.1
	Gwynedd	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	3.9	0.0
	Mid Glamorgan	3.3	0.2	12.7	0.2	0.0	0.0	2.1	0.1	18.2	0.1
	Powys	0.8	0.0	2.8	0.0	0.0	0.0	1.8	0.0	5.4	0.0
	South Glamorgan	1.9	0.1	16.1	0.2	0.0	0.0	1.1	0.0	19.1	0.1
West Glamorgan	0.5	0.0	12.6	0.2	0.0	0.0	3.8	0.1	16.9	0.1	
Scotland		0.0	0.0	20.1	0.2	0.0	0.0	1.0	0.0	21.1	0.1
Grand Total		2133.4	100	8131.4	100	671.8	100	3891.2	100	14827.8	100

Table 8.1
 Charter origin/destination patterns of terminating passengers at Birmingham Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	7.1	0.3	0.0	0.0	0.0	0.0	7.1	0.2
	Norfolk	0.0	0.0	2.1	0.1	0.0	0.0	0.0	0.0	2.1	0.1
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	83.2	3.0	0.0	0.0	0.7	1.4	83.9	2.9
	Leicestershire	0.0	0.0	181.2	6.5	0.0	0.0	1.4	2.6	182.6	6.4
	Lincolnshire	0.9	2.5	32.7	1.2	0.0	0.0	0.0	0.0	33.6	1.2
	Northamptonshire	0.0	0.0	70.8	2.6	0.0	0.0	2.3	4.4	73.1	2.6
	Nottinghamshire	0.0	0.0	158.1	5.7	0.0	0.0	1.1	2.0	159.1	5.6
North West	Cheshire	0.0	0.0	15.1	0.5	0.0	0.0	0.0	0.0	15.1	0.5
	Greater Manchester	0.3	1.0	2.7	0.1	0.0	0.0	0.0	0.0	3.0	0.1
	Lancashire	0.8	2.2	5.5	0.2	0.0	0.0	0.0	0.0	6.3	0.2
	Merseyside	0.0	0.0	5.4	0.2	0.0	0.0	0.0	0.0	5.4	0.2
Northern	Cleveland	0.0	0.0	7.6	0.3	0.0	0.0	1.7	3.1	9.3	0.3
	Cumbria	0.0	0.0	0.9	0.0	0.0	0.0	7.1	13.4	7.9	0.3
	Durham	0.0	0.0	2.2	0.1	0.0	0.0	0.0	0.0	2.2	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
South East	Bedfordshire	0.0	0.0	6.8	0.2	0.0	0.0	0.0	0.0	6.8	0.2
	Berkshire	0.0	0.0	3.2	0.1	0.0	0.0	0.0	0.0	3.2	0.1
	Buckinghamshire	0.4	1.0	17.0	0.6	0.0	0.0	0.0	0.0	17.4	0.6
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hampshire	0.0	0.0	1.6	0.1	1.8	46.5	0.0	0.0	3.4	0.1
	Hertfordshire	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3	0.0
	Kent	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Oxfordshire	0.3	0.8	30.7	1.1	0.0	0.0	0.0	0.0	31.0	1.1
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.0	0.0	24.0	0.9	0.0	0.0	0.0	0.0	24.0	0.8
	Cornwall	0.0	0.0	4.1	0.1	0.0	0.0	0.0	0.0	4.1	0.1
	Devon	0.0	0.0	10.7	0.4	0.0	0.0	1.1	2.1	11.9	0.4
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.0	0.0	80.0	2.9	0.0	0.0	0.3	0.6	80.3	2.8
	Somerset	0.0	0.0	11.4	0.4	0.0	0.0	0.0	0.0	11.4	0.4
	Wiltshire	0.0	0.0	25.8	0.9	0.0	0.0	0.0	0.0	25.8	0.9
West Midlands	Hereford & Worcs	0.9	2.6	177.1	6.4	0.0	0.0	0.7	1.4	178.7	6.2
	Shropshire	0.9	2.8	52.3	1.9	0.0	0.0	0.7	1.4	54.0	1.9
	Staffordshire	5.0	14.9	289.5	10.4	0.0	0.0	7.5	14.2	302.0	10.5
	Warwickshire	0.0	0.0	175.4	6.3	0.0	0.0	9.4	17.8	184.8	6.5
	West Midlands	13.2	39.0	1136.5	41.0	0.3	7.1	15.2	28.8	1165.2	40.7
Yorkshire	Humberside	0.0	0.0	14.2	0.5	0.0	0.0	0.0	0.0	14.2	0.5
	North Yorkshire	0.0	0.0	3.1	0.1	0.0	0.0	0.0	0.0	3.1	0.1
	South Yorkshire	0.0	0.0	61.8	2.2	0.0	0.0	0.0	0.0	61.8	2.2
	West Yorkshire	0.0	0.0	6.3	0.2	0.0	0.0	1.8	3.4	8.1	0.3
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	9.4	27.8	3.8	0.1	0.0	0.0	0.0	0.0	13.1	0.5
	Gwent	0.0	0.0	22.1	0.8	0.0	0.0	0.0	0.0	22.1	0.8
	Gwynedd	0.0	0.0	3.3	0.1	0.0	0.0	0.0	0.0	3.3	0.1
	Mid Glamorgan	0.0	0.0	8.8	0.3	0.0	0.0	0.0	0.0	8.8	0.3
	Powys	0.0	0.0	17.7	0.6	0.0	0.0	0.0	0.0	17.7	0.6
	South Glamorgan	0.0	0.0	4.1	0.1	0.0	0.0	0.0	0.0	4.1	0.1
West Glamorgan	0.0	0.0	2.3	0.1	0.0	0.0	0.0	0.0	2.3	0.1	
Scotland		1.8	5.3	0.0	0.0	0.0	0.0	1.8	3.4	8.9	0.3
Grand Total		33.8	100	2769.8	100	2.1	100	52.8	100	2863.8	100

Table 8.2
 Charter origin/destination patterns of terminating passengers at Bristol Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Leicestershire	0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.7	0.1
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.7	0.1
North West	Cheshire	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Berkshire	0.0	0.0	3.1	0.3	0.0	0.0	0.0	0.0	3.1	0.3
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.7	0.1
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Hampshire	0.0	0.0	1.8	0.2	0.0	0.0	0.0	0.0	1.8	0.1
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.7	0.1
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	2.9	48.2	478.0	39.4	0.0	0.0	3.4	30.5	484.3	39.3
	Cornwall	0.3	4.7	63.1	5.2	0.0	0.0	0.0	0.0	63.4	5.1
	Devon	1.3	22.0	159.1	13.1	0.0	0.0	1.7	15.3	162.1	13.2
	Dorset	0.0	0.0	19.7	1.6	0.0	0.0	0.0	0.0	19.7	1.6
	Gloucestershire	0.0	0.0	60.9	5.0	0.0	0.0	1.8	16.3	62.7	5.1
	Somerset	0.7	11.9	122.6	10.1	0.0	0.0	0.2	1.6	123.5	10.0
	Wiltshire	0.0	0.0	79.9	6.6	0.0	0.0	0.4	3.6	80.3	6.5
West Midlands	Hereford & Worcs	0.3	5.4	8.7	0.7	0.0	0.0	0.0	0.0	9.0	0.7
	Shropshire	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0
	West Midlands	0.0	0.0	4.0	0.3	0.0	0.0	0.0	0.0	4.0	0.3
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	19.7	1.6	0.0	0.0	0.0	0.0	19.7	1.6
	Gwent	0.0	0.0	62.7	5.2	0.0	0.0	1.3	11.7	64.0	5.2
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.2	3.7	55.7	4.6	0.0	0.0	0.4	3.5	56.3	4.6
	Powys	0.0	0.0	2.6	0.2	0.0	0.0	0.0	0.0	2.6	0.2
	South Glamorgan	0.3	4.2	37.6	3.1	0.0	0.0	0.2	1.7	38.0	3.1
West Glamorgan	0.0	0.0	27.8	2.3	0.0	0.0	0.0	0.0	27.8	2.3	
Scotland		0.0	0.0	1.8	0.1	0.0	0.0	0.0	0.0	3.6	0.3
Grand Total		6.0	100	1214.6	100	0.0	100	9.4	100	1231.8	100

Table 8.3
 Charter origin/destination patterns of terminating passengers at Cardiff Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.6	0.1	0.0
	Lincolnshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
North West	Cheshire	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Greater Manchester	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	2.3	0.3	0.0	0.0	0.0	0.0	2.3	0.2
	Buckinghamshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.0	0.0	33.4	3.7	0.0	0.0	0.4	5.5	33.9	3.7
	Cornwall	0.0	0.0	8.6	0.9	0.0	0.0	0.2	2.6	8.8	1.0
	Devon	0.0	0.0	13.6	1.5	0.0	0.0	0.0	0.0	13.6	1.5
	Dorset	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Gloucestershire	0.0	0.0	12.4	1.4	0.0	0.0	0.0	0.0	12.4	1.3
	Somerset	0.0	0.0	9.7	1.1	0.0	0.0	0.1	0.7	9.8	1.1
	Wiltshire	0.1	3.6	7.7	0.8	0.0	0.0	0.0	0.0	7.8	0.8
West Midlands	Hereford & Worcs	1.3	33.5	8.5	0.9	0.0	0.0	0.0	0.0	9.9	1.1
	Shropshire	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	West Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	68.2	7.5	0.0	0.0	0.5	6.4	68.7	7.5
	Gwent	0.0	0.0	133.1	14.6	0.0	0.0	0.6	7.2	133.6	14.5
	Gwynedd	0.0	0.0	4.3	0.5	0.0	0.0	0.0	0.0	4.3	0.5
	Mid Glamorgan	1.0	24.7	281.9	31.0	0.0	0.0	3.1	39.9	286.0	31.0
	Powys	0.0	0.0	8.8	1.0	0.0	0.0	0.0	0.0	8.8	0.9
	South Glamorgan	1.5	37.2	171.9	18.9	0.2	23.6	1.6	20.0	175.2	19.0
	West Glamorgan	0.0	0.9	139.9	15.4	0.0	0.0	0.6	7.5	140.5	15.2
Scotland		0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	1.3	0.1
Grand Total		3.9	100	910.3	100	0.2	100	7.2	100	922.3	100

Table 8.4

Charter origin/destination patterns of terminating passengers at East Midlands Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	5.8	0.4	0.0	0.0	0.0	0.0	5.8	0.4
	Norfolk	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Suffolk	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
East Midlands	Derbyshire	1.7	14.4	287.0	19.0	0.4	27.0	1.0	5.3	290.1	18.8
	Leicestershire	0.1	0.5	199.8	13.2	0.0	0.0	0.5	2.5	200.3	13.0
	Lincolnshire	0.2	1.9	88.4	5.9	0.0	0.0	9.2	49.3	97.7	6.3
	Northamptonshire	0.2	1.4	35.3	2.3	0.0	0.0	0.0	0.0	35.5	2.3
	Nottinghamshire	0.4	3.1	323.4	21.4	0.0	0.0	1.8	9.9	325.6	21.1
North West	Cheshire	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	Greater Manchester	0.0	0.0	1.2	0.1	0.0	0.0	0.2	0.9	1.4	0.1
	Lancashire	0.0	0.0	1.3	0.1	0.0	0.0	0.0	0.0	1.3	0.1
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	1.8	0.1	0.3	19.9	0.0	0.0	2.1	0.1
	Cumbria	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Durham	0.0	0.0	1.2	0.1	0.0	0.0	0.0	0.0	1.2	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.6	0.0	0.2	16.6	0.0	0.0	0.9	0.1
South East	Bedfordshire	0.0	0.0	3.4	0.2	0.0	0.0	0.0	0.0	3.4	0.2
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.2	1.4	0.8	0.1	0.0	0.0	0.0	0.0	1.0	0.1
	East Sussex	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Essex	0.0	0.0	1.9	0.1	0.0	0.0	0.0	0.0	1.9	0.1
	Greater London	0.2	1.4	1.1	0.1	0.0	0.0	0.0	0.0	1.2	0.1
	Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hertfordshire	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	2.6	0.2	0.0	0.0	0.0	0.0	2.6	0.2
	Surrey	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	2.0	16.7	7.5	0.5	0.0	0.0	0.2	1.2	9.7	0.6
	Somerset	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Wiltshire	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	1.1	0.1	
West Midlands	Hereford & Worcs	0.3	2.7	18.9	1.3	0.0	0.0	2.9	15.4	22.1	1.4
	Shropshire	0.0	0.0	9.6	0.6	0.0	0.0	0.0	0.0	9.6	0.6
	Staffordshire	1.7	14.2	103.2	6.8	0.1	6.9	0.4	2.0	105.3	6.8
	Warwickshire	0.0	0.0	40.0	2.6	0.0	0.0	0.7	3.5	40.6	2.6
	West Midlands	0.0	0.0	75.7	5.0	0.0	0.0	0.9	4.9	76.7	5.0
Yorkshire	Humberside	0.0	0.0	34.9	2.3	0.0	0.0	0.0	0.0	34.9	2.3
	North Yorkshire	0.0	0.0	12.0	0.8	0.0	0.0	0.0	0.0	12.0	0.8
	South Yorkshire	0.0	0.0	196.0	13.0	0.0	0.0	0.0	0.0	196.0	12.7
	West Yorkshire	0.0	0.0	45.5	3.0	0.0	0.0	0.5	2.7	46.0	3.0
Wales	Clwyd	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	1.1	0.1
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	1.6	13.6	1.0	0.1	0.0	0.0	0.0	0.0	2.7	0.2
	Gwynedd	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0
	Mid Glamorgan	0.2	1.4	1.5	0.1	0.0	0.0	0.0	0.0	1.6	0.1
	Powys	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	South Glamorgan	3.3	27.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.2
West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Scotland		0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.8	0.1
Grand Total		12.0	100	1508.8	100	1.0	100	18.2	100	1540.5	100

Table 8.5
 Charter origin/destination patterns of terminating passengers at Exeter Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1
	Berkshire	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.1
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.1
	Hampshire	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.1
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	
South West	Avon	0.0	0.0	4.5	1.7	0.0	0.0	0.1	2.4	4.6	1.7
	Cornwall	0.2	21.9	59.0	22.6	0.0	0.0	1.0	15.4	60.2	22.4
	Devon	0.4	50.4	168.9	64.6	0.1	29.0	4.9	78.9	174.3	64.8
	Dorset	0.1	12.3	7.5	2.9	0.0	0.0	0.0	0.0	7.6	2.8
	Gloucestershire	0.0	0.0	0.8	0.3	0.0	0.0	0.0	0.0	0.8	0.3
	Somerset	0.1	15.4	16.6	6.3	0.0	0.0	0.0	0.0	16.7	6.2
	Wiltshire	0.0	0.0	1.0	0.4	0.0	0.0	0.0	0.0	1.0	0.4
West Midlands	Hereford & Worcs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0	0.7	0.2
	Gwent	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.1
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.5	0.2
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.1
West Glamorgan	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	
Scotland		0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.4	0.1
Grand Total		0.9	100	261.8	100	0.1	100	6.0	100	268.9	100

Table 8.6
 Charter origin/destination patterns of terminating passengers at Gatwick Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	2.5	1.7	219.2	2.4	6.0	8.3	1.8	0.5	229.6	2.3
	Norfolk	0.5	0.4	86.8	0.9	0.0	0.0	3.8	1.1	91.1	0.9
	Suffolk	0.0	0.0	99.5	1.1	0.0	0.0	1.4	0.4	100.9	1.0
East Midlands	Derbyshire	0.0	0.0	18.9	0.2	0.0	0.0	0.0	0.0	18.9	0.2
	Leicestershire	0.0	0.0	57.9	0.6	0.0	0.0	3.8	1.1	61.7	0.6
	Lincolnshire	1.1	0.7	42.1	0.5	0.0	0.0	0.0	0.0	43.2	0.4
	Northamptonshire	0.0	0.0	71.3	0.8	0.0	0.0	0.0	0.0	71.3	0.7
	Nottinghamshire	0.0	0.0	10.7	0.1	0.0	0.0	0.0	0.0	10.7	0.1
North West	Cheshire	0.0	0.0	7.2	0.1	0.0	0.0	0.0	0.0	7.2	0.1
	Greater Manchester	0.0	0.0	14.7	0.2	0.0	0.0	0.0	0.0	14.7	0.2
	Lancashire	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4.3	0.0
	Merseyside	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Northern	Cleveland	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.6	0.0
	Northumberland	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	120.6	1.3	0.0	0.0	1.2	0.3	121.8	1.2
	Berkshire	2.5	1.7	343.9	3.7	0.0	0.0	0.0	0.0	346.4	3.5
	Buckinghamshire	2.8	1.9	83.7	0.9	0.0	0.0	0.0	0.0	86.5	0.9
	East Sussex	0.0	0.0	390.4	4.2	0.0	0.0	17.7	5.0	408.2	4.2
	Essex	22.1	15.2	591.9	6.4	10.3	14.2	29.4	8.2	653.7	6.7
	Greater London	24.4	16.7	2512.1	27.2	39.2	53.8	180.7	50.6	2756.5	28.1
	Hampshire	3.3	2.3	687.7	7.4	0.0	0.0	23.5	6.6	714.5	7.3
	Hertfordshire	0.0	0.0	276.0	3.0	0.0	0.0	7.5	2.1	283.5	2.9
	Kent	37.6	25.9	702.3	7.6	0.0	0.0	5.9	1.7	745.8	7.6
	Oxfordshire	0.0	0.0	151.2	1.6	0.0	0.0	1.6	0.5	152.8	1.6
	Surrey	16.0	11.0	689.7	7.5	2.4	3.3	13.6	3.8	721.8	7.4
	West Sussex	22.2	15.2	488.8	5.3	0.0	0.0	10.0	2.8	521.0	5.3
South West	Avon	0.0	0.0	125.0	1.4	0.0	0.0	0.8	0.2	125.8	1.3
	Cornwall	0.0	0.0	51.9	0.6	0.0	0.0	2.1	0.6	54.0	0.6
	Devon	1.2	0.8	101.9	1.1	0.0	0.0	0.0	0.0	103.1	1.1
	Dorset	0.6	0.4	245.1	2.7	0.0	0.0	4.9	1.4	250.6	2.6
	Gloucestershire	0.0	0.0	99.8	1.1	0.0	0.0	0.1	0.0	99.8	1.0
	Somerset	1.9	1.3	92.1	1.0	0.0	0.0	1.5	0.4	95.5	1.0
	Wiltshire	0.0	0.0	198.8	2.2	0.0	0.0	0.0	0.0	198.8	2.0
	West Midlands	Hereford & Worcs	0.0	0.0	63.2	0.7	0.0	0.0	0.0	0.0	63.2
Shropshire	0.0	0.0	31.1	0.3	0.0	0.0	0.0	0.0	31.1	0.3	
Staffordshire	1.9	1.3	93.0	1.0	0.0	0.0	19.5	5.5	114.4	1.2	
Warwickshire	0.0	0.0	33.7	0.4	0.0	0.0	0.0	0.0	33.7	0.3	
West Midlands	2.9	2.0	98.7	1.1	0.0	0.0	0.4	0.1	102.1	1.0	
Yorkshire	Humberside	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	0.0
	North Yorkshire	0.0	0.0	24.0	0.3	0.0	0.0	0.0	0.0	24.0	0.2
	South Yorkshire	0.0	0.0	11.0	0.1	0.0	0.0	0.0	0.0	11.0	0.1
	West Yorkshire	0.0	0.0	20.9	0.2	0.0	0.0	7.2	2.0	28.0	0.3
Wales	Clwyd	0.0	0.0	13.4	0.1	0.0	0.0	0.0	0.0	13.4	0.1
	Dyfed	0.0	0.0	22.3	0.2	0.0	0.0	0.0	0.0	22.3	0.2
	Gwent	1.9	1.3	54.0	0.6	0.0	0.0	0.0	0.0	56.0	0.6
	Gwynedd	0.0	0.0	7.4	0.1	0.0	0.0	0.0	0.0	7.4	0.1
	Mid Glamorgan	0.0	0.0	125.3	1.4	0.0	0.0	0.0	0.0	125.3	1.3
	Powys	0.0	0.0	1.2	0.0	0.0	0.0	4.2	1.2	5.4	0.1
	South Glamorgan	0.0	0.0	12.4	0.1	0.0	0.0	0.0	0.0	12.4	0.1
	West Glamorgan	0.0	0.0	25.5	0.3	0.0	0.0	0.0	0.0	25.5	0.3
Scotland		0.0	0.0	14.9	0.2	0.0	0.0	0.0	0.0	29.8	0.3
Grand Total		145.5	100	9247.3	100	58.0	100	342.5	100	9808.1	100

Table 8.7

Charter origin/destination patterns of terminating passengers at Heathrow Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.1	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.2	18.0	0.2	0.5
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.1	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	4.2	10.3	0.0	0.0	0.0	0.0	4.2	9.7
	Buckinghamshire	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.7	1.8	0.0	0.0	0.0	0.0	0.7	1.7
	Greater London	0.1	21.1	11.0	27.1	0.9	100.0	0.9	68.6	12.9	29.8
	Hampshire	0.0	5.4	0.8	2.0	0.0	0.0	0.0	0.0	0.9	2.0
	Hertfordshire	0.0	0.0	3.0	7.3	0.0	0.0	0.2	13.4	3.2	7.3
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Surrey	0.1	26.5	0.1	0.3	0.0	0.0	0.0	0.0	0.3	0.6
West Sussex	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.2	0.3	
South West	Avon	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.2	0.6
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dorset	0.0	0.0	6.1	15.0	0.0	0.0	0.0	0.0	6.1	14.1
	Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Somerset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Wiltshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Midlands	Hereford & Worcs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yorkshire	Humberside	0.0	0.0	7.1	17.5	0.0	0.0	0.0	0.0	7.1	16.4
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	4.2	10.3	0.0	0.0	0.0	0.0	4.2	9.7
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	3.0	7.3	0.0	0.0	0.0	0.0	3.0	6.9
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total		0.5	100	40.7	100	0.9	100	1.3	100	43.4	100

Table 8.8

Charter origin/destination patterns of terminating passengers at Liverpool Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.1
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.4	31.3	64.5	17.3	0.0	0.0	0.7	15.9	65.6	17.2
	Greater Manchester	0.2	12.4	48.1	12.9	0.0	0.0	0.0	1.1	48.3	12.7
	Lancashire	0.1	7.1	29.1	7.8	0.0	0.0	0.0	0.0	29.2	7.7
	Merseyside	0.0	0.0	181.1	48.5	0.0	0.0	1.4	30.6	182.4	47.8
Northern	Cleveland	0.0	0.0	0.6	0.2	0.0	0.0	0.1	3.2	0.8	0.2
	Cumbria	0.0	0.0	5.9	1.6	0.0	0.0	0.0	0.0	5.9	1.6
	Durham	0.0	0.0	1.0	0.3	0.0	0.0	0.0	0.0	1.0	0.3
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Essex	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Greater London	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.1
	Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South West	Avon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cornwall	0.0	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.8	0.2
	Devon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Somerset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Wiltshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Midlands	Hereford & Worcs	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.1
	Shropshire	0.0	0.0	1.2	0.3	0.0	0.0	0.0	0.0	1.2	0.3
	Staffordshire	0.0	0.0	4.2	1.1	0.0	0.0	0.0	0.0	4.2	1.1
	Warwickshire	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.0
	West Midlands	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.1
Yorkshire	Humberside	0.0	0.0	1.6	0.4	0.0	0.0	0.0	0.0	1.6	0.4
	North Yorkshire	0.0	0.0	2.6	0.7	0.0	0.0	0.0	0.0	2.6	0.7
	South Yorkshire	0.0	0.0	3.9	1.0	0.0	0.0	0.0	0.0	3.9	1.0
	West Yorkshire	0.1	11.7	6.1	1.6	0.0	0.0	0.0	0.0	6.3	1.6
Wales	Clwyd	0.5	37.5	16.6	4.4	0.0	0.0	0.0	0.0	17.1	4.5
	Dyfed	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.1
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	3.8	1.0	0.0	0.0	0.0	0.0	3.8	1.0
	Mid Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Powys	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.1
	South Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scotland		0.0	0.0	2.2	0.6	0.0	0.0	0.0	0.0	4.4	1.2
Grand Total		1.3	100	375.6	100	0.0	100	2.3	100	381.4	100

Table 8.9
 Charter origin/destination patterns of terminating passengers at London City Airport in 2003

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Somerset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Wiltshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Midlands	Hereford & Worcs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yorkshire	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table 8.10
 Charter origin/destination patterns of terminating passengers at Luton Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	95.7	11.7	0.0	0.0	0.0	0.0	95.7	11.5
	Norfolk	0.0	0.0	18.2	2.2	0.0	0.0	0.0	0.0	18.2	2.2
	Suffolk	0.0	0.0	26.7	3.3	0.0	0.0	0.0	0.0	26.7	3.2
East Midlands	Derbyshire	0.0	0.0	4.1	0.5	0.0	0.0	0.0	0.0	4.1	0.5
	Leicestershire	0.0	0.0	10.0	1.2	0.0	0.0	0.0	0.0	10.0	1.2
	Lincolnshire	0.0	0.0	12.7	1.6	0.0	0.0	0.0	0.0	12.7	1.5
	Northamptonshire	0.0	0.0	82.4	10.1	0.0	0.0	0.0	0.0	82.4	9.9
	Nottinghamshire	0.0	0.0	3.7	0.5	0.0	0.0	0.0	0.0	3.7	0.4
North West	Cheshire	0.0	0.0	1.0	0.1	0.0	0.0	0.0	0.0	1.0	0.1
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	1.6	0.2	0.0	0.0	0.0	0.0	1.6	0.2
South East	Bedfordshire	0.0	0.0	118.3	14.5	0.0	0.0	0.0	0.0	118.3	14.3
	Berkshire	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	8.0	1.0
	Buckinghamshire	0.0	0.0	77.9	9.6	0.0	0.0	0.3	7.3	78.2	9.4
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	19.1	2.3	0.0	0.0	0.0	0.0	19.1	2.3
	Greater London	2.0	20.9	96.3	11.8	0.0	0.0	0.7	15.7	98.9	11.9
	Hampshire	0.2	2.0	2.5	0.3	0.0	0.0	0.0	0.0	2.7	0.3
	Hertfordshire	0.0	0.0	163.2	20.0	0.0	0.0	2.7	64.2	165.9	20.0
	Kent	0.2	2.0	9.9	1.2	0.0	0.0	0.0	0.0	10.1	1.2
	Oxfordshire	0.0	0.0	12.1	1.5	0.0	0.0	0.0	0.0	12.1	1.5
	Surrey	0.0	0.0	4.2	0.5	0.0	0.0	0.0	0.0	4.2	0.5
	West Sussex	0.0	0.0	1.6	0.2	0.0	0.0	0.0	0.0	1.6	0.2
South West	Avon	0.0	0.0	1.0	0.1	0.0	0.0	0.0	0.0	1.0	0.1
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	1.8	0.2	0.0	0.0	0.0	0.0	1.8	0.2
	Dorset	0.0	0.0	5.9	0.7	0.0	0.0	0.0	0.0	5.9	0.7
	Gloucestershire	0.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Somerset	0.0	0.0	4.5	0.5	0.0	0.0	0.0	0.0	4.5	0.5
	Wiltshire	0.0	0.0	5.6	0.7	0.0	0.0	0.0	0.0	5.6	0.7
West Midlands	Hereford & Worcs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Shropshire	0.0	0.0	17.5	2.1	0.0	0.0	0.0	0.0	17.5	2.1
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	2.4	0.3	0.0	0.0	0.0	0.0	2.4	0.3
	West Midlands	3.6	37.6	5.6	0.7	0.0	0.0	0.0	0.0	9.2	1.1
Yorkshire	Humberside	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.1
	North Yorkshire	3.4	35.6	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.4
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scotland		0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	1.1	0.1
Grand Total		9.6	100	815.5	100	0.0	100	3.6	100	829.3	100

Table 8.11

Charter origin/destination patterns of terminating passengers at Manchester Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	397.9	4.7	0.0	0.0	0.5	0.6	398.4	4.4
	Leicestershire	0.0	0.0	26.5	0.3	0.0	0.0	0.0	0.0	26.5	0.3
	Lincolnshire	0.0	0.0	138.8	1.6	0.0	0.0	0.0	0.0	138.8	1.5
	Northamptonshire	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Nottinghamshire	0.0	0.0	173.9	2.0	0.0	0.0	7.2	9.6	181.1	2.0
North West	Cheshire	0.0	0.0	573.4	6.7	2.3	27.6	4.1	5.5	579.8	6.5
	Greater Manchester	7.1	2.2	1816.8	21.2	0.0	0.0	21.8	29.0	1845.7	20.6
	Lancashire	0.0	0.0	1049.2	12.3	0.0	0.0	6.6	8.7	1055.7	11.8
	Merseyside	2.6	0.8	701.4	8.2	3.8	46.6	0.0	0.0	707.9	7.9
Northern	Cleveland	0.0	0.0	76.2	0.9	0.0	0.0	0.0	0.0	76.2	0.9
	Cumbria	0.6	0.2	176.1	2.1	0.0	0.6	1.8	2.4	178.5	2.0
	Durham	0.0	0.0	59.5	0.7	0.0	0.0	0.0	0.0	59.5	0.7
	Northumberland	0.0	0.0	1.2	0.0	0.0	0.0	3.1	4.1	4.3	0.0
	Tyne and Wear	0.1	0.0	45.3	0.5	0.0	0.0	0.0	0.0	45.4	0.5
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.0	0.0	7.6	0.1	0.0	0.0	0.0	0.0	7.6	0.1
	East Sussex	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
	Essex	0.0	0.0	5.8	0.1	0.0	0.0	0.0	0.0	5.8	0.1
	Greater London	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.8	0.0
	Hampshire	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	0.0
	Hertfordshire	0.0	0.0	6.8	0.1	0.0	0.0	0.0	0.0	6.8	0.1
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	41.5	0.5	0.0	0.0	0.0	0.0	41.5	0.5
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.0	0.0	7.2	0.1	0.0	0.0	0.0	0.0	7.2	0.1
	Cornwall	0.0	0.0	6.5	0.1	0.0	0.0	0.0	0.0	6.5	0.1
	Devon	0.0	0.0	5.3	0.1	0.0	0.0	0.0	0.0	5.3	0.1
	Dorset	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.0
	Gloucestershire	0.0	0.0	23.8	0.3	0.0	0.0	0.0	0.0	23.8	0.3
	Somerset	0.0	0.0	5.8	0.1	0.0	0.0	0.0	0.0	5.8	0.1
	Wiltshire	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1	0.0
West Midlands	Hereford & Worcs	0.0	0.0	57.3	0.7	0.0	0.0	0.0	0.0	57.3	0.6
	Shropshire	3.3	1.0	123.2	1.4	0.0	0.0	17.4	23.1	144.0	1.6
	Staffordshire	0.0	0.0	323.3	3.8	0.0	0.0	0.0	0.0	323.3	3.6
	Warwickshire	0.0	0.0	56.7	0.7	0.0	0.0	1.6	2.2	58.3	0.7
	West Midlands	4.7	1.5	133.8	1.6	0.0	0.0	0.0	0.0	138.5	1.5
Yorkshire	Humberside	0.0	0.0	271.2	3.2	0.0	0.0	0.0	0.0	271.2	3.0
	North Yorkshire	14.0	4.4	281.2	3.3	0.0	0.0	1.3	1.7	296.4	3.3
	South Yorkshire	0.0	0.0	710.5	8.3	0.0	0.0	0.0	0.0	710.5	7.9
	West Yorkshire	1.0	0.3	685.2	8.0	0.0	0.0	2.9	3.8	689.1	7.7
Wales	Clwyd	3.2	1.0	171.0	2.0	0.0	0.0	0.6	0.8	174.9	2.0
	Dyfed	0.0	0.0	7.3	0.1	0.0	0.0	0.0	0.0	7.3	0.1
	Gwent	0.0	0.0	31.3	0.4	0.0	0.0	0.0	0.0	31.3	0.3
	Gwynedd	0.0	0.0	29.4	0.3	0.0	0.0	4.3	5.7	33.7	0.4
	Mid Glamorgan	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.6	0.0
	Powys	0.0	0.0	30.0	0.4	0.0	0.0	0.0	0.0	30.0	0.3
	South Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Glamorgan	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	
Scotland		0.9	2.4	282.7	3.3	0.0	0.0	2.1	2.7	570.4	6.4
Grand Total		37.7	100	8554.6	100	6.1	100	75.3	100	8958.4	100

Table 8.12

Charter origin/destination patterns of terminating passengers at Stansted Airport in 2003.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure		000's	%
		000's	%	000's	%	000's	%	000's	%		
East Anglia	Cambridgeshire	0.0	0.0	120.5	13.4	0.1	100.0	0.0	0.0	120.6	13.2
	Norfolk	0.0	0.0	96.5	10.7	0.0	0.0	5.8	73.7	102.3	11.2
	Suffolk	0.0	0.0	93.3	10.4	0.0	0.0	0.0	0.0	93.3	10.2
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	4.8	0.5	0.0	0.0	0.0	0.0	4.8	0.5
	Lincolnshire	0.0	0.0	23.0	2.6	0.0	0.0	0.0	0.0	23.0	2.5
	Northamptonshire	0.0	0.0	11.7	1.3	0.0	0.0	0.0	0.0	11.7	1.3
	Nottinghamshire	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	1.1	0.1
North West	Cheshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	1.2	0.1	0.0	0.0	0.0	0.0	1.2	0.1
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	13.7	1.5	0.0	0.0	0.0	0.0	13.7	1.5
	Berkshire	0.0	0.0	1.7	0.2	0.0	0.0	0.0	0.0	1.7	0.2
	Buckinghamshire	0.0	0.0	9.8	1.1	0.0	0.0	1.4	17.3	11.2	1.2
	East Sussex	0.0	0.0	1.8	0.2	0.0	0.0	0.0	0.0	1.8	0.2
	Essex	0.0	0.0	191.3	21.2	0.0	0.0	0.0	0.0	191.3	21.0
	Greater London	0.1	2.7	196.6	21.8	0.0	0.0	0.0	0.0	196.7	21.6
	Hampshire	0.0	0.0	1.6	0.2	0.0	0.0	0.0	0.0	1.6	0.2
	Hertfordshire	3.4	97.3	67.4	7.5	0.0	0.0	0.7	9.0	71.4	7.8
	Kent	0.0	0.0	17.5	1.9	0.0	0.0	0.0	0.0	17.5	1.9
	Oxfordshire	0.0	0.0	10.4	1.2	0.0	0.0	0.0	0.0	10.4	1.1
	Surrey	0.0	0.0	1.7	0.2	0.0	0.0	0.0	0.0	1.7	0.2
West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
South West	Avon	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.1
	Dorset	0.0	0.0	3.5	0.4	0.0	0.0	0.0	0.0	3.5	0.4
	Gloucestershire	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.1
	Somerset	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.1
	Wiltshire	0.0	0.0	1.2	0.1	0.0	0.0	0.0	0.0	1.2	0.1
West Midlands	Hereford & Worcs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	0.0	0.0	10.3	1.1	0.0	0.0	0.0	0.0	10.3	1.1
	West Midlands	0.0	0.0	5.9	0.7	0.0	0.0	0.0	0.0	5.9	0.6
Yorkshire	Humberside	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.8	0.1
	West Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wales	Clwyd	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	1.7	0.2	0.0	0.0	0.0	0.0	1.7	0.2
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	6.6	0.7	0.0	0.0	0.0	0.0	6.6	0.7
West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total		3.5	100	900.7	100	0.1	100	7.9	100	912.1	100

Table 9

Modes of transport used at the 2003 survey airports.**

	Birmingham %	Bristol %	Cardiff %	East Midlands %	Exeter %	Gatwick %	Heathrow %	Liverpool %	London City %	Luton %	Manchester %	Stansted %
Private car	52.7	74.0	77.3	74.1	83.2	50.5	35.9	63.4	21.2	60.3	57.5	49.8
Hire car	2.7	5.3	1.2	2.1	1.8	2.6	3.1	4.9	1.8	3.0	2.4	3.5
Taxi / minicab	21.5	12.6	11.8	20.1	11.5	14.5	25.3	20.9	45.2	12.2	29.2	7.7
Tube/Tram	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
Rail	0.8	0.2	0.0	0.0	0.0	25.0	8.9	0.0	0.4	0.0	6.7	28.5
Bus / coach *	21.5	7.9	9.3	3.5	3.4	7.3	12.6	10.1	30.7	24.3	3.6	10.2
Other	0.8	0.0	0.3	0.2	0.1	0.1	0.3	0.5	0.7	0.2	0.6	0.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	8,321	3,874	1,840	4,148	0,363	24,632	40,136	2,833	1,410	6,235	18,088	15,745

* Includes courtesy bus from Parkway Station to Luton Airport

** These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.1

Modes of transport by passenger type used at Birmingham Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	19.0	28.3	13.1	15.5	11.6	19.8	17.2
UK Leisure	71.5	19.9	72.3	69.0	67.3	73.5	69.7
Foreign Business	3.2	28.5	9.1	6.2	5.7	4.3	5.8
Foreign Leisure	6.3	23.4	5.5	9.3	15.4	2.3	7.3
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	4,389	0,225	1,785	1,793	0,066	0,063	8,321

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.2

Modes of transport by passenger type used at Bristol Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	15.6	42.5	19.5	12.2	46.0	40.1	17.3
UK Leisure	79.3	24.5	68.1	74.8	24.9	59.9	74.5
Foreign Business	0.7	18.1	5.6	2.4	17.2	0.0	2.4
Foreign Leisure	4.4	14.8	6.8	10.6	11.9	0.0	5.7
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	2,865	0,207	0,487	0,305	0,009	0,002	3,874

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.3

Modes of transport by passenger type used at Cardiff Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	8.9	35.9	17.1	2.9	0.0	4.8	9.6
UK Leisure	86.4	35.2	70.4	88.5	0.0	93.6	84.0
Foreign Business	1.0	11.3	6.2	1.3	0.0	0.0	1.7
Foreign Leisure	3.7	17.5	6.3	7.3	0.0	1.7	4.6
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	1,422	0,022	0,218	0,172	0,000	0,005	1,838

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.4

Modes of transport by passenger type used at East Midlands Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	12.9	56.7	12.9	10.1	0.0	41.8	13.8
UK Leisure	82.2	19.3	81.2	70.6	0.0	37.5	80.2
Foreign Business	1.0	11.4	3.2	2.9	0.0	20.7	1.8
Foreign Leisure	3.9	12.6	2.6	16.4	0.0	0.0	4.3
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	3,073	0,087	0,832	0,145	0,000	0,010	4,147

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.5

Modes of transport by passenger type used at Exeter Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	6.1	23.0	3.7	0.5	0.0	20.5	6.0
UK Leisure	91.2	73.5	92.1	96.2	0.0	73.7	91.1
Foreign Business	0.3	0.7	1.2	0.4	0.0	0.0	0.4
Foreign Leisure	2.4	2.8	3.0	2.9	0.0	5.8	2.5
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	0,302	0,007	0,042	0,012	0,000	0,000	0,363

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.6

Modes of transport by passenger type used at Gatwick Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	9.6	16.3	13.7	3.5	14.7	38.3	11.2
UK Leisure	82.5	22.4	72.3	57.0	53.4	15.8	70.3
Foreign Business	1.5	22.3	6.2	12.2	8.9	35.7	5.4
Foreign Leisure	6.4	39.0	7.8	27.2	23.0	10.2	13.1
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	12,447	0,628	3,580	1,797	6,146	0,033	24,632

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.7

Modes of transport by passenger type used at Heathrow Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Tube %	Rail %	Other %	Grand Total %
UK Business	25.7	25.0	28.3	9.3	12.7	32.0	18.2	22.8
UK Leisure	46.9	8.4	30.4	42.0	37.4	20.5	24.7	34.3
Foreign Business	8.7	33.0	22.5	15.8	13.5	27.2	49.7	17.5
Foreign Leisure	18.8	33.6	18.8	32.9	36.3	20.4	7.5	25.4
Total	100	100	100	100	100	100	100	100
Total terminating passengers (000's)	14,390	1,240	10,142	5,054	5,625	3,572	113	40,136

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.8

Modes of transport by passenger type used at Liverpool Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	18.9	12.2	8.8	3.8	0.0	9.0	14.8
UK Leisure	68.7	30.1	73.5	56.2	0.0	50.9	66.4
Foreign Business	3.3	22.0	5.9	6.6	0.0	0.0	5.1
Foreign Leisure	9.1	35.7	11.7	33.5	0.0	40.1	13.6
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	1,797	0,139	0,591	0,285	0,000	0,015	2,827

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.9

Modes of transport by passenger type used at London City Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	45.7	22.0	40.2	29.5	38.7	8.6	37.5
UK Leisure	34.2	31.5	20.7	28.4	47.9	44.8	26.3
Foreign Business	11.1	22.6	28.9	19.7	2.4	11.9	22.1
Foreign Leisure	8.9	24.0	10.2	22.4	11.0	34.7	14.1
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	0,299	0,025	0,638	0,433	0,005	0,010	1,410

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.10

Modes of transport by passenger type used at Luton Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach * %	Other %	Grand Total %
UK Business	19.2	46.0	18.3	13.5	31.0	18.5
UK Leisure	69.8	14.9	58.5	49.2	15.6	61.6
Foreign Business	2.8	16.3	14.3	7.8	45.9	5.9
Foreign Leisure	8.2	22.8	9.0	29.6	7.5	14.0
Total	100	100	100	100	100	100
Total terminating passengers (000's)	3,759	0,190	0,760	1,515	0,015	6,238

* Includes passengers from Parkway Station to Luton Airport

** These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.11

Modes of transport by passenger type used at Manchester Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	14.2	26.3	16.0	5.5	13.2	45.3	14.8
UK Leisure	77.0	8.5	71.8	74.1	63.7	7.3	72.4
Foreign Business	2.5	35.3	7.1	6.9	7.0	42.1	5.3
Foreign Leisure	6.3	29.8	5.0	13.6	16.1	5.3	7.4
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	10,394	0,437	5,284	0,652	1,212	0,107	18,086

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 10.12

Modes of transport by passenger type used at Stansted Airport in 2003.

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	16.2	25.8	13.9	4.7	10.3	26.5	12.2
UK Leisure	70.0	9.8	66.7	47.1	43.3	8.9	56.7
Foreign Business	1.6	20.3	6.0	4.5	6.1	18.3	4.5
Foreign Leisure	12.2	44.1	13.5	43.7	40.3	46.3	26.5
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	7,841	0,551	1,212	1,606	4,487	0,047	15,745

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.1

Arriving mode of transport by origin at Birmingham Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.5	0.0	0.7	0.6	0.0	0.0
East Midlands	16.1	10.9	18.1	19.7	8.6	3.2
North West	0.8	0.1	1.5	1.9	1.9	0.3
Northern	1.5	0.0	0.0	1.3	0.0	0.0
Scotland	0.1	0.1	0.5	0.2	0.0	0.0
South East	3.5	0.8	5.8	6.5	1.7	3.5
South West	4.7	2.0	11.4	7.4	6.3	1.5
Wales	1.4	0.2	8.8	3.5	4.9	0.0
West Midlands	69.3	84.5	51.8	54.4	76.5	91.4
Yorkshire/Humberside	2.0	1.3	1.4	4.5	0.0	0.0
Total Passengers (000s)	4388.7	1785.0	225.0	1793.1	65.6	63.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.2

Arriving mode of transport by origin at Bristol Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.0	0.0	1.5	0.0	0.0	0.0
East Midlands	0.1	0.0	0.0	0.0	0.0	0.0
North West	0.1	0.0	0.0	0.0	0.0	0.0
Northern	0.1	0.0	0.0	0.6	0.0	0.0
Scotland	0.1	0.0	0.0	0.0	0.0	0.0
South East	1.4	0.0	1.4	1.3	16.1	0.0
South West	85.9	94.4	85.3	74.9	55.0	100.0
Wales	10.8	5.0	10.1	22.1	26.4	0.0
West Midlands	1.6	0.5	1.8	1.1	2.5	0.0
Yorkshire/Humberside	0.0	0.0	0.0	0.1	0.0	0.0
Total Passengers (000s)	2865.1	487.0	207.0	304.7	9.3	1.7

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.3
 Arriving mode of transport by origin at Cardiff Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	0.1	0.0	0.0	0.0	0.0	0.0
North West	0.0	0.6	0.0	0.0	0.0	0.0
Northern	0.0	0.0	0.0	0.1	0.0	0.0
Scotland	0.1	0.3	0.0	0.0	0.0	0.0
South East	0.3	0.0	0.0	0.2	0.0	1.2
South West	8.5	2.6	17.8	5.1	0.0	0.0
Wales	89.9	95.0	82.2	93.7	0.0	98.8
West Midlands	1.0	1.3	0.0	0.7	0.0	0.0
Yorkshire/Humberside	0.1	0.3	0.0	0.0	0.0	0.0
Total Passengers (000s)	1421.8	218.0	22.0	0.0	171.6	4.8

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.4

Arriving mode of transport by origin at East Midlands Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.4	0.3	2.3	0.0	0.0	0.0
East Midlands	59.8	74.7	56.8	64.6	0.0	95.8
North West	2.4	0.4	1.2	0.7	0.0	0.0
Northern	0.9	0.1	0.2	0.7	0.0	0.0
Scotland	0.1	0.0	0.2	0.5	0.0	0.0
South East	1.5	0.2	1.8	1.2	0.0	0.0
South West	0.7	0.0	0.9	0.5	0.0	0.0
Wales	0.8	0.2	0.4	4.6	0.0	0.0
West Midlands	18.3	8.3	19.5	9.0	0.0	0.0
Yorkshire/Humberside	14.9	15.8	16.7	18.0	0.0	4.2
Total Passengers (000s)	3073.0	832.0	87.0	145.0	0.0	10.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.5
 Arriving mode of transport by origin at Exeter Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	0.1	0.0	0.0	0.0	0.0	0.0
North West	0.0	0.0	0.0	2.4	0.0	0.0
Northern	0.1	0.1	0.0	0.0	0.0	0.0
Scotland	0.1	0.0	0.0	0.0	0.0	0.0
South East	0.6	0.7	0.0	0.0	0.0	0.0
South West	97.7	99.2	97.8	95.3	0.0	100.0
Wales	1.4	0.0	0.0	2.4	0.0	0.0
West Midlands	0.1	0.0	2.2	0.0	0.0	0.0
Yorkshire/Humberside	0.0	0.0	0.0	0.0	0.0	0.0
Total Passengers (000s)	302.0	42.0	7.0	12.0	0.0	0.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.6

Arriving mode of transport by origin at Gatwick Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	4.0	1.7	14.2	6.0	1.0	3.9
East Midlands	3.1	1.1	1.7	3.5	0.7	0.0
North West	0.5	0.1	1.3	0.4	1.0	0.0
Northern	0.1	0.0	0.0	0.3	0.2	0.0
Scotland	0.1	0.0	0.1	0.1	0.1	0.0
South East	78.8	91.5	63.1	61.4	91.0	96.1
South West	8.0	4.3	10.6	10.7	3.3	0.0
Wales	1.3	0.7	5.2	9.8	0.5	0.0
West Midlands	3.3	0.5	2.2	5.2	1.3	0.0
Yorkshire/Humberside	0.8	0.1	1.7	2.5	1.0	0.0
Total Passengers (000s)	12447.0	3580.0	628.0	1797.0	6146.0	33.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.7

Arriving mode of transport by origin at Heathrow Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Tube	Rail	Other
	%	%	%	%	%	%	%
East Anglia	3.1	1.3	6.2	4.1	3.3	1.5	0.0
East Midlands	3.3	1.1	4.9	3.5	1.2	0.8	2.4
North West	0.6	0.1	1.4	0.9	0.3	0.6	0.0
Northern	0.1	0.1	1.5	0.3	0.6	0.2	0.0
Scotland	0.1	0.1	0.2	0.4	0.2	0.1	0.0
South East	78.0	92.8	52.1	62.8	92.4	91.5	96.6
South West	8.6	2.7	20.1	15.6	0.6	3.3	1.0
Wales	1.8	0.5	4.7	4.9	0.2	1.0	0.0
West Midlands	3.3	0.8	4.6	5.0	0.2	0.7	0.0
Yorkshire/Humberside	1.2	0.5	4.3	2.5	1.0	0.5	0.0
Total Passengers (000s)	14390.3	10142.2	1240.1	5053.9	5624.8	3572.0	112.9

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.8

Arriving mode of transport by origin at Liverpool Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	0.6	0.3	1.6	0.3	0.0	0.0
North West	76.3	93.2	67.5	70.1	0.0	98.9
Northern	3.6	1.3	6.2	5.3	0.0	0.0
Scotland	1.7	0.1	2.1	0.3	0.0	1.1
South East	0.1	0.0	0.6	0.1	0.0	0.0
South West	0.2	0.1	0.1	0.2	0.0	0.0
Wales	6.7	1.8	6.8	6.1	0.0	0.0
West Midlands	3.8	1.0	7.5	3.3	0.0	0.0
Yorkshire/Humberside	7.1	2.1	7.7	14.3	0.0	0.0
Total Passengers (000s)	1797.0	591.0	139.0	285.0	0.0	15.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.9
 Arriving mode of transport by origin at London City Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	6.5	1.7	10.0	2.6	0.0	0.0
East Midlands	0.9	0.2	5.1	0.7	0.0	0.0
North West	0.1	0.0	1.3	0.0	0.0	0.0
Northern	0.1	0.1	0.4	0.2	0.0	0.0
Scotland	0.0	0.1	0.0	0.0	0.0	0.0
South East	91.0	97.4	78.8	94.6	90.1	100.0
South West	0.6	0.5	4.1	0.7	0.0	0.0
Wales	0.1	0.0	0.3	0.1	0.0	0.0
West Midlands	0.2	0.1	0.0	0.7	9.9	0.0
Yorkshire/Humberside	0.4	0.0	0.0	0.3	0.0	0.0
Total Passengers (000s)	299.0	638.0	25.0	433.0	5.0	10.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.10

Arriving mode of transport by origin at Luton Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	10.0	3.1	7.0	3.9	0.0
East Midlands	10.0	3.3	14.1	6.1	0.0
North West	0.4	0.1	0.4	0.2	0.0
Northern	0.3	0.2	0.7	0.1	0.0
Scotland	0.0	0.0	0.0	0.1	0.0
South East	71.8	89.1	64.8	83.9	98.7
South West	2.3	1.6	3.1	2.6	0.0
Wales	0.4	1.5	0.2	0.4	0.0
West Midlands	3.6	0.6	8.5	1.5	0.0
Yorkshire/Humberside	1.2	0.5	1.1	1.2	1.3
Total Passengers (000s)	3759.0	759.6	189.5	1515.1	14.8

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.11
 Arriving mode of transport by origin at Manchester Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.0	0.0	0.1	0.1	0.0	0.0
East Midlands	5.9	4.8	4.5	5.0	10.0	0.8
North West	54.4	70.4	48.0	56.2	34.8	93.7
Northern	4.5	1.3	8.2	3.3	8.0	1.6
Scotland	2.6	0.6	2.7	2.5	1.5	0.0
South East	0.3	0.1	1.6	7.9	0.6	0.8
South West	0.5	0.2	0.3	0.3	0.6	0.0
Wales	3.9	2.5	5.2	0.9	0.9	1.2
West Midlands	7.4	4.6	8.8	11.5	2.2	0.0
Yorkshire/Humberside	20.6	15.5	20.5	12.2	41.4	1.8
Total Passengers (000s)	10394.0	5284.0	437.0	652.0	1212.0	107.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 11.12

Arriving mode of transport by origin at Stansted Airport in 2003 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	16.8	18.2	24.8	19.4	6.2	0.0
East Midlands	6.8	3.9	8.2	2.5	3.2	0.0
North West	1.4	0.2	2.0	1.5	0.4	0.0
Northern	0.3	0.0	1.5	0.4	0.0	0.0
Scotland	0.2	0.0	0.0	0.3	0.0	0.0
South East	64.6	75.0	47.8	62.9	86.0	100.0
South West	2.8	1.3	8.1	6.2	1.5	0.0
Wales	0.9	0.6	1.5	1.4	0.4	0.0
West Midlands	3.4	0.3	2.1	4.5	0.9	0.0
Yorkshire/Humberside	2.7	0.5	4.0	0.9	1.3	0.0
Total Passengers (000s)	7841.0	1212.0	551.0	1606.0	4487.0	47.0

* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

Table 12

Profile of passengers using one mode of transport in 2003.

Passenger Type	Birmingham %	Bristol %	Cardiff %	East Midlands %	Exeter %	Gatwick %	Heathrow %	Liverpool %	London City %	Luton %	Manchester %	Stansted %
UK Business	17.7	17.3	9.6	13.9	5.9	10.9	23.1	15.9	39.3	19.7	15.2	15.5
UK Leisure	68.6	74.9	84.2	80.2	91.3	73.5	36.3	66.9	24.9	64.6	72.3	62.2
Foreign Business	6.7	2.5	1.8	1.8	0.4	4.8	16.3	5.1	25.3	5.5	5.3	3.9
Foreign Leisure	7.0	5.3	4.4	4.1	2.4	10.8	24.3	12.1	10.5	10.2	7.2	18.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Terminating Passengers (000's)	8,321	3,874	1,840	4,148	0,363	24,632	40,136	2,833	1,410	6,235	18,088	15,745

Table 13.1
 Group size of terminating air travellers at Birmingham Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	85.2	17.8	72.5	51.8	35.0
Travelling with one other	9.9	50.7	19.7	33.5	40.7
Travelling with two others	1.6	10.3	2.7	6.1	8.0
Travelling with three others	1.2	11.9	1.0	6.0	9.0
Travelling with four others	0.5	3.9	0.7	0.3	2.9
Travelling with five or more	1.5	5.4	3.4	2.5	4.4
Total	100	100	100	100	100
Total Passengers (000s)	1,431	5,783	498	609	8,321

Table 13.2
 Group size of terminating air travellers at Bristol Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	83.2	17.6	80.5	55.0	32.6
Travelling with one other	11.8	51.9	11.6	25.2	42.5
Travelling with two others	3.1	11.9	5.4	9.7	10.1
Travelling with three others	0.8	11.6	0.7	7.2	9.2
Travelling with four others	0.2	2.0	0.0	2.7	1.7
Travelling with five or more	0.9	5.0	1.8	0.2	3.9
Total	100	100	100	100	100
Total Passengers (000s)	667	2,877	100	230	3,874

Table 13.3
 Group size of terminating air travellers at Cardiff Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	78.9	15.6	87.2	50.7	24.6
Travelling with one other	12.1	52.0	11.8	37.6	46.8
Travelling with two others	7.5	11.0	0.6	5.9	10.3
Travelling with three others	0.4	13.4	0.2	4.5	11.5
Travelling with four others	0.2	3.3	0.0	0.1	2.8
Travelling with five or more	0.9	4.7	0.2	1.1	4.1
Total	100	100	100	100	100
Total Passengers (000s)	176	1,547	32	85	1,840

Table 13.4

Group size of terminating air travellers at East Midlands Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	79.8	13.4	89.6	54.8	25.6
Travelling with one other	13.3	51.8	8.9	34.6	45.0
Travelling with two others	2.2	11.5	1.0	5.2	9.8
Travelling with three others	1.9	15.3	0.0	3.3	12.7
Travelling with four others	0.8	3.5	0.0	1.7	3.0
Travelling with five or more	2.0	4.6	0.5	0.4	4.0
Total	100	100	100	100	100
Total Passengers (000s)	571	3,321	80	177	4,148

Table 13.5
 Group size of terminating air travellers at Exeter Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	83.8	10.2	62.8	35.5	15.5
Travelling with one other	13.3	59.6	31.6	63.4	56.8
Travelling with two others	1.3	7.2	5.6	1.2	6.7
Travelling with three others	1.5	14.1	0.0	0.0	12.9
Travelling with four others	0.0	4.7	0.0	0.0	4.3
Travelling with five or more	0.0	4.2	0.0	0.0	3.8
Total	100	100	100	100	100
Total Passengers (000s)	23	330	2	9	363

Table 13.6

Group size of terminating air travellers at Gatwick Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	84.0	21.9	80.8	48.4	35.2
Travelling with one other	12.8	51.4	12.8	37.0	43.2
Travelling with two others	1.0	7.7	2.3	6.0	6.5
Travelling with three others	0.7	11.0	1.4	4.2	8.5
Travelling with four others	0.1	3.0	0.0	0.9	2.3
Travelling with five or more	1.3	5.1	2.8	3.5	4.3
Total	100	100	100	100	100
Total Passengers (000s)	2,778	17,260	1,341	3,250	24,629

Table 13.7
 Group size of terminating air travellers at Heathrow Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	88.6	48.5	81.4	55.0	64.3
Travelling with one other	7.8	36.6	12.3	30.9	24.9
Travelling with two others	1.5	6.3	2.7	6.3	4.6
Travelling with three others	1.2	5.8	1.0	3.7	3.5
Travelling with four others	0.1	1.3	0.3	1.3	0.9
Travelling with five or more	0.8	1.6	2.3	2.9	1.8
Total	100	100	100	100	100
Total Passengers (000s)	9,228	14,913	6,507	9,422	40,070

Table 13.8
 Group size of terminating air travellers at Liverpool Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	84.2	28.0	77.5	52.8	42.1
Travelling with one other	10.5	42.0	13.7	31.4	34.5
Travelling with two others	2.5	8.5	1.5	5.0	6.8
Travelling with three others	0.8	12.5	3.8	6.0	9.4
Travelling with four others	0.6	3.5	0.0	2.3	2.7
Travelling with five or more	1.4	5.6	3.4	2.5	4.4
Total	100	100	100	100	100
Total Passengers (000s)	418	1,885	143	386	2,833

Table 13.9
 Group size of terminating air travellers at London City Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	87.9	54.6	83.9	59.5	74.0
Travelling with one other	9.8	32.6	9.8	30.8	18.9
Travelling with two others	1.6	7.0	2.8	3.9	3.6
Travelling with three others	0.4	3.2	2.5	3.6	2.1
Travelling with four others	0.1	0.5	0.2	0.5	0.3
Travelling with five or more	0.3	2.0	0.8	1.7	1.1
Total	100	100	100	100	100
Total Passengers (000s)	526	374	309	198	1,407

Table 13.10

Group size of terminating air travellers at Luton Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	83.4	35.6	87.8	58.9	50.8
Travelling with one other	10.6	37.5	7.4	29.8	29.7
Travelling with two others	3.4	9.4	1.6	5.0	7.3
Travelling with three others	1.2	12.1	2.9	3.4	8.3
Travelling with four others	0.2	3.1	0.0	1.0	2.1
Travelling with five or more	1.2	2.2	0.4	1.8	1.9
Total	100	100	100	100	100
Total Passengers (000s)	1,155	3,843	366	870	6,235

Table 13.11

Group size of terminating air travellers at Manchester Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	83.2	13.3	75.8	55.8	29.3
Travelling with one other	12.9	52.6	16.0	30.7	43.6
Travelling with two others	2.0	11.3	3.6	5.0	9.1
Travelling with three others	0.7	12.9	1.3	3.8	10.0
Travelling with four others	0.4	3.5	0.8	1.2	2.7
Travelling with five or more	0.8	6.5	2.5	3.4	5.3
Total	100	100	100	100	100
Total Passengers (000s)	2,676	13,110	960	1,340	18,087

Table 13.12

Group size of terminating air travellers at Stansted Airport in 2003.

Group size	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	All Passengers %
Travelling alone	88.2	41.2	82.5	51.3	51.6
Travelling with one other	7.7	41.8	8.2	33.8	34.0
Travelling with two others	2.3	6.3	2.0	6.2	5.6
Travelling with three others	0.5	7.2	1.7	4.3	5.4
Travelling with four others	0.3	1.7	0.8	1.6	1.5
Travelling with five or more	1.0	1.7	4.9	2.8	2.0
Total	100	100	100	100	100
Total Passengers (000s)	2,137	9,034	672	3,901	15,745

Table 14
 Proportion of terminating passengers travelling alone in 2003

Travelling alone	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All passengers	Total
	%	%	%	%	%	(000's)
Birmingham	85.2	17.8	72.5	51.8	35.0	8,321
Bristol	83.2	17.6	80.5	55.0	32.6	3,874
Cardiff	78.9	15.6	87.2	50.7	24.6	1,840
East Midlands	79.8	13.4	89.6	54.8	25.6	4,148
Exeter	83.8	10.2	62.8	35.5	15.5	0,363
Gatwick	84.0	21.9	80.8	48.4	35.2	24,632
Heathrow	88.6	48.5	81.4	55.0	64.3	40,136
Liverpool	84.2	28.0	77.5	52.8	42.1	2,833
London City	87.9	54.6	83.9	59.5	74.0	1,410
Luton	83.4	35.6	87.8	58.9	50.8	6,235
Manchester	83.2	13.3	75.8	55.8	29.3	18,088
Stansted	88.2	41.2	82.5	51.3	51.6	15,745

Table 15.1
 Trip length of terminating passengers at Birmingham Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	14.8	0.1	9.4	0.4	0.0	0.0	0.0	0.0	27.0	1.8	4.9	0.0
Over 12 hrs to 1 day	12.9	0.7	11.4	1.4	0.0	0.1	0.0	0.3	25.9	4.9	10.8	0.0
Over 1 day to 2	18.3	2.7	23.3	8.1	17.9	0.4	0.0	0.9	16.1	12.8	75.2	1.3
Over 2 days to 3	18.3	8.7	19.1	10.6	4.6	0.3	0.0	0.9	14.3	19.5	4.9	14.5
Over 3 days to 4	14.2	13.4	9.8	9.4	1.0	0.7	0.0	0.0	7.8	14.6	0.8	24.0
Over 4 days to 5	8.0	8.8	7.0	7.9	2.9	0.3	58.2	0.0	4.4	9.2	3.4	7.5
Over 5 days to 6	1.4	2.6	1.0	2.7	32.0	0.0	0.0	14.6	1.5	4.6	0.0	0.0
Over 6 days to 1 week	4.6	17.0	6.2	16.4	11.4	47.3	0.0	15.2	0.8	15.8	0.0	20.1
Over 1 week to 2	5.3	25.8	7.6	20.4	19.8	47.8	41.8	28.2	1.3	13.9	0.0	30.2
Over 2 weeks to 3	0.9	7.6	1.3	12.0	0.0	2.4	0.0	29.3	0.0	1.9	0.0	2.4
Over 3 weeks to 4	0.4	6.0	0.9	3.2	0.0	0.6	0.0	5.1	0.9	0.8	0.0	0.0
Over 4 weeks	0.8	6.4	2.9	7.4	10.3	0.2	0.0	5.4	0.0	0.2	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	810	2,365	478	543	34	2,760	2	49	588	654	18	18
Mean Trip Length (days)	3.3	11.1	4.8	11.0	10.2	8.8	7.0	13.9	1.9	5.0	1.5	6.5

Table 15.2

Trip length of terminating passengers at Bristol Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	2.6	0.2	4.4	0.0	0.0	0.0	0.0	0.0	8.9	1.1	0.0	0.0
Over 12 hrs to 1 day	11.0	0.9	10.0	2.5	0.0	0.7	0.0	0.7	16.7	2.3	18.2	4.4
Over 1 day to 2	18.3	4.7	24.1	15.1	0.0	0.2	2.8	0.2	31.5	13.5	37.1	13.4
Over 2 days to 3	29.4	9.7	20.3	11.0	0.0	0.1	0.0	0.1	23.3	22.3	6.7	31.7
Over 3 days to 4	16.5	16.7	14.5	13.8	15.5	0.3	0.0	0.1	10.1	19.1	0.0	14.0
Over 4 days to 5	6.3	9.6	8.5	16.5	0.0	0.3	28.7	0.1	4.4	10.2	2.8	0.9
Over 5 days to 6	7.1	2.6	3.2	2.2	0.0	0.0	0.0	0.0	0.2	2.8	0.0	4.1
Over 6 days to 1 week	3.8	19.6	4.3	15.7	46.7	53.4	31.7	53.5	1.9	18.1	0.0	19.7
Over 1 week to 2	2.6	25.7	2.6	16.7	19.9	43.5	36.9	43.7	1.2	7.9	23.0	2.4
Over 2 weeks to 3	1.9	5.2	3.4	4.0	5.6	0.7	0.0	0.7	0.4	1.4	0.0	3.6
Over 3 weeks to 4	0.3	3.1	1.9	1.3	0.0	0.3	0.0	0.3	0.1	0.9	12.1	5.3
Over 4 weeks	0.4	1.9	2.7	1.2	12.3	0.6	0.0	0.6	1.2	0.4	0.0	0.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	215	1,033	97	202	6	1,216	0	9	441	620	3	18
Mean Trip Length (days)	3.5	8.1	5.0	6.3	12.7	8.6	7.3	8.6	2.7	4.7	6.4	5.5

Table 15.3

Trip length of terminating passengers at Cardiff Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	1.0	0.2	4.9	2.1	0.0	0.0	0.0	0.0	5.3	0.4	0.0	0.0
Over 12 hrs to 1 day	7.9	0.8	7.7	6.3	0.0	0.2	0.0	0.0	30.4	7.5	3.6	0.0
Over 1 day to 2	13.7	3.8	14.8	2.1	1.0	0.0	0.0	0.8	16.2	10.1	58.5	2.4
Over 2 days to 3	17.8	10.2	24.4	14.8	5.1	0.7	100.0	0.0	18.5	16.8	3.0	0.6
Over 3 days to 4	24.8	13.3	19.6	18.8	0.0	0.4	0.0	7.3	11.8	14.9	23.4	15.5
Over 4 days to 5	7.2	13.1	4.4	9.3	0.0	1.0	0.0	0.0	4.0	11.6	11.6	7.0
Over 5 days to 6	2.0	2.0	1.0	3.1	0.0	0.0	0.0	0.0	3.2	3.8	0.0	7.4
Over 6 days to 1 week	9.5	25.7	8.1	14.9	24.0	51.6	0.0	54.2	3.6	21.6	0.0	10.2
Over 1 week to 2	8.9	21.6	6.2	8.5	66.1	44.7	0.0	27.8	2.4	9.7	0.0	26.2
Over 2 weeks to 3	0.4	4.4	3.0	4.5	0.0	0.7	0.0	1.7	0.9	1.5	0.0	6.9
Over 3 weeks to 4	0.5	2.5	4.4	4.8	3.7	0.4	0.0	5.3	0.1	0.8	0.0	0.0
Over 4 weeks	6.3	2.5	1.6	10.9	0.0	0.4	0.0	2.9	3.5	1.2	0.0	23.7
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	79	405	30	68	3	908	0	7	92	233	2	9
Mean Trip Length (days)	6.9	8.0	5.4	10.9	9.6	8.5	2.5	9.7	4.1	5.4	2.3	17.6

Table 15.4
 Trip length of terminating passengers at East Midlands Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	6.5	0.1	20.7	0.3	0.0	0.0	0.0	0.0	32.6	3.7	74.7	0.0
Over 12 hrs to 1 day	20.9	0.7	25.5	1.2	1.1	0.0	0.0	0.0	20.4	7.4	0.0	0.0
Over 1 day to 2	19.5	4.5	17.9	11.5	7.9	0.1	100.0	2.0	22.4	10.7	10.0	27.1
Over 2 days to 3	20.1	12.7	9.4	14.6	0.0	0.1	0.0	0.0	11.4	22.0	7.6	13.4
Over 3 days to 4	11.6	14.1	10.9	9.5	71.2	0.2	0.0	0.0	5.9	16.8	3.4	8.1
Over 4 days to 5	7.6	9.8	6.5	11.6	0.0	0.1	0.0	1.8	3.0	11.4	0.0	16.2
Over 5 days to 6	0.8	3.9	4.9	3.9	0.0	0.0	0.0	0.0	0.1	2.8	0.0	1.0
Over 6 days to 1 week	5.5	20.7	1.7	14.6	15.0	49.3	0.0	62.2	1.4	12.8	4.2	20.4
Over 1 week to 2	5.5	27.3	2.2	17.6	2.8	49.0	0.0	24.6	1.1	9.5	0.0	7.9
Over 2 weeks to 3	1.0	3.6	0.2	9.8	0.0	0.5	0.0	4.2	0.6	1.9	0.0	5.9
Over 3 weeks to 4	0.0	1.4	0.0	1.3	0.0	0.5	0.0	2.2	0.5	0.8	0.0	0.0
Over 4 weeks	0.8	1.3	0.0	3.9	2.0	0.1	0.0	3.1	0.4	0.2	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	177	1,406	74	145	12	1,509	1	18	382	406	4	13
Mean Trip Length (days)	3.3	7.4	2.1	8.4	4.9	8.6	1.5	9.5	1.9	4.5	0.9	5.0

Table 15.5

Trip length of terminating passengers at Exeter Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	2.6	0.1	6.0	0.0	0.0	0.0	0.0	0.0	12.4	0.4	0.0	0.0
Over 12 hrs to 1 day	13.0	1.1	5.1	0.0	0.0	0.7	0.0	0.0	16.9	3.0	0.0	0.0
Over 1 day to 2	19.7	8.8	16.4	19.7	0.0	0.1	0.0	0.0	20.5	10.9	0.0	0.0
Over 2 days to 3	18.6	18.0	23.9	16.1	0.0	0.1	0.0	4.1	19.1	17.5	100.0	0.0
Over 3 days to 4	14.1	27.6	12.5	16.4	0.0	0.1	0.0	0.0	8.8	15.1	0.0	31.9
Over 4 days to 5	13.7	9.5	2.2	13.3	0.0	0.0	0.0	0.0	7.5	14.2	0.0	0.0
Over 5 days to 6	3.3	6.2	1.1	3.8	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Over 6 days to 1 week	4.1	19.5	3.5	16.9	32.4	54.3	100.0	49.8	2.2	15.4	0.0	53.5
Over 1 week to 2	5.5	8.7	29.2	5.9	49.7	41.3	0.0	25.5	9.6	17.3	0.0	0.0
Over 2 weeks to 3	1.9	0.0	0.0	5.3	6.3	1.9	0.0	20.6	2.0	0.8	0.0	0.0
Over 3 weeks to 4	0.0	0.0	0.0	2.2	11.7	0.9	0.0	0.0	0.8	0.1	0.0	0.0
Over 4 weeks	3.5	0.5	0.0	0.6	0.0	0.5	0.0	0.0	0.3	1.6	0.0	14.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	3	12	1	3	1	262	0	6	19	56	0	1
Mean Trip Length (days)	5.1	4.8	4.8	5.6	11.3	8.7	6.5	9.6	3.4	5.8	2.5	11.8

Table 15.6

Trip length of terminating passengers at Gatwick Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	5.3	0.1	9.2	0.7	36.3	0.1	0.0	0.0	33.5	1.5	8.4	0.0
Over 12 hrs to 1 day	5.9	0.3	3.1	0.6	0.0	0.2	0.0	0.0	11.9	2.2	14.4	1.2
Over 1 day to 2	17.2	2.1	13.0	4.4	4.3	0.1	22.8	0.0	21.5	12.6	14.2	7.1
Over 2 days to 3	16.5	6.1	15.0	10.6	10.6	0.4	2.4	11.4	15.1	18.7	15.5	4.9
Over 3 days to 4	15.8	8.3	14.3	13.2	3.9	1.5	8.5	3.1	5.8	20.4	29.0	15.5
Over 4 days to 5	9.8	8.3	4.6	6.0	24.0	0.6	0.0	2.9	3.4	12.9	0.6	15.3
Over 5 days to 6	3.0	2.6	3.6	2.4	0.0	0.1	0.0	2.4	1.1	1.5	2.0	1.4
Over 6 days to 1 week	10.6	16.3	10.5	12.6	4.6	44.2	7.6	31.2	2.8	10.8	8.5	25.1
Over 1 week to 2	12.3	36.3	17.1	24.3	10.9	45.9	26.4	29.5	2.5	12.5	1.4	7.7
Over 2 weeks to 3	1.8	12.4	2.6	12.2	1.7	5.9	0.0	11.2	0.8	4.1	1.3	2.7
Over 3 weeks to 4	0.6	4.1	2.3	6.3	1.1	0.7	2.5	5.1	0.5	1.1	0.0	4.4
Over 4 weeks	1.2	3.4	4.7	6.7	2.6	0.4	29.7	3.2	1.0	1.6	4.7	14.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,512	6,658	1,233	2,820	111	9,269	55	348	1,155	1,333	53	81
Mean Trip Length (days)	4.9	10.7	7.4	11.6	4.9	9.2	19.2	10.6	2.5	5.9	5.1	12.7

Table 15.7

Trip length of terminating passengers at Heathrow Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	6.9	0.1	7.6	0.5	0.0	0.0	0.0	0.0	33.4	6.0	12.9	1.6
Over 12 hrs to 1 day	6.6	0.5	6.3	0.6	0.0	0.0	0.0	0.0	16.2	6.3	10.1	5.4
Over 1 day to 2	15.9	2.9	12.4	4.1	0.0	0.0	0.0	0.0	21.7	19.8	19.6	11.6
Over 2 days to 3	14.4	6.5	14.1	10.0	0.0	0.0	0.0	0.0	11.3	24.2	14.9	16.4
Over 3 days to 4	12.9	8.2	11.2	9.2	0.0	0.0	0.0	0.0	6.8	13.3	9.1	5.9
Over 4 days to 5	8.5	6.2	8.6	6.5	0.0	0.0	0.0	0.0	5.3	7.6	14.5	11.3
Over 5 days to 6	3.8	2.4	3.6	2.5	0.0	0.0	0.0	0.0	0.9	1.9	10.2	0.0
Over 6 days to 1 week	11.2	12.6	12.3	12.8	0.0	0.0	0.0	0.0	2.3	9.9	2.4	15.7
Over 1 week to 2	12.3	30.3	15.0	25.3	0.0	0.0	0.0	0.0	1.3	7.9	1.3	18.8
Over 2 weeks to 3	3.4	14.4	3.2	9.6	0.0	0.0	0.0	0.0	0.3	1.7	5.0	3.1
Over 3 weeks to 4	1.5	6.9	1.6	7.9	0.0	0.0	0.0	0.0	0.3	0.2	0.0	7.7
Over 4 weeks	2.6	9.0	3.9	11.0	0.0	0.0	0.0	0.0	0.4	1.1	0.0	2.4
Total	100	100	100	100	0	0	0	0	100	100	100	100
Total Passengers (000s)	7,134	13,705	6,371	9,279	0	40	1	1	2,093	1,169	135	143
Mean Trip Length (days)	6.0	13.6	6.8	13.6	0.0	0.0	0.0	0.0	1.9	4.3	3.5	8.0

Table 15.8

Trip length of terminating passengers at Liverpool Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	6.7	1.6	12.0	1.7	0.0	0.0	0.0	0.0	28.8	6.7	33.3	6.2
Over 12 hrs to 1 day	33.6	2.7	26.0	6.9	59.9	0.8	0.0	0.5	33.4	7.9	13.8	4.0
Over 1 day to 2	18.5	7.9	16.2	8.6	0.0	0.1	0.0	0.1	16.8	14.2	8.8	16.6
Over 2 days to 3	16.0	18.0	13.5	14.7	0.0	0.1	0.0	0.1	6.2	15.0	9.5	25.8
Over 3 days to 4	9.5	15.4	10.2	12.7	0.0	0.4	0.0	0.4	3.6	12.8	6.0	17.1
Over 4 days to 5	6.6	10.5	0.7	9.7	0.0	0.3	0.0	0.3	4.2	10.9	0.0	3.1
Over 5 days to 6	0.4	3.6	0.7	6.4	7.0	0.0	0.0	0.0	0.5	2.5	19.8	0.0
Over 6 days to 1 week	2.4	15.8	7.4	9.6	9.4	50.1	75.2	50.3	2.4	13.3	0.0	3.8
Over 1 week to 2	3.8	17.9	4.5	12.2	0.0	47.0	0.0	47.4	2.7	8.6	0.0	6.1
Over 2 weeks to 3	1.2	3.4	4.6	5.8	0.0	0.0	0.0	0.0	0.7	3.7	0.0	6.8
Over 3 weeks to 4	0.6	1.3	1.1	8.8	23.6	0.5	0.0	0.4	0.3	1.2	2.7	8.8
Over 4 weeks	0.6	1.8	3.2	3.1	0.0	0.6	24.8	0.5	0.5	3.1	6.2	1.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	227	1,178	138	367	1	372	0	2	191	336	5	16
Mean Trip Length (days)	2.8	6.5	4.8	8.4	7.3	8.7	17.1	8.7	2.0	6.0	5.5	6.7

Table 15.9

Trip length of terminating passengers at London City Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	25.5	0.5	26.9	0.7	0.0	0.0	0.0	0.0	35.8	0.7	28.4	0.0
Over 12 hrs to 1 day	9.8	0.9	16.6	2.1	0.0	0.0	0.0	0.0	13.1	3.5	0.2	1.1
Over 1 day to 2	21.6	9.6	23.9	19.9	0.0	0.0	0.0	0.0	20.6	20.1	45.3	14.3
Over 2 days to 3	21.1	17.5	11.5	29.2	0.0	0.0	0.0	0.0	13.5	28.3	7.3	36.8
Over 3 days to 4	7.9	16.8	8.0	17.7	0.0	0.0	0.0	0.0	6.0	13.9	3.7	17.6
Over 4 days to 5	6.9	10.6	4.4	5.7	0.0	0.0	0.0	0.0	4.1	11.6	9.8	6.5
Over 5 days to 6	1.0	4.5	0.8	3.8	0.0	0.0	0.0	0.0	0.5	2.7	0.0	0.0
Over 6 days to 1 week	2.5	9.9	2.2	9.4	0.0	0.0	0.0	0.0	3.3	7.6	0.0	8.7
Over 1 week to 2	2.3	22.7	4.2	7.0	0.0	0.0	0.0	0.0	1.6	9.4	0.4	8.3
Over 2 weeks to 3	1.0	3.9	0.8	1.6	0.0	0.0	0.0	0.0	1.1	0.9	0.0	2.1
Over 3 weeks to 4	0.2	2.0	0.3	0.7	0.0	0.0	0.0	0.0	0.4	0.7	0.0	1.5
Over 4 weeks	0.3	1.2	0.4	2.3	0.0	0.0	0.0	0.0	0.1	0.6	4.8	3.1
Total	100	100	100	100	0	0	0	0	100	100	100	100
Total Passengers (000s)	300	216	301	190	0	0	0	0	226	158	7	8
Mean Trip Length (days)	2.4	6.7	2.4	5.1	0.0	0.0	0.0	0.0	2.0	4.3	3.9	5.7

Table 15.10

Trip length of terminating passengers at Luton Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	11.5	1.0	16.6	1.1	0.0	0.0	0.0	0.0	30.0	2.0	12.5	0.0
Over 12 hrs to 1 day	13.1	0.7	14.4	1.0	0.0	0.0	2.5	0.0	17.7	1.9	25.4	1.9
Over 1 day to 2	23.0	4.2	16.9	6.3	0.0	0.2	4.9	0.1	25.1	13.2	26.3	8.2
Over 2 days to 3	19.4	9.2	20.6	14.3	0.0	0.2	0.0	0.2	10.5	17.8	4.5	15.1
Over 3 days to 4	11.8	18.1	14.4	17.2	0.0	0.8	44.8	0.4	7.6	22.8	0.0	8.8
Over 4 days to 5	6.2	12.5	5.2	12.8	0.0	0.5	44.8	0.0	4.1	12.3	12.5	16.2
Over 5 days to 6	1.1	5.9	0.0	4.3	12.8	0.3	0.0	0.3	0.5	6.5	0.0	0.0
Over 6 days to 1 week	3.2	21.5	5.3	15.3	24.6	54.5	0.0	55.1	2.3	11.2	0.0	16.4
Over 1 week to 2	3.6	18.5	4.5	17.6	62.6	42.8	3.0	43.1	1.8	9.0	18.7	27.8
Over 2 weeks to 3	2.6	5.6	0.2	3.4	0.0	0.6	0.0	0.6	0.3	1.6	0.0	5.7
Over 3 weeks to 4	0.8	0.9	1.1	2.8	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0
Over 4 weeks	3.6	2.0	0.8	3.7	0.0	0.1	0.0	0.1	0.1	1.2	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	520	2,178	355	819	10	816	0	4	626	850	11	47
Mean Trip Length (days)	4.8	7.4	3.2	7.8	8.9	8.3	4.0	8.3	1.8	5.1	3.3	6.5

Table 15.11
 Trip length of terminating passengers at Manchester Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	6.0	0.2	12.7	1.3	0.0	0.0	0.0	0.0	38.5	2.3	16.9	3.1
Over 12 hrs to 1 day	9.6	0.4	12.7	2.3	0.0	0.1	0.0	0.0	16.8	3.4	2.5	0.2
Over 1 day to 2	19.0	2.3	17.5	8.6	0.0	0.0	0.0	0.0	15.3	9.0	21.9	2.9
Over 2 days to 3	18.7	6.5	15.5	15.5	15.0	0.5	62.3	9.8	9.1	8.7	18.3	9.2
Over 3 days to 4	12.1	9.2	11.9	9.0	1.7	0.4	36.9	3.1	5.1	6.3	10.1	2.9
Over 4 days to 5	8.5	6.1	7.7	5.5	0.0	0.8	0.0	7.7	4.4	6.5	3.3	4.4
Over 5 days to 6	3.1	2.6	3.5	3.1	2.9	0.3	0.0	0.0	1.2	2.5	5.8	5.2
Over 6 days to 1 week	6.5	10.9	5.1	10.3	22.4	41.4	0.4	33.7	2.1	8.2	1.9	9.5
Over 1 week to 2	8.4	30.8	6.8	17.1	0.0	45.9	0.4	27.1	3.9	30.6	8.5	23.1
Over 2 weeks to 3	3.7	14.6	2.4	10.6	0.0	9.8	0.0	4.9	1.1	11.9	3.2	12.5
Over 3 weeks to 4	1.8	7.3	1.1	6.8	0.0	0.3	0.0	0.0	1.0	4.6	5.2	8.8
Over 4 weeks	2.7	8.9	3.1	9.8	58.1	0.6	0.0	13.8	1.6	5.8	2.4	18.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,217	3,528	773	1,085	38	8,464	6	75	1,421	1,119	181	179
Mean Trip Length (days)	5.5	13.6	5.0	12.1	30.5	9.7	2.9	13.4	2.9	10.8	5.7	17.2

Table 15.12

Trip length of terminating passengers at Stansted Airport in 2003.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	3.1	0.4	11.7	2.3	0.0	0.0	0.0	0.0	23.3	3.0	2.5	0.0
Over 12 hrs to 1 day	14.6	0.5	12.9	1.1	0.0	0.0	0.0	0.0	16.8	3.6	8.3	0.0
Over 1 day to 2	35.7	4.1	15.5	5.1	0.0	0.0	100.0	0.0	27.5	10.5	71.0	7.2
Over 2 days to 3	17.9	11.7	29.4	15.6	0.0	0.7	0.0	0.0	11.7	19.8	18.2	13.3
Over 3 days to 4	12.3	19.1	6.0	20.7	0.0	0.6	0.0	0.0	9.5	17.1	0.0	18.1
Over 4 days to 5	4.3	12.1	7.2	13.5	0.0	0.3	0.0	0.0	4.9	7.4	0.0	14.5
Over 5 days to 6	2.1	3.8	1.6	3.5	0.0	0.1	0.0	0.0	1.3	5.2	0.0	5.1
Over 6 days to 1 week	3.7	17.1	6.0	13.9	100.0	60.8	0.0	89.9	2.0	12.6	0.0	2.7
Over 1 week to 2	4.5	22.7	5.5	14.2	0.0	36.8	0.0	10.1	2.6	17.3	0.0	6.7
Over 2 weeks to 3	0.0	4.5	0.6	4.0	0.0	0.3	0.0	0.0	0.4	2.6	0.0	4.7
Over 3 weeks to 4	0.3	2.6	0.1	3.1	0.0	0.3	0.0	0.0	0.0	0.7	0.0	27.7
Over 4 weeks	1.6	1.4	3.3	2.9	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,433	6,821	659	3,805	3	897	0	8	701	1,316	13	89
Mean Trip Length (days)	3.4	7.4	4.5	7.3	6.5	8.0	1.5	6.9	2.0	5.3	1.6	10.5

Table 16.1
 Income of UK and foreign passengers at Birmingham Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	1.2	1.2	1.4	0.6	0.0	0.0	2.9	0.9
£5,750-£8,624	0.4	0.5	2.8	3.6	1.1	0.0	5.1	0.0
£8,625-£11,499	0.2	0.1	4.6	3.0	1.9	0.0	13.8	0.0
£11,500-£14,374	0.8	0.5	4.7	4.6	1.9	1.4	4.8	1.1
£14,375-£17,249	0.7	1.9	6.4	15.1	2.2	0.0	7.3	0.0
£17,250-£22,999	3.6	8.9	11.0	11.7	10.1	0.0	9.9	17.9
£23,000-£28,749	7.1	10.2	14.0	12.8	14.0	0.0	12.0	38.3
£28,750-£34,499	16.3	15.2	17.4	14.9	24.9	3.2	12.9	20.7
£34,500-£40,249	17.3	16.7	11.9	8.2	12.1	1.2	6.1	2.3
£40,250-£45,999	17.2	13.0	8.8	8.9	12.8	87.2	10.6	18.8
£46,000-£57,499	21.8	15.1	8.9	7.3	8.2	1.9	6.1	0.0
£57,500-80,499	8.0	10.8	5.1	6.6	4.9	0.0	7.3	0.0
£80,500-£114,999	3.3	4.4	2.0	2.0	3.5	5.1	0.4	0.0
£115,000-£172,999	1.3	1.2	0.7	0.5	1.0	0.0	0.0	0.0
£173,000-£229,999	0.3	0.2	0.1	0.0	1.2	0.0	0.4	0.0
Over £230,000	0.6	0.2	0.1	0.2	0.2	0.0	0.3	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	862	598	5,232	724	495	29	653	49
Mean income	£46,125	£43,927	£33,531	£32,487	£39,839	£45,229	£29,966	£29,204

Table 16.2
 Income of UK and foreign passengers at Bristol Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.1	0.3	0.3	0.4	0.0	0.0	1.0	0.0
£5,750-£8,624	0.5	0.1	0.8	1.8	0.0	0.0	2.4	4.8
£8,625-£11,499	0.4	0.3	1.2	1.4	0.7	5.9	3.6	0.0
£11,500-£14,374	0.2	0.7	2.6	4.1	3.3	2.5	3.2	5.5
£14,375-£17,249	0.3	2.8	3.0	4.3	1.0	0.0	8.7	2.6
£17,250-£22,999	3.9	5.4	8.4	7.3	4.8	0.0	11.9	0.0
£23,000-£28,749	12.3	14.5	16.6	14.2	6.9	0.0	16.4	17.9
£28,750-£34,499	16.8	15.7	19.0	16.5	13.7	9.1	11.2	20.9
£34,500-£40,249	17.1	23.3	16.3	17.5	20.4	0.0	11.2	22.8
£40,250-£45,999	17.1	15.7	11.1	10.3	15.5	58.5	8.7	0.0
£46,000-£57,499	17.3	10.4	7.6	9.3	9.8	0.0	5.4	7.3
£57,500-80,499	8.2	6.2	8.1	7.7	15.2	0.0	7.5	13.0
£80,500-£114,999	3.2	3.4	2.9	3.5	5.1	4.1	5.3	2.7
£115,000-£172,999	1.5	1.3	1.4	1.0	3.7	16.9	1.6	2.5
£173,000-£229,999	1.1	0.1	0.3	0.3	0.0	3.0	1.6	0.0
Over £230,000	0.1	0.0	0.2	0.5	0.0	0.0	0.3	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	223	447	2,260	630	99	4	213	19
Mean income	£45,589	£40,854	£39,737	£39,739	£47,841	£63,370	£40,072	£40,252

Table 16.3
 Income of UK and foreign passengers at Cardiff Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.0	3.2	4.1	3.6	5.5	0.0	3.5	3.5
£5,750-£8,624	0.0	0.0	4.1	2.8	0.0	0.0	0.0	0.0
£8,625-£11,499	0.0	0.0	5.8	4.0	2.1	0.0	4.2	6.6
£11,500-£14,374	0.0	1.2	4.7	6.0	2.6	0.0	5.0	0.0
£14,375-£17,249	8.9	10.1	6.7	4.9	3.4	0.0	3.1	0.0
£17,250-£22,999	2.3	3.6	10.4	7.2	8.4	0.0	22.9	7.0
£23,000-£28,749	9.6	6.0	10.5	14.0	11.9	0.0	5.5	0.0
£28,750-£34,499	8.9	11.8	12.9	15.3	0.0	100.0	1.9	0.0
£34,500-£40,249	11.9	16.2	10.0	12.2	10.2	0.0	7.0	53.8
£40,250-£45,999	12.0	18.6	9.4	7.4	9.8	0.0	8.6	22.5
£46,000-£57,499	13.0	7.8	6.7	9.0	14.1	0.0	5.9	0.0
£57,500-80,499	20.8	14.5	7.8	7.0	3.2	0.0	5.5	0.0
£80,500-£114,999	2.0	4.1	3.2	2.7	15.8	0.0	6.5	6.5
£115,000-£172,999	6.1	1.6	2.2	0.9	2.7	0.0	6.9	0.0
£173,000-£229,999	3.1	1.1	0.4	0.7	0.0	0.0	3.4	0.0
Over £230,000	1.4	0.0	1.1	2.4	10.3	0.0	9.9	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	83	93	1,316	234	30	2	76	9
Mean income	£59,044	£44,627	£38,434	£41,734	£73,785	£31,625	£74,392	£38,335

Table 16.4
 Income of UK and foreign passengers at East Midlands Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.0	0.5	0.6	1.7	0.9	0.0	2.7	26.6
£5,750-£8,624	0.1	0.3	2.8	4.6	0.0	0.0	2.0	20.8
£8,625-£11,499	0.9	0.4	2.5	2.6	0.7	0.0	5.6	11.8
£11,500-£14,374	1.9	2.0	6.2	5.0	0.0	0.0	7.6	0.0
£14,375-£17,249	1.7	4.1	8.0	9.0	5.3	0.0	6.8	0.0
£17,250-£22,999	6.4	8.9	11.0	7.5	19.0	0.0	18.5	4.3
£23,000-£28,749	8.2	17.3	16.8	16.2	3.6	16.7	7.3	3.7
£28,750-£34,499	19.4	19.8	14.9	18.3	18.5	38.7	7.8	10.4
£34,500-£40,249	16.5	15.8	12.8	10.0	16.0	0.0	11.9	17.1
£40,250-£45,999	13.4	10.6	9.0	8.8	9.8	0.0	5.6	5.2
£46,000-£57,499	8.9	8.9	5.8	5.1	9.2	6.4	3.2	0.0
£57,500-80,499	12.5	6.0	5.8	7.2	7.9	25.2	6.9	0.0
£80,500-£114,999	7.8	3.8	2.2	2.6	8.5	2.1	12.9	0.0
£115,000-£172,999	1.2	0.9	0.9	0.9	0.7	11.0	0.5	0.0
£173,000-£229,999	0.0	0.1	0.4	0.3	0.0	0.0	0.0	0.0
Over £230,000	1.0	0.8	0.5	0.2	0.0	0.0	0.8	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	190	383	2,927	418	77	5	168	16
Mean income	£47,784	£40,173	£35,013	£34,246	£41,279	£55,045	£39,806	£17,223

Table 16.5
 Income of UK and foreign passengers at Exeter Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.0	0.1	0.6	1.0	0.0	0.0	3.0	0.0
£5,750-£8,624	0.0	0.8	2.2	1.7	4.9	0.0	46.8	0.0
£8,625-£11,499	0.0	2.2	4.1	6.4	0.0	0.0	2.6	0.0
£11,500-£14,374	3.9	0.5	6.2	8.2	5.1	0.0	3.0	0.0
£14,375-£17,249	9.3	1.3	7.5	5.3	0.0	0.0	1.3	0.0
£17,250-£22,999	11.3	5.8	11.5	10.9	11.8	0.0	2.9	29.3
£23,000-£28,749	17.9	13.7	14.1	9.2	12.9	0.0	2.6	52.2
£28,750-£34,499	8.0	18.1	15.9	13.4	1.9	0.0	1.9	0.0
£34,500-£40,249	13.2	10.8	10.4	12.6	10.4	0.0	12.7	0.0
£40,250-£45,999	5.4	6.8	8.5	7.2	10.6	0.0	0.3	0.0
£46,000-£57,499	7.5	6.3	7.4	7.6	6.9	0.0	3.0	18.5
£57,500-80,499	16.1	16.8	7.2	8.2	35.5	0.0	17.8	0.0
£80,500-£114,999	5.5	9.7	2.2	5.4	0.0	0.0	1.0	0.0
£115,000-£172,999	0.5	4.5	1.1	2.9	0.0	100.0	0.9	0.0
£173,000-£229,999	0.0	0.0	0.5	0.1	0.0	0.0	0.2	0.0
Over £230,000	1.4	2.5	0.5	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	4	19	274	57	1	0	9	1
Mean income	£44,009	£56,405	£36,197	£38,565	£43,855	£144,000	£27,559	£28,973

Table 16.6
 Income of UK and foreign passengers at Gatwick Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.4	0.1	1.9	4.4	0.3	0.0	4.3	8.0
£5,750-£8,624	0.1	0.1	2.4	2.8	1.7	0.0	2.1	5.1
£8,625-£11,499	0.4	1.0	2.4	3.7	1.4	0.0	3.9	0.6
£11,500-£14,374	0.5	4.5	3.8	1.6	1.2	1.0	4.2	1.5
£14,375-£17,249	1.0	1.0	5.4	3.7	1.3	2.3	6.7	0.0
£17,250-£22,999	5.6	5.3	7.5	7.1	4.8	1.6	7.4	7.4
£23,000-£28,749	7.5	8.5	10.3	8.3	5.6	4.9	6.0	12.4
£28,750-£34,499	9.9	10.5	11.6	9.5	8.7	3.5	7.3	12.7
£34,500-£40,249	13.1	11.4	11.9	14.4	9.5	0.5	9.7	8.7
£40,250-£45,999	9.8	10.3	8.6	7.2	14.3	1.4	8.9	2.8
£46,000-£57,499	12.3	16.0	9.9	11.3	8.2	3.0	9.3	0.1
£57,500-80,499	15.4	13.7	12.4	9.6	12.6	14.7	15.4	4.4
£80,500-£114,999	11.5	8.4	7.1	8.0	16.0	37.6	6.7	22.8
£115,000-£172,999	6.8	4.9	2.9	4.5	6.9	5.0	4.5	1.9
£173,000-£229,999	2.3	2.1	0.6	1.6	2.7	22.0	1.0	8.7
Over £230,000	3.3	2.2	1.4	2.2	4.8	2.4	2.4	2.8
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	1,904	1,380	16,936	2,094	1,904	130	4,612	254
Mean income	£68,223	£60,119	£47,912	£53,188	£73,676	£111,333	£52,735	£68,190

Table 16.7
 Income of UK and foreign passengers at Heathrow Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.5	0.4	6.1	8.1	0.8	0.0	3.7	1.4
£5,750-£8,624	0.4	0.5	2.3	1.4	1.9	0.0	2.7	4.2
£8,625-£11,499	0.1	0.2	2.8	2.1	1.1	0.0	3.1	2.6
£11,500-£14,374	0.5	0.6	3.2	1.9	1.4	2.2	3.7	3.7
£14,375-£17,249	1.1	1.0	3.3	2.2	2.3	0.0	5.9	2.4
£17,250-£22,999	2.4	4.7	7.2	7.9	5.2	2.2	8.6	5.2
£23,000-£28,749	6.2	9.6	9.7	14.3	6.2	9.1	10.0	0.1
£28,750-£34,499	10.3	11.0	9.5	11.0	8.5	16.4	9.6	22.9
£34,500-£40,249	9.9	10.8	7.5	8.3	8.5	4.8	7.7	6.7
£40,250-£45,999	8.7	10.1	7.8	9.0	8.8	8.7	7.5	14.7
£46,000-£57,499	12.0	11.8	11.5	6.3	10.5	23.7	7.8	6.1
£57,500-80,499	16.7	16.2	12.2	10.6	15.6	6.6	11.1	13.3
£80,500-£114,999	12.2	11.6	7.8	8.0	10.9	3.5	8.0	4.1
£115,000-£172,999	9.3	6.5	4.9	5.0	6.9	2.2	4.0	7.9
£173,000-£229,999	2.9	1.1	1.5	1.4	3.6	7.7	2.4	1.0
Over £230,000	7.0	3.8	2.5	2.6	7.9	13.0	4.0	3.8
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	7,750	2,503	15,433	2,529	11,415	578	21,611	1,022
Mean income	£82,726	£67,196	£54,488	£53,075	£80,964	£91,652	£57,797	£59,514

Table 16.8
 Income of UK and foreign passengers at Liverpool Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.1	0.1	4.7	12.5	0.0	4.7	6.6	1.7
£5,750-£8,624	0.5	0.5	3.5	4.6	3.2	0.0	1.5	2.7
£8,625-£11,499	0.5	1.7	3.4	3.0	2.2	0.0	5.7	9.0
£11,500-£14,374	0.9	3.6	8.0	6.9	3.1	33.1	6.4	0.0
£14,375-£17,249	2.4	6.0	7.6	4.9	2.2	0.0	7.5	2.3
£17,250-£22,999	4.8	8.5	12.6	11.7	7.5	0.0	14.9	20.9
£23,000-£28,749	10.9	18.6	11.7	10.9	10.6	11.7	12.1	8.9
£28,750-£34,499	8.8	12.2	12.5	9.6	16.5	6.0	11.4	19.0
£34,500-£40,249	12.8	13.8	9.0	8.3	12.3	0.0	7.6	10.3
£40,250-£45,999	22.7	8.8	7.4	6.8	6.1	3.0	4.2	11.0
£46,000-£57,499	13.5	10.4	8.0	10.0	8.3	13.2	7.8	0.0
£57,500-80,499	13.4	8.9	6.4	6.7	5.8	21.0	5.8	12.4
£80,500-£114,999	4.5	3.9	2.4	1.6	8.3	7.3	3.1	0.0
£115,000-£172,999	2.5	1.8	1.6	1.5	13.3	0.0	3.2	1.9
£173,000-£229,999	0.0	0.3	0.5	0.6	0.0	0.0	1.5	0.0
Over £230,000	1.6	0.8	0.7	0.4	0.6	0.0	0.8	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	230	192	1,595	373	140	6	386	20
Mean income	£50,835	£42,042	£35,279	£32,989	£55,237	£39,158	£38,416	£33,880

Table 16.9
 Income of UK and foreign passengers at London City Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.5	0.0	5.1	1.9	0.2	1.3	4.5	0.0
£5,750-£8,624	0.2	0.1	1.4	1.3	0.4	0.0	4.9	0.0
£8,625-£11,499	0.3	0.6	2.5	1.5	0.1	2.7	3.0	0.0
£11,500-£14,374	0.6	0.7	3.6	1.5	0.4	2.1	4.5	0.0
£14,375-£17,249	0.4	1.6	3.3	2.3	1.6	2.7	2.9	0.0
£17,250-£22,999	2.5	4.3	7.8	8.4	4.5	1.9	8.6	12.4
£23,000-£28,749	5.1	7.9	7.5	9.0	6.0	0.0	5.4	12.6
£28,750-£34,499	9.6	10.7	9.3	8.4	6.6	10.5	5.2	12.8
£34,500-£40,249	9.0	9.5	10.3	10.6	5.7	1.4	6.4	5.9
£40,250-£45,999	8.6	9.0	6.1	7.8	15.0	0.0	9.0	0.1
£46,000-£57,499	13.1	12.0	9.4	12.6	13.0	5.4	12.9	5.7
£57,500-80,499	20.0	19.5	12.4	12.5	12.0	28.8	12.9	29.6
£80,500-£114,999	12.0	11.1	7.0	9.1	13.8	6.9	10.3	9.7
£115,000-£172,999	8.8	7.3	8.0	5.2	7.0	16.7	4.8	11.2
£173,000-£229,999	3.1	2.4	2.7	3.7	4.2	0.0	1.2	0.0
Over £230,000	6.2	3.4	3.4	4.2	9.5	19.7	3.5	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	302	229	218	161	308	9	196	10
Mean income	£82,006	£70,233	£61,995	£66,575	£88,887	£117,848	£58,449	£61,029

Table 16.10

Income of UK and foreign passengers at Luton Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	1.2	2.4	5.3	8.2	1.1	0.0	6.8	16.5
£5,750-£8,624	0.3	0.2	3.0	2.6	0.4	0.0	6.3	15.2
£8,625-£11,499	0.9	0.3	3.3	2.6	1.5	13.0	4.0	8.3
£11,500-£14,374	3.5	0.7	2.4	2.9	3.1	0.0	5.6	2.7
£14,375-£17,249	1.2	2.8	2.8	4.0	0.2	6.2	6.3	0.0
£17,250-£22,999	5.8	4.0	8.7	9.1	8.3	0.0	14.1	15.7
£23,000-£28,749	9.1	15.9	12.3	16.0	7.9	3.2	13.3	3.2
£28,750-£34,499	14.3	16.2	12.3	9.7	11.5	14.7	10.2	4.6
£34,500-£40,249	15.0	17.3	10.0	6.6	21.3	25.4	8.1	6.0
£40,250-£45,999	15.1	16.4	13.6	14.0	9.3	22.1	7.3	3.2
£46,000-£57,499	12.3	7.7	7.7	7.0	24.0	0.0	5.1	15.8
£57,500-80,499	11.0	10.3	11.0	9.4	5.8	6.0	7.3	6.9
£80,500-£114,999	4.7	3.8	4.5	6.2	3.9	9.3	2.0	1.8
£115,000-£172,999	3.0	1.6	1.5	1.0	1.3	0.0	2.6	0.0
£173,000-£229,999	0.9	0.4	0.5	0.5	0.0	0.0	0.6	0.0
Over £230,000	1.6	0.0	1.3	0.2	0.4	0.0	0.3	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	547	639	3,119	932	381	20	944	99
Mean income	£50,514	£42,081	£42,897	£38,577	£43,329	£40,086	£33,991	£26,526

Table 16.11
 Income of UK and foreign passengers at Manchester Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.4	0.1	2.4	3.8	0.5	1.4	2.9	4.1
£5,750-£8,624	0.3	0.2	2.3	4.8	0.3	0.0	5.1	3.1
£8,625-£11,499	0.2	0.8	3.6	3.5	1.1	0.0	6.2	5.4
£11,500-£14,374	1.4	0.6	4.9	2.7	1.7	6.1	5.4	7.5
£14,375-£17,249	1.8	1.9	5.9	6.7	2.1	1.7	8.6	5.3
£17,250-£22,999	4.7	5.9	14.0	7.8	5.6	14.2	9.7	5.2
£23,000-£28,749	10.4	9.1	15.1	8.8	9.4	3.9	8.4	6.8
£28,750-£34,499	13.6	10.8	12.7	11.7	12.0	9.9	8.9	6.6
£34,500-£40,249	13.8	13.8	8.4	7.6	10.8	10.3	5.6	13.0
£40,250-£45,999	10.9	10.0	10.3	8.1	10.0	2.9	8.2	14.5
£46,000-£57,499	14.5	11.7	7.9	11.0	11.6	9.6	8.8	9.6
£57,500-80,499	13.5	15.7	8.1	13.0	17.9	11.3	9.6	5.7
£80,500-£114,999	7.5	9.0	2.5	4.8	8.9	18.0	5.8	6.4
£115,000-£172,999	5.0	5.2	1.2	3.6	3.8	4.9	4.0	1.3
£173,000-£229,999	1.0	3.1	0.3	1.1	1.9	2.2	1.0	4.6
Over £230,000	1.0	2.2	0.3	1.0	2.3	3.6	1.8	0.9
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	1,282	1,460	12,065	1,226	856	225	1,300	229
Mean income	£54,476	£62,864	£35,988	£45,831	£59,556	£65,681	£45,701	£47,786

Table 16.12
 Income of UK and foreign passengers at Stansted Airport in 2003.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	2.9	2.0	5.5	5.4	2.6	0.0	9.1	2.8
£5,750-£8,624	0.4	0.0	1.9	1.6	1.5	0.0	3.7	16.2
£8,625-£11,499	1.1	0.1	2.8	4.1	2.7	0.0	3.3	5.9
£11,500-£14,374	1.4	0.8	3.2	2.7	3.4	0.0	3.8	0.0
£14,375-£17,249	1.5	1.2	5.0	9.7	2.2	0.0	8.9	6.4
£17,250-£22,999	2.6	3.8	7.6	7.1	3.5	0.0	13.7	5.9
£23,000-£28,749	10.2	16.6	9.4	9.1	8.9	76.9	6.7	0.0
£28,750-£34,499	9.5	12.7	11.9	11.4	18.8	0.1	9.2	11.5
£34,500-£40,249	16.6	15.7	9.9	10.5	12.3	2.6	10.2	6.4
£40,250-£45,999	10.5	9.4	9.2	11.1	11.9	0.0	7.7	9.8
£46,000-£57,499	12.2	12.0	9.7	8.1	6.2	0.0	8.2	16.4
£57,500-80,499	13.6	12.5	12.3	13.5	8.9	0.0	7.2	5.2
£80,500-£114,999	11.0	7.0	5.6	3.6	8.9	9.0	3.3	7.6
£115,000-£172,999	2.9	4.3	4.2	1.9	4.5	11.5	3.0	6.0
£173,000-£229,999	1.4	1.5	0.9	0.1	0.9	0.0	1.2	0.0
Over £230,000	2.2	0.3	0.9	0.0	2.9	0.0	0.8	0.0
Total	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	1,485	765	8,207	1,617	893	31	5,118	270
Mean income	£57,590	£51,183	£46,648	£38,750	£54,893	£46,181	£38,776	£42,409

Table 17

Socio-economic group of UK passengers by journey purpose in 2003.

Socio-economic Group	Business											
	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
A/B	52.2	54.9	47.2	71.4	62.5	53.1	65.9	62.0	74.1	47.4	67.3	48.0
C1	43.8	40.3	44.4	21.2	25.0	42.5	30.5	27.4	24.2	43.6	27.7	47.5
C2	2.9	4.1	8.3	6.3	8.5	3.8	3.1	10.2	1.4	5.9	4.6	3.8
D/E	1.2	0.7	0.1	1.1	4.0	0.7	0.5	0.5	0.3	3.1	0.4	0.7
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000's)	1,431	0,667	0,176	0,571	0,023	2,778	9,228	0,418	0,526	1,155	2,676	2,137

Socio-economic Group	Leisure											
	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
A/B	22.1	30.1	23.8	32.1	30.7	33.0	39.8	32.4	48.7	32.8	30.1	33.5
C1	35.0	41.5	38.3	27.7	33.5	37.0	42.2	36.6	37.2	42.4	32.5	47.0
C2	19.3	22.6	26.9	19.7	21.0	22.9	11.2	19.8	10.7	16.2	27.6	11.8
D/E	23.6	5.7	11.0	20.5	14.8	7.1	6.8	11.2	3.3	8.5	9.9	7.8
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000's)	5,783	2,877	1,547	3,321	0,330	17,260	14,913	1,885	0,374	3,843	13,110	9,034

Table 18.1

Family make-up of UK Inclusive Tour leisure passengers on international trips.

Family make up	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
	%	%	%									
No children under 16	74.1	67.1	69.4	69.3	13.0	76.9	87.7	64.5	85.4	71.4	72.6	75.6
Children under 16	25.9	32.9	30.6	30.7	87.0	23.1	12.3	35.5	14.6	28.6	27.4	24.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000's)	2,899	1,129	0,847	1,465	0,216	9,131	2,636	0,371	0,021	0,747	7,863	1,048

Table 18.2

Family make-up of UK leisure other passengers on international trips.

Family make up	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
	%	%	%									
No children under 16	77.9	79.3	79.8	78.9	43.5	81.8	83.4	75.3	86.3	79.7	78.2	81.4
Children under 16	22.1	20.7	20.2	21.1	56.5	18.2	16.6	24.7	13.7	20.3	21.8	18.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000's)	2,227	1,121	0,467	1,450	0,058	6,796	11,108	1,179	0,196	2,247	4,128	6,670

Table 18.3

Family make-up of UK leisure passengers on international trips.

Family make up	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
	%	%	%									
No children under 16	75.8	73.0	72.9	74.1	20.9	79.0	84.3	72.8	86.2	77.7	74.5	80.7
Children under 16	24.2	27.0	27.1	25.9	79.1	21.0	15.7	27.2	13.8	22.3	25.5	19.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000's)	5,125	2,250	1,314	2,915	0,274	15,927	13,745	1,550	0,216	2,993	11,991	7,718

Table 19.1

Main business of UK business passengers at the 2003 survey airports

Main Business	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
	%	%	%	%	%	%	%	%	%	%	%	%
Production industries												
Agriculture and Horticulture	0.4	0.7	1.1	1.4	1.6	0.9	1.0	1.3	0.3	0.0	0.8	0.2
Energy & Water	1.6	1.9	0.3	2.0	0.6	1.3	0.8	1.2	0.1	1.8	1.4	0.2
Extract/preparation of ores	5.8	7.8	5.6	6.3	1.6	6.8	8.8	9.6	9.2	4.0	16.2	7.5
Manuf Metal Goods	27.7	10.2	15.4	15.5	10.2	7.8	10.3	17.5	4.8	13.3	13.9	11.0
Food/Drink/Tobacco manufact	8.8	8.1	5.5	11.0	10.3	7.2	8.6	6.8	5.5	8.9	8.0	11.0
Total production industries	44.3	28.8	28.0	36.2	24.3	24.1	29.4	36.3	19.9	28.0	40.3	29.9
Non-production industries												
Construction	2.2	4.5	2.6	6.2	16.8	3.8	1.2	6.1	2.0	5.5	3.3	2.8
Public Services	16.3	30.4	27.2	15.1	23.3	17.3	18.3	14.7	13.1	18.3	18.9	22.2
Transport & Communications	8.9	10.9	17.1	17.0	14.8	21.6	16.6	12.2	10.6	19.6	15.1	13.3
Banking and Finance	20.5	16.6	21.0	15.9	13.3	27.3	26.0	15.8	48.1	17.3	16.5	18.9
Wholesale distribution	7.8	8.8	4.1	9.6	7.5	5.9	8.5	14.9	6.4	11.2	5.9	12.9
Total non-production industries	55.7	71.2	72.0	63.8	75.7	75.9	70.6	63.7	80.1	72.0	59.7	70.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000's)	1,431	0,667	0,176	0,571	0,023	2,778	9,228	0,418	0,526	1,155	2,676	2,137

Table 19.2

Main business of Foreign business passengers at the 2003 survey airports

Main Business	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
	%	%	%	%	%	%	%	%	%	%	%	%
Production industries												
Agriculture and Horticulture	1.5	0.0	1.6	3.3	0.0	0.9	1.9	0.0	0.5	4.1	1.8	2.6
Energy & Water	0.9	0.0	17.1	0.7	1.4	0.8	0.7	0.6	0.3	0.0	1.5	0.0
Extract/preparation of ores	7.9	21.8	7.3	6.3	0.0	11.6	11.1	14.4	8.7	6.6	20.1	8.4
Manuf Metal Goods	36.4	9.8	23.2	24.6	9.7	10.4	10.4	12.6	9.9	11.9	20.8	12.8
Food/Drink/Tobacco manufact	11.5	8.9	9.5	15.4	12.0	7.5	7.6	6.9	5.2	22.3	12.1	11.1
Total production industries	58.1	40.5	58.7	50.3	23.1	31.2	31.8	34.5	24.6	44.9	56.3	34.9
Non-production industries												
Construction	0.9	0.9	0.0	6.4	14.8	3.2	1.5	3.6	1.0	1.4	2.0	2.2
Public Services	9.2	15.8	17.4	9.2	32.2	16.9	18.5	27.0	11.3	15.7	13.1	25.2
Transport & Communications	13.5	13.0	4.3	16.9	22.6	21.2	14.8	9.9	12.3	14.1	13.7	12.7
Banking and Finance	5.2	17.9	8.7	14.0	7.4	19.7	25.8	14.4	47.9	15.3	10.3	17.1
Wholesale distribution	13.1	12.0	10.9	3.2	0.0	7.9	7.6	10.6	2.9	8.7	4.6	7.8
Total non-production industries	41.9	59.5	41.3	49.7	76.9	68.8	68.2	65.5	75.4	55.1	43.7	65.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000's)	0,498	0,100	0,032	0,080	0,002	1,341	6,507	0,143	0,309	0,366	0,960	0,672

Table 20.1
 Journey purpose by route and country of residence at Birmingham Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.9	17.3	1.4	2.9
Attending Internal Company Business	15.6	5.2	3.8	10.2
Meetings with Customers	15.3	7.4	6.2	11.5
Conference/Congress	4.5	1.1	1.0	5.1
Trade Fair/Exhibition	3.2	4.0	0.5	9.8
Armed Services	0.6	0.0	0.3	0.7
Airline Staff (Positioning)	0.1	0.0	0.0	0.2
Contract Home Leave	0.0	0.0	0.0	0.0
Overseas Employment < 12 months	0.0	0.6	0.8	1.2
Overseas Employment >= 12 months	0.0	1.4	0.1	0.2
Studies - formal	0.2	0.0	0.0	0.2
Studies paid by employer - other	0.7	0.1	0.0	1.2
Au pair	0.0	0.0	0.0	0.0
Total business	45.2	37.2	14.1	43.1
Leisure				
Cultural/sports	1.1	0.2	0.8	1.4
Holiday fare paid separately	9.2	9.7	16.4	7.9
Holiday fare paid separately - Ski	0.0	0.0	0.0	0.0
Holiday IT package - Cruise	0.1	0.0	1.0	0.0
Holiday IT/Package - Hotel	6.1	11.8	29.5	1.8
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.1	1.4	17.6	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.2	0.7	0.3	0.2
Studies private/grants - formal	0.3	0.5	0.2	0.7
Studies private/grants - other	0.0	0.0	0.0	0.4
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	36.1	37.7	19.3	43.5
Other	1.6	0.6	0.7	0.9
Total leisure	54.8	62.8	85.9	56.9
Total	100	100	100	100
Total terminal passengers (000s)	1,321	79	6,094	1,148

Table 20.2
 Journey purpose by route and country of residence at Bristol Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.4	1.7	1.0	3.2
Attending Internal Company Business	13.9	0.3	2.8	10.0
Meetings with Customers	14.7	6.6	2.6	11.3
Conference/Congress	4.9	6.0	1.9	2.7
Trade Fair/Exhibition	0.4	0.0	0.3	1.3
Armed Services	1.4	1.2	0.0	0.0
Airline Staff (Positioning)	0.1	0.0	0.0	0.0
Contract Home Leave	0.4	0.0	0.0	0.7
Overseas Employment < 12 months	0.3	0.7	0.2	1.3
Overseas Employment >= 12 months	0.0	0.0	0.0	0.3
Studies - formal	0.5	0.0	0.0	0.1
Studies paid by employer - other	0.5	0.0	0.1	0.7
Au pair	0.0	0.0	0.0	0.1
Total business	41.5	16.5	9.0	31.7
Leisure				
Cultural/sports	3.1	0.0	0.8	1.2
Holiday fare paid separately	8.3	10.9	30.0	9.5
Holiday fare paid separately - Ski	0.0	0.0	0.2	0.0
Holiday IT package - Cruise	0.0	0.0	0.4	0.0
Holiday IT/Package - Hotel	1.6	0.0	27.8	1.1
Holiday IT/Package - Hotel - Ski	0.0	0.0	1.2	0.0
Holiday IT/Package - Self Catering	0.2	0.3	16.0	0.7
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.2	0.0
Migration	0.0	0.0	0.5	0.1
Studies private/grants - formal	0.4	0.4	0.2	0.5
Studies private/grants - other	0.5	0.0	0.0	0.3
Unaccompanied school children	0.1	0.0	0.1	0.0
Visiting friends and relatives	43.4	71.8	13.1	53.9
Other	1.0	0.0	0.6	0.9
Total leisure	58.5	83.5	91.0	68.3
Total	100	100	100	100
Total terminal passengers (000s)	1,077	22	2,483	313

Table 20.3

Journey purpose by route and country of residence at Cardiff Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	3.2	7.1	1.6	6.4
Attending Internal Company Business	13.3	11.7	1.4	6.7
Meetings with Customers	8.4	0.6	1.5	10.2
Conference/Congress	3.0	0.0	0.8	2.0
Trade Fair/Exhibition	0.0	0.0	0.4	0.5
Armed Services	0.3	0.0	0.0	0.5
Airline Staff (Positioning)	0.0	0.0	0.1	0.0
Contract Home Leave	0.0	0.0	0.0	0.6
Overseas Employment < 12 months	0.2	0.0	0.0	0.6
Overseas Employment >= 12 months	0.0	0.0	0.0	0.3
Studies - formal	0.0	0.0	0.1	0.2
Studies paid by employer - other	0.1	0.0	0.0	0.2
Au pair	0.0	0.0	0.0	0.0
Total business	28.5	19.3	5.9	28.3
Leisure				
Cultural/sports	2.9	4.7	0.7	0.9
Holiday fare paid separately	16.8	3.2	20.4	10.2
Holiday fare paid separately - Ski	0.0	0.0	0.0	0.0
Holiday IT package - Cruise	0.0	0.0	2.9	0.0
Holiday IT/Package - Hotel	6.7	0.0	37.0	4.0
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.4	0.0	20.7	1.4
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.4	0.6	0.2	0.1
Studies private/grants - formal	0.6	1.1	0.1	4.5
Studies private/grants - other	0.1	0.0	0.1	0.0
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	42.1	62.0	11.4	46.9
Other	1.6	9.2	0.6	3.6
Total leisure	71.5	80.7	94.1	71.7
Total	100	100	100	100
Total terminal passengers (000s)	327	12	1,399	106

Table 20.4

Journey purpose by route and country of residence at East Midlands Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	2.0	0.3	0.3	2.4
Attending Internal Company Business	25.7	9.3	2.6	16.5
Meetings with Customers	12.9	8.4	1.7	7.5
Conference/Congress	3.2	2.4	0.6	0.3
Trade Fair/Exhibition	0.6	0.0	0.2	0.4
Armed Services	0.7	0.0	0.0	0.0
Airline Staff (Positioning)	0.1	0.0	0.1	0.2
Contract Home Leave	0.5	0.0	0.0	0.2
Overseas Employment < 12 months	0.4	2.2	0.2	1.6
Overseas Employment >= 12 months	0.0	0.0	0.3	0.9
Studies - formal	0.3	0.0	0.0	0.5
Studies paid by employer - other	0.8	0.0	0.0	1.0
Au pair	0.5	0.0	0.1	0.0
Total business	47.8	22.6	6.1	31.6
Leisure				
Cultural/sports	0.4	0.0	0.4	0.0
Holiday fare paid separately	14.5	23.5	33.9	9.5
Holiday fare paid separately - Ski	0.0	0.0	0.5	0.0
Holiday IT package - Cruise	0.0	0.0	1.5	0.0
Holiday IT/Package - Hotel	1.8	0.0	27.9	0.6
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.3	0.0
Holiday IT/Package - Self Catering	0.0	0.0	17.3	3.6
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.3	0.0	0.2	0.0
Studies private/grants - formal	0.4	0.0	0.2	0.6
Studies private/grants - other	0.1	0.0	0.0	0.7
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	33.2	54.0	11.3	51.7
Other	1.5	0.0	0.4	1.7
Total leisure	52.2	77.4	93.9	68.4
Total	100	100	100	100
Total terminal passengers (000s)	801	21	3,118	245

Table 20.5
 Journey purpose by route and country of residence at Exeter Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	3.9	0.0	0.3	6.3
Attending Internal Company Business	6.2	9.7	0.2	1.7
Meetings with Customers	10.1	0.0	0.6	2.4
Conference/Congress	0.8	0.0	0.1	1.1
Trade Fair/Exhibition	0.1	0.0	0.0	3.0
Armed Services	0.1	0.0	0.0	0.0
Airline Staff (Positioning)	1.2	0.0	0.0	0.0
Contract Home Leave	0.6	0.0	0.0	0.0
Overseas Employment < 12 months	0.7	0.0	0.1	0.0
Overseas Employment >= 12 months	0.1	0.0	0.0	0.0
Studies - formal	0.3	0.0	0.0	0.0
Studies paid by employer - other	0.5	0.0	0.0	0.0
Au pair	0.4	0.0	0.0	0.0
Total business	25.0	9.7	1.3	14.5
Leisure				
Cultural/sports	2.6	0.0	0.4	0.1
Holiday fare paid separately	19.5	6.9	15.3	7.4
Holiday fare paid separately - Ski	0.0	0.0	0.0	0.0
Holiday IT package - Cruise	0.0	0.0	0.5	0.0
Holiday IT/Package - Hotel	17.3	0.0	45.6	1.6
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.8	0.0
Holiday IT/Package - Self Catering	1.5	0.0	30.9	1.1
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.0	0.0	0.2	0.0
Studies private/grants - formal	1.6	43.9	0.0	0.0
Studies private/grants - other	0.0	0.0	0.0	0.0
Unaccompanied school children	0.4	0.0	0.0	0.0
Visiting friends and relatives	30.9	39.5	4.8	73.2
Other	1.2	0.0	0.2	2.0
Total leisure	75.0	90.3	98.7	85.5
Total	100	100	100	100
Total terminal passengers (000s)	75	1	278	10

Table 20.6
 Journey purpose by route and country of residence at Gatwick Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	2.5	3.7	0.8	2.7
Attending Internal Company Business	17.1	10.4	3.7	9.7
Meetings with Customers	14.2	12.2	3.7	9.1
Conference/Congress	3.5	0.9	1.3	2.9
Trade Fair/Exhibition	0.4	0.1	0.2	0.6
Armed Services	0.2	0.8	0.1	0.3
Airline Staff (Positioning)	0.8	0.2	0.1	0.3
Contract Home Leave	0.5	4.1	0.0	0.8
Overseas Employment < 12 months	0.1	1.3	0.1	1.8
Overseas Employment >= 12 months	0.1	0.1	0.0	0.4
Studies - formal	0.2	0.0	0.0	0.1
Studies paid by employer - other	0.0	0.0	0.1	0.4
Au pair	0.0	0.0	0.0	0.0
Total business	39.7	33.9	10.1	29.2
Leisure				
Cultural/sports	0.6	0.2	0.4	0.4
Holiday fare paid separately	14.8	14.9	21.4	21.1
Holiday fare paid separately - Ski	0.2	0.0	0.3	0.0
Holiday IT package - Cruise	0.4	0.0	1.6	0.5
Holiday IT/Package - Hotel	7.8	3.2	33.0	6.1
Holiday IT/Package - Hotel - Ski	0.1	0.0	2.0	0.0
Holiday IT/Package - Self Catering	0.9	0.0	13.5	0.3
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.3	0.0
Migration	0.3	0.5	0.2	0.2
Studies private/grants - formal	0.2	5.4	0.3	2.2
Studies private/grants - other	0.7	0.0	0.1	0.6
Unaccompanied school children	0.1	0.0	0.0	0.0
Visiting friends and relatives	31.6	41.7	16.6	38.3
Other	2.6	0.3	0.1	1.1
Total leisure	60.3	66.1	89.9	70.8
Total	100	100	100	100
Total terminal passengers (000s)	3,474	384	18,840	6,516

Table 20.7

Journey purpose by route and country of residence at Heathrow Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	6.7	8.1	4.6	6.6
Attending Internal Company Business	19.8	9.5	11.3	11.0
Meetings with Customers	15.4	7.3	11.6	8.5
Conference/Congress	4.5	6.0	3.0	3.5
Trade Fair/Exhibition	0.6	0.4	1.1	0.8
Armed Services	0.7	0.3	0.4	0.6
Airline Staff (Positioning)	0.9	0.3	0.2	0.5
Contract Home Leave	0.4	1.6	0.2	1.4
Overseas Employment < 12 months	0.3	1.0	0.6	0.9
Overseas Employment >= 12 months	0.0	0.8	0.3	0.3
Studies - formal	0.3	0.3	0.1	0.2
Studies paid by employer - other	0.1	0.7	0.1	0.3
Au pair	0.0	0.0	0.0	0.1
Total business	49.7	36.1	33.4	34.6
Leisure				
Cultural/sports	0.3	1.7	0.6	0.6
Holiday fare paid separately	12.7	13.0	17.7	16.8
Holiday fare paid separately - Ski	0.0	0.0	0.4	0.0
Holiday IT package - Cruise	1.4	0.6	0.8	0.5
Holiday IT/Package - Hotel	7.2	7.5	12.2	8.7
Holiday IT/Package - Hotel - Ski	0.1	0.0	0.3	0.0
Holiday IT/Package - Self Catering	0.0	0.0	0.2	0.1
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.0	0.8	0.6	0.3
Studies private/grants - formal	0.5	3.8	1.0	1.2
Studies private/grants - other	0.3	0.8	0.2	1.3
Unaccompanied school children	0.0	0.0	0.1	0.0
Visiting friends and relatives	26.6	35.1	32.2	35.3
Other	1.2	0.4	0.1	0.4
Total leisure	50.3	63.9	66.6	65.4
Total	100	100	100	100
Total terminal passengers (000s)	5,031	1,601	23,183	33,025

Table 20.8

Journey purpose by route and country of residence at Liverpool Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	3.4	6.4	1.0	2.5
Attending Internal Company Business	14.7	6.1	4.9	9.6
Meetings with Customers	12.3	7.0	5.0	8.5
Conference/Congress	1.9	0.0	0.9	1.0
Trade Fair/Exhibition	0.3	0.0	0.3	0.2
Armed Services	0.6	2.1	0.0	0.9
Airline Staff (Positioning)	0.3	1.3	0.1	0.0
Contract Home Leave	0.2	0.8	0.1	0.6
Overseas Employment < 12 months	0.2	0.0	0.1	0.6
Overseas Employment >= 12 months	0.0	0.0	0.1	0.9
Studies - formal	0.0	0.0	0.0	0.0
Studies paid by employer - other	0.1	0.0	0.0	0.6
Au pair	0.0	0.0	0.0	1.1
Total business	34.0	23.7	12.6	26.6
Leisure				
Cultural/sports	0.4	0.0	0.5	0.6
Holiday fare paid separately	15.9	11.2	41.8	20.7
Holiday fare paid separately - Ski	0.4	0.0	1.5	0.0
Holiday IT package - Cruise	0.0	0.0	0.7	0.0
Holiday IT/Package - Hotel	1.4	0.0	12.0	0.3
Holiday IT/Package - Hotel - Ski	0.1	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.4	0.0	8.1	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.3	0.0	0.3	0.0
Studies private/grants - formal	0.8	0.0	0.6	0.7
Studies private/grants - other	0.1	0.0	0.0	0.0
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	40.6	62.9	21.1	49.7
Other	5.5	2.2	0.8	1.3
Total leisure	66.0	76.3	87.4	73.4
Total	100	100	100	100
Total terminal passengers (000s)	565	26	1,824	526

Table 20.9

Journey purpose by route and country of residence at London City Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	5.4	4.6	3.9	3.7
Attending Internal Company Business	27.9	17.9	23.3	23.8
Meetings with Customers	19.4	18.3	23.0	23.0
Conference/Congress	3.7	3.3	4.4	6.4
Trade Fair/Exhibition	0.7	0.0	1.5	1.4
Armed Services	0.1	0.0	0.0	0.0
Airline Staff (Positioning)	0.1	0.6	0.1	0.1
Contract Home Leave	0.9	0.9	0.7	1.1
Overseas Employment < 12 months	0.1	0.4	0.8	0.7
Overseas Employment >= 12 months	0.1	0.0	0.3	0.4
Studies - formal	0.1	1.3	0.0	0.1
Studies paid by employer - other	0.3	0.1	0.0	0.4
Au pair	0.0	0.4	0.0	0.0
Total business	58.7	47.7	58.1	61.1
Leisure				
Cultural/sports	0.2	0.0	0.4	0.2
Holiday fare paid separately	8.9	18.8	11.0	11.4
Holiday fare paid separately - Ski	0.0	0.0	1.6	0.0
Holiday IT package - Cruise	0.0	0.0	0.0	0.0
Holiday IT/Package - Hotel	2.7	3.3	2.9	3.1
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.9	0.0
Holiday IT/Package - Self Catering	0.4	0.0	0.1	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.1	0.6	0.1	0.1
Studies private/grants - formal	0.1	0.0	0.3	0.3
Studies private/grants - other	0.1	0.9	0.2	0.6
Unaccompanied school children	0.0	5.6	0.0	0.0
Visiting friends and relatives	28.1	23.0	23.8	22.9
Other	0.9	0.0	0.6	0.3
Total leisure	41.3	52.3	41.9	38.9
Total	100	100	100	100
Total terminal passengers (000s)	390	18	520	504

Table 20.10
 Journey purpose by route and country of residence at Luton Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.5	0.4	1.9	4.4
Attending Internal Company Business	18.4	5.5	5.0	11.5
Meetings with Customers	13.7	3.4	4.7	7.2
Conference/Congress	2.1	4.8	1.6	2.6
Trade Fair/Exhibition	0.5	0.0	0.7	2.0
Armed Services	0.7	0.3	0.2	0.1
Airline Staff (Positioning)	0.1	0.0	0.0	0.2
Contract Home Leave	0.2	0.0	0.1	0.2
Overseas Employment < 12 months	0.1	0.9	0.5	0.4
Overseas Employment >= 12 months	0.1	0.0	0.1	0.0
Studies - formal	0.1	0.0	0.0	0.2
Studies paid by employer - other	0.1	0.6	0.0	0.1
Au pair	0.0	0.9	0.0	0.1
Total business	40.7	16.9	14.9	28.8
Leisure				
Cultural/sports	0.6	1.4	0.4	0.1
Holiday fare paid separately	13.7	19.3	35.2	20.4
Holiday fare paid separately - Ski	0.1	0.0	1.4	0.2
Holiday IT package - Cruise	0.0	0.0	0.1	0.0
Holiday IT/Package - Hotel	1.0	0.0	13.8	0.3
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.4	0.0
Holiday IT/Package - Self Catering	0.2	0.0	6.1	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.0	0.0	0.4	0.0
Studies private/grants - formal	0.3	3.9	0.7	1.0
Studies private/grants - other	0.1	1.1	0.1	1.5
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	42.5	57.3	26.3	47.3
Other	0.8	0.0	0.1	0.4
Total leisure	59.3	83.1	85.1	71.2
Total	100	100	100	100
Total terminal passengers (000s)	1,572	119	3,666	1,325

Table 20.11
 Journey purpose by route and country of residence at Manchester Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.2	4.1	0.7	3.5
Attending Internal Company Business	26.6	17.4	4.1	16.3
Meetings with Customers	16.6	23.8	3.2	13.6
Conference/Congress	4.1	1.0	0.8	2.4
Trade Fair/Exhibition	0.2	0.4	0.2	0.5
Armed Services	0.1	0.1	0.0	0.1
Airline Staff (Positioning)	1.6	0.3	0.0	0.5
Contract Home Leave	0.1	1.5	0.0	1.1
Overseas Employment < 12 months	0.4	0.6	0.3	0.6
Overseas Employment >= 12 months	0.1	0.0	0.1	0.4
Studies - formal	0.1	0.1	0.1	0.3
Studies paid by employer - other	0.2	0.5	0.0	0.3
Au pair	0.0	0.0	0.0	0.0
Total business	54.4	49.6	9.6	39.7
Leisure				
Cultural/sports	0.4	1.0	0.1	0.4
Holiday fare paid separately	10.9	7.1	18.1	13.4
Holiday fare paid separately - Ski	0.0	0.0	0.2	0.1
Holiday IT package - Cruise	0.8	0.0	1.2	0.7
Holiday IT/Package - Hotel	10.1	1.2	36.3	2.0
Holiday IT/Package - Hotel - Ski	0.0	0.0	1.4	0.0
Holiday IT/Package - Self Catering	0.4	0.0	20.1	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.1	0.1	0.3	0.1
Studies private/grants - formal	0.4	1.0	0.2	1.6
Studies private/grants - other	0.1	0.8	0.0	0.9
Unaccompanied school children	0.0	0.0	0.0	0.1
Visiting friends and relatives	19.8	38.6	12.4	39.7
Other	2.6	0.4	0.1	1.3
Total leisure	45.6	50.4	90.4	60.3
Total	100	100	100	100
Total terminal passengers (000s)	2,686	454	13,347	2,156

Table 20.12
 Journey purpose by route and country of residence at Stansted Airport in 2003.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.8	1.8	2.6	4.0
Attending Internal Company Business	9.0	0.9	3.8	2.6
Meetings with Customers	14.5	4.5	6.3	4.7
Conference/Congress	2.1	1.7	1.3	1.8
Trade Fair/Exhibition	0.7	0.0	0.7	0.5
Armed Services	0.7	0.0	0.1	0.3
Airline Staff (Positioning)	0.2	0.0	0.2	0.2
Contract Home Leave	0.1	0.1	0.1	0.1
Overseas Employment < 12 months	0.0	0.8	0.2	0.2
Overseas Employment >= 12 months	0.1	0.4	0.0	0.2
Studies - formal	0.0	0.0	0.2	0.1
Studies paid by employer - other	0.1	0.0	0.0	0.0
Au pair	0.0	0.0	0.0	0.0
Total business	32.1	10.2	15.3	14.9
Leisure				
Cultural/sports	0.4	4.7	0.7	0.4
Holiday fare paid separately	19.2	20.3	37.2	32.8
Holiday fare paid separately - Ski	0.0	0.0	0.7	0.2
Holiday IT package - Cruise	0.1	0.0	0.4	0.0
Holiday IT/Package - Hotel	0.9	0.0	7.5	1.0
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.2	0.0
Holiday IT/Package - Self Catering	0.0	0.0	2.9	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.1	5.7	0.3	0.1
Studies private/grants - formal	0.8	3.1	0.7	2.2
Studies private/grants - other	0.0	2.4	0.1	0.8
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	45.2	53.3	34.0	47.1
Other	1.0	0.2	0.1	0.4
Total leisure	67.9	89.8	84.7	85.1
Total	100	100	100	100
Total terminal passengers (000s)	2,382	300	9,692	6,011

Table 21.1
 Journey purpose by sex at Birmingham Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	3.3	1.2
Attending Internal Company Business	8.9	3.7
Meetings with Customers	12.6	3.4
Conference/Congress	2.4	1.8
Trade Fair/Exhibition	3.0	1.3
Armed Services	0.6	0.1
Airline Staff (Positioning)	0.1	0.0
Contract Home Leave	0.0	0.0
Overseas Employment < 12 months	1.3	0.2
Overseas Employment >= 12 months	0.2	0.1
Studies - formal	0.0	0.1
Studies paid by employer - other	0.4	0.2
Au pair	0.0	0.0
Total business	32.7	11.9
Leisure		
Cultural/sports	1.1	0.7
Holiday fare paid separately	14.1	14.2
Holiday fare paid separately - Ski	0.0	0.0
Holiday IT package - Cruise	0.8	0.6
Holiday IT/Package - Hotel	20.2	24.2
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	10.8	14.5
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.2	0.3
Studies private/grants - formal	0.1	0.4
Studies private/grants - other	0.0	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	19.1	32.1
Other	0.8	1.0
Total leisure	67.3	88.1
Total	100	100
Total terminal passengers (000s)	4,592	4,050

Table 21.2
 Journey purpose by sex at Bristol Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	2.8	1.2
Attending Internal Company Business	8.0	4.6
Meetings with Customers	10.7	1.9
Conference/Congress	3.0	2.7
Trade Fair/Exhibition	0.5	0.2
Armed Services	0.6	0.2
Airline Staff (Positioning)	0.0	0.0
Contract Home Leave	0.2	0.1
Overseas Employment < 12 months	0.5	0.2
Overseas Employment >= 12 months	0.0	0.1
Studies - formal	0.2	0.1
Studies paid by employer - other	0.1	0.3
Au pair	0.0	0.0
Total business	26.7	11.7
Leisure		
Cultural/sports	1.6	1.4
Holiday fare paid separately	21.6	23.0
Holiday fare paid separately - Ski	0.2	0.1
Holiday IT package - Cruise	0.1	0.4
Holiday IT/Package - Hotel	17.9	18.6
Holiday IT/Package - Hotel - Ski	0.6	0.9
Holiday IT/Package - Self Catering	9.5	11.2
Holiday IT/Package - Self Catering - Ski	0.2	0.1
Migration	0.4	0.2
Studies private/grants - formal	0.2	0.4
Studies private/grants - other	0.1	0.3
Unaccompanied school children	0.1	0.0
Visiting friends and relatives	20.3	30.9
Other	0.6	0.8
Total leisure	73.3	88.3
Total	100	100
Total terminal passengers (000s)	2,121	1,773

Table 21.3
 Journey purpose by sex at Cardiff Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	2.3	2.2
Attending Internal Company Business	5.1	2.4
Meetings with Customers	4.8	1.4
Conference/Congress	1.1	1.4
Trade Fair/Exhibition	0.5	0.2
Armed Services	0.2	0.0
Airline Staff (Positioning)	0.0	0.1
Contract Home Leave	0.1	0.0
Overseas Employment < 12 months	0.1	0.1
Overseas Employment >= 12 months	0.0	0.0
Studies - formal	0.1	0.0
Studies paid by employer - other	0.0	0.1
Au pair	0.0	0.0
Total business	14.3	7.9
Leisure		
Cultural/sports	1.9	0.4
Holiday fare paid separately	19.6	18.4
Holiday fare paid separately - Ski	0.0	0.0
Holiday IT package - Cruise	2.7	1.7
Holiday IT/Package - Hotel	29.4	29.6
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	15.4	16.1
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.2	0.3
Studies private/grants - formal	0.1	0.9
Studies private/grants - other	0.0	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	15.7	23.3
Other	0.7	1.4
Total leisure	85.7	92.1
Total	100	100
Total terminal passengers (000s)	954	889

Table 21.4
 Journey purpose by sex at East Midlands Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	1.2	0.3
Attending Internal Company Business	12.5	3.6
Meetings with Customers	7.3	1.4
Conference/Congress	1.1	1.0
Trade Fair/Exhibition	0.3	0.2
Armed Services	0.3	0.0
Airline Staff (Positioning)	0.1	0.1
Contract Home Leave	0.2	0.1
Overseas Employment < 12 months	0.5	0.3
Overseas Employment >= 12 months	0.5	0.0
Studies - formal	0.1	0.1
Studies paid by employer - other	0.4	0.1
Au pair	0.3	0.1
Total business	24.7	7.4
Leisure		
Cultural/sports	0.5	0.2
Holiday fare paid separately	26.0	31.3
Holiday fare paid separately - Ski	0.6	0.1
Holiday IT package - Cruise	1.0	1.2
Holiday IT/Package - Hotel	19.7	22.4
Holiday IT/Package - Hotel - Ski	0.3	0.2
Holiday IT/Package - Self Catering	11.4	14.7
Holiday IT/Package - Self Catering - Ski	0.1	0.0
Migration	0.1	0.2
Studies private/grants - formal	0.2	0.3
Studies private/grants - other	0.1	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	14.3	21.5
Other	0.9	0.5
Total leisure	75.3	92.6
Total	100	100
Total terminal passengers (000s)	1,996	2,188

Table 21.5
 Journey purpose by sex at Exeter Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	1.3	1.0
Attending Internal Company Business	2.3	0.7
Meetings with Customers	4.5	0.6
Conference/Congress	0.4	0.2
Trade Fair/Exhibition	0.2	0.0
Armed Services	0.1	0.0
Airline Staff (Positioning)	0.4	0.1
Contract Home Leave	0.2	0.0
Overseas Employment < 12 months	0.3	0.0
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.1	0.0
Studies paid by employer - other	0.2	0.0
Au pair	0.2	0.1
Total business	10.3	2.8
Leisure		
Cultural/sports	0.8	0.9
Holiday fare paid separately	15.7	16.1
Holiday fare paid separately - Ski	0.0	0.0
Holiday IT package - Cruise	0.3	0.4
Holiday IT/Package - Hotel	39.9	37.0
Holiday IT/Package - Hotel - Ski	0.5	0.7
Holiday IT/Package - Self Catering	23.3	24.6
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.1	0.2
Studies private/grants - formal	0.1	0.7
Studies private/grants - other	0.0	0.0
Unaccompanied school children	0.0	0.2
Visiting friends and relatives	8.4	16.1
Other	0.6	0.4
Total leisure	89.7	97.2
Total	100	100
Total terminal passengers (000s)	185	179

Table 21.6
 Journey purpose by sex at Gatwick Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	1.8	0.6
Attending Internal Company Business	9.0	3.2
Meetings with Customers	8.8	2.7
Conference/Congress	1.9	1.6
Trade Fair/Exhibition	0.3	0.2
Armed Services	0.2	0.1
Airline Staff (Positioning)	0.3	0.1
Contract Home Leave	0.5	0.0
Overseas Employment < 12 months	0.4	0.2
Overseas Employment >= 12 months	0.1	0.1
Studies - formal	0.0	0.1
Studies paid by employer - other	0.2	0.1
Au pair	0.0	0.0
Total business	23.6	9.0
Leisure		
Cultural/sports	0.5	0.3
Holiday fare paid separately	20.6	19.5
Holiday fare paid separately - Ski	0.2	0.2
Holiday IT package - Cruise	1.3	1.2
Holiday IT/Package - Hotel	23.4	26.4
Holiday IT/Package - Hotel - Ski	1.4	1.5
Holiday IT/Package - Self Catering	8.5	10.7
Holiday IT/Package - Self Catering - Ski	0.1	0.3
Migration	0.1	0.3
Studies private/grants - formal	0.6	0.8
Studies private/grants - other	0.3	0.3
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	18.9	28.9
Other	0.6	0.6
Total leisure	76.4	91.0
Total	100	100
Total terminal passengers (000s)	16,697	12,548

Table 21.7
 Journey purpose by sex at Heathrow Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	6.6	3.6
Attending Internal Company Business	17.3	8.4
Meetings with Customers	17.0	5.4
Conference/Congress	4.1	2.9
Trade Fair/Exhibition	1.1	0.7
Armed Services	0.7	0.1
Airline Staff (Positioning)	0.6	0.5
Contract Home Leave	1.0	0.3
Overseas Employment < 12 months	0.6	0.3
Overseas Employment >= 12 months	0.3	0.1
Studies - formal	0.2	0.2
Studies paid by employer - other	0.2	0.2
Au pair	0.0	0.1
Total business	49.9	22.9
Leisure		
Cultural/sports	0.3	0.3
Holiday fare paid separately	14.7	17.3
Holiday fare paid separately - Ski	0.2	0.2
Holiday IT package - Cruise	0.4	0.9
Holiday IT/Package - Hotel	6.5	10.0
Holiday IT/Package - Hotel - Ski	0.1	0.2
Holiday IT/Package - Self Catering	0.1	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.4	0.3
Studies private/grants - formal	0.8	1.3
Studies private/grants - other	0.4	1.1
Unaccompanied school children	0.0	0.1
Visiting friends and relatives	25.9	44.8
Other	0.3	0.5
Total leisure	50.1	77.1
Total	100	100
Total terminal passengers (000s)	38,117	24,889

Table 21.8
 Journey purpose by sex at Liverpool Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	2.1	1.3
Attending Internal Company Business	11.6	2.1
Meetings with Customers	10.9	1.8
Conference/Congress	1.5	0.6
Trade Fair/Exhibition	0.4	0.1
Armed Services	0.5	0.0
Airline Staff (Positioning)	0.1	0.1
Contract Home Leave	0.3	0.0
Overseas Employment < 12 months	0.3	0.2
Overseas Employment >= 12 months	0.4	0.0
Studies - formal	0.0	0.0
Studies paid by employer - other	0.2	0.0
Au pair	0.0	0.5
Total business	28.3	6.9
Leisure		
Cultural/sports	0.8	0.1
Holiday fare paid separately	33.0	32.6
Holiday fare paid separately - Ski	1.0	1.1
Holiday IT package - Cruise	0.4	0.5
Holiday IT/Package - Hotel	6.8	9.1
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	5.0	5.3
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.2	0.4
Studies private/grants - formal	0.5	0.8
Studies private/grants - other	0.0	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	22.5	41.3
Other	1.6	2.0
Total leisure	71.7	93.1
Total	100	100
Total terminal passengers (000s)	1,709	1,232

Table 21.9
 Journey purpose by sex at London City Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	5.2	2.5
Attending Internal Company Business	27.8	18.8
Meetings with Customers	27.9	10.9
Conference/Congress	5.5	3.9
Trade Fair/Exhibition	1.0	1.7
Armed Services	0.1	0.0
Airline Staff (Positioning)	0.1	0.0
Contract Home Leave	1.2	0.4
Overseas Employment < 12 months	0.6	0.6
Overseas Employment >= 12 months	0.4	0.2
Studies - formal	0.1	0.1
Studies paid by employer - other	0.3	0.1
Au pair	0.0	0.0
Total business	70.0	39.2
Leisure		
Cultural/sports	0.3	0.3
Holiday fare paid separately	8.9	14.1
Holiday fare paid separately - Ski	0.6	0.5
Holiday IT package - Cruise	0.0	0.0
Holiday IT/Package - Hotel	2.1	4.5
Holiday IT/Package - Hotel - Ski	0.5	0.1
Holiday IT/Package - Self Catering	0.2	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.1	0.1
Studies private/grants - formal	0.2	0.3
Studies private/grants - other	0.2	0.4
Unaccompanied school children	0.1	0.0
Visiting friends and relatives	16.3	40.1
Other	0.6	0.4
Total leisure	30.0	60.8
Total	100	100
Total terminal passengers (000s)	934	502

Table 21.10
 Journey purpose by sex at Luton Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	4.0	1.5
Attending Internal Company Business	12.5	5.4
Meetings with Customers	10.8	2.5
Conference/Congress	2.6	1.1
Trade Fair/Exhibition	1.2	0.5
Armed Services	0.4	0.1
Airline Staff (Positioning)	0.2	0.0
Contract Home Leave	0.2	0.1
Overseas Employment < 12 months	0.5	0.3
Overseas Employment >= 12 months	0.2	0.0
Studies - formal	0.1	0.1
Studies paid by employer - other	0.1	0.0
Au pair	0.0	0.1
Total business	32.7	11.5
Leisure		
Cultural/sports	0.4	0.4
Holiday fare paid separately	26.8	27.2
Holiday fare paid separately - Ski	1.0	0.5
Holiday IT package - Cruise	0.0	0.2
Holiday IT/Package - Hotel	6.6	9.6
Holiday IT/Package - Hotel - Ski	0.3	0.1
Holiday IT/Package - Self Catering	2.8	4.1
Holiday IT/Package - Self Catering - Ski	0.1	0.0
Migration	0.2	0.2
Studies private/grants - formal	0.8	0.7
Studies private/grants - other	0.2	0.6
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	27.8	44.5
Other	0.4	0.3
Total leisure	67.3	88.5
Total	100	100
Total terminal passengers (000s)	3,863	2,819

Table 21.11
 Journey purpose by sex at Manchester Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	2.3	0.8
Attending Internal Company Business	12.3	4.9
Meetings with Customers	9.8	2.9
Conference/Congress	1.8	1.1
Trade Fair/Exhibition	0.4	0.1
Armed Services	0.1	0.0
Airline Staff (Positioning)	0.4	0.3
Contract Home Leave	0.4	0.0
Overseas Employment < 12 months	0.5	0.2
Overseas Employment >= 12 months	0.3	0.0
Studies - formal	0.1	0.2
Studies paid by employer - other	0.1	0.1
Au pair	0.0	0.0
Total business	28.2	10.6
Leisure		
Cultural/sports	0.2	0.1
Holiday fare paid separately	16.3	16.0
Holiday fare paid separately - Ski	0.1	0.2
Holiday IT package - Cruise	0.5	1.8
Holiday IT/Package - Hotel	25.1	31.6
Holiday IT/Package - Hotel - Ski	1.0	1.0
Holiday IT/Package - Self Catering	12.8	16.8
Holiday IT/Package - Self Catering - Ski	0.0	0.1
Migration	0.3	0.1
Studies private/grants - formal	0.5	0.3
Studies private/grants - other	0.1	0.2
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	14.3	20.4
Other	0.6	0.6
Total leisure	71.8	89.4
Total	100	100
Total terminal passengers (000s)	10,288	8,356

Table 21.12
 Journey purpose by sex at Stansted Airport in 2003.

Journey Purpose	Sex	
	Male	Female
	%	%
Business		
Business	4.7	1.6
Attending Internal Company Business	5.7	2.0
Meetings with Customers	10.7	2.0
Conference/Congress	2.1	0.9
Trade Fair/Exhibition	0.8	0.5
Armed Services	0.4	0.1
Airline Staff (Positioning)	0.2	0.1
Contract Home Leave	0.1	0.0
Overseas Employment < 12 months	0.2	0.2
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.2	0.1
Studies paid by employer - other	0.0	0.0
Au pair	0.0	0.0
Total business	25.3	7.6
Leisure		
Cultural/sports	0.7	0.5
Holiday fare paid separately	33.6	32.5
Holiday fare paid separately - Ski	0.6	0.2
Holiday IT package - Cruise	0.2	0.3
Holiday IT/Package - Hotel	4.5	4.2
Holiday IT/Package - Hotel - Ski	0.2	0.0
Holiday IT/Package - Self Catering	1.4	1.7
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.2	0.4
Studies private/grants - formal	1.2	1.3
Studies private/grants - other	0.3	0.3
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	31.4	50.7
Other	0.3	0.3
Total leisure	74.7	92.4
Total	100	100
Total terminal passengers (000s)	10,093	8,293

Table 22.1

Journey purpose and country of residence by month at Birmingham Airport in 2003/4.

Passenger Type	April %	May %	June %	July %	August %	September %	October %	November %	December %	January %	February %	March %
UK Business	20.0	15.3	14.1	13.9	4.8	13.9	19.1	24.8	24.0	24.4	25.7	16.4
UK Leisure	67.5	70.6	75.1	78.3	82.5	71.2	65.7	60.8	61.6	55.0	56.1	62.8
Foreign Business	6.8	7.6	5.2	2.1	2.2	7.2	7.7	6.0	3.7	5.4	11.8	9.6
Foreign Leisure	5.7	6.5	5.6	5.7	10.5	7.7	7.6	8.3	10.7	15.2	6.4	11.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	602	852	716	964	981	908	804	567	565	445	624	619

Table 22.2

Journey purpose and country of residence by month at Bristol Airport in 2003/4.

Passenger Type	April %	May %	June %	July %	August %	September %	October %	November %	December %	January %	February %	March %
UK Business	21.6	14.0	12.3	10.7	13.7	13.1	17.8	25.5	20.4	19.3	23.8	21.4
UK Leisure	73.0	76.3	82.2	81.7	77.8	80.0	74.2	64.7	66.7	68.1	67.9	68.2
Foreign Business	2.1	1.9	1.7	1.5	2.3	1.7	2.5	4.2	3.6	2.5	3.8	4.8
Foreign Leisure	3.3	7.9	3.9	6.2	6.2	5.3	5.6	5.6	9.2	10.2	4.5	5.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	267	317	390	402	371	361	383	255	248	231	333	347

Table 22.3

Journey purpose and country of residence by month at Cardiff Airport in 2003/4.

Passenger Type	April %	May %	June %	July %	August %	September %	October %	November %	December %	January %	February %	March %
UK Business	10.2	8.5	9.8	7.2	3.3	7.7	5.9	18.6	14.4	14.0	19.5	15.9
UK Leisure	83.3	89.4	82.1	87.3	90.3	86.1	88.4	74.9	77.5	76.6	76.2	71.3
Foreign Business	1.6	1.0	2.6	1.2	0.8	1.3	1.8	2.4	0.9	2.7	2.4	4.4
Foreign Leisure	4.9	1.1	5.4	4.3	5.6	4.9	3.9	4.0	7.3	6.7	1.9	8.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	158	195	215	208	220	207	207	85	78	91	92	87

Table 22.4

Journey purpose and country of residence by month at East Midlands Airport in 2003/4.

Passenger Type	April %	May %	June %	July %	August %	September %	October %	November %	December %	January %	February %	March %
UK Business	14.6	9.2	12.8	8.9	7.1	13.1	12.3	20.8	20.3	20.7	23.1	19.3
UK Leisure	79.9	84.7	81.2	86.6	88.4	80.6	82.1	71.2	67.8	69.2	70.9	73.5
Foreign Business	2.6	1.8	1.7	1.6	0.5	2.2	1.7	3.4	3.3	2.5	1.7	2.6
Foreign Leisure	2.9	4.3	4.3	2.8	4.1	4.2	3.9	4.5	8.6	7.6	4.3	4.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	294	553	412	471	479	413	352	253	202	224	288	244

Table 22.5

Journey purpose and country of residence by month at Exeter Airport in 2003/4.

Passenger Type	April %	May %	June %	July %	August %	September %	October %	November %	December %	January %	February %	March %
UK Business	8.6	4.5	2.4	15.2	6.9	7.2	3.0	1.9	1.7	3.9	8.1	15.1
UK Leisure	89.0	90.0	93.7	81.9	90.1	89.4	96.0	96.0	94.0	94.0	90.4	84.6
Foreign Business	0.4	0.4	0.6	1.2	0.8	0.3	0.1	0.0	0.4	0.3	0.2	0.0
Foreign Leisure	2.1	5.1	3.3	1.6	2.2	3.1	0.8	2.1	3.9	1.7	1.3	0.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	30	47	44	18	46	48	37	16	12	18	29	18

Table 22.6

Journey purpose and country of residence by month at Gatwick Airport in 2003.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	14.7	13.1	14.7	11.5	9.8	9.5	8.7	5.8	12.8	16.5	12.9	10.3
UK Leisure	54.5	66.6	61.3	69.0	70.4	65.2	65.6	75.3	64.2	62.4	59.1	58.0
Foreign Business	8.9	7.6	7.8	6.7	5.6	7.9	6.2	2.6	6.5	7.0	8.8	12.1
Foreign Leisure	21.9	12.8	16.2	12.9	14.2	17.3	19.5	16.4	16.5	14.0	19.2	19.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	1,655	1,971	2,217	2,078	2,751	3,190	3,382	3,223	2,725	2,263	2,013	1,778

Table 22.7

Journey purpose and country of residence by month at Heathrow Airport in 2003.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	20.0	17.9	18.8	18.5	13.9	17.9	12.7	10.6	17.0	17.8	19.1	13.7
UK Leisure	25.4	32.9	31.8	32.8	29.4	23.7	27.0	27.6	26.1	26.5	28.2	33.4
Foreign Business	21.7	18.9	18.4	17.4	22.7	19.2	18.2	14.7	19.7	22.2	20.2	16.8
Foreign Leisure	32.9	30.2	31.0	31.4	34.0	39.2	42.1	47.0	37.2	33.5	32.5	36.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	4,626	4,472	4,897	4,942	4,830	5,578	5,914	6,215	5,721	5,671	4,986	5,155

Table 22.8

Journey purpose and country of residence by month at Liverpool Airport in 2003/4.

Passenger Type	April %	May %	June %	July %	August %	September %	October %	November %	December %	January %	February %	March %
UK Business	12.0	12.4	16.8	11.6	8.2	13.2	22.4	25.4	6.4	17.2	12.7	18.3
UK Leisure	69.8	71.0	62.8	65.1	71.0	67.3	65.7	55.1	63.0	64.6	74.4	68.4
Foreign Business	2.6	3.6	7.2	7.5	7.9	7.3	1.2	4.3	3.5	2.1	3.3	5.9
Foreign Leisure	15.5	13.0	13.2	15.8	12.9	12.3	10.7	15.2	27.1	16.1	9.5	7.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	239	283	267	272	322	271	221	193	206	184	226	258

Table 22.9

Journey purpose and country of residence by month at London City Airport in 2003/4.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	48.8	31.3	36.8	26.4	42.9	38.3	32.0	31.6	39.4	40.5	44.4	34.7
UK Leisure	18.8	24.3	19.0	47.5	22.7	23.2	30.3	31.9	30.1	20.9	16.4	30.5
Foreign Business	19.1	25.2	29.0	16.5	20.4	29.7	16.9	17.5	15.2	25.6	26.9	21.6
Foreign Leisure	13.4	19.2	15.2	9.6	14.0	8.9	20.8	19.1	15.3	13.0	12.2	13.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	101	114	128	136	121	132	120	112	121	136	116	101

Table 22.10

Journey purpose and country of residence by month at Luton Airport in 2003.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	14.6	21.7	16.1	18.9	18.4	22.4	14.0	11.0	16.3	18.2	24.4	21.9
UK Leisure	64.7	51.1	60.4	60.4	64.9	56.6	67.7	70.6	63.4	57.3	53.3	45.0
Foreign Business	5.4	6.3	8.0	3.8	1.7	4.7	4.6	4.7	5.5	14.1	4.6	13.1
Foreign Leisure	15.3	20.9	15.5	16.9	14.9	16.3	13.7	13.7	14.8	10.4	17.7	20.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	426	489	499	515	644	588	686	761	672	494	514	394

Table 22.11

Journey purpose and country of residence by month at Manchester Airport in 2003.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	21.7	18.5	15.4	22.7	13.1	13.0	10.5	6.0	12.4	17.7	21.9	21.6
UK Leisure	62.9	64.3	71.8	57.5	73.4	74.7	75.9	79.2	77.9	69.9	60.9	59.0
Foreign Business	9.8	6.9	5.6	10.0	6.8	5.8	5.2	3.8	3.4	4.6	6.8	7.6
Foreign Leisure	5.6	10.3	7.2	9.8	6.8	6.5	8.4	11.0	6.2	7.8	10.4	11.8
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	946	1,114	1,693	830	1,932	1,981	1,840	2,101	2,514	1,557	1,260	875

Table 22.12

Journey purpose and country of residence by month at Stansted Airport in 2003.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	16.5	9.0	17.2	13.3	14.1	13.8	10.0	5.9	16.5	9.6	14.9	7.5
UK Leisure	49.0	59.3	48.4	52.9	58.1	51.3	54.7	60.7	52.6	61.1	43.6	47.3
Foreign Business	4.7	6.3	6.0	7.2	3.1	5.2	3.2	2.5	4.2	5.2	10.7	4.3
Foreign Leisure	29.8	25.4	28.5	26.6	24.7	29.8	32.2	30.9	26.8	24.2	30.8	40.9
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	1,254	1,030	1,339	1,480	1,482	1,953	1,625	1,911	1,798	1,641	1,324	1,549

Table 23.1
 Age distribution of UK and foreign passengers at Birmingham Airport in 200:

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.2	3.7	0.3	0.4
12-14	0.0	2.2	0.0	1.0
15-19	0.2	3.1	0.4	3.7
20-24	4.3	5.6	3.0	14.0
25-34	17.7	12.9	30.5	15.8
35-44	32.9	15.6	27.5	16.3
45-54	27.8	19.8	21.9	16.9
55-59	12.5	11.8	13.4	8.2
60-64	3.9	9.8	1.7	10.5
65-74	0.5	12.4	1.2	10.5
Over 74	0.0	3.2	0.2	2.7
Total	100	100	100	100
Passengers (000s)	1,431	5,783	498	609
Mean age (yrs)	42.8	46.0	41.1	43.9

Table 23.2
 Age distribution of UK and foreign passengers at Bristol Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.0	0.2	0.0	0.0
12-14	0.0	0.9	0.0	0.5
15-19	0.3	2.6	0.4	7.5
20-24	3.5	7.7	7.8	12.3
25-34	27.4	19.3	27.5	22.3
35-44	30.1	19.7	24.0	16.2
45-54	25.0	19.6	27.3	18.1
55-59	9.3	11.6	10.5	10.6
60-64	3.1	7.5	1.2	7.5
65-74	0.5	8.9	1.3	4.1
Over 74	0.7	2.0	0.0	1.0
Total	100	100	100	100
Passengers (000s)	667	2,877	100	230
Mean age (yrs)	41.3	44.5	40.5	40.3

Table 23.3
 Age distribution of UK and foreign passengers at Cardiff Airport in 2003.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	0.7	0.0	0.2
12-14	0.0	0.3	0.0	0.0
15-19	1.1	2.2	0.0	1.7
20-24	1.1	6.7	0.0	18.4
25-34	32.3	14.8	48.1	28.4
35-44	33.5	22.6	21.3	16.7
45-54	18.1	18.7	16.8	12.3
55-59	8.8	14.1	13.8	7.7
60-64	4.6	7.8	0.0	9.0
65-74	0.1	10.1	0.0	3.7
Over 74	0.5	2.1	0.0	1.9
Total	100	100	100	100
Passengers (000s)	176	1,547	32	85
Mean age (yrs)	40.4	46.0	38.8	39.5

Table 23.4

Age distribution of UK and foreign passengers at East Midlands Airport in 2003.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	1.4	0.0	0.1
12-14	0.0	1.9	0.0	0.6
15-19	1.0	6.1	0.4	3.7
20-24	5.1	7.8	7.1	26.1
25-34	28.1	13.9	43.4	18.1
35-44	33.5	18.8	20.5	12.0
45-54	24.7	17.6	19.8	18.5
55-59	5.6	10.3	8.4	9.3
60-64	1.4	9.0	0.2	4.3
65-74	0.6	8.3	0.0	5.8
Over 74	0.0	4.9	0.2	1.4
Total	100	100	100	100
Passengers (000s)	571	3,321	80	177
Mean age (yrs)	39.5	44.5	37.4	38.8

Table 23.5
 Age distribution of UK and foreign passengers at Exeter Airport in 2003.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	4.8	0.0	0.0
12-14	0.0	2.6	7.1	0.3
15-19	0.5	2.8	0.0	0.0
20-24	3.2	4.2	3.9	3.4
25-34	11.3	9.6	8.3	14.0
35-44	26.9	15.8	18.7	6.8
45-54	42.6	19.9	42.5	22.9
55-59	9.3	14.5	2.7	2.7
60-64	5.5	10.5	10.4	17.8
65-74	0.7	11.5	6.4	32.1
Over 74	0.0	3.7	0.0	0.0
Total	100	100	100	100
Passengers (000s)	23	330	2	9
Mean age (yrs)	45.0	46.8	45.1	53.8

Table 23.6
 Age distribution of UK and foreign passengers at Gatwick Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.0	3.7	0.0	2.0
12-14	0.2	2.5	0.0	1.4
15-19	0.1	2.6	0.8	3.5
20-24	3.7	7.2	3.7	13.1
25-34	24.0	17.6	23.3	23.0
35-44	35.0	18.6	32.0	13.5
45-54	24.9	18.4	23.2	17.1
55-59	8.1	10.1	12.3	11.5
60-64	2.6	8.0	3.7	7.2
65-74	1.3	9.0	1.0	6.6
Over 74	0.2	2.3	0.0	1.2
Total	100	100	100	100
Passengers (000s)	2,778	17,260	1,341	3,250
Mean age (yrs)	41.3	43.1	41.9	40.9

Table 23.7

Age distribution of UK and foreign passengers at Heathrow Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.0	4.7	0.0	4.3
12-14	0.0	1.6	0.0	1.7
15-19	0.3	2.7	0.1	4.2
20-24	2.2	10.2	1.7	11.2
25-34	26.2	24.9	24.6	22.3
35-44	35.6	17.2	36.8	15.2
45-54	25.0	14.6	24.4	16.0
55-59	6.8	8.7	8.1	9.9
60-64	2.8	6.5	3.2	7.1
65-74	0.9	7.5	0.9	6.5
Over 74	0.1	1.4	0.2	1.7
Total	100	100	100	100
Passengers (000s)	9,228	14,913	6,507	9,422
Mean age (yrs)	41.0	39.9	41.6	40.1

Table 23.8
 Age distribution of UK and foreign passengers at Liverpool Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.8	6.0	0.3	4.7
12-14	0.0	3.2	0.9	1.5
15-19	0.5	3.5	3.0	4.3
20-24	3.1	11.4	14.6	18.9
25-34	24.3	16.0	24.9	21.8
35-44	30.8	20.6	32.9	19.8
45-54	26.3	16.7	15.8	13.9
55-59	10.2	6.7	5.9	6.3
60-64	2.4	6.2	1.4	4.0
65-74	1.5	7.2	0.3	4.0
Over 74	0.1	2.6	0.2	0.8
Total	100	100	100	100
Passengers (000s)	418	1,885	143	386
Mean age (yrs)	41.6	39.7	36.6	36.0

Table 23.9
 Age distribution of UK and foreign passengers at London City Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.0	1.5	0.0	0.5
12-14	0.0	0.3	0.0	0.9
15-19	0.4	3.3	0.2	5.1
20-24	3.0	9.4	1.8	14.0
25-34	33.6	30.0	26.0	32.0
35-44	33.1	18.1	34.2	18.9
45-54	18.8	14.8	24.5	14.8
55-59	8.5	5.7	10.2	5.0
60-64	1.4	5.9	2.6	2.9
65-74	1.0	7.7	0.4	5.1
Over 74	0.2	3.3	0.2	0.7
Total	100	100	100	100
Passengers (000s)	526	374	309	198
Mean age (yrs)	39.6	41.0	41.5	37.1

Table 23.10

Age distribution of UK and foreign passengers at Luton Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.0	7.3	0.0	3.6
12-14	0.0	1.6	0.0	1.5
15-19	0.6	2.6	0.0	4.1
20-24	5.3	9.3	3.0	21.6
25-34	27.8	20.6	32.8	26.3
35-44	31.6	17.5	32.2	12.6
45-54	25.5	16.4	23.1	10.9
55-59	5.6	9.1	4.8	7.6
60-64	2.7	7.3	2.1	8.5
65-74	0.9	6.4	2.0	3.1
Over 74	0.0	1.9	0.0	0.5
Total	100	100	100	100
Passengers (000s)	1,155	3,843	366	870
Mean age (yrs)	40.1	39.9	39.9	36.0

Table 23.11

Age distribution of UK and foreign passengers at Manchester Airport in 2003.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.1	7.2	0.0	1.8
12-14	0.0	3.7	0.1	2.1
15-19	0.2	2.2	0.2	3.3
20-24	2.8	6.8	2.3	11.2
25-34	19.9	14.2	23.6	20.3
35-44	36.9	18.1	36.6	17.2
45-54	27.7	22.1	26.2	18.2
55-59	9.6	11.0	7.2	12.2
60-64	2.0	6.3	2.8	7.1
65-74	0.8	6.6	1.0	4.0
Over 74	0.1	1.9	0.0	2.5
Total	100	100	100	100
Passengers (000s)	2,676	13,110	960	1,340
Mean age (yrs)	42.1	41.4	41.5	41.4

Table 23.12

Age distribution of UK and foreign passengers at Stansted Airport in 2003.

Age	UK		Foreign	
	Business %	Leisure %	Business %	Leisure %
2-11	0.0	1.6	0.0	1.0
12-14	0.0	0.5	0.0	1.8
15-19	0.2	2.4	0.3	6.9
20-24	2.3	9.3	2.5	15.9
25-34	22.7	21.3	26.2	26.7
35-44	34.4	19.7	33.4	15.8
45-54	27.1	17.4	23.1	12.1
55-59	9.6	11.5	6.4	8.9
60-64	2.4	7.2	6.2	6.6
65-74	1.2	7.1	1.9	4.1
Over 74	0.2	1.9	0.0	0.3
Total	100	100	100	100
Passengers (000s)	2,137	9,034	672	3,901
Mean age (yrs)	42.1	42.7	41.8	37.2

Table 24

2003 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	2.5	0.1	1.3	0.0	14.1	0.2	0.0	0.0	446.8	7.8	1.7	0.0	0.6	0.0	0.6	0.0	0.0	0.0	4.3	0.1	471.8	0.5
Birmingham	20.1	0.6	673.6	15.6	43.6	0.6	66.1	2.9	77.0	1.4	145.4	0.3	193.3	3.4	66.8	3.3	2892.8	54.4	87.9	2.2	4266.6	4.6
Bournemouth	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.5	0.1	95.8	1.7	0.2	0.0	0.2	0.0	0.0	0.0	160.9	0.2
Bristol	2.9	0.1	1.8	0.0	0.0	0.0	2.3	0.1	4.5	0.1	23.0	0.0	1353.1	24.0	139.4	6.8	25.0	0.5	1.2	0.0	1553.2	1.7
Cardiff	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	45.3	0.8	529.1	25.9	5.9	0.1	0.1	0.0	581.9	0.6
East Midlands	8.1	0.2	1068.1	24.8	68.3	1.0	21.9	1.0	13.5	0.2	31.2	0.1	9.6	0.2	18.0	0.9	294.5	5.5	281.1	7.0	1814.3	2.0
Edinburgh	0.0	0.0	0.0	0.0	2.5	0.0	15.9	0.7	1482.4	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.2	1509.0	1.6
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	18.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0
Gatwick	376.6	10.8	325.9	7.6	327.7	4.6	150.8	6.7	621.5	10.9	9808.7	18.9	706.9	12.5	152.2	7.4	261.8	4.9	146.6	3.7	12878.6	14.0
Glasgow	0.0	0.0	0.5	0.0	2.3	0.0	7.7	0.3	803.7	14.1	1.0	0.0	1.6	0.0	0.0	0.0	0.3	0.0	0.7	0.0	817.9	0.9
Heathrow	1096.6	31.4	906.8	21.1	983.9	13.8	548.1	24.2	1710.2	30.0	29105.9	56.1	2601.1	46.1	651.4	31.9	897.5	16.9	590.9	14.8	39092.5	42.6
Humberside	0.0	0.0	22.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	109.9	2.8	132.5	0.1
Leeds Bradford	0.0	0.0	8.1	0.2	13.2	0.2	16.4	0.7	1.1	0.0	1.8	0.0	0.0	0.0	0.0	0.0	5.0	0.1	836.6	20.9	882.2	1.0
Liverpool	0.3	0.0	8.4	0.2	1475.1	20.6	81.1	3.6	31.8	0.6	2.1	0.0	3.1	0.1	107.2	5.2	66.0	1.2	134.2	3.4	1909.3	2.1
London City	34.8	1.0	7.5	0.2	1.8	0.0	0.6	0.0	3.6	0.1	824.0	1.6	8.3	0.1	0.9	0.0	3.8	0.1	2.2	0.1	887.7	1.0
Luton	259.5	7.4	317.1	7.4	17.8	0.2	13.8	0.6	146.3	2.6	2910.9	5.6	103.4	1.8	30.4	1.5	137.3	2.6	62.5	1.6	3999.0	4.4
Manchester	4.8	0.1	248.7	5.8	4007.2	56.1	279.6	12.4	104.9	1.8	32.3	0.1	17.5	0.3	229.9	11.3	358.9	6.7	1373.5	34.4	6657.2	7.3
Newcastle	0.3	0.0	1.5	0.0	2.7	0.0	754.6	33.4	26.1	0.5	2.4	0.0	0.3	0.0	0.1	0.0	0.7	0.0	15.1	0.4	803.8	0.9
Norwich	115.8	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.2	0.0	117.1	0.1
Stansted	1565.6	44.9	713.6	16.6	186.7	2.6	141.2	6.2	225.2	4.0	8901.4	17.2	478.8	8.5	116.3	5.7	371.8	7.0	308.2	7.7	13008.9	14.2
Teesside	0.1	0.0	0.1	0.0	0.1	0.0	162.1	7.2	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.2	0.0	32.4	0.8	196.0	0.2
Grand Total	3488.0	100	4305.7	100	7147.3	100	2262.2	100	5699.1	100	51859.2	100	5637.1	100	2042.7	100	5321.7	100	3995.8	100	91758.9	100.0

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 25

2003 International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.3	0.1	1.3	0.2	14.1	1.1	0.0	0.0	169.7	17.0	1.0	0.0	0.6	0.1	0.6	0.2	0.0	0.0	0.9	0.1	188.5	1.2
Birmingham	11.2	1.8	149.3	19.8	1.1	0.1	57.6	10.9	11.8	1.2	25.0	0.3	49.3	5.4	10.5	3.6	495.4	59.1	10.5	1.4	821.7	5.3
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.1	7.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.1
Bristol	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.2	0.4	0.0	1.0	0.0	187.0	20.5	21.7	7.5	4.3	0.5	0.0	0.0	215.5	1.4
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	7.8	0.9	71.2	24.7	0.2	0.0	0.0	0.0	79.2	0.5
East Midlands	0.8	0.1	104.9	13.9	2.5	0.2	2.6	0.5	0.6	0.1	2.2	0.0	0.7	0.1	0.5	0.2	33.4	4.0	29.7	4.1	177.9	1.1
Edinburgh	0.0	0.0	0.0	0.0	1.4	0.1	1.5	0.3	256.2	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	259.1	1.7
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	2.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0
Gatwick	21.3	3.5	20.6	2.7	85.7	6.9	23.1	4.4	101.9	10.2	1340.5	15.3	82.5	9.0	11.7	4.1	12.9	1.5	11.7	1.6	1712.0	11.0
Glasgow	0.0	0.0	0.5	0.1	0.0	0.0	1.0	0.2	122.8	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	124.3	0.8
Heathrow	251.9	41.3	200.8	26.6	160.8	13.0	111.1	21.0	271.6	27.2	5822.0	66.6	529.7	58.1	93.9	32.6	137.6	16.4	66.6	9.1	7646.1	48.9
Humberside	0.0	0.0	9.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	42.0	5.7	51.4	0.3
Leeds Bradford	0.0	0.0	1.4	0.2	3.0	0.2	3.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	249.6	34.1	257.5	1.6
Liverpool	0.0	0.0	0.5	0.1	164.8	13.3	8.8	1.7	16.2	1.6	0.0	0.0	0.0	0.0	14.8	5.2	9.4	1.1	12.2	1.7	226.9	1.5
London City	17.2	2.8	2.4	0.3	1.3	0.1	0.4	0.1	1.3	0.1	272.4	3.1	2.0	0.2	0.0	0.0	0.5	0.1	1.0	0.1	298.4	1.9
Luton	48.4	7.9	68.6	9.1	5.2	0.4	2.2	0.4	8.1	0.8	351.6	4.0	7.6	0.8	3.8	1.3	24.2	2.9	8.7	1.2	528.4	3.4
Manchester	0.3	0.0	51.0	6.8	769.8	62.2	30.9	5.9	19.1	1.9	2.1	0.0	0.8	0.1	47.4	16.5	61.3	7.3	250.4	34.2	1233.1	7.9
Newcastle	0.0	0.0	0.7	0.1	0.3	0.0	237.2	44.9	3.4	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	4.5	0.6	246.8	1.6
Norwich	43.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	43.6	0.3
Stansted	215.6	35.3	142.3	18.9	26.7	2.2	4.0	0.7	15.8	1.6	912.0	10.4	34.3	3.8	11.6	4.0	59.6	7.1	33.8	4.6	1455.6	9.3
Teesside	0.1	0.0	0.0	0.0	0.0	0.0	43.2	8.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	1.3	53.6	0.3
Grand Total	610.3	100	753.7	100	1236.9	100	528.1	100	998.9	100	8735.8	100	912.4	100	287.9	100	838.7	100	731.3	100	15634.1	100

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 26

2003 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	127.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.1	130.6	0.3
Birmingham	6.1	0.3	377.4	13.9	33.6	0.9	6.8	0.6	47.6	1.9	95.1	0.4	98.1	2.9	42.3	3.2	1635.6	52.0	67.2	2.9	2409.8	5.5
Bournemouth	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	46.5	0.2	66.2	2.0	0.0	0.0	0.2	0.0	0.0	0.0	113.1	0.3
Bristol	0.0	0.0	1.8	0.1	0.0	0.0	0.7	0.1	2.3	0.1	16.4	0.1	904.1	27.0	94.5	7.2	15.3	0.5	1.2	0.1	1036.3	2.4
Cardiff	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	30.7	0.9	367.2	28.1	5.7	0.2	0.1	0.0	405.2	0.9
East Midlands	6.6	0.3	801.1	29.5	62.6	1.6	17.2	1.6	10.0	0.4	28.0	0.1	8.6	0.3	16.3	1.2	231.5	7.4	232.2	10.0	1414.0	3.2
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.6	556.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.4	571.1	1.3
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	11.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	11.7	0.0
Gatwick	266.4	14.0	278.0	10.2	162.1	4.2	100.4	9.3	361.6	14.4	5166.2	23.9	478.3	14.3	103.8	8.0	196.3	6.2	112.4	4.9	7225.5	16.5
Glasgow	0.0	0.0	0.0	0.0	2.0	0.1	5.0	0.5	349.4	13.9	0.1	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	357.7	0.8
Heathrow	495.0	25.9	473.0	17.4	547.0	14.2	262.4	24.3	748.0	29.8	9933.0	46.0	1386.5	41.4	386.4	29.6	489.1	15.5	366.7	15.9	15087.2	34.5
Humberside	0.0	0.0	8.3	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	0.1	0.0	35.2	1.5	43.5	0.1
Leeds Bradford	0.0	0.0	5.7	0.2	3.8	0.1	6.8	0.6	0.4	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.9	0.0	306.8	13.3	326.1	0.7
Liverpool	0.3	0.0	5.2	0.2	924.9	24.1	49.9	4.6	8.3	0.3	1.2	0.0	3.1	0.1	61.2	4.7	47.4	1.5	75.8	3.3	1177.4	2.7
London City	7.4	0.4	2.6	0.1	0.1	0.0	0.0	0.0	0.5	0.0	198.8	0.9	3.9	0.1	0.4	0.0	0.5	0.0	1.0	0.0	215.2	0.5
Luton	147.4	7.7	194.5	7.2	9.1	0.2	9.7	0.9	93.7	3.7	1590.5	7.4	73.3	2.2	21.8	1.7	85.2	2.7	45.9	2.0	2271.1	5.2
Manchester	3.0	0.2	132.9	4.9	1981.3	51.5	182.5	16.9	47.7	1.9	13.3	0.1	11.5	0.3	132.9	10.2	222.2	7.1	813.2	35.2	3540.4	8.1
Newcastle	0.3	0.0	0.6	0.0	0.9	0.0	247.5	22.9	12.9	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.2	267.4	0.6
Norwich	41.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.1
Stansted	934.9	49.0	435.2	16.0	117.2	3.0	108.0	10.0	140.7	5.6	4510.1	20.9	271.6	8.1	78.6	6.0	217.3	6.9	222.7	9.6	7036.3	16.1
Teesside	0.0	0.0	0.0	0.0	0.1	0.0	77.3	7.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	14.7	0.6	92.5	0.2
Grand Total	1908.9	100	2716.5	100	3844.7	100	1080.6	100	2507.1	100	21602.9	100	3348.7	100	1305.5	100	3147.7	100	2311.2	100	43773.9	100

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 27
 2003 International scheduled Foreign business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total		
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	
Aberdeen	2.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	97.9	16.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.8	0.9
Birmingham	2.0	0.6	62.7	23.3	2.2	0.3	0.9	0.3	5.3	0.9	13.1	0.2	13.9	3.1	3.6	2.7	375.4	66.0	4.1	1.0	483.1	4.3	
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	6.0	1.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	8.8	0.1
Bristol	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.2	3.2	0.0	84.8	18.9	7.3	5.5	1.5	0.3	0.0	0.0	0.0	98.1	0.9
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	1.9	0.4	27.5	20.7	0.0	0.0	0.0	0.0	0.0	29.5	0.3
East Midlands	0.3	0.1	61.3	22.8	0.5	0.1	0.5	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	8.1	1.4	3.3	0.8	74.4	0.7	
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.3	169.9	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	170.8	1.5
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	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0
Gatwick	23.6	7.5	13.4	5.0	13.2	1.7	8.6	2.6	41.7	6.8	1002.2	13.6	89.7	20.0	4.3	3.3	19.6	3.4	6.7	1.6	1223.1	10.9	
Glasgow	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	79.2	12.9	0.4	0.0	0.6	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	80.5	0.7
Heathrow	132.6	42.2	80.0	29.7	119.4	15.2	77.5	23.8	193.3	31.6	5535.1	75.3	233.1	51.9	54.8	41.2	91.5	16.1	81.0	19.7	6598.2	58.8	
Humberside	0.0	0.0	2.8	1.1	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	0.0	0.0	23.8	5.8	26.7	0.2
Leeds Bradford	0.0	0.0	0.3	0.1	3.0	0.4	1.1	0.3	0.4	0.1	0.2	0.0	0.0	0.0	0.0	0.0	4.0	0.7	153.4	37.3	162.4	1.4	
Liverpool	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
London City	0.0	0.0	1.3	0.5	111.4	14.2	12.7	3.9	0.0	0.0	0.8	0.0	0.0	0.0	6.5	4.9	1.4	0.2	3.9	1.0	138.0	1.2	
Luton	27.0	8.6	10.4	3.9	0.7	0.1	1.4	0.4	5.9	1.0	301.2	4.1	2.4	0.5	2.0	1.5	5.7	1.0	0.9	0.2	357.6	3.2	
Manchester	0.9	0.3	19.4	7.2	534.4	67.9	26.7	8.2	11.2	1.8	4.8	0.1	3.1	0.7	23.7	17.9	42.4	7.5	114.3	27.8	781.0	7.0	
Newcastle	0.0	0.0	0.1	0.1	0.5	0.1	167.3	51.5	3.4	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.7	0.1	3.7	0.9	176.7	1.6	
Norwich	20.9	6.6	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0.2
Stansted	104.9	33.4	17.1	6.3	1.7	0.2	0.9	0.3	2.7	0.4	480.2	6.5	11.9	2.7	3.0	2.2	18.6	3.3	12.4	3.0	653.4	5.8	
Teesside	0.0	0.0	0.0	0.0	0.0	0.0	26.2	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.8	29.7	0.3	
Grand Total	314.4	100	268.8	100	786.9	100	325.0	100	612.4	100	7346.0	100	448.7	100	132.9	100	569.0	100	411.1	100	11215.3	100	

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 28

2003 International scheduled Foreign Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total		
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	0.2
Birmingham	0.8	0.1	84.2	14.9	6.8	0.5	0.7	0.2	12.4	0.8	12.2	0.1	31.9	3.5	10.5	3.3	386.5	50.5	6.0	1.1	552.1	2.6	
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.1	16.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.1
Bristol	2.9	0.4	0.0	0.0	0.0	0.0	0.6	0.2	0.4	0.0	2.5	0.0	177.2	19.2	15.9	5.0	3.8	0.5	0.0	0.0	203.2	1.0	
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	4.8	0.5	63.2	20.0	0.0	0.0	0.0	0.0	68.0	0.3	
East Midlands	0.4	0.1	100.8	17.8	2.8	0.2	1.6	0.5	2.9	0.2	0.6	0.0	0.4	0.0	1.2	0.4	21.6	2.8	15.8	2.9	148.1	0.7	
Edinburgh	0.0	0.0	0.0	0.0	1.1	0.1	7.1	2.2	499.7	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	507.9	2.4
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	2.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0
Gatwick	65.3	10.1	13.9	2.5	65.0	5.1	15.6	4.8	116.0	7.4	2299.7	16.5	56.3	6.1	32.3	10.2	33.1	4.3	15.8	2.9	2713.2	13.0	
Glasgow	0.0	0.0	0.0	0.0	0.3	0.0	1.4	0.4	252.3	16.1	0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7	0.1	255.4	1.2	
Heathrow	215.5	33.3	153.1	27.1	155.7	12.2	97.1	29.9	482.1	30.8	7762.7	55.7	446.8	48.5	116.3	36.8	178.3	23.3	75.9	14.0	9683.5	46.4	
Humberside	0.0	0.0	2.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	1.6	11.0	0.1	
Leeds Bradford	0.0	0.0	0.8	0.1	3.5	0.3	5.0	1.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	126.8	23.4	136.3	0.7	
Liverpool	0.0	0.0	1.3	0.2	274.0	21.5	9.6	3.0	7.3	0.5	0.1	0.0	0.0	0.0	24.6	7.8	7.8	1.0	42.3	7.8	367.1	1.8	
London City	4.6	0.7	0.6	0.1	0.5	0.0	0.0	0.0	1.0	0.1	172.4	1.2	2.0	0.2	0.4	0.1	2.7	0.4	0.3	0.1	184.6	0.9	
Luton	36.7	5.7	43.6	7.7	2.8	0.2	0.5	0.2	38.6	2.5	667.6	4.8	20.0	2.2	2.8	0.9	22.2	2.9	7.0	1.3	841.9	4.0	
Manchester	0.5	0.1	45.4	8.0	720.7	56.5	39.5	12.2	26.9	1.7	12.1	0.1	2.1	0.2	25.9	8.2	32.9	4.3	195.6	36.1	1101.8	5.3	
Newcastle	0.0	0.0	0.0	0.0	1.0	0.1	102.6	31.6	6.4	0.4	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0	2.3	0.4	112.9	0.5	
Norwich	10.3	1.6	0.0	0.0	0.0	0.0	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	10.6	0.1	
Stansted	310.2	47.9	119.1	21.1	41.1	3.2	28.3	8.7	66.1	4.2	2999.1	21.5	161.0	17.5	23.2	7.3	76.3	10.0	39.3	7.3	3863.6	18.5	
Teesside	0.0	0.0	0.1	0.0	0.0	0.0	15.3	4.7	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.8	20.2	0.1	
Grand Total	647.1	100	564.9	100	1275.3	100	325.0	100	1564.7	100	13941.0	100	921.9	100	316.4	100	765.3	100	541.4	100	20863.1	100	

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 29

2003 International charter passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total		
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1	70.8	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	0.2
Birmingham	9.2	0.8	532.3	20.7	29.8	0.6	19.7	0.9	4.1	0.1	63.2	0.7	156.8	5.9	71.4	4.2	1871.5	57.1	87.2	2.6	2845.1	8.5	
Bournemouth	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	57.5	0.7	127.0	4.7	0.1	0.0	0.5	0.0	0.1	0.0	0.0	185.7	0.6
Bristol	0.0	0.0	1.6	0.1	0.6	0.0	0.0	0.0	1.8	0.1	7.5	0.1	995.5	37.2	208.0	12.3	14.2	0.4	0.5	0.0	0.0	1229.7	3.7
Cardiff	0.0	0.0	1.4	0.1	1.6	0.0	0.0	0.0	1.0	0.0	2.8	0.0	86.3	3.2	816.0	48.3	9.7	0.3	0.9	0.0	0.0	919.6	2.7
East Midlands	6.2	0.6	949.3	36.9	3.5	0.1	4.4	0.2	1.8	0.1	11.2	0.1	11.4	0.4	10.3	0.6	254.3	7.8	289.0	8.7	1541.5	4.6	
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	359.0	10.4	5.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	364.6	1.1
Exeter	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.2	0.0	1.0	0.0	265.1	9.9	1.9	0.1	0.1	0.0	0.0	0.0	0.0	268.7	0.8
Gatwick	420.5	38.2	205.8	8.0	43.0	0.9	24.8	1.2	108.5	3.1	7481.4	85.3	952.6	35.6	267.5	15.8	344.5	10.5	67.5	2.0	9916.1	29.5	
Glasgow	0.0	0.0	0.8	0.0	12.2	0.3	54.8	2.6	2411.9	70.0	1.8	0.0	0.8	0.0	0.3	0.0	4.1	0.1	4.6	0.1	0.0	2491.3	7.4
Heathrow	0.1	0.0	0.3	0.0	0.8	0.0	0.0	0.0	0.0	0.0	21.8	0.2	6.3	0.2	3.0	0.2	0.0	0.0	11.3	0.3	0.0	43.6	0.1
Humberside	1.2	0.1	49.6	1.9	2.5	0.1	2.5	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.9	0.0	294.3	8.9	351.1	1.0	
Leeds Bradford	0.8	0.1	11.6	0.4	24.5	0.5	30.1	1.4	1.4	0.0	1.5	0.0	0.0	0.0	1.0	0.1	1.2	0.0	485.2	14.6	557.3	1.7	
Liverpool	0.1	0.0	0.2	0.0	322.5	7.0	7.7	0.4	2.2	0.1	0.4	0.0	0.8	0.0	20.0	1.2	6.3	0.2	14.2	0.4	0.0	374.3	1.1
Luton	140.5	12.8	113.0	4.4	1.3	0.0	1.6	0.1	2.0	0.1	519.1	5.9	19.0	0.7	0.8	0.0	29.1	0.9	3.8	0.1	0.0	830.3	2.5
Manchester	0.6	0.1	661.2	25.7	4181.4	90.3	364.0	17.1	290.5	8.4	71.2	0.8	50.2	1.9	278.9	16.5	721.2	22.0	1965.4	59.2	8584.7	25.5	
Newcastle	0.0	0.0	1.9	0.1	4.5	0.1	1348.1	63.3	187.9	5.5	2.6	0.0	0.0	0.0	1.1	0.1	3.2	0.1	61.9	1.9	0.0	1611.2	4.8
Norwich	207.5	18.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	211.0	0.6
Stansted	314.9	28.6	40.6	1.6	2.6	0.1	1.2	0.1	0.0	0.0	516.6	5.9	7.4	0.3	8.6	0.5	16.2	0.5	1.7	0.0	0.0	909.8	2.7
Teesside	0.0	0.0	3.7	0.1	0.4	0.0	268.2	12.6	4.9	0.1	0.3	0.0	0.3	0.0	0.2	0.0	0.0	0.0	33.3	1.0	0.0	311.2	0.9
Grand Total	1101.6	100.0	2574.7	100.0	4631.5	100.0	2128.6	100.0	3448.0	100.0	8767.4	100.0	2679.6	100.0	1689.2	100.0	3277.1	100.0	3321.1	100.0	33618.8	100.0	

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 30

2003 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Mids		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total		
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.8	0.2
Birmingham	5.3	0.6	428.3	19.6	12.9	0.3	10.6	0.7	0.0	0.0	43.0	0.7	122.3	5.7	52.5	3.1	1519.1	56.6	77.0	2.5	2270.9	8.3	
Bournemouth	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	39.4	0.6	89.9	4.2	0.1	0.0	0.5	0.0	0.1	0.0	130.4	0.5	
Bristol	0.0	0.0	0.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	5.4	0.1	813.9	38.1	176.2	10.3	11.8	0.4	0.5	0.0	1009.3	3.7	
Cardiff	0.0	0.0	1.0	0.0	1.6	0.0	0.0	0.0	1.0	0.0	2.7	0.0	66.5	3.1	706.1	41.1	6.8	0.3	0.7	0.0	786.3	2.9	
East Midlands	6.0	0.7	810.0	37.1	2.9	0.1	3.2	0.2	1.5	0.1	9.2	0.1	7.4	0.3	3.9	0.2	212.9	7.9	261.4	8.5	1318.4	4.8	
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	274.2	9.8	3.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	277.8	1.0	
Exeter	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.8	0.0	210.7	9.9	1.5	0.1	0.1	0.0	0.0	0.0	213.7	0.8	
Gatwick	351.9	40.0	186.2	8.5	29.8	0.8	19.3	1.2	101.8	3.6	5487.2	84.0	770.2	36.1	234.7	13.7	295.3	11.0	51.8	1.7	7528.1	27.5	
Glasgow	0.0	0.0	0.8	0.0	12.0	0.3	45.6	2.9	1969.0	70.3	1.3	0.0	0.8	0.0	0.0	0.0	4.1	0.2	3.7	0.1	2037.3	7.5	
Humberside	0.1	0.0	28.8	1.3	0.1	0.0	8.8	0.6	1.7	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	204.8	6.7	244.8	0.9	
Leeds/Bradford	0.0	0.0	11.2	0.5	27.7	0.7	32.0	2.0	2.9	0.1	0.8	0.0	0.0	0.0	311.4	18.1	0.0	0.0	756.9	24.7	1142.9	4.2	
Liverpool	0.0	0.0	0.2	0.0	293.1	7.8	7.4	0.5	1.1	0.0	0.4	0.0	0.8	0.0	18.6	1.1	5.9	0.2	12.8	0.4	340.4		
Luton	112.5	12.8	88.1	4.0	1.3	0.0	0.0	0.0	2.0	0.1	429.1	6.6	17.1	0.8	0.8	0.0	25.5	0.9	0.4	0.0	676.9	2.5	
Manchester	0.6	0.1	590.0	27.0	3370.2	89.7	272.2	17.1	241.5	8.6	59.0	0.9	30.2	1.4	208.6	12.2	589.9	22.0	1587.4	51.8	6949.6	25.4	
Newcastle	1.1	0.1	2.8	0.1	2.8	0.1	809.5	50.9	135.4	4.8	2.1	0.0	0.2	0.0	0.0	0.0	0.1	0.0	55.3	1.8	1009.1	3.7	
Norwich	144.0	16.4	0.4	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.5	0.0	147.5	0.5	
Stansted	257.4	29.3	34.6	1.6	0.5	0.0	0.4	0.0	0.0	0.0	442.4	6.8	5.0	0.2	2.0	0.1	10.7	0.4	0.8	0.0	753.9	2.8	
Teesside	0.0	0.0	2.3	0.1	0.3	0.0	381.7	24.0	7.8	0.3	1.6	0.0	0.0	0.0	0.0	0.0	1.7	0.1	49.6	1.6	444.9	1.6	
Grand Total	878.8	100	2185.7	100	3756.1	100	1591.1	100	2801.2	100	6529.5	100	2134.8	100	1716.3	100	2685.6	100	3063.7	100	27343.0	99	

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 31.1

2002 International charter UK non inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total			
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%		
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.1	
Birmingham	0.7	0.4	103.1	24.6	8.8	0.9	2.5	0.9	3.0	0.6	25.2	1.2	29.8	6.0	14.6	5.5	321.0	64.2	31.1	6.5	539.8	8.8		
Bournemouth	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.8	34.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.4	0.8	
Bristol	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.1	138.7	28.1	19.7	7.4	0.6	0.1	0.0	0.0	0.0	160.0	2.6	
Cardiff	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	11.7	2.4	84.1	31.6	1.5	0.3	0.0	0.0	0.0	98.0	1.6	
East Midlands	1.5	0.9	132.7	31.7	2.6	0.3	1.6	0.6	3.2	0.6	2.8	0.1	0.6	0.1	0.7	0.3	24.3	4.9	39.0	8.2	209.0	3.4		
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.8	13.2	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.9	1.1	
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	34.4	7.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	35.2	0.6	
Gatwick	58.9	35.1	31.0	7.4	2.5	0.3	5.2	1.8	4.8	1.0	1826.5	87.0	208.9	42.4	51.2	19.3	43.3	8.7	8.1	1.7	2240.4	36.5		
Glasgow	0.0	0.0	0.0	0.0	0.0	0.0	8.5	3.0	341.6	68.6	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	350.5	5.7	
Humberside	0.1	0.1	6.7	1.6	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	28.5	6.0	36.3	0.6		
Leeds Bradford	0.8	0.5	0.6	0.2	4.9	0.5	5.7	2.0	0.7	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.1	73.7	15.4	87.4	1.4		
Liverpool	0.0	0.0	0.0	0.0	6.1	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	6.9	0.1	
Luton	13.3	7.9	25.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	99.1	4.7	2.6	0.5	0.0	0.0	4.7	0.9	5.1	1.1	150.3	2.5		
Manchester	0.0	0.0	99.4	23.7	904.0	97.2	82.7	29.3	46.4	9.3	5.9	0.3	31.4	6.4	93.9	35.3	103.4	20.7	276.0	57.7	1643.3	26.8		
Newcastle	0.0	0.0	0.5	0.1	0.6	0.1	146.2	51.9	25.3	5.1	0.8	0.0	0.0	0.0	0.8	0.3	0.0	0.0	10.0	2.1	184.1	3.0		
Norwich	40.9	24.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	0.7	
Stansted	51.6	30.7	19.4	4.6	0.0	0.0	0.0	0.0	0.5	0.1	115.7	5.5	0.8	0.2	0.3	0.1	0.3	0.1	0.0	0.0	0.0	188.7	3.1	
Teesside	0.0	0.0	0.0	0.0	0.0	0.0	28.1	10.0	1.5	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	1.4	36.2	0.6
Grand Total	167.8	100	419.3	100	929.6	100	281.9	100	498.3	100	2098.4	100	493.2	100	265.9	100	500.3	100	478.1	100	6132.7	100		

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

** Figures are derived from latest run CAA Passenger surveys and then have all be weighted to represent 2002 levels

Table 31.2

2003 International charter UK non inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total		
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.1
Birmingham	3.9	2.1	97.7	28.6	15.9	1.9	0.4	0.1	0.5	0.1	17.8	1.0	33.1	6.6	9.6	4.0	302.5	63.5	8.4	1.6	489.6	8.6	
Bournemouth	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	1.0	35.1	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.7	0.9
Bristol	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0	1.8	0.3	2.0	0.1	168.8	33.8	29.5	12.3	2.1	0.4	0.0	0.0	0.0	205.0	3.6
Cardiff	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	18.9	3.8	101.3	42.3	1.6	0.3	0.2	0.0	0.0	122.4	2.2
East Midlands	0.2	0.1	123.9	36.4	0.4	0.0	0.6	0.2	0.3	0.1	1.7	0.1	1.9	0.4	1.3	0.5	34.5	7.2	27.2	5.1	191.9	3.4	
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.5	12.4	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.5	1.2
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	47.5	9.5	0.4	0.2	0.0	0.0	0.0	0.0	0.0	48.1	0.8
Gatwick	52.5	28.9	14.8	4.3	8.8	1.1	4.4	1.5	6.0	1.2	1566.3	88.3	169.4	34.0	26.8	11.2	24.4	5.1	8.5	1.6	1882.0	33.2	
Glasgow	0.0	0.0	0.0	0.0	0.0	0.0	9.2	3.2	367.5	70.8	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	377.0	6.6
Humberside	0.1	0.1	7.6	2.2	0.0	0.0	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	32.2	6.0	41.0	0.7	
Leeds Bradford	0.8	0.5	0.7	0.2	5.5	0.7	6.4	2.2	0.8	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.8	0.2	81.9	15.3	97.1	1.7	
Liverpool	0.1	0.0	0.0	0.0	27.2	3.3	0.2	0.1	1.1	0.2	0.0	0.0	0.0	0.0	0.9	0.4	0.4	0.1	1.3	0.3	31.2	0.5	
Luton	28.0	15.5	24.8	7.3	0.0	0.0	1.6	0.6	0.0	0.0	83.9	4.7	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	140.2	2.5
Manchester	0.0	0.0	63.6	18.6	762.9	92.7	86.1	30.0	44.6	8.6	12.1	0.7	20.0	4.0	62.1	25.9	104.2	21.9	358.9	66.9	1514.5	26.7	
Newcastle	0.0	0.0	0.5	0.2	0.6	0.1	146.3	51.0	25.4	4.9	0.8	0.0	0.0	0.0	0.8	0.3	0.0	0.0	10.0	1.9	184.2	3.2	
Norwich	44.1	24.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.4	0.8
Stansted	51.7	28.5	6.0	1.8	1.6	0.2	0.8	0.3	0.0	0.0	68.6	3.9	2.4	0.5	6.6	2.7	5.5	1.1	0.8	0.2	143.9	2.5	
Teesside	0.0	0.0	0.0	0.0	0.0	0.0	30.2	10.5	1.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	1.3	39.0	0.7	
Grand Total	181.5	100	340.9	100	822.8	100	287.0	100	518.9	100	1774.3	100	499.0	100	239.4	100	476.2	100	536.4	100	5676.3	100	

* Figures exclude international arrivals at London airports followed by a surface journey to another London airport

Table 32.1

Final air destination of scheduled passengers on major gateway routes at Birmingham Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	56.0	74.9	76.1	58.8	89.2	82.7	38.5
Western Europe	16.1	24.5	3.9	14.5	6.5	6.7	1.0
Eastern Europe	0.3	0.0	0.0	0.4	0.0	2.0	0.0
Africa	6.7	0.6	4.0	0.7	0.0	0.0	0.0
North America	8.0	0.0	4.7	0.9	0.0	0.0	57.0
South & Central America	1.8	0.0	0.2	0.9	4.2	0.0	3.5
Middle East	2.1	0.0	5.1	11.2	0.0	7.4	0.0
Asia/Oceania	9.1	0.0	6.0	12.6	0.0	1.3	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.2

Final air destination of scheduled passengers on major gateway routes at Bristol Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	65.0	88.5	82.0	100.0	0.0	0.0	0.0
Western Europe	18.4	11.5	10.0	0.0	0.0	0.0	0.0
Eastern Europe	0.8	0.0	1.0	0.0	0.0	0.0	0.0
Africa	4.6	0.0	0.8	0.0	0.0	0.0	0.0
North America	6.8	0.0	5.4	0.0	0.0	0.0	0.0
South & Central America	0.7	0.0	0.2	0.0	0.0	0.0	0.0
Middle East	1.6	0.0	0.2	0.0	0.0	0.0	0.0
Asia/Oceania	2.1	0.0	0.2	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.3

Final air destination of scheduled passengers on major gateway routes at Cardiff Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	32.9	100.0	98.5	0.0	0.0	0.0	0.0
Western Europe	43.1	0.0	0.6	0.0	0.0	0.0	0.0
Eastern Europe	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Africa	2.4	0.0	0.0	0.0	0.0	0.0	0.0
North America	13.5	0.0	0.0	0.0	0.0	0.0	0.0
South & Central America	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Middle East	2.6	0.0	0.4	0.0	0.0	0.0	0.0
Asia/Oceania	3.1	0.0	0.4	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.4

Final air destination of scheduled passengers on major gateway routes at East Midlands Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	93.1	97.8	99.6	0.0	0.0	0.0	0.0
Western Europe	4.6	2.2	0.4	0.0	0.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North America	2.3	0.0	0.0	0.0	0.0	0.0	0.0
South & Central America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.5

Final air destination of scheduled passengers on major gateway routes at Exeter Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Western Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South & Central America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	100.0	100.0	100.0	100.0	100.0
Total terminal passengers (000s)							

Table 32.6

Final air destination of scheduled passengers on major gateway routes at Gatwick Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	98.3	97.4	92.9	96.7	96.7	100.0	47.5
Western Europe	0.9	0.5	2.1	0.9	1.2	0.0	0.0
Eastern Europe	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Africa	0.0	1.2	3.8	0.0	0.1	0.0	0.0
North America	0.2	0.0	0.5	0.0	0.0	0.0	50.1
South & Central America	0.1	0.0	0.6	0.0	1.3	0.0	2.4
Middle East	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Asia/Oceania	0.5	0.0	0.1	2.3	0.8	0.0	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.7

Final air destination of scheduled passengers on major gateway routes at Heathrow Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	80.6	98.3	81.8	61.1	76.0	85.7	90.7
Western Europe	1.9	0.4	5.1	11.1	9.5	2.1	0.0
Eastern Europe	0.8	0.0	0.5	2.3	0.0	0.9	0.0
Africa	7.5	0.8	3.6	2.7	2.0	2.2	0.0
North America	2.6	0.0	1.8	2.9	0.2	0.1	7.8
South & Central America	1.4	0.0	2.1	1.6	12.2	0.4	1.3
Middle East	0.9	0.2	1.7	7.0	0.0	3.9	0.0
Asia/Oceania	4.3	0.3	3.4	11.3	0.0	4.8	0.1
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.8

Final air destination of scheduled passengers on major gateway routes at Liverpool Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	99.5	100.0	98.7	0.0	99.0	0.0	0.0
Western Europe	0.0	0.0	0.9	0.0	1.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North America	0.5	0.0	0.3	0.0	0.0	0.0	0.0
South & Central America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.9

Final air destination of scheduled passengers on major gateway routes at London City Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	62.9	98.3	91.6	83.8	0.0	84.5	0.0
Western Europe	10.9	1.0	5.3	7.1	0.0	6.4	0.0
Eastern Europe	1.7	0.1	0.4	2.2	0.0	0.3	0.0
Africa	3.7	0.5	1.0	0.4	0.0	1.7	0.0
North America	5.5	0.0	0.6	1.5	0.0	1.5	0.0
South & Central America	5.5	0.0	0.4	0.9	0.0	0.8	0.0
Middle East	2.2	0.0	0.4	1.8	0.0	2.2	0.0
Asia/Oceania	7.6	0.0	0.4	2.4	0.0	2.7	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.10

Final air destination of scheduled passengers on major gateway routes at uton Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	100.0	0.0	99.2	0.0	100.0	99.6	0.0
Western Europe	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South & Central America	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Middle East	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total	100	0	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.11

Final air destination of scheduled passengers on major gateway routes at Manchester Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	51.2	91.8	59.2	50.5	87.1	68.4	69.6
Western Europe	18.7	5.9	14.3	21.8	7.8	16.9	0.1
Eastern Europe	2.7	0.8	0.9	2.2	0.0	1.3	0.0
Africa	5.0	0.7	6.3	2.9	0.8	5.9	0.1
North America	6.3	0.0	3.5	2.4	0.0	0.0	28.6
South & Central America	1.1	0.1	3.0	0.8	4.4	0.2	1.3
Middle East	3.0	0.7	5.8	8.8	0.0	3.8	0.2
Asia/Oceania	12.0	0.0	7.0	10.7	0.0	3.5	0.2
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)							

Table 32.12

Final air destination of scheduled passengers on major gateway routes at Stansted Airport.

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	Zurich	New York
	%	%	%	%	%	%	%
Not flying on	100.0	0.0	96.1	100.0	0.0	0.0	0.0
Western Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North America	0.0	0.0	3.9	0.0	0.0	0.0	0.0
South & Central America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	0	100	100	100	100	100
Total terminal passengers (000s)							

Table 33.1

Passenger profile at Birmingham for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	3.6	89.1	92.7	1.1	6.3	7.3	4.7	95.3	821.0
Ireland	15.7	52.1	67.8	7.3	24.9	32.2	23.0	77.0	776.5
Germany	37.2	24.1	61.3	22.9	15.8	38.7	60.1	39.9	589.5
France	33.5	47.9	81.4	13.0	5.6	18.6	46.5	53.5	466.5
Netherlands	33.2	30.0	63.1	17.5	19.4	36.9	50.6	49.4	190.4
United States	5.5	58.0	63.5	14.3	22.2	36.5	19.8	80.2	185.3
Italy	16.0	59.1	75.1	17.0	7.9	24.9	33.0	67.0	158.5
India	3.7	88.8	92.5	2.7	4.8	7.5	6.4	93.6	123.1
Belgium	34.1	27.5	61.6	31.3	7.0	38.4	65.5	34.5	117.7
Switzerland	27.2	40.6	67.8	13.7	18.5	32.2	40.9	59.1	100.7
Pakistan	0.5	85.6	86.1	1.5	12.4	13.9	1.9	98.1	78.2
Sweden	35.7	18.1	53.9	30.6	15.5	46.1	66.3	33.7	71.4
Denmark	36.6	31.9	68.5	16.5	15.0	31.5	53.1	46.9	69.3
Austria	24.8	48.8	73.6	10.7	15.7	26.4	35.5	64.5	50.1
Cyprus	0.4	88.1	88.5	0.0	11.5	11.5	0.4	99.6	49.8
United Arab Emirates	9.4	63.4	72.8	6.8	20.4	27.2	16.1	83.9	48.6
Czech Republic	30.1	67.9	98.0	0.9	1.1	2.0	30.9	69.1	45.1
Australia	0.6	91.0	91.6	1.1	7.3	8.4	1.7	98.3	38.6
Portugal & Madeira	24.8	55.5	80.3	14.3	5.4	19.7	39.1	60.9	33.8
Malta	1.9	93.4	95.3	3.1	1.6	4.7	5.0	95.0	30.1
China	4.8	74.5	79.3	11.4	9.2	20.7	16.2	83.8	29.2
Soviet Union	2.4	87.8	90.2	7.2	2.6	9.8	9.6	90.4	27.6
South Africa	20.0	69.5	89.6	2.0	8.4	10.4	22.0	78.0	26.3
Finland	12.4	30.6	43.0	37.6	19.4	57.0	50.0	50.0	21.7
Canada	2.7	77.1	79.8	4.3	15.8	20.2	7.1	92.9	17.2
Japan	14.4	48.0	62.4	32.1	5.4	37.6	46.6	53.4	16.4
Norway	33.9	32.6	66.4	11.5	22.1	33.6	45.4	54.6	15.3
Sri Lanka	0.0	98.9	98.9	1.1	0.0	1.1	1.1	98.9	14.7
Poland	40.5	53.2	93.6	6.4	0.0	6.4	46.8	53.2	14.2
Hong Kong	9.1	73.3	82.3	4.7	13.0	17.7	13.8	86.2	13.3
Thailand	6.7	88.1	94.8	0.0	5.2	5.2	6.7	93.3	12.1
Ghana	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	10.4
Philippines	0.0	81.6	81.6	14.7	3.6	18.4	14.7	85.3	9.7
Mauritius	11.5	83.0	94.5	5.5	0.0	5.5	17.0	83.0	7.9
Turkey	0.9	8.6	9.5	74.7	15.8	90.5	75.6	24.4	7.8
Hungary	64.3	16.8	81.0	19.0	0.0	19.0	83.2	16.8	7.7
Greece	0.0	73.7	73.7	0.0	26.3	26.3	0.0	100.0	4.2
Israel	0.0	0.0	0.0	78.6	21.4	100.0	78.6	21.4	3.0
Mexico	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1.7
Luxembourg	51.5	0.0	51.5	16.3	32.2	48.5	67.8	32.2	1.4

Table 33.2

Passenger profile at Bristol for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	5.4	82.9	88.3	2.3	9.4	11.7	7.7	92.3	547.8
Ireland	21.9	43.8	65.7	7.9	26.4	34.3	29.8	70.2	259.2
France	17.5	62.9	80.4	10.5	9.1	19.6	28.0	72.0	212.7
Netherlands	30.3	42.0	72.2	13.7	14.1	27.8	43.9	56.1	115.7
Czech Republic	3.8	89.0	92.9	3.0	4.1	7.1	6.9	93.1	86.3
Italy	4.1	89.4	93.5	0.8	5.7	6.5	4.8	95.2	85.0
Portugal & Madeira	0.4	90.5	90.9	0.7	8.3	9.1	1.1	98.9	78.1
Belgium	28.8	6.2	35.0	25.1	39.9	65.0	53.9	46.1	43.1
Germany	38.5	29.2	67.7	17.1	15.2	32.3	55.6	44.4	39.8
United States	27.1	48.7	75.8	13.5	10.6	24.2	40.6	59.4	23.5
Denmark	21.3	71.3	92.6	1.6	5.8	7.4	22.9	77.1	20.9
South Africa	0.0	93.2	93.2	4.0	2.7	6.8	4.0	96.0	8.0
Sweden	58.6	27.3	85.9	12.3	1.8	14.1	71.0	29.0	4.9
Switzerland	27.2	46.4	73.6	20.7	5.6	26.4	48.0	52.0	4.4
Greece	0.0	6.5	6.5	0.0	93.5	93.5	0.0	100.0	3.4
Austria	47.9	17.7	65.5	0.0	34.5	34.5	47.9	52.1	3.1
Norway	26.5	49.0	75.4	18.3	6.2	24.6	44.8	55.2	2.5
Hungary	24.0	76.0	100.0	0.0	0.0	0.0	24.0	76.0	2.3
United Arab Emirates	0.0	63.7	63.7	36.3	0.0	36.3	36.3	63.7	2.2
Malta	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1.5
Korea Republic	85.0	15.0	100.0	0.0	0.0	0.0	85.0	15.0	1.3
Finland	53.4	28.2	81.6	0.0	18.4	18.4	53.4	46.6	1.2
Mexico	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1.0
Canada	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.7
Hong Kong	74.7	25.3	100.0	0.0	0.0	0.0	74.7	25.3	0.6
Malaysia	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.6
Japan	45.7	54.3	100.0	0.0	0.0	0.0	45.7	54.3	0.5
Turkey	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.5
Australia	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.4
Romania	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.3
Soviet Union	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.2
Poland	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.2
Ghana	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
Nigeria	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
Netherlands Antilles	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
Saudi Arabia	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
India	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
New Zealand	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
Cyprus	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.1
China	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.1

Table 33.3

Passenger profile at Cardiff for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	8.0	88.7	96.7	0.6	2.7	3.3	8.7	91.3	191.1
France	15.7	67.2	82.9	5.1	12.0	17.1	20.8	79.2	100.4
Ireland	12.1	59.3	71.4	2.9	25.7	28.6	15.0	85.0	99.7
Netherlands	24.9	53.5	78.5	17.2	4.4	21.5	42.1	57.9	47.9
Germany	18.0	51.5	69.5	11.8	18.7	30.5	29.8	70.2	41.1
Italy	4.6	87.3	91.9	2.6	5.5	8.1	7.2	92.8	41.1
United States	14.8	54.4	69.2	14.2	16.6	30.8	28.9	71.1	18.5
Norway	65.7	14.9	80.6	6.1	13.4	19.4	71.8	28.2	5.3
Cyprus	0.0	6.8	6.8	0.0	93.2	93.2	0.0	100.0	4.5
Belgium	10.1	86.2	96.2	0.0	3.8	3.8	10.1	89.9	4.1
Sweden	25.7	51.7	77.4	12.7	9.9	22.6	38.3	61.7	3.9
Switzerland	29.4	33.0	62.4	17.9	19.7	37.6	47.3	52.7	3.3
South Africa	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	3.0
Czech Republic	29.5	67.6	97.1	0.0	2.9	2.9	29.5	70.5	2.7
Denmark	0.0	57.8	57.8	26.3	15.9	42.2	26.3	73.7	2.5
Hong Kong	40.3	38.7	79.0	2.7	18.3	21.0	43.0	57.0	2.1
United Arab Emirates	10.6	54.7	65.3	0.0	34.7	34.7	10.6	89.4	1.8
Hungary	0.0	11.3	11.3	0.0	88.7	88.7	0.0	100.0	1.7
Austria	24.9	51.4	76.3	23.7	0.0	23.7	48.6	51.4	1.7
Canada	10.1	57.9	68.1	0.0	31.9	31.9	10.1	89.9	1.2
Greece	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.9
Korea Republic	35.6	64.4	100.0	0.0	0.0	0.0	35.6	64.4	0.8
Mexico	73.5	26.5	100.0	0.0	0.0	0.0	73.5	26.5	0.7
Oman	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.6
Taiwan	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.5
Thailand	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.5
Japan	0.0	12.4	12.4	33.0	54.6	87.6	33.0	67.0	0.5
Morocco	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.5
Kuwait	84.6	0.0	84.6	0.0	15.4	15.4	84.6	15.4	0.4
Poland	50.0	50.0	100.0	0.0	0.0	0.0	50.0	50.0	0.4
Finland	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.3
Soviet Union	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.3
Romania	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.3
Philippines	0.0	77.2	77.2	0.0	22.8	22.8	0.0	100.0	0.3
Ghana	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.2
South Korea	39.2	0.0	39.2	0.0	60.8	60.8	39.2	60.8	0.2
Luxembourg	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.2
Australia	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.1
China	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.1
Nigeria	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.1

Table 33.4

Passenger profile at East Midlands for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	3.8	88.8	92.6	1.3	6.2	7.4	5.0	95.0	648.6
Ireland	19.5	58.3	77.8	8.0	14.2	22.2	27.5	72.5	217.5
France	18.8	68.3	87.1	2.6	10.2	12.9	21.5	78.5	198.3
Czech Republic	6.4	87.3	93.7	0.8	5.4	6.3	7.2	92.8	163.6
Italy	7.9	85.5	93.4	2.6	4.0	6.6	10.5	89.5	162.3
Netherlands	18.3	59.9	78.2	9.4	12.4	21.8	27.8	72.2	118.0
Portugal & Madeira	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	90.8
Switzerland	3.5	75.6	79.1	3.0	17.9	20.9	6.4	93.6	89.2
Belgium	30.8	30.3	61.1	27.1	11.8	38.9	57.9	42.1	64.5
Germany	5.3	59.2	64.5	23.1	12.4	35.5	28.4	71.6	36.1
Cyprus	6.3	93.7	100.0	0.0	0.0	0.0	6.3	93.7	29.0
United States	88.8	11.2	100.0	0.0	0.0	0.0	88.8	11.2	2.8
Malta	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1.2
Canada	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.5
Norway	25.0	0.0	25.0	75.0	0.0	75.0	100.0	0.0	0.4
St. Vincent & The Grenadi	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.2
New Zealand	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.1

Table 33.5

Passenger profile at Exeter for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Ireland	15.8	62.6	78.5	7.6	13.9	21.5	23.4	76.6	17.8
France	0.0	43.0	43.0	0.0	57.0	57.0	0.0	100.0	0.5
Cyprus	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
Spain	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
United States	22.9	0.0	22.9	13.7	63.4	77.1	36.6	63.4	0.1

Table 33.6
 Passenger profile at Gatwick for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	10.2	44.0	54.2	13.1	32.7	45.8	23.3	76.7	3630.9
Spain	8.3	64.1	72.5	6.3	21.3	27.5	14.6	85.4	2737.8
France	17.7	48.2	65.9	13.5	20.5	34.1	31.2	68.8	1321.1
Italy	12.4	42.7	55.1	14.1	30.8	44.9	26.5	73.5	1301.1
Netherlands	22.1	23.6	45.7	19.4	34.8	54.3	41.6	58.4	710.7
Ireland	10.4	28.5	38.9	9.9	51.2	61.1	20.3	79.7	691.1
Switzerland	16.1	39.1	55.2	16.9	27.9	44.8	33.0	67.0	638.5
Portugal & Madeira	9.3	66.4	75.6	7.4	17.0	24.4	16.7	83.3	516.7
Germany	20.4	20.7	41.1	19.2	39.7	58.9	39.6	60.4	401.4
Denmark	14.2	17.0	31.2	31.8	37.0	68.8	46.1	53.9	224.7
Malta	7.2	67.1	74.3	8.0	17.7	25.7	15.2	84.8	219.7
Soviet Union	15.3	33.5	48.8	14.2	37.0	51.2	29.5	70.5	160.4
Greece	15.5	45.4	60.9	7.5	31.6	39.1	23.0	77.0	153.3
Cyprus	0.0	95.4	95.4	0.0	4.6	4.6	0.0	100.0	130.4
United Arab Emirates	13.3	55.4	68.8	5.1	26.1	31.2	18.5	81.5	89.2
Poland	5.2	58.2	63.5	12.6	23.9	36.5	17.9	82.1	76.8
India	7.9	29.7	37.6	6.5	55.9	62.4	14.4	85.6	70.5
Belgium	46.0	15.1	61.1	17.1	21.8	38.9	63.1	36.9	69.3
Pakistan	17.8	16.9	34.6	22.8	42.6	65.4	40.5	59.5	66.4
Norway	12.1	30.2	42.3	18.3	39.4	57.7	30.4	69.6	66.0
Luxembourg	48.9	20.3	69.2	17.9	12.9	30.8	66.9	33.1	47.9
Australia	1.2	70.0	71.2	7.2	21.6	28.8	8.4	91.6	45.7
Canada	0.0	54.0	54.0	0.0	46.0	46.0	0.0	100.0	42.8
South Africa	17.9	34.3	52.2	2.3	45.5	47.8	20.2	79.8	38.4
Mexico	4.8	57.9	62.7	9.2	28.1	37.3	14.0	86.0	31.1
Hungary	5.3	42.0	47.3	45.1	7.5	52.7	50.5	49.5	26.8
Turkey	63.8	36.2	100.0	0.0	0.0	0.0	63.8	36.2	25.2
Nigeria	23.3	36.8	60.1	21.9	18.0	39.9	45.2	54.8	20.7
Sri Lanka	0.0	93.8	93.8	0.0	6.2	6.2	0.0	100.0	18.2
Thailand	11.4	80.0	91.4	0.0	8.6	8.6	11.4	88.6	12.9
New Zealand	1.4	98.6	100.0	0.0	0.0	0.0	1.4	98.6	5.8
Mauritius	0.0	99.0	99.0	1.0	0.0	1.0	1.0	99.0	5.1
Malaysia	0.0	95.3	95.3	0.0	4.7	4.7	0.0	100.0	4.7
Sweden	14.5	8.7	23.1	29.1	47.8	76.9	43.5	56.5	3.5
Philippines	0.0	24.2	24.2	33.6	42.2	75.8	33.6	66.4	3.0
Hong Kong	26.6	73.4	100.0	0.0	0.0	0.0	26.6	73.4	2.0
Chile	0.0	69.8	69.8	29.5	0.7	30.2	29.5	70.5	1.7
Japan	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.8
Czech Republic	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.5
Israel	0.0	23.2	23.2	30.5	46.3	76.8	30.5	69.5	0.0
Total	0	0	0	0	0	0	0	0	100
Total Passengers (000s)	0	0	0	0	0	0	0	0	0

Table 33.7

Passenger profile at Heathrow for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	12.0	27.2	39.2	19.5	41.3	60.8	31.5	68.5	10445.5
Germany	22.0	14.5	36.5	26.6	36.9	63.5	48.6	51.4	3848.1
Ireland	14.5	21.5	36.0	20.4	43.6	64.0	34.8	65.2	2784.4
France	18.0	22.2	40.2	22.6	37.2	59.8	40.6	59.4	2595.4
Spain	9.3	33.3	42.6	19.4	38.0	57.4	28.7	71.3	2460.2
Canada	4.7	23.5	28.2	15.2	56.6	71.8	19.9	80.1	2261.4
Italy	16.7	20.9	37.6	20.2	42.3	62.4	36.9	63.1	2243.1
Australia	5.0	45.9	50.9	8.6	40.5	49.1	13.6	86.4	1942.7
Netherlands	24.0	19.5	43.5	27.5	29.0	56.5	51.5	48.5	1777.8
Switzerland	18.8	27.3	46.0	25.1	28.9	54.0	43.9	56.1	1646.5
South Africa	9.2	38.2	47.4	15.8	36.8	52.6	25.0	75.0	1552.0
India	9.2	28.9	38.0	16.3	45.7	62.0	25.5	74.5	1222.5
Japan	12.8	8.7	21.4	19.8	58.8	78.6	32.6	67.4	993.9
Sweden	18.1	11.4	29.5	27.4	43.1	70.5	45.5	54.5	978.7
Portugal & Madeira	12.2	37.4	49.6	18.9	31.5	50.4	31.0	69.0	853.2
Belgium	24.8	11.3	36.1	33.6	30.3	63.9	58.4	41.6	815.6
Denmark	13.7	13.4	27.1	27.0	45.9	72.9	40.7	59.3	788.6
Soviet Union	22.7	19.1	41.8	32.9	25.3	58.2	55.6	44.4	757.3
Norway	18.6	12.7	31.3	25.6	43.1	68.7	44.2	55.8	721.0
Hong Kong	16.2	25.9	42.1	17.9	40.1	57.9	34.0	66.0	720.2
Thailand	7.3	68.0	75.4	5.5	19.2	24.6	12.8	87.2	675.0
Greece	15.0	35.4	50.4	12.2	37.4	49.6	27.2	72.8	653.6
United Arab Emirates	14.3	25.7	40.0	26.3	33.8	60.0	40.5	59.5	637.2
Austria	19.0	24.7	43.7	19.4	36.9	56.3	38.4	61.6	610.6
Cyprus	9.8	56.8	66.6	7.6	25.7	33.4	17.4	82.6	482.6
Israel	4.8	21.4	26.2	21.8	52.0	73.8	26.5	73.5	476.2
Pakistan	2.3	43.8	46.1	8.9	45.0	53.9	11.2	88.8	464.9
Czech Republic	12.3	45.3	57.6	13.2	29.3	42.4	25.5	74.5	463.4
Finland	20.0	17.6	37.6	31.6	30.7	62.4	51.7	48.3	454.4
Poland	19.1	15.0	34.1	23.4	42.5	65.9	42.5	57.5	436.4
Turkey	12.5	33.5	46.1	19.2	34.8	53.9	31.7	68.3	410.3
Hungary	12.8	30.4	43.2	21.4	35.4	56.8	34.2	65.8	331.8
China	21.7	41.5	63.2	16.8	20.0	36.8	38.5	61.5	280.1
Sri Lanka	6.4	55.9	62.4	4.9	32.8	37.6	11.3	88.7	251.2
Malta	9.1	51.8	60.9	11.2	27.8	39.1	20.4	79.6	160.1
Iceland	3.5	42.0	45.5	22.4	32.1	54.5	26.0	74.0	152.0
Mexico	10.4	33.6	44.0	11.9	44.1	56.0	22.3	77.7	146.4
Luxembourg	18.7	12.0	30.7	26.4	42.9	69.3	45.1	54.9	46.0
Faroe Islands	0.0	7.3	7.3	30.5	62.2	92.7	30.5	69.5	6.4
Monaco	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	1.2
Total	0	0	0	0	0	0	0	0	100
Total Passengers (000s)	0	0	0	0	0	0	0	0	0

Table 33.8

Passenger profile at Liverpool for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	8.1	79.7	87.8	1.7	10.5	12.2	9.8	90.2	591.5
Netherlands	18.4	47.9	66.3	13.3	20.4	33.7	31.7	68.3	530.2
France	8.2	62.7	70.9	7.4	21.7	29.1	15.6	84.4	438.6
Ireland	14.5	44.6	59.1	7.3	33.6	40.9	21.8	78.2	244.4
Belgium	10.2	51.4	61.6	5.5	32.8	38.4	15.8	84.2	82.6
Switzerland	4.4	81.3	85.8	5.8	8.4	14.2	10.2	89.8	74.9
United States	13.1	17.7	30.8	0.0	69.2	69.2	13.1	86.9	4.1
Italy	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.4
Portugal & Madeira	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.4
New Zealand	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.2
Canada	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.2
Hong Kong	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.1

Table 33.9

Passenger profile at London City for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Switzerland	22.5	25.2	47.7	31.1	21.3	52.3	53.5	46.5	170.7
Netherlands	38.8	15.4	54.2	33.3	12.5	45.8	72.1	27.9	161.7
Ireland	15.1	33.1	48.3	22.1	29.6	51.7	37.3	62.7	157.3
Belgium	40.4	9.6	50.1	36.0	14.0	49.9	76.4	23.6	148.5
Germany	29.2	15.4	44.6	28.8	26.6	55.4	58.1	41.9	148.0
France	35.7	12.3	48.1	43.0	8.9	51.9	78.8	21.2	122.3
Luxembourg	38.3	15.6	53.9	22.3	23.8	46.1	60.6	39.4	35.1
United States	11.2	44.7	55.9	15.2	28.9	44.1	26.4	73.6	10.0
Finland	11.7	41.2	52.9	0.0	47.1	47.1	11.7	88.3	5.6
Japan	19.5	15.1	34.5	62.4	3.0	65.5	81.9	18.1	4.4
Greece	20.5	66.2	86.7	5.6	7.7	13.3	26.1	73.9	3.9
Canada	0.0	96.2	96.2	0.0	3.8	3.8	0.0	100.0	2.8
Hong Kong	37.2	53.7	90.8	9.2	0.0	9.2	46.3	53.7	2.2
Thailand	19.9	76.1	96.0	4.0	0.0	4.0	23.9	76.1	2.1
Italy	8.0	46.0	54.1	5.2	40.7	45.9	13.2	86.8	2.1
South Africa	4.3	46.9	51.2	22.6	26.2	48.8	26.9	73.1	2.1
Austria	15.4	35.8	51.2	17.5	31.2	48.8	32.9	67.1	2.0
Nigeria	0.0	87.1	87.1	3.2	9.7	12.9	3.2	96.8	1.9
Spain	13.1	74.8	88.0	10.2	1.8	12.0	23.4	76.6	1.9
Soviet Union	17.3	62.0	79.3	15.1	5.7	20.7	32.4	67.6	1.9
Turkey	17.6	17.9	35.5	4.1	60.4	64.5	21.7	78.3	1.8
Ghana	7.7	40.1	47.8	52.2	0.0	52.2	59.9	40.1	1.5
Poland	52.9	6.5	59.3	0.0	40.7	40.7	52.9	47.1	1.5
Czech Republic	47.9	52.1	100.0	0.0	0.0	0.0	47.9	52.1	1.3
India	38.1	50.3	88.4	11.6	0.0	11.6	49.7	50.3	1.2
Hungary	0.0	92.6	92.6	7.4	0.0	7.4	7.4	92.6	1.2
Portugal & Madeira	0.0	60.8	60.8	0.0	39.2	39.2	0.0	100.0	1.0
China	73.3	26.7	100.0	0.0	0.0	0.0	73.3	26.7	0.9
Mexico	34.2	23.3	57.4	21.3	21.3	42.6	55.4	44.6	0.9
United Arab Emirates	31.7	0.0	31.7	52.4	15.9	68.3	84.1	15.9	0.9
Norway	55.2	24.5	79.7	12.7	7.6	20.3	67.8	32.2	0.8
Philippines	0.0	45.4	45.4	0.0	54.6	54.6	0.0	100.0	0.7
Denmark	9.2	0.0	9.2	23.4	67.3	90.8	32.7	67.3	0.6
Sweden	0.0	0.0	0.0	15.4	84.6	100.0	15.4	84.6	0.5
Australia	0.0	12.7	12.7	0.0	87.3	87.3	0.0	100.0	0.5
Pakistan	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.5
Netherlands Antilles	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.3
Cyprus	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.3
New Zealand	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.1
Israel	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.1

Table 33.10

Passenger profile at Luton for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	8.8	70.4	79.3	5.3	15.5	20.7	14.1	85.9	1315.6
France	18.6	46.4	64.9	10.9	24.2	35.1	29.4	70.6	702.4
Switzerland	13.2	48.6	61.8	11.2	27.0	38.2	24.4	75.6	609.1
Netherlands	22.5	42.6	65.1	16.7	18.2	34.9	39.2	60.8	435.4
Ireland	15.0	47.5	62.4	8.9	28.7	37.6	23.9	76.1	415.8
Greece	6.8	43.2	50.1	17.0	33.0	49.9	23.8	76.2	173.2
Italy	10.3	42.6	52.9	5.9	41.1	47.1	16.2	83.8	162.5
Portugal & Madeira	3.6	88.6	92.2	0.0	7.8	7.8	3.6	96.4	123.1
Gibraltar	11.7	57.2	68.9	6.3	24.8	31.1	18.0	82.0	98.2
Cyprus	2.9	69.4	72.2	5.0	22.8	27.8	7.9	92.1	76.1
Germany	8.3	16.0	24.3	18.7	57.0	75.7	27.0	73.0	42.0
Mexico	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	1.7
Belgium	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	1.5
Australia	0.0	0.0	0.0	59.6	40.4	100.0	59.6	40.4	0.9
Israel	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.8

Table 33.11

Passenger profile at Manchester for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	12.0	64.1	76.1	8.3	15.6	23.9	20.3	79.7	1320.3
Spain	7.2	81.3	88.5	2.9	8.6	11.5	10.1	89.9	850.4
Ireland	18.2	32.0	50.2	17.5	32.3	49.8	35.7	64.3	721.2
Germany	35.1	18.8	53.9	20.5	25.6	46.1	55.6	44.4	673.0
France	20.9	45.1	66.0	22.1	11.9	34.0	43.0	57.0	481.7
Italy	18.1	44.7	62.8	24.7	12.5	37.2	42.8	57.2	341.1
Australia	3.2	72.9	76.2	1.6	22.2	23.8	4.8	95.2	268.3
Netherlands	27.5	38.4	66.0	22.4	11.7	34.0	49.9	50.1	251.5
Pakistan	0.6	78.6	79.3	0.7	20.0	20.7	1.4	98.6	208.9
Switzerland	35.1	25.2	60.3	17.9	21.8	39.7	53.0	47.0	174.7
Belgium	38.1	26.8	64.9	24.7	10.4	35.1	62.8	37.2	168.9
Sweden	39.8	14.1	53.9	30.4	15.7	46.1	70.2	29.8	148.9
Portugal & Madeira	12.2	61.7	73.9	8.6	17.6	26.1	20.7	79.3	137.5
Canada	11.1	46.9	58.0	4.5	37.5	42.0	15.6	84.4	125.4
Denmark	39.7	10.8	50.5	27.4	22.1	49.5	67.1	32.9	120.3
Cyprus	1.1	89.1	90.2	1.3	8.4	9.8	2.5	97.5	119.7
South Africa	10.4	63.2	73.6	5.2	21.2	26.4	15.6	84.4	104.9
United Arab Emirates	14.9	50.2	65.1	4.1	30.8	34.9	19.0	81.0	104.3
Malta	2.4	92.6	94.9	1.2	3.9	5.1	3.5	96.5	101.2
Czech Republic	23.4	64.8	88.2	6.1	5.7	11.8	29.5	70.5	97.8
Norway	28.2	13.5	41.7	18.2	40.1	58.3	46.4	53.6	89.5
Thailand	11.5	78.5	90.0	3.5	6.5	10.0	15.0	85.0	75.8
Greece	9.5	66.0	75.5	3.8	20.6	24.5	13.3	86.7	67.0
India	13.1	64.3	77.4	7.8	14.8	22.6	20.9	79.1	61.8
Austria	39.0	23.7	62.7	28.4	8.8	37.3	67.5	32.5	60.6
Turkey	43.4	36.2	79.5	9.4	11.1	20.5	52.8	47.2	47.4
Finland	24.5	32.1	56.5	27.0	16.4	43.5	51.5	48.5	42.9
China	26.8	55.9	82.6	4.7	12.7	17.4	31.5	68.5	42.2
Poland	30.3	40.9	71.2	13.8	15.0	28.8	44.1	55.9	41.4
Hong Kong	25.1	42.0	67.2	8.2	24.6	32.8	33.4	66.6	38.7
Soviet Union	58.8	15.5	74.3	12.6	13.1	25.7	71.4	28.6	34.5
Japan	24.3	28.4	52.7	18.3	29.1	47.3	42.6	57.4	31.2
Israel	2.9	50.6	53.5	21.0	25.5	46.5	23.9	76.1	20.5
Hungary	49.1	29.2	78.4	16.7	5.0	21.6	65.8	34.2	20.3
Mexico	28.3	48.9	77.2	3.2	19.6	22.8	31.6	68.4	15.6
Sri Lanka	0.0	79.4	79.4	6.4	14.1	20.6	6.4	93.6	12.8
Luxembourg	22.8	14.7	37.6	32.5	30.0	62.4	55.3	44.7	12.4
Ghana	34.0	17.9	51.9	16.9	31.2	48.1	50.9	49.1	2.1
Iceland	44.7	0.0	44.7	40.0	15.3	55.3	84.7	15.3	1.1
Faroe Islands	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.0

Table 33.12

Passenger profile at Stansted for scheduled international routes broken down by country of destination in 2003.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Italy	9.3	58.7	68.0	3.7	28.3	32.0	13.0	87.0	3390.4
Germany	15.6	31.0	46.6	9.7	43.6	53.4	25.3	74.7	2159.9
Ireland	9.0	43.2	52.3	5.7	42.0	47.7	14.7	85.3	2002.9
France	9.0	65.3	74.3	2.9	22.8	25.7	11.9	88.1	1750.9
Spain	7.2	67.6	74.7	3.5	21.8	25.3	10.7	89.3	1590.8
Sweden	4.1	20.3	24.4	12.5	63.2	75.6	16.6	83.4	792.5
Denmark	13.2	35.5	48.7	7.8	43.5	51.3	21.0	79.0	467.9
Netherlands	18.8	29.6	48.4	9.7	41.9	51.6	28.5	71.5	402.9
Austria	5.1	50.3	55.4	6.2	38.4	44.6	11.3	88.7	400.0
Czech Republic	14.7	64.2	78.8	3.7	17.4	21.2	18.4	81.6	363.3
Belgium	19.1	34.0	53.1	10.4	36.5	46.9	29.5	70.5	353.7
Norway	5.7	34.3	40.1	13.5	46.4	59.9	19.2	80.8	297.5
Portugal & Madeira	4.6	77.7	82.4	0.0	17.6	17.6	4.6	95.4	168.2
Cyprus	0.8	87.1	87.9	3.6	8.5	12.1	4.4	95.6	142.9
Iceland	0.1	1.6	1.7	40.4	58.0	98.3	40.4	59.6	64.5
Turkey	0.0	74.7	74.7	2.9	22.4	25.3	2.9	97.1	56.0
Finland	3.3	56.3	59.6	3.9	36.5	40.4	7.1	92.9	41.4
Malta	0.0	83.6	83.6	0.0	16.4	16.4	0.0	100.0	27.1
Israel	0.0	51.3	51.3	3.6	45.1	48.7	3.6	96.4	22.2
Luxembourg	1.3	22.8	24.1	11.7	64.2	75.9	13.0	87.0	15.8
United States	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	3.0
Greece	0.0	69.9	69.9	0.0	30.1	30.1	0.0	100.0	2.9
Hungary	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	2.4
Switzerland	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	2.3
Poland	0.0	80.0	80.0	0.0	20.0	20.0	0.0	100.0	1.6
Faroe Islands	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1.4
Monaco	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.9
Mexico	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.8
India	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0.4

Table 34

Proportion of first time fliers on any route at the survey airports in 2003.

Passenger type	Birmingham	Bristol	Cardiff	East Midlands	Exeter	Gatwick	Heathrow	Liverpool	London City	Luton	Manchester	Stansted
	%	%	%	%	%	%	%	%	%	%	%	%
Scheduled business	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
Scheduled leisure	1.1	0.2	1.8	0.5	0.6	0.4	0.3	0.6	0.2	0.1	0.4	0.5
Charter leisure IT	1.5	0.1	4.9	0.6	1.5	0.1	0.0	0.0	0.0	0.1	0.8	0.1
Charter leisure other	0.1	0.1	0.6	0.0	0.3	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Total % first time fliers	2.8	0.5	7.3	1.2	2.4	0.7	0.3	0.6	0.4	0.6	1.2	0.6

Appendix B

Sampling Techniques & Questionnaire

The Continuous survey ran between January and December 2003 at Gatwick, Heathrow, London City, Luton, Manchester and Stansted. The Regional Airport survey, which this report also covers, ran between April 2003 and March 2004 at Birmingham, Bristol, Cardiff, East Midlands, Exeter and Liverpool. Shifts were selected so that during each sub period, each shift (e.g. Monday am) was sampled approximately the same number of times.

Primary Sampling Technique

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

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 less than two years of age.

A constant monitor of sampled flights was maintained throughout the year to ensure that as far as possible all routes, and in most cases individual flights, were covered regularly throughout the survey.

It was assumed that those passengers who were candidates for an interview, but who for one of a variety of reasons could not be interviewed, had the same characteristics as those who were successfully interviewed. The overall interviewing success rate for the 2003 survey was 95%.

Illustrative questionnaires have been reproduced in the appendix section together with an identification card.

Alternative Sampling Technique

The notes below will summarise a Regional survey technique used to ensure that a passenger is selected at random for interview. This technique can be used irrespective of the number of team members present.

The interviewing area where passengers or customers are to be found should be clearly defined to all team members present. A good example maybe an airside departure lounge or gateroom where passengers reside before being directed to a nominated gateroom to board their flight. At smaller airports, such as Inverness, it may be possible to interview airport users prior to check-in (Landside).

The interviewing area should be divided into a number of virtual areas, dependent upon the number of team members available to interview. If there are 4 team members, the interviewing area should be divided into quarters, where there are only three team members, then the area should be divided into thirds and so on.

An interviewer will then be assigned an area. It will then be that interviewer's responsibility to sample passengers who move into their area. It is of key importance that interviewers do not avoid certain passengers and show any bias or favouritism to any other groups of passengers. The sampling technique demands that a representative group of passengers be sampled.

On selecting the first passenger (perhaps to the extreme left of the interviewing area) the interviewer will run through the questionnaire in the normal manner. On the completion of this interview, the interviewer will then count three more passengers towards the right. The third passenger counted, assuming that they are eligible for interview will then be interviewed. Once this interview has been completed, the interviewer will then count a further three passengers and begin the process again.

Adopting this technique will enable interviewers the freedom to work in a relatively large area without the need for a counter to indicate the next passenger to be sampled. Routine checks will be conducted on a monthly basis, to ensure the integrity of the data is maintained.

The interviewing areas can be redefined during busy or quiet periods directly inline with the number of team members available to work. As in all other sampling methodologies, the same passenger cannot be interviewed twice on the same shift.

Civil Aviation Authority CAA House Surveys, Room K4 45-59 Kingsway London WC2B 6TE Tel 0207 453 6279	2003 CAA PASSENGER SURVEY HEATHROW AIRPORT Terminal 1 International 011	
---	---	---

Date Time Scheduled ...1 Male1 Positive1
 Charter.....2 Female.....2 Refusal.....2
 ID Shift Flight Number Gate Ineligible.....3
 Time.....4
 Language (Q1).....5

Q1 In which country have you been living for most of the last 12 months?

UK & Irish Passengers

Q2 Where is your home in the UK/Ireland?

Town
 County/District/Borough

Q3 What is your postcode?

ALL Passengers

Q4 Have you arrived at HEATHROW Airport by air within the last 24 hours?

Yes1 **Q5**

No 2 **Q12**

Q5 Did you come to HEATHROW Airport just to change planes or did you have another reason for coming here?

Change Planes ...1 Q6
Other Reason ... 2 Q12

Q6 Have you been through customs control at HEATHROW Airport?

Yes1 No 2

Q7 Which airport did you fly from?

Q8 What airline did you use?

Q9 Did you start your air journey from (Airport Q7)?
 Yes ...1 **Q11** No ... 2 **Q10**

Q10 At which airport did you start your air journey?

Q11 Why did you choose to transfer through this airport?

Go to Q19 (LGW/STN/LTN go to Q14)

Q12 In the UK, where did you start your journey to catch this flight?

Town
 District/Borough
 County

Postcode

If foreign resident or UK resident whose ORIGIN is NOT HOME go to Q12

Q13 May I just check, was this a transit stop or did you have a reason for being in (place in Q12)?

Home1
 Business 2
 Leisure3 72hrs
 Other (write in)... 4

If transit, go back and ask Q12 again unless transit from LGW/STN/LTN Airport then go to Q7

Go to Q14

Q14 Could you tell me in detail how you travelled from (Q12) to HEATHROW Airport today?

Car	Private car - driven away	1	Buses/Coaches	Hotel bus	16
	Private car - short term car park	2		Charter coach	17
Courtesy Bus	Private car - valet service	3		RailAir Bus (Reading/Woking/Feltham)	18
& Valet Services	Private car - airport long term car park bus	4		National/Regional coach service	19
	Private car - private long term car park bus	5		Airbus	20
	Private car - business car park bus	6		Gatwick/HEATHROW coach service	21
	Private car - staff car park bus	7		London bus companies	22
	Private car - hotel car park bus	8		Local bus companies	23
	Private car - type of car park unknown	9		Bus/coach company unknown	24
Hire Car	Rental car - driven away	10	Tube	Tube	25
	Rental car - short term car park	11	Train	National railways	26
	Rental car - hire car courtesy bus	12		HEATHROW Express (Paddington Train)	27
Airline Car	Courtesy car	13	Other	Boat	28
Taxi/Minicab	Taxi	14			Other (write in)
		Minicab	15		

1st Mode 2nd Mode 3rd Mode

Q15 How long did your journey take from (place in Q12)? hours minutes

Q16a Including yourself, how many people are travelling in your immediate group?

Q16b How many people came into the terminal to see you off today?

Q17 Is this your outward or return journey? **Outward, Return or Single**

Q18 How long will/have you be/been away? Weeks Days Hours

All Passengers – PURPOSE CARD

Q19 What is the chief purpose of your present trip?

BUSINESS		NON BUSINESS		
ACCOMPANYING passenger on business (Company ticket)	1	ACCOMPANYING passenger on business (Own ticket)	15	SKI
Attending internal company business	with 3	Holiday Fare paid separately	16	27
Meetings with customers/others external to the company	4	Holiday IT/Package -Hotel	17	28
Conference/Congress	5	Holiday IT/Package -Self catering	18	29
Trade Fair/Exhibition	6	Holiday IT/Package -Cruise	19	
Business	2	Visiting friends and relatives	20	
Armed services	7	Migration	21	
Airline Staff	8	Studies private/grants -formal academic course	22	
Contract Home Leave	9	Studies private/grants -other course	23	
Overseas Employment - less than 12 months	10	Cultural/Sports	24	
Overseas Employment - 12 months or more	11	Unaccompanied school children	25	
Studies paid by employer - formal academic course	12	Other (<i>write in</i>)	26	
Studies paid by employer - other course	13			
Au pair	14			

Q20 Which airport are you travelling to on the flight you are now boarding?

Q21 Which airline are you flying with?

Q22 What is your flight number?

Q23 Are you flying there just to change planes or are you completing your air journey at (Q20)?

Completing...1 (Q26) Change Planes...2 (Q24)

Q24 At which airport will you complete your air journey?

Q25 Which airline will you use to fly from (*airport in Q20*)?

All Passengers – TICKET CARD

Q26 What type of ticket do you have?

First	1	Economy Other	4	Staff ticket	7
Business/club	2	Inclusive/package tour	5	Frequent flier scheme	8
Economy (flexible)	3	Charter seat only	6	Other	9

Single sector non IT passengers only

Q27 How much did you pay for your ticket including tax?

Cost **Currency** **Ticket Type** *Single...1 Return...2*

North American, Domestic, Irish and Western European Destinations Only - MAPS

Q28 Where is your main destination?

Town/City
 District/State
 Country

All Passengers

Q29 How many times have you flown in the last 12 months: - on any route? - this route?

Have you flown before this trip? *Yes.....1 No.....2*

All Passengers – AGE CARD

Q30 Which of these age groups do you come into? [REDACTED]

If groups 1 - 2, end interview

ALL Passengers – LOW COST AIRLINE CARD

Q31 How many times have you flown using (*airline*) from any UK airport in the last 12 months?

<i>Airline</i>	<i>Route</i>

Business Passengers

Q32 What is the main business of your firm or organisation?

Manufacture
Sales
Other

[REDACTED]

Company

[REDACTED]

Leisure Passengers

Q34 Including yourself, how many people live in your household?

[REDACTED]

Q35 How many are children under 16?

[REDACTED]

UK Business Passengers

Q33 What is your occupation and job title?

Job Title

[REDACTED]

Qualifications

Size

[REDACTED]

dept

[REDACTED]

responsible

[REDACTED]

UK Leisure Passengers

Q36 What is the occupation of the chief income earner in your household?

Job Title

[REDACTED]

Qualifications

Size

[REDACTED]

dept

[REDACTED]

responsible

[REDACTED]

Business

[REDACTED]

Business Passengers – INCOME CARD

Q37a Can you indicate from this card, which ANNUAL income group applies to you BEFORE tax and other deductions?

[REDACTED]

Leisure Passengers – INCOME CARD

Q37b Can you indicate from this card the total ANNUAL income of ALL people living in your household BEFORE tax and other deductions?

[REDACTED]

Appendix C

Weighting Techniques

The sampling and weighting of the 2003 survey was conducted on a route-by-route basis at each of the survey 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 multiple 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 operated at times when shifts were not run e.g. diversions and most domestic charter flights, the weighted survey totals were different from those published in 2003 annual statistics as described earlier.

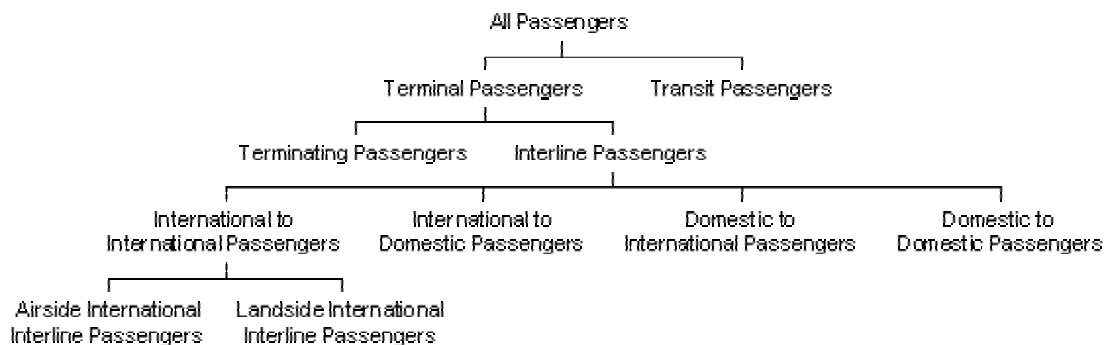
Appendix D

Definitions

Passengers' use of airport

Terminating passengers are passengers who arrive at or depart from an airport by surface modes of transport. Transfer 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 Transfer passengers. A Transfer passenger constitutes two passenger movements, one arrival and one departure. Therefore, 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 Transfer passengers - airside Transfer and landside Transfer. Airside Transfer 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 diagram below 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 Swansea, travels to Reading, has lunch and then flies out from Heathrow Airport.”

This passenger's origin would be Swansea as their reason for being in Reading was transit.

"Passenger B, from Watford, travels to Amersham, has a business engagement, then goes onto Gatwick Airport and flies to Paris."

This passenger's origin is classified as Amersham as her 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, respectively, economic planning regions, counties and district council areas. The area of residence of UK residents was recorded using the same zonal system.

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.

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
- Conference/Congress
- Trade Fair/Exhibition
- Armed Services
- Airline Staff
- Contract Home Leave
- Overseas Employment - Less than 12 months
- Overseas Employment - 12 months or more
- Studies paid by employer - Formal academic course
- Studies paid by employer - Other
- Au Pair

Leisure

- Holiday - Fare paid separately
- Holiday - IT/Package-Hotel
- Holiday - IT/Package-Self Catering
- Holiday - IT/Package-Cruise
- Visiting friends and relatives
- Migration
- Studies (private/grants)-Formal academic course
- Studies (private/grants)-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.

Main Business

The SIC classification is used to code this information.

Tabular Means

In three of the tables that can be found in this report means have been calculated to represent mean trip length (days), mean income (GBP) & mean age (yrs). The upper category limits used to create these means were trip length (49 days), income (GBP 300,000) and age (80 yrs).

Appendix E

History

Although a brief outline of the survey history can be found in the introduction a list of the surveys that have been conducted during 1996 - 2003 can be found below. If you would require any further information about any of these surveys, please feel free to contact us.

Airport	1996	1997	1998	1999	2000	2001	2002	2003
Aberdeen	X					X		
Belfast City						X		
Belfast Int.						X		
Birmingham	X			X				X
Bournemouth					X			
Bristol					X			X
Cardiff					X			X
Edinburgh	X					X		
Exeter					X			X
Gatwick	X	X	X	X	X	X	X	X
Glasgow	X					X		
Heathrow	X	X	X	X	X	X	X	X
Humberside				X				
Inverness	X					X		
Leeds Bradford				X				
Liverpool				X				X
London City	X					X		X
Luton	X				X	X	X	X
Manchester	X	X	X	X	X	X	X	X
Newcastle						X		
Norwich				X				
Southampton						X		
Stansted	X				X	X	X	X
Teesside						X		
Price	£180	£50	£30	£100	£50	£55	£60	£100

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