Economic Regulation Group

CAA Passenger Survey Report 2005

Survey of passengers at Aberdeen, Bournemouth, Durham Tees Valley, Edinburgh, Gatwick, Glasgow, Heathrow, Inverness, Leeds Bradford, Luton, Manchester, Newcastle, Prestwick & Stansted.

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Preface

Each year the Economic Regulation Group (ERG) of the Civil Aviation Authority produces a report containing summary results from the survey it conducts with departing air passengers at UK airports.

This publication covers the five airports where CAA conducts a continuous research programme which are Gatwick, Heathrow, Luton, Manchester and Stansted Airports. In addition to these airports, this report also features surveys conducted at Aberdeen, Bournemouth, Durham Teesside, Edinburgh, Inverness, Leeds Bradford, Newcastle & Prestwick Airports.

Please contact us on surveys@caaerg.org.uk for more information. As with earlier publications, we would ask readers who have corrections or comments also to contact us directly.

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 understand better global interline patterns, such as 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 all concerned for their assistance in helping to ensure the smooth running of the 2005 survey project.

Chapter 1

Introduction

This report covers the Continuous Survey airports of Gatwick, Heathrow, Luton, Manchester and Stansted as well as Regional airports; Aberdeen, Bournemouth, Durham Tees Valley, Edinburgh, Inverness, Leeds Bradford, Newcastle and Prestwick.

Survey History

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 sampled passengers with the results then scaled up according to the method outlined in Appendix C. Over each cycle, this gave 95% coverage of the total terminal passengers in the UK. A list of airports surveyed between 1996 and 2005 can be found in Appendix E.

Ongoing Research

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

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

Planning

In planning the 2005 survey 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.

The Authority used its own field-force, managed by a project team in 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

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usually a form of systematic random sampling, is fully described in Appendix B.

Questionnaire

Several interested parties were consulted over the content of the questionnaires, including Government departments, airport management groups and airline management groups. The questionnaires were 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.

A sample questionnaire used throughout the survey is reproduced in Appendix B.

Tabulations

Referring to the tabulation section (Appendix A) allow the reader to verify many of the facts and figures quoted throughout this report. Where possible, reference has been made to the relevant tabulation.

Throughout the creation of this report, care and attention has been paid to the underlying data to ensure that an accurate and representative picture of travel movements can be provided. Where obvious data errors have been identified, (for example, a passenger travelling by surface means from Cornwall to Inverness Airport to catch a scheduled flight to Bristol), a correction has been made. There were few such errors identified.

Where interviews have been undertaken, but the passenger has been unwilling or unable to provide answers to certain questions, the responses have still been included in the sample, but an "unspecified" code has been used.

Where clarification is required in determining what base population to use, a footnote has been added.

Definitions of all terms used throughout this report can be reviewed in Appendix D.

Chapter 2

Aberdeen Airport

Introduction

Aberdeen Airport, owned and operated by BAA, is situated about 7 miles to the north east of the city centre.

The previous survey of this airport was conducted in 2001.

Traffic Patterns [T1-T2]

Aberdeen handled just over 2.9 million passengers in 2005, 60% on domestic and 40% on international services. This compares with the 2.6 million reported during 2004, which comprised of 62% domestic and 38% international. In 2001, when Aberdeen was last surveyed, 66% of its 2.5 million passengers were on domestic services with the remaining 34% on international services. The proportion of passengers on international scheduled services has increased over the past 5 years from 13% in 2001 to almost 22% in 2005.

Passenger Profile [T3-T5]

90% of passengers using Aberdeen were terminating in 2005, which is unchanged from 2001.

Business traffic continued to dominate Aberdeen, with 56% of all passengers travelling in 2005 reporting that they were flying for business purposes, a decrease from the 64% recorded during 2001.

Leisure traffic accounted for the remaining 44% of passengers in 2005.

Surface Origin [T6-T8]

Aberdeen Airport is served by a host of 'A' class roads. To the north west of the airport, the A96 connects directly to Inverness, capital of the Highlands, while to the south the A92 connects with Dundee.

The majority of terminating passengers using Aberdeen Airport begin their surface journey from the Grampian area. In fact the proportion of terminating passengers originating from Grampian has only marginally dropped from 92% in 2001 to 90% in 2005.

Surface Access Modes [T9]

Passengers travelling to Aberdeen by surface means have a number of options available to them. The proportion of passengers electing to arrive by private car has remained largely unaltered since 2001 at 49%. Over the period, taxi usage has slightly declined from 39% to 37%, which in part has been offset with the increase in public transport usage.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just under 10 days. 19% of UK business passengers were on international trips that lasted less than 24 hours. 37% of domestic business trips, made by UK passengers, lasted for 24 hours or less.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£81,324) than their UK counterparts (£50,657).

38% 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, 32% came from the A/B socio-economic group and a further 45% coming from the C1 group.

Business Travel [T19]

71% of foreign business passengers were working in the production industries, this represents a fall from 82% recorded during 2001. The proportion of UK business passengers from this sector also fell, from 60% in 2001 to 56% in 2005.

The proportion of UK resident business passengers in the public service sector fell from 18% in 2001 to around 12% last year. There was a corresponding increase in those employed in the Transport & Communications sector, up from 6% to 12%.

Journey Purpose [T20, T21]

In 2001, 33% of foreign passengers on international services were travelling for leisure and 67% for business purposes. By 2005 the proportion of foreign passengers travelling on international business trips had increased slightly to 70% with a corresponding fall in the proportion of leisure passengers.

Age [T23]

The average age of UK leisure passengers was 42 while their foreign counterparts were slightly younger at 40.

The average age of UK business passengers was just over 40 while their foreign business counterparts were 42.

First Time Fliers [T26]

2% of passengers at Aberdeen in 2005 were flying for the first time, which was the highest proportion found across all of the airports surveyed. The highest proportion of first time fliers at Aberdeen could be found on charter inclusive tour services, with 18% of these passengers flying for the first time.

Chapter 3

Bournemouth Airport

Introduction

Bournemouth Airport, operated and owned by The Manchester Airport Group (MAG), is situated on the south coast of England about 30 miles west of Southampton and around 5 miles outside Bournemouth city centre.

The survey at Bournemouth Airport ran between May and December 2005, accordingly the sample estimate has been scaled to represent this period. The notes below will compare the 2005 findings with those observed in 2000 (when the previous survey was conducted), commenting on proportional changes as opposed to changes in passenger numbers.

Traffic Patterns [T1-T2]

Bournemouth Airport handled just over 830 thousand passengers in 2005, 17% on domestic and 83% on international services. This compares with the 490 thousand reported during 2004, which comprised of 27% domestic and 73% international passengers. In 2000, when Bournemouth was last surveyed, 270 thousand passengers were handled of which 5% were on domestic services with the remaining 95% being on international services. The proportion of passengers on scheduled services has risen from 33% in 2000 to 79% in 2005.

Passenger Profile [T3-T5]

Virtually all passengers using Bournemouth Airport appear to have been terminating, as was the case in 2000.

Bournemouth Airport is dominated by leisure traffic, with only 5% being recorded as flying for business purposes in 2005, a figure that is unchanged from 2000.

Surface Origin [T6-T8]

Bournemouth Airport is found on the south coast of England, a popular domestic beach resort well served by the M27.

The South West planning region continues to supply the airport with the majority of its passengers, accounting for 62% of volume in 2005. This represents only a small drop in share from the 66% observed in 2000. The county of Dorset continues to be of principal interest to the airport, as it generates 53% of the demand for scheduled flights and 57% of the demand for charter flights.

Surface Access Modes [T9]

Private car usage has remained stable at 78% since 2000. There has however been a decline in the proportion of passengers using taxis and minicabs, down from 19% to 17%.

Trip Length [T15]

The average trip length of UK leisure passengers travelling on international scheduled services was just over 7 days, with around 22% taking a holiday of between 6-7 days.

UK leisure passengers on domestic services tended to take shorter breaks than their international counterparts, typically with a trip lasting around 5 days.

Income and Socio-Economic Group [T16, T17]

Foreign leisure passengers on domestic trips had higher average incomes (£43,208) than their UK counterparts (£33,056).

50% of UK leisure passengers using the airport came from socio-economic groups A/B, an increase from the 34% recorded during 2000.

Journey Purpose [T20, T21]

In 2000, 97% of UK passengers on international services were travelling for leisure and 3% for business purposes. By 2005 the equivalent proportion travelling for leisure had fallen to 84%, with a corresponding increase in the business proportion.

Age [T23]

The average age of UK leisure passengers was 43 while their foreign leisure counterparts were slightly younger at 42.

First Time Fliers [T26]

0.7% of the passengers at Bournemouth during 2005 were first-time fliers. The bulk of these came from the charter inclusive tour services.

Chapter 4

Durham Tees Valley Airport

Introduction

Durham Tees Valley Airport, operated by and owned by Peel Holdings, is situated in the north east of England, around 25 miles south of Durham and 40 miles south of Newcastle city centre.

The previous survey of this airport was conducted in 1999.

Traffic Patterns (T1-T2)

Durham Tees Valley Airport handled just over 900 thousand passengers in 2005, 25% on domestic and 75% on international services. This compares with the 800 thousand reported during 2004, which also comprised of 25% on domestic and 75% on international services. In 1999 when Durham Tees Valley was last surveyed, 700 thousand passengers were handled, of which 32% were on domestic services with the remaining 68% being on international services. The proportion of passengers on international scheduled services has risen from 25% in 1999 to 47% in 2005.

Passenger Profile (T3)

Over 99% of the passengers using Durham Tees Valley Airport in 2005 were terminating, as was the case in 1999.

Leisure traffic continued to dominate Durham Tees Valley; with 79% of all passengers travelling in 2005 reporting that they were flying for leisure purposes. This represents an increase from the 68% recorded in 1999.

Business traffic accounted for the remaining 21% in 2005.

Surface Origin (T6-T8)

Durham Tees Valley Airport is served from the A1, which in turn has arterial connections to a number of other 'A' class roads and motorways.

The majority of terminating passengers using Durham Tees Valley Airport begin their surface journey from the Northern planning region. In fact the proportion of terminating passengers originating from this region has increased from 84% in 1999 to 86% in 2005. Yorkshire & Humberside continued to supply the majority of remaining terminating passengers, accounting for 13% in 2005.

Surface Access Modes (T9)

The proportional share of modes of transport used is largely unchanged from 1999, with private car still dominating at 73%. The proportionate taxi usage is also fairly stable at 22%.

Trip Length (T15)

The average trip length of UK leisure passengers travelling on international scheduled services was just under 7 days, with 23% of passengers taking breaks of 6-7 days.

35% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a decrease from the 40% recorded during 1999.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had significantly higher average incomes (£60,976) than their UK counterparts (£54,873).

35% of UK business passengers using the airport came from socio-economic groups A/B and 53% from the C1 group. For UK leisure passengers, 19% came from the A/B socio-economic group and a further 27% coming from the C1 group.

Business Travel [T19]

57% of foreign business passengers were working in the production industries, which is consistent with the 55% recorded in 1999. The proportion of UK business passengers from this sector has fallen over the period from 60% to 47% with a corresponding rise in the proportion travelling employed in the non-production sector.

The proportion of UK business passengers employed in the construction sector has experienced the greatest increase since 1999, rising from 5% to 17%.

Journey Purpose [T20, T21]

In 1999, travelling on international services, 44% of foreign passengers travelling on international services were travelling for leisure and 56% for business purposes. By 2005 the proportion of foreign passengers travelling on international business trips had dropped to 38% with a corresponding change in the proportion of leisure passengers.

Age [T23]

The average age of UK leisure passengers was 46 while foreign leisure passengers on average were rather younger at 41.

The average age of UK business passengers was just under 42 with foreign business passengers being about a year older.

First Time Fliers [T26]

Of passengers at Durham Tees Valley in 2005, 0.6% were flying for the first time. The majority of these were using charter inclusive tour services.

Chapter 5

Edinburgh Airport

Introduction

Edinburgh Airport, owned and operated by BAA, is situated about 8 miles from the city centre of Edinburgh, the capital of Scotland.

The previous survey of this airport was conducted in 2001.

Traffic Patterns [T1-T2]

Edinburgh handled just over 8.4 million passengers in 2005, 72% on domestic and 28% on international services. This compares with the 7.9 million reported during 2004, which also comprised of 72% domestic and 28% international. In 2001, when Edinburgh was last surveyed, 70% of its 5.9 million passengers were on domestic services with the remaining 30% on international services. The proportion of passengers on charter services at Edinburgh has fallen from 8% in 2001 to 4% in 2005.

Passenger Profile [T3-T5]

99% of passengers using Edinburgh were terminating in 2005 compared with the 98% reported during the preceding survey in 2001.

Business traffic continued to dominate Edinburgh, with 57% of all passengers travelling in 2005 reporting they were flying for business purposes, a slight increase from the 56% recorded during 2001.

Leisure traffic accounted for the remaining 43% in 2005.

Surface Origin [T6-T8]

Edinburgh Airport has easy access to the M8 connecting to the west of Scotland and the M9 via the Forth Road Bridge to the North.

The majority of terminating passengers using Edinburgh Airport begin their surface journey from the Lothian area. In fact the proportion of terminating passengers originating from Lothian has only marginally declined from 66% in 2001 to 63% in 2005. Tayside and Fife, together account for a further 21% of scheduled passengers at Edinburgh, with a slightly greater share of traffic than reported in 2001.

Surface Access Modes [T9]

The proportion of passengers electing to arrive by private car has slightly increased from 47% in 2001 to 49% in 2005. This in turn has been offset with a decline in taxi usage from 28% to 26%

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just under 6 days, with 16% having a trip length of 24 hours or less.

46% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a fall from the 53% recorded during 2001.

Not surprisingly leisure passengers' trips were longer than their business counterparts, with over 22% of UK holiday makers travelling on scheduled international services being away for between one and two weeks.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£61,539) than their UK counterparts (£53,202).

49% of UK business passengers using the airport came from socio-economic groups A/B and 45% from the C1 group. For UK leisure passengers 28% came from the A/B socio-economic group with 38% coming from the C1 group.

Business Travel [T19]

32% of foreign business passengers were working in the production industries; this represents an increase from 27% recorded during 2001. The proportion of UK business passengers from this sector was recorded at 22% in 2001 and a similar proportion was also observed during 2005.

The proportion of UK business passengers working in the public service sector again remained fairly stable over the period, at around 22%.

Journey Purpose [T20, T21]

In 2001, 75% of foreign passengers travelling on international services, were travelling on leisure and 25% on business. By 2005 the proportion of foreign passengers travelling on international business trips had increased slightly to 27% with a corresponding change in leisure passengers.

Age [T23]

The average age of UK leisure passengers was 42, their foreign counterparts were younger, with a mean age of just under 39.

The average age of UK business passengers was just under 42 while their foreign business counterparts were slightly younger at 41.

First Time Fliers [T26]

0.2% of passengers at Edinburgh in 2005 were flying for the first time, which was the lowest proportion found across all of the airports surveyed. The highest proportion of first time fliers at Edinburgh could be found in charter non-inclusive tour services, with 1% of these passengers flying for the first time.

Chapter 6

Gatwick Airport

Introduction

Gatwick Airport, operated by and owned BAA, is situated about 28 miles to the south of central London.

As Gatwick is one of the Continuous Survey airports, the previous survey was conducted in 2004.

Traffic Patterns [T1-T2]

Gatwick Airport handled just over 32.7 million passengers in 2005, 12% on domestic and 88% on international services. This compares with the 31.4 million reported during 2004, which also comprised of around 12% domestic and 88% international.

Passenger Profile [T3]

84% of passengers using Gatwick were terminating in 2005 compared with the 87% reported in 2004.

Leisure traffic continued to dominate Gatwick, with 83% of all passengers travelling in 2005 reporting they were flying for leisure purposes. A similar proportion has been recorded during the last few years.

Business traffic accounted for the remaining 17% of passengers in 2005.

Surface Origin [T6-T8]

Gatwick Airport is served directly by the M23, which in turn has arterial connections to a number of other motorways via the M25.

The majority of terminating passengers using Gatwick Airport begin their surface journey from the South East planning region. The proportion of terminating passengers originating from the South East has risen slightly over the last few years, and now stands at 85% of all passengers, which compares with the 84% observed in 2004 and the 82% observed in 2003.

The South West and East Anglia regions continue to supply Gatwick with the majority of their remaining surface passengers, accounting for 9% of the total in 2005.

Surface Access Modes [T9]

The use of private car travel to Gatwick Airport has remained largely unaltered from 2004, with 51% of surface passengers electing to arrive at the airport by these means. The use of taxis has slightly declined over the period from 15% to 14%.

Rail usage is again consistent with levels observed during 2004, with 26% of passengers electing to travel to the airport using this mode.

Trip Length [T15]

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

32% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a slight decrease from the 37% recorded during 2004.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£80,253) than their UK counterparts (£60,648).

50% of UK business passengers using the airport came from socio-economic groups A/B and around 45% from the C1 group. For UK leisure passengers 34% came from the A/B socio-economic group, and a further 40% coming from the C1 group.

Business Travel [T19]

30% of foreign business passengers were working in the production industries, this represents a fall from the 36% recorded during 2004. The proportion of UK business passengers from this sector also has fallen to 21%, down from the 28% recorded last year.

The proportion of UK business passengers working in the public service sector has hardly changed over the last three years, staying at around 22%. There has been a noticeable increase in the proportion of UK business traffic employed in the Banking & Finance sector, up from 22% to 30%.

Journey Purpose [T20, T21]

In 2004, 74% of foreign passengers travelling on international services were travelling for leisure and 26% on business. By 2005 the proportion of foreign passengers travelling on international business trips had remained steady at 26%.

Age [T23]

The average age of UK leisure passengers was 43 with their foreign leisure counterparts being somewhat younger on average at 41.

The average age of UK business passengers was just under 42 while their foreign business counterparts were around 41.

First Time Fliers [T26]

Only 0.4% of passengers using Gatwick Airport in 2005 were flying for the first time. Charter non-inclusive tour services attracted the highest proportion of first time fliers.

Chapter 7

Glasgow Airport

Introduction

Glasgow Airport, owned and operated by BAA, is situated about 10 miles to the west the City of Glasgow.

The previous survey of this airport was conducted in 2001.

Traffic Patterns [T1-T2]

Glasgow Airport handled just over 8.7 million passengers in 2005, 52% on domestic and 48% on international services. This compares with the 8.5 million reported during 2004, which comprised of 54% domestic and 46% international passengers. In 2001, when Glasgow was last surveyed, 52% of its 7.1 million passengers were on domestic services with the remaining 48% on international services. The proportion of passengers on scheduled services has increased from 71% in 2001 to 76% in 2005.

Passenger Profile [T3-T5]

98% of passengers using Glasgow were terminating in 2005, which is unchanged from the proportion observed in 2001.

Leisure traffic continued to dominate Glasgow, with 70% of all passengers travelling in 2005 reporting they were flying for leisure purposes, a slight increase from the 68% recorded during 2001.

Business traffic accounted for the remaining 30% in 2005.

Surface Origin [T6-T8]

Glasgow Airport has connections to the east via the M8, to the south via the M74 and to the north the A9. A number of the 'A' class roads on the west coast have been improved over recent years, improving surface transport connections from towns including Oban.

The majority of terminating passengers using Glasgow Airport begin their surface journey from the Strathclyde area. In fact the proportion of terminating passengers originating from Strathclyde has not changed at 86% since 2001. The majority of the remaining surface passengers travel in approximate equal proportions from Central, Lothian & Tayside areas, accounting for around 8%. Again this does not represent any significant shift from the pattern observed in 2001.

Surface Access Modes [T9]

The use of private car as a means to travel to the airport has declined since 2001 from 60% to 58% in 2005. The use of taxis is largely unaltered, accounting for 10% of surface transport, whilst bus usage has grown from 8% in 2001 to 11% in 2005.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just over 7 days, with 13% having a trip length of 24 hours or less.

54% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, an increase from the 50% recorded during 2001.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had slightly higher average incomes (£53,837) than their UK counterparts (£49,028).

57% of UK business passengers using the airport came from socio-economic groups A/B and 39% from the C1 group. For UK leisure passengers 32% came from the A/B socio-economic group, with a further 39% coming from the C1 group.

Business Travel [T19]

26% of foreign business passengers were working in the production industries, which represents a decrease from 33% recorded during 2001. The proportion of UK business passengers from this sector also fell from 20% in 2001 to 17% in 2005.

The proportion of UK passengers travelling in the public service sector rose from 23% in 2001 to 25% last year. There was a fall in the proportion of UK business passengers employed in the Banking & Finance sector, down from 34% to 24%.

Journey Purpose [T20, T21]

In 2001, 23% of foreign passengers travelling on international services were travelling on leisure and 77% on business. By 2005 the proportion of foreign passengers travelling on international business trips had decreased slightly to 19% with a corresponding change in leisure passengers.

Age [T23]

The average age of UK leisure passengers was 44, their foreign counterparts were younger with a mean age of 43.

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

First Time Fliers [T26]

0.4% of passengers at Glasgow in 2005 were flying for the first time. The majority of these were using charter inclusive tour services.

Chapter 8

Heathrow Airport

Introduction

Heathrow Airport, operated by BAA, is situated about 15 miles to the west of central London.

As Heathrow is one of the Continuous Survey airports, the previous survey was conducted in 2004.

Traffic Patterns [T1-T2]

Heathrow handled just over 67.7 million passengers in 2005, 10% on domestic and 90% on international services. This compares with the 67.1 million reported during 2004, which was split in the same proportions.

Passenger Profile [T3]

65% of passengers using Heathrow were terminating in 2005, a similar proportion to that observed during 2004.

Of the London airports, Heathrow continues to cater for the largest proportion of business traffic, accounting for 35% in 2005, which is slightly lower than the proportion observed during 2004, but in keeping with the proportion observed during 2003.

Leisure traffic accounted for the remaining 65% of traffic in 2005.

Surface Origin [T6-T8]

Heathrow Airport is served directly by the M4, which in turn has arterial connections to a number of other motorways via the M25.

The majority of terminating passengers using Heathrow Airport begin their surface journey from the South East planning region. The proportion of terminating passengers originating from the South East has remained fairly steady over that last few years at between 82% and 83%.

As in previous years, the South West seems to be the next largest contributor of surface originating passengers, accounting for 6% in 2005. The Midlands and East Anglia then share evenly the majority of the remaining surface market.

Surface Access Modes [T9]

The use of private car travel to Heathrow Airport has fallen slightly from 2004 when 35% of passengers used this mode, to 33% recorded during 2005. The use of private taxis is largely unchanged since 2004, with a stable 26% of the surface market electing to travel by this mode.

Piccadilly line tube usage to Heathrow has also declined slightly, down from 14% in 2004 to 13% in 2005.

The proportion of surface passengers using the Heathrow Express, has increased from around 10% in 2004 to 11% in 2005.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just over 6 days, with 14% having a trip length of 24 hours or less.

49% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a similar proportion to that observed the previous year.

Not surprisingly leisure passengers' trips tended to be longer than their business counterparts. For UK leisure passengers travelling on scheduled international flights, breaks last on average just over 13 days, while for their foreign counterparts they were just over 14 days.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£96,772) than their UK counterparts (£71,057).

67% of UK business passengers using the airport came from socio-economic groups A/B and 29% from the C1 group. For UK leisure passengers 45% came from the A/B socio-economic group with a further 36% from the C1 group.

Business Travel [T19]

29% of foreign business passengers were working in the production industries, this represents a fall from the 33% recorded during 2004. The proportion of UK business passengers from this sector also fell from 30% in 2004 to 26% in 2005.

The proportion of UK business passengers employed in the public service sector has slightly increased over the last year, up from 18% in 2004 to 20% in 2005. There has also been a noticeable increase in the proportion of UK business traffic employed in the Banking & Finance sector, up from 27% to 30% in 2005.

Journey Purpose [T20, T21]

In 2005, 65% of foreign passengers travelling on international services were travelling for leisure. This is a slight increase from 2004 when the proportion was 66%.

The proportionate split of UK passengers travelling on domestic services is similarly consistent. In 2005, 53% made their trips for business purposes, whilst in 2004 this figure was slightly lower at 52%.

Age [T23]

The average age of UK leisure passengers was just over 40, slightly lower than the 41 recorded during 2004. The average age for their foreign leisure counterparts was slightly younger at 39, which again is a fall from the average recorded last year at 41.

The average age of UK business passengers was just under 41, as were their foreign business counterparts.

First Time Fliers [T26]

Only 0.2% of passengers using Heathrow Airport in 2005 were flying for the first time. The majority of these were on scheduled leisure services.

Chapter 9

Inverness Airport

Introduction

Inverness Airport, operated by HIAL, is situated about 10 miles outside the City of Inverness, capital to the Highlands of Scotland.

The previous survey at this airport was conducted in 2001.

Traffic Patterns [T1-T2]

Inverness Airport handled just over 580 thousand passengers in 2005, 99% on domestic and 1% on international services. This compares with 520 thousand reported during 2004, which comprised of 98% domestic and 2% international. In 2001, when Inverness was last surveyed, 340 thousand passengers were handled with a similar proportion of passengers on domestic and international services as that observed in 2004. The proportion of passengers on scheduled services has increased slightly from 97% in 2001 to 99% in 2005.

Passenger Profile [T3-T5]

Virtually all of the passengers using Inverness were terminating in 2005, as was the case during the preceding survey in 2001.

Leisure traffic continued to dominate Inverness, with around 64% of all passengers travelling in 2005 reporting they were flying for leisure purposes, an increase from the 60% recorded during 2001.

Business traffic accounted for the remaining 36% in 2005.

Surface Origin [T6-T8]

Inverness Airport is served by a host of 'A' class roads. To the south east of the airport, the A96 connects to the City of Aberdeen, while to the south, the A9 connects with Perth and onward to both Edinburgh and Glasgow.

The majority of terminating passengers using Inverness Airport begin their surface journey from the Highlands & Islands area. In fact the proportion of terminating passengers originating from Highlands & Islands has only marginally changed from 81% in 2001 to 83% in 2005. The remaining scheduled traffic all seems to originate from the Grampian region, accounting for 17% in 2005, a similar proportion that was observed in 2001.

Surface Access Modes [T9]

The proportion of passengers arriving at Inverness Airport by private car has increased from 57% in 2001 to 61% in 2005. The use of taxis over the period has declined from the 20% recorded in 2001 to 14% recorded during 2005. The proportionate use of buses has remained fairly constant at 5%.

Trip Length [T15]

The average trip length of UK business passengers travelling on domestic scheduled services was just over 6 days, with 27% having a trip length of 24 hours or less.

Foreign business passengers, on domestic trips, tended to have considerable longer stopovers, with a typical stay lasting in excess of 12 days.

UK leisure passengers taking charter services tended to holiday for between 1 and 2 weeks, with an average of just under 8 days being recorded.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£60,338) than their UK counterparts (£46,442).

45% of UK business passengers using the airport came from socio-economic groups A/B and 42% from the C1 group. For UK leisure passengers 44% came from the A/B socio-economic group with 35% coming from the C1 group.

Business Travel [T19]

33% of foreign business passengers were working in the production industries; this represents a small drop from the 35% recorded during 2001. The proportion of UK business passengers from this sector also increased from 18% in 2001 to 19% in 2005.

The proportion of UK business passengers working in the public service sector fell from 44% in 2001 to 40% last year. There was a corresponding increase in those travelling who were employed in the Banking & Finance sector, up from 15% to 19%.

Journey Purpose [T20, T21]

In 2005, 85% of foreign passengers travelling on international services were travelling for leisure and 15% for business purposes. This is the same proportionate split as reported in 2001.

Age [T23]

The average age of UK leisure passengers was 42 with their foreign counterparts being slightly older at 43.

The average age of UK business passengers was just under 42 while their foreign business counterparts were slightly younger at 41.

First Time Fliers [T26]

The proportion of first time fliers at Inverness was 0.2% of traffic.

Chapter 10

Leeds Bradford Airport

Introduction

Leeds Bradford Airport, owned by the local council, is situated about 9 miles outside Bradford and has good surface connections to other parts of the UK via the M1 and M62 motorway interchanges.

The previous survey at this airport was carried out in 1999.

Traffic Patterns [T1-T2]

Leeds Bradford Airport handled just over 2.6 million passengers in 2005, 24% on domestic and 76% on international services. This compares with the 2.4 million reported during 2004, which also comprised around 24% domestic and 76% international. In 1999 when Leeds Bradford was last surveyed, 1.4 million passengers were handled, of which 28% were on domestic services with the remaining 72% being on international services. The proportion of passengers on charter services at Leeds Bradford has fallen from 38% in 1999 to 17% in 2005.

Passenger Profile [T3]

Virtually all passengers using Leeds Bradford Airport appear to have been terminating in 2005, as was the case in 1999.

Over the years the proportion of leisure passengers handled by the airport has grown. In 1999, 65% of all passengers using the airport were travelling for leisure, by 2005 this had increased to around 80%. The remaining 20% were travelling for business purposes.

Surface Origin [T6-T8]

Leeds Bradford Airport has excellent surface connections. To the north, the area is served by the A1 and to the south, by the M1. The M18 connects through to Hull while the M62 to the west provides links to Manchester.

The vast majority of terminating passengers using Leeds Bradford Airport begin their surface journey from the Yorkshire & Humberside planning region, accounting for 93% of the airport's passengers during 2005. The next largest contributor for surface originating passengers was the Northern region, accounting for about 3% of the market with the North West accounting for a further 2%.

Surface Access Modes [T9]

The use of private car travel to Leeds Bradford Airport has increased slightly from 64% in 1999 to nearer 67% in 2005. This growth has been offset with a decline in taxi usage, down from 29% to 25% over the same period.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just under 4 days, with around 20% of passengers having a trip length of 24 hours or less.

49% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a decline from the 55% recorded during 1999.

UK leisure residents travelling on international charter services tended to have breaks of longer duration than that of their scheduled counterparts. This is perhaps not surprising, as many of the charter breaks will be operated by tour operators offering a combination of 1 or 2 week stays, while the duration of scheduled holidays is very much more dependent upon the individual.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£84,871) than their UK counterparts (£52,541).

64% of UK business passengers using the airport came from socio-economic groups A/B and 29% from the C1 group. For UK leisure passengers 32% came from the A/B socio-economic group and a further 26% coming from the C1 group.

Business Travel [T19]

39% of foreign business passengers were working in the production industries, this represents a fall from 48% recorded during 1999. The proportion of UK business passengers from this sector has also fallen from 31% to 25% over the same period.

The proportion of UK business passengers working in the public service sector has risen from 19% to 28% since 1999.

There has been a slight decrease in the proportion of UK business traffic employed in the Transport & Communications sector, down from 10% to 8%.

Journey Purpose [T20, T21]

In 1999, travelling on international services, 47% of foreign passengers were travelling on leisure and 53% on business. By 2005 the proportion of foreign passengers travelling on international business trips had dropped to 32% indicating the development of the airport to satisfy the growing leisure market.

Age [T23]

The average age of UK leisure passengers was 45 with their foreign leisure counterparts being younger, on average, at 41.

The average age of UK business passengers was 42 as was that of their foreign counterparts.

First Time Fliers [T26]

Only 0.6% of passengers using Leeds Bradford Airport in 2005 were flying for the first time. Scheduled leisure services attracted the highest proportion of first time fliers.

Chapter 11

Luton Airport

Introduction

Luton Airport, operated by TBI, is situated about 30 miles to the north of London. The airport has good surface connections to other parts of the UK, with Junction 10A of the M1 being only a 5-minute drive from the airport terminal.

As Luton is one of the Continuous Survey airports, the previous survey was conducted in 2004.

Traffic Patterns [T1-T2]

Luton Airport handled just over 9.1 million passengers in 2005, 18% on domestic and 82% on international services. This compares with the 7.5 million reported during 2004, which comprised of 22% domestic and 88% international passengers.

Passenger Profile [T3]

94% of passengers using Luton were terminating in 2005 compared with the 95% reported in 2004. The terminating proportion appears to be fairly steady, as in 2003, 93% of traffic was observed to be terminating.

Leisure traffic continued to dominate Luton, with around 80% of all passengers travelling in 2005 reporting they were flying for leisure purposes. This represents an increase from the 77% reporting during 2004, which continued an upward trend, as 76% was observed during 2003.

Business traffic accounted for the remaining 20% of traffic in 2005.

Surface Origin [T6-T8]

Luton Airport is served directly by the M1 and, to the south, the M25 motorway has onward connections to a number of motorways.

The majority of terminating passengers using Luton Airport begin their surface journey from the South East planning region. The proportion of terminating passengers originating from the South East has remained at the level observed during 2004 of 77%. Again, as observed during 2004, the majority of the remaining surface traffic originated from the Midlands, and accounts for 14%.

Surface Access Modes [T9]

The use of private car travel to Luton Airport has slightly declined since 2004 from 60% to nearer 57% in 2005. This drop has largely been offset with a 2% increase in the use of the connecting rail service.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just under 4 days, with 14% having a trip length of 24 hours or less.

45% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a decline from the 48% recorded during 2004.

Not surprisingly leisure passengers' trips were longer than their business counterparts. Leisure passengers, travelling on scheduled international flights, tended to have trips lasting around 7-8 days, typically 3-4 days longer in duration than their business counterparts.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had lower average incomes (£57,831) than their UK counterparts (£67,736).

57% of UK business passengers using the airport came from socio-economic groups A/B and 38% from the C1 group. For UK leisure passengers, 34% came from the A/B socio-economic group with 43% coming from the C1 group.

Business Travel [T19]

31% of foreign business passengers were working in the production industries; this represents a large fall from the 46% recorded during 2004. The proportion of UK business passengers from this sector was more stable, when comparing the 24% recorded in 2005 with the 27% observed in 2004.

The proportion of UK business passengers working in the public service sector has slightly declined from 17% in 2004 to 14% in 2005.

Journey Purpose [T20, T21]

In 2004, 75% of foreign passengers travelling on international services were travelling on leisure and 25% on business. By 2005 the proportion of foreign passengers travelling on international business trips had fallen to 20% with a corresponding change in leisure passengers.

Age [T23]

The average age of UK leisure passengers was 42 with their foreign leisure counterparts being somewhat younger on average at 37. A similar pattern was observed in 2004.

The average age of UK business passengers was just over 43 while their foreign business counterparts were again a younger at 39.

First Time Fliers [T26]

2% of passengers using Luton Airport in 2005 were flying for the first time. Charter inclusive tour services attracted the highest proportion of first time fliers.

Chapter 12

Manchester Airport

Introduction

Manchester Airport is operated and owned by The Manchester Airport Group (MAG), owners of Bournemouth, East Midlands & Humberside Airports. The airport is situated about 16 miles to the south of Manchester city centre and has an excellent network of surface connections through the close proximity of the M6, M56, M60 & M62 motorways.

As Manchester is one of the Continuous Survey airports, the previous survey was conducted in 2004.

Traffic Patterns [T1-T2]

Manchester Airport handled just over 22 million passengers in 2005, 15% on domestic and 85% on international services. This compares with the 20.9 million reported during 2004, which comprised of 16% domestic and 84% international passengers.

Passenger Profile [T3]

97% of passengers using Manchester were terminating in 2005, a similar proportion to that observed during 2004.

Leisure traffic continued to dominate Manchester, with 80% of all passengers travelling in 2005 reporting that they were flying for leisure purposes. Again, a similar proportion was recorded during 2004.

Business traffic accounted for the remaining 20% of traffic in 2005.

Surface Origin [T6-T8]

Manchester Airport is served by the M6 and M62, which in turn have arterial connections to a number of other motorways.

The majority of terminating passengers using Manchester Airport begin their surface journey from the North West planning region. The proportion of terminating passengers originating from the North West has declined from 60% in 2004 to 59% in 2005. This fall fits in with the trend observed over the last few years, where Yorkshire & Humberside region has grown in to the airport. In 2003, 17% of all surface traffic originating from the Yorkshire area, by 2004, the proportion had risen to 20%. During 2005, a similar proportion was also observed.

Surface Access Modes [T9]

The use of private car travel to Manchester Airport has fallen slightly from 60% in 2004 to 58% during 2005. Taxi and rail usage has increased marginally over the period.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just over 6 days, with 16% having a trip length of 24 hours or less.

Around 52% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, consistent with 2004 observations.

Not surprisingly leisure passengers' trips were longer than their business counterparts, however it appears that international scheduled leisure passengers enjoyed longer holidays on average than their international charter counterparts.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£83,868) than their UK counterparts (£67,466).

71% of UK business passengers using the airport came from socio-economic groups A/B and 24% from the C1 group. For UK leisure passengers 33% came from the A/B socio-economic group and 29% came from the C1 group.

Business Travel [T19]

49% of foreign business passengers were working in the production industries, this represents a fall from the 55% recorded during 2004. The proportion of UK business passengers from this sector has also fallen from 38% in 2004 to 32% in 2005.

The proportion of UK business passengers working in the public service sector has slightly increased over the period from 17% to 18%, while the proportion of UK business passengers employed in the Banking & Finance sector has grown considerably from 20% in 2004 to 25% in 2005.

Journey Purpose [T20, T21]

In 2005, 63% of foreign passengers travelling on international services were travelling on leisure and 37% on business.   This was broadly unchanged from 2004 when 64% of foreign passengers were travelling for leisure purposes.

In 2005 the proportion of foreign passengers travelling on international business trips was consistent with the previous year's findings at 37%.

Age [T23]

The average age of UK leisure passengers was 43 with their foreign leisure counterparts being somewhat younger on average at 42. A similar pattern was observed at the London airports during 2005.

The average age of UK business passengers was just under 42 as were their foreign business counterparts.

First Time Fliers [T26]

Only 0.3% of passengers using Manchester Airport in 2005 were flying for the first time. Charter inclusive tour services attracted the highest proportion of first time fliers.

Chapter 13

Newcastle Airport

Introduction

Newcastle Airport, operated by the local council, is situated about 7 miles to the north west of the city.

The previous survey at this airport was conducted in 1999.

Traffic Patterns [T1-T2]

Newcastle Airport handled just over 5.1 million passengers in 2005, 36% on domestic and 64% on international services. This compares with the 4.7 million reported during 2004, which again comprised of around 36% domestic and 64% international. In 1999 when Newcastle was last surveyed, 2.9 million passengers were handled, of which 30% were on domestic services with the remaining 70% being on international services. The proportion of passengers on scheduled services has risen from 49% in 1999 to 69% in 2005.

Passenger Profile [T3]

Virtually all passengers using Newcastle Airport were terminating in 2005, as was the case in 1999.

Leisure traffic continued to dominate Newcastle, with around 78% of all passengers travelling in 2005 reporting they were flying for leisure purposes. This represents an increase from the 71% observed in 1999.

Business traffic accounted for the remaining 22% of traffic in 2005.

Surface Origin [T6-T8]

Newcastle Airport is served directly by the A1, with connections to north towards Edinburgh and south toward Durham. The A96 provides a cross-country link through to the west, and access to the M6 motorway.

The majority of terminating passengers using Newcastle Airport begin their surface journey from the Northern region. The proportion of terminating passengers originating from the Northern region has increased slightly from 90% in 1999 to 91% in 2005.

Of the remaining surface passengers, 5% originated north of the border from Scotland and 4% to the south from Yorkshire.

Surface Access Modes [T9]

The use of private car travel to Newcastle Airport has declined since 1999 from 65% to 60%. The use of taxis has remained largely unaltered over the period at 25% and the Metro terminal at the airport now helps handle around 11% of all surface passengers.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was 10.6 days, with 18% having a trip length of 24 hours or less.

46% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a slight increase from the 44% recorded during 1999.

Foreign leisure passengers tended to take longer holiday breaks than their UK counterparts, recording an average of 10 days on international scheduled flights compared with 8 days.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had lower average incomes (£47,612) than their UK counterparts (£50,342).

57% of UK business passengers using the airport came from socio-economic groups A/B and 35% from the C1 group. For UK leisure passengers, 29% came from the A/B socio-economic group with 36% coming from the C1 group.

Business Travel [T19]

49% of foreign business passengers were working in the production industries, this represents a fall from the 64% recorded during 1999. The proportion of UK business passengers from this sector has also fallen from 43% to 27% over the same period.

The proportion of UK passengers travelling in the public service sector has risen over the last few years, from 16% to 24%. There has been a slight decrease in the proportion of UK business traffic employed in the Transport & Communications sector from 13% to 12%.

Journey Purpose [T20, T21]

In 1999, travelling on international services, 43% of foreign passengers were travelling on leisure and 57% on business. By 2005 the proportion of foreign passengers travelling on international business trips had fallen to 36% with a corresponding change in leisure passengers.

Age [T23]

The average age of UK leisure passengers was 44 with their foreign leisure counterparts being somewhat younger at just under 40.

The average age of UK business passengers was just over 42 while their foreign business counterparts were again a little younger, this time just over 39.

First Time Fliers [T26]

0.9% of passengers using Newcastle Airport in 2005 were flying for the first time. Charter inclusive tour services attracted the highest proportion of first time fliers.

Chapter 14

Prestwick Airport

Introduction

Prestwick Airport, owned and operated by Infratil, is situated about 34 miles to the south of the city of Glasgow and 5 miles to the north of Ayr. Unlike the other Scottish Airports featured in this report, the Airport was not surveyed in either 2001 or 1996.

Traffic Patterns [T1-T2]

Prestwick Airport handled just over 2.4 million passengers in 2005, 26% on domestic and 74% on international services. This compares with the 2.2 million reported during 2004, which comprised of 34% domestic and 66% international.

Passenger Profile [T3-T5]

94% of passengers using Prestwick were terminating in 2005.

Leisure traffic dominates Prestwick; with around 82% of all passengers travelling in 2005 reporting they were flying for leisure purposes. Of these passengers, UK residents outnumbered their foreign counterparts on a 2:1 ratio.

Business traffic accounted for the remaining 18% in 2005.

Scheduled Surface Origin [T6-T8]

Prestwick Airport is served by a host of 'A' class roads. To the north and north-east, the A77 and A78 connects the airport to both Glasgow and Edinburgh, while the close proximity of the A70 has direct links to the M74 and the south.

The majority (74%) of terminating passengers using Prestwick Airport begin their surface journey from the Strathclyde area. Of the remaining surface passengers, 17% travelled from Lothian, probably making use of the A77 as the major trunk route through to Edinburgh.

Surface Access Modes [T9]

The principal mode of transport observed by arriving passengers is the private car, accounting for 57% of all surface passengers. A similar proportion was also observed during 2005 at Glasgow Airport.

Where the use of taxis is generally the second most popular means of surface transport at the other Scottish Airports, this is not the case at Prestwick, accounting for only 5% of surface passengers. Instead, the railhead at the terminal handles 21% of all surface passengers.

Trip Length [T15]

UK business passengers on international scheduled trips tended to be away from home for around 5 days. Their counterparts travelling on domestic services had on average shorter trips, which tended to be around 2.5 days.

Not surprisingly, UK leisure passengers, on charter holidays took the longest trips, with the average being just under 13 days.

Income and Socio-Economic Group [T16, T17]

UK business passengers on domestic trips had higher average incomes (£47,669) than their counterparts on international trips (£33,310).

40% of UK business passengers using the airport came from socio-economic groups A/B and 45% from the C1 group. For UK leisure passengers 20% came from the A/B socio-economic group with 25% coming from the C1 group

Business Travel [T19]

44% of foreign business passengers were working in the production industries; this represents the second highest recording at the Scottish Airports, with Aberdeen topping the table at 70%. The proportion of UK business passengers from this sector was 20%.

Travel connected with the public sector accounted for 46% of all UK business trips.

Journey Purpose [T20, T21]

In 2005 the proportion of foreign passengers travelling for leisure purposes on domestic trips was 94%, with a similar proportion being observed on international trips.

Age [T23]

The average age of UK leisure passengers was 37 while their foreign counterparts were lower at 33. This is the lowest mean age for any leisure passengers at any of the airports surveyed.

First Time Fliers [T26]

1% of traffic at Prestwick were first-time fliers. These were split between scheduled leisure flights and chartered inclusive tour flights.

Chapter 15

Stansted Airport

Introduction

Stansted Airport, operated by BAA, is situated about 30 miles to the North East of London.

As Stansted is one of the Continuous Survey airports, the previous survey was conducted in 2001.

Traffic Patterns [T1-T2]

Stansted Airport handled just over 22.0 million passengers in 2005, 12% on domestic and 88% on international services. This compares with the 20.9 million reported during 2004, which comprised of 13% domestic and 87% international.

Passenger Profile [T3]

89% of passengers using Stansted were terminating in 2005 compared with 87% reported during 2004.

Leisure traffic continued to dominate Stansted, with 82% of all passengers travelling in 2005 reporting they were flying for leisure purposes. A similar proportion was recorded during 2004.

Business traffic accounted for the remaining 18% of traffic in 2005.

Surface Origin [T6-T8]

Stansted Airport is served directly by the M11, which in turn has arterial connections via the M25 to a number of other motorways to the south.

The majority of terminating passengers using Stansted Airport began their surface journey from the South East planning region. The proportion of terminating passengers originating from the South East is consistent with 2004 levels, at 74%. This represents a slight increase from the 71% recorded during 2003.

Of the remaining surface passengers, East Anglia provides the airport with around 13% of their surface passengers, a slight increase from the 12% observed during 2004.

Surface Access Modes [T9]

The proportionate use of private car at Stansted is largely unaltered from 2004, at 48%. The use of hire cars is also consistent.

Over the last couple of years the proportion of passengers electing to use rail was stable at around 29%. In 2005, however, the proportion recorded using rail has fallen to 25%. To an extent this has been offset with an increase in bus/coach usage, up from 11% to 14%.

Trip Length [T15]

The average trip length of UK business passengers travelling on international scheduled services was just over 3 days, with 12% having a trip length of 24 hours or less.

44% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a figure that is consistent to that observed during 2004.

Leisure charter passengers tended to have slightly longer holidays that their scheduled counterparts, with a typical charter trip made by UK residents lasting 8 days.

Income and Socio-Economic Group [T16, T17]

Foreign business passengers on domestic trips had higher average incomes (£65,117) than their UK counterparts (£55,976).

51% of UK business passengers using the airport came from socio-economic groups A/B and 46% from the C1 group. For UK leisure passengers, 41% came from the A/B socio-economic group with 38% coming from the C1 group.

Business Travel [T19]

26% of foreign business passengers were working in the production industries, this represents a fall from the 32% recorded during 2004. The proportion of UK business passengers from this sector has remained fairly stable around 30-31% over the last couple of years.

The proportion of UK passengers travelling in the public service sector has slightly fallen from the 22% observed in 2004 to 19% in 2005. This has generally been offset with a rise in the proportion of UK passengers employed in the Banking & Finance sector, up from 19% in 2004 to 22% in 2005.

Journey Purpose [T20, T21]

In 2004, 83% of foreign passengers using international services, were travelling for leisure and 17% for business purposes. By 2005 the proportion of foreign passengers travelling on international business trips had remained broadly similar at 16%.

Age [T23]

The average age of UK leisure passengers was nearly 42 with their foreign leisure counterparts being somewhat younger on average at 38. A similar pattern has been observed during 2005 at the other London airports.

The average age of UK business passengers was just under 42 while their foreign business counterparts were again younger, at just below 40.

First Time Fliers [T26]

Only 0.7% of passengers using Stansted Airport in 2005 were flying for the first time. Charter inclusive tour services attracted the highest proportion of first time fliers.

Summary

London

This summary deals with the London airports, Gatwick, Heathrow, Luton and Stansted. Gatwick and Heathrow Airports have been part of the London Continuous Airport survey since 1997, Luton and Stansted since 2000.

London City Airport was not included in the 2005 Survey; previous surveys were carried out in 2003 and 2001. London City Airport is currently being surveyed and will feature in next year's report.

Overall Market [T1, T2, T4]

In 2005, the London airports handled just under 132 million passengers, accounting for 57% of all passengers using UK airports.

Closer examination of the underlying make-up of the type of traffic revealed the relative strength of the market share of the London airports is assisted by the level of interlining.

Just over 91% of traffic passing through London is scheduled, of which around 12% represents domestic travel, the balance being international. The vast majority of charter travel is international.

Heathrow Airport had a traffic split of 10% domestic and 90% international passengers in 2005, similar to the proportions observed during 2004. Both Gatwick and Stansted have experienced a slight decline since 2004 in the proportion of domestic scheduled traffic, down from 13% to 12% at both airports.

At Luton Airport, there has been a larger proportional decline in the domestic scheduled services from 22% to 18%.

The overall decline of the proportion of domestic scheduled services is as a result of the increase in absolute numbers of international passengers, rather than a decline in the numbers of domestic passengers.

The overall proportion of non-UK residents using the London airports has increased from the 38% reported in 2004 to 43% observed in 2005.

This trend was most pronounced at Luton, with the overall proportion of non-UK passengers up from 22% in 2004 to 30% in 2005. Heathrow was stable at 54%, consistent with the proportion observed in 2004. Gatwick was also fairly stable, falling only slightly from 28% to 27% over the period.

The proportion of non-UK residents rose sharply between 2003 and 2004 at Stansted, up from 27% to 36%. This proportional growth was not experienced in 2005, with 37% of passengers at Stansted falling into the non-UK category.

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Transfer Market [T3]

Around 26% of traffic using the London airports was connecting from another service, while the balance of 74% was terminating. This represents a slight rise in the proportion of connecting traffic, up from the 24% recorded during 2004. The transfer market at the London airports in 2005 equated to around 31 million passengers.

35% of passengers transferred at Heathrow in 2005 as compared to 16% at Gatwick.

At Stansted the proportion fell slightly between 2004 and 2005 from 12% to 11%. It should be appreciated that where Stansted has few formal transferring facilities, many passengers travelling on 'no frills' services are actually self-connectors, and on arrival at Stansted, check-in for the next departure. At Heathrow and Gatwick passengers transferring are able to connect airside, and often, if not already checked in for their onward service, can make use of the flight connection points.

Of those passengers connecting at London, 6% were flying on to a domestic point with the remaining 94% joining an international service, this represents a shift from the 10%/90% split recorded during 2004.

In 2005, of those passengers connecting at the London airports, 77% were non-UK residents. At Gatwick, 60% of all transfer passengers were non-UK, up from the 54% recorded in 2004. Over the recent years the proportion of non-UK residents transferring at Heathrow has been around 82%. Stansted has also seen an increase in the proportion of non-UK residents using the airport to transfer - up from 65% in 2004 to 70% in 2005.

Of all those passengers connecting at the London airports, 27% were travelling for business purposes, a slight increase on the 26% recorded during 2004.

The proportion of passengers interlining at Luton has remained fairly stable at 6% over the last few years.

Terminating Market [T6, T7, T8]

Of the passengers using the London airports, around 76% terminate, which represents around 98 million passengers in 2005.

Non-UK residents accounted for 32% of the terminating London market, which is consistent with the measure recorded during 2004. Individually at Heathrow, Gatwick and Stansted, the proportions remained broadly consistent with 2004 at 39%, 21% and 33% respectively. At Luton, however, the proportion of foreign terminating residents has increased from 21% to 27%, which can probably be explained by the growth of international scheduled services.

30% of the London scheduled terminating market was made up of business traffic, slightly less than the 32% observed during 2004, which in turn is significantly lower than the 37% was observed in 2000.

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Heathrow still continued to meet the demand of the majority of this market, with around 38% of its traffic being scheduled terminating business, around 16.7 million passengers in 2005.

At Gatwick, the proportion of terminating business passengers that travel on scheduled services has fallen slightly over the years from 29% in 2000 to 23% in 2004, but seems to have stabilised in 2005 at 23%.

Luton has also seen a downturn in the proportion of terminating business passengers carried on scheduled services, down from 26% in 2004 to 21% in 2005, while at Stansted, the 2004 observation of 20% was repeated in 2005.

Charter traffic has traditionally suggested trips for non-business purposes. The London area airports are no exception, with over 99% of all charter flights serving the leisure market. Non-UK residents make up only 2% of this market continuing the slight decline observed since 2000.

There are no significant charter operations at Heathrow Airport.

Ground Origins [T5, T6, T7, T8]

The London terminating market represented around 98 million passengers in 2005.

Around 10% of these passengers were travelling on domestic services, with 90% being on international flights. Similar proportions were observed in 2004. In 2004, around 70% of the terminating market were UK residents. By 2005, this proportion had dropped slightly to 68%.

Considering initially the scheduled market, the proportion of passengers using the London airports that started their journey from outside the South East is around 20%, slightly higher than the 18% observed in 2004.

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 around 10% of the scheduled terminating market, again a similar proportion was observed during the 2004 survey.

Looking at the London terminating market as a whole, Heathrow continues to meet the demands of 50% of all scheduled traffic, a fall from the 52% measured during 2004 and continuing the downward trend first observed in 2000, when the airport met the demands of over 60% of scheduled terminating traffic.

Gatwick and Stansted have maintained their stakes of around 20% each in the scheduled terminating market while Luton has increased its share from the 7% recorded in 2004 to over 9%.

The charter market has a wider sphere of influence, with 25% of terminating passengers travelling from points outside the South East, a slight rise from the 23% recorded during 2004. As for the distribution of this traffic, there has been little change since 2000, with around 7% of traffic from the South West, around 8% from East Anglia and around 6%

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from the Midlands.

Gatwick continues to dominate the charter market, increasing its share of the terminating London charter market from 81% in 2000 to 86% in 2005. Luton's share has slipped from 10% in 2000 to 6% observed in 2005, which has been offset with a growth in scheduled traffic. A similar pattern can also be observed at Stansted Airport, with the airport's charter share slipping from the 9% observed in 2004 to 7% in 2005, but in part, being offset with the growth of its scheduled services.

As was observed last year, the fact that the London airports circle the London conurbation suggests that surface passengers travelling from outside the South East have a longer surface journey to some airports over others. Looking at the scheduled and charter market together, passengers from East Anglia tend to favour the use of Stansted Airport (52%), followed by Heathrow (22%) and Gatwick (at 18% down from the 22% recorded in 2004).

Traffic from the South West clearly seems to make its way towards either Heathrow (56%), up from the 54% recorded in 2004, or Gatwick (29%), down from 33% in 2004. Traffic from the Midlands looking for scheduled services tends to favor Heathrow or Stansted predominately, however if a charter service is required then Gatwick again clearly dominates.

Around two thirds of all traffic using Bournemouth Airport originated from the South West, with the remaining third travelling from the South East. This is similar to the pattern observed during 2003.

Surface Access (T9, T10, T11)

Of the 98 million terminating passengers using the London airports by surface, over 36% used public transport, representing a slight increase from the 35% recorded during 2004, and follows the steady growth from 2002. The overall use of private cars has fallen slightly from 44% in 2004 to 43% in 2005. The use of hire vehicles has remained largely unaltered at 3% of the terminating market. The decline in taxi and minicab usage observed in 2003 seems to have levelled off at 18%, consistent with what was observed in 2004, but down from the 21% recorded four years ago.

At Gatwick the use of private cars increased from 50% in 2003 to 51% in 2004, but has remained at 51% in 2005. The relative use of taxis and minicabs has fallen slightly from 15% observed in 2004 to 14% over the period. At Heathrow there has also been a small decline in the use of private cars, down from 35% to 34%, this in turn has been offset with an increase in public transport usage, up from 36% to 37%.

In recent years, the proportion of passengers using private cars at Stansted has declined slightly (from 50% in 2003), but has now stabilised at 48%. The proportion of terminating passengers using rail services at Stansted has grown slightly over the period, from the 23% recorded in 2004 to 25% in 2005. Coach and bus usage was also up on the levels observed in 2004 from 11% to 14%.

The rail station at Luton Parkway continues to meet the demand of 18% of the passengers, with passengers using the courtesy bus services to reach the terminal building. The proportion of passengers using taxi or minicabs remains stable at 13%.

2005 Report – London Summary

Business Travel [T19]

Business travel is still of key importance to the London airports, with around 34.6 million passengers travelling through London in 2005 for business purposes. UK residents accounted for around 63% of all[1] business travel through the London airports.

Production industries accounted for about 27% of business traffic through the London airports down from the 31% recorded in 2004. Of the remaining 73% of business passengers coming from the non-production sectors, banking and finance dominated with 27% of the business market followed by 21% from public sector services.

Socio-economic Group [T17]

Around 61% of terminating UK business passengers using the London area airports were from socio-economic groups A/B as was observed during both 2003 and 2004. The proportion of UK leisure passengers from the A/B group had risen from 35% in 2003 to 40% in 2004 and 2005.

Over 68% of UK business passengers at Heathrow Airport were from socio-economic groups A/B, consistent with the measure observed during 2004. The proportion of UK business passengers from these groups at Gatwick seems to have fallen slightly from 55% to 50% over the period.

The proportion of UK leisure passengers from socio economic groups A/B was 45% at Heathrow, slightly down from the 46% recorded during 2004. The proportion observed at Gatwick and Luton remained at around 34% however at Stansted the proportion rose from the 37% in 2004 to 41% in 2005.

Group Size, Trip Length & Gender [T13, T15, T20]

The majority of terminating passengers using the London area airports were travelling alone (52%) as was observed during 2004.

Considering the London airports as a whole, UK business passengers on international services were away on average 5.5 days, while foreign business passengers were away slightly longer at 7 days.

UK residents on international business trips tended to involve at least one overnight stay with less than 13% of passengers at Gatwick, Heathrow or Stansted being away for less than 24 hours.

Considering all passenger journeys, men travelled slightly more often than woman, accounting for about 55% of the traffic through the London airports. Men continued to dominate business travel, accounting for 74% of all business journeys. Leisure travel was split more evenly by gender with 53% of leisure journeys being taken by women.

As observed in 2004, UK residents, taking leisure breaks, tended to take slightly longer trips when using Gatwick as opposed to Stansted. When an international scheduled

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[1] *Includes passengers connecting by air as well as those arriving by surface at a London airport.*

flight was taken, the average holiday length was 7 days at Stansted but 10 days at Gatwick.

Income Profile (T16)

The average UK salary recorded at the London area airports was £58,000, consistent with levels observed in 2004 but slightly up on the £56,000 observed in 2003. The average foreign salary was lower than that recorded in 2004, down from £62,000 to £57,000.

The average UK business individual income recorded at the London airports was around £72,000, with non-UK business passengers earning slightly less at £71,000, down from the £79,000 observed during 2004. The average UK leisure household income was £53,000 with their non-UK counterparts earning around £50,000.

UK residents travelling on international business trips and using Heathrow tended to earn significantly more than their counterparts at Gatwick, £81,000 verses £72,000.

Age Profile (T23)

At the London airports, the average age of UK business passengers was found to be around 41 years as observed in 2003 and 2004. Previous surveys had indicated that UK leisure passengers tended to be slightly older, but in 2005 this was not observed, with an average age also of 41 years being recorded.

As was observed in 2004, there was little variation in the average age of UK passengers at the London airports in 2005, with Heathrow recording the youngest passengers at 41 years and Luton the oldest at 43 years.

2005 Report – London Summary

Summary

Scotland

This summary deals with the Scottish airports, Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick.

CAA ran passenger surveys at each of the Scottish airports in 2001, with the exception of Prestwick and Dundee. The same airports were also surveyed during 1996. CAA has not run a passenger survey at Prestwick Airport since 1990 when the airport was still owned by BAA. For this reason, direct comparisons over time between the airport groupings are difficult to make. Where comparisons have been made to 2001 figures, Prestwick has been excluded from 2005.

Overall Market [T1, T2, T4]

In 2005, the Scottish airports handled just under 23 million passengers, accounting for 10% of all passengers using UK airports. In contrast, Stansted Airport alone met the demands of over 21 million passengers.

Since 2001, the volume of scheduled passengers at the Scottish airports has grown by around 6 million, representing an increase of around 40%. In contrast the volume of direct charter passengers has fallen, with around 80,000 fewer direct charter passengers flying in 2005 than 2001. This may be explained in part by reference to the increase in scheduled services.

Of all passengers at Scottish airports, 87% are travelling on scheduled services and over two thirds of these scheduled passengers are travelling on domestic services. This compares with the 12% of passengers on domestic services recorded at the London Airports, indicating that London continues to be an important hub for onward travel. Certainly, a number of trunk routes from the Scottish airports to the London airports act as important gateways for onward international travel.

Glasgow Airport still meets the demands of the majority of the Scottish airports' international charter passengers, accounting for around 67% of the market in 2005, which compares with the 65% observed in 2001.

In terms of volume, Edinburgh and Glasgow Airports, on an annual basis, both handle a similar number of passengers. However, Edinburgh is more orientated to scheduled operations, satisfying only 11% of the charter market.

Aberdeen, Inverness and Prestwick Airports comprise the remainder of the charter operations.

Passenger Type

Excluding Prestwick, 44% of all scheduled traffic using the Scottish airports was travelling for a business related need. This compares with the 49% observed in 2001.

In 2005 Prestwick Airport was dominated by leisure traffic, accounting for over 93% of all journeys made. No other Scottish airport had such a high proportion of leisure traffic.

Excluding Prestwick Airport, 83% of all passengers using the Scottish airports were UK residents in 2005. This compares with the 84% observed in 2001. Inverness Airport had the highest proportion of UK residents, recorded at just over 90% in 2005, which compares with the 89% found in 2001.

Transfer Market [T3, T24]

Unlike Gatwick and Heathrow Airports, there are no formal transfer points at any of the Scottish Airports. There is no significant transferring at any of the other Scottish airports, with just over 2% being observed at both Edinburgh and Glasgow Airports.

Aberdeen Airport recorded 10% of its traffic as transfers during 2005, the majority of these passengers connecting from islands and/or oil fields. This compares with the 11% observed during 2001. Amsterdam and London are two important hubs for connecting scheduled passengers using Aberdeen Airport, with over 60% of Amsterdam traffic and 40% of London traffic connecting on to another service.

Since 2001, Inverness Airport has lost international services and passengers now must rely upon connections in London for onward international flights or otherwise face a drive to a neighbouring Scottish airport.

Prestwick, with its scheduled services to Stansted, is able to offer departing passengers the possibility of onward connections. Even though there are no formal connects at Stansted, 16% of passengers flying to Prestwick on scheduled Ryan Air services will have arranged onward travel.

Over the last few years the number of scheduled routes operated out of Edinburgh Airport has grown. This greater choice of direct services from the capital may explain why the proportion of connecting passengers on the London route has fallen over the period, down from 66% in 2001 to 63% in 2005 at Heathrow and from 87% to 84% at Stansted. The New York (Newark) service offers a gateway to North America, with over 65% of passengers flying on a further international point.

Terminating Market [(T6, T7, T8)]

In 2005, including Prestwick, there was a total of 21.5 million terminating passengers at the Scottish airports. This compares to the terminating London market of 97.8 million passengers.

60% of the terminating market were domestic travellers, the remaining 40% were international.

The patterns of surface travel do not seem to have changed significantly at the Scottish airports over the period. Over 99% of all scheduled passengers start and finish their surface journey in Scotland. Charter services have a slightly greater reach, drawing 2% of traffic from the Northern region, across the border in England.

Passengers living in the lowlands and Border areas of Scotland have a slightly wider choice of airports that they can utilise; they can choose either to travel north to the Scottish Airports or travel south primarily to Newcastle or Manchester in England. It is interesting to note that over 6% of all Newcastle's annual passenger traffic is drawn from the Borders of Scotland.

Glasgow Airport derives 86% of its scheduled passengers from Strathclyde, equating to over 5 million passengers. The location of Prestwick Airport, to the south of Glasgow means that the two airports will compete for passengers from this region. Glasgow Airport satisfies the demand of around 72% of traffic from this area, with Prestwick handling just over 19%. Prestwick draws over 75% of its scheduled traffic from Strathclyde, over 1.6 million users.

Charter passengers tend to travel from throughout Scotland to use Glasgow Airport for holiday destinations. In 2005, 85% of passengers from the Highlands used Glasgow as their point of departure, the airport even being able to draw over 70% of the passengers from Fife, just north of Edinburgh Airport. The range and frequency of the charter service operated at Glasgow Airport is likely to be a key factor in explaining such movement.

Low cost operations out of Prestwick, coupled with free rail transport (for new routes) or half-price rail tickets (for all other routes) between the terminal and any point in Scotland, do not seem to have significantly expanded the airport's surface catchment. For example from Dumfries, only 16% of scheduled traffic use Prestwick, and 67% use Glasgow Airport.

Since 2001, Aberdeen and Inverness Airports' surface catchments do not seem to have altered significantly. Aberdeen Airport met the demands of over 85% of the scheduled passengers from Grampian, but did not have a similar draw in Tayside, despite a number of 'A' class road connections.

Surface Access [(T9, T10, T11)]

Excluding Prestwick, the proportion of passengers arriving at the Scottish airports by private car remained at 2001 levels at 53%. The proportion using a taxi or minicab service fell slightly from 28% to 27% over the same period.

Across Scotland bus and coach usage has increased slightly since 2001 from 12% to 14%, with around 20% of Edinburgh surface passengers preferring this mode.

At Prestwick, private car usage was slightly higher than at the other Scottish Airports, at 57%; UK leisure passengers accounted for 87% of all car usage at the airport. In contrast, the same group of passengers at Edinburgh Airport accounted for slightly less than 50% of all private car users.

Prestwick Airport also enjoys a railhead, something that is not present at the other airports north of the border. This service meets the demands of 21% of air passengers using the airport.

The proportion of taxi usage at Edinburgh and Glasgow Airports was the same as that observed at Heathrow Airport - 26% of all surface terminating passengers.

Across all the airports surveyed in 2005, hire car usage was highest at Inverness Airport, at just under 18%. This compares with the 17% recorded in 2001.

Business Travel [(T19)]

In 2001, excluding Prestwick, 29% of UK business passengers were involved in the production industries while by 2005 this had fallen to 25%. This compares with the 25% observed for the same group of passengers at the London airports in 2005.

Of the non-production industries, the banking and finance sector accounts for 25% of UK business traffic across the Scottish airports, a fall from the 29% recorded during 2001.

Prestwick Airport seems to attract the greater proportion of UK residents employed in the public sector at just over 46%. Of the Scottish airports, Edinburgh, perhaps not surprisingly, handles the greatest proportion of UK business traffic that is connected to the Banking sector, at just over 32%. This shows a decline from the 37% recorded in 2001.

Business traffic at Aberdeen Airport continues to be dominated by oil and gas, with just under 48% of all UK business travel connected to this sector, a

significant increase from the 38% observed in 2001.

Socio-economic Group [(T17)]

In 2001, 32% of UK leisure passengers were found in the A/B category. By 2005, excluding Prestwick Airport, the proportion had fallen slightly to 31%. At Prestwick Airport in 2005, just over 20% of leisure passengers were in the A/B group.

Inverness Airport recorded the highest proportion of leisure passengers in the A/B group, across all the Scottish airports. In fact the distribution of socio-economic groups at Inverness Airport, for leisure passengers, was very similar to the distribution observed at Heathrow Airport for the same period.

Considering the business market, the highest proportion of A/B passengers was found at Glasgow Airport with 57%, which represents a slight rise from the 55% record in 2001. In fact this proportion of UK business passengers in the A/B category was greater than that recorded at any of the London airports, with the exception of Heathrow.

Edinburgh Airport recorded the second highest proportion of A/B business passengers at the Scottish airports, with a figure of just fewer than 49% in 2005, a slight fall from the 52% recorded during 2001.

Income Profile [(T16)]

The average income of a UK resident passenger in Scotland in 2005 was £46,000, which compares with the £58,000 observed at the London airports. During 2001 in Scotland, the average income per UK business traveller was £46,000, while in 2005, excluding Prestwick Airport the average income had climbed to £51,000.

In 2005 UK business passengers travelling from Glasgow Airport on international scheduled services had the highest recorded mean incomes at £53,000. Edinburgh and Aberdeen airports were next in line with average incomes of £52,000 and £50,000, but all three airports were short of the £81,000 observed at Heathrow.

As observed at the London airports, foreign passengers tended to have higher average incomes than their UK counterparts.

UK leisure passengers on domestic services from Prestwick and Glasgow Airports had similar average household incomes, though the international leisure passengers using Glasgow tended to out-earn those from Prestwick.

Age Profile *(T23)*

The average age of a UK passenger using a Scottish Airport in 2005 was 42, a few months older than the average observed at the London airports. Again there was only a small difference between the average age of UK business passengers north and south of the border.

UK leisure passengers using the Scottish airports tended to be about a year older than those using the London airports, at 42.

Prestwick Airport seems in general to attract younger passengers throughout Scotland, while Glasgow Airport attracts slightly older passengers, with over 45% of UK leisure passengers using the airport being over the age of 45.

Summary

Northern England

This executive summary deals with the Northern airports surveyed in 2005, Durham Tees Valley, Leeds Bradford, Manchester and Newcastle. Manchester Airport has been part of the Continuous Survey airports since 1997. Durham Tees Valley, Leeds Bradford and Newcastle were all last surveyed in 1999.

Overall Market [T1, T2, T4]

In 2005, these four Northern airports collectively handled over 30 million passengers accounting for 13% of all passengers using UK airports. This is an increase from the 23 million passengers that these airports handled collectively in 1999.

Since 1999, the volume of scheduled passengers has increased by 77%. In contrast the volume of direct charter passengers has declined slightly, by 2%. This represents an increase in the proportion of scheduled traffic from 49% in 1999 to 64% in 2005 and a corresponding decrease in charter traffic from 51% to 36% over the same period.

Manchester Airport still meets the demands of the majority of international charter passengers, accounting for 80% of the market in 2005, similar to the proportion observed in 1999. In terms of volume, Manchester Airport, on an annual basis, handles around 8.8 million international charter passengers compared to 1.6 million at Newcastle, 0.5 million at Leeds Bradford and 0.2 million at Durham Tees Valley.

By proportion, in 2005, Leeds Bradford is most orientated to scheduled operations, with 84% of its passengers travelling on scheduled flights. This is an increase from the 63% observed in 1999. In contrast, Manchester has the largest proportion of passengers on charter services in 2005 with 40% of its passengers using these services compared with the figure of 52% observed in 1999.

Passenger Type

In 2005, 31% of all scheduled traffic using the Northern airports was travelling for a business-related need. This compares with the 45% observed in 1999.

In 2005, all the Northern airports carried a similar proportion of leisure passengers. Of all passengers carried, these leisure passengers accounted for 81% at Manchester, 79% at Durham Tees Valley and Leeds Bradford and 78% at Newcastle.

In 2005, 86% of all passengers using the Northern airports were UK residents. A similar proportion was observed in 1999. Durham Tees Valley Airport had the highest proportion of UK residents in 2005, recorded at 91%, a slight increase from the 88% found in 1999.

Transfer Market [T3, T24]

Unlike at Gatwick and Heathrow Airports, there is little transferring traffic at any of the Northern airports, with less than 1% being observed at Durham Tees Valley, Leeds Bradford and Newcastle Airports.

Manchester Airport recorded around 3% of transfers during 2005, a similar proportion to that observed in 1999.

Amsterdam and London are two important hubs for connecting scheduled passengers travelling from the Northern airports. From Durham Tees Valley Airport, 72% of Amsterdam traffic and 48% of London traffic connect on to another service. From Leeds Bradford Airport, 67% of Amsterdam traffic and 66% of London traffic connect on to another service; and from Newcastle Airport, 67% of Amsterdam traffic and 42% of London traffic connect on to another service.

Amsterdam and London also offer connecting opportunities for passengers at Manchester Airport with 43% of London traffic connecting on to another service. The New York services, and Newark in particular, offer a gateway to North America, with 56% of passengers flying to Newark connecting on to another service.

Terminating Market [T6, T7, T8]

In 2005 there was a total of 29.5 million terminating passengers at the Northern airports. This compares to the 97.8 million terminating passengers at the London airports and 21.5 million terminating passengers at the Scottish airports.

Manchester Airport derives over 65% of its scheduled passengers from the North West region, equating to over 8 million passengers. Yorkshire & Humberside accounts for a further 17% of Manchester's scheduled passengers.

94% of the passengers at Leeds Bradford Airport are from Yorkshire & Humberside.

Both Durham Tees Valley and Newcastle Airports rely heavily on passengers from the Northern planning region, with respectively, 85% and 92% of their scheduled traffic originating from this regions. Almost all of Durham Tees Valley's remaining scheduled passengers are derived from Yorkshire &

Humberside.

Charter passengers from Manchester and Newcastle Airports tend to travel from further afield than passengers on scheduled flights. At Durham Tees Valley however, a greater proportion of charter passengers than scheduled passengers originate from the Northern region. Little difference in the catchment areas for the two types of passengers is observed at Leeds Bradford Airport.

In 2005, 54% of Yorkshire & Humberside terminating passengers used to Manchester Airport with a further 25% using Leeds Bradford Airport. From the Northern region, 66% of terminating passengers used Newcastle Airport with a further 12% using Durham Tees Valley airport. In the North West, 91% of terminating passengers from this region travel to Manchester Airport.

Since 1999, the Northern airports' surface catchments do not seem to have altered significantly.

Surface Access [T9, T10, T11]

The proportion of passengers arriving at the Northern airports by private car in 2005 was 60%, down from 62% in 1999. At Durham Tees Valley, private car usage was higher than at the other Northern airports, at 73%.

The proportion of passengers using a taxi or minicab service rose slightly from 26% to 28% over the same period.

Bus and coach usage has remained fairly consistent since 1999 at around 3%.

The use of the rail link at Manchester Airport has remained stable at around 7% between 1999 and 2005. The proportion of passengers using the metro into Newcastle Airport has shown a large increase from 5% to 11% over the same period.

At Durham Tees Valley Airport, UK leisure passengers accounted for 78% of all private car usage. Similarly, the same group of passengers at Leeds Bradford, Manchester and Newcastle Airports accounted for 75%, 76% and 77% respectively.

The proportion of taxi and minicab usage at Leeds Bradford and Newcastle Airports was similar to that observed at Heathrow Airport, around 25% of all surface terminating passengers.

Business Travel [T19]

In 2005, at the Northern airports, 34% of UK business passengers were involved in the production industries, a figure also observed in 1999. This compares with

the 25% observed for the same group of passengers at the London airports.

Of the non-production industries, the banking and finance sector accounts for 20% of UK business traffic across the Northern airports, and compares with the 17% observed in 1999.

Of the Northern airports, Leeds Bradford Airport attracts the greatest proportion of UK residents employed in public sector life at just over 27%. Leeds Bradford Airport seems to handle the greatest proportion of UK traffic connected with banking at 28%, up from the 22% recorded in 1999.

At Durham Tees Valley, the proportion of business passengers connected with the extraction and preparation of ores has grown from 18% in 1999 to 32% in 2005.

Socio-economic Group [T17]

In 1999, 26% of UK leisure passengers at the Northern airports were placed in the A/B category. By 2005, the proportion was 31%.

Manchester Airport recorded the highest proportion of UK leisure passengers in the A/B group across all the Northern airports, with Durham Tees Valley recording the lowest.

Considering the UK business market, the highest proportion of A/B passengers was also found at Manchester Airport at 71%, which represents a considerable rise from the 54% recorded in 1999. In fact, this proportion of UK business passengers in the A/B category was greater than that recorded at any of the London Airports.

Leeds Bradford Airport recorded the second highest proportion of A/B UK business passengers at the Northern airports, with a figure of just over 64%, similar to the proportion observed at Heathrow Airport in 2005.

Income Profile [T16]

The average income of a UK passenger at the Northern airports in 2005 was £44,000, which compares with the £58,000 observed at the London airports. In 1999, the average UK business income at the Northern airports was £49,000, while in 2005 the average income had climbed to £61,000.

In 2005 UK business passengers travelling from Manchester Airport on international services had the highest recorded mean incomes at £64,000. Leeds Bradford Airport was next in line with a mean income of £56,000, then Newcastle Airport at £52,000 and finally Durham Tees Valley at £49,000. All four airports were short of the £81,000 observed at Heathrow.

The only airport that did not show a rise in the mean income of UK leisure passengers taking a domestic service was Newcastle Airport, £42,000 in both 2005 and 1999.

As observed at the London airports, foreign passengers tended to have higher average incomes than their UK counterparts.

UK leisure passengers on domestic services from Durham Tees Valley and Leeds Bradford Airports had similar average incomes, though the international leisure passengers using Leeds Bradford tended to out-earn those from Durham Tees Valley.

Age Profile [T23]

The average age of a UK passenger using a Northern airport in 2005 was 43, two years older than the mean age observed at the London airports. This difference is driven by the ages of the leisure passengers, who tend to be older at the Northern airports. The business passengers are similar in age to their London counterparts.

Manchester and Newcastle Airports seem to meet the demands of younger passengers throughout Northern England, while Durham Tees Valley Airport attracts slightly older passengers, with 58% of UK leisure passengers being over the age of 45.

Appendix A
Tables

Table 1   Terminal passengers (millions) and UK market share (%) at 2005 survey airports.

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Table 1
Terminal passengers (millions) and UK market share (%) at 2005 Survey Airports

Year	Aberdeen %	Bournemouth %	Edinburgh %	Glasgow %	Inverness %	Leeds %	Gatwick %	Heathrow %	Luton %	Manchester %	Teesside %	Newcastle %	Prestwick %	Stansted %	Other * %	Total (M)
2005	1.2	0.4	3.7	3.8	0.3	1.1	14.2	29.4	4.0	9.6	0.4	2.3	1.0	9.6	19.1	230.05
2004	1.2	0.2	3.6	3.9	0.2	1.1	14.4	30.9	3.5	9.6	0.4	2.2	1.0	9.6	18.2	217.49
2003	1.2	0.2	3.7	4.0	0.2	1.0	14.8	31.4	3.4	9.7	0.3	1.9	0.9	9.3	18.0	202.40
2002	1.3	0.2	3.6	4.0	0.2	0.8	15.5	33.1	3.4	9.8	0.3	1.8	0.8	8.4	16.7	190.53
2001	1.4	0.1	3.2	3.9	0.2	0.8	17.0	33.1	3.6	10.4	0.4	1.8	0.7	7.4	15.8	183.70
2000	1.3	0.1	3.0	3.7	0.2	0.9	17.6	35.4	3.4	10.1	0.4	1.7	0.5	6.5	15.1	182.60
1999	1.4	0.2	2.9	3.9	0.2	0.9	17.9	36.5	3.1	10.3	0.4	1.7	0.4	5.5	14.7	171.08
1998	1.6	0.2	2.7	4.0	0.2	0.9	18.1	37.6	2.6	10.7	0.4	1.8	0.3	4.2	14.7	161.66
1997	1.7	0.2	2.7	4.0	0.3	0.8	18.1	39.0	2.2	10.6	0.4	1.7	0.4	3.6	14.5	149.46
1996	1.7	0.1	2.6	3.9	0.2	0.8	17.5	40.5	1.7	10.5	0.3	1.7	0.4	3.5	14.4	138.57
1995	1.7	0.1	2.4	4.1	0.2	0.7	17.1	41.3	1.4	11.1	0.3	1.9	0.2	2.9	14.7	132.09
1994	1.7	0.1	2.3	4.3	0.2	0.7	17.0	41.5	1.4	11.6	0.3	1.9	0.1	2.6	14.4	124.88
1993	2.0	0.1	2.3	4.2	0.2	0.6	17.6	41.8	1.5	11.3	0.3	1.8	0.0	2.3	13.9	114.66
1992	2.0	0.1	2.2	4.2	0.2	0.6	18.4	41.7	1.7	10.8	0.3	1.8	0.0	2.2	13.7	108.55
1991	2.0	0.1	2.4	4.1	0.2	0.7	19.2	41.5	1.9	10.4	0.3	1.6	0.0	1.7	13.8	98.24

Includes Channel Islands

Table 2.1
Type of terminal passengers by flight and route at Aberdeen Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	21.6	17.8	39.4	55.9	4.7	60.6	2,852
2004	20.3	17.8	38.1	57.0	4.9	61.9	2,634
2003	19.9	19.1	39.0	55.8	5.2	61.0	2,499
2002	16.1	20.9	37.1	57.2	5.8	62.9	2,526
2001	13.4	21.0	34.4	60.0	5.6	65.6	2,512
2000	13.7	19.5	33.2	61.2	5.6	66.8	2,444
1999	14.3	19.2	33.5	61.3	5.2	66.5	2,422
1998	13.6	21.5	35.0	59.3	5.6	65.0	2,602
1997	12.7	21.4	34.1	59.0	6.9	65.9	2,522
1996	11.0	21.3	32.3	59.6	8.1	67.7	2,326
1995	9.7	22.8	32.6	57.8	9.6	67.4	2,173
1994	9.4	23.7	33.1	57.1	9.8	66.9	2,102
1993	7.6	28.8	36.3	50.8	12.9	63.7	2,284
1992	7.8	30.0	37.9	50.1	12.0	62.1	2,147
1991	5.8	29.8	35.6	50.3	14.0	64.4	1,974

Source: CAA airport statistics

Table 2.2
Type of terminal passengers by flight and route at Bournemouth Airport in 2005.

Year	International Scheduled %	Charter %	Total %	Domestic Scheduled %	Charter %	Total %	Total Passengers 000's
2005	62.41	20.62	83.03	16.48	0.49	16.97	0,829
2004	35.50	36.97	72.48	26.93	0.60	27.52	0,493
2003	34.40	42.60	77.00	21.91	1.09	23.00	0,461
2002	46.36	48.94	95.31	2.53	2.16	4.69	0,392
2001	33.21	65.02	98.22	0.14	1.63	1.78	0,264
2000	30.98	64.38	95.36	2.44	2.20	4.64	0,271
1999	26.09	55.43	81.52	15.86	2.63	18.48	0,273
1998	26.25	52.70	78.94	17.75	3.30	21.06	0,308
1997	39.31	51.29	90.60	5.66	3.73	9.40	0,261
1996	33.24	61.81	95.05	0.32	4.63	4.95	0,157
1995	3.51	89.41	92.92	1.57	5.51	7.08	0,092
1994	16.98	75.51	92.49	3.84	3.67	7.51	0,107
1993	0.75	78.75	79.50	15.09	5.41	20.50	0,079
1992	1.34	66.63	67.96	22.22	9.81	32.04	0,105
1991	1.62	48.47	50.09	46.63	3.28	49.91	0,125

Source: CAA airport statistics

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Table 2.3
Type of terminal passengers by flight and route at Durham Tees Valley Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	47.4	28.0	75.5	24.5	0.0	24.5	0,896
2004	40.3	34.0	74.3	24.9	0.8	25.7	0,785
2003	27.7	47.2	74.9	25.0	0.1	25.1	0,696
2002	26.6	46.4	72.9	26.7	0.4	27.1	0,657
2001	20.8	53.9	74.7	25.0	0.3	25.3	0,725
2000	20.7	51.4	72.1	27.8	0.1	27.9	0,738
1999	24.6	43.1	67.7	32.0	0.3	32.3	0,723
1998	25.0	39.1	64.1	35.5	0.4	35.9	0,643
1997	15.7	40.7	56.3	43.2	0.5	43.7	0,542
1996	13.9	29.6	43.6	55.5	0.9	56.4	0,428
1995	11.3	30.3	41.6	57.4	1.0	58.4	0,412
1994	11.9	18.8	30.8	68.4	0.8	69.2	0,356
1993	11.6	12.8	24.4	70.5	5.1	75.6	0,318
1992	9.6	10.3	19.9	72.9	7.2	80.1	0,309
1991	7.5	7.0	14.5	75.8	9.7	85.5	0,299

Source: CAA airport statistics

Table 2.4
Type of terminal passengers by flight and route at Edinburgh Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	23.7	4.1	27.8	72.1	0.1	72.2	8,403
2004	21.8	5.4	27.1	72.8	0.1	72.9	7,936
2003	21.2	5.5	26.7	73.1	0.2	73.3	7,407
2002	20.7	6.1	26.8	73.2	0.1	73.2	6,849
2001	22.9	7.3	30.1	69.7	0.2	69.9	5,907
2000	20.7	7.3	28.0	72.0	0.1	72.0	5,366
1999	19.7	7.0	26.6	73.1	0.3	73.4	4,975
1998	17.4	6.3	23.7	76.2	0.1	76.3	4,403
1997	16.8	6.4	23.2	76.5	0.3	76.8	3,983
1996	14.8	7.6	22.4	77.5	0.1	77.6	3,635
1995	14.2	8.1	22.3	77.1	0.6	77.7	3,107
1994	12.5	9.3	21.9	77.9	0.3	78.1	2,846
1993	12.5	8.9	21.4	78.1	0.5	78.6	2,585
1992	12.4	8.6	21.1	78.7	0.2	78.9	2,411
1991	10.6	6.7	17.3	82.1	0.6	82.7	2,308

Source: CAA airport statistics

Table 2.5
Type of terminal passengers by flight and route at Gatwick Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	59.0	29.0	87.9	12.0	0.0	12.1	32,693
2004	55.4	32.1	87.5	12.5	0.0	12.5	31,391
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	34.4	90.9	9.1	0.0	9.1	31,947
1999	54.9	36.0	90.9	9.1	0.0	9.1	30,407
1998	53.1	37.5	90.6	9.4	0.0	9.4	29,030
1997	51.8	39.2	91.0	9.0	0.0	9.0	26,789
1996	50.7	40.8	91.4	8.6	0.0	8.6	24,096
1995	46.7	45.3	92.1	7.9	0.0	7.9	22,377
1994	45.0	47.2	92.3	7.7	0.1	7.7	21,038
1993	47.7	45.3	93.0	6.9	0.0	7.0	20,052
1992	49.4	44.8	94.2	5.8	0.0	5.8	19,838
1991	50.0	44.6	94.6	5.4	0.0	5.4	18,686

Source: CAA airport statistics

Table 2.6
Type of terminal passengers by flight and route at Glasgow Airport in 2005.

| Year | International | | | Domestic | | | Total |
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	23.8	23.9	47.8	52.2	0.1	52.2	8,729
2004	19.2	26.9	46.2	53.8	0.0	53.8	8,486
2003	13.1	31.1	44.3	55.6	0.1	55.7	8,002
2002	15.1	30.3	45.4	54.5	0.0	54.6	7,639
2001	19.1	28.8	47.9	52.0	0.1	52.1	7,129
2000	18.5	30.9	49.4	50.6	0.1	50.6	6,793
1999	15.3	33.7	48.9	51.0	0.1	51.1	6,643
1998	14.0	33.4	47.4	52.5	0.0	52.6	6,393
1997	13.9	32.9	46.8	53.1	0.1	53.2	5,966
1996	12.9	32.0	44.9	55.0	0.1	55.1	5,411
1995	12.1	36.1	48.2	51.6	0.1	51.8	5,338
1994	17.3	37.1	54.4	45.4	0.2	45.6	5,275
1993	18.3	35.9	54.1	45.7	0.2	45.9	4,830
1992	17.6	34.1	51.7	48.0	0.2	48.3	4,526
1991	18.3	28.0	46.4	53.2	0.4	53.6	4,020

Source: CAA airport statistics

Table 2.7
Type of terminal passengers by flight and route at Heathrow Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	90.0	0.1	90.1	9.9	0.0	9.9	67,683
2004	89.5	0.1	89.7	10.3	0.0	10.3	67,109
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	64,277
1999	88.3	0.2	88.5	11.5	0.0	11.5	61,974
1998	87.9	0.2	88.1	11.9	0.0	11.9	60,356
1997	87.3	0.2	87.5	12.5	0.0	12.5	57,844
1996	86.5	0.2	86.6	13.4	0.0	13.4	55,726
1995	86.3	0.2	86.5	13.5	0.0	13.5	54,123
1994	85.9	0.3	86.2	13.8	0.0	13.8	51,358
1993	85.5	0.4	85.8	14.2	0.0	14.2	47,600
1992	84.6	0.5	85.1	14.9	0.0	14.9	44,967
1991	83.1	0.3	83.3	16.7	0.0	16.7	40,243

Source: CAA airport statistics

Table 2.8
Type of terminal passengers by flight and route at Inverness Airport in 2005.

| Year | International | | | Domestic | | | Total |
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	0.0	1.0	1.0	99.0	0.0	99.0	0,589
2004	0.5	1.9	2.5	97.4	0.1	97.5	0,520
2003	0.0	1.5	1.5	98.4	0.1	98.5	0,435
2002	0.0	2.2	2.2	97.0	0.9	97.8	0,363
2001	0.0	1.6	1.7	97.3	1.0	98.3	0,343
2000	0.0	1.6	1.6	97.4	0.9	98.4	0,337
1999	0.0	1.7	1.7	97.4	1.0	98.3	0,328
1998	1.1	1.9	3.0	95.9	1.2	97.0	0,320
1997	3.3	0.6	3.9	95.5	0.6	96.1	0,377
1996	0.0	0.7	0.7	98.5	0.8	99.3	0,284
1995	0.0	0.7	0.7	98.6	0.7	99.3	0,271
1994	0.0	0.7	0.7	98.4	0.8	99.3	0,260
1993	0.0	1.4	1.4	98.2	0.4	98.6	0,227
1992	0.0	0.7	0.7	98.9	0.4	99.3	0,213
1991	0.1	0.4	0.5	98.5	1.0	99.5	0,199

Source: CAA airport statistics

Table 2.9
Type of terminal passengers by flight and route at Leeds Bradford Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	59.5	16.7	76.3	23.7	0.0	23.7	2,609
2004	53.8	22.5	76.2	23.7	0.1	23.8	2,368
2003	44.1	31.0	75.2	24.7	0.2	24.8	2,015
2002	31.8	36.9	68.7	31.1	0.2	31.3	1,526
2001	29.2	41.9	71.1	28.7	0.2	28.9	1,524
2000	32.3	38.8	71.1	28.8	0.0	28.9	1,573
1999	34.2	37.4	71.6	28.3	0.1	28.4	1,450
1998	31.4	37.3	68.7	31.2	0.1	31.3	1,396
1997	28.3	34.2	62.5	37.3	0.2	37.5	1,237
1996	25.1	35.6	60.7	39.1	0.2	39.3	1,034
1995	20.8	34.2	54.9	44.5	0.5	45.1	0,921
1994	20.7	32.2	52.8	46.8	0.4	47.2	0,808
1993	20.2	32.7	52.9	46.5	0.5	47.1	0,713
1992	19.8	30.6	50.4	49.1	0.5	49.6	0,699
1991	20.2	23.4	43.6	56.1	0.2	56.4	0,638

Source: CAA airport statistics

Table 2.10
Type of terminal passengers by flight and route at Luton Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	74.0	8.3	82.4	17.6	0.1	17.6	9,135
2004	66.7	11.6	78.3	21.7	0.0	21.7	7,520
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	21.9	72.1	27.9	0.0	27.9	6,164
1999	49.0	26.1	75.0	25.0	0.0	25.0	5,246
1998	45.9	33.4	79.3	20.6	0.0	20.7	4,110
1997	39.7	37.7	77.5	22.4	0.1	22.5	3,216
1996	31.3	50.0	81.3	18.7	0.0	18.7	2,406
1995	24.0	69.0	93.0	6.7	0.3	7.0	1,805
1994	21.2	72.6	93.8	6.1	0.1	6.2	1,776
1993	17.0	72.3	89.3	10.6	0.2	10.7	1,737
1992	14.5	75.3	89.8	10.0	0.2	10.2	1,813
1991	18.6	69.8	88.4	11.3	0.3	11.6	1,801

Source: CAA airport statistics

Table 2.11
Type of terminal passengers by flight and route at Manchester Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	44.2	40.5	84.7	15.3	0.1	15.3	22,083
2004	41.1	43.3	84.4	15.5	0.1	15.6	20,969
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	18,617
2001	34.6	50.6	85.2	14.7	0.1	14.8	19,082
2000	34.2	50.2	84.4	15.5	0.1	15.6	18,348
1999	31.0	53.6	84.6	15.3	0.1	15.4	17,415
1998	30.1	54.6	84.7	15.1	0.2	15.3	17,201
1997	30.6	53.9	84.5	15.3	0.2	15.5	15,726
1996	29.5	53.6	83.2	16.6	0.2	16.8	14,465
1995	26.4	57.2	83.6	16.2	0.2	16.4	14,512
1994	25.7	58.6	84.3	15.5	0.2	15.7	14,311
1993	25.5	58.6	84.1	15.5	0.4	15.9	12,829
1992	24.9	58.6	83.5	16.1	0.5	16.5	11,677
1991	24.9	56.3	81.1	18.3	0.5	18.9	10,100

Source: CAA airport statistics

Table 2.12
Type of terminal passengers by flight and route at Newcastle Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	33.5	30.9	64.4	35.5	0.1	35.6	5,187
2004	28.3	35.8	64.1	35.8	0.0	35.9	4,708
2003	21.9	40.9	62.8	37.1	0.1	37.2	3,903
2002	18.5	47.1	65.6	34.2	0.2	34.4	3,387
2001	23.3	46.4	69.7	30.1	0.2	30.3	3,376
2000	21.8	47.3	69.1	30.6	0.3	30.9	3,145
1999	19.3	50.9	70.2	29.5	0.3	29.8	2,913
1998	19.4	51.4	70.8	28.8	0.4	29.2	2,886
1997	20.0	48.4	68.4	31.2	0.4	31.6	2,572
1996	17.2	49.9	67.2	32.4	0.5	32.8	2,404
1995	13.5	57.3	70.8	28.7	0.5	29.2	2,471
1994	13.1	58.2	71.3	28.1	0.6	28.7	2,405
1993	13.1	56.6	69.7	29.6	0.7	30.3	2,075
1992	11.3	58.6	70.0	29.8	0.2	30.0	1,941
1991	12.8	51.5	64.4	35.4	0.2	35.6	1,526

Source: CAA airport statistics

Table 2.13
Type of terminal passengers by flight and route at Prestwick Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	66.9	6.6	73.6	26.4	0.0	26.4	2,404
2004	58.7	6.8	65.5	34.5	0.0	34.5	2,159
2003	46.3	7.5	53.8	46.1	0.1	46.2	1,854
2002	41.8	11.3	53.1	46.8	0.1	46.9	1,486
2001	36.9	12.0	48.8	51.2	0.0	51.2	1,232
2000	40.3	10.3	50.6	49.2	0.2	49.4	0,905
1999	40.3	11.3	51.6	48.0	0.4	48.4	0,702
1998	38.8	10.7	49.5	50.2	0.3	50.5	0,558
1997	37.8	6.8	44.7	55.0	0.3	55.3	0,567
1996	36.2	9.1	45.3	54.4	0.3	54.7	0,522
1995	49.4	29.9	79.3	20.0	0.8	20.7	0,312
1994	59.7	38.9	98.6	0.0	1.4	1.4	0,135
1993	2.0	76.7	78.8	2.0	19.2	21.2	0,010
1992	31.8	53.5	85.3	11.4	3.3	14.7	0,011
1991	6.1	89.9	96.0	0.7	3.3	4.0	0,032

Source: CAA airport statistics

Table 2.14
Type of terminal passengers by flight and route at Stansted Airport in 2005.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2005	83.5	4.4	87.9	12.1	0.0	12.1	21,992
2004	81.6	5.3	86.9	13.1	0.0	13.1	20,907
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	11,810
1999	70.8	13.6	84.4	15.5	0.1	15.6	9,362
1998	60.2	21.7	81.9	18.0	0.0	18.1	6,781
1997	53.6	24.6	78.2	21.7	0.1	21.8	5,307
1996	54.0	23.9	77.8	22.1	0.1	22.2	4,750
1995	55.8	23.0	78.9	20.9	0.2	21.1	3,824
1994	56.4	28.9	85.3	14.6	0.1	14.7	3,212
1993	58.0	29.5	87.5	12.3	0.2	12.5	2,667
1992	57.8	30.5	88.3	11.6	0.1	11.7	2,327
1991	44.6	40.5	85.1	14.7	0.1	14.9	1,682

Source: CAA airport statistics

Table 3
Type of passengers using the 2005 survey airports.

| Airport | Terminate * | | | | Connect | | | | Total | |
| | International | | Domestic | | International | | Domestic | | | |
	000's	%	000's	%	000's	%	000's	%	000's	%
Aberdeen	0,667	27.9	1,493	62.3	0,022	0.9	0,212	8.9	2,395	100
Bournemouth **	0,520	83.9	0,099	15.9	0,000	0.1	0,000	0.0	0,620	100
Durham Tees Valley	0,647	74.8	0,216	25.0	0,000	0.1	0,001	0.2	0,865	100
Edinburgh	2,238	27.0	5,936	71.6	0,016	0.2	0,105	1.3	8,296	100
Gatwick	24,017	75.4	2,737	8.6	3,872	12.2	1,214	3.8	31,840	100
Glasgow	3,903	46.1	4,404	52.1	0,032	0.4	0,120	1.4	8,459	100
Heathrow	40,086	60.0	3,642	5.5	20,004	30.0	3,032	4.5	66,764	100
Inverness	0,005	0.8	0,576	98.1	0,000	0.0	0,006	1.0	0,587	100
Leeds Bradford	1,893	75.3	0,611	24.3	0,003	0.1	0,007	0.3	2,514	100
Luton	6,928	78.0	1,421	16.0	0,357	4.0	0,181	2.0	8,887	100
Manchester	17,933	82.7	3,077	14.2	0,398	1.8	0,279	1.3	21,688	100
Newcastle	3,281	63.9	1,828	35.6	0,012	0.2	0,015	0.3	5,136	100
Prestwick	1,692	72.7	0,631	27.1	0,004	0.2	0,001	0.0	2,327	100
Stansted	16,927	78.2	2,286	10.6	2,074	9.6	0,364	1.7	21,651	100
Total	120,738	66.3	28,958	15.9	26,796	14.7	5,538	3.0	182,030	100

*Includes Northern Ireland & Unspecified records

** Please note that the Bournemouth survey was only undertaken for 8 months, accordingly weights represent 67% of typical annual traffic patterns.

Table 4a
Characteristics of terminal passengers at the 2005 survey airports.

Airport	International Business UK 000's	%	International Business Foreign 000's	%	International Leisure UK 000's	%	International Leisure Foreign 000's	%	Domestic Business UK 000's	%	Domestic Business Foreign 000's	%	Domestic Leisure UK 000's	%	Domestic Leisure Foreign 000's	%	Total 000's	%
Aberdeen	0,173	7.2	0,198	8.3	0,237	9.9	0,083	3.5	0,839	35.0	0,124	5.2	0,650	27.2	0,092	3.8	2,395	100
Bournemouth *	0,012	2.0	0,005	0.8	0,443	71.4	0,061	9.8	0,012	1.9	0,001	0.1	0,083	13.4	0,004	0.7	0,620	100
Durham Tees Valley	0,066	7.7	0,022	2.6	0,522	60.4	0,036	4.2	0,085	9.8	0,007	0.8	0,112	12.9	0,014	1.6	0,865	100
Edinburgh	0,323	3.9	0,197	2.4	1,190	14.3	0,544	6.6	2,891	34.9	0,182	2.2	2,552	30.8	0,417	5.0	8,296	100
Gatwick	1,907	6.0	2,123	6.7	17,754	55.8	6,114	19.2	1,400	4.4	0,101	0.3	2,133	6.7	0,308	1.0	31,840	100
Glasgow	0,198	2.3	0,109	1.3	3,150	37.2	0,479	5.7	2,120	25.1	0,139	1.6	1,966	23.2	0,298	3.5	8,459	100
Heathrow	8,228	12.3	11,962	17.9	17,677	26.5	22,226	33.3	2,698	4.0	0,516	0.8	2,445	3.7	1,011	1.5	66,764	100
Inverness	0,000	0.0	0,000	0.0	0,003	0.5	0,002	0.3	0,197	33.6	0,016	2.8	0,330	56.3	0,038	6.5	0,587	100
Leeds Bradford	0,116	4.6	0,098	3.9	1,475	58.7	0,210	8.3	0,277	11.0	0,035	1.4	0,276	11.0	0,028	1.1	2,514	100
Luton	0,619	7.0	0,500	5.6	4,227	47.6	1,941	21.8	0,569	6.4	0,049	0.6	0,845	9.5	0,137	1.5	8,887	100
Manchester	1,478	6.8	1,011	4.7	14,108	65.1	1,736	8.0	1,584	7.3	0,149	0.7	1,397	6.4	0,225	1.0	21,688	100
Newcastle	0,220	4.3	0,148	2.9	2,665	51.9	0,262	5.1	0,690	13.4	0,074	1.4	0,975	19.0	0,101	2.0	5,137	100
Prestwick	0,024	1.1	0,047	2.0	0,938	40.5	0,679	29.3	0,067	2.9	0,006	0.3	0,463	20.0	0,090	3.9	2,315	100
Stansted	1,802	8.3	1,247	5.8	9,378	43.3	6,573	30.4	0,895	4.1	0,035	0.2	1,513	7.0	0,207	1.0	21,651	100
Total	15,169	8.3	17,667	9.7	73,763	40.5	40,945	22.5	14,326	7.9	1,434	0.8	15,743	8.6	2,971	1.6	182,018	100

* Please note that the Bournemouth survey was only undertaken for 8 months, accordingly weights represent 67% of typical annual traffic patterns.

Table 4b
Characteristics of terminal passengers at the 2005 survey airports.

Airport	Business UK		Business Foreign		Lesiure UK		Lesiure Foreign		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%
Aberdeen	1,012	42.2	0,321	13.4	0,887	37.0	0,175	7.3	2,395	100
Bournemouth *	0,024	3.9	0,005	0.9	0,526	84.8	0,065	10.5	0,620	100
Durham Tees Valley	0,151	17.5	0,030	3.4	0,634	73.3	0,050	5.8	0,865	100
Edinburgh	3,215	38.7	0,379	4.6	3,742	45.1	0,960	11.6	8,296	100
Gatwick	3,307	10.4	2,224	7.0	19,887	62.5	6,421	20.2	31,840	100
Glasgow	2,319	27.4	0,247	2.9	5,116	60.5	0,777	9.2	8,459	100
Heathrow	10,926	16.4	12,479	18.7	20,122	30.1	23,237	34.8	66,764	100
Inverness	0,197	33.6	0,017	2.8	0,333	56.8	0,040	6.8	0,587	100
Leeds Bradford	0,393	15.6	0,132	5.3	1,751	69.7	0,237	9.4	2,514	100
Luton	1,188	13.4	0,549	6.2	5,072	57.1	2,079	23.4	8,887	100
Manchester	3,062	14.1	1,160	5.3	15,505	71.5	1,961	9.0	21,688	100
Newcastle	0,910	17.7	0,222	4.3	3,641	70.9	0,364	7.1	5,137	100
Prestwick	0,091	3.9	0,053	2.3	1,401	60.5	0,769	33.2	2,315	100
Stansted	2,697	12.5	1,282	5.9	10,892	50.3	6,780	31.3	21,651	100
Total	29,492	16.2	19,101	10.5	89,509	49.2	43,916	24.1	182,018	100

Please note that the Bournemouth survey was only undertaken for 8 months, accordingly weights represent 67% of typical annual traffic patterns.

Table 5.10
Characteristics of scheduled terminating passengers at the 2005 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	%	000's	%
Aberdeen	0,166	8.3	0,186	9.3	0,162	8.1	0,081	4.1	0,645	32.2	0,097	4.8	0,586	29.2	0,082	4.1	2,005	100
Bournemouth	0,012	2.4	0,004	0.9	0,330	65.6	0,060	12.0	0,012	2.3	0,001	0.1	0,080	15.9	0,004	0.8	0,504	100
Durham Tees Valley	0,066	10.4	0,022	3.5	0,294	46.6	0,033	5.3	0,085	13.4	0,007	1.1	0,112	17.7	0,012	2.0	0,631	100
Edinburgh	0,312	4.0	0,191	2.5	0,880	11.3	0,498	6.4	2,839	36.5	0,174	2.2	2,487	31.9	0,404	5.2	7,786	100
Gatwick	1,592	8.9	1,245	7.0	8,323	46.7	3,968	22.3	1,185	6.6	0,033	0.2	1,356	7.6	0,126	0.7	17,828	100
Glasgow	0,185	3.0	0,105	1.7	1,071	17.3	0,441	7.1	2,089	33.8	0,130	2.1	1,888	30.5	0,277	4.5	6,185	100
Heathrow	7,562	17.4	6,684	15.3	15,697	36.0	9,981	22.9	2,299	5.3	0,125	0.3	1,084	2.5	0,132	0.3	43,563	100
Inverness	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,196	34.0	0,016	2.8	0,326	56.6	0,038	6.5	0,576	100
Leeds Bradford	0,114	5.5	0,095	4.6	1,073	51.6	0,203	9.8	0,273	13.1	0,026	1.3	0,267	12.9	0,027	1.3	2,080	100
Luton	0,600	7.9	0,458	6.0	3,487	45.8	1,669	21.9	0,553	7.3	0,010	0.1	0,777	10.2	0,063	0.8	7,618	100
Manchester	1,403	11.4	0,934	7.6	5,504	44.8	1,395	11.3	1,526	12.4	0,102	0.8	1,251	10.2	0,178	1.4	12,293	100
Newcastle	0,214	6.2	0,138	4.0	1,084	31.4	0,237	6.9	0,669	19.4	0,071	2.1	0,943	27.3	0,094	2.7	3,449	100
Prestwick	0,025	1.1	0,046	2.1	0,792	36.6	0,677	31.2	0,067	3.1	0,005	0.2	0,465	21.5	0,090	4.2	2,166	100
Stansted	1,732	9.4	1,056	5.7	8,149	44.3	5,162	28.1	0,853	4.6	0,022	0.1	1,300	7.1	0,109	0.6	18,383	100
Total	13,986	11.2	11,166	8.9	46,844	37.5	24,401	19.5	13,295	10.6	0,819	0.7	12,920	10.3	1,636	1.3	125,067	100

* Excludes Northern Ireland & Unspecified records

Table 5.11
Characteristics of charter terminating passengers at the 2005 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	%	000's	%
Aberdeen	0,001	0.5	0,000	0.0	0,071	47.2	0,000	0.0	0,058	38.6	0,000	0.0	0,021	13.8	0,000	0.0	0,151	100
Bournemouth	0,000	0.0	0,000	0.3	0,111	97.7	0,000	0.1	0,000	0.0	0,000	0.0	0,002	1.8	0,000	0.0	0,114	100
Durham Tees Valley	0,000	0.2	0,000	0.1	0,227	98.5	0,003	1.2	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,230	100
Edinburgh	0,005	1.5	0,001	0.2	0,304	87.6	0,034	9.9	0,000	0.0	0,000	0.0	0,003	0.8	0,000	0.0	0,347	100
Gatwick	0,129	1.4	0,031	0.3	8,527	95.6	0,207	2.3	0,000	0.0	0,000	0.0	0,024	0.3	0,000	0.0	8,918	100
Glasgow	0,013	0.6	0,000	0.0	2,064	98.2	0,020	0.9	0,003	0.1	0,000	0.0	0,003	0.1	0,000	0.0	2,103	100
Heathrow	0,000	0.0	0,001	7.8	0,015	91.6	0,000	0.6	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,016	100
Inverness	0,000	0.0	0,000	6.0	0,003	59.4	0,002	34.6	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,005	100
Leeds Bradford	0,000	0.0	0,000	0.0	0,387	99.1	0,003	0.8	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,391	100
Luton	0,002	0.3	0,000	0.1	0,635	97.2	0,016	2.4	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,653	100
Manchester	0,038	0.4	0,005	0.1	8,464	97.4	0,172	2.0	0,000	0.0	0,000	0.0	0,007	0.1	0,000	0.0	8,686	100
Newcastle	0,002	0.1	0,001	0.1	1,555	98.9	0,014	0.9	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	1,573	100
Prestwick	0,000	0.0	0,000	0.2	0,146	98.4	0,002	1.4	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,148	100
Stansted	0,007	0.9	0,001	0.1	0,805	98.5	0,002	0.3	0,000	0.0	0,000	0.0	0,002	0.2	0,000	0.0	0,817	100
Total	0,198	0.8	0,042	0.2	23,315	96.5	0,475	2.0	0,061	0.3	0,000	0.0	0,062	0.3	0,000	0.0	24,152	100

* Excludes Northern Ireland & Unspecified records

Table 5.12
Characteristics of all terminating passengers at the 2005 survey airports.

Airport	International Business UK 000's	%	Foreign 000's	%	International Leisure UK 000's	%	Foreign 000's	%	Domestic Business UK 000's	%	Foreign 000's	%	Domestic Leisure UK 000's	%	Foreign 000's	%	Total 000's	%
Aberdeen	0,167	7.7	0,186	8.6	0,234	10.8	0,081	3.8	0,703	32.6	0,097	4.5	0,606	28.1	0,082	3.8	2,156	100
Bournemouth	0,012	2.0	0,005	0.8	0,442	71.5	0,061	9.8	0,012	1.9	0,001	0.1	0,082	13.3	0,004	0.7	0,618	100
Durham Tees Valley	0,066	7.7	0,022	2.6	0,521	60.5	0,036	4.2	0,085	9.8	0,007	0.8	0,112	13.0	0,012	1.4	0,861	100
Edinburgh	0,317	3.9	0,192	2.4	1,184	14.6	0,533	6.6	2,839	34.9	0,174	2.1	2,490	30.6	0,404	5.0	8,133	100
Gatwick	1,721	6.4	1,276	4.8	16,850	63.0	4,175	15.6	1,185	4.4	0,033	0.1	1,380	5.2	0,126	0.5	26,746	100
Glasgow	0,198	2.4	0,105	1.3	3,135	37.8	0,461	5.6	2,092	25.2	0,130	1.6	1,891	22.8	0,277	3.3	8,288	100
Heathrow	7,562	17.4	6,685	15.3	15,712	36.1	9,982	22.9	2,299	5.3	0,125	0.3	1,084	2.5	0,132	0.3	43,579	100
Inverness	0,000	0.0	0,000	0.0	0,003	0.5	0,002	0.3	0,196	33.8	0,016	2.8	0,326	56.1	0,038	6.5	0,581	100
Leeds Bradford	0,114	4.6	0,095	3.9	1,460	59.1	0,207	8.4	0,273	11.1	0,026	1.1	0,268	10.8	0,027	1.1	2,471	100
Luton	0,602	7.3	0,459	5.5	4,122	49.8	1,685	20.4	0,553	6.7	0,010	0.1	0,777	9.4	0,063	0.8	8,271	100
Manchester	1,441	6.9	0,939	4.5	13,968	66.6	1,566	7.5	1,526	7.3	0,102	0.5	1,258	6.0	0,178	0.8	20,979	100
Newcastle	0,217	4.3	0,139	2.8	2,636	52.5	0,251	5.0	0,670	13.3	0,071	1.4	0,944	18.8	0,094	1.9	5,022	100
Prestwick	0,025	1.1	0,046	2.0	0,938	40.5	0,679	29.3	0,067	2.9	0,005	0.2	0,465	20.1	0,090	3.9	2,314	100
Stansted	1,740	9.1	1,057	5.5	8,954	46.6	5,164	26.9	0,853	4.4	0,022	0.1	1,302	6.8	0,109	0.6	19,200	100
Total	14,185	9.5	11,208	7.5	70,152	47.0	24,878	16.7	13,357	9.0	0,819	0.5	12,983	8.7	1,636	1.1	149,220	100

Excludes Northern Ireland & Unspecified records

Table 5.13
Characteristics of all terminating passengers at the 2005 survey airports.

Airport	Business UK 000's	Business UK %	Business Foreign 000's	Business Foreign %	Leisure UK 000's	Leisure UK %	Leisure Foreign 000's	Leisure Foreign %	Total 000's	Total %
Aberdeen	0,869	40.3	0,283	13.1	0,840	39.0	0,164	7.6	2,156	100
Bournemouth	0,024	3.9	0,005	0.9	0,524	84.8	0,065	10.4	0,618	100
Durham Tees Valley	0,151	17.5	0,029	3.4	0,632	73.4	0,049	5.6	0,861	100
Edinburgh	3,156	38.8	0,366	4.5	3,674	45.2	0,937	11.5	8,133	100
Gatwick	2,907	10.9	1,308	4.9	18,230	68.2	4,301	16.1	26,746	100
Glasgow	2,290	27.6	0,235	2.8	5,025	60.6	0,738	8.9	8,288	100
Heathrow	9,861	22.6	6,809	15.6	16,796	38.5	10,113	23.2	43,579	100
Inverness	0,196	33.8	0,016	2.8	0,329	56.6	0,039	6.8	0,581	100
Leeds Bradford	0,388	15.7	0,122	4.9	1,728	69.9	0,234	9.5	2,471	100
Luton	1,155	14.0	0,468	5.7	4,899	59.2	1,748	21.1	8,271	100
Manchester	2,967	14.1	1,041	5.0	15,226	72.6	1,744	8.3	20,979	100
Newcastle	0,886	17.6	0,210	4.2	3,580	71.3	0,345	6.9	5,022	100
Prestwick	0,092	4.0	0,051	2.2	1,403	60.6	0,769	33.2	2,314	100
Stansted	2,593	13.5	1,079	5.6	10,256	53.4	5,273	27.5	19,200	100
										100
Total	27,534	18.5	12,025	8.1	83,142	55.7	26,518	17.8	149,220	100

Excludes Northern Ireland & Unspecified records

Table 5.21
Characteristics of all terminating passengers at the 2005 survey airports.

Airport	International Scheduled				International Charter				Domestic				Total	
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	000's	%
Aberdeen	0,166	0,162	0,186	0,081	0,001	0,071	0,000	0,000	0,703	0,606	0,097	0,082	2,156	100
Bournemouth	0,012	0,330	0,004	0,060	0,000	0,111	0,000	0,000	0,012	0,082	0,001	0,004	0,618	100
Durham Tees Valley	0,066	0,294	0,022	0,033	0,000	0,227	0,000	0,003	0,085	0,112	0,007	0,012	0,861	100
Edinburgh	0,312	0,880	0,191	0,498	0,005	0,304	0,001	0,034	2,839	2,490	0,174	0,404	8,133	100
Gatwick	1,592	8,323	1,245	3,968	0,129	8,527	0,031	0,207	1,185	1,380	0,033	0,126	26,746	100
Glasgow	0,185	1,071	0,105	0,441	0,013	2,064	0,000	0,020	2,092	1,891	0,130	0,277	8,288	100
Heathrow	7,562	15,697	6,684	9,981	0,000	0,015	0,001	0,000	2,299	1,084	0,125	0,132	43,579	100
Inverness	0,000	0,000	0,000	0,000	0,000	0,003	0,000	0,002	0,196	0,326	0,016	0,038	0,581	100
Leeds Bradford	0,114	1,073	0,095	0,203	0,000	0,387	0,000	0,003	0,273	0,268	0,026	0,027	2,471	100
Luton	0,600	3,487	0,458	1,669	0,002	0,635	0,000	0,016	0,553	0,777	0,010	0,063	8,271	100
Manchester	1,403	5,504	0,934	1,395	0,038	8,464	0,005	0,172	1,526	1,258	0,102	0,178	20,979	100
Newcastle	0,214	1,084	0,138	0,237	0,002	1,555	0,001	0,014	0,669	0,943	0,071	0,094	5,022	100
Prestwick	0,025	0,792	0,046	0,677	0,000	0,146	0,000	0,002	0,067	0,465	0,005	0,090	2,314	100
Stansted	1,732	8,149	1,056	5,162	0,007	0,805	0,001	0,002	0,853	1,302	0,022	0,109	19,200	100
Total	13,983	46,848	11,164	24,406	0,198	23,315	0,042	0,475	13,351	12,983	0,818	1,636	149,220	100

* Excludes Northern Ireland & Unspecified records

Table 5.22
Characteristics of all terminating passengers at the 2005 survey airports.

Airport	UK Passengers				Foreign Passengers				Total	
	Business		Leisure		Business		Leisure			
	International	Domestic	International	Domestic	International	Domestic	International	Domestic	000's	%
Aberdeen	0,167	0,703	0,234	0,606	0,186	0,097	0,081	0,082	2,156	100
Bournemouth	0,012	0,012	0,442	0,082	0,005	0,001	0,061	0,004	0,618	100
Durham Tees Valley	0,066	0,085	0,521	0,112	0,022	0,007	0,036	0,012	0,861	100
Edinburgh	0,317	2,839	1,184	2,490	0,192	0,174	0,533	0,404	8,133	100
Gatwick	1,721	1,185	16,851	1,380	1,276	0,033	4,174	0,126	26,746	100
Glasgow	0,198	2,092	3,135	1,891	0,105	0,130	0,461	0,277	8,288	100
Heathrow	7,562	2,299	15,712	1,084	6,685	0,125	9,982	0,132	43,579	100
Inverness	0,000	0,196	0,003	0,326	0,000	0,016	0,002	0,038	0,581	100
Leeds Bradford	0,114	0,273	1,460	0,268	0,095	0,026	0,207	0,027	2,471	100
Luton	0,602	0,553	4,122	0,777	0,459	0,010	1,685	0,063	8,271	100
Manchester	1,441	1,526	13,968	1,258	0,939	0,102	1,566	0,178	20,979	100
Newcastle	0,216	0,669	2,639	0,943	0,139	0,071	0,251	0,094	5,022	100
Prestwick	0,025	0,067	0,938	0,465	0,046	0,005	0,679	0,090	2,314	100
Stansted	1,740	0,853	8,954	1,302	1,057	0,022	5,164	0,109	19,200	100
Total	14,181	13,351	70,162	12,983	11,206	0,818	24,881	1,636	149,220	100

* Excludes Northern Ireland & Unspecified records

Table 6.1a
Origin/destination of terminating scheduled passengers at the 2005 survey airports.

Region	Gatwick		Heathrow		Luton		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,389	2.2	1,059	2.4	0,287	3.8	2,328	12.7	4,063	4.6
East Midlands	0,299	1.7	1,182	2.7	0,717	9.4	0,744	4.0	2,942	3.4
North West	0,026	0.1	0,200	0.5	0,053	0.7	0,169	0.9	0,449	0.5
Northern	0,051	0.3	0,165	0.4	0,019	0.3	0,066	0.4	0,301	0.3
Scotland	0,017	0.1	0,074	0.2	0,004	0.0	0,008	0.0	0,103	0.1
South East	15,757	88.4	35,951	82.5	5,930	77.8	13,644	74.2	71,282	81.6
South West	0,724	4.1	2,797	6.4	0,201	2.6	0,527	2.9	4,249	4.9
Wales	0,200	1.1	0,640	1.5	0,041	0.5	0,183	1.0	1,064	1.2
West Midlands	0,248	1.4	1,069	2.5	0,268	3.5	0,392	2.1	1,977	2.3
Yorkshire & Humberside	0,118	0.7	0,425	1.0	0,099	1.3	0,320	1.7	0,963	1.1
Total	17,828	100	43,563	100	7,618	100	18,383	100	87,392	100

* Excludes Northern Ireland & Unspecified records

Table 6.1b
Origin/destination of terminating scheduled passengers at the 2005 survey airports.

Region	Aberdeen		Edinburgh		Glasgow		Inverness		Prestwick		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
East Midlands	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
North West	0,000	0.0	0,004	0.1	0,004	0.1	0,000	0.0	0,004	0.2	0,012	0.1
Northern	0,000	0.0	0,021	0.3	0,023	0.4	0,000	0.0	0,007	0.3	0,051	0.3
Scotland	2,005	100.0	7,741	99.4	6,154	99.5	0,576	100.0	2,152	99.4	18,628	99.5
South East	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
South West	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
Wales	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
West Midlands	0,000	0.0	0,000	0.0	0,001	0.0	0,000	0.0	0,000	0.0	0,001	0.0
Yorkshire & Humberside	0,000	0.0	0,001	0.0	0,003	0.1	0,000	0.0	0,003	0.1	0,007	0.0
Total	2,005	100	7,786	100	6,185	100	0,576	100	2,166	100	18,718	100

* Excludes Northern Ireland & Unspecified records

Table 6.1c
Origin/destination of terminating scheduled passengers at the 2005 survey airports.

Region	Bournemouth		Durham Tees Valley		Leeds Bradford		Manchester		Newcastle		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,000	0.1	0,000	0.0	0,000	0.0	0,003	0.0	0,000	0.0	0,004	0.0
East Midlands	0,001	0.1	0,000	0.0	0,012	0.5	0,455	3.7	0,004	0.1	0,471	2.5
North West	0,000	0.1	0,001	0.1	0,044	2.1	8,049	65.4	0,006	0.2	8,099	42.7
Northern	0,000	0.0	0,536	84.9	0,060	2.9	0,441	3.6	3,187	92.3	4,225	22.3
Scotland	0,000	0.0	0,003	0.5	0,005	0.3	0,102	0.8	0,133	3.9	0,244	1.3
South East	0,187	37.1	0,001	0.1	0,003	0.2	0,053	0.4	0,003	0.1	0,247	1.3
South West	0,312	61.9	0,003	0.4	0,000	0.0	0,020	0.2	0,002	0.1	0,338	1.8
Wales	0,003	0.6	0,000	0.0	0,000	0.0	0,438	3.6	0,000	0.0	0,441	2.3
West Midlands	0,001	0.1	0,000	0.0	0,002	0.1	0,554	4.5	0,000	0.0	0,557	2.9
Yorkshire & Humberside	0,000	0.0	0,087	13.8	1,952	93.0	2,178	17.7	0,113	3.3	4,331	22.8
Total	0,504	100	0,631	100	2,080	100	12,293	100	3,449	100	18,957	100

* Excludes Northern Ireland & Unspecified records

Table 6.2a
Origin/destination of terminating charter passengers at the 2005 survey airports.

Region	Gatwick		Heathrow		Luton		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,486	5.4	0,000	2.2	0,066	10.1	0,198	24.2	0,750	7.2
East Midlands	0,197	2.2	0,001	5.1	0,117	17.9	0,044	5.3	0,359	3.4
North West	0,013	0.1	0,000	2.2	0,000	0.1	0,020	2.4	0,034	0.3
Northern	0,041	0.5	0,000	1.1	0,001	0.2	0,003	0.3	0,045	0.4
Scotland	0,002	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,002	0.0
South East	6,868	77.0	0,012	72.1	0,420	64.3	0,520	63.6	7,820	75.2
South West	0,758	8.5	0,001	6.8	0,015	2.2	0,009	1.1	0,783	7.5
Wales	0,248	2.8	0,001	3.5	0,002	0.3	0,000	0.0	0,251	2.4
West Midlands	0,263	3.0	0,001	6.4	0,023	3.6	0,018	2.2	0,306	2.9
Yorkshire & Humberside	0,040	0.5	0,000	0.6	0,009	1.4	0,006	0.7	0,055	0.5
Total	8,918	100	0,016	100	0,653	100	0,817	100	10,404	100

* Excludes Northern Ireland & Unspecified records

Table 6.2b
Origin/destination of terminating charter passengers at the 2005 survey airports.

Region	Aberdeen		Edinburgh		Glasgow		Inverness		Prestwick		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
East Midlands	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
North West	0,000	0.0	0,000	0.0	0,003	0.2	0,000	0.0	0,000	0.1	0,004	0.1
Northern	0,000	0.0	0,004	1.2	0,048	2.3	0,000	0.0	0,000	0.0	0,052	1.9
Scotland	0,151	100.0	0,343	98.8	2,045	97.2	0,005	100.0	0,148	99.9	2,691	97.7
South East	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
South West	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
Wales	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
West Midlands	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
Yorkshire & Humberside	0,000	0.0	0,000	0.0	0,008	0.4	0,000	0.0	0,000	0.0	0,008	0.3
Total	0,151	100	0,347	100	2,103	100	0,005	100	0,148	100	2,754	100

* Excludes Northern Ireland & Unspecified records

Table 6.2c
Origin/destination of terminating charter passengers at the 2005 survey airports.

Region	Bournemouth		Durham Tees Valley		Leeds Bradford		Manchester		Newcastle		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,000	0.1	0,000	0.0	0,000	0.0	0,013	0.1	0,000	0.0	0,013	0.1
East Midlands	0,001	0.6	0,000	0.2	0,003	0.9	0,389	4.5	0,000	0.0	0,394	3.6
North West	0,000	0.0	0,000	0.2	0,004	1.1	4,315	49.7	0,004	0.3	4,324	39.3
Northern	0,000	0.0	0,206	89.3	0,016	4.1	0,426	4.9	1,401	89.0	2,048	18.6
Scotland	0,000	0.0	0,002	0.8	0,002	0.6	0,259	3.0	0,099	6.3	0,362	3.3
South East	0,042	36.6	0,000	0.0	0,000	0.1	0,041	0.5	0,000	0.0	0,083	0.8
South West	0,071	62.2	0,001	0.4	0,000	0.0	0,049	0.6	0,000	0.0	0,121	1.1
Wales	0,000	0.0	0,000	0.0	0,000	0.0	0,422	4.9	0,000	0.0	0,422	3.8
West Midlands	0,000	0.1	0,000	0.0	0,000	0.1	0,724	8.3	0,002	0.1	0,727	6.6
Yorkshire & Humberside	0,000	0.4	0,021	9.1	0,364	93.1	2,047	23.6	0,067	4.3	2,499	22.7
Total	0,114	100	0,230	100	0,391	100	8,686	100	1,573	100	10,994	100

* Excludes Northern Ireland & Unspecified records

Table 6.3a
Origin/destination of all terminating passengers at the 2005 survey airports.

Region	Gatwick		Heathrow		Luton		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,874	3.3	1,060	2.4	0,353	4.3	2,526	13.2	4,813	4.9
East Midlands	0,496	1.9	1,183	2.7	0,834	10.1	0,788	4.1	3,300	3.4
North West	0,039	0.1	0,201	0.5	0,053	0.6	0,189	1.0	0,482	0.5
Northern	0,092	0.3	0,165	0.4	0,020	0.2	0,068	0.4	0,346	0.4
Scotland	0,019	0.1	0,074	0.2	0,004	0.0	0,008	0.0	0,105	0.1
South East	22,625	84.6	35,962	82.5	6,350	76.8	14,164	73.8	79,101	80.9
South West	1,482	5.5	2,798	6.4	0,215	2.6	0,537	2.8	5,032	5.1
Wales	0,448	1.7	0,641	1.5	0,043	0.5	0,183	1.0	1,316	1.3
West Midlands	0,512	1.9	1,070	2.5	0,292	3.5	0,410	2.1	2,283	2.3
Yorkshire & Humberside	0,159	0.6	0,425	1.0	0,108	1.3	0,326	1.7	1,018	1.0
Total	26,746	100	43,579	100	8,271	100	19,200	100	97,796	100

* Excludes Northern Ireland & Unspecified records

Table 6.3b
Origin/destination of all terminating passengers at the 2005 survey airports.

Region	Aberdeen		Edinburgh		Glasgow		Inverness		Prestwick		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
East Midlands	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
North West	0,000	0.0	0,004	0.1	0,007	0.1	0,000	0.0	0,004	0.2	0,016	0.1
Northern	0,000	0.0	0,025	0.3	0,070	0.8	0,000	0.0	0,007	0.3	0,103	0.5
Scotland	2,156	100.0	8,084	99.6	8,199	98.9	0,581	100.0	2,300	99.4	21,319	99.3
South East	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
South West	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
Wales	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0	0,000	0.0
West Midlands	0,000	0.0	0,000	0.0	0,001	0.0	0,000	0.0	0,000	0.0	0,001	0.0
Yorkshire & Humberside	0,000	0.0	0,001	0.0	0,011	0.1	0,000	0.0	0,003	0.1	0,015	0.1
Total	2,156	100	8,133	100	8,289	100	0,581	100	2,314	100	21,473	100

Excludes Northern Ireland & Unspecified records

Table 6.3c
Origin/destination of all terminating passengers at the 2005 survey airports.

Region	Bournemouth		Durham Tees Valley		Leeds Bradford		Manchester		Newcastle		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,000	0.1	0,000	0.0	0,000	0.0	0,016	0.1	0,000	0.0	0,017	0.1
East Midlands	0,001	0.2	0,001	0.1	0,015	0.6	0,844	4.0	0,004	0.1	0,865	2.9
North West	0,000	0.0	0,001	0.1	0,048	1.9	12,364	58.9	0,010	0.2	12,424	41.5
Northern	0,000	0.0	0,742	86.2	0,076	3.1	0,867	4.1	4,587	91.4	6,273	20.9
Scotland	0,000	0.0	0,005	0.6	0,008	0.3	0,361	1.7	0,232	4.6	0,606	2.0
South East	0,229	37.0	0,001	0.1	0,004	0.2	0,094	0.4	0,003	0.1	0,330	1.1
South West	0,384	62.0	0,004	0.4	0,000	0.0	0,069	0.3	0,002	0.0	0,459	1.5
Wales	0,003	0.5	0,000	0.0	0,000	0.0	0,859	4.1	0,000	0.0	0,863	2.9
West Midlands	0,001	0.1	0,000	0.0	0,003	0.1	1,278	6.1	0,002	0.0	1,284	4.3
Yorkshire & Humberside	0,000	0.1	0,108	12.6	2,316	93.8	4,226	20.1	0,180	3.6	6,831	22.8
Total	0,619	100	0,861	100	2,470	100	20,979	100	5,022	100	29,951	100

* Excludes Northern Ireland & Unspecified records

Table 7.1
Scheduled origin/destination patterns of terminating passengers at Aberdeen Airport in 2005.

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
Scotland	Borders	0	0	0	0	0	0	0	0	0	0
	Central	0	0	1	0	0	0	1	1	2	0
	Dumfries and Galloway	0	0	0	0	0	0	0	0	0	0
	Fife	2	0	1	0	0	0	1	1	4	0
	Grampian	727	90	684	91	252	89	140	86	1803	90
	Highland and Islands	32	4	16	2	3	1	9	5	61	3
	Lothian	1	0	4	1	0	0	0	0	6	0
	Strathclyde	9	1	10	1	22	8	2	1	43	2
	Tayside	39	5	32	4	4	2	11	7	87	4
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		810	100	748	100	283	100	164	100	2,005	100

Table 7.2
Scheduled origin/destination patterns of terminating passengers at Bournemouth Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	0	0	0	0	0	0	0	0	0	0
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0	0
	Leicestershire	0	0	0	0	0	0	0	0	0	0
	Lincolnshire	0	0	0	0	0	0	0	0	0	0
	Northamptonshire	0	1	0	0	0	0	0	0	0	0
	Nottinghamshire	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	8	2	0	0	0	1	8	2
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	1	0	0	0	0	0	2	0
	Essex	0	0	0	0	0	0	0	0	0	0
	Greater London	0	1	3	1	0	0	0	0	3	1
	Hampshire	4	19	115	28	2	31	27	41	148	29
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Isle of Wight	0	0	4	1	0	1	1	1	4	1
	Kent	0	0	1	0	0	0	0	0	1	0
	Oxfordshire	0	0	5	1	0	0	0	0	5	1
	Surrey	0	0	7	2	0	0	0	0	8	1
	West Sussex	0	1	7	2	0	0	1	1	8	2
South West	Avon	0	1	4	1	0	0	1	2	5	1
	Cornwall	0	0	1	0	0	0	0	0	1	0
	Devon	0	2	8	2	0	2	1	1	9	2
	Dorset	15	64	222	54	3	66	29	45	269	53
	Gloucestershire	0	1	1	0	0	0	0	0	2	0
	Somerset	1	3	5	1	0	0	1	2	7	1
	Wiltshire	2	7	14	3	0	0	3	4	19	4
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	0	0	0	0	0	0	0	0
	Staffordshire	0	0	0	0	0	0	0	0	0	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	0	0	0	0	0	0	0	0	0	0
Yorkshire	Humberside	0	0	0	0	0	0	0	0	0	0
	North Yorkshire	0	0	0	0	0	0	0	0	0	0
	South Yorkshire	0	0	0	0	0	0	0	0	0	0
	West Yorkshire	0	0	0	0	0	0	0	0	0	0
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	1	0	0	0	0	0	1	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	1	0	0	0	0	0	1	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		0	0	0	0	0	0	0	0	0	0
Grand Total		24	100	411	100	5	100	64	100	504	100

Table 7.3
Scheduled origin/destination patterns of terminating passengers at Durham Tees Valley Airport in 2005

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
	Norfolk	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
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0.1	0.0
	Leicestershire	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
	Northamptonshire	0	0	0	0	0	0	0	0	0.0	0.0
	Nottinghamshire	0	0	0	0	0	0	0	0	0.1	0.0
North West	Cheshire	0	0	0	0	0	0	0	0	0.0	0.0
	Greater Manchester	0	0	0	0	0	0	0	0	0.3	0.0
	Lancashire	0	0	0	0	0	0	0	0	0.4	0.1
	Merseyside	0	0	0	0	0	0	0	0	0.1	0.0
Northern	Cleveland	85	57	193	47	18	62	20	44	315.8	50.1
	Cumbria	0	0	4	1	0	1	1	1	4.9	0.8
	Durham	35	23	104	26	7	24	14	30	159.2	25.2
	Northumberland	0	0	7	2	0	0	0	1	7.9	1.3
	Tyne and Wear	6	4	37	9	1	3	5	10	48.5	7.7
South East	Bedfordshire	0	0	0	0	0	0	0	0	0.0	0.0
	Berkshire	0	0	0	0	0	0	0	0	0.1	0.0
	Buckinghamshire	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
	Essex	0	0	0	0	0	0	0	0	0.0	0.0
	Greater London	0	0	0	0	0	0	0	0	0.1	0.0
	Hampshire	0	0	0	0	0	0	0	0	0.1	0.0
	Hertfordshire	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
	Oxfordshire	0	0	0	0	0	0	0	0	0.0	0.0
	Surrey	0	0	0	0	0	0	0	0	0.3	0.0
	West Sussex	0	0	0	0	0	0	0	0	0.0	0.0
South West	Avon	0	0	0	0	0	0	0	0	0.2	0.0
	Cornwall	0	0	0	0	0	0	0	0	0.1	0.0
	Devon	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
	Gloucestershire	0	0	2	0	0	0	0	0	2.2	0.4
	Somerset	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
West Midlands	Hereford & Worcs	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
	Staffordshire	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
	West Midlands	0	0	0	0	0	0	0	0	0.1	0.0
Yorkshire	Humberside	0	0	2	0	0	0	0	0	1.9	0.3
	North Yorkshire	22	15	50	12	3	10	5	11	80.4	12.7
	South Yorkshire	0	0	1	0	0	0	0	0	0.6	0.1
	West Yorkshire	0	0	3	1	0	0	1	1	4.3	0.7
Wales	Clwyd	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
	Gwent	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
	Mid Glamorgan	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
	South Glamorgan	0	0	0	0	0	0	0	0	0.0	0.0
	West Glamorgan	0	0	0	0	0	0	0	0	0.1	0.0
Scotland		0	0	2	1	0	1	1	1	3.0	0.5
Grand Total		150	100	406	100	29	100	46	100	631.0	100.0

Table 7.4
Scheduled origin/destination patterns of terminating passengers at Edinburgh Airport in 2005.

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
Scotland	Borders	49	2	97	3	5	1	13	1	164	2
	Central	252	8	218	6	24	7	32	4	526	7
	Dumfries and Galloway	7	0	10	0	0	0	3	0	21	0
	Fife	340	11	424	13	32	9	71	8	867	11
	Grampian	31	1	54	2	3	1	12	1	99	1
	Highland and Islands	15	0	44	1	3	1	17	2	78	1
	Lothian	1922	61	2049	61	251	69	655	73	4878	63
	Strathclyde	205	6	130	4	21	6	31	3	387	5
	Tayside	322	10	328	10	26	7	65	7	741	10
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	1	0	0	0	0	0	1	0
	Cumbria	1	0	1	0	0	0	0	0	2	0
	Durham	1	0	1	0	0	0	1	0	3	0
	Northumberland	3	0	7	0	0	0	2	0	12	0
	Tyne and Wear	0	0	3	0	0	0	1	0	4	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	3	0	0	0	0	0	1	0	4	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		1	0	1	0	0	0	0	0	0	0
Grand Total		3,151	100	3,367	100	365	100	903	100	7,786	100

Table 7.5
Scheduled origin/destination patterns of terminating passengers at Gatwick Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	31	1	105	1	3	0	30	1	168	1
	Norfolk	5	0	65	1	2	0	13	0	85	0
	Suffolk	21	1	93	1	3	0	19	0	136	1
East Midlands	Derbyshire	2	0	17	0	0	0	7	0	26	0
	Leicestershire	2	0	77	1	6	0	7	0	91	1
	Lincolnshire	10	0	31	0	8	1	3	0	51	0
	Northamptonshire	14	1	63	1	0	0	6	0	83	0
	Nottinghamshire	2	0	31	0	0	0	14	0	47	0
North West	Cheshire	0	0	3	0	0	0	0	0	3	0
	Greater Manchester	2	0	12	0	0	0	0	0	15	0
	Lancashire	0	0	5	0	2	0	0	0	7	0
	Merseyside	0	0	1	0	0	0	1	0	2	0
Northern	Cleveland	0	0	15	0	0	0	0	0	15	0
	Cumbria	2	0	4	0	0	0	1	0	6	0
	Durham	2	0	0	0	0	0	3	0	4	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	1	0	18	0	0	0	6	0	25	0
South East	Bedfordshire	1	0	68	1	8	1	23	1	101	1
	Berkshire	71	3	244	3	17	1	64	2	397	2
	Buckinghamshire	32	1	129	1	6	0	46	1	213	1
	East Sussex	210	8	723	7	54	4	215	5	1201	7
	Essex	74	3	427	4	10	1	121	3	632	4
	Greater London	1108	40	3628	37	775	61	2515	61	8026	45
	Hampshire	102	4	483	5	63	5	97	2	744	4
	Hertfordshire	45	2	142	1	16	1	61	2	265	1
	Isle of Wight	7	0	25	0	1	0	12	0	45	0
	Kent	259	9	625	6	39	3	162	4	1085	6
	Oxfordshire	47	2	197	2	36	3	76	2	357	2
	Surrey	279	10	846	9	51	4	189	5	1366	8
	West Sussex	320	12	696	7	110	9	195	5	1321	7
South West	Avon	28	1	94	1	12	1	24	1	158	1
	Channel Islands	0	0	9	0	0	0	0	0	9	0
	Cornwall	0	0	18	0	1	0	15	0	34	0
	Devon	4	0	55	1	5	0	38	1	103	1
	Dorset	16	1	141	1	12	1	26	1	194	1
	Gloucestershire	3	0	43	0	4	0	9	0	59	0
	Somerset	12	0	53	1	1	0	3	0	70	0
	Wiltshire	12	0	72	1	3	0	12	0	99	1
West Midlands	Hereford & Worcs	5	0	44	0	9	1	3	0	60	0
	Shropshire	2	0	6	0	0	0	0	0	8	0
	Staffordshire	9	0	7	0	1	0	5	0	22	0
	Warwickshire	4	0	28	0	1	0	2	0	35	0
	West Midlands	8	0	82	1	9	1	24	1	124	1
Yorkshire	Humberside	3	0	11	0	0	0	2	0	16	0
	North Yorkshire	4	0	29	0	6	0	2	0	41	0
	South Yorkshire	1	0	20	0	0	0	5	0	26	0
	West Yorkshire	1	0	25	0	0	0	10	0	36	0
Wales	Clwyd	0	0	10	0	0	0	2	0	12	0
	Dyfed	3	0	6	0	0	0	0	0	9	0
	Gwent	0	0	20	0	0	0	1	0	21	0
	Gwynedd	3	0	8	0	0	0	0	0	11	0
	Mid Glamorgan	0	0	58	1	0	0	0	0	58	0
	Powys	0	0	4	0	0	0	0	0	4	0
	South Glamorgan	1	0	32	0	2	0	17	0	52	0
	West Glamorgan	9	0	24	0	0	0	1	0	34	0
Scotland		0	0	9	0	0	0	8	0	16	0
Grand Total		2,777	100	9,679	100	1,278	100	4,094	100	17,828	100

Table 7.6
Scheduled origin/destination patterns of terminating passengers at Heathrow Airport in 2005

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	140	1	246	1	75	1	102	1	563	1
	Norfolk	26	0	166	1	25	0	32	0	249	1
	Suffolk	35	0	149	1	23	0	37	0	244	1
East Midlands	Derbyshire	28	0	101	1	21	0	18	0	168	0
	Leicestershire	36	0	221	1	9	0	28	0	294	1
	Lincolnshire	47	0	91	1	17	0	15	0	171	0
	Northamptonshire	53	1	198	1	25	0	41	0	317	1
	Nottinghamshire	25	0	145	1	29	0	35	0	234	1
North West	Cheshire	8	0	21	0	2	0	5	0	35	0
	Greater Manchester	7	0	41	0	7	0	19	0	73	0
	Lancashire	0	0	30	0	9	0	15	0	55	0
	Merseyside	5	0	22	0	3	0	8	0	37	0
Northern	Cleveland	0	0	41	0	2	0	3	0	45	0
	Cumbria	0	0	7	0	8	0	23	0	38	0
	Durham	0	0	17	0	1	0	4	0	22	0
	Northumberland	0	0	6	0	1	0	0	0	7	0
	Tyne and Wear	2	0	35	0	1	0	14	0	53	0
South East	Bedfordshire	109	1	189	1	35	1	81	1	415	1
	Berkshire	804	8	860	5	421	6	419	4	2503	6
	Buckinghamshire	377	4	408	2	125	2	106	1	1016	2
	East Sussex	102	1	223	1	32	0	158	2	514	1
	Essex	145	1	472	3	97	1	170	2	885	2
	Greater London	4655	47	7051	42	4318	63	6273	62	22297	51
	Hampshire	541	5	747	4	196	3	303	3	1787	4
	Hertfordshire	277	3	473	3	114	2	168	2	1031	2
	Isle of Wight	13	0	28	0	10	0	13	0	64	0
	Kent	186	2	400	2	66	1	200	2	852	2
	Oxfordshire	341	3	394	2	158	2	210	2	1102	3
	Surrey	797	8	935	6	287	4	389	4	2409	6
	West Sussex	182	2	335	2	209	3	357	4	1082	2
South West	Avon	140	1	324	2	54	1	177	2	694	2
	Cornwall	20	0	84	1	7	0	19	0	130	0
	Devon	48	0	199	1	47	1	119	1	413	1
	Dorset	85	1	265	2	25	0	103	1	478	1
	Gloucestershire	50	1	171	1	45	1	45	0	311	1
	Somerset	49	0	78	0	17	0	23	0	167	0
	Wiltshire	159	2	322	2	64	1	56	1	602	1
West Midlands	Hereford & Worcs	62	1	126	1	20	0	45	0	253	1
	Shropshire	11	0	40	0	5	0	5	0	61	0
	Staffordshire	22	0	46	0	4	0	13	0	85	0
	Warwickshire	50	1	91	1	9	0	44	0	195	0
	West Midlands	66	1	264	2	78	1	68	1	475	1
Yorkshire	Humberside	2	0	46	0	2	0	10	0	61	0
	North Yorkshire	10	0	54	0	11	0	12	0	87	0
	South Yorkshire	16	0	112	1	4	0	17	0	149	0
	West Yorkshire	14	0	83	0	10	0	21	0	128	0
Wales	Clwyd	1	0	2	0	1	0	0	0	4	0
	Dyfed	24	0	68	0	1	0	6	0	99	0
	Gwent	22	0	67	0	6	0	9	0	105	0
	Gwynedd	5	0	6	0	1	0	2	0	14	0
	Mid Glamorgan	16	0	57	0	1	0	5	0	79	0
	Powys	5	0	11	0	1	0	5	0	22	0
	South Glamorgan	26	0	134	1	37	1	39	0	236	1
	West Glamorgan	14	0	40	0	23	0	5	0	83	0
Scotland		3	0	40	0	12	0	20	0	75	0
Grand Total		9,861	100	16,781	100	6,808	100	10,113	100	43,563	100

Table 7.7
Scheduled origin/destination patterns of terminating passengers at Glasgow Airport in 2005.

Region	County	UK Business		UK Leisure		Foreign Business		Foreign Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
Scotland	Borders	1	0	7	0	0	0	2	0	9	0
	Central	51	2	123	4	6	3	32	4	212	3
	Dumfries and Galloway	12	1	56	2	5	2	9	1	82	1
	Fife	7	0	38	1	0	0	16	2	61	1
	Grampian	5	0	39	1	3	1	5	1	52	1
	Highland and Islands	8	0	65	2	2	1	19	3	95	2
	Lothian	26	1	109	4	5	2	62	9	202	3
	Strathclyde	2141	94	2413	82	207	88	540	75	5294	86
	Tayside	18	1	96	3	4	2	28	4	146	2
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	1	0
	Cumbria	3	0	6	0	2	1	1	0	12	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	1	0	1	1	1	0	3	0
	Tyne and Wear	0	0	3	0	0	0	2	0	6	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	1	0
	Lancashire	0	0	2	0	0	0	0	0	2	0
	Merseyside	1	0	0	0	0	0	0	0	1	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	6	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		2,274	100	2,958	100	235	100	718	100	6,185	100

Table 7.8
Scheduled origin/destination patterns of terminating passengers at Inverness Airport in 2005.

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
Scotland	Borders	0	0	0	0	0	0	0	0	1	0
	Central	0	0	0	0	0	0	0	0	0	0
	Dumfries and Galloway	0	0	0	0	0	0	0	0	0	0
	Fife	0	0	0	0	0	0	0	0	0	0
	Grampian	36	18	53	16	1	5	6	16	96	17
	Highland and Islands	157	80	272	83	15	95	32	84	476	83
	Lothian	0	0	1	0	0	0	0	0	1	0
	Strathclyde	0	0	0	0	0	0	0	0	1	0
	Tayside	1	1	0	0	0	0	0	0	2	0
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		196	100	326	100	16	100	38	100	576	100

Table 7.9
Scheduled origin/destination patterns of terminating passengers at Leeds Bradford Airport in 2005

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
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	1	0	2	0	0	0	0	0	3	0
	Leicestershire	0	0	0	0	0	0	0	0	0	0
	Lincolnshire	2	1	2	0	0	0	0	0	5	0
	Northamptonshire	0	0	0	0	0	0	0	0	0	0
	Nottinghamshire	1	0	1	0	0	0	2	1	4	0
North West	Cheshire	0	0	0	0	0	0	0	0	1	0
	Greater Manchester	5	1	16	1	0	0	1	0	23	1
	Lancashire	2	0	15	1	0	0	3	1	20	1
	Merseyside	0	0	1	0	0	0	0	0	1	0
Northern	Cleveland	4	1	17	1	1	1	1	1	23	1
	Cumbria	1	0	3	0	0	0	2	1	6	0
	Durham	3	1	12	1	0	0	1	0	16	1
	Northumberland	0	0	4	0	0	0	0	0	4	0
	Tyne and Wear	0	0	8	1	0	0	1	1	11	1
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	0	0	0	0	0	0	0	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	0	0	0	0	0	0	0	0	0	0
	Greater London	1	0	0	0	0	0	0	0	2	0
	Hampshire	0	0	0	0	0	0	0	0	1	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	0	0	0	0	0	0	0	0
	Surrey	0	0	0	0	0	0	0	0	0	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	0	0	0	0	0	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	0	0	0	0	0	0	0	0	0	0
	Somerset	0	0	0	0	0	0	0	0	0	0
	Wiltshire	0	0	0	0	0	0	0	0	0	0
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	1	0	0	0	0	0	1	0
	Staffordshire	0	0	0	0	0	0	1	0	1	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	1	0	0	0	0	0	0	0	1	0
Yorkshire	Humberside	11	3	62	5	4	3	13	6	90	4
	North Yorkshire	82	21	257	19	25	21	50	22	414	20
	South Yorkshire	20	5	54	4	2	2	9	4	86	4
	West Yorkshire	248	64	881	66	87	71	146	63	1361	65
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		3	1	1	0	0	0	0	0	6	0
Grand Total		387	100	1,341	100	122	100	231	100	2,080	100

Table 7.10
Scheduled origin/destination patterns of terminating passengers at Luton Airport in 2005

Region	County	UK Business 000's	%	UK Leisure 000's	%	Foreign Business 000's	%	Foreign Leisure 000's	%	Grand Total 000's	%
East Anglia	Cambridgeshire	32	3	112	3	12	3	50	3	206	3
	Norfolk	1	0	31	1	2	0	4	0	38	0
	Suffolk	4	0	34	1	1	0	5	0	43	1
East Midlands	Derbyshire	9	1	42	1	4	1	4	0	59	1
	Leicestershire	42	4	76	2	9	2	13	1	139	2
	Lincolnshire	22	2	43	1	1	0	10	1	76	1
	Northamptonshire	58	5	198	5	26	6	42	2	325	4
	Nottinghamshire	10	1	82	2	4	1	22	1	119	2
North West	Cheshire	3	0	4	0	0	0	1	0	8	0
	Greater Manchester	1	0	9	0	9	2	1	0	20	0
	Lancashire	0	0	12	0	0	0	4	0	15	0
	Merseyside	0	0	3	0	2	0	5	0	10	0
Northern	Cleveland	2	0	3	0	0	0	0	0	5	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	7	0	2	0	0	0	9	0
	Northumberland	0	0	2	0	0	0	0	0	2	0
	Tyne and Wear	0	0	1	0	1	0	1	0	4	0
South East	Bedfordshire	130	11	435	10	46	10	120	7	732	10
	Berkshire	38	3	86	2	2	1	22	1	148	2
	Buckinghamshire	128	11	358	8	46	10	79	5	611	8
	East Sussex	0	0	32	1	0	0	7	0	38	1
	Essex	27	2	101	2	11	2	24	1	163	2
	Greater London	279	24	1193	28	162	35	931	54	2565	34
	Hampshire	16	1	67	2	14	3	38	2	135	2
	Hertfordshire	214	19	636	15	62	13	160	9	1072	14
	Isle of Wight	0	0	0	0	0	0	1	0	2	0
	Kent	3	0	75	2	2	0	7	0	87	1
	Oxfordshire	36	3	123	3	3	1	33	2	195	3
	Surrey	17	1	80	2	7	1	28	2	132	2
	West Sussex	1	0	34	1	5	1	9	1	49	1
South West	Avon	3	0	23	1	2	0	10	1	38	0
	Cornwall	0	0	1	0	0	0	10	1	11	0
	Devon	2	0	11	0	1	0	3	0	17	0
	Dorset	5	0	14	0	0	0	4	0	23	0
	Gloucestershire	1	0	39	1	2	0	6	0	47	1
	Somerset	1	0	18	0	1	0	1	0	20	0
	Wiltshire	9	1	23	1	4	1	8	0	44	1
West Midlands	Hereford & Worcs	1	0	20	0	0	0	5	0	26	0
	Shropshire	2	0	2	0	1	0	0	0	5	0
	Staffordshire	5	0	29	1	5	1	8	0	48	1
	Warwickshire	10	1	31	1	5	1	11	1	58	1
	West Midlands	21	2	73	2	10	2	28	2	132	2
Yorkshire	Humberside	2	0	25	1	0	0	3	0	31	0
	North Yorkshire	2	0	8	0	0	0	0	0	10	0
	South Yorkshire	9	1	27	1	0	0	6	0	42	1
	West Yorkshire	1	0	11	0	4	1	1	0	17	0
Wales	Clwyd	0	0	5	0	0	0	0	0	5	0
	Dyfed	0	0	8	0	0	0	0	0	8	0
	Gwent	2	0	12	0	0	0	0	0	15	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	1	0	0	0	0	0	1	0	3	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	1	0	4	0	0	0	1	0	6	0
	West Glamorgan	1	0	1	0	0	0	1	0	3	0
Scotland	Scotland	0	0	1	0	0	0	2	0	4	0
Grand Total	Grand Total	1,153	100	4,264	100	468	100	1732	100	7,618	100

Table 7.11
Scheduled origin/destination patterns of terminating passengers at Manchester Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	0	0	0	0	0	0	1	0	1	0
	Norfolk	0	0	1	0	0	0	0	0	1	0
	Suffolk	0	0	1	0	0	0	0	0	1	0
East Midlands	Derbyshire	67	2	137	2	27	3	23	1	254	2
	Leicestershire	7	0	19	0	4	0	2	0	32	0
	Lincolnshire	7	0	48	1	2	0	1	0	57	0
	Northamptonshire	0	0	10	0	0	0	2	0	12	0
	Nottinghamshire	18	1	57	1	13	1	9	1	98	1
North West	Cheshire	479	16	587	9	146	14	128	8	1340	11
	Greater Manchester	1227	42	2301	34	466	45	667	42	4661	38
	Lancashire	220	8	764	11	56	5	128	8	1168	10
	Merseyside	243	8	478	7	61	6	101	6	882	7
Northern	Cleveland	9	0	43	1	1	0	3	0	56	0
	Cumbria	44	2	176	3	12	1	42	3	275	2
	Durham	4	0	26	0	6	1	9	1	44	0
	Northumberland	2	0	8	0	0	0	0	0	10	0
	Tyne and Wear	5	0	38	1	1	0	11	1	56	0
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	2	0	0	0	5	0	1	0	7	0
	Buckinghamshire	1	0	9	0	0	0	0	0	9	0
	East Sussex	0	0	1	0	0	0	0	0	1	0
	Essex	0	0	2	0	0	0	0	0	2	0
	Greater London	2	0	12	0	3	0	2	0	19	0
	Hampshire	0	0	0	0	0	0	0	0	0	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	2	0	0	0	0	0	3	0
	Oxfordshire	5	0	0	0	0	0	0	0	5	0
	Surrey	2	0	2	0	0	0	0	0	4	0
	West Sussex	0	0	1	0	0	0	1	0	2	0
South West	Avon	0	0	4	0	0	0	5	0	9	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	3	0	1	0	0	0	4	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	1	0	2	0	0	0	2	0	6	0
	Somerset	0	0	1	0	0	0	0	0	1	0
	Wiltshire	0	0	0	0	0	0	0	0	0	0
West Midlands	Hereford & Worcs	7	0	21	0	0	0	0	0	28	0
	Shropshire	24	1	66	1	9	1	17	1	117	1
	Staffordshire	60	2	170	3	19	2	35	2	284	2
	Warwickshire	0	0	6	0	0	0	2	0	9	0
	West Midlands	10	0	80	1	6	1	19	1	114	1
Yorkshire	Humberside	26	1	162	2	16	2	18	1	221	2
	North Yorkshire	60	2	194	3	36	4	63	4	353	3
	South Yorkshire	104	4	288	4	46	4	68	4	506	4
	West Yorkshire	180	6	689	10	74	7	156	10	1099	9
Wales	Clwyd	77	3	201	3	19	2	34	2	331	3
	Dyfed	2	0	6	0	0	0	1	0	8	0
	Gwent	0	0	3	0	0	0	0	0	4	0
	Gwynedd	17	1	31	0	4	0	14	1	65	1
	Mid Glamorgan	0	0	2	0	0	0	0	0	2	0
	Powys	3	0	11	0	0	0	0	0	14	0
	South Glamorgan	0	0	2	0	0	0	0	0	2	0
	West Glamorgan	8	0	2	0	0	0	0	0	10	0
Scotland		6	0	89	1	1	0	68	4	103	1
Grand Total		2,929	100	6,755	100	1,036	100	1,573	100	12,293	100

Table 7.12
Scheduled origin/destination patterns of terminating passengers at Newcastle Airport in 2005

Region	County	UK Business		UK Leisure		Foreign Business		Foreign Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0	0	0	0	0	0	0	0	0	0
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0	0
	Leicestershire	1	0	0	0	0	0	0	0	1	0
	Lincolnshire	2	0	0	0	0	0	0	0	2	0
	Northamptonshire	0	0	0	0	0	0	0	0	0	0
	Nottinghamshire	0	0	1	0	0	0	0	0	1	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	2	0	0	0	0	0	2	0
	Lancashire	0	0	3	0	0	0	0	0	3	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	37	4	119	6	20	10	16	5	192	6
	Cumbria	25	3	88	4	8	4	11	3	132	4
	Durham	122	14	289	14	32	15	41	12	483	14
	Northumberland	131	15	328	16	17	8	35	11	511	15
	Tyne and Wear	537	61	1026	51	119	57	187	57	1869	54
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	0	0	0	0	0	0	0	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	1	0	0	0	0	0	0	0	1	0
	Greater London	0	0	0	0	0	0	0	0	0	0
	Hampshire	0	0	1	0	0	0	0	0	1	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	0	0	0	0	0	0	0	0
	Surrey	0	0	0	0	0	0	0	0	0	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	1	0	0	0	1	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	0	0	0	0	0	0	0	0	0	0
	Somerset	0	0	0	0	0	0	0	0	1	0
	Wiltshire	0	0	0	0	0	0	0	0	0	0
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	0	0	0	0	0	0	0	0
	Staffordshire	0	0	0	0	0	0	0	0	0	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	0	0	0	0	0	0	0	0	0	0
Yorkshire	Humberside	1	0	9	0	0	0	1	0	11	0
	North Yorkshire	15	2	50	2	6	3	7	2	78	2
	South Yorkshire	0	0	3	0	1	0	0	0	4	0
	West Yorkshire	1	0	13	1	1	1	4	1	20	1
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		8	1	93	5	6	3	27	8	133	4
Grand Total		883	100	2,026	100	209	100	330	100	3,449	100

Table 7.13
Scheduled origin/destination patterns of terminating passengers at Prestwick Airport in 2005.

Region	County	UK Business		UK Leisure		Foreign Business		Foreign Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
Scotland	Borders	0	0	3	0	0	0	0	0	3	0
	Central	3	3	31	2	2	4	0	1	42	2
	Dumfries and Galloway	0	0	14	1	1	3	0	1	20	1
	Fife	2	2	17	1	0	0	0	1	30	1
	Grampian	1	2	8	1	7	14	0	1	27	1
	Highland and Islands	0	0	14	1	0	0	0	3	36	2
	Lothian	3	3	159	13	1	3	0	25	357	17
	Strathclyde	80	87	979	78	38	76	0	67	1610	74
	Tayside	0	0	20	2	0	0	0	1	24	1
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	1	1	6	0	0	0	0	0	7	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	2	0	0	0	0	0	2	0
	Merseyside	0	0	2	0	0	0	0	0	2	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	1	0	0	2	0
Wales		1	1	2	0	0	0	0	0	2	0
Grand Total		92	100	1,257	100	50	100	767	100	2,166	100

Table 7.14
Scheduled origin/destination patterns of terminating passengers at Stansted Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	293	11	570	6	108	10	212	4	1182	6
	Norfolk	67	3	350	4	32	3	102	2	551	3
	Suffolk	135	5	355	4	25	2	78	1	593	3
East Midlands	Derbyshire	5	0	42	0	3	0	11	0	61	0
	Leicestershire	30	1	93	1	6	1	12	0	140	1
	Lincolnshire	25	1	116	1	10	1	48	1	199	1
	Northamptonshire	59	2	135	1	4	0	40	1	238	1
	Nottinghamshire	15	1	63	1	8	1	19	0	106	1
North West	Cheshire	6	0	28	0	2	0	11	0	47	0
	Greater Manchester	4	0	43	0	2	0	38	1	86	0
	Lancashire	5	0	9	0	0	0	6	0	19	0
	Merseyside	3	0	10	0	0	0	4	0	17	0
Northern	Cleveland	0	0	8	0	0	0	0	0	8	0
	Cumbria	3	0	0	0	0	0	7	0	11	0
	Durham	1	0	4	0	0	0	0	0	6	0
	Northumberland	0	0	0	0	1	0	0	0	1	0
	Tyne and Wear	0	0	40	0	0	0	0	0	40	0
South East	Bedfordshire	37	1	138	1	6	1	49	1	230	1
	Berkshire	31	1	121	1	1	0	51	1	204	1
	Buckinghamshire	33	1	149	2	8	1	32	1	222	1
	East Sussex	40	2	99	1	9	1	49	1	197	1
	Essex	415	16	1309	14	130	12	374	7	2228	12
	Greater London	774	30	3535	37	524	49	3292	62	8124	44
	Hampshire	46	2	101	1	5	0	64	1	215	1
	Hertfordshire	209	8	582	6	70	7	161	3	1022	6
	Isle of Wight	0	0	3	0	0	0	0	0	3	0
	Kent	84	3	375	4	30	3	144	3	633	3
	Oxfordshire	31	1	98	1	4	0	91	2	223	1
	Surrey	36	1	121	1	21	2	25	0	203	1
	West Sussex	21	1	56	1	10	1	53	1	141	1
South West	Avon	6	0	94	1	7	1	20	0	127	1
	Cornwall	0	0	15	0	0	0	4	0	19	0
	Devon	11	0	68	1	1	0	31	1	111	1
	Dorset	16	1	26	0	3	0	25	0	70	0
	Gloucestershire	8	0	68	1	10	1	15	0	100	1
	Somerset	0	0	16	0	0	0	7	0	23	0
	Wiltshire	17	1	32	0	6	1	23	0	78	0
West Midlands	Hereford & Worcs	19	1	47	0	2	0	5	0	72	0
	Shropshire	5	0	30	0	2	0	1	0	39	0
	Staffordshire	7	0	23	0	0	0	10	0	40	0
	Warwickshire	14	1	62	1	2	0	12	0	90	0
	West Midlands	6	0	94	1	6	1	45	1	151	1
Yorkshire	Humberside	11	0	36	0	1	0	5	0	53	0
	North Yorkshire	10	0	28	0	6	1	19	0	62	0
	South Yorkshire	19	1	54	1	5	1	16	0	95	1
	West Yorkshire	25	1	75	1	1	0	9	0	111	1
Wales	Clwyd	0	0	12	0	0	0	2	0	15	0
	Dyfed	0	0	12	0	0	0	0	0	12	0
	Gwent	0	0	5	0	2	0	3	0	9	0
	Gwynedd	0	0	12	0	0	0	0	0	12	0
	Mid Glamorgan	1	0	15	0	0	0	7	0	23	0
	Powys	2	0	13	0	0	0	2	0	17	0
	South Glamorgan	5	0	35	0	1	0	32	1	73	0
	West Glamorgan	0	0	16	0	2	0	5	0	22	0
Scotland		0	0	9	0	0	0	0	0	9	0
Grand Total		2,586	100	9,449	100	1,078	100	5,270	100	18,383	100

Table 8.1
Charter origin/destination patterns of terminating passengers at Aberdeen Airport in 2005.

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
Scotland	Borders	0	0	0	0	0	0	0	0	0	0
	Central	0	0	0	0	0	0	0	0	0	0
	Dumfries and Galloway	0	0	0	0	0	0	0	0	0	0
	Fife	0	0	0	0	0	0	0	0	0	0
	Grampian	59	99	70	76	0	0	0	0	128	85
	Highland and Islands	0	0	1	1	0	0	0	0	1	1
	Lothian	0	0	19	21	0	0	0	0	19	13
	Strathclyde	0	1	0	0	0	0	0	0	1	0
	Tayside	0	0	2	2	0	0	0	0	2	1
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		59	100	92	100	0	0	0	0	151	100

Table 8.2
Charter origin/destination patterns of terminating passengers at Bournemouth Airport in 2005

Region	County	UK Business		Leisure		Foreign Business		Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0	0	0	0	0	0	0	0	0	0
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0	0
	Leicestershire	0	0	0	0	0	0	0	0	0	0
	Lincolnshire	0	0	0	0	0	0	0	0	0	0
	Northamptonshire	0	0	0	0	0	0	0	0	0	0
	Nottinghamshire	0	0	1	1	0	0	0	0	1	1
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	0	0	0	0	0	0	0	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	0	0	0	0	0	0	0	0	0	0
	Greater London	0	0	0	0	0	0	0	0	0	0
	Hampshire	0	0	39	34	0	100	0	0	40	35
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Isle of Wight	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	0	0	0	0	0	0	0	0
	Surrey	0	0	0	0	0	0	0	0	0	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	0	0	0	0	0	0
	Dorset	0	0	66	58	0	0	0	11	66	57
	Gloucestershire	0	0	0	0	0	0	0	44	0	0
	Somerset	0	0	1	1	0	0	0	0	1	1
	Wiltshire	0	0	4	4	0	0	0	0	4	4
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	0	0	0	0	0	0	0	0
	Staffordshire	0	0	0	0	0	0	0	0	0	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	0	0	0	0	0	0	0	0	0	0
Yorkshire	Humberside	0	0	0	0	0	0	0	0	0	0
	North Yorkshire	0	0	0	0	0	0	0	0	0	0
	South Yorkshire	0	0	0	0	0	0	0	44	0	0
	West Yorkshire	0	0	0	0	0	0	0	0	0	0
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	114	100	0	100	0	100	114	100

Table 8.3
Charter origin/destination patterns of terminating passengers at Durham Tees Valley Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	0	0	0	0	0	0	0	0	0	0
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0	0
	Leicestershire	0	0	0	0	0	0	0	0	0	0
	Lincolnshire	0	0	0	0	0	0	0	0	0	0
	Northamptonshire	0	0	0	0	0	0	0	0	0	0
	Nottinghamshire	0	0	0	0	0	0	0	3	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	32	108	48	0	100	1	21	109	47
	Cumbria	0	0	4	2	0	0	0	0	4	2
	Durham	0	31	61	27	0	0	1	39	62	27
	Northumberland	0	0	4	2	0	0	0	0	4	2
	Tyne and Wear	0	0	26	12	0	0	1	27	27	12
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	0	0	0	0	0	0	0	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	0	0	0	0	0	0	0	0	0	0
	Greater London	0	0	0	0	0	0	0	0	0	0
	Hampshire	0	0	0	0	0	0	0	0	0	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	0	0	0	0	0	0	0	0
	Surrey	0	0	0	0	0	0	0	0	0	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	0	0	0	0	0	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	0	0	1	0	0	0	0	0	1	0
	Somerset	0	0	0	0	0	0	0	0	0	0
	Wiltshire	0	0	0	0	0	0	0	0	0	0
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	0	0	0	0	0	0	0	0
	Staffordshire	0	0	0	0	0	0	0	0	0	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	0	0	0	0	0	0	0	0	0	0
Yorkshire	Humberside	0	37	1	0	0	0	0	0	1	1
	North Yorkshire	0	0	19	8	0	0	0	10	19	8
	South Yorkshire	0	0	0	0	0	0	0	0	0	0
	West Yorkshire	0	0	1	0	0	0	0	0	1	0
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		0	0	2	1	0	0	0	0	2	1
Grand Total		1	100	227	100	0	100	3	100	230	100

Table 8.4
Charter origin/destination patterns of terminating passengers at Edinburgh Airport in 2005.

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
Scotland	Borders	0	0	5	2	0	0	0	1	6	2
	Central	0	5	31	10	0	22	4	13	36	10
	Dumfries and Galloway	0	0	2	1	0	0	0	0	2	0
	Fife	1	12	55	18	0	0	3	8	59	17
	Grampian	0	0	29	9	0	0	0	0	29	8
	Highland and Islands	0	0	4	1	0	0	0	0	4	1
	Lothian	4	72	143	47	0	78	18	52	165	48
	Strathclyde	0	2	17	6	0	0	3	7	20	6
	Tayside	0	8	18	6	0	0	5	14	24	7
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	1	0	0	0	0	0	1	0
	Cumbria	0	0	1	0	0	0	2	4	2	1
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	1	0	0	0	0	0	1	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		5	100	307	100	1	100	35	100	347	100

Table 8.5
Charter origin/destination patterns of terminating passengers at Gatwick Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	0	0	148	2	0	0	22	11	170	2
	Norfolk	0	0	94	1	0	0	0	0	94	1
	Suffolk	0	0	223	3	0	0	0	0	223	2
East Midlands	Derbyshire	0	0	2	0	0	2	0	0	2	0
	Leicestershire	2	1	30	0	0	0	0	0	32	0
	Lincolnshire	0	0	24	0	0	0	2	1	26	0
	Northamptonshire	0	0	86	1	0	0	0	0	86	1
	Nottinghamshire	0	0	52	1	0	0	0	0	52	1
North West	Cheshire	0	0	3	0	0	0	0	0	3	0
	Greater Manchester	0	0	2	0	0	0	0	0	2	0
	Lancashire	0	0	5	0	0	0	0	0	5	0
	Merseyside	0	0	1	0	0	0	2	1	3	0
Northern	Cleveland	0	0	1	0	0	0	0	0	1	0
	Cumbria	0	0	2	0	0	0	0	0	2	0
	Durham	0	0	6	0	0	0	0	0	6	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	33	0	0	0	0	0	33	0
South East	Bedfordshire	0	0	105	1	0	0	4	2	109	1
	Berkshire	0	0	250	3	0	1	0	0	250	3
	Buckinghamshire	0	0	244	3	0	0	0	0	244	3
	East Sussex	0	0	327	4	0	0	13	6	340	4
	Essex	21	16	696	8	0	0	8	4	725	8
	Greater London	20	15	1852	22	18	57	70	34	1959	22
	Hampshire	13	10	798	9	0	0	1	1	812	9
	Hertfordshire	21	17	225	3	11	37	20	10	278	3
	Isle of Wight	0	0	32	0	0	0	0	0	32	0
	Kent	21	17	1045	12	0	0	6	3	1072	12
	Oxfordshire	23	18	174	2	0	0	0	0	197	2
	Surrey	4	3	461	5	0	0	32	16	497	6
	West Sussex	2	2	337	4	1	3	11	6	352	4
South West	Avon	0	0	138	2	0	0	2	1	139	2
	Cornwall	0	0	93	1	0	0	0	0	93	1
	Devon	0	0	134	2	0	0	0	0	135	2
	Dorset	0	0	140	2	0	0	0	0	140	2
	Gloucestershire	0	0	78	1	0	0	2	1	79	1
	Somerset	0	0	44	1	0	0	0	0	44	0
	Wiltshire	0	0	119	1	0	0	9	4	129	1
West Midlands	Hereford & Worcs	0	0	59	1	0	0	0	0	59	1
	Shropshire	0	0	5	0	0	0	0	0	5	0
	Staffordshire	0	0	48	1	0	0	0	0	48	1
	Warwickshire	0	0	24	0	0	0	0	0	24	0
	West Midlands	0	0	128	1	0	0	0	0	128	1
Yorkshire	Humberside	0	0	5	0	0	0	0	0	5	0
	North Yorkshire	0	0	20	0	0	0	0	0	20	0
	South Yorkshire	0	0	2	0	0	0	0	0	2	0
	West Yorkshire	0	0	14	0	0	0	0	0	14	0
Wales	Clwyd	0	0	4	0	0	0	0	0	4	0
	Dyfed	0	0	48	1	0	0	0	0	48	1
	Gwent	0	0	26	0	0	0	2	1	27	0
	Gwynedd	0	0	2	0	0	0	0	0	2	0
	Mid Glamorgan	0	0	24	0	0	0	0	0	24	0
	Powys	0	0	11	0	0	0	0	0	11	0
	South Glamorgan	0	0	71	1	0	0	0	0	71	1
	West Glamorgan	0	0	58	1	0	0	0	0	58	1
Scotland		0	0	3	0	0	0	0	0	2	0
Grand Total		129	100	8551	100	31	100	207	100	8918	100

Table 8.6
Charter origin/destination patterns of terminating passengers at Heathrow Airport in 2005

Not Available

Table 8.7
Charter origin/destination patterns of terminating passengers at Glasgow Airport in 2005.

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
Scotland	Borders	0	0	13	1	0	0	0	0	13	1
	Central	0	0	128	6	0	0	0	2	129	6
	Dumfries and Galloway	0	0	25	1	0	0	0	0	25	1
	Fife	0	0	145	7	0	0	1	3	145	7
	Grampian	0	0	144	7	0	0	0	0	144	7
	Highland and Islands	0	0	57	3	0	0	0	1	57	3
	Lothian	1	5	213	10	0	0	3	17	217	10
	Strathclyde	9	57	1139	55	0	100	13	67	1158	55
	Tayside	2	10	154	7	0	0	1	3	156	7
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	31	1	0	0	1	7	32	2
	Durham	0	0	1	0	0	0	0	0	1	0
	Northumberland	0	0	7	0	0	0	0	0	7	0
	Tyne and Wear	0	0	8	0	0	0	0	0	8	0
North West	Cheshire	0	0	2	0	0	0	0	0	2	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	1	0	0	0	0	0	1	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		4	28	0	0	0	0	0	0	8	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		16	100	2067	100	0	100	20	100	2103	100

Table 8.7
Charter origin/destination patterns of terminating passengers at Glasgow Airport in 2005.

Table 8.8
Charter origin/destination patterns of terminating passengers at Inverness Airport in 2005.

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
Scotland	Borders	0	0	0	0	0	0	0	0	0	0
	Central	0	0	0	0	0	0	0	0	0	0
	Dumfries and Galloway	0	0	0	0	0	0	0	0	0	0
	Fife	0	0	0	4	0	0	0	0	0	3
	Grampian	0	0	1	27	0	0	0	0	1	16
	Highland and Islands	0	0	2	69	0	100	2	100	4	82
	Lothian	0	0	0	0	0	0	0	0	0	0
	Strathclyde	0	0	0	0	0	0	0	0	0	0
	Tayside	0	0	0	0	0	0	0	0	0	0
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	3	100	0	100	2	100	5	100

Table 8.9
Charter origin/destination patterns of terminating passengers at Leeds Bradford Airport in 2005

Region	County	UK Business		UK Leisure		Foreign Business		Foreign Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0	0	0	0	0	0	0	0	0	0
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	0	0	1	0	0	0	0	0	1	0
	Leicestershire	0	0	0	0	0	0	0	0	0	0
	Lincolnshire	0	0	1	0	0	0	0	0	1	0
	Northamptonshire	0	0	0	0	0	0	0	0	0	0
	Nottinghamshire	0	0	1	0	0	0	0	0	1	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	4	1	0	0	0	0	4	1
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	8	2	0	0	0	3	8	2
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	3	1	0	0	0	0	3	1
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	4	1	0	0	0	0	4	1
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	0	0	0	0	0	0	0	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	0	0	0	0	0	0	0	0	0	0
	Greater London	0	0	0	0	0	0	0	0	0	0
	Hampshire	0	0	0	0	0	0	0	0	0	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	0	0	0	0	0	0	0	0
	Surrey	0	0	0	0	0	0	0	0	0	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	0	0	0	0	0	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	0	0	0	0	0	0	0	0	0	0
	Somerset	0	0	0	0	0	0	0	0	0	0
	Wiltshire	0	0	0	0	0	0	0	0	0	0
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	0	0	0	0	0	0	0	0
	Staffordshire	0	0	0	0	0	0	0	0	0	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	0	0	0	0	0	0	0	0	0	0
Yorkshire	Humberside	0	0	17	4	0	0	0	15	17	4
	North Yorkshire	0	0	52	13	0	0	1	22	52	13
	South Yorkshire	0	0	17	4	0	0	0	8	17	4
	West Yorkshire	0	100	274	71	0	0	2	51	276	71
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		0	0	2	1	0	0	0	0	2	1
Grand Total		0	100	387	100	0	0	3	100	391	100

Table 8.10
Charter origin/destination patterns of terminating passengers at Luton Airport in 2005

Region	County	UK Business		UK Leisure		Foreign Business		Foreign Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0	0	33	5	0	0	1	5	34	5
	Norfolk	0	0	24	4	0	0	0	3	25	4
	Suffolk	0	0	8	1	0	0	0	0	8	1
East Midlands	Derbyshire	0	0	1	0	0	0	0	0	1	0
	Leicestershire	0	0	22	3	0	0	0	0	22	3
	Lincolnshire	0	0	20	3	0	0	0	3	20	3
	Northamptonshire	0	0	70	11	0	0	1	6	71	11
	Nottinghamshire	0	0	3	0	0	0	0	0	3	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	1	0	0	0	0	0	1	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
South East	Bedfordshire	0	0	79	12	0	0	5	32	84	13
	Berkshire	0	0	12	2	0	0	0	0	12	2
	Buckinghamshire	0	0	67	11	0	0	0	0	67	10
	East Sussex	0	0	2	0	0	0	0	0	2	0
	Essex	0	0	17	3	0	0	0	0	17	3
	Greater London	0	0	87	14	0	100	2	10	89	14
	Hampshire	0	0	11	2	0	0	0	0	11	2
	Hertfordshire	2	100	99	16	0	0	6	39	107	16
	Kent	0	0	11	2	0	0	0	0	11	2
	Oxfordshire	0	0	19	3	0	0	0	0	19	3
	Surrey	0	0	2	0	0	0	0	0	2	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	3	0	0	0	0	0	3	0
	Dorset	0	0	9	1	0	0	0	0	9	1
	Gloucestershire	0	0	0	0	0	0	0	0	0	0
	Somerset	0	0	0	0	0	0	0	0	0	0
	Wiltshire	0	0	3	0	0	0	0	0	3	0
West Midlands	Hereford & Worcs	0	0	1	0	0	0	0	0	1	0
	Shropshire	0	0	3	0	0	0	0	0	3	0
	Staffordshire	0	0	5	1	0	0	0	0	5	1
	Warwickshire	0	0	6	1	0	0	0	0	6	1
	West Midlands	0	0	8	1	0	0	0	2	9	1
Yorkshire	Humberside	0	0	1	0	0	0	0	0	1	0
	North Yorkshire	0	0	0	0	0	0	0	0	0	0
	South Yorkshire	0	0	6	1	0	0	0	0	6	1
	West Yorkshire	0	0	2	0	0	0	0	0	2	0
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	1	0	0	0	0	0	1	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	1	0	0	0	0	0	1	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		0	0	0	0	0	0	0	0	0	0
Grand Total		2	100	635	100	0	100	16	100	653	100

Table 8.11
Charter origin/destination patterns of terminating passengers at Manchester Airport in 2005

Region	County	UK Business 000's	%	UK Leisure 000's	%	Foreign Business 000's	%	Foreign Leisure 000's	%	Grand Total 000's	%
East Anglia	Cambridgeshire	0	0	8	0	0	0	0	0	8	0
	Norfolk	0	0	1	0	0	0	0	0	1	0
	Suffolk	0	0	4	0	0	0	0	0	4	0
East Midlands	Derbyshire	0	1	158	2	0	0	7	4	165	2
	Leicestershire	0	0	27	0	0	0	0	0	27	0
	Lincolnshire	0	0	44	1	0	0	1	0	45	1
	Northamptonshire	0	0	15	0	0	0	0	0	15	0
	Nottinghamshire	2	6	135	2	0	0	0	0	138	2
North West	Cheshire	3	7	664	8	2	30	15	9	683	8
	Greater Manchester	12	31	1851	22	2	31	45	27	1910	22
	Lancashire	6	15	760	9	1	10	22	13	788	9
	Merseyside	4	9	908	11	0	0	20	12	932	11
Northern	Cleveland	0	0	63	1	0	0	2	1	65	1
	Cumbria	0	1	167	2	0	0	5	3	172	2
	Durham	1	3	46	1	0	0	0	0	47	1
	Northumberland	0	0	24	0	0	0	0	0	24	0
	Tyne and Wear	3	8	114	1	0	0	0	0	117	1
South East	Bedfordshire	0	0	5	0	0	0	0	0	5	0
	Berkshire	0	0	0	0	0	0	2	1	2	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	0	0	3	0	0	0	0	0	3	0
	Greater London	1	1	15	0	0	0	4	3	20	0
	Hampshire	0	0	6	0	0	0	0	0	6	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	4	0	0	0	0	0	4	0
	Surrey	0	0	1	0	0	0	0	0	1	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	16	0	0	0	0	0	16	0
	Cornwall	0	0	4	0	0	0	0	0	4	0
	Devon	0	0	9	0	0	0	0	0	9	0
	Dorset	0	0	1	0	0	0	0	0	1	0
	Gloucestershire	0	0	13	0	0	0	0	0	13	0
	Somerset	0	0	3	0	0	0	0	0	3	0
	Wiltshire	0	0	3	0	0	0	0	0	3	0
West Midlands	Hereford & Worcs	0	0	71	1	0	0	0	0	71	1
	Shropshire	0	0	97	1	0	0	0	0	97	1
	Staffordshire	2	6	327	4	0	0	1	1	330	4
	Warwickshire	0	0	25	0	0	0	0	0	25	0
	West Midlands	0	0	200	2	0	0	0	0	200	2
Yorkshire	Humberside	1	2	261	3	0	0	0	0	262	3
	North Yorkshire	0	0	240	3	1	16	5	3	245	3
	South Yorkshire	3	7	543	6	0	0	21	12	567	7
	West Yorkshire	1	3	955	11	0	0	19	11	974	11
Wales	Clwyd	0	0	325	4	0	0	0	0	326	4
	Dyfed	0	0	5	0	0	0	0	0	5	0
	Gwent	0	0	1	0	0	0	0	0	1	0
	Gwynedd	0	0	51	1	0	0	1	1	52	1
	Mid Glamorgan	0	0	3	0	0	0	0	0	3	0
	Powys	0	0	29	0	0	0	0	0	29	0
	South Glamorgan	0	0	2	0	0	0	0	0	2	0
	West Glamorgan	0	0	4	0	0	0	0	0	4	0
Scotland		0	0	258	3	1	12	1	1	260	3
Grand Total		39	100	8471	100	5	100	172	100	8686	100

Table 8.12
Charter origin/destination patterns of terminating passengers at Newcastle Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	0	0	0	0	0	0	0	0	0	0
	Norfolk	0	0	0	0	0	0	0	0	0	0
	Suffolk	0	0	0	0	0	0	0	0	0	0
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0	0
	Leicestershire	0	0	0	0	0	0	0	0	0	0
	Lincolnshire	0	0	0	0	0	0	0	0	0	0
	Northamptonshire	0	0	0	0	0	0	0	0	0	0
	Nottinghamshire	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	1	0	0	0	0	0	1	0
	Lancashire	0	0	1	0	0	0	0	0	1	0
	Merseyside	0	0	2	0	0	0	0	0	2	0
Northern	Cleveland	0	17	166	11	0	0	2	16	169	11
	Cumbria	0	9	48	3	0	0	0	0	49	3
	Durham	0	4	312	20	0	0	2	14	315	20
	Northumberland	0	19	203	13	0	0	1	4	203	13
	Tyne and Wear	0	20	655	42	0	34	9	64	665	42
South East	Bedfordshire	0	0	0	0	0	0	0	0	0	0
	Berkshire	0	0	0	0	0	0	0	0	0	0
	Buckinghamshire	0	0	0	0	0	0	0	0	0	0
	East Sussex	0	0	0	0	0	0	0	0	0	0
	Essex	0	0	0	0	0	0	0	0	0	0
	Greater London	0	0	0	0	0	0	0	0	0	0
	Hampshire	0	0	0	0	0	0	0	0	0	0
	Hertfordshire	0	0	0	0	0	0	0	0	0	0
	Kent	0	0	0	0	0	0	0	0	0	0
	Oxfordshire	0	0	0	0	0	0	0	0	0	0
	Surrey	0	0	0	0	0	0	0	0	0	0
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	0	0	0	0	0	0	0	0	0
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	0	0	0	0	0	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	0	0	0	0	0	0	0	0	0	0
	Somerset	0	0	0	0	0	0	0	0	0	0
	Wiltshire	0	0	0	0	0	0	0	0	0	0
West Midlands	Hereford & Worcs	0	0	0	0	0	0	0	0	0	0
	Shropshire	0	0	0	0	0	0	0	0	0	0
	Staffordshire	0	0	2	0	0	0	0	0	2	0
	Warwickshire	0	0	0	0	0	0	0	0	0	0
	West Midlands	0	0	0	0	0	0	0	0	0	0
Yorkshire	Humberside	0	0	9	1	0	0	0	0	9	1
	North Yorkshire	0	0	53	3	0	0	0	1	53	3
	South Yorkshire	0	0	3	0	0	0	0	0	3	0
	West Yorkshire	0	0	2	0	0	0	0	0	2	0
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		1	30	98	6	1	66	0	0	99	6
Grand Total		2	100	1556	100	1	100	14	100	1573	100

Table 8.13
Charter origin/destination patterns of terminating passengers at Prestwick Airport in 2005.

Region	County	UK Business		UK Leisure		Foreign Business		Foreign Leisure		Grand Total	
		000's	%	000's	%	000's	%	000's	%	000's	%
Scotland	Borders	0	0	0	0	0	0	0	0	0	0
	Central	0	0	4	2	0	0	0	0	4	2
	Dumfries and Galloway	0	0	1	1	0	0	0	0	1	1
	Fife	0	0	1	1	0	0	0	0	1	1
	Grampian	0	0	1	1	0	0	0	0	1	1
	Highland and Islands	0	0	0	0	0	0	0	0	0	0
	Lothian	0	0	29	20	0	0	0	17	29	20
	Strathclyde	0	0	108	74	0	100	2	83	110	74
	Tayside	0	0	2	1	0	0	0	0	2	1
East Anglia		0	0	0	0	0	0	0	0	0	0
East Midlands		0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	0	0	0	0	0	0	0	0
	Durham	0	0	0	0	0	0	0	0	0	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	0	0	0	0	0	0	0	0
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	0	0	0	0	0	0	0	0
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
South East		0	0	0	0	0	0	0	0	0	0
South West		0	0	0	0	0	0	0	0	0	0
West Midlands		0	0	0	0	0	0	0	0	0	0
Yorkshire		0	0	0	0	0	0	0	0	0	0
Wales		0	0	0	0	0	0	0	0	0	0
Grand Total		0	100	146	100	0	100	2	100	148	100

Table 8.14
Charter origin/destination patterns of terminating passengers at Stansted Airport in 2005

Region	County	UK Business 000's	UK Business %	UK Leisure 000's	UK Leisure %	Foreign Business 000's	Foreign Business %	Foreign Leisure 000's	Foreign Leisure %	Grand Total 000's	Grand Total %
East Anglia	Cambridgeshire	0	0	79	10	0	0	0	0	79	10
	Norfolk	0	0	55	7	0	0	0	0	55	7
	Suffolk	0	0	64	8	0	0	0	0	64	8
East Midlands	Derbyshire	0	0	0	0	0	0	0	0	0	0
	Leicestershire	0	0	13	2	0	0	0	0	13	2
	Lincolnshire	1	9	11	1	0	0	0	0	12	1
	Northamptonshire	0	0	4	0	0	0	0	0	4	0
	Nottinghamshire	0	0	15	2	0	0	0	0	15	2
North West	Cheshire	0	0	0	0	0	0	0	0	0	0
	Greater Manchester	0	0	20	2	0	0	0	0	20	2
	Lancashire	0	0	0	0	0	0	0	0	0	0
	Merseyside	0	0	0	0	0	0	0	0	0	0
Northern	Cleveland	0	0	0	0	0	0	0	0	0	0
	Cumbria	0	0	1	0	0	0	0	0	1	0
	Durham	0	0	1	0	0	0	0	0	1	0
	Northumberland	0	0	0	0	0	0	0	0	0	0
	Tyne and Wear	0	0	1	0	0	0	0	0	1	0
South East	Bedfordshire	0	0	7	1	0	0	0	0	7	1
	Berkshire	0	0	6	1	0	0	0	0	6	1
	Buckinghamshire	0	0	12	2	0	0	0	0	12	1
	East Sussex	0	0	1	0	0	0	0	0	1	0
	Essex	0	0	216	27	0	0	2	66	218	27
	Greater London	7	88	148	18	1	100	1	34	156	19
	Hampshire	0	0	0	0	0	0	0	0	0	0
	Hertfordshire	0	2	83	10	0	0	0	0	83	10
	Kent	0	0	25	3	0	0	0	0	25	3
	Oxfordshire	0	0	8	1	0	0	0	0	8	1
	Surrey	0	0	4	1	0	0	0	0	4	1
	West Sussex	0	0	0	0	0	0	0	0	0	0
South West	Avon	0	1	4	1	0	0	0	0	5	1
	Cornwall	0	0	0	0	0	0	0	0	0	0
	Devon	0	0	0	0	0	0	0	0	0	0
	Dorset	0	0	0	0	0	0	0	0	0	0
	Gloucestershire	0	0	0	0	0	0	0	0	0	0
	Somerset	0	0	4	0	0	0	0	0	4	0
	Wiltshire	0	0	1	0	0	0	0	0	1	0
West Midlands	Hereford & Worcs	0	0	1	0	0	0	0	0	1	0
	Shropshire	0	0	12	1	0	0	0	0	12	1
	Staffordshire	0	0	1	0	0	0	0	0	1	0
	Warwickshire	0	0	3	0	0	0	0	0	3	0
	West Midlands	0	0	1	0	0	0	0	0	1	0
Yorkshire	Humberside	0	0	0	0	0	0	0	0	0	0
	North Yorkshire	0	0	1	0	0	0	0	0	1	0
	South Yorkshire	0	0	2	0	0	0	0	0	2	0
	West Yorkshire	0	0	3	0	0	0	0	0	3	0
Wales	Clwyd	0	0	0	0	0	0	0	0	0	0
	Dyfed	0	0	0	0	0	0	0	0	0	0
	Gwent	0	0	0	0	0	0	0	0	0	0
	Gwynedd	0	0	0	0	0	0	0	0	0	0
	Mid Glamorgan	0	0	0	0	0	0	0	0	0	0
	Powys	0	0	0	0	0	0	0	0	0	0
	South Glamorgan	0	0	0	0	0	0	0	0	0	0
	West Glamorgan	0	0	0	0	0	0	0	0	0	0
Scotland		0	0	0	0	0	0	0	0	0	0
Grand Total		7	100	807	100	1	100	2	100	817	100

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Table 9a
Modes of transport used at the 2005 survey airports.**

	Gatwick %	Heathrow %	Luton %	Stansted %
Private car	51.0	33.5	56.1	48.0
Hire car	2.3	2.8	2.6	3.6
Taxi / minicab	14.0	26.4	12.6	8.7
Tube	0.0	13.4	0.0	0.0
Rail	25.6	10.5	17.9	25.0
Bus / coach *	6.7	13.0	10.4	14.3
Other	0.3	0.4	0.4	0.4
Total	100	100	100	100
Total passengers (000's)	26,746	43,579	8,271	19,200

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.

*** Passengers from NI or Unspecified locations have been excluded

Table 9b
Modes of transport used at the 2005 survey airports.**

	Aberdeen %	Edinburgh %	Glasgow %	Inverness %	Prestwick %
Private car	49.5	48.6	57.6	60.5	57.2
Hire car	6.1	5.8	4.4	17.9	12.5
Taxi / minicab	36.9	25.7	26.4	14.4	5.2
Rail	0.0	0.0	0.0	0.0	20.8
Bus / coach *	6.2	19.3	10.7	4.9	3.6
Other	1.3	0.6	0.9	2.3	0.7
Total	100	100	100	100	100
Total passengers (000's)	2,156	8,133	8,288	0,581	2,314

** 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.
*** Passengers from NI or Unspecified locations have been excluded

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Table 9c
Modes of transport used at the 2005 survey airports.**

	Bournemouth %	Durham Tees Valley %	Leeds Bradford %	Manchester %	Newcastle %
Private car	78.4	73.1	66.7	58.4	60.4
Hire car	2.1	2.0	2.5	2.4	3.0
Taxi / minicab	17.3	22.1	24.6	29.0	24.6
Tram/Metro	0.0	0.0	0.0	0.0	10.9
Rail	0.0	0.0	0.0	7.2	0.0
Bus / coach *	2.1	1.7	5.9	2.5	0.8
Other	0.1	1.1	0.3	0.5	0.2
Total	100	100	100	100	100
Total passengers (000's)	0,618	0,861	2,471	20,979	5,022

** 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.
*** Passengers from NI or Unspecified locations have been excluded

Table 10.1
Modes of transport by passenger type used at Aberdeen Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	37.8	45.0	45.7	32.2	29.7	40.7
UK Leisure	47.8	18.2	28.8	38.9	53.9	38.5
Foreign Business	5.6	20.7	20.9	18.0	11.2	13.0
Foreign Leisure	8.8	16.0	4.6	10.9	5.1	7.8
Total	100	100	100	100	100	100
Total terminating passengers (000's)	1,067	0,131	0,796	0,133	0,029	2,156

* 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 Bournemouth Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	3.3	11.5	5.0	6.9	36.3	3.9
UK Leisure	87.0	43.5	81.4	73.0	38.4	84.8
Foreign Business	0.4	8.9	1.9	0.9	0.0	0.9
Foreign Leisure	9.3	36.1	11.6	19.2	25.3	10.5
Total	100	100	100	100	100	100
Total terminating passengers (000's)	0,484	0,013	0,107	0,013	0,001	0,618

* 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 Durham Tees Valley Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	14.8	31.0	29.0	3.0	11.7	18.0
UK Leisure	78.3	10.5	59.0	87.3	62.4	72.7
Foreign Business	1.9	22.0	7.0	0.4	12.2	3.5
Foreign Leisure	5.0	36.5	5.0	9.3	13.7	5.8
Total	100	100	100	100	100	100
Total terminating passengers (000's)	0,629	0,017	0,189	0,015	0,010	0,861

* 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 Edinburgh Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	42.4	48.2	48.3	18.6	87.6	40.0
UK Leisure	49.9	22.9	35.3	53.2	11.1	45.0
Foreign Business	1.8	6.5	7.1	6.5	0.9	4.4
Foreign Leisure	5.8	22.4	9.2	21.6	0.3	10.7
Total	100	100	100	100	100	100
Total terminating passengers (000's)	3,952	0,470	2,091	1,568	0,051	8,133

* 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 Gatwick Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Rail %	Other %	Grand Total %
UK Business	8.8	13.6	13.1	5.0	14.3	59.2	10.9
UK Leisure	80.8	21.1	72.1	54.5	50.1	9.6	68.4
Foreign Business	1.4	20.8	4.9	7.8	9.3	15.0	4.8
Foreign Leisure	9.0	44.5	9.8	32.6	26.3	16.1	15.9
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	13,647	0,608	3,756	1,789	6,859	0,088	26,746

* 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 Glasgow Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	24.1	26.8	39.0	17.6	47.1	27.7
UK Leisure	69.4	35.2	49.2	58.7	31.6	61.1
Foreign Business	1.0	4.5	5.2	4.7	5.9	2.7
Foreign Leisure	5.5	33.5	6.5	19.0	15.5	8.5
Total	100	100	100	100	100	100
Total terminating passengers (000's)	4,778	0,363	2,192	0,884	0,072	8,288

* 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 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Rail %	Tube %	Other %	Grand Total %
UK Business	24.5	22.1	27.9	12.9	28.2	12.8	23.3	22.7
UK Leisure	49.8	6.7	33.5	43.6	21.2	36.7	19.7	38.6
Foreign Business	8.8	26.6	21.6	11.6	27.1	12.5	43.6	15.6
Foreign Leisure	16.9	44.6	17.0	31.8	23.6	37.9	13.3	23.2
Total	100	100	100	100	100	100	100	100
Total terminating passengers (000's)	14,602	1,226	11,505	5,822	4,584	5,656	0,184	43,579

* 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 Inverness Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	33.2	24.7	51.2	24.7	27.6	33.7
UK Leisure	60.6	60.0	34.9	54.2	66.8	56.7
Foreign Business	1.2	4.7	7.5	2.5	2.1	2.8
Foreign Leisure	4.9	10.5	6.3	18.6	3.5	6.8
Total	100	100	100	100	100	100
Total terminating passengers (000's)	0,351	0,104	0,084	0,029	0,013	0,581

* 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 Leeds Bradford Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Other %	Grand Total %
UK Business	14.3	24.0	19.4	8.4	26.3	15.5
UK Leisure	75.5	15.9	64.6	66.4	46.1	70.6
Foreign Business	1.8	21.2	9.3	4.9	5.8	4.3
Foreign Leisure	8.4	38.8	6.7	20.3	21.8	9.6
Total	100	100	100	100	100	100
Total terminating passengers (000's)	1,649	0,063	0,607	0,145	0,007	2,471

* 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 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Rail %	Other %	Grand Total %
UK Business	15.3	23.8	15.6	6.1	11.7	16.9	14.0
UK Leisure	68.9	10.6	57.8	44.0	46.7	24.1	59.3
Foreign Business	3.2	21.1	11.0	5.9	7.0	25.2	5.7
Foreign Leisure	12.6	44.4	15.6	44.1	34.5	33.8	21.1
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	4,644	0,214	1,039	0,864	1,482	0,030	8,271

* 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 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Rail/Tram %	Other %	Grand Total %
UK Business	13.7	22.7	14.2	6.4	15.2	38.7	14.1
UK Leisure	76.3	18.4	74.3	69.4	60.5	15.1	72.7
Foreign Business	2.4	26.6	6.6	8.4	8.0	38.9	4.9
Foreign Leisure	7.6	32.4	4.9	15.7	16.3	7.4	8.2
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	12,251	0,502	6,077	0,514	1,525	0,109	20,979

* 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 Newcastle Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Metro %	Other %	Grand Total %
UK Business	16.1	34.1	20.2	3.5	17.4	24.4	17.7
UK Leisure	77.0	25.8	67.5	65.5	62.1	47.9	71.4
Foreign Business	1.9	17.7	7.5	8.7	3.8	16.3	4.1
Foreign Leisure	4.9	22.4	4.8	22.3	16.7	11.4	6.9
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	3,034	0,150	1,236	0,041	0,550	0,010	5,022

* 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 10.13
Modes of transport by passenger type used at Prestwick Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Rail %	Other %	Grand Total %
UK Business	4.2	3.9	11.7	2.8	1.8	0.8	4.0
UK Leisure	87.4	5.0	45.4	22.3	31.5	43.6	60.6
Foreign Business	0.7	2.0	6.9	0.0	5.5	4.6	2.2
Foreign Leisure	7.6	89.1	36.1	74.9	61.2	50.9	33.2
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	1,323	0,288	0,121	0,084	0,481	0,017	2,314

* 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 10.14
Modes of transport by passenger type used at Stansted Airport in 2005

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus/Coach %	Rail %	Other %	Grand Total %
UK Business	17.1	14.0	18.2	3.8	10.4	10.8	13.5
UK Leisure	67.7	11.0	57.2	41.0	38.8	31.2	53.5
Foreign Business	2.4	21.8	7.5	5.5	8.6	22.2	5.6
Foreign Leisure	12.9	53.2	17.1	49.6	42.2	35.8	27.4
Total	100	100	100	100	100	100	100
Total terminating passengers (000's)	9,212	0,682	1,668	2,752	4,804	0,081	19,200

* 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 Aberdeen Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.0	0.0	0.0	0.0	0.0
North West	0.0	0.0	0.0	0.0	0.0
Northern	0.0	0.0	0.0	0.0	0.0
Scotland	100.0	100.0	100.0	100.0	100.0
South East	0.0	0.0	0.0	0.0	0.0
South West	0.0	0.0	0.0	0.0	0.0
Wales	0.0	0.0	0.0	0.0	0.0
West Midlands	0.0	0.0	0.0	0.0	0.0
Yorkshire/Humberside	0.0	0.0	0.0	0.0	0.0
Total Passengers (000s)	1,067	0,131	0,796	0,133	0,029

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.2
Arriving mode of transport by origin at Bournemouth Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail
	%	%	%	%	%
East Anglia	0.1	0.0	0.0	0.5	0.0
East Midlands	0.2	0.0	0.0	0.7	0.0
North West	0.0	0.0	0.0	2.0	0.0
Northern	0.0	0.0	0.0	0.0	0.0
Scotland	0.0	0.0	0.0	0.0	0.0
South East	41.2	18.9	31.7	22.9	50.6
South West	57.6	80.9	68.3	72.7	49.4
Wales	0.6	0.1	0.0	0.0	0.0
West Midlands	0.1	0.0	0.0	0.7	0.0
Yorkshire/Humberside	0.1	0.0	0.0	0.5	0.0
Total Passengers (000s)	0,484	0,013	0,107	0,013	0,001

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.3
Arriving mode of transport by origin at Durham Tees Valley Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.1	0.0	0.0	0.0	0.0
North West	0.1	0.0	0.0	0.0	0.0
Northern	85.2	89.5	75.2	87.4	86.0
Scotland	0.6	0.3	2.2	1.1	1.4
South East	0.0	0.1	1.5	0.0	0.0
South West	0.3	0.5	1.1	1.6	0.0
Wales	0.0	0.0	0.0	0.0	0.0
West Midlands	0.0	0.0	0.0	0.0	0.0
Yorkshire/Humberside	13.6	9.6	20.0	9.9	12.7
Total Passengers (000s)	0,629	0,017	0,189	0,015	0,010

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.4
Arriving mode of transport by origin at Edinburgh Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.0	0.0	0.0	0.0	0.0
North West	0.0	0.0	0.3	0.0	0.0
Northern	0.3	0.2	99.4	0.4	0.0
Scotland	99.6	99.8	0.2	99.1	98.0
South East	0.0	0.1	0.0	0.4	1.3
South West	0.0	0.0	0.0	0.0	0.0
Wales	0.0	0.0	0.0	0.0	0.0
West Midlands	0.0	0.0	0.0	0.0	0.7
Yorkshire/Humberside	0.0	0.0	0.0	0.1	0.0
Total Passengers (000s)	3,952	0,470	2,091	1,568	0,051

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.5

Arriving mode of transport by origin at Gatwick Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	4.6	1.9	7.1	4.0	0.9	1.5
East Midlands	2.3	0.9	2.6	3.2	1.1	0.0
North West	0.2	0.1	0.3	0.1	0.1	0.0
Northern	0.2	0.2	1.0	1.5	0.5	0.0
Scotland	0.0	0.0	0.0	0.0	0.2	0.0
South East	80.6	93.0	73.3	66.5	93.7	98.5
South West	7.0	3.0	10.6	12.3	1.5	0.0
Wales	2.0	0.5	2.3	4.7	0.7	0.0
West Midlands	2.4	0.5	2.1	6.4	0.6	0.0
Yorkshire/Humberside	0.6	0.0	0.7	1.1	0.7	0.0
Total Passengers (000s)	13,647	0,608	3,756	1,789	6,859	0,088

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.

If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.6
Arriving mode of transport by origin at Glasgow Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.0	0.0	0.0	0.0	0.0
North West	0.1	0.1	0.0	0.1	0.0
Northern	1.2	0.2	1.3	0.3	0.0
Scotland	98.4	99.6	98.3	99.6	100.0
South East	0.0	0.1	0.1	0.0	0.0
South West	0.0	0.0	0.3	0.0	0.0
Wales	0.0	0.0	0.0	0.0	0.0
West Midlands	0.0	0.0	0.0	0.0	0.0
Yorkshire/Humberside	0.2	0.1	0.0	0.0	0.0
Total Passengers (000s)	4,778	0,363	2,192	0,884	0,072

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.7
Arriving mode of transport by origin at Heathrow Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Tube	Rail	Other
	%	%	%	%	%	%	%
East Anglia	2.8	1.2	5.2	5.2	1.6	1.1	1.7
East Midlands	3.9	1.3	5.2	4.5	1.4	1.4	1.6
North West	0.5	0.2	0.5	0.8	0.7	0.1	0.0
Northern	0.2	0.3	0.6	1.0	0.6	0.2	0.0
Scotland	0.2	0.1	0.4	0.3	0.2	0.2	0.0
South East	78.5	92.3	59.5	59.4	92.4	92.1	96.7
South West	7.7	2.6	17.2	17.4	1.1	2.8	0.0
Wales	1.5	0.4	3.8	4.8	0.3	0.8	0.1
West Midlands	3.3	1.4	6.3	5.0	0.6	0.8	0.0
Yorkshire/Humberside	1.5	0.3	1.3	1.5	1.0	0.5	0.0
Total Passengers (000s)	14,602	1,226	11,505	5,822	4,584	5,656	0,184

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.8
Arriving mode of transport by origin at Inverness Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.0	0.0	0.0	0.0	0.0
North West	0.0	0.0	0.0	0.0	0.0
Northern	0.0	0.0	0.0	0.0	0.0
Scotland	100.0	100.0	100.0	100.0	100.0
South East	0.0	0.0	0.0	0.0	0.0
South West	0.0	0.0	0.0	0.0	0.0
Wales	0.0	0.0	0.0	0.0	0.0
West Midlands	0.0	0.0	0.0	0.0	0.0
Yorkshire/Humberside	0.0	0.0	0.0	0.0	0.0
Total Passengers (000s)	0,351	0,104	0,084	0,029	0,013

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.9

Arriving mode of transport by origin at Leeds Bradford Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.7	0.2	2.1	1.0	0.0
North West	2.4	0.9	1.8	1.4	2.1
Northern	3.8	0.7	5.3	4.9	0.0
Scotland	0.2	0.1	0.8	0.1	16.8
South East	0.1	0.1	0.0	0.0	2.5
South West	0.0	0.0	0.0	0.0	0.0
Wales	0.0	0.0	0.0	0.0	0.0
West Midlands	0.1	0.0	3.0	0.0	0.0
Yorkshire/Humberside	92.8	98.0	86.9	92.6	78.5
Total Passengers (000s)	1,649	0,063	0,607	0,145	0,007

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.

If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.10
Arriving mode of transport by origin at Luton Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	5.8	3.4	3.8	4.3	0.3	0.0
East Midlands	12.9	5.5	20.8	6.6	5.2	0.0
North West	0.7	0.2	4.1	0.9	0.1	0.0
Northern	0.3	0.0	0.1	0.5	0.0	0.0
Scotland	0.0	0.0	0.9	0.2	0.0	0.0
South East	71.3	88.3	54.3	73.2	91.1	96.4
South West	2.7	1.5	2.4	6.5	0.8	3.6
Wales	0.6	0.2	0.6	0.8	0.4	0.0
West Midlands	4.6	0.8	11.3	4.4	0.5	0.0
Yorkshire/Humberside	1.1	0.1	1.8	2.6	1.6	0.0
Total Passengers (000s)	4,644	0,214	1,039	1,482	0,864	0,030

* 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.
* If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.11
Arriving mode of transport by origin at Manchester Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	0.1	0.1	0.2	0.0	0.0	0.0
East Midlands	4.2	3.2	7.5	8.8	3.0	0.0
North West	55.4	71.7	46.8	44.6	43.2	91.3
Northern	4.6	1.6	8.4	7.3	8.6	0.5
Scotland	2.3	0.4	2.1	5.5	0.8	0.0
South East	0.4	0.1	0.4	1.8	1.3	0.0
South West	0.4	0.1	0.6	2.1	0.1	0.0
Wales	5.1	2.5	9.7	3.5	1.4	0.2
West Midlands	7.5	4.1	5.8	11.4	1.7	0.4
Yorkshire/Humberside	20.0	16.3	18.8	15.0	39.9	7.6
Total Passengers (000s)	12,251	0,502	6,077	1,520	0,519	0,109

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.12
Arriving mode of transport by origin at Newcastle Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Metro	Other
	%	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	0.0	0.1	1.3	0.0	0.2	0.0
North West	0.3	0.1	0.7	0.0	0.1	0.0
Northern	89.6	97.8	86.8	73.5	89.1	96.6
Scotland	5.7	0.5	7.0	23.2	5.7	1.2
South East	0.0	0.1	0.2	0.0	0.1	0.0
South West	0.0	0.1	0.1	0.0	0.0	0.0
Wales	0.0	0.0	0.0	0.0	0.0	0.0
West Midlands	0.0	0.1	0.0	0.0	0.0	0.0
Yorkshire/Humberside	4.3	1.2	3.8	3.4	4.9	2.1
Total Passengers (000s)	3,034	0,150	1,236	0,550	0,041	0,010

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.13
Arriving mode of transport by origin at Prestwick Airport in 2005 *

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	0.0	0.0	0.0	0.0	0.0	0.0
North West	0.2	0.0	0.1	2.2	0.0	0.0
Northern	0.5	0.0	0.0	0.2	0.0	0.0
Scotland	99.2	99.6	99.5	97.6	99.6	100.0
South East	0.1	0.1	0.1	0.0	0.0	0.0
South West	0.0	0.0	0.2	0.0	0.0	0.0
Wales	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
Yorkshire/Humberside	0.0	0.3	0.1	0.0	0.4	0.0
Total Passengers (000s)	1,323	0,288	0,121	0,481	0,084	0,017

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.
If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 11.14

Arriving mode of transport by origin at Stansted Airport in 2005 *

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	18.0	12.4	22.7	8.9	5.6	7.5
East Midlands	6.3	1.4	8.4	2.4	1.4	0.0
North West	0.8	0.1	4.1	1.3	1.1	0.0
Northern	0.4	0.1	0.2	1.0	0.0	0.0
Scotland	0.1	0.0	0.0	0.0	0.1	0.0
South East	65.7	84.2	49.1	77.6	86.5	92.5
South West	3.3	0.2	6.7	3.3	1.8	0.0
Wales	0.9	0.6	1.4	1.8	0.8	0.0
West Midlands	2.6	0.7	5.2	2.6	1.1	0.0
Yorkshire/Humberside	2.1	0.3	2.3	1.1	1.7	0.0
Total Passengers (000s)	9,212	0,682	1,668	4,804	2,752	0,081

* 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.
* If you are interested in more detailed breakdowns email us at surveys@caaerg.org.uk to discuss further.

Table 12.1
Number of separate modes of transport used by business passengers in 2005

Airport	1 Mode %	2 Modes %	3 Modes %	Total %	Passengers 000's
Aberdeen	96.8	2.1	1.2	100	1,159
Bournemouth	92.9	6.4	0.7	100	0,029
Durham	98.5	1.4	0.1	100	0,185
Edinburgh	97.6	2.2	0.2	100	3,607
Gatwick	73.8	24.5	1.7	100	4,196
Glasgow	96.6	3.1	0.3	100	2,518
Heathrow	80.7	16.4	2.9	100	16,669
Inverness	100	0.0	0.0	100	0,212
Leeds	96.5	3.0	0.5	100	0,489
Luton	79.0	11.7	9.4	100	1,623
Manchester	95.5	4.1	0.4	100	4,000
Newcastle	92.3	7.4	0.3	100	1,093
Prestwick	87.3	9.8	2.9	100	0,144
Stansted	76.2	20.3	3.5	100	3,662

Table 12.2
Number of separate modes of transport used by leisure passengers in 2005

Airport	1 Mode %	2 Modes %	3 Modes %	Total %	Passengers 000's
Aberdeen	95.3	2.7	2.0	100	0,997
Bournemouth	95.0	4.3	0.7	100	0,589
Durham Tees Valley	97.3	2.6	0.1	100	0,676
Edinburgh	93.8	5.2	1.0	100	4,526
Gatwick	82.4	16.2	1.4	100	22,550
Glasgow	92.5	6.9	0.6	100	5,770
Heathrow	79.7	16.5	3.8	100	26,910
Inverness	100	0.0	0.0	100	0,368
Leeds Bradford	94.2	5.5	0.3	100	1,982
Luton	76.4	12.3	11.3	100	6,648
Manchester	93.8	5.9	0.2	100	16,979
Newcastle	92.0	7.3	0.7	100	3,929
Prestwick	89.6	9.1	1.3	100	2,170
Stansted	70.8	24.6	4.6	100	15,538

Table 13.1
Group size of terminating air travellers at Aberdeen Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	92.9	54.6	88.9	68.7	75.8
Travelling with one other	5.8	36.5	7.3	23.4	19.1
Travelling with two others	0.2	5.2	1.5	2.9	2.5
Travelling with three others	0.7	3.0	1.9	4.7	2.1
Travelling with four others	0.0	0.3	0.2	0.2	0.2
Travelling with five or more	0.4	0.2	0.1	0.1	0.3
Total	100	100	100	100	100
Total Passengers (000s)	869	840	283	164	2,156

Table 13.2
Group size of terminating air travellers at Bournemouth Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	69.0	17.3	90.5	37.5	21.6
Travelling with one other	15.3	56.8	4.8	35.5	52.9
Travelling with two others	11.8	8.8	0.0	23.0	10.2
Travelling with three others	0.7	12.8	0.0	2.2	11.2
Travelling with four others	0.4	2.0	0.0	0.8	1.8
Travelling with five or more	2.8	2.3	4.7	1.0	2.2
Total	100	100	100	100	100
Total Passengers (000s)	24	524	5	65	618

Table 13.3
Group size of terminating air travellers at Durham Tees Valley Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	88.4	18.3	71.4	55.3	34.9
Travelling with one other	10.0	58.2	19.1	31.8	46.7
Travelling with two others	1.0	7.9	5.4	8.1	6.6
Travelling with three others	0.5	11.0	3.9	2.6	8.4
Travelling with four others	0.0	2.4	0.2	0.9	1.8
Travelling with five or more	0.1	2.1	0.1	1.3	1.6
Total	100	100	100	100	100
Total Passengers (000s)	151	632	29	49	861

Table 13.4
Group size of terminating air travellers at Edinburgh Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	92.0	54.4	84.8	59.2	71.3
Travelling with one other	6.0	35.0	10.8	29.6	21.8
Travelling with two others	0.7	5.2	2.0	4.9	3.3
Travelling with three others	0.4	3.1	1.0	3.0	1.9
Travelling with four others	0.2	1.0	0.0	0.6	0.6
Travelling with five or more	0.5	1.4	1.5	2.7	1.2
Total	100	100	100	100	100
Total Passengers (000s)	3,156	3,674	366	937	8,133

Table 13.5
Group size of terminating air travellers at Gatwick Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	84.8	23.8	80.5	52.2	37.6
Travelling with one other	11.8	49.6	12.7	33.8	41.3
Travelling with two others	0.8	9.1	2.0	5.4	7.3
Travelling with three others	0.5	11.1	1.7	4.4	8.4
Travelling with four others	0.2	2.8	0.9	1.0	2.2
Travelling with five or more	2.0	3.6	2.1	3.2	3.3
Total	100	100	100	100	100
Total Passengers (000s)	2,907	18,230	1,308	4,301	26,746

Table 13.6
Group size of terminating air travellers at Glasgow Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	88.3	29.1	79.7	47.6	48.4
Travelling with one other	8.1	51.3	15.6	40.2	37.4
Travelling with two others	1.7	8.6	3.2	4.7	6.2
Travelling with three others	0.5	8.5	0.3	3.2	5.6
Travelling with four others	0.3	1.1	0.3	1.0	0.8
Travelling with five or more	1.1	1.5	0.9	3.3	1.5
Total	100	100	100	100	100
Total Passengers (000s)	2,290	5,025	235	738	8,288

Table 13.7
Group size of terminating air travellers at Heathrow Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	89.8	48.0	82.3	52.8	63.6
Travelling with one other	7.2	37.5	11.5	32.5	25.7
Travelling with two others	1.3	5.3	2.5	5.5	4.1
Travelling with three others	0.6	5.6	0.9	4.0	3.4
Travelling with four others	0.2	1.5	0.2	1.2	1.0
Travelling with five or more	0.8	2.0	2.5	4.1	2.3
Total	100	100	100	100	100
Total Passengers (000s)	9,861	16,796	6,809	10,113	43,579

Table 13.8
Group size of terminating air travellers at Inverness Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	93.9	58.6	92.2	55.4	71.2
Travelling with one other	5.4	33.2	4.9	36.2	23.3
Travelling with two others	0.1	4.4	0.0	3.8	2.8
Travelling with three others	0.4	2.7	2.1	2.9	1.9
Travelling with four others	0.0	0.5	0.9	0.4	0.3
Travelling with five or more	0.2	0.6	0.0	1.3	0.5
Total	100	100	100	100	100
Total Passengers (000s)	196	329	16	39	581

Table 13.9
Group size of terminating air travellers at Leeds Bradford Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	81.6	19.6	72.5	46.5	34.2
Travelling with one other	14.5	48.8	16.4	39.0	41.0
Travelling with two others	2.4	10.0	6.4	6.3	8.3
Travelling with three others	0.6	14.7	3.1	6.2	11.2
Travelling with four others	0.8	4.0	0.1	0.9	3.0
Travelling with five or more	0.1	3.0	1.6	1.2	2.3
Total	100	100	100	100	100
Total Passengers (000s)	388	1,728	122	234	2,471

Table 13.10
Group size of terminating air travellers at Luton Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	85.5	36.7	79.0	48.2	47.9
Travelling with one other	10.8	43.2	13.3	31.5	34.9
Travelling with two others	1.8	9.7	1.9	13.0	8.9
Travelling with three others	0.7	7.5	3.6	3.6	5.6
Travelling with four others	0.1	1.8	0.2	1.6	1.5
Travelling with five or more	1.1	1.0	2.0	2.1	1.3
Total	100	100	100	100	100
Total Passengers (000s)	1,155	4,899	468	1,748	8,271

Table 13.11
Group size of terminating air travellers at Manchester Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	86.7	19.1	81.9	57.9	34.6
Travelling with one other	9.2	52.9	11.6	28.5	42.9
Travelling with two others	1.6	9.4	3.1	6.1	7.8
Travelling with three others	1.2	11.8	1.2	3.9	9.2
Travelling with four others	0.3	3.4	0.8	1.9	2.7
Travelling with five or more	1.1	3.3	1.5	1.7	2.8
Total	100	100	100	100	100
Total Passengers (000s)	2,967	15,226	1,041	1,744	20,979

Table 13.12
Group size of terminating air travellers at Newcastle Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	86.7	22.0	78.8	58.3	36.6
Travelling with one other	8.9	48.1	15.8	28.8	39.5
Travelling with two others	2.9	11.6	3.1	7.3	9.7
Travelling with three others	0.7	11.5	0.9	4.0	8.9
Travelling with four others	0.3	3.9	0.8	0.2	3.0
Travelling with five or more	0.5	2.8	0.6	1.4	2.3
Total	100	100	100	100	100
Total Passengers (000s)	886	3,580	210	345	5,022

Table 13.13
Group size of terminating air travellers at Prestwick Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	79.9	14.5	78.9	17.6	19.4
Travelling with one other	11.5	50.6	3.3	48.7	47.5
Travelling with two others	5.8	22.5	8.2	20.4	20.9
Travelling with three others	0.9	8.5	5.2	4.7	6.9
Travelling with four others	0.5	2.4	3.2	1.5	2.1
Travelling with five or more	1.5	1.4	1.2	7.1	3.3
Total	100	100	100	100	100
Total Passengers (000s)	92	1,403	51	769	2,314

Table 13.14
Group size of terminating air travellers at Stansted Airport in 2005

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	91.7	46.6	80.4	50.9	55.8
Travelling with one other	5.5	36.6	13.0	29.7	29.2
Travelling with two others	1.3	7.1	1.9	7.3	6.1
Travelling with three others	0.5	7.2	0.8	6.8	5.8
Travelling with four others	0.0	1.9	0.4	1.6	1.4
Travelling with five or more	1.1	0.7	3.5	3.8	1.7
Total	100	100	100	100	100
Total Passengers (000s)	2,593	10,256	1,079	5,273	19,200

Table 14

Proportion of terminating passengers travelling alone in 2005

Travelling alone	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All passengers	Total
	%	%	%	%	%	(000's)
Aberdeen	92.9	54.6	88.9	68.7	75.8	2,156
Bournemouth	69.0	17.3	90.5	37.5	21.6	0,618
Durham Tees Valley	88.4	18.3	71.4	55.3	34.9	0,861
Edinburgh	92.0	54.4	84.8	59.2	71.3	8,133
Gatwick	84.8	23.8	80.5	52.2	37.6	26,746
Glasgow	88.3	29.1	79.7	47.6	48.4	8,288
Heathrow	89.8	48.0	82.3	52.8	63.6	43,579
Inverness	93.9	58.6	92.2	55.4	71.2	0,581
Leeds Bradford	81.6	19.6	72.5	46.5	34.2	2,471
Luton	85.5	36.7	79.0	48.2	47.9	8,271
Manchester	86.7	19.1	81.9	57.9	34.6	20,979
Newcastle	86.7	22.0	78.8	58.3	36.6	5,022
Prestwick	79.9	14.5	78.9	17.6	19.4	2,314
Stansted	91.7	46.6	80.4	50.9	55.8	19,200

* Excludes Northern Ireland & Unspecified records

Table 15.1

Trip length of terminating passengers at Aberdeen Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	1.5	2.5	8.7	0.0	0.0	0.0	0.0	0.0	17.5	2.1	0.8	0.0	7.4
Over 12 hrs to 1 day	17.6	0.7	15.0	3.3	0.0	0.0	0.0	0.0	19.5	2.7	14.3	0.0	10.7
Over 1 day to 2	11.6	4.0	25.8	8.9	0.0	0.0	0.0	0.0	15.7	11.6	27.9	3.6	13.6
Over 2 days to 3	10.3	8.6	7.7	11.1	0.0	0.0	0.0	0.0	7.9	13.5	15.6	1.7	9.6
Over 3 days to 4	6.7	16.6	8.9	15.6	0.0	0.3	0.0	0.0	6.2	15.1	9.6	6.9	10.0
Over 4 days to 5	4.7	9.4	5.6	7.1	0.0	0.0	0.0	0.0	3.5	8.4	4.8	6.7	5.8
Over 5 days to 6	2.7	3.3	2.0	3.0	0.0	0.0	0.0	0.0	0.6	3.6	1.7	10.7	2.4
Over 6 days to 1 week	10.1	13.4	4.7	27.0	0.0	50.8	0.0	0.0	7.4	12.7	2.7	14.1	11.5
Over 1 week to 2	14.3	28.7	9.4	14.1	0.0	48.9	0.0	0.0	13.1	20.3	11.0	28.6	17.7
Over 2 weeks to 3	5.8	8.9	5.7	6.1	0.0	0.0	0.0	0.0	2.9	6.1	2.6	20.0	5.4
Over 3 weeks to 4	7.4	1.5	5.0	3.8	0.0	0.0	0.0	0.0	3.2	1.8	1.6	2.8	3.0
Over 4 weeks	7.3	2.4	1.4	0.2	0.0	0.0	0.0	0.0	2.5	2.2	7.4	5.0	2.8
Total	100	100	100	100	0	100	0	0	100	100	100	100	100
Total Terminating Passengers (000s)	166	162	186	81	1	71	0	0	703	606	97	82	2,156
Mean Trip Length (days)	9.8	8.5	5.6	6.8	0.0	8.5	0.0	0.0	5.4	7.2	7.4	11.8	7.0

* Excludes Northern Ireland & Unspecified records

Table 15.2
Trip length of terminating passengers at Bournemouth Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.1
Over 12 hrs to 1 day	19.1	0.7	5.5	1.0	0.2	0.2	0.0	0.0	49.6	4.7	0.0	1.6	2.3
Over 1 day to 2	24.7	2.8	16.8	6.0	0.0	0.0	0.0	0.0	16.4	8.0	0.0	3.7	3.9
Over 2 days to 3	30.4	9.6	17.3	11.2	0.0	0.0	0.0	0.0	14.3	18.2	0.0	12.6	9.5
Over 3 days to 4	5.4	13.8	17.2	12.7	0.0	0.0	0.0	0.0	5.1	16.4	0.0	31.0	11.2
Over 4 days to 5	3.6	6.9	2.5	7.6	0.1	0.1	0.0	0.0	4.0	11.6	100.0	10.3	6.2
Over 5 days to 6	7.4	4.2	0.0	18.1	0.0	0.0	0.0	0.0	6.5	7.1	0.0	8.1	5.1
Over 6 days to 1 week	1.0	34.7	8.5	7.0	74.2	74.0	0.0	100.0	0.5	19.3	0.0	11.3	36.2
Over 1 week to 2	6.8	22.2	25.7	13.1	25.0	25.2	100.0	0.0	0.0	11.9	0.0	21.5	20.0
Over 2 weeks to 3	0.0	3.2	5.1	3.5	0.0	0.0	0.0	0.0	1.6	1.3	0.0	0.0	2.3
Over 3 weeks to 4	0.0	1.0	1.5	17.7	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	2.2
Over 4 weeks	1.7	0.9	0.0	1.8	0.4	0.4	0.0	0.0	0.4	1.0	0.0	0.0	0.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	12	330	4	60	0	111	0	0	12	82	1	4	618
Mean Trip Length (days)	3.7	7.2	6.0	9.8	0.0	7.7	10.5	6.5	2.2	5.5	4.5	5.4	7.1

* Excludes Northern Ireland & Unspecified records

Table 15.3
Trip length of terminating passengers at Durham Tees Valley Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	0.2	0.0	2.8	0.1	0.0	0.0	0.0	0.0	11.1	0.6	2.2	0.0	1.3
Over 12 hrs to 1 day	6.2	1.5	11.6	2.9	0.0	0.4	0.0	0.0	24.0	2.4	13.1	0.8	4.4
Over 1 day to 2	17.1	7.5	22.3	13.7	0.0	0.0	0.0	0.0	19.7	7.8	7.1	3.8	8.1
Over 2 days to 3	11.7	17.8	14.1	14.5	0.0	0.1	0.0	29.1	9.0	10.1	5.1	2.8	10.5
Over 3 days to 4	11.0	16.6	4.8	8.6	0.0	0.0	0.0	0.0	5.7	8.2	3.1	4.4	8.8
Over 4 days to 5	4.8	8.7	3.2	6.2	0.0	0.0	0.0	2.7	5.4	7.2	2.1	6.4	5.4
Over 5 days to 6	2.8	2.3	2.3	3.0	0.0	0.1	0.0	0.0	0.3	2.3	0.9	0.4	1.6
Over 6 days to 1 week	8.4	22.5	9.1	16.3	100.0	51.2	0.0	45.0	3.6	15.6	8.1	10.2	25.1
Over 1 week to 2	8.0	15.3	8.7	16.9	0.0	46.5	100.0	19.3	8.3	24.3	14.9	24.1	23.1
Over 2 weeks to 3	3.4	4.4	4.1	8.5	0.0	0.3	0.0	0.0	3.6	12.0	15.4	12.1	4.6
Over 3 weeks to 4	7.2	1.8	3.5	4.4	0.0	1.0	0.0	0.0	4.6	3.3	11.8	9.5	2.8
Over 4 weeks	19.4	1.6	13.6	5.0	0.0	0.4	0.0	4.0	4.6	6.2	16.0	25.6	4.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	66	294	22	33	0	227	0	3	85	112	7	12	861
Mean Trip Length (days)	14.6	6.8	11.0	9.2	6.5	8.7	10.5	7.8	6.3	10.7	16.2	20.8	8.8

* Excludes Northern Ireland & Unspecified records

Table 15.4
Trip length of terminating passengers at Edinburgh Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	3.8	0.2	6.6	0.0	0.0	0.0	0.0	0.0	21.3	2.3	2.1	1.0	8.9
Over 12 hrs to 1 day	12.0	0.3	12.0	0.9	0.0	0.0	0.0	0.0	25.0	3.9	10.7	0.9	11.4
Over 1 day to 2	19.2	3.6	24.2	6.4	0.0	0.1	0.0	0.0	25.4	13.6	19.4	4.3	16.0
Over 2 days to 3	15.4	16.2	13.3	16.2	64.6	3.6	0.0	41.7	12.8	24.5	18.1	12.7	17.0
Over 3 days to 4	12.9	13.8	9.3	14.6	10.1	2.6	0.0	2.4	5.5	14.3	9.2	12.8	10.3
Over 4 days to 5	12.3	9.4	13.8	8.9	14.5	0.2	0.0	0.0	4.6	9.9	11.7	8.2	7.7
Over 5 days to 6	2.5	3.7	2.4	3.0	0.0	0.5	0.0	0.0	0.5	2.9	2.4	4.6	2.1
Over 6 days to 1 week	5.4	17.3	7.5	14.5	0.0	56.1	0.0	34.5	1.3	8.7	6.9	14.1	9.0
Over 1 week to 2	9.2	22.2	7.1	20.3	0.0	34.3	0.0	19.9	1.8	11.0	9.8	25.7	10.6
Over 2 weeks to 3	2.0	7.0	1.6	5.4	0.0	1.0	0.0	0.0	0.5	4.1	2.5	6.1	3.0
Over 3 weeks to 4	1.7	3.7	0.7	3.4	0.0	0.7	0.0	1.5	0.5	2.6	3.7	4.0	1.9
Over 4 weeks	3.7	2.5	1.5	6.5	10.8	1.0	0.0	0.0	0.8	2.2	3.5	5.4	2.1
Total	100	100	100	100	100	100	0	100	100	100	100	100	100
Total Terminating Passengers (000s)	312	880	191	498	5	304	1	34	2,839	2,490	174	404	8,133
Mean Trip Length (days)	5.8	8.4	4.3	9.6	7.9	8.3	0.0	5.9	2.3	6.1	6.4	9.8	5.3

* Excludes Northern Ireland & Unspecified records

Table 15.5
Trip length of terminating passengers at Gatwick Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	3.0	0.0	5.6	0.8	0.0	0.0	0.0	0.0	21.5	2.7	9.2	2.9	1.6
Over 12 hrs to 1 day	3.5	0.6	3.6	0.6	0.3	0.4	0.0	0.1	10.7	2.6	0.0	0.0	1.4
Over 1 day to 2	14.8	1.6	15.4	2.9	0.0	0.1	0.0	3.8	24.1	10.1	11.5	0.6	4.1
Over 2 days to 3	22.5	8.7	14.0	11.9	22.0	0.0	0.0	4.5	16.7	22.9	35.9	8.1	8.5
Over 3 days to 4	16.9	11.6	20.0	10.6	22.3	0.4	0.0	0.0	11.7	17.3	11.7	22.7	8.7
Over 4 days to 5	10.0	7.2	7.0	7.5	17.4	0.4	0.0	0.2	5.9	9.2	5.6	25.9	5.3
Over 5 days to 6	1.2	2.4	2.6	3.5	0.0	0.6	0.0	0.0	1.5	4.5	16.9	0.7	1.9
Over 6 days to 1 week	10.9	18.7	9.8	14.2	32.8	47.7	0.0	36.1	2.0	15.7	0.0	13.8	26.1
Over 1 week to 2	10.4	32.0	11.6	22.5	4.4	41.4	89.7	37.3	2.6	9.2	0.0	10.7	29.0
Over 2 weeks to 3	1.8	10.9	3.4	8.9	0.3	7.3	1.8	10.0	1.4	4.0	4.5	8.6	7.7
Over 3 weeks to 4	2.3	3.2	1.4	6.6	0.5	0.9	8.5	4.7	0.8	0.7	0.5	2.5	2.6
Over 4 weeks	2.8	3.1	5.9	9.9	0.0	0.7	0.0	3.3	1.1	0.7	4.4	3.6	3.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,592	8,323	1,245	3,968	129	8,527	31	207	1,185	1,380	33	126	26,746
Mean Trip Length (days)	6.0	9.9	7.4	12.6	4.9	9.4	11.8	11.0	3.0	5.3	5.8	8.1	9.2

* Excludes Northern Ireland & Unspecified records

Table 15.6
Trip length of terminating passengers at Glasgow Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	6.1	0.1	4.2	0.4	0.0	0.0	0.0	0.0	27.2	4.0	5.4	0.2	7.9
Over 12 hrs to 1 day	7.2	0.4	12.2	1.5	0.0	0.0	0.0	0.0	26.3	6.5	11.7	1.6	8.6
Over 1 day to 2	12.1	1.9	10.2	4.4	3.2	0.0	0.0	3.8	16.0	12.0	10.6	3.6	7.7
Over 2 days to 3	20.4	7.3	18.1	6.9	0.0	1.5	0.0	7.1	10.2	18.4	16.7	8.9	9.5
Over 3 days to 4	14.1	10.5	14.4	8.4	48.9	0.8	0.0	0.8	5.6	15.5	12.7	5.3	7.7
Over 4 days to 5	11.1	6.9	11.7	6.1	0.0	0.1	0.0	3.8	5.3	6.9	7.3	12.3	5.0
Over 5 days to 6	1.4	2.4	3.2	3.9	0.0	0.1	0.0	0.0	0.7	4.0	5.5	4.6	1.9
Over 6 days to 1 week	7.7	23.3	6.1	14.7	47.8	49.4	100.0	71.9	4.3	10.5	8.5	13.8	21.4
Over 1 week to 2	9.4	28.0	13.3	30.5	0.0	46.1	0.0	3.8	2.3	13.8	9.7	26.4	22.5
Over 2 weeks to 3	2.7	9.7	1.8	11.9	0.0	1.4	0.0	0.0	0.6	4.4	2.5	11.6	3.8
Over 3 weeks to 4	2.3	4.6	2.7	4.5	0.0	0.2	0.0	6.6	0.5	1.7	3.4	3.1	1.6
Over 4 weeks	5.4	4.8	2.1	6.9	0.0	0.5	0.0	2.3	0.9	2.4	5.9	8.5	2.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	185	1,071	105	441	13	2,064	0	20	2,092	1,891	130	277	8,288
Mean Trip Length (days)	7.0	10.7	5.7	11.8	4.9	8.7	6.5	8.3	2.5	6.3	7.5	12.0	7.0

Excludes Northern Ireland & Unspecified records

Table 15.7
Trip length of terminating passengers at Heathrow Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	7.7	0.2	9.2	0.4	0.0	0.0	0.0	0.0	33.4	4.4	16.0	7.3	4.7
Over 12 hrs to 1 day	6.4	0.4	6.9	1.0	0.0	0.0	0.0	0.0	15.4	6.1	4.6	0.0	3.4
Over 1 day to 2	17.6	2.4	12.2	2.9	0.0	0.0	0.0	0.0	23.9	18.7	29.3	9.2	8.2
Over 2 days to 3	17.5	6.8	15.5	8.9	8.9	0.0	100.0	0.0	12.5	21.7	18.6	17.8	11.1
Over 3 days to 4	11.7	9.4	11.5	8.8	0.0	0.0	0.0	0.0	6.6	13.6	10.3	10.9	9.9
Over 4 days to 5	7.7	6.3	8.9	6.3	0.0	0.0	0.0	0.0	2.8	7.7	2.9	8.8	6.8
Over 5 days to 6	3.2	2.6	2.8	2.6	0.0	0.0	0.0	0.0	0.8	3.5	5.3	1.2	2.7
Over 6 days to 1 week	10.3	12.8	10.4	11.6	60.8	0.0	0.0	66.7	2.1	10.5	4.9	13.4	11.2
Over 1 week to 2	9.3	29.1	11.5	25.0	22.7	0.0	0.0	25.0	1.4	8.4	2.3	22.7	20.2
Over 2 weeks to 3	3.2	13.4	4.8	12.7	1.9	0.0	0.0	2.1	0.5	1.8	5.8	6.6	9.2
Over 3 weeks to 4	1.7	7.3	2.2	9.0	5.7	0.0	0.0	6.2	0.1	1.6	0.0	0.1	5.4
Over 4 weeks	3.9	9.1	4.2	10.8	0.0	0.0	0.0	0.0	0.5	1.9	0.0	1.9	7.2
Total	100	100	100	100	100	0	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	7,562	15,697	6,684	9,981	0	15	1	0	2,299	1,084	125	132	43,579
Mean Trip Length (days)	6.2	13.5	7.0	14.2	0.0	8.9	2.5	0.0	1.9	5.1	3.4	6.8	10.6

* Excludes Northern Ireland & Unspecified records

Table 15.8

Trip length of terminating passengers at Inverness Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	1.2	4.4	0.0	4.2
Over 12 hrs to 1 day	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.3	4.8	8.3	0.4	8.5
Over 1 day to 2	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	18.6	13.5	12.3	4.8	14.5
Over 2 days to 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.3	11.1	11.6	7.4	8.4	11.1
Over 3 days to 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4	13.9	3.6	10.0	11.4
Over 4 days to 5	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.8	6.2	6.9	8.0
Over 5 days to 6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	4.2	0.7	4.3	3.2
Over 6 days to 1 week	0.0	0.0	0.0	0.0	0.0	68.9	0.0	66.9	7.9	18.0	7.6	18.2	14.7
Over 1 week to 2	0.0	0.0	0.0	0.0	0.0	31.1	0.0	15.8	8.5	15.8	11.3	34.3	14.5
Over 2 weeks to 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	3.3	25.4	6.4	3.9
Over 3 weeks to 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.7	1.5	1.0	1.4
Over 4 weeks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	4.1	11.2	5.2	4.7
Total	100	100	0	0	0	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	0	0	0	0	0	3	0	2	196	326	16	38	581
Mean Trip Length (days)	0.8	4.5	0.0	0.0	0.0	7.8	1.5	6.5	6.4	7.3	12.9	9.9	7.3

* Excludes Northern Ireland & Unspecified records

Table 15.9
Trip length of terminating passengers at Leeds Bradford Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	3.9	0.2	7.2	0.6	0.0	0.0	0.0	0.0	29.1	0.6	5.9	2.8	3.9
Over 12 hrs to 1 day	15.9	1.0	16.6	1.4	0.0	0.1	0.0	0.0	20.2	1.7	4.1	0.0	4.3
Over 1 day to 2	24.2	5.2	20.1	10.7	0.0	0.0	0.0	0.0	21.8	8.7	10.5	1.8	8.4
Over 2 days to 3	21.2	10.7	18.2	17.6	0.0	0.0	0.0	0.0	8.1	17.4	15.7	6.6	10.7
Over 3 days to 4	14.7	14.4	13.7	11.4	0.0	0.1	0.0	10.4	7.9	12.4	3.4	1.1	10.7
Over 4 days to 5	4.3	8.2	5.7	7.7	0.0	0.1	0.0	0.0	3.5	11.7	12.3	1.5	6.4
Over 5 days to 6	2.3	2.8	2.4	3.8	0.0	0.1	0.0	0.0	0.1	4.7	1.3	1.1	2.3
Over 6 days to 1 week	4.2	22.2	6.3	16.9	100.0	50.4	0.0	27.7	4.1	13.9	19.9	15.5	21.9
Over 1 week to 2	5.6	25.6	4.3	18.6	0.0	47.6	0.0	50.2	3.2	15.4	17.4	24.1	23.3
Over 2 weeks to 3	1.4	6.0	1.2	4.2	0.0	1.0	0.0	8.6	1.4	7.8	2.7	23.9	4.5
Over 3 weeks to 4	0.8	1.8	0.5	2.5	0.0	0.6	0.0	3.1	0.2	2.9	0.3	10.0	1.6
Over 4 weeks	1.5	1.8	3.8	4.8	0.0	0.1	0.0	0.0	0.3	2.9	6.6	11.8	1.9
Total	100	100	100	100	100	100	0	100	100	100	100	100	100
Total Terminating Passengers (000s)	114	1,073	95	203	0	387	0	3	273	268	26	27	2,471
Mean Trip Length (days)	3.9	7.9	4.9	8.3	6.5	8.7	0.0	9.7	2.3	7.8	8.3	16.3	7.2

* Excludes Northern Ireland & Unspecified records

Table 15.10
Trip length of terminating passengers at Luton Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	4.7	0.2	18.7	1.5	0.0	0.0	0.0	0.0	32.3	2.8	0.0	3.2	4.0
Over 12 hrs to 1 day	8.9	0.6	11.5	1.5	0.0	0.1	0.0	0.0	13.5	3.2	10.9	2.1	2.9
Over 1 day to 2	28.6	3.0	13.9	9.2	0.0	0.0	0.0	0.0	20.1	13.4	8.0	17.5	8.3
Over 2 days to 3	22.9	11.9	15.4	14.3	0.0	0.9	0.0	5.0	14.3	19.5	0.0	6.4	13.1
Over 3 days to 4	15.7	18.3	10.5	16.6	0.0	1.6	0.0	0.0	10.7	23.3	9.7	30.8	16.0
Over 4 days to 5	7.6	9.3	7.5	12.6	0.0	0.1	0.0	0.0	7.6	10.4	33.2	12.2	8.9
Over 5 days to 6	0.4	4.0	1.2	4.0	0.0	0.0	0.0	0.0	0.1	4.5	37.3	13.7	3.1
Over 6 days to 1 week	6.2	21.7	4.1	10.1	0.0	53.9	0.0	29.4	1.0	10.0	1.0	2.7	17.9
Over 1 week to 2	3.8	22.1	8.8	19.7	0.0	39.8	0.0	65.6	0.4	8.8	0.0	9.3	18.7
Over 2 weeks to 3	0.2	4.6	3.5	5.5	0.0	2.3	0.0	0.0	0.0	1.7	0.0	0.0	3.6
Over 3 weeks to 4	0.2	1.4	0.9	1.8	0.0	1.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3
Over 4 weeks	1.1	2.8	4.0	3.1	0.0	0.4	0.0	0.0	0.1	0.9	0.0	2.1	2.2
Total	100	100	100	100	0	100	0	100	100	100	100	100	100
Total Terminating Passengers (000s)	600	3,487	458	1,669	2	635	0	16	553	777	10	63	8,271
Mean Trip Length (days)	3.4	7.9	5.5	7.6	0.0	8.6	0.0	8.9	1.7	4.9	4.2	5.0	6.8

* Excludes Northern Ireland & Unspecified records

Table 15.11
Trip length of terminating passengers at Manchester Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	5.0	0.2	15.3	1.7	6.3	0.0	12.8	0.0	37.3	4.1	3.9	2.4	4.0
Over 12 hrs to 1 day	10.8	0.7	14.6	3.5	8.7	0.2	0.0	3.1	15.0	4.4	7.6	0.7	3.1
Over 1 day to 2	18.8	2.0	18.7	5.9	3.3	0.1	0.0	0.6	19.2	9.7	18.5	15.0	5.0
Over 2 days to 3	16.4	5.4	14.5	7.9	4.8	0.0	0.0	4.3	8.0	14.8	15.6	5.0	5.1
Over 3 days to 4	14.9	8.8	7.0	9.7	17.8	0.3	0.0	6.1	6.6	11.1	9.3	3.6	5.5
Over 4 days to 5	8.8	6.6	8.1	8.0	0.0	0.6	0.0	0.0	4.5	8.2	5.3	5.5	4.2
Over 5 days to 6	3.5	3.2	3.2	3.1	0.0	0.2	0.0	0.5	1.6	3.6	8.3	1.9	1.8
Over 6 days to 1 week	5.9	13.8	3.7	8.9	41.9	37.3	0.0	20.5	2.5	7.2	4.1	11.9	21.5
Over 1 week to 2	7.5	33.3	6.2	25.1	4.3	51.1	71.4	24.5	2.1	18.5	14.3	20.0	34.4
Over 2 weeks to 3	2.3	13.2	3.1	11.1	0.0	8.9	15.8	22.4	1.1	10.9	5.2	13.1	9.2
Over 3 weeks to 4	1.8	6.0	0.6	5.5	0.0	0.8	0.0	3.7	0.5	3.6	2.4	10.4	2.8
Over 4 weeks	4.5	6.8	5.0	9.6	13.0	0.5	0.0	14.3	1.6	3.9	5.4	10.5	3.6
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,403	5,504	934	1,395	38	8,464	5	172	1,526	1,258	102	178	20,979
Mean Trip Length (days)	6.1	12.5	5.6	12.4	10.4	9.9	10.3	16.1	2.7	8.6	7.7	13.7	9.8

* Excludes Northern Ireland & Unspecified records

Table 15.12
Trip length of terminating passengers at Newcastle Airport in 2005.

| | International Scheduled | | | | International Charter | | | | Domestic | | | | ALL |
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	4.8	0.4	4.4	0.0	0.0	0.0	0.0	0.0	22.5	2.9	2.6	0.1	3.6
Over 12 hrs to 1 day	12.7	0.6	16.6	1.6	20.3	0.4	0.0	0.0	23.4	4.8	1.1	1.0	4.9
Over 1 day to 2	14.4	5.1	22.4	6.2	20.3	0.0	0.0	0.0	19.6	15.7	18.4	0.8	7.7
Over 2 days to 3	14.8	15.2	9.4	8.7	0.0	0.0	34.5	10.5	8.9	12.8	18.8	13.8	8.2
Over 3 days to 4	8.8	17.5	11.3	13.5	0.0	0.0	0.0	0.0	7.0	11.7	20.4	5.0	8.1
Over 4 days to 5	8.5	10.0	8.9	15.1	0.0	0.0	0.0	0.0	4.5	7.5	6.3	2.5	5.3
Over 5 days to 6	1.6	5.2	1.6	3.7	0.0	0.0	0.0	0.0	0.8	4.5	0.6	3.4	2.3
Over 6 days to 1 week	7.0	15.7	11.2	14.8	35.5	42.0	0.0	12.7	5.0	9.4	4.3	6.4	22.0
Over 1 week to 2	8.8	20.5	5.8	19.0	0.0	55.0	0.0	44.3	4.5	13.7	13.7	26.5	29.1
Over 2 weeks to 3	2.9	4.0	2.4	8.2	0.0	1.0	0.0	14.7	1.0	9.1	5.6	9.3	3.7
Over 3 weeks to 4	1.6	2.4	1.2	2.6	0.0	1.1	0.0	2.9	0.9	3.2	0.5	3.8	1.8
Over 4 weeks	13.9	3.3	4.8	6.6	23.9	0.2	65.5	14.9	1.9	4.7	7.7	27.4	3.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	214	1,084	138	237	2	1,555	1	14	669	943	71	94	5,022
Mean Trip Length (days)	10.6	7.9	6.0	10.0	14.5	9.1	33.0	16.4	3.4	8.3	8.4	20.1	8.2

* Excludes Northern Ireland & Unspecified records

Table 15.13
Trip length of terminating passengers at Prestwick Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	4.8	0.0	3.2	0.0	0.0	0.0	0.0	0.0	13.4	0.4	0.0	0.0	0.6
Over 12 hrs to 1 day	24.2	0.8	23.4	2.1	0.0	0.0	0.0	0.0	23.4	4.0	0.0	3.2	3.2
Over 1 day to 2	20.4	3.6	19.3	0.4	0.0	0.0	0.0	0.0	19.7	3.5	0.0	0.0	3.3
Over 2 days to 3	3.3	11.4	11.4	3.7	0.0	0.0	100.0	0.0	19.3	10.1	0.0	0.5	8.1
Over 3 days to 4	0.0	11.9	13.2	13.3	0.0	0.0	0.0	0.0	9.2	18.2	0.0	4.0	12.4
Over 4 days to 5	0.0	6.7	3.0	7.1	0.0	0.0	0.0	0.0	4.5	6.6	0.0	18.4	6.4
Over 5 days to 6	0.0	2.2	0.0	4.1	0.0	0.0	0.0	0.0	0.2	9.0	0.0	7.4	4.0
Over 6 days to 1 week	8.7	17.3	4.0	17.5	0.0	19.8	0.0	52.6	7.8	37.4	0.0	18.3	21.1
Over 1 week to 2	38.6	43.0	21.2	48.5	0.0	71.0	0.0	47.4	0.0	10.5	0.0	47.6	38.0
Over 2 weeks to 3	0.0	0.3	1.3	1.2	0.0	1.0	0.0	0.0	2.4	0.2	0.0	0.5	0.6
Over 3 weeks to 4	0.0	2.5	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Over 4 weeks	0.0	0.3	0.0	1.1	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total	100	100	100	100	0	100	100	100	100	100	0	100	100
Total Terminating Passengers (000s)	25	792	46	677	0	146	<0.5	2	67	465	5	90	2,314
Mean Trip Length (days)	5.2	7.7	4.1	8.4	0.0	12.9	2.5	8.4	2.5	5.4	0.0	7.7	7.5

Excludes Northern Ireland & Unspecified records

Table 15.14
Trip length of terminating passengers at Stansted Airport in 2005.

	International Scheduled				International Charter				Domestic				ALL
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	Grand Total
	%	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	5.5	0.2	6.6	0.7	0.0	0.0	0.0	0.5	30.4	3.4	11.0	1.0	2.7
Over 12 hrs to 1 day	6.9	1.0	9.1	0.9	0.0	1.2	0.0	0.0	14.0	2.9	18.7	0.9	2.7
Over 1 day to 2	31.5	3.5	19.0	8.5	22.0	1.2	100.0	0.0	26.4	13.7	0.0	20.9	9.8
Over 2 days to 3	19.7	10.2	12.5	13.5	0.0	0.0	0.0	0.0	11.5	18.1	0.0	9.9	12.1
Over 3 days to 4	16.0	21.8	21.9	25.1	0.0	2.2	0.0	0.0	10.5	25.0	7.5	24.1	20.8
Over 4 days to 5	7.1	9.4	8.0	11.9	0.0	2.9	0.0	0.0	4.2	9.2	0.0	4.7	9.1
Over 5 days to 6	1.0	6.1	2.4	4.0	0.0	0.0	0.0	0.0	0.3	3.9	0.0	0.6	4.2
Over 6 days to 1 week	5.2	21.0	7.3	14.6	63.2	54.8	0.0	99.5	0.8	15.2	62.8	16.5	17.6
Over 1 week to 2	5.7	20.2	6.2	14.4	14.8	35.4	0.0	0.0	1.2	7.2	0.0	21.4	15.7
Over 2 weeks to 3	1.1	4.3	1.6	2.8	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0	2.8
Over 3 weeks to 4	0.0	1.3	0.6	1.8	0.0	1.7	0.0	0.0	0.3	0.6	0.0	0.0	1.2
Over 4 weeks	0.3	1.1	4.9	1.8	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	1.2
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,732	8,149	1,056	5,162	7	805	1	2	853	1,302	22	109	19,200
Mean Trip Length (days)	3.3	6.9	5.9	6.4	6.0	8.0	1.5	6.5	1.8	4.3	4.5	5.0	6.1

Excludes Northern Ireland & Unspecified records

Table 16.1
Income of UK and foreign passengers at Aberdeen Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.8	0.0	16.5	6.4	0.0	0.0	3.1	0.0	2.9
£5,750-£8,624	0.5	0.0	4.4	4.5	0.0	0.0	2.1	0.6	1.5
£8,625-£11,499	0.0	0.2	4.0	1.8	0.3	0.0	1.0	2.3	0.9
£11,500-£14,374	0.0	0.6	2.8	1.8	0.3	0.0	0.0	1.2	0.9
£14,375-£17,249	0.6	2.9	4.4	7.3	0.2	0.4	11.7	0.5	3.5
£17,250-£22,999	1.6	4.4	7.4	11.1	2.7	2.3	6.8	1.2	5.6
£23,000-£28,749	8.0	13.6	11.0	10.1	6.5	0.9	6.1	18.9	10.9
£28,750-£34,499	9.4	15.0	9.6	9.6	16.2	7.6	13.3	3.3	12.3
£34,500-£40,249	19.6	12.3	9.8	7.6	6.2	7.8	3.4	16.8	11.0
£40,250-£45,999	13.5	11.6	8.8	12.8	23.0	5.5	15.1	31.3	13.2
£46,000-£57,499	18.0	15.9	9.0	10.0	13.7	5.3	14.0	5.1	13.3
£57,500-80,499	21.9	9.5	8.2	7.3	19.6	19.5	7.7	10.0	11.5
£80,500-£114,999	5.0	9.9	4.1	7.3	4.1	43.2	12.3	7.7	9.2
£115,000-£172,999	0.9	2.2	0.0	2.0	4.6	2.8	1.4	1.2	2.0
£173,000-£229,999	0.2	1.8	0.0	0.3	2.0	3.7	2.0	0.0	1.2
Over £230,000	0.0	0.0	0.0	0.0	0.6	1.0	0.0	0.0	0.1
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	167	703	234	606	186	97	81	82	2,156
Mean income	£49,643	£50,657	£31,428	£39,143	£56,843	£81,324	£47,761	£45,146	£48,019

Excludes Northern Ireland & Unspecified records

Table 16.2
Income of UK and foreign passengers at Bournemouth Airport in 2005.

| Income | UK Passengers | | | | Foreign Passengers | | | | ALL |
| | Business | | Leisure | | Business | | Leisure | | Grand |
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.0	4.0	0.9	3.1	0.9	0.0	8.3	4.6	1.8
£5,750-£8,624	0.2	0.0	0.9	1.8	2.4	0.0	2.8	3.8	1.2
£8,625-£11,499	1.4	0.0	2.0	1.4	1.7	0.0	6.1	16.7	2.2
£11,500-£14,374	0.0	0.0	3.0	3.3	0.0	0.0	1.8	2.5	2.8
£14,375-£17,249	0.0	2.2	5.6	6.5	2.6	0.0	5.6	3.3	5.5
£17,250-£22,999	10.4	5.5	10.8	9.6	20.3	0.0	8.9	0.0	10.4
£23,000-£28,749	6.2	9.6	20.0	17.7	7.3	72.2	14.5	13.2	18.7
£28,750-£34,499	6.0	15.3	15.2	16.1	25.5	0.0	12.0	17.1	15.0
£34,500-£40,249	24.1	21.0	13.0	11.4	12.3	0.0	8.1	2.0	12.8
£40,250-£45,999	13.9	26.8	7.2	10.1	7.3	0.0	8.9	9.7	8.3
£46,000-£57,499	6.9	6.9	11.1	7.4	3.3	27.8	9.6	7.3	10.3
£57,500-80,499	10.5	7.0	5.8	7.8	4.7	0.0	9.8	9.0	6.4
£80,500-£114,999	8.2	0.8	2.5	2.3	0.0	0.0	1.9	0.0	2.5
£115,000-£172,999	10.4	0.3	0.8	1.3	11.7	0.0	0.7	8.7	1.1
£173,000-£229,999	0.8	0.6	0.9	0.0	0.0	0.0	0.3	2.0	0.8
Over £230,000	1.0	0.0	0.2	0.4	0.0	0.0	0.7	0.0	0.3
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	12	12	442	82	5	1	61	4	618
Mean income	£59,074	£39,190	£37,644	£36,508	£44,304	£33,056	£35,614	£43,208	£37,837

* Excludes Northern Ireland & Unspecified records

Table 16.3
Income of UK and foreign passengers at Durham Tees Valley Airport in 2005.

| Income | UK Passengers | | | | Foreign Passengers | | | | ALL |
| | Business | | Leisure | | Business | | Leisure | | Grand |
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.1	0.2	1.8	0.6	0.1	0.0	5.6	0.7	1.4
£5,750-£8,624	0.0	0.4	5.7	6.1	0.1	0.0	3.6	2.4	4.3
£8,625-£11,499	0.1	0.5	5.2	6.5	0.1	1.9	2.6	2.6	4.0
£11,500-£14,374	0.6	0.4	4.0	4.2	2.0	1.9	6.5	3.3	3.3
£14,375-£17,249	0.8	1.8	6.9	5.0	4.5	3.7	2.0	4.3	5.2
£17,250-£22,999	3.4	3.1	7.5	10.0	4.2	4.2	10.7	4.6	6.9
£23,000-£28,749	15.6	6.6	11.8	10.2	4.2	11.1	7.5	5.9	10.9
£28,750-£34,499	21.5	10.6	11.7	11.8	6.3	2.6	8.8	11.1	12.1
£34,500-£40,249	10.4	7.2	11.2	10.1	7.8	5.6	5.9	2.4	10.1
£40,250-£45,999	13.4	21.3	9.6	6.4	14.8	5.1	9.2	11.7	11.0
£46,000-£57,499	10.1	19.3	8.3	8.4	13.3	19.6	8.6	9.2	10.0
£57,500-80,499	13.8	16.4	7.9	9.8	13.4	32.0	10.8	11.1	10.2
£80,500-£114,999	5.9	8.1	5.5	5.3	14.6	5.8	11.0	10.5	6.3
£115,000-£172,999	3.4	2.1	1.8	3.4	13.0	4.3	5.1	12.4	2.8
£173,000-£229,999	0.3	1.5	0.4	0.5	0.6	0.0	1.3	5.7	0.6
Over £230,000	0.5	0.5	0.7	1.7	0.8	2.4	0.9	2.1	0.8
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	66	85	521	112	22	7	36	12	861
Mean income	£49,044	£54,873	£39,589	£44,687	£67,101	£60,976	£50,183	£71,918	£44,684

* Excludes Northern Ireland & Unspecified records

Table 16.4
Income of UK and foreign passengers at Edinburgh Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand Total
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	%
Under £5,750	1.3	0.6	5.9	6.7	2.7	3.9	4.1	3.3	3.4
£5,750-£8,624	0.3	0.2	2.4	2.2	0.0	1.9	3.8	1.3	1.3
£8,625-£11,499	1.2	0.6	4.8	2.3	1.3	0.3	2.6	4.1	1.9
£11,500-£14,374	0.6	0.5	6.1	4.5	3.3	0.0	2.6	4.3	2.6
£14,375-£17,249	1.3	1.3	5.7	5.0	1.8	1.9	5.0	6.6	3.3
£17,250-£22,999	6.0	6.5	11.4	8.8	7.1	7.4	8.7	6.5	7.8
£23,000-£28,749	9.1	10.6	14.6	13.4	6.8	10.0	15.3	15.8	12.1
£28,750-£34,499	12.8	14.0	7.8	10.4	12.3	7.6	6.0	8.0	11.4
£34,500-£40,249	12.8	14.2	8.4	8.7	9.1	13.8	8.1	5.6	11.2
£40,250-£45,999	12.8	10.8	7.2	6.6	13.9	11.5	6.8	12.2	9.2
£46,000-£57,499	13.2	14.4	10.8	9.6	12.9	9.0	10.5	7.5	12.0
£57,500-80,499	12.4	14.5	9.0	11.8	13.8	13.0	9.6	13.1	12.6
£80,500-£114,999	11.9	6.2	3.2	5.0	7.1	6.2	7.9	5.3	5.8
£115,000-£172,999	3.5	3.6	2.2	3.7	6.2	8.5	6.1	4.2	3.7
£173,000-£229,999	0.3	0.8	0.0	0.5	0.5	3.0	1.1	0.9	0.6
Over £230,000	0.2	1.4	0.4	1.0	1.2	2.1	1.8	1.3	1.1
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	317	2,839	1,184	2,490	192	174	533	404	8,133
Mean income	£51,763	£53,202	£36,635	£43,664	£53,939	£61,539	£51,417	£47,444	£48,298

* Excludes Northern Ireland & Unspecified records

Table 16.5
Income of UK and foreign passengers at Gatwick Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.2	0.5	1.9	2.9	3.4	4.5	5.1	21.5	2.3
£5,750-£8,624	0.8	0.2	1.4	2.6	1.5	0.0	2.8	2.9	1.6
£8,625-£11,499	0.7	0.5	2.5	2.2	0.8	2.7	3.8	2.1	2.3
£11,500-£14,374	2.0	1.7	2.9	4.7	3.1	0.0	7.6	0.4	3.5
£14,375-£17,249	0.8	1.6	4.0	5.3	2.7	0.0	4.8	33.6	3.8
£17,250-£22,999	5.2	4.0	7.9	9.1	6.2	8.9	7.5	7.3	7.4
£23,000-£28,749	5.8	8.7	12.1	6.9	7.3	3.0	13.1	6.1	11.0
£28,750-£34,499	10.9	10.6	11.8	9.5	13.4	0.0	7.1	3.3	10.9
£34,500-£40,249	14.9	13.3	9.4	11.3	7.8	0.0	8.8	4.2	9.9
£40,250-£45,999	6.1	10.6	8.6	5.4	5.9	3.5	8.5	2.6	8.1
£46,000-£57,499	10.8	14.8	11.2	14.1	11.7	25.1	8.1	8.3	11.1
£57,500-80,499	16.1	11.1	11.4	12.4	15.6	6.7	7.6	0.3	11.5
£80,500-£114,999	10.4	13.6	8.4	6.9	12.3	34.4	5.5	4.0	8.6
£115,000-£172,999	7.2	6.1	3.7	4.3	4.5	0.0	6.1	0.6	4.5
£173,000-£229,999	3.8	1.2	0.7	1.3	1.3	9.1	1.3	0.0	1.1
Over £230,000	4.1	1.5	2.1	1.2	2.6	2.1	2.3	2.8	2.2
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	1,721	1,185	16,851	1,380	1,276	33	4,174	126	26,746
Mean income	£72,102	£60,648	£51,928	£50,197	£59,656	£80,253	£49,654	£30,825	£54,015

* Excludes Northern Ireland & Unspecified records

Table 16.6
Income of UK and foreign passengers at Glasgow Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.7	0.9	1.6	3.2	2.8	1.8	1.9	2.3	1.8
£5,750-£8,624	0.1	0.2	2.5	2.6	3.0	1.7	3.0	3.0	1.9
£8,625-£11,499	0.9	0.5	4.0	4.2	2.5	2.9	2.1	0.9	2.7
£11,500-£14,374	4.3	1.1	4.7	5.6	1.1	6.3	5.4	4.1	3.9
£14,375-£17,249	2.1	2.8	6.3	4.6	7.2	3.0	5.0	6.1	4.7
£17,250-£22,999	6.7	9.4	9.7	7.3	4.0	7.7	7.8	11.4	8.8
£23,000-£28,749	9.2	11.8	13.0	10.1	10.6	5.2	8.8	12.7	11.5
£28,750-£34,499	10.3	14.9	13.2	8.8	9.0	10.8	10.4	6.4	12.2
£34,500-£40,249	13.5	13.4	10.3	12.6	10.0	7.5	8.3	6.6	11.5
£40,250-£45,999	10.6	11.3	9.8	7.8	11.0	11.3	9.9	6.3	9.8
£46,000-£57,499	14.8	11.4	8.7	8.7	12.3	14.2	9.4	9.4	9.8
£57,500-80,499	13.8	11.2	10.9	9.7	11.3	14.6	10.7	13.4	10.9
£80,500-£114,999	6.3	6.7	3.5	9.0	9.5	7.1	8.3	10.1	6.3
£115,000-£172,999	2.8	2.9	1.3	3.4	1.9	1.6	4.8	2.8	2.5
£173,000-£229,999	3.6	0.5	0.2	1.1	0.8	1.8	3.4	2.3	0.8
Over £230,000	0.4	1.2	0.3	1.3	3.0	2.6	0.8	2.1	0.9
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	198	2,092	3,135	1,891	105	130	461	277	8,288
Mean income	£53,568	£49,028	£38,287	£48,007	£53,514	£53,837	£52,881	£53,554	£45,514

* Excludes Northern Ireland & Unspecified records

Table 16.7
Income of UK and foreign passengers at Heathrow Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.9	0.6	5.4	3.9	1.4	0.0	3.9	1.0	3.2
£5,750-£8,624	0.4	0.2	2.9	0.6	1.2	0.0	3.3	0.0	2.0
£8,625-£11,499	0.5	0.0	1.9	2.8	1.2	0.0	3.2	0.6	1.7
£11,500-£14,374	0.5	0.5	2.8	3.2	1.6	0.0	4.0	1.4	2.2
£14,375-£17,249	0.9	1.3	4.0	3.4	2.0	0.5	4.0	7.4	2.9
£17,250-£22,999	2.5	3.6	7.7	4.1	4.7	4.8	8.1	11.4	5.9
£23,000-£28,749	6.1	7.2	10.2	10.6	7.3	6.2	9.7	3.7	8.6
£28,750-£34,499	9.3	10.2	8.9	10.6	8.5	3.8	9.0	17.8	9.1
£34,500-£40,249	9.4	10.6	9.0	10.4	9.3	4.5	7.4	2.7	8.9
£40,250-£45,999	9.3	11.6	8.3	7.4	8.8	1.3	9.6	13.3	9.0
£46,000-£57,499	12.2	13.4	10.3	9.3	11.3	17.7	10.6	5.9	11.1
£57,500-80,499	16.2	16.3	12.3	8.9	16.0	17.1	10.8	15.5	13.6
£80,500-£114,999	13.1	12.1	7.0	10.7	10.5	13.2	6.9	8.6	9.2
£115,000-£172,999	9.3	6.1	4.8	7.8	6.2	22.3	4.2	3.5	6.0
£173,000-£229,999	3.4	1.8	1.5	2.6	3.5	1.0	2.3	1.0	2.4
Over £230,000	5.9	4.5	2.8	3.8	6.3	7.6	2.9	6.1	4.2
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	7,562	2,299	15,712	1,084	6,685	125	9,982	132	43,579
Mean income	£81,091	£71,057	£54,602	£64,753	£75,599	£96,772	£54,655	£64,684	£64,887

* Excludes Northern Ireland & Unspecified records

Table 16.8
Income of UK and foreign passengers at Inverness Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.0	0.8	0.0	1.5	0.0	2.1	0.0	1.9	1.3
£5,750-£8,624	0.0	1.3	0.0	0.9	0.0	1.2	0.0	1.1	1.1
£8,625-£11,499	0.0	1.5	0.0	2.8	0.0	2.9	0.0	0.3	2.1
£11,500-£14,374	0.0	1.6	6.2	2.6	0.0	0.0	0.0	0.8	2.1
£14,375-£17,249	0.0	1.6	0.0	4.3	0.0	0.0	0.0	6.5	3.3
£17,250-£22,999	0.0	10.4	7.4	10.1	0.0	0.0	34.1	9.4	9.9
£23,000-£28,749	0.0	15.2	18.5	9.2	0.0	9.0	31.2	11.9	11.7
£28,750-£34,499	0.0	13.7	12.3	10.2	100.0	2.2	0.0	13.0	11.5
£34,500-£40,249	0.0	12.6	24.7	10.2	0.0	23.4	0.0	5.9	11.2
£40,250-£45,999	100.0	9.7	12.3	9.7	0.0	7.6	34.7	5.6	9.5
£46,000-£57,499	0.0	11.9	6.2	9.6	0.0	20.7	0.0	18.1	11.2
£57,500-80,499	0.0	8.6	6.2	11.4	0.0	5.5	0.0	8.4	10.0
£80,500-£114,999	0.0	6.5	6.2	8.6	0.0	20.3	0.0	5.8	7.9
£115,000-£172,999	0.0	3.3	0.0	3.9	0.0	2.8	0.0	6.8	3.8
£173,000-£229,999	0.0	0.5	0.0	1.5	0.0	0.4	0.0	0.2	1.0
Over £230,000	0.0	0.8	0.0	3.4	0.0	1.9	0.0	4.2	2.4
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	0	196	3	326	0	16	2	38	581
Mean income	£43,125	£46,442	£39,027	£57,138	£31,625	£60,338	£29,911	£58,713	£53,212

Excludes Northern Ireland & Unspecified records

Table 16.9
Income of UK and foreign passengers at Leeds Bradford Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.2	0.1	0.5	0.8	0.9	0.0	2.5	2.4	0.7
£5,750-£8,624	0.3	0.1	1.1	2.0	2.0	0.4	3.8	0.0	1.2
£8,625-£11,499	0.0	0.2	3.7	2.7	0.2	1.0	2.2	1.8	2.5
£11,500-£14,374	0.2	1.3	4.8	3.8	2.5	2.0	7.0	5.3	3.9
£14,375-£17,249	1.8	4.4	6.6	7.3	2.4	1.3	10.3	14.3	6.2
£17,250-£22,999	2.0	6.8	8.4	10.7	6.1	2.9	11.7	3.1	8.1
£23,000-£28,749	8.0	11.6	11.0	9.1	8.7	6.8	15.5	3.9	10.8
£28,750-£34,499	8.3	13.6	13.2	10.6	12.3	3.7	8.6	10.2	12.2
£34,500-£40,249	18.9	13.0	13.0	11.7	10.7	5.2	10.1	17.4	12.8
£40,250-£45,999	12.5	9.5	9.7	7.2	5.3	15.1	6.2	17.8	9.3
£46,000-£57,499	22.6	13.2	9.8	9.9	10.0	4.3	9.5	4.4	10.9
£57,500-80,499	12.9	12.1	11.3	14.3	4.9	28.4	7.4	8.2	11.3
£80,500-£114,999	6.9	6.9	4.0	3.4	29.8	2.6	2.2	8.5	5.7
£115,000-£172,999	3.1	5.8	1.7	5.3	2.5	9.2	1.6	1.9	2.9
£173,000-£229,999	0.6	0.6	0.5	0.8	0.8	16.5	0.5	0.0	0.8
Over £230,000	1.7	0.8	0.7	0.3	0.8	0.5	0.9	0.8	0.7
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	114	273	1,460	268	95	26	207	27	2,471
Mean income	£55,806	£52,541	£42,126	£45,909	£59,999	£84,871	£36,868	£43,555	£45,810

* Excludes Northern Ireland & Unspecified records

Table 16.10
Income of UK and foreign passengers at Luton Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.2	0.8	4.5	5.2	3.2	0.0	8.9	19.4	4.6
£5,750-£8,624	0.2	0.0	2.3	1.7	2.4	0.0	5.9	1.3	2.5
£8,625-£11,499	0.1	0.4	3.0	2.3	1.2	0.0	3.0	3.9	2.4
£11,500-£14,374	2.4	1.0	3.9	2.8	4.3	0.0	3.6	0.0	3.4
£14,375-£17,249	0.3	3.7	4.9	3.1	8.0	0.0	5.7	0.0	4.5
£17,250-£22,999	5.1	4.8	6.2	6.6	2.2	3.9	7.4	6.9	6.0
£23,000-£28,749	8.3	8.0	9.2	10.5	8.6	0.0	12.1	28.0	9.7
£28,750-£34,499	8.8	12.4	8.5	11.7	8.1	0.0	6.0	3.4	8.7
£34,500-£40,249	12.3	11.6	9.7	6.3	7.2	33.8	6.7	10.1	9.2
£40,250-£45,999	7.0	10.7	8.6	8.7	7.3	3.3	7.5	1.1	8.3
£46,000-£57,499	12.7	11.9	11.3	10.2	12.3	13.2	6.6	11.5	10.7
£57,500-80,499	15.7	13.4	14.8	16.2	16.4	30.1	11.4	10.9	14.4
£80,500-£114,999	15.0	9.6	7.6	7.9	8.6	15.8	6.7	0.6	8.3
£115,000-£172,999	8.5	4.8	3.5	5.3	5.3	0.0	3.3	1.5	4.3
£173,000-£229,999	1.4	1.4	1.0	0.8	0.6	0.0	1.3	0.0	1.1
Over £230,000	1.8	5.5	1.1	0.6	4.4	0.0	4.1	1.4	2.1
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	602	553	4,122	777	459	10	1,685	63	8,271
Mean income	£66,604	£67,736	£49,342	£50,447	£61,311	£57,831	£51,844	£35,503	£53,455

* Excludes Northern Ireland & Unspecified records

Table 16.11
Income of UK and foreign passengers at Manchester Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.1	0.0	2.2	3.2	1.0	1.5	4.2	1.9	1.9
£5,750-£8,624	0.1	0.1	2.6	3.2	0.9	0.0	2.9	4.6	2.1
£8,625-£11,499	0.2	0.2	2.5	4.6	0.8	0.9	3.7	2.8	2.2
£11,500-£14,374	2.0	0.8	4.9	1.6	0.6	2.4	6.7	5.7	3.9
£14,375-£17,249	1.1	1.8	6.8	6.1	2.6	1.7	5.5	8.9	5.4
£17,250-£22,999	6.4	4.7	10.5	8.7	7.3	2.1	11.2	7.2	9.3
£23,000-£28,749	5.2	8.7	12.9	10.5	6.5	1.3	10.4	4.6	11.1
£28,750-£34,499	10.3	14.6	12.5	10.6	11.0	15.3	9.7	17.5	12.2
£34,500-£40,249	12.8	12.1	10.3	6.1	15.1	9.0	8.4	8.3	10.6
£40,250-£45,999	10.7	9.9	9.9	8.9	12.1	9.0	9.2	10.4	10.0
£46,000-£57,499	14.6	11.5	10.2	9.7	10.8	11.3	7.3	5.8	10.5
£57,500-80,499	16.8	13.4	8.8	15.5	17.1	15.6	7.5	11.3	10.7
£80,500-£114,999	9.0	10.3	4.1	6.2	5.4	11.0	7.9	6.9	5.6
£115,000-£172,999	6.9	5.3	1.2	3.0	4.2	3.0	3.0	2.3	2.5
£173,000-£229,999	1.8	2.6	0.3	1.4	2.1	9.7	0.9	1.7	0.9
Over £230,000	2.0	4.1	0.5	0.7	2.4	6.4	1.4	0.0	1.1
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	1,441	1,526	13,968	1,258	939	102	1,566	178	20,979
Mean income	£63,378	£67,466	£38,783	£46,835	£58,460	£83,684	£44,574	£42,949	£45,815

* Excludes Northern Ireland & Unspecified records

Table 16.12
Income of UK and foreign passengers at Newcastle Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	1.2	0.1	2.8	6.2	1.1	0.0	5.4	3.7	2.9
£5,750-£8,624	0.8	0.1	3.4	4.9	0.6	1.7	5.7	2.0	3.0
£8,625-£11,499	0.5	0.7	3.2	2.9	2.0	1.3	4.8	1.6	2.7
£11,500-£14,374	1.9	0.8	5.8	5.5	2.7	0.8	3.6	1.7	4.5
£14,375-£17,249	0.8	4.5	9.8	4.8	0.6	0.9	4.4	8.1	7.2
£17,250-£22,999	2.2	6.5	9.0	6.6	6.9	4.4	4.9	5.7	7.6
£23,000-£28,749	19.0	11.1	10.1	11.8	10.6	16.4	9.6	9.2	11.0
£28,750-£34,499	13.7	13.8	13.1	11.0	10.3	21.9	8.5	26.5	12.9
£34,500-£40,249	16.5	10.6	11.3	8.3	9.7	8.0	14.5	2.5	10.9
£40,250-£45,999	6.5	10.5	8.8	8.0	9.5	9.5	6.8	10.7	8.8
£46,000-£57,499	12.7	17.7	9.1	9.7	9.0	13.3	6.2	9.3	10.7
£57,500-80,499	11.7	13.1	8.9	10.2	13.9	10.7	11.5	8.9	10.2
£80,500-£114,999	8.2	5.6	2.8	5.9	15.0	7.1	7.1	6.8	4.6
£115,000-£172,999	1.4	3.2	0.8	2.7	2.8	2.5	3.1	0.4	1.7
£173,000-£229,999	0.7	1.0	0.5	0.5	1.4	1.5	3.0	1.7	0.8
Over £230,000	2.3	0.7	0.4	1.1	3.9	0.0	0.7	1.3	0.8
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	216	669	2,639	943	139	71	251	94	5,022
Mean income	£52,049	£50,342	£36,634	£42,558	£63,390	£47,612	£47,503	£44,858	£41,881

* Excludes Northern Ireland & Unspecified records

Table 16.13
Income of UK and foreign passengers at Prestwick Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	6.2	0.0	8.5	0.0	0.0	0.0	1.5	0.0	3.9
£5,750-£8,624	0.0	0.0	2.2	0.4	0.0	0.0	2.8	0.0	1.9
£8,625-£11,499	0.0	0.0	0.4	0.5	0.0	0.0	0.0	8.7	0.6
£11,500-£14,374	7.2	0.0	4.4	4.9	0.0	0.0	3.0	0.0	3.6
£14,375-£17,249	0.0	1.7	7.0	6.9	4.7	0.0	2.0	0.5	4.7
£17,250-£22,999	30.6	12.6	10.6	10.0	4.7	0.0	7.8	1.6	9.2
£23,000-£28,749	3.2	6.7	10.1	6.5	9.6	0.0	6.3	0.0	7.6
£28,750-£34,499	0.0	19.3	11.5	5.6	6.4	0.0	11.3	34.1	11.5
£34,500-£40,249	7.2	1.8	7.4	23.5	6.8	0.0	11.4	9.4	11.3
£40,250-£45,999	12.3	20.4	11.4	7.6	3.4	0.0	19.7	9.1	13.7
£46,000-£57,499	33.2	12.9	8.2	4.7	25.6	0.0	9.9	15.3	9.2
£57,500-80,499	0.0	22.4	9.4	20.6	19.1	0.0	12.7	13.8	13.1
£80,500-£114,999	0.0	0.0	6.5	8.0	0.0	100.0	7.4	6.7	6.7
£115,000-£172,999	0.0	0.7	2.1	0.7	16.1	0.0	2.1	0.8	2.1
£173,000-£229,999	0.0	0.0	0.4	0.0	0.0	0.0	0.5	0.0	0.3
Over £230,000	0.0	1.5	0.0	0.2	3.5	0.0	1.7	0.0	0.8
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	25	67	938	465	46	5	679	90	2,314
Mean income	£33,310	£47,769	£38,990	£45,365	£70,263	£97,750	£50,626	£44,620	£45,318

* Excludes Northern Ireland & Unspecified records

Table 16.14
Income of UK and foreign passengers at Stansted Airport in 2005.

Income	UK Passengers				Foreign Passengers				ALL
	Business		Leisure		Business		Leisure		Grand
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	Total %
Under £5,750	0.6	0.5	4.6	4.2	2.4	0.0	7.5	12.4	4.5
£5,750-£8,624	0.5	0.7	2.2	2.1	3.3	0.0	4.2	0.0	2.4
£8,625-£11,499	1.9	1.0	2.9	3.8	0.9	0.0	5.6	0.0	3.2
£11,500-£14,374	1.9	1.3	4.8	2.5	2.4	22.9	2.7	6.8	3.5
£14,375-£17,249	0.9	0.5	4.4	6.2	3.2	0.0	5.2	0.6	4.0
£17,250-£22,999	4.8	5.8	6.4	6.0	6.5	8.8	8.4	8.1	6.7
£23,000-£28,749	6.0	8.9	8.1	8.5	11.4	7.4	11.4	5.6	8.9
£28,750-£34,499	13.0	9.3	7.7	10.2	9.1	0.0	8.5	8.4	8.8
£34,500-£40,249	11.8	14.6	11.6	7.9	12.1	0.0	10.4	21.5	11.3
£40,250-£45,999	13.0	15.2	8.1	9.8	10.1	6.0	7.3	5.5	9.1
£46,000-£57,499	13.0	11.2	10.9	11.2	10.6	0.0	10.0	8.8	10.9
£57,500-80,499	18.3	16.3	12.6	16.2	10.7	4.6	9.7	13.6	12.9
£80,500-£114,999	8.4	8.7	8.7	4.9	9.0	42.8	4.8	5.7	7.5
£115,000-£172,999	2.0	3.8	4.3	3.7	4.1	7.6	1.8	1.6	3.4
£173,000-£229,999	1.3	1.0	1.1	1.7	1.4	0.0	1.8	1.2	1.4
Over £230,000	2.6	1.4	1.5	1.0	2.8	0.0	0.9	0.0	1.5
Total	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	1,740	853	8,954	1,302	1,057	22	5,164	109	19,200
Mean income	£58,181	£55,976	£51,402	£49,347	£56,095	£65,117	£41,995	£41,688	£50,301

* Excludes Northern Ireland & Unspecified records

Table 17.1
Socio-economic group of UK business passengers in 2005.

Socio-economic Group	Business			
	Gatwick	Heathrow	Luton	Stansted
A/B	49.9	67.7	57.1	50.9
C1	44.6	29.1	38.2	45.6
C2	5.1	2.9	3.9	2.9
D/E	0.3	0.3	0.8	0.6
Total	100	100	100	100
Total Passengers (000's)	2,906	9,861	1,155	2,593

Socio-economic Group	Business				
	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick
A/B	38.3	48.7	56.9	45.4	40.3
C1	41.6	44.8	39.3	41.9	45.5
C2	19.5	5.8	2.8	11.0	13.5
D/E	0.6	0.7	1.0	1.7	0.7
Total	100	100	100	100	100
Total Passengers (000's)	0,869	3,156	2,289	0,196	0,092

Socio-economic Group	Business				
	Bournemouth	Durham Tees Valley	Leeds Bradford	Manchester	Newcastle
A/B	81.6	34.7	64.4	71.3	56.9
C1	15.6	53.5	28.8	23.6	34.6
C2	2.2	11.1	5.3	4.6	7.5
D/E	0.7	0.7	1.5	0.6	1.0
Total	100	100	100	100	100
Total Passengers (000's)	0,024	0,151	0,387	2,967	0,885

Excludes Northern Ireland & Unspecified records

Table 17.2

Socio-economic group of UK leisure passengers in 2005.

Socio-economic Group	Leisure			
	Gatwick	Heathrow	Luton	Stansted
A/B	34.3	44.6	34.0	41.1
C1	40.0	35.5	43.4	38.2
C2	18.6	12.8	11.1	11.2
D/E	7.1	7.1	11.5	9.5
Total	100	100	100	100
Total Passengers (000's)	18,231	16,796	4,899	10,256

Socio-economic Group	Leisure				
	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick
A/B	32.2	28.3	32.4	44.0	20.5
C1	44.9	38.2	38.8	34.5	24.6
C2	16.7	15.6	19.0	13.7	31.0
D/E	6.2	17.9	9.8	7.9	24.0
Total	100	100	100	100	100
Total Passengers (000's)	0,840	3,674	5,026	0,329	1,402

Socio-economic Group	Leisure				
	Bournemouth	Durham Tees Valley	Leeds Bradford	Manchester	Newcastle
A/B	49.6	18.9	31.8	32.8	28.9
C1	23.3	27.0	25.5	29.3	35.5
C2	17.0	22.3	20.1	25.8	16.5
D/E	10.1	31.9	22.6	12.2	19.0
Total	100	100	100	100	100
Total Passengers (000's)	0,524	0,633	1,728	15,226	3,582

Excludes Northern Ireland & Unspecified records

Table 18.1
Top passenger residence by journey purpose at Aberdeen Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	53.3	27.4	19.3	1,893
Norway	72.9	16.9	10.3	0,094
United States of America	68.4	26.7	4.9	0,087
Netherlands	85.3	14.4	0.3	0,056
Ireland	33.0	53.1	13.9	0,032
Germany	69.3	18.1	12.6	0,027
Canada	54.3	41.3	4.4	0,023
France	63.4	31.1	5.4	0,021
Australia	9.0	82.9	8.1	0,017
Denmark	61.2	27.5	11.3	0,014

VFR - Visiting Friends & Family

Table 18.2
Top passenger residence by journey purpose at Bournemouth Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	4.4	24.8	70.8	0,549
Spain & Canary Islands	3.4	88.8	7.8	0,027
Ireland	10.7	67.1	22.3	0,019

VFR - Visiting Friends & Family

Table 18.3
Top passenger residence by journey purpose at Durham Tees Valley Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	19.3	14.9	65.9	0,786
Ireland	17.6	66.2	16.3	0,016

VFR - Visiting Friends & Family

Table 18.4
Top passenger residence by journey purpose at Edinburgh Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	46.2	27.6	26.2	6,953
United States of America	21.8	40.1	38.1	0,259
Ireland	25.5	44.0	30.5	0,177
Germany	28.4	34.6	37.0	0,113
France	42.3	33.9	23.8	0,072
Netherlands	29.3	49.7	21.0	0,065
Australia	9.4	56.9	33.8	0,062
Spain & Canary Islands	14.7	65.1	20.2	0,051
Canada	22.9	36.4	40.7	0,041
Sweden	38.6	52.4	9.1	0,020
Italy	37.6	28.9	33.5	0,019
Belgium	68.4	23.8	7.8	0,019
New Zealand	13.1	55.7	31.2	0,018

VFR - Visiting Friends & Family

Table 18.5
Top passenger residence by journey purpose at Gatwick Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	14.3	19.6	66.2	23,158
United States of America	22.8	40.5	36.7	2,880
Spain & Canary Islands	26.0	48.5	25.5	0,661
Ireland	18.1	52.5	29.4	0,523
France	31.3	36.0	32.7	0,448
Italy	37.2	32.3	30.5	0,424
Germany	38.5	30.3	31.2	0,322
Netherlands	45.6	36.1	18.3	0,280
Denmark	40.5	19.3	40.3	0,252
Australia	2.7	31.3	66.0	0,245
Switzerland	22.4	45.6	32.0	0,241
Canada	13.6	52.9	33.5	0,236
Portugal & Madeira	22.2	58.5	19.3	0,163
South Africa	18.7	63.3	18.1	0,160
Greece	18.4	76.8	4.7	0,082

VFR - Visiting Friends & Family

Table 18.6
Top passenger residence by journey purpose at Glasgow Airport in 2005.

Residence	Business %	VFR %	Other %	Total 000's
United Kingdom	31.2	22.0	46.8	7,435
United States of America	19.2	35.7	45.1	0,276
Canada	10.8	59.5	29.6	0,127
Ireland	27.4	47.3	25.3	0,106
Australia	11.4	59.0	29.5	0,053
Spain & Canary Islands	16.0	62.4	21.7	0,048
Netherlands	25.3	46.9	27.8	0,038
Germany	41.2	19.8	39.0	0,034
South Africa	11.7	79.6	8.7	0,025
France	40.2	47.2	12.6	0,023
Switzerland	51.4	23.5	25.0	0,018
New Zealand	9.3	42.7	48.0	0,010
United Arab Emirates	19.9	57.3	22.8	0,010
Poland	38.4	31.6	29.9	0,009

VFR - Visiting Friends & Family

Table 18.7
Top passenger residence by journey purpose at Heathrow Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	35.2	31.5	33.3	31,012
United States of America	30.4	35.9	33.7	9,688
Canada	24.4	49.6	26.0	2,293
Germany	43.4	27.4	29.2	2,160
Australia	18.8	43.0	38.1	2,112
Ireland	32.6	36.4	31.0	1,787
France	47.7	23.1	29.2	1,145
Japan	29.3	11.1	59.6	1,085
Spain & Canary Islands	41.5	24.3	34.2	1,012
Sweden	41.0	26.8	32.2	0,933
Netherlands	41.5	25.7	32.8	0,892
South Africa	32.8	51.0	16.3	0,876
Italy	41.7	27.3	30.9	0,768
India	36.3	47.9	15.8	0,721
Switzerland	43.3	26.5	30.2	0,695

VFR - Visiting Friends & Family

Table 18.8
Top passenger residence by journey purpose at Inverness Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	37.2	35.8	27.1	0,530
United States of America	17.3	32.5	50.3	0,012

VFR - Visiting Friends & Family

Table 18.9
Top passenger residence by journey purpose at Leeds Bradford Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	18.3	18.6	63.1	2,125
Ireland	35.5	41.4	23.1	0,084
Spain & Canary Islands	16.5	70.7	12.7	0,064
Netherlands	35.2	46.4	18.4	0,051
France	40.2	49.0	10.8	0,035
United States of America	50.0	30.3	19.7	0,029
Australia	33.9	36.9	29.1	0,010

VFR - Visiting Friends & Family

Table 18.10
Top passenger residence by journey purpose at Luton Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	19.0	30.3	50.7	6,258
Ireland	17.4	62.4	20.3	0,300
Poland	20.7	58.7	20.6	0,291
Spain & Canary Islands	10.3	57.9	31.8	0,284
France	31.3	41.7	27.1	0,217
Switzerland	27.3	45.9	26.8	0,201
Foreign	23.2	0.0	76.8	0,191
Italy	16.4	51.8	31.8	0,169
Germany	27.6	50.1	22.3	0,166
Netherlands	33.3	49.5	17.2	0,148
United States of America	21.9	25.1	53.0	0,139
Sweden	19.7	34.7	45.6	0,101
Hungary	15.3	58.4	26.3	0,084
Australia	13.6	13.6	72.8	0,054
Greece	20.5	51.9	27.6	0,046

VFR - Visiting Friends & Family

Table 18.11
Top passenger residence by journey purpose at Manchester Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	16.5	15.3	68.2	18,552
United States of America	29.5	48.3	22.1	0,478
Ireland	33.8	41.2	25.0	0,426
Germany	55.8	31.8	12.4	0,305
Spain & Canary Islands	19.9	58.0	22.2	0,212
France	60.6	29.5	9.9	0,170
Canada	7.6	86.9	5.5	0,139
Australia	9.7	62.4	27.9	0,118
Netherlands	64.2	26.3	9.5	0,094
Sweden	62.6	30.4	7.0	0,087
Italy	42.1	31.3	26.6	0,083
Denmark	59.6	23.5	16.9	0,078
Belgium	78.5	14.9	6.6	0,070
Norway	44.2	26.7	29.1	0,059
Switzerland	53.4	37.6	8.9	0,052

VFR - Visiting Friends & Family

Table 18.12
Top passenger residence by journey purpose at Newcastle Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	20.0	20.9	59.1	4,542
Germany	43.4	44.6	12.1	0,074
Ireland	32.9	54.3	12.8	0,057
United States of America	46.2	45.4	8.5	0,041
Spain & Canary Islands	24.3	45.4	30.3	0,035
France	47.0	43.7	9.3	0,029
Norway	24.9	37.5	37.7	0,026
Australia	7.1	73.1	19.8	0,025
Netherlands	74.9	18.9	6.2	0,024
Italy	42.2	45.8	12.0	0,019
Foreign	45.2	0.0	54.8	0,018
Denmark	42.3	53.0	4.7	0,018
Canada	13.0	71.0	16.0	0,013
Poland	18.3	49.5	32.2	0,012

VFR - Visiting Friends & Family

Table 18.13
Top passenger residence by journey purpose at Prestwick Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	6.1	31.7	62.2	1,489
Ireland	9.9	43.5	46.6	0,186
France	2.9	16.5	80.6	0,110
Spain & Canary Islands	4.9	20.9	74.2	0,106
Germany	8.9	23.4	67.8	0,093
Sweden	3.4	11.0	85.6	0,092
Italy	7.9	6.6	85.5	0,075
Norway	8.0	8.6	83.4	0,056
Belgium	1.6	13.2	85.1	0,048
United States of America	11.2	23.4	65.4	0,011

VFR - Visiting Friends & Family

Table 18.14
Top passenger residence by journey purpose at Stansted Airport in 2005.

Residence	Business	VFR	Other	Total
	%	%	%	000's
United Kingdom	19.8	32.7	47.5	13,587
Germany	19.7	41.9	38.4	1,299
Ireland	17.5	43.4	39.1	1,042
Italy	16.0	41.9	42.1	0,865
Spain & Canary Islands	15.0	52.7	32.3	0,738
Sweden	14.1	50.7	35.2	0,539
France	13.4	64.1	22.5	0,531
Norway	8.6	31.8	59.6	0,421
Netherlands	26.1	45.4	28.5	0,311
Denmark	19.6	45.3	35.1	0,274
Austria	17.5	32.1	50.4	0,273
United States of America	11.0	31.2	57.8	0,271
Australia	8.8	44.7	46.5	0,243
Poland	14.8	65.1	20.1	0,192
Portugal & Madeira	13.5	33.9	52.7	0,105

VFR - Visiting Friends & Family

Table 19.10
Main business of UK business passengers at the 2005 survey airports

Main Business	Gatwick	Heathrow	Luton	Stansted
	%	%	%	%
Production industries				
Agriculture and Horticulture	0.7	0.5	1.2	0.8
Energy & Water	1.3	0.8	0.5	0.6
Extract/preparation of ores	7.1	8.4	3.9	5.8
Manuf Metal Goods	7.4	9.8	10.2	11.5
Food/Drink/Tobacco manufact	4.8	6.5	8.6	11.8
Total production industries	21.2	25.9	24.4	30.6
Non-production industries				
Construction	6.9	4.0	5.1	5.4
Public Services	22.1	20.1	14.4	19.3
Transport & Communications	13.8	14.6	15.8	14.3
Banking and Finance	30.4	29.8	31.0	22.1
Wholesale distribution	5.7	5.6	9.2	8.4
Total non-production industries	78.8	74.1	75.6	69.4
Total	100	100	100	100
Passengers (000's)	2,906	9,861	1,155	2,593

* Excludes Northern Ireland & Unspecified records

Table 19.11
Main business of UK business passengers at the 2005 survey airports

Main Business	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick
	%	%	%	%	%
Production industries					
Agriculture and Horticulture	0.8	1.6	0.5	1.0	2.3
Energy & Water	0.6	1.0	1.3	3.5	1.1
Extract/preparation of ores	47.7	4.8	3.3	6.3	3.0
Manuf Metal Goods	3.7	6.8	5.8	4.5	11.9
Food/Drink/Tobacco manufact	3.0	6.8	5.5	3.5	2.0
Total production industries	55.8	21.1	16.4	18.9	20.2
Non-production industries					
Construction	8.3	8.1	10.2	9.9	5.9
Public Services	11.8	22.4	24.6	40.1	46.0
Transport & Communications	12.1	11.7	14.8	7.8	5.8
Banking and Finance	9.7	31.6	23.5	19.4	15.5
Wholesale distribution	2.4	5.2	10.5	3.9	6.6
Total non-production industries	44.2	78.9	83.6	81.1	79.8
Total	100	100	100	100	100
Passengers (000's)	0,869	3,156	2,289	0,196	0,092

* Excludes Northern Ireland & Unspecified records

Table 19.12
Main business of UK business passengers at the 2005 survey airports

Main Business	Bournemouth	Durham Tees Valley	Leeds Bradford	Manchester	Newcastle
	%	%	%	%	%
Production industries					
Agriculture and Horticulture	5.1	1.2	1.0	0.4	0.5
Energy & Water	0.2	0.5	2.0	1.0	1.3
Extract/preparation of ores	1.6	27.2	3.9	10.5	9.8
Manuf Metal Goods	4.9	8.7	9.9	11.6	11.0
Food/Drink/Tobacco manufact	3.2	9.3	8.5	8.2	4.8
Total production industries	14.9	46.9	25.2	31.6	27.3
Non-production industries					
Construction	7.3	17.3	5.8	7.0	11.0
Public Services	18.7	10.8	27.8	18.2	24.3
Transport & Communications	21.0	12.3	8.4	10.9	12.2
Banking and Finance	17.0	8.7	27.8	25.4	19.8
Wholesale distribution	21.2	3.9	5.0	6.8	5.4
Total non-production industries	85.1	53.1	74.8	68.4	72.7
Total	100	100	100	100	100
Passengers (000's)	0,024	0,151	0,387	2,967	0,885

* Excludes Northern Ireland & Unspecified records

Table 19.20
Main business of Foreign business passengers at the 2005 survey airports

Main Business	Gatwick	Heathrow	Luton	Stansted
	%	%	%	%
Production industries				
Agriculture and Horticulture	2.1	0.4	3.1	2.9
Energy & Water	0.9	0.5	0.2	0.6
Extract/preparation of ores	11.7	10.6	5.5	4.5
Manuf Metal Goods	8.6	10.1	12.3	9.0
Food/Drink/Tobacco manufact	7.0	7.0	9.7	9.0
Total production industries	30.4	28.6	30.9	25.9
Non-production industries				
Construction	2.0	3.1	3.1	6.0
Public Services	24.1	20.8	15.6	26.1
Transport & Communications	14.6	14.3	14.8	12.1
Banking and Finance	19.4	26.0	26.4	20.4
Wholesale distribution	9.5	7.2	9.2	9.5
Total non-production industries	69.6	71.4	69.1	74.1
Total	100	100	100	100
Passengers (000's)	1,308	6,809	0,468	1,079

* Excludes Northern Ireland & Unspecified records

Table 19.21
Main business of Foreign business passengers at the 2005 survey airports

Main Business	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick
	%	%	%	%	%
Production industries					
Agriculture and Horticulture	0.9	1.3	3.0	0.0	13.5
Energy & Water	0.1	0.4	1.6	1.3	0.0
Extract/preparation of ores	67.0	10.3	6.3	12.8	16.1
Manuf Metal Goods	1.5	10.1	8.0	16.4	5.9
Food/Drink/Tobacco manufact	1.4	9.5	6.9	2.2	8.6
Total production industries	70.9	31.5	25.8	32.7	44.2
Non-production industries					
Construction	2.7	6.7	4.5	7.9	1.8
Public Services	12.8	24.2	35.5	29.4	26.4
Transport & Communications	10.6	9.8	10.5	5.1	5.2
Banking and Finance	2.4	25.2	17.4	10.0	18.1
Wholesale distribution	0.7	2.6	6.4	14.9	4.4
Total non-production industries	29.1	68.5	74.2	67.3	55.8
Total	100	100	100	100	100
Passengers (000's)	0,283	0,366	0,235	0,016	0,051

Excludes Northern Ireland & Unspecified records

Table 19.22
Main business of Foreign business passengers at the 2005 survey airports

Main Business	Bournemouth	Durham Tees Valley	Leeds Bradford	Manchester	Newcastle
	%	%	%	%	%
Production industries					
Agriculture and Horticulture	1.6	0.7	3.3	0.9	0.0
Energy & Water	0.0	0.5	0.4	1.0	0.5
Extract/preparation of ores	16.4	29.0	8.2	14.3	17.2
Manuf Metal Goods	3.3	16.4	12.8	22.5	22.3
Food/Drink/Tobacco manufact	10.5	10.7	14.0	10.7	8.6
Total production industries	31.9	57.3	38.7	49.4	48.6
Non-production industries					
Construction	1.0	13.1	2.0	5.4	8.0
Public Services	28.6	12.2	23.4	15.8	21.8
Transport & Communications	32.5	11.5	19.8	10.3	6.3
Banking and Finance	1.1	4.8	13.4	13.3	11.9
Wholesale distribution	4.8	1.1	2.7	5.8	3.4
Total non-production industries	68.1	42.7	61.3	50.6	51.4
Total	100	100	100	100	100
Passengers (000's)	0,005	0,029	0,122	1,041	0,210

* Excludes Northern Ireland & Unspecified records

Table 20.1
Journey purpose by route and country of residence at Aberdeen Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	20.9	19.8	16.4	14.9
Attending Internal Company Business	13.8	15.7	11.8	31.5
Meetings with Customers	12.1	12.3	9.4	16.4
Conference/Congress	3.0	2.9	2.5	2.0
Trade Fair/Exhibition	0.6	0.1	0.0	0.6
Armed Services	0.5	0.0	0.0	0.0
Airline Staff (Positioning)	0.4	0.0	0.0	0.0
Contract Home Leave	4.3	2.1	0.0	3.8
Overseas Employment < 12 months	0.3	2.0	1.0	0.4
Overseas Employment >= 12 months	0.1	0.8	1.1	0.1
Studies - formal	0.3	0.3	0.0	0.0
Studies paid by employer - other	0.0	1.3	0.0	0.7
Au pair	0.0	0.0	0.0	0.0
Total business	56.3	57.3	42.2	70.4
Leisure				
Cultural/sports	1.1	0.2	0.1	0.2
Holiday fare paid separately	8.3	3.9	11.9	2.7
Holiday fare paid separately - Sk	0.0	0.0	0.0	0.0
Holiday IT package - Cruise	0.1	0.0	0.4	0.0
Holiday IT/Package - Hotel	1.9	0.1	13.3	1.4
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.7	0.0	6.5	1.2
Holiday IT/Package - Self Catering - Sk	0.0	0.0	0.0	0.0
Migration	0.1	0.0	0.3	0.0
Studies private/grants - formal	0.1	0.0	0.4	0.7
Studies private/grants - other	0.0	0.0	0.0	0.3
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	28.3	37.4	23.9	21.3
Other	3.0	1.1	1.0	1.8
Total leisure	43.7	42.7	57.8	29.6
Total	100	100	100	100
Total terminal passengers (000s)	1,489	216	409	281

Table 20.2
Journey purpose by route and country of residence at Bournemouth Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	3.7	3.1	0.6	1.5
Attending Internal Company Business	1.3	7.5	0.6	0.8
Meetings with Customers	4.4	1.2	0.7	2.4
Conference/Congress	1.4	0.0	0.4	0.5
Trade Fair/Exhibition	0.3	0.0	0.1	0.6
Armed Services	0.3	0.0	0.1	0.0
Airline Staff (Positioning)	0.0	0.0	0.0	0.0
Contract Home Leave	0.3	0.0	0.0	0.1
Overseas Employment < 12 months	0.2	0.0	0.0	0.1
Overseas Employment >= 12 months	0.0	0.0	0.2	0.7
Studies - formal	0.3	0.0	0.0	0.2
Studies paid by employer - other	0.0	0.0	0.0	0.3
Au pair	0.1	0.0	0.0	0.0
Total business	12.3	11.8	2.7	7.2
Leisure				
Cultural/sports	2.0	0.0	0.7	0.1
Holiday fare paid separately	24.7	36.7	52.7	20.4
Holiday fare paid separately - Ski	0.0	0.0	0.0	0.2
Holiday IT package - Cruise	0.3	0.0	0.0	0.0
Holiday IT/Package - Hotel	2.5	0.0	23.0	0.4
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.0	0.0	2.0	0.0
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	0.2	0.0	0.0	1.3
Studies private/grants - other	0.2	0.0	0.1	1.7
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	57.4	44.7	18.1	67.9
Other	0.5	6.8	0.4	0.7
Total leisure	87.7	88.2	97.3	92.8
Total	100	100	100	100
Total terminal passengers (000s)	94	5	455	66

Table 20.3
Journey purpose by route and country of residence at Durham Tees Valley Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	6.9	3.1	1.8	6.4
Attending Internal Company Business	13.5	11.5	2.4	12.0
Meetings with Customers	11.8	7.9	2.3	9.5
Conference/Congress	3.2	1.1	0.6	1.4
Trade Fair/Exhibition	0.5	0.0	0.2	0.3
Armed Services	0.2	0.2	0.0	0.2
Airline Staff (Positioning)	0.7	0.0	0.0	0.5
Contract Home Leave	2.7	5.0	0.4	3.2
Overseas Employment < 12 months	2.2	2.2	3.1	2.2
Overseas Employment >= 12 months	1.1	2.6	0.3	2.1
Studies - formal	0.2	0.3	0.0	0.0
Studies paid by employer - other	0.1	0.4	0.0	0.2
Au pair	0.0	0.0	0.0	0.0
Total business	43.2	34.4	11.3	38.1
Leisure				
Cultural/sports	0.6	0.0	0.3	0.3
Holiday fare paid separately	19.3	10.5	34.0	13.8
Holiday fare paid separately - Ski	0.0	0.0	0.4	0.0
Holiday IT package - Cruise	0.3	2.2	0.4	0.0
Holiday IT/Package - Hotel	7.2	0.0	29.2	0.8
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.4	0.0	11.4	1.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.2	0.1	0.1	0.0
Studies private/grants - formal	0.1	0.0	0.0	0.7
Studies private/grants - other	0.0	0.0	0.0	0.2
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	27.2	49.0	10.7	41.8
Other	1.4	3.8	2.1	3.2
Total leisure	56.8	65.6	88.7	61.9
Total	100	100	100	100
Total terminal passengers (000s)	197	21	589	59

Table 20.4
Journey purpose by route and country of residence at Edinburgh Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	8.0	8.0	3.2	7.0
Attending Internal Company Business	19.4	6.7	5.6	5.9
Meetings with Customers	17.7	6.2	6.0	6.6
Conference/Congress	5.1	7.3	3.5	5.8
Trade Fair/Exhibition	0.8	0.1	0.9	0.1
Armed Services	0.8	0.5	0.2	0.0
Airline Staff (Positioning)	0.3	0.1	0.3	0.1
Contract Home Leave	0.0	0.1	0.0	0.0
Overseas Employment < 12 months	0.3	0.9	0.8	0.3
Overseas Employment >= 12 months	0.1	0.2	0.4	0.2
Studies - formal	0.3	0.1	0.2	0.2
Studies paid by employer - other	0.3	0.1	0.1	0.2
Au pair	0.0	0.0	0.1	0.1
Total business	53.1	30.4	21.4	26.6
Leisure				
Cultural/sports	1.4	0.7	0.8	1.2
Holiday fare paid separately	10.8	27.9	28.9	26.4
Holiday fare paid separately - Ski	0.0	0.0	0.4	0.0
Holiday IT package - Cruise	0.2	0.0	0.5	0.1
Holiday IT/Package - Hotel	1.4	1.6	19.8	2.7
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.8	0.0
Holiday IT/Package - Self Catering	0.1	0.1	3.3	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.1	0.1	0.3	0.1
Studies private/grants - formal	0.4	1.8	0.3	1.3
Studies private/grants - other	0.2	0.1	0.1	0.1
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	29.1	32.0	22.1	38.9
Other	3.0	5.3	1.2	2.3
Total leisure	46.9	69.6	78.6	73.4
Total	100	100	100	100
Total terminal passengers (000s)	5,443	598	1,513	741

Table 20.5
Journey purpose by route and country of residence at Glasgow Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	7.3	6.8	1.0	3.5
Attending Internal Company Business	21.6	7.1	1.8	4.7
Meetings with Customers	14.7	6.2	1.7	4.3
Conference/Congress	4.6	7.0	0.8	4.0
Trade Fair/Exhibition	0.8	0.8	0.2	0.2
Armed Services	0.9	0.9	0.0	0.1
Airline Staff (Positioning)	0.8	0.6	0.0	0.4
Contract Home Leave	0.1	0.6	0.0	0.1
Overseas Employment < 12 months	0.3	0.6	0.3	0.4
Overseas Employment >= 12 months	0.0	0.3	0.1	0.3
Studies - formal	0.3	0.4	0.0	0.4
Studies paid by employer - other	0.4	0.5	0.0	0.2
Au pair	0.0	0.0	0.0	0.1
Total business	51.9	31.7	5.9	18.5
Leisure				
Cultural/sports	0.7	0.8	0.2	1.5
Holiday fare paid separately	11.9	25.8	16.8	26.4
Holiday fare paid separately - Ski	0.0	0.0	0.1	0.0
Holiday IT package - Cruise	0.4	0.1	2.3	0.3
Holiday IT/Package - Hotel	1.9	2.4	40.9	4.7
Holiday IT/Package - Hotel - Ski	0.1	0.0	0.3	0.0
Holiday IT/Package - Self Catering	0.1	0.0	20.7	1.4
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.3	0.0
Migration	0.3	0.3	0.3	0.0
Studies private/grants - formal	0.3	1.2	0.1	1.0
Studies private/grants - other	0.1	0.2	0.1	0.4
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	30.3	36.6	11.8	45.0
Other	1.9	0.7	0.1	0.9
Total leisure	48.1	68.3	94.1	81.5
Total	100	100	100	100
Total terminal passengers (000s)	4,087	437	3,348	587

Table 20.6
Journey purpose by route and country of residence at Gatwick Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	2.6	0.8	0.7	1.7
Attending Internal Company Business	19.3	8.5	4.2	10.9
Meetings with Customers	11.4	10.3	3.2	7.3
Conference/Congress	3.1	1.8	0.7	1.9
Trade Fair/Exhibition	0.3	0.0	0.3	0.4
Armed Services	0.5	0.0	0.3	0.5
Airline Staff (Positioning)	1.3	0.6	0.0	0.2
Contract Home Leave	0.5	0.6	0.1	0.4
Overseas Employment < 12 months	0.0	0.5	0.2	1.1
Overseas Employment >= 12 months	0.0	0.7	0.0	0.5
Studies - formal	0.1	0.0	0.0	0.2
Studies paid by employer - other	0.5	0.1	0.0	0.4
Au pair	0.0	0.8	0.0	0.0
Total business	39.6	24.8	9.7	25.7
Leisure				
Cultural/sports	1.1	1.7	0.2	0.6
Holiday fare paid separately	17.5	9.3	24.6	19.5
Holiday fare paid separately - Ski	0.0	0.0	0.4	0.1
Holiday IT package - Cruise	0.5	0.0	1.2	1.3
Holiday IT/Package - Hotel	5.6	8.3	33.8	6.2
Holiday IT/Package - Hotel - Ski	0.0	0.0	1.7	0.0
Holiday IT/Package - Self Catering	0.4	0.0	9.3	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.3	0.1
Migration	0.0	0.0	0.3	0.3
Studies private/grants - formal	0.3	0.9	0.2	1.9
Studies private/grants - other	0.1	2.7	0.2	1.5
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	31.1	52.1	17.5	41.4
Other	3.7	0.2	0.5	1.3
Total leisure	60.4	75.2	90.3	74.3
Total	100	100	100	100
Total terminal passengers (000s)	3,533	409	19,662	8,237

Table 20.7
Journey purpose by route and country of residence at Heathrow Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	5.1	7.3	4.2	6.1
Attending Internal Company Business	22.4	10.3	10.7	10.6
Meetings with Customers	16.8	6.2	10.8	8.3
Conference/Congress	4.4	3.7	2.8	4.0
Trade Fair/Exhibition	0.7	0.1	0.9	1.0
Armed Services	0.3	0.3	0.5	0.6
Airline Staff (Positioning)	1.1	0.2	0.3	0.6
Contract Home Leave	0.7	2.4	0.2	1.6
Overseas Employment < 12 months	0.5	1.3	0.7	1.3
Overseas Employment >= 12 months	0.0	0.4	0.5	0.3
Studies - formal	0.2	0.8	0.0	0.3
Studies paid by employer - other	0.1	0.7	0.0	0.3
Au pair	0.0	0.0	0.0	0.0
Total business	52.5	33.8	31.7	35.0
Leisure				
Cultural/sports	0.5	1.4	0.5	0.5
Holiday fare paid separately	11.6	13.9	17.2	17.1
Holiday fare paid separately - Ski	0.1	0.0	0.4	0.1
Holiday IT package - Cruise	1.4	0.2	1.3	0.9
Holiday IT/Package - Hotel	8.1	9.3	13.0	7.8
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.1	0.0
Holiday IT/Package - Self Catering	0.0	0.0	0.3	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.1	0.3	0.7	0.4
Studies private/grants - formal	0.3	5.4	1.1	1.6
Studies private/grants - other	0.1	0.7	0.2	1.3
Unaccompanied school children	0.1	0.0	0.2	0.1
Visiting friends and relatives	24.3	34.0	32.9	34.4
Other	1.0	0.9	0.3	0.6
Total leisure	47.5	66.2	68.3	65.0
Total	100	100	100	100
Total terminal passengers (000s)	5,143	1,527	25,905	34,188

Table 20.8
Journey purpose by route and country of residence at Inverness Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	6.6	8.2	4.8	0.0
Attending Internal Company Business	10.7	6.7	0.0	0.0
Meetings with Customers	7.2	5.4	0.0	0.0
Conference/Congress	2.4	3.5	0.0	14.7
Trade Fair/Exhibition	0.5	0.2	0.0	0.0
Armed Services	3.9	0.0	0.0	0.0
Airline Staff (Positioning)	0.3	0.0	0.0	0.0
Contract Home Leave	1.7	0.0	0.0	0.0
Overseas Employment < 12 months	1.7	3.9	0.0	0.0
Overseas Employment >= 12 months	0.1	1.0	0.0	0.0
Studies - formal	0.6	0.4	0.0	0.0
Studies paid by employer - other	1.6	0.3	0.0	0.0
Au pair	0.1	0.3	0.0	0.0
Total business	37.4	29.8	4.8	14.7
Leisure				
Cultural/sports	3.2	2.1	0.0	0.0
Holiday fare paid separately	8.7	13.9	4.0	0.0
Holiday fare paid separately - Ski	0.3	0.0	0.0	0.0
Holiday IT package - Cruise	0.2	0.8	0.0	0.0
Holiday IT/Package - Hotel	5.8	10.5	78.3	85.3
Holiday IT/Package - Hotel - Ski	0.0	0.3	0.0	0.0
Holiday IT/Package - Self Catering	3.2	7.3	8.0	0.0
Holiday IT/Package - Self Catering - Ski	0.2	0.0	0.0	0.0
Migration	0.3	0.7	0.0	0.0
Studies private/grants - formal	0.7	0.0	0.0	0.0
Studies private/grants - other	0.6	1.0	0.0	0.0
Unaccompanied school children	0.1	0.1	0.0	0.0
Visiting friends and relatives	35.9	32.9	4.8	0.0
Other	3.3	0.5	0.0	0.0
Total leisure	62.6	70.2	95.2	85.3
Total	100	100	100	100
Total terminal passengers (000s)	527	55	3	2

Table 20.9
Journey purpose by route and country of residence at Leeds Bradford Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.5	7.1	1.1	2.5
Attending Internal Company Business	20.8	28.5	1.6	8.8
Meetings with Customers	14.7	9.4	2.5	8.8
Conference/Congress	5.8	6.2	1.3	3.9
Trade Fair/Exhibition	0.8	0.0	0.3	6.0
Armed Services	1.0	3.0	0.0	0.2
Airline Staff (Positioning)	0.8	0.0	0.1	0.2
Contract Home Leave	0.0	0.1	0.0	0.0
Overseas Employment < 12 months	0.7	0.4	0.3	0.6
Overseas Employment >= 12 months	0.1	0.6	0.1	0.5
Studies - formal	0.5	0.2	0.1	0.2
Studies paid by employer - other	0.3	0.0	0.0	0.2
Au pair	0.0	0.0	0.0	0.0
Total business	50.1	55.6	7.3	31.8
Leisure				
Cultural/sports	2.6	0.0	0.8	4.7
Holiday fare paid separately	8.5	5.1	47.2	7.7
Holiday fare paid separately - Ski	0.0	0.0	0.8	0.2
Holiday IT package - Cruise	0.6	0.0	0.3	0.0
Holiday IT/Package - Hotel	3.8	0.4	19.1	1.0
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.3	0.0
Holiday IT/Package - Self Catering	0.0	0.0	7.4	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.5	0.0	0.2	0.4
Studies private/grants - formal	1.0	0.3	0.3	1.6
Studies private/grants - other	0.0	0.0	0.2	0.1
Unaccompanied school children	0.1	0.1	0.0	0.0
Visiting friends and relatives	30.0	36.5	14.6	48.7
Other	2.7	2.0	1.4	3.7
Total leisure	49.9	44.4	92.7	68.2
Total	100	100	100	100
Total terminal passengers (000s)	554	62	1,591	308

Table 20.10
Journey purpose by route and country of residence at Luton Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	6.5	5.7	2.7	4.6
Attending Internal Company Business	15.1	9.1	2.9	5.1
Meetings with Customers	13.5	2.9	4.4	5.4
Conference/Congress	2.5	2.7	1.5	1.5
Trade Fair/Exhibition	0.5	0.0	0.8	1.4
Armed Services	0.5	0.8	0.1	0.1
Airline Staff (Positioning)	0.3	0.4	0.1	0.5
Contract Home Leave	1.0	0.3	0.0	0.6
Overseas Employment < 12 months	0.1	4.7	0.1	0.4
Overseas Employment >= 12 months	0.0	0.0	0.1	0.0
Studies - formal	0.1	0.0	0.0	0.5
Studies paid by employer - other	0.1	0.0	0.0	0.4
Au pair	0.0	0.0	0.1	0.0
Total business	40.2	26.4	12.8	20.5
Leisure				
Cultural/sports	1.1	0.0	0.7	0.3
Holiday fare paid separately	15.7	20.2	41.9	30.3
Holiday fare paid separately - Ski	0.1	0.0	1.6	0.1
Holiday IT package - Cruise	0.0	0.0	0.1	0.3
Holiday IT/Package - Hotel	0.8	0.0	10.7	0.9
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.3	0.0
Holiday IT/Package - Self Catering	0.1	0.0	3.3	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.0	1.4	0.5	0.1
Studies private/grants - formal	0.3	0.8	0.3	1.0
Studies private/grants - other	0.1	1.0	0.3	0.6
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	40.2	49.7	27.4	45.2
Other	1.3	0.4	0.2	0.6
Total leisure	59.8	73.6	87.2	79.5
Total	100	100	100	100
Total terminal passengers (000s)	1,414	187	4,846	2,441

Table 20.11
Journey purpose by route and country of residence at Manchester Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	3.2	1.6	0.7	3.2
Attending Internal Company Business	27.6	13.7	3.8	16.1
Meetings with Customers	17.1	18.6	3.5	12.4
Conference/Congress	2.6	1.7	0.8	2.1
Trade Fair/Exhibition	0.3	0.2	0.1	0.2
Armed Services	0.2	0.6	0.0	0.2
Airline Staff (Positioning)	1.5	0.2	0.0	0.5
Contract Home Leave	0.2	1.1	0.0	0.7
Overseas Employment < 12 months	0.2	1.0	0.3	0.7
Overseas Employment >= 12 months	0.0	0.3	0.1	0.1
Studies - formal	0.0	0.7	0.0	0.3
Studies paid by employer - other	0.1	0.0	0.0	0.3
Au pair	0.0	0.1	0.0	0.0
Total business	53.1	39.8	9.5	36.8
Leisure				
Cultural/sports	0.4	0.3	0.1	0.4
Holiday fare paid separately	11.3	10.8	21.1	10.2
Holiday fare paid separately - Ski	0.1	0.0	0.1	0.2
Holiday IT package - Cruise	0.7	0.1	1.7	0.1
Holiday IT/Package - Hotel	6.2	1.7	36.0	3.2
Holiday IT/Package - Hotel - Ski	0.2	0.0	1.6	0.2
Holiday IT/Package - Self Catering	0.3	0.0	15.3	0.1
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.3	0.0
Migration	0.0	0.0	0.4	0.1
Studies private/grants - formal	0.2	1.2	0.3	0.9
Studies private/grants - other	0.0	0.1	0.0	0.4
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	24.7	45.8	13.5	46.6
Other	2.7	0.3	0.2	0.9
Total leisure	46.9	60.2	90.5	63.2
Total	100	100	100	100
Total terminal passengers (000s)	2,981	374	15,586	2,747

Table 20.12
Journey purpose by route and country of residence at Newcastle Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	6.8	13.4	1.4	9.4
Attending Internal Company Business	14.5	8.7	2.0	9.2
Meetings with Customers	13.0	8.5	2.2	10.6
Conference/Congress	3.2	6.7	0.7	3.7
Trade Fair/Exhibition	0.5	0.1	0.1	0.6
Armed Services	0.9	0.2	0.0	0.1
Airline Staff (Positioning)	0.9	0.2	0.0	0.1
Contract Home Leave	0.6	2.4	0.4	1.1
Overseas Employment < 12 months	0.3	0.5	0.6	0.5
Overseas Employment >= 12 months	0.1	0.7	0.1	0.6
Studies - formal	0.1	0.4	0.0	0.1
Studies paid by employer - other	0.6	0.4	0.1	0.2
Au pair	0.0	0.0	0.0	0.0
Total business	41.4	42.3	7.6	36.1
Leisure				
Cultural/sports	0.8	0.1	0.3	0.9
Holiday fare paid separately	15.7	12.8	29.9	16.0
Holiday fare paid separately - Ski	0.0	0.2	0.4	0.3
Holiday IT package - Cruise	0.3	0.0	1.9	0.0
Holiday IT/Package - Hotel	1.7	0.2	28.6	0.5
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.5	0.0
Holiday IT/Package - Self Catering	0.0	0.0	17.2	0.4
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.2	0.0
Migration	0.2	0.1	0.4	0.3
Studies private/grants - formal	0.5	1.0	0.2	2.2
Studies private/grants - other	0.1	0.1	0.1	0.3
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	35.7	41.7	12.4	42.0
Other	3.5	1.5	0.4	1.0
Total leisure	58.6	57.7	92.4	63.9
Total	100	100	100	100
Total terminal passengers (000s)	1,665	176	2,885	410

Table 20.13
Journey purpose by route and country of residence at Prestwick Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.7	1.6	0.5	1.8
Attending Internal Company Business	4.0	3.3	0.4	0.5
Meetings with Customers	1.7	0.3	0.5	3.4
Conference/Congress	0.1	0.0	0.3	0.1
Trade Fair/Exhibition	1.3	0.0	0.0	0.0
Armed Services	0.1	0.0	0.0	0.0
Airline Staff (Positioning)	0.0	1.3	0.1	0.0
Contract Home Leave	0.0	0.0	0.0	0.2
Overseas Employment < 12 months	0.1	0.0	0.8	0.2
Overseas Employment >= 12 months	0.1	0.0	0.0	0.0
Studies - formal	0.3	0.0	0.0	0.1
Studies paid by employer - other	0.3	0.0	0.0	0.1
Au pair	0.0	0.0	0.0	0.0
Total business	12.7	6.4	2.5	6.5
Leisure				
Cultural/sports	10.5	17.2	3.5	29.9
Holiday fare paid separately	8.4	11.8	22.6	10.1
Holiday fare paid separately - Ski	0.0	0.0	0.0	0.0
Holiday IT package - Cruise	0.0	0.0	0.0	0.0
Holiday IT/Package - Hotel	4.6	21.9	29.1	15.0
Holiday IT/Package - Hotel - Ski	0.1	0.0	0.0	0.0
Holiday IT/Package - Self Catering	3.1	9.8	24.5	13.8
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.0	0.0	0.1	0.0
Studies private/grants - formal	0.1	0.6	0.1	1.1
Studies private/grants - other	0.0	0.3	0.0	1.0
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	59.0	32.1	16.5	21.5
Other	1.6	0.0	1.0	1.1
Total leisure	87.3	93.6	97.5	93.5
Total	100	100	100	100
Total terminal passengers (000s)	530	97	963	726

Table 20.14
Journey purpose by route and country of residence at Stansted Airport in 2005.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
Business				
Business	4.2	9.1	3.0	3.4
Attending Internal Company Business	12.7	1.3	4.2	3.0
Meetings with Customers	14.0	2.0	5.9	4.1
Conference/Congress	3.6	0.8	1.5	2.1
Trade Fair/Exhibition	0.9	0.3	0.8	0.9
Armed Services	0.1	0.0	0.2	0.3
Airline Staff (Positioning)	0.3	0.0	0.1	0.1
Contract Home Leave	0.7	0.0	0.1	0.4
Overseas Employment < 12 months	0.0	0.0	0.2	0.6
Overseas Employment >= 12 months	0.0	0.0	0.0	0.0
Studies - formal	0.2	0.5	0.1	0.2
Studies paid by employer - other	0.4	0.0	0.0	0.5
Au pair	0.0	0.4	0.0	0.1
Total business	37.2	14.4	16.1	15.9
Leisure				
Cultural/sports	0.2	0.0	0.6	0.4
Holiday fare paid separately	21.1	33.9	41.1	34.9
Holiday fare paid separately - Ski	0.2	0.0	1.0	0.1
Holiday IT package - Cruise	0.1	0.0	0.4	0.0
Holiday IT/Package - Hotel	0.2	0.0	6.2	1.0
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.4	0.0
Holiday IT/Package - Self Catering	0.0	0.0	1.7	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.2
Migration	0.0	0.0	0.5	0.0
Studies private/grants - formal	0.1	1.8	0.5	1.3
Studies private/grants - other	0.3	0.0	0.1	0.8
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	40.2	50.0	31.1	45.1
Other	0.5	0.0	0.1	0.3
Total leisure	62.8	85.6	83.9	84.1
Total	100	100	100	100
Total terminal passengers (000s)	2,408	242	11,180	7,820

Table 21.1
Journey purpose by gender at Aberdeen Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	26.9	5.7
Attending Internal Company Business	20.8	6.8
Meetings with Customers	15.3	6.6
Conference/Congress	2.8	2.8
Trade Fair/Exhibition	0.5	0.3
Armed Services	0.4	0.1
Airline Staff (Positioning)	0.2	0.4
Contract Home Leave	4.9	0.4
Overseas Employment < 12 months	0.9	0.0
Overseas Employment >= 12 months	0.5	0.0
Studies - formal	0.2	0.3
Studies paid by employer - other	0.2	0.3
Au pair	0.0	0.0
Total business	73.7	23.6
Leisure		
Cultural/sports	1.1	0.1
Holiday fare paid separately	5.7	11.6
Holiday fare paid separately - Ski	0.0	0.0
Holiday IT package - Cruise	0.0	0.3
Holiday IT/Package - Hotel	1.8	6.7
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	1.1	2.8
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.0	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	15.1	49.9
Other	1.4	4.1
Total leisure	26.3	76.4
Total	100	100
Total terminal passengers (000s)	1,536	859

Table 21.2
Journey purpose by gender at Bournemouth Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	2.2	0.4
Attending Internal Company Business	1.2	0.5
Meetings with Customers	3.2	0.2
Conference/Congress	1.0	0.2
Trade Fair/Exhibition	0.3	0.1
Armed Services	0.3	0.0
Airline Staff (Positioning)	0.1	0.0
Contract Home Leave	0.1	0.0
Overseas Employment < 12 months	0.1	0.0
Overseas Employment >= 12 months	0.5	0.0
Studies - formal	0.1	0.0
Studies paid by employer - other	0.1	0.0
Au pair	0.0	0.0
Total business	9.3	1.5
Leisure		
Cultural/sports	1.7	0.3
Holiday fare paid separately	44.1	45.4
Holiday fare paid separately - Ski	0.1	0.0
Holiday IT package - Cruise	0.1	0.0
Holiday IT/Package - Hotel	16.1	18.2
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	1.5	1.4
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.0	0.3
Studies private/grants - formal	0.2	0.2
Studies private/grants - other	0.0	0.5
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	26.5	31.7
Other	0.4	0.5
Total leisure	90.7	98.5
Total	100	100
Total terminal passengers (000s)	254	366

Table 21.3
Journey purpose by gender at Durham Tees Valley Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	5.0	1.3
Attending Internal Company Business	8.7	2.7
Meetings with Customers	8.1	1.8
Conference/Congress	1.5	1.0
Trade Fair/Exhibition	0.3	0.2
Armed Services	0.1	0.0
Airline Staff (Positioning)	0.2	0.2
Contract Home Leave	2.2	0.1
Overseas Employment < 12 months	5.3	0.1
Overseas Employment >= 12 months	1.3	0.0
Studies - formal	0.1	0.0
Studies paid by employer - other	0.1	0.0
Au pair	0.0	0.0
Total business	33.1	7.5
Leisure		
Cultural/sports	0.5	0.3
Holiday fare paid separately	25.7	32.0
Holiday fare paid separately - Ski	0.3	0.3
Holiday IT package - Cruise	0.3	0.5
Holiday IT/Package - Hotel	18.2	25.3
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	6.4	9.6
Holiday IT/Package - Self Catering - Ski	0.0	0.1
Migration	0.1	0.1
Studies private/grants - formal	0.1	0.1
Studies private/grants - other	0.0	0.0
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	13.5	22.0
Other	1.9	2.2
Total leisure	66.9	92.5
Total	100	100
Total terminal passengers (000s)	454	411

Table 21.4
Journey purpose by gender at Edinburgh Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	8.8	4.2
Attending Internal Company Business	18.2	9.4
Meetings with Customers	18.3	6.4
Conference/Congress	5.1	4.9
Trade Fair/Exhibition	0.9	0.4
Armed Services	0.9	0.2
Airline Staff (Positioning)	0.4	0.1
Contract Home Leave	0.1	0.0
Overseas Employment < 12 months	0.6	0.2
Overseas Employment >= 12 months	0.2	0.0
Studies - formal	0.2	0.3
Studies paid by employer - other	0.3	0.1
Au pair	0.0	0.1
Total business	53.9	26.3
Leisure		
Cultural/sports	1.4	1.0
Holiday fare paid separately	14.1	21.0
Holiday fare paid separately - Ski	0.1	0.0
Holiday IT package - Cruise	0.2	0.4
Holiday IT/Package - Hotel	3.8	6.7
Holiday IT/Package - Hotel - Ski	0.2	0.2
Holiday IT/Package - Self Catering	0.4	1.1
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.1	0.3
Studies private/grants - formal	0.4	0.8
Studies private/grants - other	0.0	0.3
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	22.6	39.0
Other	2.7	2.9
Total leisure	46.1	73.7
Total	100	100
Total terminal passengers (000s)	5,113	3,183

Table 21.5
Journey purpose by gender at Glasgow Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	5.9	3.0
Attending Internal Company Business	15.7	7.6
Meetings with Customers	12.7	3.7
Conference/Congress	3.6	2.7
Trade Fair/Exhibition	0.5	0.5
Armed Services	0.9	0.1
Airline Staff (Positioning)	0.6	0.3
Contract Home Leave	0.2	0.0
Overseas Employment < 12 months	0.5	0.1
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.3	0.1
Studies paid by employer - other	0.3	0.2
Au pair	0.0	0.0
Total business	41.4	18.4
Leisure		
Cultural/sports	0.7	0.4
Holiday fare paid separately	14.4	16.9
Holiday fare paid separately - Ski	0.0	0.0
Holiday IT package - Cruise	1.2	1.1
Holiday IT/Package - Hotel	14.9	20.5
Holiday IT/Package - Hotel - Ski	0.1	0.2
Holiday IT/Package - Self Catering	6.7	10.2
Holiday IT/Package - Self Catering - Ski	0.1	0.1
Migration	0.3	0.3
Studies private/grants - formal	0.4	0.3
Studies private/grants - other	0.1	0.2
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	18.7	30.5
Other	1.1	0.9
Total leisure	58.6	81.6
Total	100	100
Total terminal passengers (000s)	4,399	4,060

Table 21.6
Journey purpose by gender at Gatwick Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	1.6	0.5
Attending Internal Company Business	9.8	4.5
Meetings with Customers	7.2	2.3
Conference/Congress	1.2	1.1
Trade Fair/Exhibition	0.3	0.3
Armed Services	0.6	0.0
Airline Staff (Positioning)	0.3	0.1
Contract Home Leave	0.3	0.1
Overseas Employment < 12 months	0.4	0.1
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.1	0.0
Studies paid by employer - other	0.2	0.1
Au pair	0.0	0.0
Total business	22.0	9.2
Leisure		
Cultural/sports	0.5	0.3
Holiday fare paid separately	22.3	22.5
Holiday fare paid separately - Ski	0.3	0.3
Holiday IT package - Cruise	1.0	1.4
Holiday IT/Package - Hotel	22.9	26.4
Holiday IT/Package - Hotel - Ski	1.2	1.1
Holiday IT/Package - Self Catering	6.1	6.5
Holiday IT/Package - Self Catering - Ski	0.4	0.1
Migration	0.2	0.3
Studies private/grants - formal	0.4	0.8
Studies private/grants - other	0.2	0.9
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	21.8	29.0
Other	0.7	1.1
Total leisure	78.0	90.8
Total	100	100
Total terminal passengers (000s)	17,281	14,560

Table 21.7
Journey purpose by gender at Heathrow Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	6.3	3.2
Attending Internal Company Business	17.4	9.1
Meetings with Customers	15.9	5.9
Conference/Congress	4.0	2.8
Trade Fair/Exhibition	1.2	0.6
Armed Services	0.7	0.2
Airline Staff (Positioning)	0.7	0.6
Contract Home Leave	1.1	0.1
Overseas Employment < 12 months	0.8	0.5
Overseas Employment >= 12 months	0.3	0.2
Studies - formal	0.1	0.2
Studies paid by employer - other	0.2	0.2
Au pair	0.0	0.0
Total business	48.6	23.6
Leisure		
Cultural/sports	0.4	0.4
Holiday fare paid separately	13.8	18.6
Holiday fare paid separately - Ski	0.3	0.2
Holiday IT package - Cruise	0.8	1.2
Holiday IT/Package - Hotel	7.4	11.0
Holiday IT/Package - Hotel - Ski	0.1	0.0
Holiday IT/Package - Self Catering	0.1	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.4	0.4
Studies private/grants - formal	0.9	1.4
Studies private/grants - other	0.6	1.0
Unaccompanied school children	0.2	0.2
Visiting friends and relatives	26.0	41.4
Other	0.3	0.5
Total leisure	51.4	76.4
Total	100	100
Total terminal passengers (000s)	38,371	28,393

Table 21.8
Journey purpose by gender at Inverness Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	8.2	4.5
Attending Internal Company Business	11.8	7.9
Meetings with Customers	9.5	3.3
Conference/Congress	3.1	1.7
Trade Fair/Exhibition	0.6	0.3
Armed Services	5.4	0.7
Airline Staff (Positioning)	0.4	0.0
Contract Home Leave	2.4	0.4
Overseas Employment < 12 months	3.0	0.3
Overseas Employment >= 12 months	0.3	0.0
Studies - formal	0.5	0.6
Studies paid by employer - other	1.6	1.2
Au pair	0.0	0.2
Total business	46.9	21.0
Leisure		
Cultural/sports	3.6	2.4
Holiday fare paid separately	9.5	8.5
Holiday fare paid separately - Ski	0.4	0.2
Holiday IT package - Cruise	0.3	0.1
Holiday IT/Package - Hotel	6.2	7.8
Holiday IT/Package - Hotel - Ski	0.1	0.0
Holiday IT/Package - Self Catering	3.8	3.3
Holiday IT/Package - Self Catering - Ski	0.4	0.0
Migration	0.3	0.4
Studies private/grants - formal	0.5	0.8
Studies private/grants - other	0.8	0.4
Unaccompanied school children	0.0	0.3
Visiting friends and relatives	24.6	51.3
Other	2.7	3.5
Total leisure	53.1	79.0
Total	100	100
Total terminal passengers (000s)	350	237

Table 21.9
Journey purpose by gender at Leeds Bradford Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	3.0	1.3
Attending Internal Company Business	10.4	4.3
Meetings with Customers	9.5	2.8
Conference/Congress	3.2	2.2
Trade Fair/Exhibition	1.8	0.3
Armed Services	0.7	0.0
Airline Staff (Positioning)	0.3	0.2
Contract Home Leave	0.0	0.0
Overseas Employment < 12 months	0.4	0.5
Overseas Employment >= 12 months	0.2	0.1
Studies - formal	0.2	0.2
Studies paid by employer - other	0.1	0.1
Au pair	0.0	0.0
Total business	29.7	12.0
Leisure		
Cultural/sports	2.5	0.8
Holiday fare paid separately	30.0	35.6
Holiday fare paid separately - Ski	0.6	0.5
Holiday IT package - Cruise	0.3	0.4
Holiday IT/Package - Hotel	11.7	14.5
Holiday IT/Package - Hotel - Ski	0.2	0.2
Holiday IT/Package - Self Catering	3.6	5.7
Holiday IT/Package - Self Catering - Ski	0.0	0.1
Migration	0.2	0.4
Studies private/grants - formal	0.9	0.3
Studies private/grants - other	0.2	0.0
Unaccompanied school children	0.1	0.0
Visiting friends and relatives	17.9	27.6
Other	2.1	2.0
Total leisure	70.3	88.0
Total	100	100
Total terminal passengers (000s)	1,253	1,261

Table 21.10
Journey purpose by gender at Luton Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	5.5	2.1
Attending Internal Company Business	8.1	2.9
Meetings with Customers	9.0	2.8
Conference/Congress	2.2	1.2
Trade Fair/Exhibition	1.1	0.6
Armed Services	0.3	0.0
Airline Staff (Positioning)	0.5	0.0
Contract Home Leave	0.6	0.0
Overseas Employment < 12 months	0.5	0.1
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.1	0.2
Studies paid by employer - other	0.1	0.1
Au pair	0.0	0.1
Total business	28.2	10.2
Leisure		
Cultural/sports	0.9	0.4
Holiday fare paid separately	31.6	36.7
Holiday fare paid separately - Ski	1.4	0.4
Holiday IT package - Cruise	0.0	0.2
Holiday IT/Package - Hotel	5.7	6.8
Holiday IT/Package - Hotel - Ski	0.1	0.3
Holiday IT/Package - Self Catering	1.3	2.3
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.1	0.5
Studies private/grants - formal	0.4	0.6
Studies private/grants - other	0.5	0.3
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	29.0	41.0
Other	0.7	0.3
Total leisure	71.8	89.8
Total	100	100
Total terminal passengers (000s)	4,624	4,263

Table 21.11
Journey purpose by gender at Manchester Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	1.7	0.8
Attending Internal Company Business	11.4	5.2
Meetings with Customers	9.7	2.7
Conference/Congress	1.5	1.0
Trade Fair/Exhibition	0.2	0.1
Armed Services	0.1	0.0
Airline Staff (Positioning)	0.4	0.2
Contract Home Leave	0.3	0.0
Overseas Employment < 12 months	0.4	0.3
Overseas Employment >= 12 months	0.2	0.1
Studies - formal	0.1	0.1
Studies paid by employer - other	0.0	0.1
Au pair	0.0	0.0
Total business	25.8	10.7
Leisure		
Cultural/sports	0.2	0.1
Holiday fare paid separately	18.0	18.4
Holiday fare paid separately - Ski	0.2	0.1
Holiday IT package - Cruise	1.2	1.5
Holiday IT/Package - Hotel	25.7	29.5
Holiday IT/Package - Hotel - Ski	1.3	1.1
Holiday IT/Package - Self Catering	10.2	12.3
Holiday IT/Package - Self Catering - Ski	0.2	0.2
Migration	0.4	0.3
Studies private/grants - formal	0.3	0.4
Studies private/grants - other	0.1	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	15.9	24.7
Other	0.7	0.5
Total leisure	74.2	89.3
Total	100	100
Total terminal passengers (000s)	12,299	9,389

Table 21.12
Journey purpose by gender at Newcastle Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	6.0	2.0
Attending Internal Company Business	10.3	2.8
Meetings with Customers	10.2	2.4
Conference/Congress	2.7	1.0
Trade Fair/Exhibition	0.5	0.1
Armed Services	0.6	0.0
Airline Staff (Positioning)	0.4	0.3
Contract Home Leave	1.1	0.0
Overseas Employment < 12 months	0.9	0.1
Overseas Employment >= 12 months	0.2	0.0
Studies - formal	0.0	0.1
Studies paid by employer - other	0.2	0.3
Au pair	0.0	0.0
Total business	33.1	9.2
Leisure		
Cultural/sports	0.6	0.4
Holiday fare paid separately	22.0	25.4
Holiday fare paid separately - Ski	0.4	0.2
Holiday IT package - Cruise	1.2	1.1
Holiday IT/Package - Hotel	11.9	22.2
Holiday IT/Package - Hotel - Ski	0.4	0.2
Holiday IT/Package - Self Catering	6.8	13.1
Holiday IT/Package - Self Catering - Ski	0.1	0.1
Migration	0.4	0.2
Studies private/grants - formal	0.4	0.5
Studies private/grants - other	0.0	0.2
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	21.2	25.8
Other	1.6	1.4
Total leisure	66.9	90.8
Total	100	100
Total terminal passengers (000s)	2,771	2,365

Table 21.13
Journey purpose by gender at Prestwick Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	2.1	1.6
Attending Internal Company Business	2.2	0.5
Meetings with Customers	2.3	0.9
Conference/Congress	0.3	0.0
Trade Fair/Exhibition	0.6	0.0
Armed Services	0.0	0.0
Airline Staff (Positioning)	0.1	0.1
Contract Home Leave	0.1	0.0
Overseas Employment < 12 months	0.5	0.2
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.1	0.1
Studies paid by employer - other	0.2	0.1
Au pair	0.0	0.0
Total business	8.6	3.5
Leisure		
Cultural/sports	17.1	10.3
Holiday fare paid separately	14.4	15.7
Holiday fare paid separately - Ski	0.0	0.0
Holiday IT package - Cruise	0.0	0.0
Holiday IT/Package - Hotel	17.4	20.4
Holiday IT/Package - Hotel - Ski	0.0	0.0
Holiday IT/Package - Self Catering	15.9	15.4
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.0	0.1
Studies private/grants - formal	0.5	0.4
Studies private/grants - other	0.6	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	24.4	33.0
Other	1.1	1.2
Total leisure	91.4	96.5
Total	100	100
Total terminal passengers (000s)	1,237	1,078

Table 21.14
Journey purpose by gender at Stansted Airport in 2005.

Journey Purpose	Gender	
	Male	Female
	%	%
Business		
Business	4.6	2.1
Attending Internal Company Business	7.3	2.0
Meetings with Customers	10.0	2.0
Conference/Congress	2.3	1.6
Trade Fair/Exhibition	1.2	0.6
Armed Services	0.3	0.1
Airline Staff (Positioning)	0.2	0.1
Contract Home Leave	0.6	0.0
Overseas Employment < 12 months	0.5	0.2
Overseas Employment >= 12 months	0.0	0.0
Studies - formal	0.1	0.2
Studies paid by employer - other	0.4	0.1
Au pair	0.0	0.1
Total business	27.2	9.2
Leisure		
Cultural/sports	0.5	0.5
Holiday fare paid separately	35.8	37.3
Holiday fare paid separately - Ski	0.7	0.5
Holiday IT package - Cruise	0.2	0.2
Holiday IT/Package - Hotel	2.8	4.4
Holiday IT/Package - Hotel - Ski	0.2	0.3
Holiday IT/Package - Self Catering	0.8	0.9
Holiday IT/Package - Self Catering - Ski	0.0	0.2
Migration	0.1	0.5
Studies private/grants - formal	0.7	0.9
Studies private/grants - other	0.4	0.4
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	30.5	44.6
Other	0.1	0.3
Total leisure	72.8	90.8
Total	100	100
Total terminal passengers (000s)	11,030	10,621

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Table 22.1

Journey purpose and country of residence by month at Aberdeen Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	59.9	52.2	36.5	49.8	42.6	48.5	41.8	30.5	42.5	32.8	43.8	37.1
UK Leisure	27.6	23.2	35.8	32.3	36.4	32.0	39.0	48.0	37.6	45.1	32.8	44.3
Foreign Business	8.0	19.1	19.4	12.0	10.6	15.2	17.1	10.9	10.7	12.7	14.8	7.3
Foreign Leisure	4.5	5.6	8.4	6.0	10.5	4.3	2.1	10.6	9.1	9.4	8.6	11.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	116	155	180	202	185	212	349	238	217	193	161	185

Table 22.2

Journey purpose and country of residence by month at Bournemouth Airport in 2005.

Passenger Type	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	4.8	6.1	1.7	3.1	2.7	4.5	4.5	4.0
UK Leisure	83.1	88.2	77.3	90.7	88.3	84.0	80.3	81.1
Foreign Business	0.0	0.6	0.2	0.5	1.9	1.3	1.1	1.7
Foreign Leisure	12.1	5.1	20.7	5.7	7.2	10.2	14.1	13.2
Total	100	100	100	100	100	100	100	100
Passengers (000s)	27	134	113	105	76	66	52	46

** Please note that the Bournemouth survey was only undertaken for 8 months, accordignly weights represent 67% of typicalannual traffic patterns.

Table 22.3

Journey purpose and country of residence by month at Durham Tees Valley Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	28.0	19.8	18.7	22.2	16.1	11.1	11.8	11.5	19.9	14.1	23.2	31.6
UK Leisure	54.9	71.6	71.8	65.4	75.6	82.7	79.1	78.8	74.5	78.7	65.5	55.3
Foreign Business	7.4	4.3	3.5	4.0	2.6	2.4	3.8	3.2	2.8	1.6	5.0	3.3
Foreign Leisure	9.7	4.3	6.0	8.4	5.7	3.9	5.3	6.4	2.8	5.6	6.4	9.8
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	124	64	61	57	79	100	91	96	89	82	55	45

Table 22.4

Journey purpose and country of residence by month at Edinburgh Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	41.6	39.9	35.9	41.2	33.8	36.2	29.1	33.7	46.4	42.2	54.5	35.9
UK Leisure	47.6	47.4	50.8	42.7	48.4	45.1	50.6	47.1	38.9	41.1	31.8	48.7
Foreign Business	4.4	3.6	4.1	5.6	4.3	6.0	5.8	3.8	4.9	3.7	4.1	4.0
Foreign Leisure	6.4	9.1	9.3	10.5	13.5	12.7	14.5	15.3	9.7	13.0	9.6	11.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	135	616	675	683	796	800	827	767	719	752	611	584

Table 22.5

Journey purpose and country of residence by month at Gatwick Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	13.4	13.2	11.9	12.6	13.8	9.2	6.0	5.7	7.6	11.2	16.3	13.0
UK Leisure	57.5	61.6	62.3	60.7	56.3	63.8	70.0	70.2	63.1	62.2	54.2	54.7
Foreign Business	8.0	7.6	9.8	6.7	7.3	7.5	4.5	3.7	5.8	11.0	8.3	8.2
Foreign Leisure	21.1	17.6	16.0	20.1	22.6	19.5	19.5	20.4	23.5	15.6	21.1	24.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	148	2,067	2,578	2,681	3,081	3,398	2,834	4,190	3,785	2,224	1,451	1,579

Table 22.6

Journey purpose and country of residence by month at Glasgow Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	43.9	40.0	38.2	28.5	23.7	23.5	15.8	18.3	24.8	26.9	37.8	32.2
UK Leisure	51.8	52.0	52.1	61.4	62.0	63.8	70.3	63.7	60.4	61.2	53.9	58.4
Foreign Business	0.6	2.3	3.3	3.5	3.1	2.9	2.6	3.7	3.8	2.6	2.8	1.9
Foreign Leisure	3.7	5.7	6.3	6.6	11.2	9.8	11.3	14.3	11.0	9.3	5.4	7.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	76	657	647	645	802	898	1,029	873	767	790	581	500

Table 22.7

Journey purpose and country of residence by month at Heathrow Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	18.7	23.1	18.2	19.2	15.0	16.2	10.1	10.0	15.3	17.4	20.4	15.7
UK Leisure	29.4	32.9	32.3	29.1	30.3	25.9	30.6	30.4	28.7	29.0	26.9	37.6
Foreign Business	21.6	18.6	19.0	20.9	18.8	18.8	14.6	14.6	19.8	21.4	21.7	15.3
Foreign Leisure	30.3	25.4	30.6	30.8	35.9	39.2	44.8	45.0	36.1	32.2	30.9	31.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	168	5,087	6,117	6,032	6,238	5,335	5,834	6,724	6,391	5,302	4,776	4,231

Table 22.8

Journey purpose and country of residence by month at Inverness Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	23.1	32.6	37.6	42.9	45.1	38.5	26.4	21.7	41.3	32.4	41.8	25.3
UK Leisure	73.2	57.5	52.1	51.8	44.5	47.0	60.7	65.0	46.6	63.2	53.1	65.6
Foreign Business	1.2	5.3	1.7	2.9	4.5	4.4	1.8	2.9	5.4	0.4	0.9	3.1
Foreign Leisure	2.5	4.7	8.6	2.3	6.0	10.0	11.0	10.5	6.7	4.0	4.2	6.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	135	34	41	42	44	48	71	64	57	59	45	47

Table 22.9

Journey purpose and country of residence by month at Leeds Bradford Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	4.2	20.7	21.3	17.7	18.3	13.5	7.9	11.9	14.0	16.7	20.0	18.1
UK Leisure	52.9	64.5	66.5	64.4	68.5	73.6	78.6	75.6	73.8	68.0	63.9	65.8
Foreign Business	29.5	5.9	4.3	5.6	3.9	2.5	4.8	3.1	5.2	5.7	6.4	5.6
Foreign Leisure	13.4	8.9	7.8	12.3	9.3	10.3	8.8	9.4	7.0	9.6	9.8	10.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	53	263	186	191	236	251	271	286	237	220	170	147

Table 22.10

Journey purpose and country of residence by month at Luton Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	18.5	14.0	12.7	9.2	9.2	15.0	10.0	11.3	13.3	15.2	23.7	12.9
UK Leisure	52.7	51.9	64.4	47.6	54.0	54.1	66.2	59.8	65.6	59.4	42.4	57.5
Foreign Business	8.6	3.8	2.2	11.8	4.5	10.1	3.6	5.5	5.0	7.0	9.2	4.7
Foreign Leisure	20.2	30.4	20.7	31.4	32.3	20.9	20.2	23.4	16.2	18.4	24.8	24.9
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	150	535	775	705	887	749	896	856	911	777	624	613

Table 22.11

Journey purpose and country of residence by month at Manchester Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	22.3	13.9	17.3	14.9	14.7	13.3	12.0	9.6	13.9	12.4	20.0	13.0
UK Leisure	60.5	69.2	69.2	68.8	70.3	74.0	76.2	77.0	74.2	72.7	61.5	70.0
Foreign Business	8.9	5.8	5.1	7.3	7.9	4.7	3.4	2.7	4.5	5.1	7.8	6.0
Foreign Leisure	8.3	11.1	8.4	9.0	7.2	8.0	8.4	10.6	7.4	9.7	10.7	11.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	132	1,371	1,724	1,628	1,622	2,288	2,908	2,505	1,994	1,898	1,271	1,283

Table 22.12

Journey purpose and country of residence by month at Newcastle Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	18.8	21.6	21.4	18.0	15.2	19.5	12.2	10.8	15.5	21.3	29.3	18.1
UK Leisure	57.4	65.3	67.5	71.3	75.4	72.5	79.5	78.0	72.8	66.9	58.5	67.3
Foreign Business	3.7	5.2	2.9	7.6	3.2	3.7	3.2	3.0	5.4	5.8	4.7	4.6
Foreign Leisure	20.2	7.8	8.2	3.0	6.2	4.2	5.1	8.1	6.4	6.0	7.6	10.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	109	358	378	355	494	508	564	592	553	485	322	296

Table 22.13

Journey purpose and country of residence by month at Prestwick Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	10.4	7.3	3.2	14.3	6.1	4.2	0.4	4.0	0.8	0.9	0.0	0.0
UK Leisure	54.3	70.1	70.7	56.4	56.4	65.7	63.3	63.1	58.5	52.8	55.0	57.5
Foreign Business	4.8	3.6	0.4	11.4	4.7	4.6	1.1	0.1	0.0	0.0	0.0	0.0
Foreign Leisure	30.4	19.0	25.8	17.9	32.8	25.5	35.2	32.8	40.7	46.3	45.0	42.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	140	156	198	129	290	202	235	265	212	228	145	120

Table 22.14

Journey purpose and country of residence by month at Stansted Airport in 2005.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	19.0	14.6	11.7	10.8	13.0	15.8	8.3	5.7	11.1	17.5	13.6	12.6
UK Leisure	36.2	49.6	47.6	53.8	50.0	44.6	61.2	61.4	55.4	46.2	40.8	46.9
Foreign Business	9.0	4.8	7.6	7.5	4.7	5.4	1.9	5.5	6.8	6.5	6.2	6.7
Foreign Leisure	35.8	30.9	33.1	27.8	32.4	34.3	28.6	27.4	26.8	29.8	39.5	33.7
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	153	1,467	1,781	1,751	1,927	1,979	2,151	2,220	2,040	1,864	1,489	1,601

Table 23.1
Age distribution of UK and foreign passengers at Aberdeen Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	0.5	0.0	0.1
12-14	0.0	2.2	0.0	3.0
15-19	0.2	3.5	1.3	3.6
20-24	4.6	11.5	3.1	10.6
25-34	27.5	21.1	17.1	23.1
35-44	30.2	16.3	35.3	19.7
45-54	28.9	16.6	33.5	20.6
55-59	6.6	10.3	6.3	8.5
60-64	1.8	8.5	2.6	5.8
65-74	0.3	7.8	0.5	4.9
Over 74	0.0	1.6	0.4	0.1
Total	100	100	100	100
Terminating Passengers (000s)	869	840	283	164
Mean age (yrs)	40.4	42.2	42.3	40.1

* Excludes Northern Ireland & Unspecified records

Table 23.2
Age distribution of UK and foreign passengers at Bournemouth Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	2.7	0.0	0.7
12-14	0.0	1.0	0.0	1.3
15-19	0.0	5.4	0.0	6.6
20-24	2.1	7.8	1.9	7.2
25-34	34.6	15.3	36.4	14.2
35-44	22.4	19.3	34.7	25.5
45-54	27.5	19.2	21.8	25.9
55-59	10.6	12.5	3.2	7.3
60-64	1.5	7.8	2.0	6.3
65-74	1.3	7.4	0.0	4.3
Over 74	0.0	1.6	0.0	0.6
Total	100	100	100	100
Terminating Passengers (000s)	24	524	5	65
Mean age (yrs)	41.0	43.0	38.7	41.6

Excludes Northern Ireland & Unspecified records

Table 23.3
Age distribution of UK and foreign passengers at Durham Tees Valley Airport in 2005.

	UK		Foreign	
Age	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	2.2	0.0	1.7
12-14	0.0	2.4	0.0	1.9
15-19	0.4	2.7	0.0	6.3
20-24	7.1	6.2	4.8	7.3
25-34	20.2	12.5	22.5	21.2
35-44	28.4	16.3	27.1	17.7
45-54	32.5	21.5	27.5	20.3
55-59	7.6	11.8	13.9	9.4
60-64	3.1	9.6	3.6	4.2
65-74	0.6	12.3	0.3	7.8
Over 74	0.1	2.4	0.1	2.1
Total	100	100	100	100
Terminating Passengers (000s)	151	633	29	49
Mean age (yrs)	41.6	46.2	42.5	41.4

* Excludes Northern Ireland & Unspecified records

Table 23.4
Age distribution of UK and foreign passengers at Edinburgh Airport in 2005.

	UK		Foreign	
Age	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	2.1	0.1	0.6
12-14	0.0	0.8	0.0	0.3
15-19	0.3	4.4	0.3	4.2
20-24	3.7	11.2	5.8	15.4
25-34	22.1	22.0	23.4	27.7
35-44	34.7	15.4	34.2	17.5
45-54	26.7	16.3	22.4	15.9
55-59	8.4	10.1	9.3	8.4
60-64	3.3	7.9	3.6	5.3
65-74	0.7	7.0	0.5	3.4
Over 74	0.1	2.6	0.3	1.3
Total	100	100	100	100
Terminating Passengers (000s)	3,156	3,674	366	937
Mean age (yrs)	41.7	41.8	41.0	38.6

* Excludes Northern Ireland & Unspecified records

Table 23.5
Age distribution of UK and foreign passengers at Gatwick Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	4.1	0.0	1.2
12-14	0.0	3.2	0.0	2.2
15-19	0.6	2.7	0.4	3.8
20-24	3.0	5.9	2.9	12.5
25-34	24.3	17.5	28.2	21.4
35-44	30.9	18.8	34.5	14.4
45-54	27.1	17.8	22.7	17.0
55-59	9.5	11.9	7.6	10.5
60-64	3.2	8.2	2.2	8.8
65-74	1.2	8.1	1.5	6.9
Over 74	0.0	1.7	0.0	1.2
Total	100	100	100	100
Terminating Passengers (000s)	2,906	18,231	1,308	4,300
Mean age (yrs)	41.9	42.6	40.6	41.4

* Excludes Northern Ireland & Unspecified records

Table 23.6
Age distribution of UK and foreign passengers at Glasgow Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	0.7	0.0	0.1
12-14	0.0	0.6	0.0	0.8
15-19	0.8	3.8	1.2	4.0
20-24	4.1	8.9	5.0	8.9
25-34	26.1	17.4	29.5	22.2
35-44	34.0	19.9	26.1	16.5
45-54	23.8	19.5	23.3	19.3
55-59	7.3	9.1	8.6	9.4
60-64	2.8	8.2	5.8	8.5
65-74	1.0	9.1	0.2	8.2
Over 74	0.0	2.8	0.3	2.2
Total	100	100	100	100
Terminating Passengers (000s)	2,289	5,026	235	738
Mean age (yrs)	40.6	44.2	40.7	43.4

* Excludes Northern Ireland & Unspecified records

Table 23.7
Age distribution of UK and foreign passengers at Heathrow Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	2.8	0.0	2.1
12-14	0.0	1.6	0.1	2.2
15-19	0.3	4.3	0.5	3.9
20-24	3.3	9.4	2.5	14.5
25-34	25.6	25.8	26.0	22.9
35-44	35.6	17.1	36.7	16.3
45-54	24.3	15.0	22.6	14.8
55-59	7.5	8.7	7.6	9.2
60-64	2.4	6.9	3.1	7.4
65-74	0.9	6.6	0.8	5.7
Over 74	0.1	1.7	0.1	1.0
Total	100	100	100	100
Terminating Passengers (000s)	9,861	16,796	6,809	10,113
Mean age (yrs)	40.9	40.2	40.9	39.4

Excludes Northern Ireland & Unspecified records

Table 23.8
Age distribution of UK and foreign passengers at Inverness Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	0.0	0.0	0.0
12-14	0.0	0.2	0.0	0.0
15-19	0.4	3.0	0.8	5.7
20-24	3.3	9.1	6.4	7.6
25-34	21.9	22.1	20.2	17.7
35-44	33.9	24.1	35.5	21.0
45-54	28.2	19.3	20.7	21.3
55-59	7.4	9.1	11.3	10.0
60-64	4.1	7.8	4.2	5.8
65-74	0.8	4.4	0.9	10.7
Over 74	0.0	0.9	0.0	0.1
Total	100	100	100	100
Terminating Passengers (000s)	196	329	16	39
Mean age (yrs)	41.9	41.9	41.4	43.5

* Excludes Northern Ireland & Unspecified records

Table 23.9
Age distribution of UK and foreign passengers at Leeds Bradford Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	3.3	0.1	1.4
12-14	0.0	4.4	0.0	1.9
15-19	0.4	3.9	0.5	2.8
20-24	4.2	5.6	3.8	10.4
25-34	24.3	12.8	15.9	25.4
35-44	30.6	16.8	49.1	19.1
45-54	23.2	16.3	17.7	14.4
55-59	10.1	9.5	9.1	7.8
60-64	6.1	9.3	1.5	6.7
65-74	0.9	14.2	2.2	7.7
Over 74	0.0	4.0	0.0	2.3
Total	100	100	100	100
Terminating Passengers (000s)	387	1,728	122	234
Mean age (yrs)	41.9	45.3	41.5	41.0

Excludes Northern Ireland & Unspecified records

Table 23.10
Age distribution of UK and foreign passengers at Luton Airport in 2005.

	UK		Foreign	
Age	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	5.3	0.0	2.2
12-14	0.0	2.3	0.0	2.9
15-19	0.5	3.2	1.7	4.9
20-24	3.1	9.0	5.2	18.9
25-34	21.8	18.6	26.4	25.0
35-44	30.5	16.8	37.3	14.9
45-54	25.6	16.2	21.2	12.7
55-59	9.8	9.5	3.9	6.2
60-64	6.6	7.2	2.9	8.0
65-74	2.2	9.2	1.4	3.3
Over 74	0.0	2.6	0.0	0.9
Total	100	100	100	100
Terminating Passengers (000s)	1,155	4,899	468	1,748
Mean age (yrs)	43.1	41.6	39.4	36.6

Excludes Northern Ireland & Unspecified records

Table 23.11
Age distribution of UK and foreign passengers at Manchester Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.1	3.4	0.0	1.8
12-14	0.2	4.3	0.0	2.0
15-19	0.2	2.5	0.4	2.9
20-24	2.5	6.1	2.8	12.2
25-34	21.4	14.1	23.3	19.5
35-44	36.4	18.9	34.5	17.2
45-54	29.1	21.1	27.7	19.0
55-59	6.7	10.9	7.7	9.4
60-64	2.3	8.5	2.6	7.2
65-74	0.8	8.1	0.8	6.9
Over 74	0.2	2.1	0.2	1.9
Total	100	100	100	100
Terminating Passengers (000s)	2,967	15,226	1,041	1,744
Mean age (yrs)	41.8	43.4	41.6	41.6

* Excludes Northern Ireland & Unspecified records

Table 23.12
Age distribution of UK and foreign passengers at Newcastle Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	1.8	0.0	0.1
12-14	0.0	1.4	0.0	1.0
15-19	1.0	4.8	0.1	3.6
20-24	4.3	7.6	2.9	21.0
25-34	22.8	15.8	33.5	16.8
35-44	28.8	18.6	35.7	19.3
45-54	26.5	19.2	18.2	15.5
55-59	9.6	11.3	5.9	9.5
60-64	5.8	7.6	3.4	8.8
65-74	1.1	9.8	0.3	3.1
Over 74	0.0	2.0	0.0	1.1
Total	100	100	100	100
Terminating Passengers (000s)	885	3,582	210	345
Mean age (yrs)	42.2	43.9	39.3	39.6

* Excludes Northern Ireland & Unspecified records

Table 23.13
Age distribution of UK and foreign passengers at Prestwick Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	1.2	0.0	1.6
12-14	0.0	1.3	0.0	3.0
15-19	0.0	3.1	0.7	1.6
20-24	20.0	11.5	14.7	18.0
25-34	23.6	26.2	12.9	33.1
35-44	30.4	32.6	36.1	28.7
45-54	20.2	12.2	25.5	9.4
55-59	2.0	4.3	8.7	2.8
60-64	0.0	4.1	1.3	0.7
65-74	3.8	2.8	0.0	1.0
Over 74	0.0	0.7	0.0	0.0
Total	100	100	100	100
Terminating Passengers (000s)	92	1,402	51	769
Mean age (yrs)	37.2	37.4	39.9	33.2

* Excludes Northern Ireland & Unspecified records

Table 23.14
Age distribution of UK and foreign passengers at Stansted Airport in 2005.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	5.8	0.0	2.7
12-14	0.0	1.8	0.0	1.2
15-19	0.6	2.5	3.2	3.7
20-24	2.9	7.7	5.8	15.0
25-34	23.8	20.1	26.2	28.8
35-44	33.5	17.9	32.6	15.4
45-54	24.2	16.7	20.9	14.5
55-59	8.9	10.0	5.7	7.7
60-64	4.5	8.1	4.6	5.2
65-74	1.6	7.0	1.0	4.5
Over 74	0.1	2.4	0.0	1.3
Total	100	100	100	100
Terminating Passengers (000s)	2,593	10,256	1,079	5,273
Mean age (yrs)	41.9	41.5	39.5	37.8

Excludes Northern Ireland & Unspecified records

Table 24.1
Final air destination of scheduled passengers on major gateway routes at Aberdeen Airport in 2005

Final air destination	Airport of current flight			
	Amsterdam	Paris	London	Manchester
	%	%	%	%
Not flying on	31.1	30.8	58.4	87.0
Western Europe	27.4	22.6	16.8	10.4
Eastern Europe	12.0	0.4	2.8	0.7
Africa	2.7	15.2	2.8	0.0
North America	12.2	9.9	11.7	0.9
South & Central America	0.0	12.1	1.3	0.0
Middle East	14.2	8.6	4.5	0.6
Asia/Oceania	0.4	0.5	1.7	0.4
Total	100	100	100	100
Total terminal passengers (000s)	240	70	1035	119

Table 24.2

Final air destination of scheduled passengers on major gateway routes at Bournemoth Airport in 2005

Final air destination	Airport of current flight	
	Amsterdam	Paris
	%	%
Not flying on	100.0	99.9
Western Europe	0.0	0.0
Eastern Europe	0.0	0.0
Africa	0.0	0.1
North America	0.0	0.0
South & Central America	0.0	0.0
Middle East	0.0	0.0
Asia/Oceania	0.0	0.0
Total	100	100
Total terminal passengers (000s)	41	22

* Please note that the Bournemouth survey was only undertaken for 8 months, accordignly weights represent 75% of typicalannual traffic patterns.

Table 24.3

Final air destination of scheduled passengers on major gateway routes at Durham Tees Valley Airport in 2005

Final air destination	Airport of current flight		
	Amsterdam	Paris	London
	%	%	%
Not flying on	27.5	100.0	52.3
Western Europe	25.7	0.0	6.2
Eastern Europe	13.1	0.0	1.9
Africa	6.3	0.0	4.4
North America	10.3	0.0	14.6
South & Central America	1.2	0.0	1.1
Middle East	12.8	0.0	9.6
Asia/Oceania	2.9	0.0	10.1
Total	100	100	100
Total terminal passengers (000s)	124	28	157

Table 24.4

Final air destination of scheduled passengers on major gateway routes at Edinburgh Airport in 2005

Final air destination	Airport of current flight						
	Amsterdam	Paris	Frankfurt	London	Madrid	Manchester	New York
	%	%	%	%	%	%	%
Not flying on	47.3	67.9	37.2	74.9	100.0	82.3	33.6
Western Europe	25.1	3.9	32.4	10.7	0.0	7.3	0.0
Eastern Europe	3.0	0.4	7.6	1.2	0.0	1.0	0.0
Africa	1.0	10.5	3.5	1.3	0.0	0.1	0.0
North America	10.9	7.4	6.9	7.1	0.0	8.8	65.2
South & Central America	1.2	4.7	0.7	0.8	0.0	0.1	0.4
Middle East	10.1	4.5	7.2	1.8	0.0	0.1	0.2
Asia/Oceania	1.6	0.8	4.4	2.1	0.0	0.3	0.6
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)	412	164	172	3389	5	286	118

Table 24.5
Final air destination of scheduled passengers on major gateway routes at Gatwick Airport in 2005

Final air destination	Airport of current flight				
	Amsterdam	Frankfurt	Madrid	Manchester	New York
	%	%	%	%	%
Not flying on	96.8	100.0	91.0	97.5	54.7
Western Europe	1.3	0.0	5.1	2.1	0.0
Eastern Europe	1.3	0.0	0.0	0.0	0.0
Africa	0.4	0.0	0.0	0.0	0.0
North America	0.0	0.0	0.0	0.0	43.2
South & Central America	0.2	0.0	3.8	0.0	1.9
Middle East	0.0	0.0	0.0	0.0	0.2
Asia/Oceania	0.0	0.0	0.0	0.4	0.1
Total	100	100	100	100	100
Total terminal passengers (000s)	597	12	408	478	327

Table 24.6

Final air destination of scheduled passengers on major gateway routes at Glasgow Airport in 2005

Final air destination	Airport of current flight				
	Amsterdam	Paris	London	Manchester	New York
	%	%	%	%	%
Not flying on	45.5	99.1	75.0	77.2	41.6
Western Europe	23.5	0.2	9.1	6.4	0.3
Eastern Europe	4.5	0.0	0.9	0.2	0.0
Africa	3.4	0.0	1.2	0.0	0.0
North America	11.5	0.7	7.6	15.0	57.1
South & Central America	0.8	0.0	0.8	0.2	1.0
Middle East	10.0	0.0	2.6	0.7	0.0
Asia/Oceania	0.9	0.0	2.7	0.2	0.0
Total	100	100	100	100	100
Total terminal passengers (000s)	319	9	2679	167	124

Table 24.7

Final air destination of scheduled passengers on major gateway routes at Heathrow Airport in 2005

Final air destination	Airport of current flight					
	Amsterdam	Paris	Frankfurt	Madrid	Manchester	New York
	%	%	%	%	%	%
Not flying on	76.5	76.8	62.9	64.1	98.6	91.2
Western Europe	5.2	5.5	12.0	13.2	1.1	0.1
Eastern Europe	1.6	0.2	3.7	0.0	0.0	0.0
Africa	4.7	4.1	4.5	1.2	0.0	0.0
North America	2.4	2.8	3.2	0.2	0.3	7.2
South & Central America	2.6	5.8	1.2	20.8	0.0	1.4
Middle East	6.2	3.1	8.1	0.4	0.0	0.0
Asia/Oceania	1.0	1.7	4.4	0.0	0.0	0.0
Total	100	100	100	100	100	100
Total terminal passengers (000s)	1891	2007	1530	1115	1264	3668

Table 24.8

Final air destination of scheduled passengers on major gateway routes at Inverness Airport in 2005

Final air destination	Airport of current flight	
	London	Manchester
	%	%
Not flying on	76.5	96.9
Western Europe	11.2	1.4
Eastern Europe	1.2	0.0
Africa	1.6	0.0
North America	5.8	1.7
South & Central America	0.8	0.0
Middle East	2.2	0.0
Asia/Oceania	0.8	0.0
Total	100	100
Total terminal passengers (000s)	404	19

Table 24.9

Final air destination of scheduled passengers on major gateway routes at Leeds Bradford Airport in 2005

Final air destination	Airport of current flight		
	Amsterdam	Paris	London
	%	%	%
Not flying on	66.7	95.8	31.8
Western Europe	16.3	2.6	9.7
Eastern Europe	1.6	0.0	0.6
Africa	2.8	0.1	11.5
North America	4.5	0.3	17.5
South & Central America	0.5	0.3	6.2
Middle East	6.8	0.2	12.7
Asia/Oceania	0.7	0.8	10.0
Total	100	100	100
Total terminal passengers (000s)	245	129	175

Table 24.10

Final air destination of scheduled passengers on major gateway routes at Luton Airport in 2005.

Final air destination	Airport of current flight		
	Amsterdam	Paris	Madrid
	%	%	%
Not flying on	100.0	97.0	99.1
Western Europe	0.0	3.0	0.9
Eastern Europe	0.0	0.0	0.0
Africa	0.0	0.0	0.0
North America	0.0	0.0	0.0
South & Central America	0.0	0.0	0.0
Middle East	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0
Total	100	100	100
Total terminal passengers (000s)	386	270	184

Table 24.11
Final air destination of scheduled passengers on major gateway routes at Manchester Airport in 2005

Final air destination	Airport of current flight					
	Amsterdam	Paris	Frankfurt	London	Madrid	New York
	%	%	%	%	%	%
Not flying on	51.1	66.3	41.9	55.3	78.3	63.1
Western Europe	14.5	6.3	17.2	6.9	10.0	0.0
Eastern Europe	2.3	0.0	6.5	0.9	0.0	0.0
Africa	4.8	10.1	5.1	5.1	0.3	0.0
North America	4.3	4.2	3.1	14.5	0.0	31.1
South & Central America	3.2	4.5	1.1	2.5	11.4	5.6
Middle East	19.2	8.2	16.9	8.2	0.0	0.2
Asia/Oceania	0.7	0.5	8.0	6.6	0.0	0.0
Total	100	100	100	100	100	100
Total terminal passengers (000s)	587	450	361	1756	90	313

Table 24.12

Final air destination of scheduled passengers on major gateway routes at Newcastle Airport in 2005

Final air destination	Airport of current flight			
	Amsterdam	Paris	Frankfurt	London
	%	%	%	%
Not flying on	33.7	73.7	100.0	58.2
Western Europe	25.9	10.2	0.0	13.8
Eastern Europe	2.3	0.3	0.0	1.2
Africa	2.8	4.2	0.0	2.5
North America	10.2	8.1	0.0	11.2
South & Central America	1.3	0.7	0.0	1.5
Middle East	23.3	1.8	0.0	4.8
Asia/Oceania	0.5	1.0	0.0	6.7
Total	100	100	100	100
Total terminal passengers (000s)	254	178	0	1058

Table 24.13

Final air destination of scheduled passengers on major gateway routes at Prestwick Airport in 2005

Final air destination	Paris	London
	%	%
Not flying on	100.0	96.3
Western Europe	0.0	3.6
Eastern Europe	0.0	0.1
Africa	0.0	0.0
North America	0.0	0.0
South & Central America	0.0	0.0
Middle East	0.0	0.0
Asia/Oceania	0.0	0.0
Total	100	100
Total terminal passengers (000s)	30	497

Table 24.14

Final air destination of scheduled passengers on major gateway routes at Stansted Airport in 2005

Final air destination	Airport of current flight		
	Amsterdam	Manchester	New York
	%	%	%
Not flying on	99.8	100.0	100.0
Western Europe	0.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0
Africa	0.0	0.0	0.0
North America	0.2	0.0	0.0
South & Central America	0.0	0.0	0.0
Middle East	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0
Total	100	100	100
Total terminal passengers (000s)	269	17	3

Table 25.1
Passenger profile at Aberdeen for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Norway	39.5	4.9	44.4	41.6	14.0	55.6	81.1	18.9	169.6
United States	14.3	27.5	41.8	36.3	21.9	58.2	50.6	49.4	131.5
Netherlands	25.2	21.5	46.7	43.2	10.1	53.3	68.4	31.6	92.1
Ireland	10.3	46.4	56.8	13.8	29.4	43.2	24.2	75.8	79.1
France	19.5	49.8	69.3	20.9	9.8	30.7	40.4	59.6	65.8
Spain	8.3	78.7	87.0	4.8	8.3	13.0	13.1	86.9	50.0
Italy	27.1	59.8	86.9	8.3	4.9	13.1	35.4	64.6	44.4
Soviet Union	67.8	3.0	70.8	25.1	4.1	29.2	92.9	7.1	35.6
Germany	9.4	25.1	34.5	49.9	15.6	65.5	59.3	40.7	34.2
United Arab Emirates	42.0	36.4	78.4	8.3	13.3	21.6	50.3	49.7	33.9
Denmark	23.3	16.6	39.9	29.5	30.7	60.1	52.7	47.3	30.1
Canada	6.0	20.5	26.5	35.4	38.1	73.5	41.4	58.6	30.0

Table 25.2
Passenger profile at Bournemouth for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	1.5	84.4	85.9	0.6	13.5	14.1	2.2	97.8	217.0
Ireland	7.4	58.9	66.3	3.7	30.0	33.7	11.1	88.9	55.2
Netherlands	5.6	78.3	83.8	1.8	14.4	16.2	7.4	92.6	40.8
Portugal	0.4	94.9	95.3	0.0	4.7	4.7	0.4	99.6	36.2
Italy	5.8	88.9	94.7	0.1	5.1	5.3	6.0	94.0	27.0
France	3.5	79.3	82.8	0.9	16.2	17.2	4.4	95.6	25.3

Table 25.3
Passenger profile at Durham Tees valley for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	3.2	92.5	95.7	0.4	3.9	4.3	3.6	96.4	87.7
Ireland	14.7	64.2	78.9	3.7	17.4	21.1	18.4	81.6	80.8
Italy	1.0	93.2	94.1	1.1	4.7	5.9	2.1	97.9	69.8
Netherlands	41.4	40.9	82.4	10.2	7.5	17.6	51.6	48.4	34.7
France	9.1	79.0	88.1	2.5	9.4	11.9	11.6	88.4	31.7
United States	11.1	72.6	83.6	7.0	9.4	16.4	18.0	82.0	31.3
Mozambique	2.0	96.0	98.0	0.0	2.0	2.0	2.0	98.0	18.9
Australia	4.9	69.9	74.8	1.3	23.9	25.2	6.2	93.8	8.8
Czech Republic	0.9	82.9	83.7	7.2	9.1	16.3	8.0	92.0	8.4
Germany	42.2	35.4	77.6	17.7	4.8	22.4	59.9	40.1	7.9
Switzerland	29.0	64.7	93.7	5.9	0.3	6.3	34.9	65.1	7.7
Soviet Union	43.9	9.6	53.5	19.9	26.6	46.5	63.8	36.2	7.3

Table 25.4
Passenger profile at Edinburgh for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Ireland	15.6	36.0	51.7	12.2	36.1	48.3	27.8	72.2	413.5
United States	10.1	40.1	50.2	9.5	40.3	49.8	19.6	80.4	404.9
Spain	5.0	82.7	87.7	1.8	10.5	12.3	6.8	93.2	323.2
Germany	20.8	25.6	46.5	15.2	38.3	53.5	36.1	63.9	249.0
France	18.1	48.9	67.0	13.1	19.9	33.0	31.2	68.8	217.9
Netherlands	19.8	37.4	57.2	11.1	31.7	42.8	30.9	69.1	200.0
Switzerland	23.7	45.1	68.8	6.7	24.5	31.2	30.4	69.6	83.9
Czech Republic	13.9	71.1	85.0	4.7	10.3	15.0	18.6	81.4	83.4
Italy	13.5	70.1	83.6	3.4	13.0	16.4	16.9	83.1	83.1
Canada	8.7	44.1	52.8	10.4	36.8	47.2	19.1	80.9	76.3
Denmark	26.0	20.9	46.9	17.7	35.5	53.1	43.6	56.4	51.4
Australia	4.1	63.1	67.3	2.4	30.4	32.7	6.5	93.5	48.3

Table 25.5
Passenger profile at Gatwick for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	6.2	36.7	43.0	14.1	42.9	57.0	20.4	79.6	3650.9
Spain	7.7	65.8	73.4	6.3	20.3	26.6	14.0	86.0	3279.9
Italy	10.4	53.0	63.3	11.7	25.0	36.7	22.0	78.0	1755.3
France	11.0	50.2	61.2	11.8	27.0	38.8	22.9	77.1	1293.3
Ireland	11.1	38.4	49.5	7.5	43.0	50.5	18.6	81.4	1094.7
Switzerland	12.9	37.9	50.8	14.4	34.8	49.2	27.3	72.7	626.0
Netherlands	20.5	29.4	49.9	21.8	28.3	50.1	42.4	57.6	576.4
Germany	18.6	28.8	47.4	17.0	35.5	52.6	35.6	64.4	573.3
Portugal	8.0	74.6	82.6	3.0	14.4	17.4	11.0	89.0	459.1
Soviet Union	12.6	26.9	39.5	17.9	42.6	60.5	30.5	69.5	379.0
Portugal & Madeira	6.1	59.8	65.9	9.5	24.7	34.1	15.5	84.5	370.9
Denmark	12.4	11.2	23.6	24.3	52.2	76.4	36.7	63.3	349.4
Barbados	4.1	64.2	68.3	6.1	25.6	31.7	10.2	89.8	330.9
Czech Republic	5.8	67.4	73.3	6.5	20.2	26.7	12.3	87.7	320.0
Greece	2.3	52.8	55.0	1.0	43.9	45.0	3.3	96.7	240.4
Canada	0.3	35.1	35.4	6.0	58.6	64.6	6.3	93.7	221.1
Malta	20.1	44.5	64.6	6.9	28.5	35.4	27.0	73.0	211.4
Yugoslavia	7.3	61.0	68.3	6.7	25.0	31.7	14.0	86.0	207.1
United Arab Emirates	22.4	28.5	50.9	16.0	33.1	49.1	38.4	61.6	206.3
Poland	13.3	35.5	48.9	11.5	39.7	51.1	24.8	75.2	197.7
Cyprus	1.3	81.6	82.9	6.3	10.8	17.1	7.7	92.3	172.7
Antigua & Barbuda	5.6	78.5	84.1	0.7	15.2	15.9	6.3	93.7	166.4
Hungary	11.2	66.8	78.0	3.7	18.3	22.0	14.9	85.1	128.0
St. Lucia	6.3	88.9	95.2	0.0	4.8	4.8	6.3	93.7	120.9
Bulgaria	29.5	10.3	39.7	23.5	36.8	60.3	53.0	47.0	118.4
South Africa	4.4	38.9	43.3	5.4	51.3	56.7	9.8	90.2	116.8
Gibraltar	5.6	45.8	51.4	28.9	19.7	48.6	34.5	65.5	116.7
Bermuda	16.7	22.4	39.1	13.7	47.2	60.9	30.5	69.5	81.7
Cuba	8.7	85.5	94.2	5.8	0.0	5.8	14.5	85.5	80.3
Jamaica	22.8	60.2	83.1	5.8	11.1	16.9	28.6	71.4	79.7
Morocco	1.9	90.4	92.3	0.0	7.7	7.7	1.9	98.1	79.2
Thailand	0.2	48.0	48.3	0.0	51.7	51.7	0.2	99.8	68.1
Australia	2.5	57.5	60.0	0.7	39.3	40.0	3.2	96.8	63.2
Norway	12.3	36.7	48.9	21.7	29.4	51.1	34.0	66.0	58.7
Nigeria	8.7	9.3	18.0	33.5	48.5	82.0	42.2	57.8	54.7
Tunisia	1.1	73.1	74.2	2.0	23.8	25.8	3.2	96.8	54.2
Grenada	0.0	85.4	85.4	0.0	14.6	14.6	0.0	100.0	52.2
Trinidad & Tobago	4.2	50.1	54.3	8.0	37.7	45.7	12.1	87.9	49.4
India	0.7	45.6	46.2	12.6	41.2	53.8	13.3	86.7	48.9
Zimbabwe	0.3	26.0	26.3	0.0	73.7	73.7	0.3	99.7	48.8
Ghana	0.0	68.5	68.5	0.0	31.5	31.5	0.0	100.0	48

Table 25.6
Passenger profile at Glasgow for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	7.3	41.5	48.8	7.7	43.5	51.2	15.0	85.0	501.3
Spain	3.0	88.9	91.9	1.2	6.9	8.1	4.2	95.8	480.7
Canada	1.7	42.7	44.4	5.6	50.1	55.6	7.2	92.8	198.9
Ireland	22.5	21.0	43.6	14.4	42.0	56.4	37.0	63.0	191.1
Netherlands	23.0	42.7	65.8	9.0	25.2	34.2	32.0	68.0	147.9
Czech Republic	7.3	79.6	86.9	2.0	11.1	13.1	9.3	90.7	94.1
Australia	3.2	70.5	73.6	1.6	24.7	26.4	4.8	95.2	90.4
France	18.1	53.9	72.0	13.6	14.4	28.0	31.7	68.3	76.9
Portugal	2.7	95.9	98.7	0.0	1.3	1.3	2.7	97.3	62.5
United Arab Emirates	7.7	67.9	75.6	3.3	21.2	24.4	10.9	89.1	59.7
Germany	31.6	22.6	54.2	19.4	26.4	45.8	51.0	49.0	56.8
Italy	18.0	62.7	80.7	5.0	14.3	19.3	23.0	77.0	42.8
Switzerland	20.7	33.9	54.7	8.5	36.8	45.3	29.2	70.8	29.9
South Africa	2.1	61.5	63.6	2.8	33.6	36.4	4.9	95.1	26.3
New Zealand	6.6	74.0	80.6	2.2	17.2	19.4	8.8	91.2	25.6
Iceland	10.8	48.1	58.9	8.6	32.5	41.1	19.4	80.6	24.0
Belgium	38.5	23.2	61.7	21.8	16.5	38.3	60.3	39.7	22.7
Malta	3.5	89.8	93.3	3.0	3.7	6.7	6.5	93.5	22.4
Cyprus	12.4	74.2	86.6	0.0	13.4	13.4	12.4	87.6	20.6
Thailand	11.2	83.6	94.7	1.0	4.3	5.3	12.1	87.9	19.9

Table 25.7
Passenger profile at Heathrow for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	10.7	26.8	37.5	19.0	43.4	62.5	29.7	70.3	11551.8
Germany	20.8	14.9	35.8	30.1	34.1	64.2	51.0	49.0	3809.2
Ireland	15.6	20.0	35.6	20.5	43.9	64.4	36.1	63.9	2860.5
Spain	11.7	39.2	50.9	16.8	32.3	49.1	28.5	71.5	2471.5
France	18.1	22.9	41.0	25.0	34.0	59.0	43.1	56.9	2439.8
Canada	5.9	23.5	29.4	16.9	53.7	70.6	22.8	77.2	2407.6
Australia	5.4	36.7	42.2	10.9	46.9	57.8	16.4	83.6	2238.3
Italy	14.4	29.8	44.2	18.9	36.9	55.8	33.3	66.7	2210.9
Netherlands	27.5	15.1	42.6	26.7	30.6	57.4	54.2	45.8	1552.7
South Africa	4.7	41.3	46.0	15.3	38.7	54.0	20.0	80.0	1543.7
India	10.8	37.8	48.6	16.3	35.1	51.4	27.1	72.9	1518.7
Switzerland	26.4	18.3	44.6	26.3	29.1	55.4	52.7	47.3	1490.2
Japan	11.0	15.5	26.5	22.1	51.4	73.5	33.0	67.0	1195.9
Sweden	19.3	14.1	33.4	33.9	32.7	66.6	53.2	46.8	1023.2
Soviet Union	16.8	25.6	42.3	26.1	31.5	57.7	42.9	57.1	1022.5
United Arab Emirates	21.3	34.3	55.5	19.7	24.8	44.5	41.0	59.0	939.7
Hong Kong	17.1	40.6	57.8	11.9	30.4	42.2	29.0	71.0	879.0
Belgium	25.0	7.7	32.6	33.8	33.5	67.4	58.8	41.2	782.4
Denmark	25.8	11.7	37.6	20.6	41.9	62.4	46.4	53.6	772.9
Portugal & Madeira	19.5	35.2	54.6	16.9	28.5	45.4	36.3	63.7	737.0
Greece	9.7	35.2	45.0	13.0	42.1	55.0	22.7	77.3	720.0
Norway	23.6	17.2	40.9	25.2	33.9	59.1	48.8	51.2	712.2
New Zealand	3.2	42.9	46.1	4.4	49.6	53.9	7.5	92.5	698.5
Thailand	3.3	63.1	66.4	9.9	23.6	33.6	13.3	86.7	636.3
Austria	24.2	22.5	46.8	19.9	33.3	53.2	44.2	55.8	596.7
Turkey	20.1	44.9	65.0	14.1	20.9	35.0	34.2	65.8	574.6
China	18.1	47.5	65.6	14.8	19.6	34.4	32.9	67.1	564.9
Nigeria	7.6	23.3	30.9	32.3	36.7	69.1	40.0	60.0	555.3
Pakistan	4.8	38.7	43.6	13.2	43.3	56.4	18.0	82.0	545.3
Cyprus	8.4	57.1	65.5	8.0	26.6	34.5	16.4	83.6	530.4
Singapore	15.3	51.3	66.6	8.5	24.9	33.4	23.8	76.2	466.7
Czech Republic	17.5	30.1	47.6	12.9	39.4	52.4	30.4	69.6	446.2
Finland	11.6	19.6	31.1	36.4	32.4	68.9	48.0	52.0	439.7
Poland	18.2	29.7	47.8	23.8	28.3	52.2	42.0	58.0	435.4
Kenya	5.3	32.9	38.2	17.5	44.3	61.8	22.8	77.2	423.2
Israel	13.7	20.0	33.7	21.7	44.6	66.3	35.4	64.6	418.6
Brazil	17.0	31.1	48.0	12.7	39.3	52.0	29.6	70.4	365.6
Malaysia	13.7	55.6	69.4	8.3	22.3	30.6	22.1	77.9	357.5
Egypt	15.8	46.8	62.6	11.4	26.0	37.4	27.2	72.8	340.5

Table 25.8
Passenger profile at Inverness for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	18.9	44.2	63.1	5.5	31.4	36.9	24.4	75.6	19.1
Spain	1.1	79.0	80.2	9.6	10.3	19.8	10.7	89.3	9.6
Canada	8.5	31.6	40.2	55.4	4.5	59.8	63.9	36.1	6.0
France	16.8	67.1	83.8	2.6	13.6	16.2	19.4	80.6	5.7
Germany	17.3	6.8	24.1	28.1	47.9	75.9	45.4	54.6	4.4
Switzerland	0.0	59.1	59.1	12.5	28.4	40.9	12.5	87.5	4.4
Cyprus	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	4.0

Table 25.9
Passenger profile at Leeds Bradford for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	2.6	86.5	89.0	1.7	9.3	11.0	4.2	95.8	604.9
Ireland	15.5	41.1	56.6	15.6	27.8	43.4	31.1	68.9	213.6
France	9.6	69.2	78.9	9.2	11.9	21.1	18.8	81.2	171.2
Netherlands	8.1	59.5	67.6	10.2	22.2	32.4	18.3	81.7	163.9
Czech Republic	5.6	86.5	92.0	1.5	6.5	8.0	7.0	93.0	82.5
Portugal	1.1	90.6	91.7	1.3	7.0	8.3	2.3	97.7	70.1
United States	10.2	47.9	58.1	23.8	18.2	41.9	34.0	66.0	48.6
Italy	4.1	83.5	87.5	7.4	5.1	12.5	11.4	88.6	43.4
Belgium	32.9	27.7	60.6	22.8	16.7	39.4	55.6	44.4	29.8
Switzerland	5.6	77.7	83.3	5.6	11.2	16.7	11.2	88.8	29.2
Germany	18.1	39.3	57.4	30.1	12.5	42.6	48.2	51.8	18.5
South Africa	2.0	46.0	48.0	45.9	6.1	52.0	47.9	52.1	14.5

Table 25.10
Passenger profile at Luton for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	5.9	73.4	79.4	2.0	18.7	20.6	7.9	92.1	1638.8
France	13.9	53.2	67.1	8.4	24.5	32.9	22.2	77.8	788.2
Poland	6.0	50.7	56.7	7.2	36.1	43.3	13.2	86.8	628.0
Ireland	6.7	37.3	44.0	11.2	44.8	56.0	17.9	82.1	592.2
Switzerland	14.0	41.9	55.9	13.3	30.8	44.1	27.2	72.8	547.5
Italy	7.9	50.5	58.4	6.9	34.7	41.6	14.8	85.2	537.9
Netherlands	19.8	34.9	54.7	16.2	29.1	45.3	36.0	64.0	386.2
Germany	10.7	44.0	54.7	13.7	31.6	45.3	24.4	75.6	385.0
Hungary	11.7	50.5	62.2	5.1	32.7	37.8	16.8	83.2	324.8
Sweden	7.4	29.2	36.6	12.1	51.2	63.4	19.5	80.5	180.6
Portugal	0.6	85.3	85.8	0.5	13.7	14.2	1.0	99.0	173.9
Czech Republic	9.0	67.0	76.0	1.6	22.4	24.0	10.6	89.4	96.4
Greece	8.7	39.4	48.1	12.0	39.9	51.9	20.7	79.3	95.5
Gibraltar	7.0	71.7	78.7	2.3	19.1	21.3	9.2	90.8	94.0
Cyprus	4.3	83.3	87.6	3.5	8.9	12.4	7.8	92.2	81.5
Denmark	22.8	28.4	51.2	9.9	38.9	48.8	32.7	67.3	69.4

Table 25.11
Passenger profile at Manchester for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	10.5	67.0	77.5	6.0	16.4	22.5	16.5	83.5	1581.4
Spain	4.8	85.8	90.6	2.3	7.0	9.4	7.2	92.8	1574.1
Ireland	18.2	31.6	49.8	18.8	31.4	50.2	37.0	63.0	885.1
Germany	27.1	28.1	55.2	25.1	19.7	44.8	52.1	47.9	736.6
France	24.4	41.2	65.6	17.7	16.7	34.4	42.2	57.8	477.9
Italy	22.3	57.6	79.8	9.1	11.0	20.2	31.4	68.6	381.2
Netherlands	27.1	39.9	66.9	18.2	14.9	33.1	45.3	54.7	303.3
Australia	6.6	66.5	73.0	2.2	24.8	27.0	8.7	91.3	286.2
Canada	1.8	61.7	63.5	2.0	34.5	36.5	3.8	96.2	276.6
Pakistan	1.9	87.6	89.5	1.2	9.3	10.5	3.1	96.9	243.6
Czech Republic	16.7	68.5	85.2	3.3	11.5	14.8	20.0	80.0	209.0
Cyprus	2.8	85.9	88.6	1.8	9.5	11.4	4.6	95.4	200.7
Portugal	3.1	95.8	99.0	0.0	1.0	1.0	3.1	96.9	194.7
Switzerland	23.6	44.5	68.2	17.4	14.5	31.8	41.0	59.0	191.5
Denmark	25.7	17.4	43.1	31.6	25.3	56.9	57.3	42.7	179.9
Belgium	34.8	21.2	56.0	34.1	9.9	44.0	68.9	31.1	170.6
Sweden	41.9	14.2	56.1	29.8	14.2	43.9	71.7	28.3	134.3
United Arab Emirates	15.0	69.5	84.5	7.1	8.4	15.5	22.0	78.0	127.1
Malta	4.6	85.7	90.3	1.5	8.3	9.7	6.0	94.0	123.4
Thailand	7.5	80.3	87.8	2.0	10.2	12.2	9.5	90.5	107.5
Norway	27.3	26.3	53.6	22.5	23.9	46.4	49.8	50.2	106.3
New Zealand	5.0	67.4	72.3	3.6	24.1	27.7	8.6	91.4	99.4
South Africa	8.5	63.3	71.7	5.3	23.0	28.3	13.8	86.2	94.4
India	20.8	62.2	83.0	4.8	12.2	17.0	25.6	74.4	93.0
Turkey	26.6	53.2	79.9	8.8	11.3	20.1	35.4	64.6	86.3
Greece	5.7	63.2	68.9	3.4	27.7	31.1	9.1	90.9	78.7
China	42.0	42.1	84.1	6.1	9.8	15.9	48.1	51.9	73.5
Hong Kong	18.4	57.0	75.4	2.1	22.5	24.6	20.5	79.5	73.2
Soviet Union	25.9	29.9	55.7	19.1	25.2	44.3	45.0	55.0	69.2
Hungary	30.3	65.3	95.7	4.1	0.2	4.3	34.5	65.5	67.8
Malaysia	14.1	49.9	64.0	9.8	26.1	36.0	23.9	76.1	64.8
Poland	17.1	46.6	63.7	16.2	20.1	36.3	33.3	66.7	63.7
Portugal & Madeira	37.9	28.9	66.9	19.7	13.4	33.1	57.6	42.4	60.7
Finland	29.3	21.1	50.4	29.7	19.9	49.6	59.0	41.0	60.1
Austria	26.7	35.5	62.2	18.6	19.2	37.8	45.2	54.8	56.6
Israel	6.4	53.7	60.1	2.2	37.7	39.9	8.6	91.4	56.0
Gibraltar	8.3	78.9	87.2	0.0	12.8	12.8	8.3	91.7	53.8
Japan	24.8	60.2	85.0	5.6	9.4	15.0	30.4	69.6	52.9
Barbados	6.5	82.7	89.2	0.0	10.8	10.8	6.5	93.5	51.9

Table 25.12
Passenger profile at Newcastle for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	6.9	84.0	91.0	3.1	5.9	9.0	10.1	89.9	414.2
France	14.5	68.7	83.3	7.1	9.6	16.7	21.7	78.3	234.0
Germany	10.8	50.0	60.8	14.1	25.2	39.2	24.9	75.1	215.4
Italy	6.6	78.1	84.7	5.0	10.3	15.3	11.6	88.4	177.3
United States	15.0	64.5	79.5	10.0	10.4	20.5	25.1	74.9	145.0
Ireland	25.8	32.1	57.9	12.6	29.5	42.1	38.4	61.6	138.1
Netherlands	21.0	47.6	68.6	23.0	8.5	31.4	44.0	56.0	91.6
Switzerland	8.9	70.0	78.9	5.9	15.2	21.1	14.9	85.1	89.3
Czech Republic	2.3	87.5	89.9	3.1	7.0	10.1	5.4	94.6	89.0
Hungary	2.9	78.7	81.6	2.2	16.2	18.4	5.1	94.9	73.7
Australia	1.6	62.7	64.2	2.1	33.6	35.8	3.7	96.3	51.5
Norway	18.2	28.9	47.1	15.3	37.6	52.9	33.5	66.5	50.8
Belgium	44.4	19.8	64.2	26.3	9.5	35.8	70.7	29.3	39.6
Thailand	4.0	90.0	94.0	0.9	5.1	6.0	5.0	95.0	25.2
Denmark	21.5	28.3	49.8	33.3	16.8	50.2	54.8	45.2	21.7

Table 25.13

Passenger profile at Prestwick for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Ireland	2.7	37.4	40.1	5.3	54.6	59.9	8.0	92.0	309.8
Italy	0.0	68.2	68.2	2.0	29.8	31.8	2.0	98.0	289.6
Spain	0.0	65.0	65.0	2.6	32.3	35.0	2.6	97.4	198.3
France	0.2	56.8	57.1	0.5	42.5	42.9	0.7	99.3	193.7
Germany	4.0	43.0	47.0	2.6	50.4	53.0	6.6	93.4	186.2
Sweden	2.0	41.5	43.5	3.7	52.8	56.5	5.7	94.3	161.7
Belgium	3.1	54.7	57.8	1.8	40.4	42.2	4.9	95.1	101.6
Norway	1.6	42.8	44.4	6.0	49.6	55.6	7.6	92.4	90.9

Table 25.14
Passenger profile at Stansted for scheduled international routes broken down by country of destination in 2005.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Spain	6.5	67.6	74.1	3.2	22.7	25.9	9.7	90.3	3380.6
Italy	9.4	50.1	59.6	5.0	35.4	40.4	14.4	85.6	3137.3
Germany	14.2	27.4	41.7	11.4	46.9	58.3	25.7	74.3	2522.7
Ireland	12.0	42.2	54.2	9.1	36.7	45.8	21.1	78.9	2117.4
France	4.7	64.7	69.4	3.3	27.4	30.6	8.0	92.0	1772.8
Sweden	9.7	25.8	35.5	9.6	54.9	64.5	19.3	80.7	792.7
Austria	12.8	37.4	50.2	9.4	40.5	49.8	22.2	77.8	635.0
Norway	3.0	22.8	25.7	7.8	66.5	74.3	10.8	89.2	561.2
Netherlands	23.8	22.1	46.0	12.4	41.7	54.0	36.2	63.8	539.7
Denmark	17.7	28.1	45.8	13.7	40.5	54.2	31.4	68.6	449.7
Czech Republic	7.5	63.9	71.4	3.1	25.5	28.6	10.6	89.4	410.6
Poland	4.2	45.4	49.7	6.9	43.4	50.3	11.1	88.9	358.7
Portugal & Madeira	13.2	30.0	43.2	5.4	51.4	56.8	18.6	81.4	215.0
Soviet Union	10.8	33.9	44.6	9.8	45.6	55.4	20.6	79.4	168.2
Portugal	4.2	88.9	93.1	0.4	6.5	6.9	4.6	95.4	155.2
Cyprus	2.9	76.9	79.8	7.0	13.2	20.2	9.9	90.1	134.2
Finland	1.8	31.2	33.1	9.8	57.2	66.9	11.6	88.4	129.3
Iceland	5.0	37.1	42.1	7.1	50.8	57.9	12.1	87.9	101.1
Switzerland	8.4	39.6	48.0	12.7	39.2	52.0	21.2	78.8	97.9
Yugoslavia	36.2	42.6	78.9	5.0	16.1	21.1	41.2	58.8	92.5
Hungary	10.3	48.7	59.0	7.7	33.3	41.0	18.0	82.0	92.2
Czech	14.2	40.0	54.2	4.4	41.4	45.8	18.6	81.4	90.7
Turkey	20.6	59.7	80.3	0.0	19.7	19.7	20.6	79.4	77.9

Table 26

Proportion of first time fliers on any route at the survey airports in 2005.

Passenger type	Gatwick	Heathrow	Luton	Stansted
	%	%	%	%
Scheduled business	0.1	0.1	0.2	0.5
Scheduled leisure	0.5	0.3	2.0	0.7
Charter leisure IT	0.1	0.0	2.9	2.1
Charter leisure other	1.7	0.0	0.0	0.0
Total % first time fliers	0.4	0.2	1.7	0.7

Passenger type	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick
	%	%	%	%	%
Scheduled business	0.9	0.1	0.1	0.2	0.0
Scheduled leisure	3.5	0.2	0.1	0.2	1.3
Charter leisure IT	18.0	0.3	1.3	0.0	1.6
Charter leisure other	0.0	1.4	0.7	0.0	0.0
Total % first time fliers	2.4	0.2	0.4	0.2	1.3

Passenger type	Bournemouth	Durham Tees Valley	Leeds Bradford	Manchester	Newcastle
	%	%	%	%	%
Scheduled business	0.0	0.1	0.0	0.1	0.1
Scheduled leisure	0.4	0.5	0.8	0.3	0.7
Charter leisure IT	2.2	1.3	0.6	0.4	1.7
Charter leisure other	0.0	0.7	0.0	0.0	0.3
Total % first time fliers	0.7	0.6	0.6	0.3	0.9

Appendix B

Shift Allocation

A typical week was split into 14 sub-categories made up by the day of the week and the period (morning/afternoon). Interviewing shifts were selected to ensure that, over a 12-month period, an equal number of shifts were, where possible, in each of the above sub-categories.

Questionnaires

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

Primary Sampling

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 gate rooms 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 an 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 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 2005 survey was 95%.

Secondary Sampling

The notes below will summarise a regional survey technique used to ensure that each 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 may be 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, however when there are only three team members, 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 the utmost 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 that is 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.

Tertiary Sampling

This method of sampling was initially piloted during 2004, but the original concept was first developed in 2001.

In a departure gate, every nth passenger was given a self-completion questionnaire to complete with the guidance of a waiting interviewer. A copy of the questionnaires used can be found in the appendix section.

/

| Civil Aviation Authority
CAA House
Surveys, Room K4
45-59 Kingsway
London WC2B 6TE
Tel 0207 453 6279 | **2005 CAA PASSENGER SURVEY**
HEATHROW AIRPORT
(Please Circle)
010 – 011 – 012 – 013 - 014 | Civil Aviation Authority |

| Date | | Time | | Scheduled ...1
Charter......2 | Male 1
Female......2 | Positive 1
Refusal...............2
Ineligible............3 |
| ID | | Shift | | Flight Number | Gate | 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?

Yes 1   *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? *Yes .....1 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 Q20 (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 Q13** Q13 May I just check, was this a transit stop or did you have a reason for being in *(place in Q12)*? Home ....1 Business .... 2 Leisure ....3 *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**

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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
&	Private car - airport long term car park bus	4		National/Regional coach service	19
Valet Services	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 - short term car park	11	Tube	Tube	25
	Rental car - hire car courtesy bus	12	Train	National railways	26
				HEATHROW Express *(Paddington)*	27
Airline Car	Courtesy car	13	Other	Boat	28
Taxi/Minicab	Taxi	14		*Other (write in)*	29
	Minicab	15			

¹ˢᵗ Mode $\quad$ 2ⁿᵈ Mode $\quad$ 3ʳᵈ Mode

Q15 How long did your journey take from *(place in Q12)*? $\quad$ *hours* $\quad$ *minutes*

Q16 Including yourself, how many people are travelling in your immediate group?

Q17 How many people came into the terminal to see you off today?

Q18 Is this your outward or return journey? $\quad$ **O**utward, **R**eturn or **S**ingle

Q19 How long *will/have* you *be/been* away? $\quad$ W*eeks* $\quad$ *Days* $\quad$ *Hours*

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 Interlining to Scotland

Q26 Why did you not take the direct service from Q7 to Q20?

If Flying Directly to Scotland

Q27 If a direct service had not existed would you still go to Scotland?

All Passengers – PURPOSE CARD

Q28 What is the chief purpose of your present trip?

BUSINESS		NON BUSINESS		SKI
ACCOMPANYING passenger on business	1	**ACCOMPANYING** passenger on business	15	
(Company ticket)	with	(Own ticket)	with	
Attending internal company business	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 *(write in)*	26	
Studies paid by employer - other course	13			
Au pair	14			

IF TRAVELLING TO SCOTLAND – ACTIVITIES SHOWCARD

Q29 Which main activities will you undertake while in Scotland? **(Max 3)**

All Passengers – TICKET CARD

Q30 What type of ticket do you have?   **Purchased Online**   Yes   No

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

Q31 How much was paid for your ticket including tax?

Cost _____   **Currency** _____   **Ticket Type** *Single…1 Return…2*

All NON Scottish Residents

Q32 How much money (GBP) do you expect to spend during your stay in Scotland?

North American, Domestic, Irish and Western European Destinations Only - MAPS

Q33 Where is your main destination?

Town/City	
District/State	
Country	

UK Leisure Passengers Only

Q34 Do you own a property here?

All Passengers

Q35 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 SHOWCARD

Q36 Which of these age groups do you come into? *If groups 1 - 2, end interview*

Business Passengers

Q37 What is the main business of your firm or organisation?

Manufacture
Sales
Other

Company

Leisure Passengers

Q39 Including yourself, how many people live in your household?

Q40 How many are children under 16?

UK Business Passengers

Q38 What is your occupation and job title?

Job Title

Qualifications

Size   *dept*   *responsible*

UK Leisure Passengers

Q41 What is the occupation of the chief income earner in your household?

Job Title

Qualifications

Size   *dept*   *responsible*

Business

Business Passengers – INCOME CARD

Q42a Can you indicate from this card, which ANNUAL income group applies to you BEFORE tax and other deductions?

Leisure Passengers – INCOME CARD

Q42b Can you indicate from this card the total ANNUAL income of ALL people living in your household BEFORE tax and other deductions?

Appendix C

General

The sampling and weighting of the 2005 survey was conducted on a route-by-route basis at each of the survey airports.

Weighting refers to the 'growing' of the survey samples to represent actual traffic levels. A single sample record will correspond to a single passenger interview.

The weighting process is conducted on a monthly basis, with adjustments made initially within the reporting quarter. Survey data, with provisional weights is then issued to customers on a quarterly basis throughout the 12-month survey period.

CAA reserves the right to recalculate provisional quarterly weights throughout the survey period, in some cases reassigned populations against newly validated samples.

Creating Weights

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 the departing flight number. If flights took different routes on different days as well, they were weighted by the 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. 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 2005 annual statistics as described earlier.

Each survey interview will have it's own unique weight assigned. As a rule of thumb, a single survey interview will be weighted in such a way as to represent around 1,000 actual passengers.

The table below summarises how scheduled and charter records are weighted, initially on a monthly basis, before annual and quarterly adjustments are introduced.

Example

Parameter	Scheduled	Charter
Month	N	N
Outcome	Positive Record	Positive Record
Survey Airport	LHR	LGW
Immediate Sector	EDI	AGP
Immediate FltNo	BA4402	XXX
30-Minute Count	MyCount	MyCount
Group Size	MyNumint	MyNumint
30-Interview Count	MyNumPax	MyNumPax
Weight1	(MyCount / MyNumint) * myNumPax	(MyCount / MyNumint) * myNumPax
Sample Estimate	$\sum$ [Weight1] st. [Month] = N [Survey Airport] = LHR [Immediate Flight Number] = BA4402 [Outcome] = 1	$\sum$ [Weight1] st. [Month] = N [Survey Airport] = LGW [Immediate Sector] = AGP [Outcome] = 1
Airport Population (POP)	$\sum$ [PAX] st. For Month N [Survey Airport] = LHR [Flight Type] = 1 [Immediate Flight Number] = BA4402	$\sum$ [PAX] st. For Month N [Survey Airport] = LGW [Flight Type] = 2 [Immediate Sector] = AGP
Weight2	POP / Sample Estimate	POP / Sample Estimate
Final Record Weight	Weight1 * Weight2	Weight1 * Weight2

Further questions should be emailed to surveys@caaerg.org.uk.

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. 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, but 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 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.
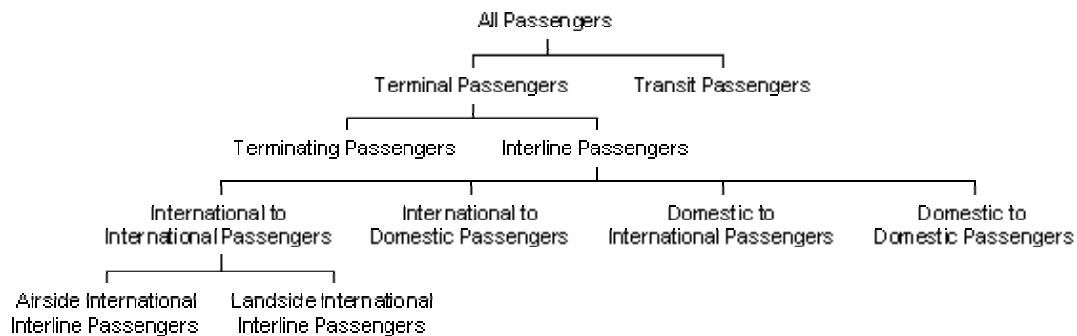
Origin/destination

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 or her 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 also 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 or she has lived for most of the last twelve months. Those residents 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 arrive at the airport, which for outward air passengers, with the exception at Inverness, represents the last three modes of transport at all sites apart from Inverness.

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 mean category limits used to create these tables were trip length (49 days) for trips over 4 weeks, income (GBP 300,000) for income greater than £230,000 and age (80 yrs) for passengers older than 74 years.

Appendix E

History

Although a brief outline of the survey history can be found in the introduction, a list of Surveys that have been conducted during 1996 - 2004 can be found below. Should you wish to obtain a copy of any of the reports for any of these surveys below then you can either download for free, if available, or contact us for further information.

To download copies of the reports where available please visit www.caa.co.uk/surveys.

Airport	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Aberdeen	X					X				X
Belfast City						X				
Belfast International						X				
Birmingham	X			X				X		
Bournemouth					X					X
Bristol					X			X		
Cardiff					X			X		
Durham Tees Valley				X						X
Edinburgh	X					X				X
Exeter					X			X		
Gatwick	X	X	X	X	X	X	X	X	X	X
Glasgow	X					X				X
Heathrow	X	X	X	X	X	X	X	X	X	X
Humberside				X						
Inverness	X					X				X
Leeds Bradford				X						X
Liverpool				X				X		
London City	X				X			X		
Luton	X				X	X	X	X	X	X
Manchester	X	X	X	X	X	X	X	X	X	X
Newcastle				X						X
Norwich				X						
Nottingham East Midlands				X				X		
Prestwick										X
Southampton[1]					X					X
Stansted	X				X	X	X	X	X	X
Availability	Contact us	Contact us	Contact us	Contact us	Contact us	Download	Download	Download	Download	Download

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[1] Although surveyed, the 2005 Report contains no information from Southampton.

Appendix F

Further Information

Readers of this report that are interested in continuing their analysis of the airports featured in the proceeding chapters are encouraged to contact surveys@caaerg.org.uk.

It is possible to produce tailor-made reports from the survey database that replicate many of the tabulations in this report, on a route level basis. For instance, the scheduled catchment analysis (T7), can be repeated for a specific route, for instance Edinburgh to Paris, and at the same time provide a drill down facility to the district level.

Further information about other statistical products available can be found on our website www.caa.co.uk.

To talk to one of our specialists in either survey or airport statistics, feel free to call one of the numbers below.

Survey Data	**Airport Data**
Martin Ross +(44) 20 7453 6280 +(44) 20 7453 6265 (Fax) Martin.Ross@caaerg.org.uk	**Debbie McLean** +(44) 20 7453 6258 +(44) 20 7453 6265 (Fax) Debbie.Mclean@caaerg.org.uk
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