

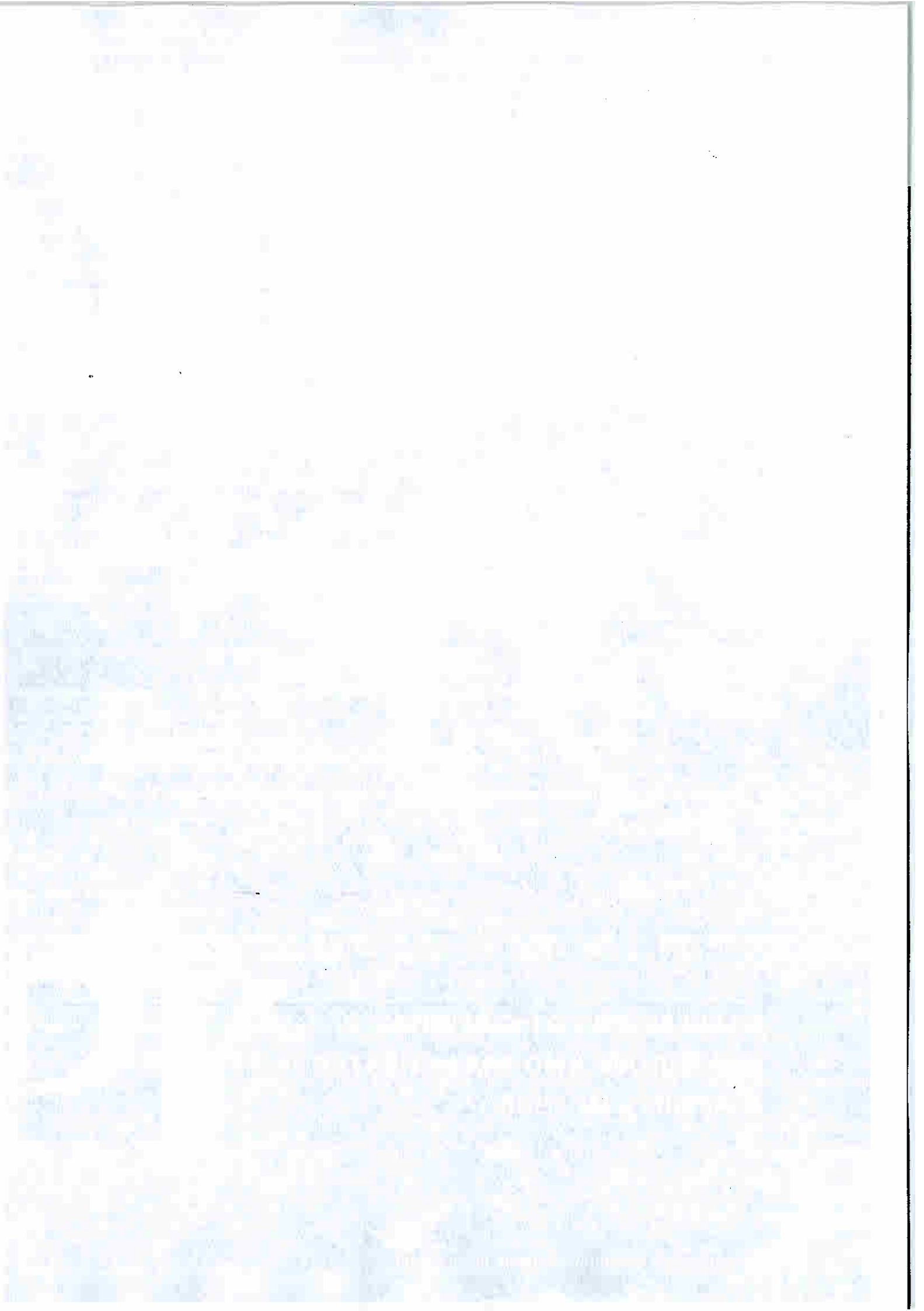


CAP 703

**PASSENGERS AT GATWICK,
HEATHROW AND MANCHESTER
AIRPORTS IN 1998**



CIVIL AVIATION AUTHORITY, LONDON, PRICE £30.00



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CIVIL AVIATION AUTHORITY, LONDON, NOVEMBER 1999

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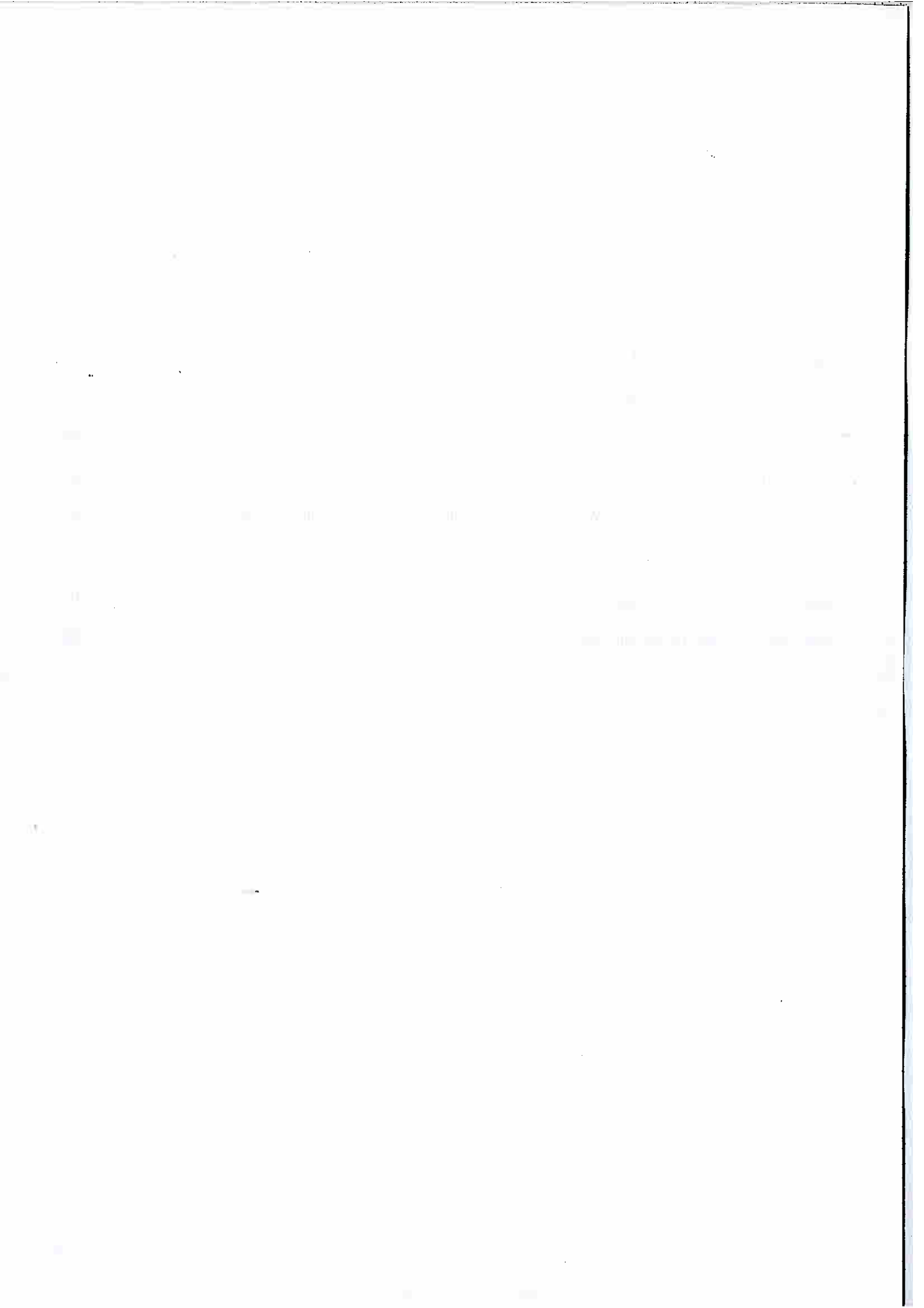
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Contents

	<i>Page</i>
PREFACE	ix
SUMMARY	xi
Introduction	1
Tables	3
Appendix A Sampling techniques	79
Appendix B Weighting techniques	83
Appendix C Definitions	84
Appendix D Past origin/destination surveys and availability of more detailed information	87
Appendix E Index	89
Appendix F More Information	92
Appendix G 1998 Questionnaires	93



Figures

	<i>Page</i>
Figure 1 Terminal passengers at UK airports 1972–1998	4
Figure 2 Type of passengers at Gatwick Airport in 1984–1998	5
Figure 3 Type of passengers at Heathrow Airport 1984–1998	6
Figure 4 Type of passengers at Manchester Airport 1984–1998	7
Figure 5 Terminating and transfer passengers at Gatwick and Heathrow Airports	9
Figure 6 Characteristics of terminating passengers	10
Figure 7 Growth at Manchester Airport by international passenger type between 1997 and 1998	12
Figure 8 Origin/destination of international passengers at Gatwick and Heathrow Airports	13
Figure 9 Origin/destination of international passengers at Manchester Airport	14
Figure 10 Interline routes taken by transfer passengers at Gatwick Airport	26
Figure 11 Interline routes taken by transfer passengers at Heathrow Airport	27
Figure 12 Average journey times to Gatwick from Inner London in 1991, 1996, 1997 and 1998	36
Figure 13 Socio-economic group of UK business and leisure passengers	49
Figure 14 Proportion of UK business passengers from the production industries 1984–1998	50
Figure 15 Proportion of women travelling for business purposes 1978–1998	53
Figure 16 Propensity to fly on international routes for UK passengers	72
Figure 17 Growth in UK international passengers by region between 1997 and 1998	76
Figure 18 Market share of UK international passengers at airports other than Gatwick, Heathrow and Manchester	77

Tables

Index of tables		<i>Page</i>
Table 1	Terminal passengers at Gatwick, Heathrow & Manchester Airports 1972–1998	4
Type and characteristics of passengers		
Table 2	Type of terminal passengers by flight type and route using Gatwick Airport 1984–1998	5
Table 3	Type of terminal passengers by flight type and route using Heathrow Airport 1984–1998	6
Table 4	Type of terminal passengers by flight type and route using Manchester Airport 1984–1998	7
Table 5	Type of passengers using Gatwick, Heathrow and Manchester Airports 1972–1998	8
Table 6	Characteristics of terminating passengers at Gatwick, Heathrow and Manchester airports between 1972 and 1998	10
Table 7	Types of terminal passengers and relative growth at Gatwick, Heathrow and Manchester	11
Origin/destination		
Table 8	Origin/destination of international and domestic terminating passengers at Gatwick and Heathrow Airports between 1972–1998	13
Table 9	Origin/destination of terminating passengers at Manchester Airport between 1975–1998	14
Table 10	Origin/destination of terminating passengers at Gatwick Airport, 1998 annual international scheduled passengers	15
Table 11	Origin/destination of terminating passengers at Gatwick Airport, 1998 annual international charter passengers	16
Table 12	Origin/destination of terminating passengers at Gatwick Airport, 1998 annual domestic passengers	17
Table 13	Origin/destination of terminating passengers at Heathrow Airport, 1998 annual international scheduled passengers	18
Table 14	Origin/destination of terminating passengers at Heathrow Airport, 1998 annual domestic passengers	19
Table 15	Origin/destination of terminating passengers at Manchester Airport, 1998 annual international scheduled passengers	20
Table 16	Origin/destination of terminating passengers at Manchester Airport, 1998 annual international charter passengers	21
Table 17	Origin/destination of terminating passengers at Manchester Airport, 1998 annual domestic passengers	22
Table 18	International scheduled passengers at Gatwick and Heathrow: Planning region of origin/destination by connecting domestic air services and surface modes of transport	23
Home of UK passengers		
Table 19	Home of UK international passengers in 1998 by planning region and journey purpose	24
Table 20	Proportion of UK international passengers travelling to or from home	25
Table 21	Region of longest stay for terminating foreign passengers travelling outside the South East	25
Interline passengers		
Table 22	Major routings taken by interliners at Gatwick in 1998 (two-way flow)	26
Table 23	Major routings taken by interliners at Heathrow in 1998 (two-way flow)	27
Table 24	Growth in interline traffic at Gatwick and Heathrow between 1997 and 1998	28
Table 25	Major routings taken by interliners travelling between Gatwick and Heathrow (two-way flow) in 1998	29

	<i>Page</i>
Table 26 Interlining between and within terminals at Gatwick and Heathrow in 1998	29
Table 27 Reason for choice of airport in 1998	30
 Surface access	
Table 28 Mode of transport used between 1972–1998	32
Table 29 Mode of transport by passenger type at Gatwick, Heathrow and Manchester Airports in 1998	33
Table 30 Average surface journey times in minutes between inner London areas and the London airports	34
Table 31 Average journey times in minutes from Inner London in 1991, 1996, 1997 and 1998	36
Table 32 Mode of transport by origin/destination in 1998	37
Table 33 Reason for using a car for the journey to or from the airport	38
Table 34 Reason for using public transport for the journey to or from the airport	39
Table 35 Proportion of passengers using only one mode of transport	40
Table 36 Combinations of transport used in 1998	40
 Trip length	
Table 37 Trip length of terminating passengers at Gatwick Airport	41
Table 38 Trip length of terminating passengers at Heathrow Airport	42
Table 39 Trip length of terminating passengers at Manchester Airport	43
 First time flyers and group size	
Table 40 Proportion of first time flyers on international routes	44
Table 41 Proportion of passengers travelling alone	44
Table 42 Group size of terminating air travellers in 1998	45
 Income	
Table 43 Income of UK and foreign passengers in 1998	47
 Socio-economic group and main business	
Table 44 Socio-economic group of UK passengers by journey purpose	49
Table 45 Main business of business passengers and the UK population	50
 Journey purpose	
Table 46 Journey purpose by route and country of residence in 1998	51
Table 47 Journey purpose by sex of passenger in 1998	52
Table 48 Sex of passengers by journey purpose in 1975/78, 1983/84, 1987, 1991/93, 1996, 1997 and 1998	53
Table 49 Journey purpose and country of residence by month and airport	54
 Age and family make-up	
Table 50 Age distribution of UK and foreign passengers in 1998	55
Table 51 Family make-up of UK leisure passengers	56
 Fares	
Table 52 Fare types of terminating single sector scheduled passengers in 1998	56
Table 53 Scheduled ticket class by ticket type	57
Table 54 Type of ticket by journey purpose	57

Route information

Table 55	Passengers on scheduled domestic routes at Gatwick in 1998	58
Table 56	Passengers on scheduled domestic routes at Heathrow in 1998	58
Table 57	Journey purpose and country of residence for Gatwick scheduled international routes broken down by country of destination in 1998	59
Table 58	Journey purpose and country of residence for Heathrow scheduled international routes broken down by country of destination in 1998	60
Table 59	Journey purpose and country of residence for Manchester scheduled international routes broken down by country of destination in 1998	61
Table 60	Final air destination of passengers on major gateway routes at Manchester Airport	62

Movements between UK planning regions and airports

Table 61	1998 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services	63
Table 62	1998 International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services	64
Table 63	1998 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services	65
Table 64	1998 International scheduled foreign business passenger movements between planning regions and airports by surface modes of transport and domestic air services	66
Table 65	1998 International scheduled foreign leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services	67
Table 66	1998 International charter passenger movements between planning regions and airports by surface modes of transport	68
Table 67	1998 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport	69
Table 68	1998 International charter UK non-inclusive tour passenger movements between planning regions and airports by surface modes of transport	70
Table 69	1998 Domestic scheduled passenger movements between planning regions and airports by surface modes of transport	71

Propensity to fly

Table 70	Propensity to fly for UK international passengers by planning region and passenger type in 1998	72
Table 71	UK international scheduled passengers by planning region and passenger type in 1987, 1991, 1996, 1997 and 1998	73
Table 72	UK international charter passengers by planning region and passenger type in 1987, 1991, 1996, 1997 and 1998	74
Table 73	UK international passenger growth between 1987, 1991, 1997 and 1998 by region	75
Table 74	Market share of international passengers in 1987, 1991, 1996, 1997 and 1998	77

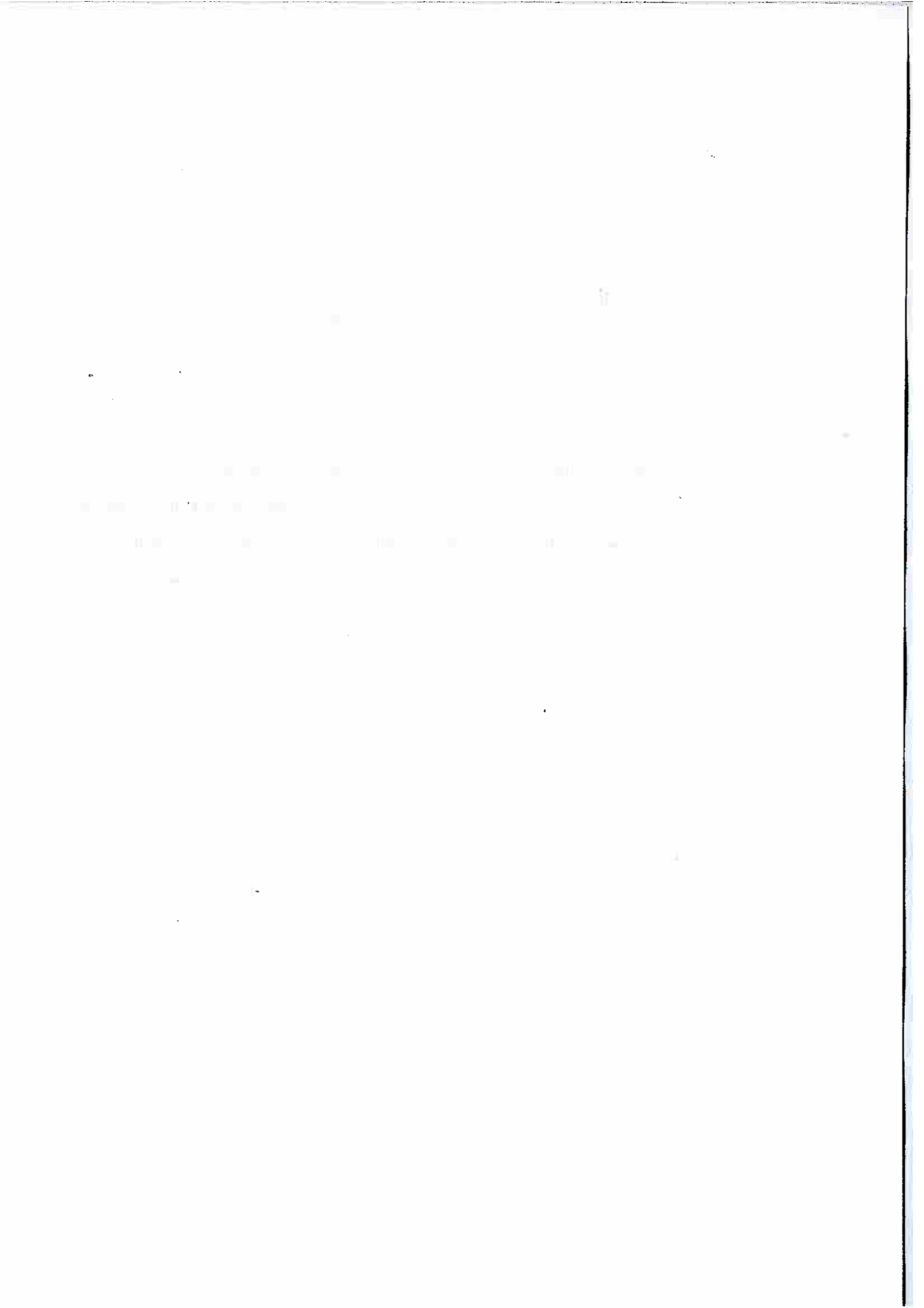
Preface

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

‘It shall also be the duty of the Authority –

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

Surveys, such as the one whose results are described in this report, help airlines, airport operators and the Government address the issue of the provision of aviation infra-structure. The success or failure of an air passenger survey depends to a large extent on the help and co-operation of the people on the spot. This involves not only the expertise of the interviewer and the willingness of the passenger to be interviewed, but also the attitude of airport staff, airline staff, immigration officers, customs officials and others towards the presence of interviewers within or near their own working areas. We would like to thank them for the assistance they gave towards the smooth running of the 1998 survey.



Summary

The 1998 origin/destination survey was conducted at Gatwick, Heathrow and Manchester Airports and followed on from the 1997 survey at the same airports.

Traffic Levels and Type of Passengers

In 1998, Gatwick, Heathrow and Manchester Airports handled just over 106 million passengers, accounting for 67% of all passengers using UK airports, a drop of 1% compared to the same period in 1997.

Closer examination of the underlying make-up of the type of traffic revealed that the relative strength of the market share of the London airports had again been strongly underpinned by the level of interlining at Gatwick and Heathrow. One in three passengers continued to change flights in 1998 at Heathrow whilst at Gatwick the proportion increased between 1997 and 1998 from 20% to 21%. At Gatwick, the further transfer of routes from Heathrow and the expansion of scheduled international services are likely to have been contributory factors to this increase. At Manchester, fewer than 3% of passengers were changing planes, slightly up from 1996 levels but consistent with 1997 levels.

The proportion of passengers using domestic services at Heathrow has slightly fallen from 13% in 1997 to 12% in 1998. This in part related to the further expansion of domestic services at London City, Luton and Stansted plus the transfer of domestic routes from Heathrow to Gatwick where the domestic market continued to grow, attracting 9.5% of passengers.

The proportion of passengers on international charter flights at Gatwick continues to fall, this year accounting for 37.5% of the airport's traffic. At Manchester, 30% of passengers used international scheduled services. The proportion of passengers on international charter flights increased from 51% to 55% which was partly balanced by a decrease in the proportion of domestic passengers, down from 19% to 15%.

At Heathrow, 41% of terminating passengers were travelling for business reasons, slightly down on 1997 levels. The proportion of foreign residents using the airport fell from 47% to 45%. The reverse was true at Gatwick, with the market share of business passengers slightly up at 18% while the proportion of foreign passengers using the airport continued falling to 26%. At Manchester, the proportion of foreign terminating passengers remained at 14%. The proportion of passengers travelling for business purposes fell from 23% to 21%.

Surface Origin/Destination

The pattern of surface origin/destination at Gatwick and Heathrow Airports has changed slightly since 1997, with 20% as opposed to 21% of international passengers travelling to or from points outside the South East. In contrast however the proportion of domestic traffic originating from outside the South East has risen from 4% to 7% over the same period. At Heathrow the pattern remains much unchanged from that of 1997, with 18% of international terminating traffic and 6% of domestic traffic originating outside the South East.

There was only a slight change at Manchester Airport with 47% of international passengers continuing to travel to or from points outside the North West planning region.

Surface Access

At Gatwick, 30% of passengers used public transport in 1998, compared to 35% to 1997. The use of private cars has increased to 52%, a proportion last recorded in 1991. A similar increase was also recorded in the use of taxis and minicabs.

At Heathrow there was little change with 36% of passengers recorded using private cars. There was a drop in the number of passengers using public transport, down from 33% to 32%.

The demand for taxis was up over two percentage points at each airport. At Heathrow the tube accounted for 15% of the terminating market, a fall of 2%. The Heathrow Express opened during the year and captured 3% of the market. The share of traffic that the rail link to Manchester Airport handled continued to grow, meeting the demands of 6% of terminating passengers throughout 1998.

Business Travel

The proportion of UK business passengers from the production industries has increased at Gatwick from 27% to 32%. At Heathrow, the proportion remains similar to that of last year, at 33%. At Manchester greater demand for air travel was recorded from passengers from the non production industries.

Socio-economic Group

Over half of UK business passengers at Gatwick and Heathrow and around 48% at Manchester were from socio-economic groups A and B. The proportion of UK leisure passengers from socio-economic groups A and B increased at Gatwick to 35% and Heathrow to 39%. The proportion at Manchester remained unchanged from 1997 levels at 25%.

Sex, Group Size and Trip Length

The proportion of women travelling on business in 1998 was 22% at Heathrow and 19% at Manchester. More women than men travelled for non-business reasons but overall males were still in the majority, 59% at Heathrow, 55% at Manchester and 54% at Gatwick.

Average trip length was lower for domestic and business passengers compared with international and leisure passengers, respectively. For UK international business passengers, 17% at Gatwick, 22% at Heathrow and 20% at Manchester were away for 24 hours or less and the average trip length was five and a half days. Over 75% of UK business passengers were travelling alone whereas over three-quarters of UK leisure passengers were travelling with at least one other person.

Age and Family Make-up

The average age of UK business passengers remained at around 40 at all three airports. The average age of UK leisure passengers increased to 39 at Gatwick compared with 41 at Heathrow and Manchester. The proportion of leisure passengers with no children under 16 years living in the household remained at 81%.

UK National Picture

Results from earlier surveys were weighted to 1998 levels in order to produce a national picture for the UK. Passengers from the South East continued to have the greatest propensity to fly and generated, on average, 1.71 international trips per head of population compared with 1.12 for the North West. The gap between the South East and the other regions grew in 1998 as UK originating traffic increased by 13.8% in the South East compared with the national average of 13.4%. The greatest growth in UK originating traffic (28%) in 1998 was recorded in Wales. Other significant increases were recorded in the East Midlands planning region (17%).

Manchester Airport continued to carry the most UK international charter passengers on inclusive tours in 1998, but by a smaller margin than in 1997, accounting for 28.5% of the UK market compare with Gatwick at 28.2%.

Introduction

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

Cycles of surveys were undertaken at major UK airports in the periods 1970–1972, 1975–1978, 1982–1987 and 1990–1996. Each cycle covered, by sample, 95% of terminal passengers in the UK and normally surveys were arranged so that airports in the same broad regions were surveyed at the same time.

Following the 1996 survey run at five London airports, Birmingham, Manchester and four Scottish Airports demand built up for more regular survey data. After a consultation process with all interested parties, it was decided to run the survey continuously at Gatwick, Heathrow and Manchester Airports.

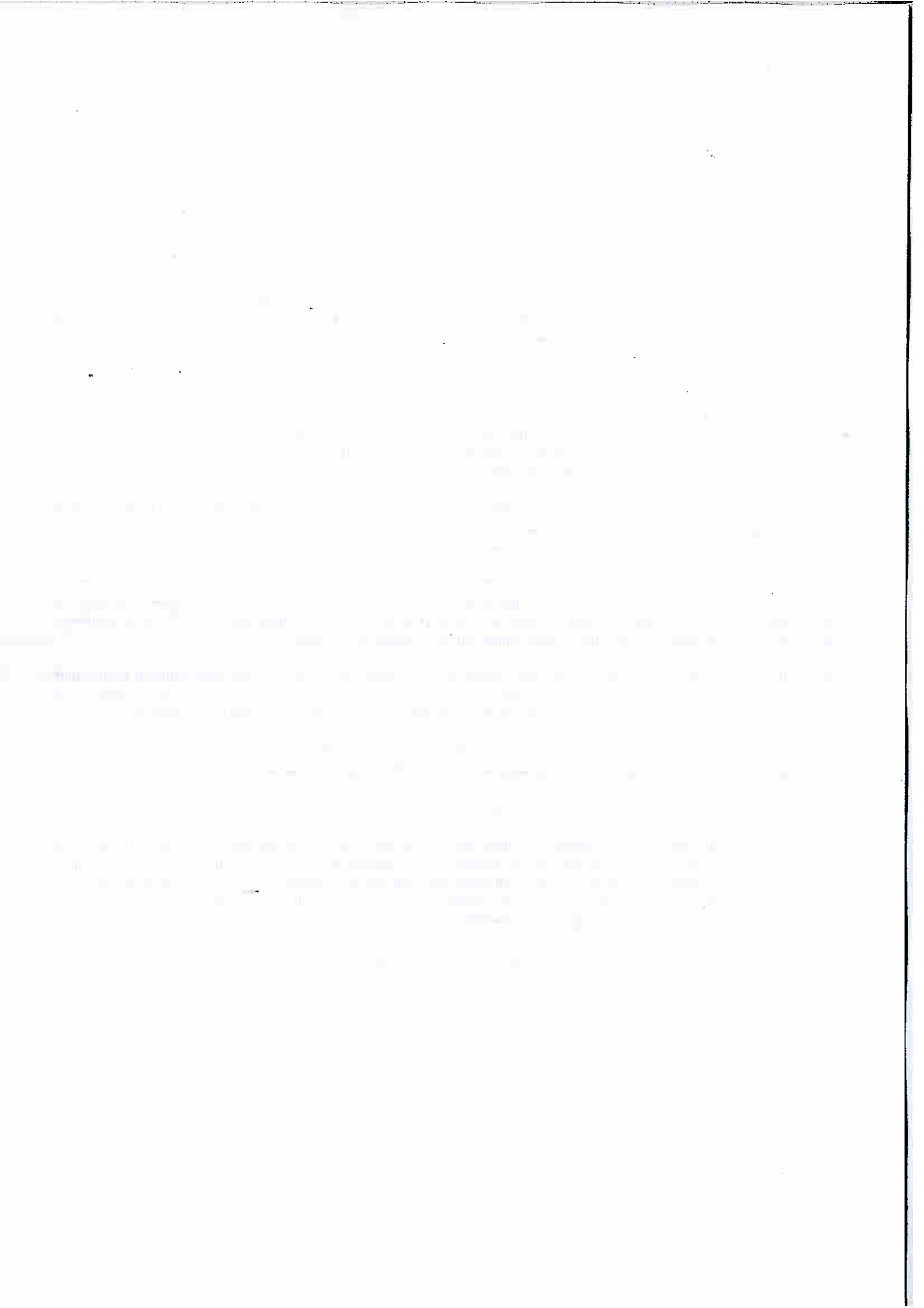
In planning the 1998 survey of air passengers, a principal concern was to derive maximum value from the information collected, but at the same time to minimize passenger inconvenience. Therefore, it was necessary to impose a constraint on questionnaire length and content, in order to cause as little as possible disruption to passenger flow. To cause minimum inconvenience, most passengers were interviewed whilst waiting to board their aircraft.

The Authority used its own interviewers and the survey ran throughout the whole of 1998, with shifts in each month carefully structured so that all scheduled routes and in most cases all flights within a route were regularly sampled. The sampling procedure, which was usually a form of systematic random sampling, is fully described in Appendix A.

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

This report covers the three airports, Gatwick, Heathrow and Manchester. Findings are presented in a similar format to that of 1997. Following the summary of findings the detailed tabular results are shown, some accompanied by graphical representation. The 1998 survey data has also been combined with the latest available information for other major UK airports and reweighted to 1998 levels so as to present a comprehensive picture of national passenger behaviour. Definitions of all terms used throughout this report appear in Appendix C including classification of planning regions, area and districts.

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



Tables

Where only a limited sample size is taken, care should be exercised in the interpretation of figures when used in disaggregated form. In the 1998 survey although over 164,000 passengers were interviewed, representing an average contact rate of 1 in 647, on some tables caution should be used when the population totals are small.

Sample size and contact rate

<i>Airport</i>	<i>Sample size</i>	<i>Terminal Passengers (000s)</i>	<i>Contact Rate</i>
Gatwick	46,052	29,033	1 in 630
Heathrow	85,991	60,360	1 in 702
Manchester	32,792	17,206	1 in 525
Total	164,835	106,599	1 in 647

For all tables, mode of transport refers to the mode used to arrive at or leave the airports. New car parks and bus services became available during the course of the survey but existing transport codes were used to accommodate them. For income tables personal income was used for business passengers and household income for leisure passengers. Foreign passengers who gave income in their own currency were converted at the exchange rate in operation at the time of interview.

The weighted sample figures may be different from population figures as some flights were never sampled and some arriving passengers were diverted from flights destined for other UK airports. The flights missed in the survey were generally charter flights run on specific days for one-off events.

Where information has been analysed by domestic route and surveys were conducted in parallel at both ends of the route, combined weighted samples have been used.

Annual passengers and weighted survey figures in 1998

<i>Airport</i>	<i>International scheduled</i>		<i>International charter</i>		<i>Domestic</i>	
	<i>Weighted</i>	<i>Population</i>	<i>Weighted</i>	<i>Population</i>	<i>Weighted</i>	<i>Population</i>
Gatwick	15,357,111	15,402,620	10,441,878	10,898,592	2,712,061	2,731,626
Heathrow	52,707,846	53,061,038	4,537	116,698	7,214,073	7,182,668
Manchester	5,517,906	5,178,904	8,784,092	9,392,862	2,626,049	2,634,364

Table 1 Terminal Passengers at Gatwick, Heathrow and Manchester Airports 1972–1998

Year	Gatwick		Heathrow		Manchester		All UK
	Passengers (m)	UK market share (%)	Passengers (m)	UK market share (%)	Passengers (m)	UK market share (%)	Airports ⁽¹⁾ (m)
1972	5.3	13.6	18.3	47.0	2.4	6.0	38.9
1973	5.7	13.3	20.3	47.2	2.6	6.0	43.0
1974	5.1	12.8	20.1	50.3	2.3	5.8	40.0
1975	5.3	12.6	21.3	50.8	2.6	6.2	41.9
1976	5.7	12.8	23.2	51.9	2.8	6.2	44.7
1977	6.6	14.4	23.4	51.0	2.8	6.1	45.9
1978	7.8	14.8	26.5	50.2	3.4	6.5	52.8
1979	8.7	15.3	28.0	49.1	3.5	6.1	57.0
1980	9.7	16.8	27.5	47.6	4.3	7.5	57.8
1981	10.7	18.5	26.4	45.7	4.7	8.2	57.8
1982	11.2	19.0	26.4	44.9	5.0	8.5	58.8
1983	12.5	20.5	26.8	43.9	5.1	8.3	61.1
1984	14.0	20.7	29.2	43.2	6.0	8.8	67.6
1985	14.9	21.2	31.3	44.5	6.1	8.6	70.4
1986	16.3	21.7	31.3	41.6	7.5	10.0	75.2
1987	19.4	22.6	34.7	40.3	8.6	10.0	86.0
1988	20.7	22.2	37.5	40.2	9.5	10.2	93.2
1989	21.1	21.3	39.6	40.0	10.1	10.2	98.9
1990	21.0	20.5	42.6	41.7	10.1	9.9	102.2
1991	18.7	19.5	40.2	42.0	10.1	10.5	95.8
1992	19.8	18.7	45.0	42.4	11.7	11.0	106.1
1993	20.1	17.9	47.6	42.4	12.8	11.4	112.3
1994	21.0	17.2	51.4	42.0	14.3	11.7	122.4
1995	22.4	17.3	54.1	41.7	14.5	11.2	129.6
1996	24.1	17.7	55.7	41.0	14.5	10.7	136.0
1997	26.8	18.3	57.8	39.4	15.7	10.7	146.8
1998	29.0	18.3	60.4	38.0	17.2	10.8	159.0

(1) Excluding the Channel Islands Source: CAA airport statistics

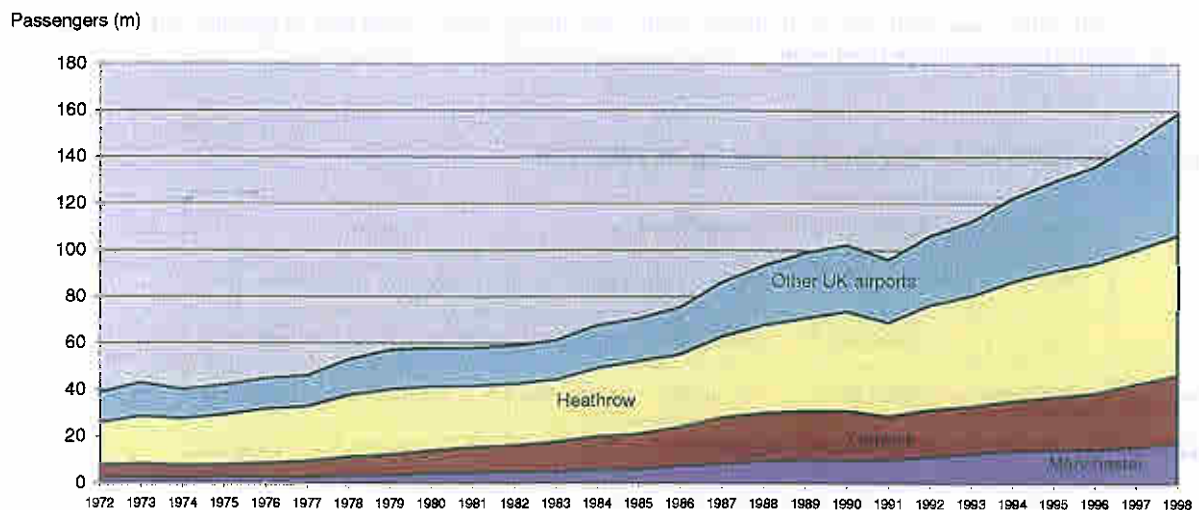


Figure 1 Terminal passengers at UK airports 1972–1998

Table 2 Type of terminal passengers by flight type and route using Gatwick Airport 1984–1998

Year	International scheduled %	International charter %	International total %	Domestic %	Total %	Total passengers (m)
1984	32.8	58.9	91.7	8.3	100	14.0
1985	35.8	56.0	91.8	8.2	100	14.9
1986	35.8	57.3	93.2	6.8	100	16.3
1987	37.4	56.8	94.2	5.8	100	19.4
1988	40.3	54.3	94.6	5.4	100	20.7
1989	45.5	48.2	93.7	6.3	100	21.1
1990	51.7	41.7	93.5	6.5	100	21.0
1991	50.0	44.6	94.6	5.4	100	18.7
1992	49.4	44.8	94.2	5.8	100	19.8
1993	47.7	45.4	93.0	7.0	100	20.1
1994	45.0	47.3	92.3	7.7	100	21.0
1995	46.7	45.3	92.1	7.9	100	22.4
1996	50.6	40.2	90.8	9.2	100	24.1
1997	52.7	38.1	90.8	9.1	100	26.8
1998	53.1	37.5	90.6	9.4	100	29.0

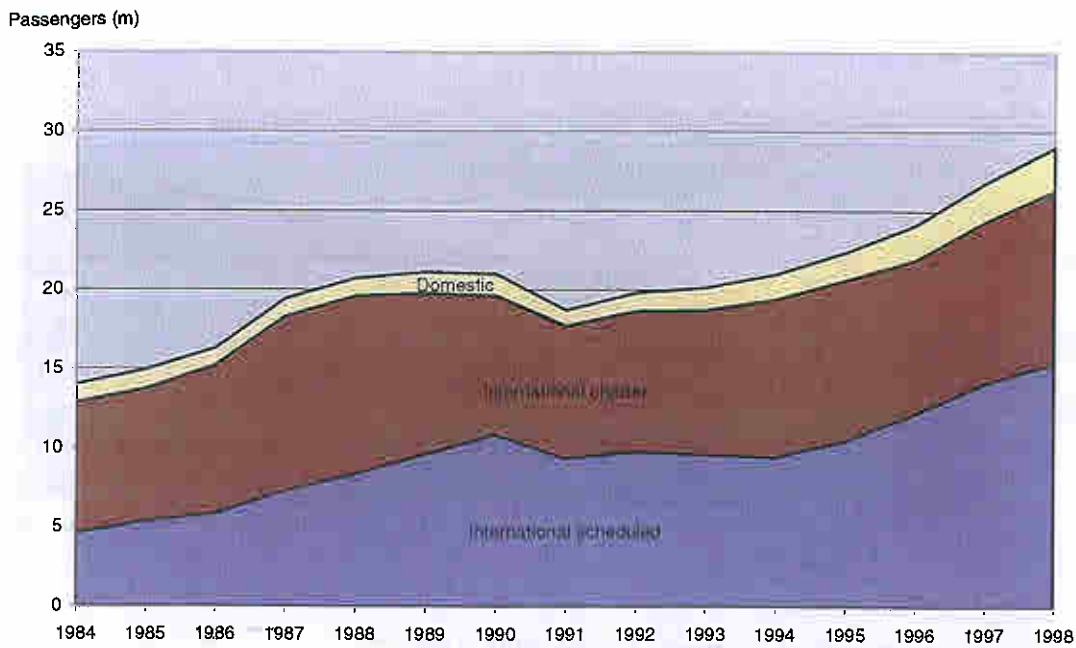


Figure 2 Type of passengers at Gatwick Airport 1984–1998

Table 3 Type of terminal passengers by flight type and route using Heathrow Airport 1984–1998

Year	International scheduled %	International charter %	International total %	Domestic %	Total %	Total passengers (m)
1984	82.5	0.2	82.7	17.3	100	29.2
1985	82.4	0.2	82.6	17.4	100	31.3
1986	82.0	0.2	82.2	17.8	100	31.3
1987	82.2	0.2	82.4	17.6	100	34.7
1988	81.6	0.1	81.7	18.3	100	37.5
1989	81.9	0.1	82.0	18.0	100	39.6
1990	82.7	0.1	82.8	17.2	100	42.6
1991	83.1	0.2	83.3	16.7	100	40.2
1992	84.6	0.5	85.1	14.9	100	45.0
1993	85.4	0.4	85.8	14.2	100	47.6
1994	85.9	0.3	86.2	13.8	100	51.4
1995	86.3	0.2	86.5	13.5	100	54.1
1996	86.4	0.2	86.6	13.4	100	55.7
1997	87.4	0.0	87.4	12.6	100	57.8
1998	87.9	0.2	88.1	11.9	100	60.4

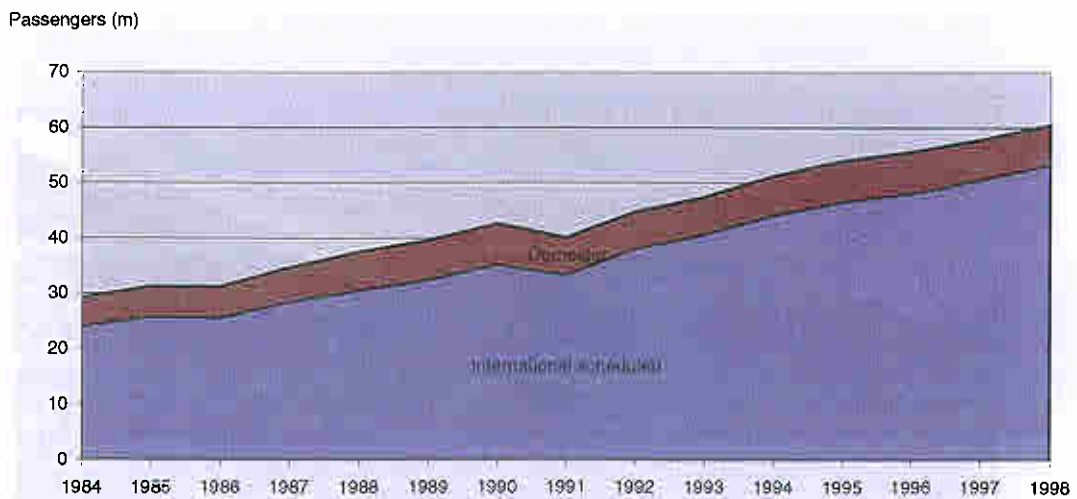


Figure 3 Type of passengers at Heathrow Airport 1984–1998

Table 4 Type of terminal passengers by flight type and route using Manchester Airport 1984–1998

Year	International scheduled %	International charter %	International total %	Domestic %	Total %	Total passengers (m)
1984	13.6	65.1	78.7	21.3	100	5.9
1985	16.3	59.8	76.1	23.9	100	6.0
1986	16.3	63.9	80.2	19.8	100	7.5
1987	17.8	64.0	81.8	18.2	100	8.6
1988	20.2	61.0	81.1	18.9	100	9.4
1989	22.1	59.3	81.5	18.5	100	10.0
1990	26.8	53.0	79.8	20.2	100	10.1
1991	25.0	56.6	81.6	18.4	100	10.1
1992	25.0	58.9	83.9	16.1	100	11.6
1993	25.4	58.6	84.1	15.9	100	12.8
1994	25.6	58.5	84.2	15.8	100	14.3
1995	26.3	57.2	83.5	16.5	100	14.5
1996	29.5	53.6	83.1	16.9	100	14.5
1997	30.8	50.6	81.4	18.6	100	15.7
1998	30.1	54.6	84.7	15.3	100	17.2

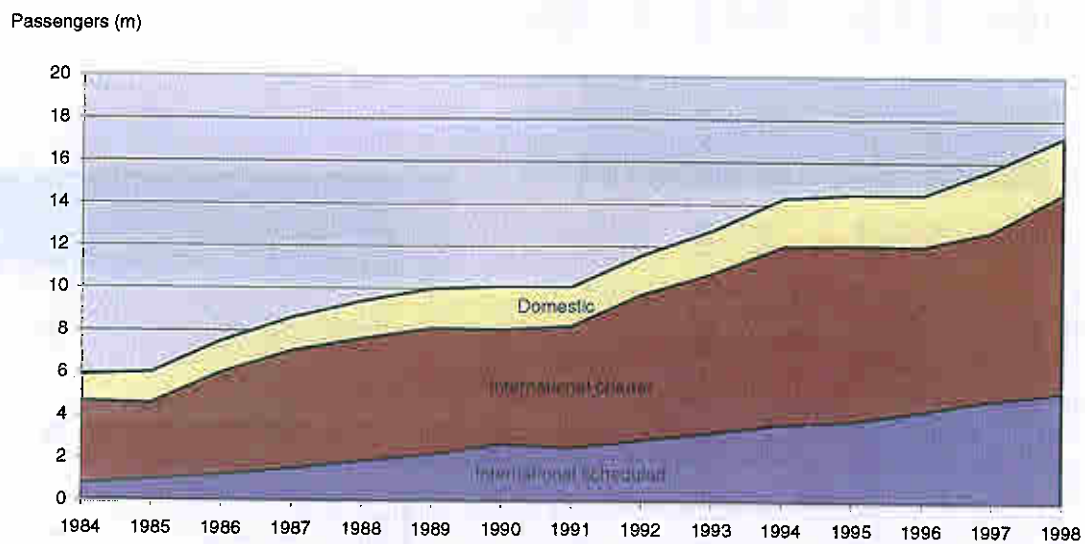


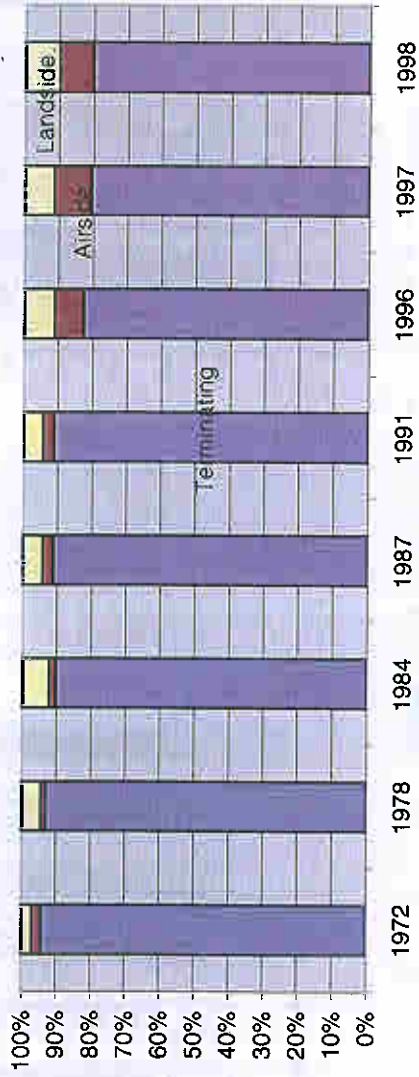
Figure 4 Type of passengers at Manchester Airport 1984–1998

Table 5 Type of passengers using Gatwick, Heathrow and Manchester Airports 1972-1998

Passenger Group	Gatwick							Heathrow								
	1972	1978	1984	1987	1991	1996	1997	1998	1972	1978	1984	1987	1991	1996	1997	1998
Terminating																
International	83.3	84.2	83.6	87.2	86.7	76.4	74.7	74.7	65.4	68.5	65.2	64.5	62.1	59.4	60.2	60.0
Domestic	9.7	8.0	5.3	3.9	3.6	5.5	5.3	5.0	11.0	8.7	11.4	12.4	11.7	7.4	6.4	6.8
Total Terminating	93.0	92.2	88.9	90.1	90.3	81.9	80.0	79.8	76.4	77.2	76.6	76.9	73.8	66.8	66.6	67.4
Interline																
Airside	2.8	1.3	1.9	3.1	3.3	8.3	10.6	9.7	8.5	5.1(2)	6.9	6.9	8.1	13.9	16.8	18.2
Landside	3.1	5.6	7.7	5.7	5.7	8.9	8.7	10.0	13.0	16.2	15.6	15.2	17.5	18.7	16.1	13.8
Total Interline	5.9	6.9	9.6	8.8	9.0	17.2	19.3	19.7	21.5	21.3	22.4	22.1	25.6	32.6	32.9	32.0
Transit	1.0	1.0	1.5	1.1	0.7	0.9	0.6	0.5	2.1	1.6	1.0	1.0	0.6	0.6	0.1	0.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (m)	5.4	7.8	14.2	19.5	18.7	24.2	26.4	28.7	18.7	26.9	29.5	35.1	40.4	55.8	57.9	60.3

Passenger Group	Manchester						
	1975	1983	1987	1992/93	1996	1997	1998
Terminating							
International	66.2	76.1	80.2	80.2	80.7	78.7	82.0
Domestic	28.3	20.3	16.9	14.6	15.8	17.3	14.5
Total Terminating	94.5	96.4	97.1	94.8	96.5	96.0	96.4
Interline							
Airside							
Landside							
Total Interline	1.7	1.1	1.3	2.3	2.3	2.7	2.7
Transit	3.7	2.5	1.6	2.9	1.2	1.3	0.8
Total	100	100	100	100	100	100	100
Total passengers (m)	2.7	5.2	8.8	12.2	14.5	15.7	17.1

Gatwick Airport



Heathrow Airport

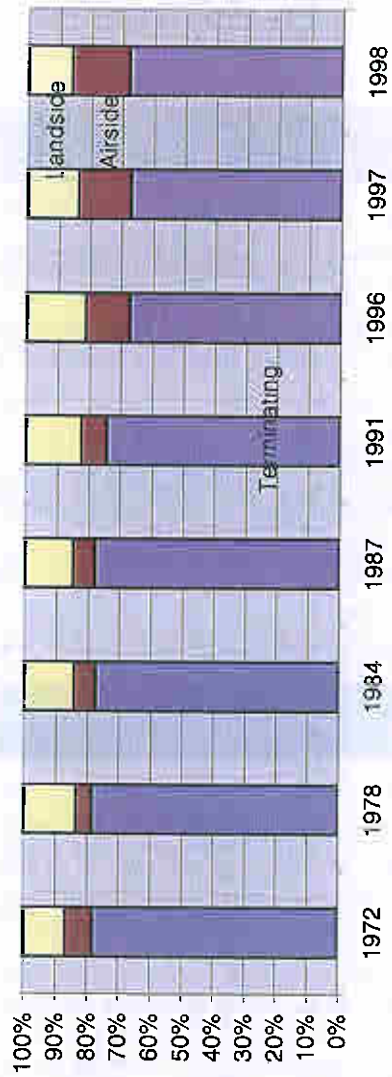
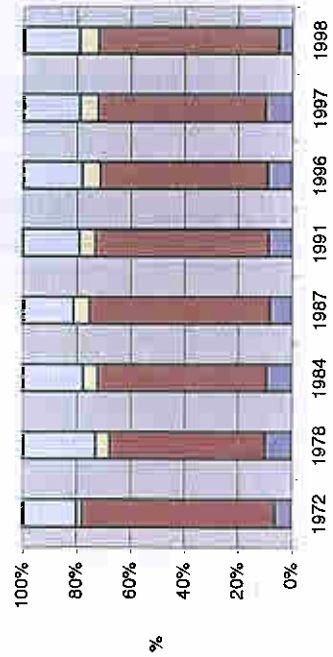


Figure 5 Terminating and transfer passengers at Gatwick and Heathrow Airports

Table 6 Characteristics of terminating passengers at Gatwick, Heathrow and Manchester between 1972 and 1998

Passenger Group	Gatwick						Heathrow						Manchester												
	1972	1978	1984	1987	1991	1996	1997	1998	1972	1978	1984	1987	1991	1996	1997	1998	1970	1975	1983	1987	1992/93	1996	1997	1998	
International business																									
UK	2.3	4.7	6.4	5.9	6.3	5.7	6.5	7.6	13.1	18.4	18.3	15.9	18.5	18.5	17.9	17.3	5.2	7.2	5.4	4.7	6.1	6.8	7.2	7.3	
Foreign	1.5	4.9	5.4	6.0	5.9	6.4	6.6	6.6	15.3	21.2	20.3	17.6	17.0	16.9	17.7	17.2	2.6	3.8	3.3	3.0	3.9	4.6	4.5	4.5	
International leisure																									
UK	66.8	55.2	60.1	65.2	63.0	59.4	59.3	61.3	18.8	21.5	21.6	23.4	24.9	26.0	26.0	28.2	56.1	55.6	65.8	70.8	68.8	66.1	63.5	66.6	
Foreign	19.0	26.6	22.1	18.7	20.8	21.9	20.9	19.2	38.3	27.6	25.0	27.0	23.7	27.5	28.8	27.2	7.1	4.1	4.4	4.1	5.8	6.5	6.9	6.6	
Domestic business																									
UK	3.8	5.1	2.9	2.1	2.2	3.2	3.3	3.4	7.2	7.7	10.0	10.6	10.1	6.3	5.7	6.0	10.9	13.0	12.5	10.2	8.7	8.3	10.1	7.3	
Foreign	0.7	0.3	0.2	0.1	0.1	0.2	0.2	0.1	1.3	0.8	0.7	0.7	0.5	0.5	0.4	0.4	1.5	2.0	2.2	1.6	1.3	1.4	1.2	1.3	
Domestic leisure																									
UK	4.9	2.7	2.7	1.9	1.6	3.1	3.0	2.6	4.3	2.2	3.5	4.2	4.7	3.8	3.1	3.2	14.0	11.7	4.8	4.4	4.4	5.5	5.8	5.1	
Foreign	1.0	0.4	0.2	0.1	0.1	0.2	0.2	0.2	1.8	0.6	0.7	0.6	0.5	0.5	0.5	0.4	2.6	2.6	1.6	1.2	1.0	0.9	1.0	1.3	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total terminating passengers (millions)	5.0	7.2	12.6	17.6	16.9	19.8	21.1	22.9	14.3	20.8	22.6	26.8	29.8	37.3	38.5	40.6	1.7	2.5	5.0	8.6	11.5	14.0	15.7	16.46	

Gatwick Airport



Heathrow Airport

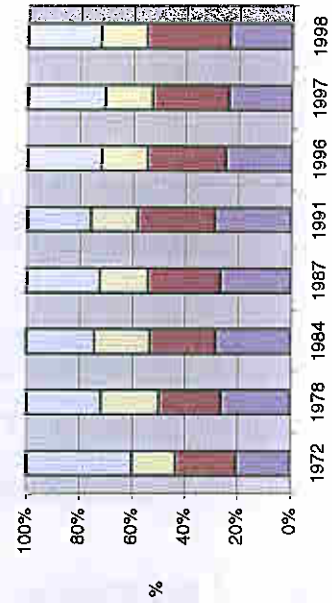


Figure 6 Characteristics of terminating passengers

Table 7 Types of terminal passengers and relative growth at Gatwick, Heathrow and Manchester

GATWICK	Number of passengers												Growth							
	1978		1984		1987		1991		1996		1997		1998		1984/78	1991/87	1996/91	1997/96	1998/97	
	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	%	%	%	%	%	
International																				
UK Business	0.4	4.8	0.9	6.5	1.1	5.8	1.1	5.9	1.2	5.2	1.5	5.8	1.9	6.6	+143	0	+9	+27	+24	
Foreign Business	0.4	5.7	1.0	7.0	1.5	7.8	1.4	7.5	2.1	8.6	2.3	8.9	2.4	8.4	+116	-7	+50	+11	+2	
UK Leisure IT	2.7	34.7	5.0	35.9	7.9	41.0	5.5	29.6	7.5	31.2	7.6	28.9	8.6	30.1	+86	-30	+36	+1	+13	
Foreign Leisure IT	0.5	6.6	0.8	5.8	0.9	4.8	0.7	3.8	1.6	6.6	1.6	6.1	1.3	4.7	+57	-22	+129	0	-16	
UK Leisure Other	1.3	17.5	2.7	19.4	3.7	19.1	5.3	28.5	4.7	19.5	5.4	20.6	5.7	20.1	+100	+43	-11	+15	+6	
Foreign Leisure Other	1.6	20.4	2.4	17.2	3.0	15.7	3.5	18.8	4.9	20.3	5.4	20.5	5.9	20.6	+51	+17	+40	+10	+10	
Domestic	0.8	10.2	1.2	8.3	1.1	5.7	1.0	5.4	2.1	8.6	2.4	9.1	2.7	9.5	+47	-9	+110	+14	+14	
Total	7.7	100	14.0	100	19.2	100	18.6	100	24.0	100	26.2	100	28.5	100	+80	-3	+29	+9	+9	

HEATHROW	Number of passengers												Growth							
	1978		1984		1987		1991		1996		1997		1998		1984/78	1991/87	1996/91	1997/96	1998/97	
	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	%	%	%	%	%	
International																				
UK Business	4.3	16.3	4.7	16.0	4.8	13.9	6.1	15.2	7.5	13.6	7.5	13.0	7.6	12.7	+8	+27	+23	0	+2	
Foreign Business	6.0	22.8	6.5	22.5	6.8	19.6	7.8	19.5	10.6	19.2	11.2	19.4	11.3	18.9	+9	+15	+36	+5	+2	
UK Leisure IT	1.0	3.6	1.0	3.5	1.4	4.0	1.5	3.7	2.1	3.7	2.2	3.8	2.6	4.4	+6	+7	+40	+4	+21	
Foreign Leisure IT	0.8	2.9	1.3	4.3	1.7	5.0	1.5	3.7	4.0	7.2	4.5	7.9	3.5	5.8	+65	-12	+167	+14	-24	
UK Leisure Other	3.8	14.5	4.2	14.4	5.3	15.3	6.5	16.2	8.5	15.4	8.9	15.4	9.9	16.5	+9	+23	+31	+4	+13	
Foreign Leisure Other	6.9	25.9	6.4	22.0	8.4	24.4	10.1	25.2	15.3	27.5	16.0	27.9	17.7	29.6	+6	+20	+51	+5	+11	
Domestic	3.7	14.0	5.0	17.2	6.1	17.7	6.7	16.7	7.4	13.4	7.2	12.6	7.2	12.9	+35	+10	+10	-2	0	
Total	26.5	100	29.1	100	34.5	100	40.1	100	55.5	100	57.5	100	59.8	100	+10	+16	+38	+4	+4	

Table 7 Types of terminal passengers and relative growth at Gatwick, Heathrow and Manchester (continued)

MANCHESTER	Number of passengers												Growth							
	1978		1984		1987		1991		1996		1997		1998		1984/78	1991/87	1996/91	1997/96	1998/97	
	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	%	%	%	%	%	
International																				
UK Business	0.2	7.1	0.3	5.4	0.4	4.7	0.7	6.1	1.0	6.7	1.1	10.2	1.2	7.2	+45	+76	+44	+10	+12	
Foreign Business	0.1	3.8	0.2	3.3	0.3	3.0	0.4	3.9	0.7	4.7	0.7	14.3	0.8	4.8	+51	+79	+56	0	+15	
UK Leisure IT	1.1	44.4	2.6	51.5	4.7	56.1	5.5	48.2	6.7	46.9	6.8	42.4	7.7	48.8	+83	+17	+21	+1	+14	
Foreign Leisure IT	0.0	0.2	0.0	0.5	0.0	0.4	0.0	0.2	0.1	0.7	0.1	0.6	0.1	0.5	+54	-26	+266	0	-22	
UK Leisure Other	0.3	10.8	0.7	14.2	1.2	14.7	2.4	20.7	2.5	17.1	3.1	19.7	3.3	19.3	+73	+92	+5	+24	-5	
Foreign Leisure Other	0.1	3.8	0.2	3.9	0.3	3.7	0.6	5.5	1.0	7.1	1.0	6.7	1.2	6.9	+59	+104	+57	0	+17	
Domestic	0.8	29.9	1.1	21.1	1.5	17.4	1.8	15.4	2.4	16.7	2.8	18.6	2.6	15.5	+38	+21	+36	+17	-6	
Total	2.5	100	5.0	100	8.4	100	11.5	100	14.3	100	15.7	100	16.9	100	+70	+36	+25	+10	+8	

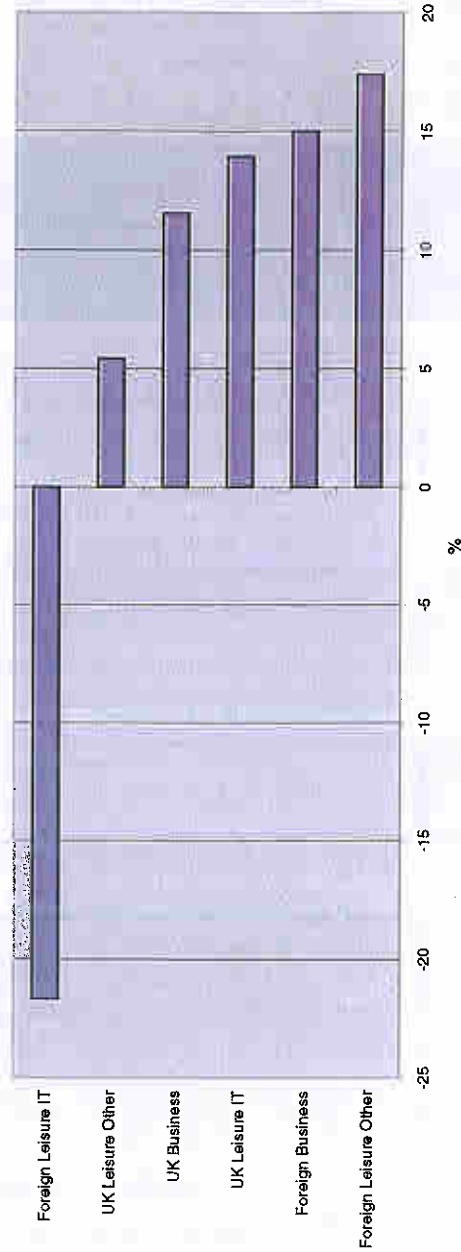


Figure 7 Growth at Manchester Airport by international passenger type between 1997 and 1998

Table 8 Origin/destination of international and domestic terminating passengers at Gatwick and Heathrow Airports 1972–1998

Gatwick

Origin/destination	International								Domestic							
	1972	1978	1984	1987	1991	1996	1997	1998	1972	1978	1984	1987	1991	1996	1997	1998
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Greater London Inner area	26.0	30.7	24.1	20.0	21.9	20.2	19.8	19.1	32.1	22.7	14.4	13.0	12.9	19.3	18.7	16.4
Other South East	54.4	48.1	54.8	57.9	55.6	59.9	59.4	61.1	64.3	71.1	80.7	83.0	84.7	75.6	77.6	76.7
Other regions	19.6	21.3	21.1	22.1	22.5	19.9	20.8	19.9	3.5	6.3	4.9	4.0	2.4	5.1	3.8	6.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (m)	4.5	6.6	11.8	16.8	16.2	18.4	19.7	21.4	0.5	0.6	0.7	0.7	0.7	1.3	1.4	1.4

Heathrow

Origin/destination	International								Domestic							
	1972	1978	1984	1987	1991	1996	1997	1998	1972	1978	1984	1987	1991	1996	1997	1998
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Greater London Inner area	48.4	44.5	38.8	37.8	34.9	35.0	37.0	34.4	35.1	36.8	31.2	32.9	30.4	28.2	26.5	30.1
Other South East	38.0	38.5	43.6	44.1	47.3	47.0	45.3	47.7	58.0	54.0	59.7	58.4	61.8	65.2	66.6	63.6
Other regions	13.5	17.0	17.6	18.1	17.8	18.0	17.7	17.9	6.9	9.2	9.2	8.7	7.8	6.6	6.9	6.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (m)	12.2	18.4	19.2	22.5	25.1	33.2	34.8	36.7	2.1	2.3	3.3	4.3	4.8	4.1	3.8	4.1

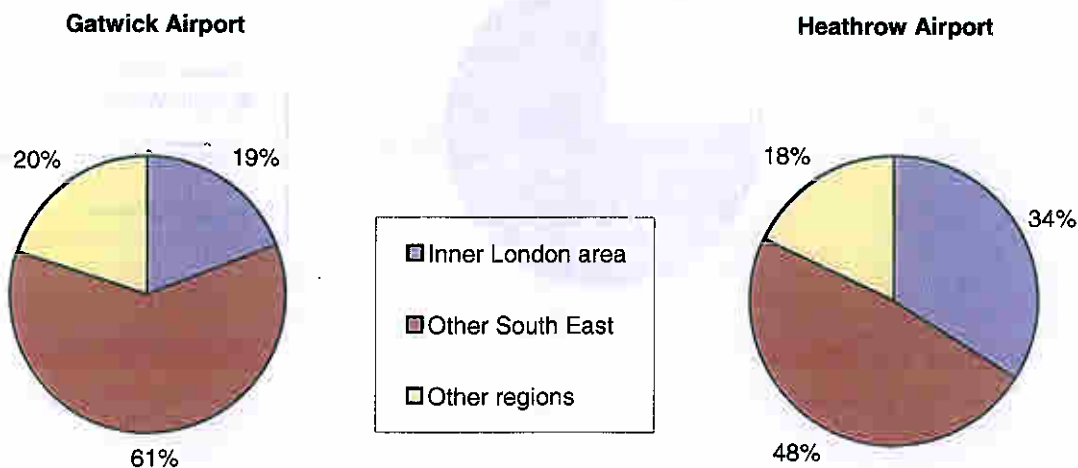


Figure 8 Origin/destination of international passengers at Gatwick and Heathrow Airports

Table 9 Origin/destination of terminating passengers at Manchester Airport 1975–1998

Origin/destination	International							Domestic						
	1975	1983	1987	1992/3	1996	1997	1998	1975	1983	1987	1992/3	1996	1997	1998
	%		%	%	%	%	%	%	%	%	%	%	%	%
North West Region														
Greater Manchester	32.8	27.7	24.7	24.2	25.6	25.2	24.2	53.7	47.4	45.2	42.5	41.3	39.2	39.2
Merseyside	11.2	11.4	10.4	10.0	9.0	8.7	8.8	6.0	8.7	8.5	10.9	17.7	11.3	10.1
Cheshire	7.3	9.5	9.4	8.8	10.2	10.4	10.2	9.2	17.9	18.1	16.7	8.7	20.3	18.2
Lancashire	15.2	10.9	10.3	10.3	9.4	9.6	9.2	12.6	8.4	9.3	10.1	10.4	8.4	10.4
Total North West Region	66.5	59.4	54.8	53.3	54.2	54.0	52.4	81.5	82.3	81.0	80.2	78.1	79.2	77.9
Yorkshire/Humberside	17.8	22.6	23.0	22.9	21.7	22.5	22.9	8.2	6.8	8.3	9.4	10.0	10.2	9.8
West Midlands	4.0	5.3	6.6	7.3	7.8	7.3	7.9	4.3	3.6	3.1	2.5	3.6	3.3	2.7
Wales	2.8	3.4	3.1	3.8	4.5	3.7	4.6	2.0	3.4	3.0	3.4	3.9	2.9	3.5
East Midlands	2.2	3.1	3.5	3.8	4.2	4.6	4.7	1.8	1.7	2.0	1.9	2.0	1.7	3.1
Northern	4.0	3.9	4.8	5.2	4.2	4.3	4.3	1.3	1.4	2.1	2.2	2.2	2.1	2.5
Scotland	1.7	1.6	2.9	2.5	2.4	2.6	2.2	0.5	0.2	0.2	0.3	0.1	0.2	0.2
Other Planning Regions	0.9	0.7	1.3	1.2	1.1	1.1	1.1	0.3	0.7	0.4	0.1	0.2	0.3	0.3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Terminating passengers (m)	1.8	4.0	7.0	9.7	11.7	12.9	14.0	0.8	1.1	1.5	1.8	2.3	2.8	2.5

Manchester Airport

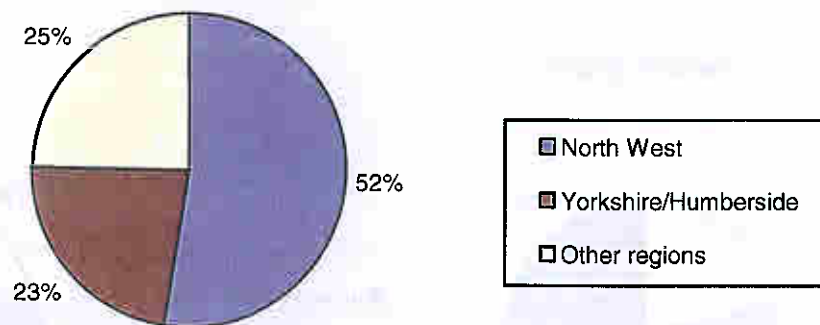


Figure 9 Origin/destination of international passengers at Manchester Airport

Table 13 International scheduled passengers at Gatwick and Heathrow : Planning region of origin/destination broken down between those connecting by domestic air services and travelling by surface modes of transport

Planning region of origin/destination	Gatwick				Heathrow				Heathrow and Gatwick										
	Travelling by surface modes of transport		Travelling by domestic air of transport		Total		Travelling by surface modes of transport		Travelling by domestic air of transport		Total		Proportion of international passengers travelling to airport by domestic air						
	Number (000s)	%	Number (000s)	%	Number (000s)	%	Number (000s)	%	Number (000s)	%	Number (000s)	%	1984	1987	1991	1996	1997	1998	
													%	%	%	%	%	%	%
East Anglia	342	100	0	0.0	342	100	903	100	0	0.0	903	100	1	1	0	0	0	0	0
East Midlands	257	100	0	0.0	257	100	922	100	0	0.0	922	100	8	8	5	0	0	0	0
North West	64	22.1	226	77.9	290	100	240	23.6	779	76.4	1,019	100	61	61	62	75	71	77	77
Northern	48	36.1	85	63.9	133	100	107	25.1	320	74.9	427	100	59	59	56	64	65	72	72
Northern Ireland	0	0.0	108	100.0	108	100	0	0.0	369	100	369	100	98	99	99	98	100	100	100
Scotland	26	4.8	511	95.2	537	100	79	5.6	1,336	94.4	1,415	100	82	80	83	92	90	95	95
South East	9,367	100	0	0.0	9,367	100	30,178	100	0	0.0	30,178	100	0	0	0	0	0	0	0
South West	578	68.3	268	31.7	846	100	2,232	95.2	112	4.8	2,344	100	9	7	8	10	7	12	12
Wales	156	100	0	0.0	156	100	612	100	0	0.0	612	100	1	0	0	0	0	0	0
West Midlands	254	100	0	0.0	254	100	1,050	100	0	0.0	1,050	100	13	11	7	0	0	0	0
Yorks/Humber-side	98	94.2	6	5.8	104	100	421	76.8	127	23.2	548	100	13	18	15	24	21	20	20
All regions	11,190	90.3	1204	9.7	12,394	100	36,744	92.4	3,043	7.6	39,787	100	8	7	6	9	7	8	8

Table 19 Home of UK international passengers in 1998 by planning region and journey purpose

Gatwick

Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %
East Anglia	2.8	4.2	4.1	4.0
East Midlands	3.0	3.8	3.3	3.5
North West	1.6	0.7	0.8	0.8
Northern	0.9	0.7	0.5	0.7
Northern Ireland	0.7	0.3	1.0	0.6
Scotland	1.6	1.0	0.9	1.0
South East	78.3	73.4	74.5	74.3
South West	6.3	10.3	9.7	9.6
Wales	1.0	2.4	2.0	2.1
West Midlands	2.0	2.1	2.0	2.1
Yorkshire & Humberside	1.9	0.9	1.2	1.1
Total	100	100	100	100
Total passengers (000s)	1,734	8,450	5,538	15,722

Manchester

Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %
East Anglia	0.1	0.3	0.1	0.2
East Midlands	4.2	5.4	3.9	4.9
North West	61.4	46.7	52.6	49.7
Northern	3.6	4.4	4.4	4.3
Northern Ireland	0.3	0.1	0.4	0.2
Scotland	1.5	3.0	2.3	2.6
South East	1.6	0.8	0.9	0.9
South West	0.3	0.7	0.5	0.6
Wales	3.7	4.6	6.0	4.9
West Midlands	4.8	9.3	6.5	8.1
Yorkshire & Humberside	18.5	24.7	22.5	23.5
Total	100	100	100	100
Total passengers (000s)	1,214	7,718	3,250	12,183

Heathrow

Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %
East Anglia	2.7	2.9	2.6	2.7
East Midlands	2.7	6.1	3.8	3.7
North West	2.0	3.7	1.7	2.1
Northern	1.0	2.0	1.0	1.1
Northern Ireland	0.4	2.0	0.6	0.7
Scotland	2.9	4.2	3.2	3.3
South East	75.4	53.6	69.7	69.8
South West	6.4	11.0	8.3	7.9
Wales	2.1	3.0	2.5	2.4
West Midlands	2.8	6.5	4.2	4.0
Yorkshire & Humberside	1.6	4.9	2.4	2.4
Total	100	100	100	100
Total passengers (000s)	7,482	2,561	9,665	19,708

Table 20 Proportion of UK international passengers travelling to or from home

Year	Home is origin						Home is not origin					
	Gatwick		Heathrow		Manchester		Gatwick		Heathrow		Manchester	
	Business %	Leisure %	Business %	Leisure %	Business %	Leisure %	Business %	Leisure %	Business %	Leisure %	Business %	Leisure %
1978	86	90	84	79	-	-	14	10	16	21	-	-
1984	86	94	79	79	-	-	14	6	21	21	-	-
1987	90	96	83	91	90	99	10	4	17	9	10	1
1991	89	96	84	93	-	-	11	4	16	7	-	-
1993	-	-	-	-	90	99	-	-	-	-	10	1
1996	88	96	84	92	91	98	12	4	16	8	9	2
1997	92	98	85	94	95	99	8	2	15	6	5	1
1998	88	97	86	94	93	98	12	3	14	6	7	2

Table 21 Region of longest stay for terminating foreign passengers travelling outside the South East

Region of longest stay	Business			Leisure		
	Gatwick		Heathrow	Gatwick		Heathrow
	%	%	%	%	%	%
Stayed in South East	90.2	87.6	84.5	77.4		
East Anglia	3.0	2.3	3.0	2.5		
East Midlands	0.0	1.0	0.3	1.4		
North West	0.2	0.6	0.1	0.9		
Northern	0.0	0.2	0.0	0.3		
Northern Ireland	0.1	0.0	0.2	0.1		
Scotland	1.5	1.1	4.1	4.3		
South West	3.1	4.4	6.0	8.6		
Wales	1.9	1.2	1.6	1.8		
West Midlands	0.1	1.2	0.1	1.7		
Yorkshire/Humberside	0.0	0.4	0.0	0.9		
Total	100	100	100	100		
Total passengers (m)	1.4	6.9	4.1	10.6		

Table 22 Major routings taken by interliners at Gatwick in 1998 (two-way flow – 000s)

Airside

Europe	190 7.1 %	210 7.9 %					
Africa	17 0.6 %	105 3.9 %					
Asia/Oceania	8 0.3 %	40 1.5 %	0 0.0 %				
C&S America and Caribbean	58 2.2 %	455 17.1 %	3 0.1 %	0 0.0 %			
Middle and Near East	10 0.4 %	10 0.4 %	0 0.0 %	0 0.0 %	1 0.0 %		
North America	155 5.8 %	1,171 44.0 %	63 2.4 %	5 0.2 %	0 0.0 %	158 5.9 %	2,659 100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Landside

UK	63 2.2 %						
Europe	767 27.2 %	228 8.1 %					
Africa	67 2.4 %	53 1.9 %					
Asia/Oceania	46 1.6 %	21 0.7 %	0 0.0 %				
C&S America and Caribbean	263 9.3 %	157 5.6 %	16 0.6 %	3 0.1 %			
Middle and Near East	28 1.0 %	19 0.7 %	0 0.0 %	0.0 0.0 %	6 0.2 %		
North America	514 18.2 %	449 15.9 %	73 2.6 %	5 0.2 %	0.0 0.0 %	42 1.5 %	2,820 100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Two-way flow passengers are passengers travelling between world areas in both directions.

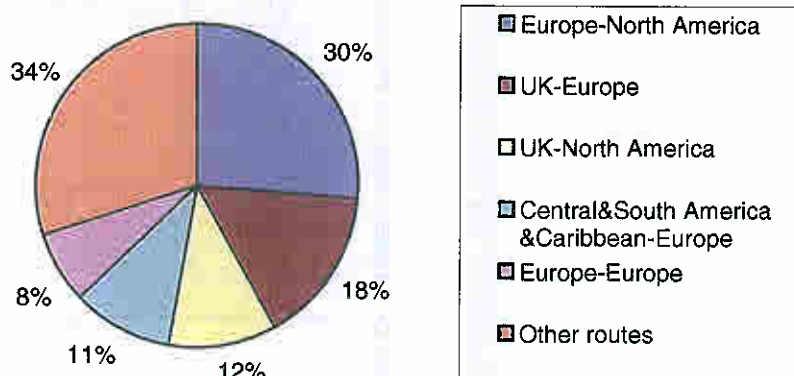


Figure 10 Interline routes taken by transfer passengers at Gatwick Airport

Table 23 Major routings taken by interliners at Heathrow in 1998 (two-way flow – 000s)

Airside

UK	0						
	0.0 %						
Europe	673	542					
	6.3 %	5.1 %					
Africa	67	384					
	0.6 %	3.6 %					
Asia/Oceania	240	1,985	15				
	2.2 %	18.6 %	0.1 %				
C&S America and Caribbean	9	96	3	5			
	0.1 %	0.9 %	0.0 %	0.0 %			
Middle and Near East	87	239	6	33	10		
	0.8 %	2.2 %	0.1 %	0.3 %	0.1 %		
North America	420	4,371	207	495	0	802	10,689
	3.9 %	40.9 %	1.9 %	4.6 %	0.0 %	7.5 %	100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Landside

UK	40						
	0.5 %						
Europe	1,636	692					
	20.0 %	8.4 %					
Africa	171	146					
	2.1 %	1.8 %					
Asia/Oceania	783	706	5				
	9.6 %	8.6 %	0.1 %				
C&S America and Caribbean	33	33	0	3			
	0.4 %	0.4 %	0.0 %	0.0 %			
Middle and Near East	293	196	1	12	6		
	3.6 %	2.4 %	0.0 %	0.1 %	0.1 %		
North America	1,147	1,736	136	185	0	236	8,196
	14.0 %	21.2 %	1.7 %	2.3 %	0.0 %	2.9 %	100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Two-way flow passengers are passengers travelling between world areas in both directions.

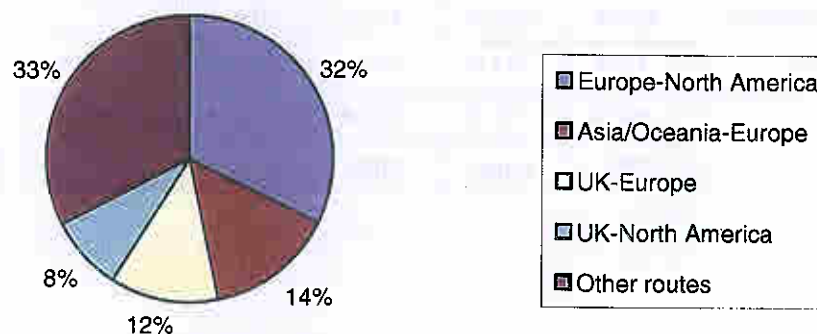


Figure 11 Interline routes taken by transfer passengers at Heathrow Airport

Table 24 Growth in interline traffic at Gatwick and Heathrow between 1997 and 1998

Gatwick

UK	18.9 %						
Europe	50.7 %	-17.5 %					
Africa	31.3 %	-13.2 %					
Asia/Oceania	-11.5 %	-72.3 %	-100.0 %				
C&S America and Caribbean	60.5 %	0.2 %	280.0 %	-91.2 %			
Middle and Near East	81.0 %	-23.7 %	-100.0 %	-100.0 %	16.7 %		
North America	58.5 %	-10.5 %	-25.7 %	-80.8 %	-100.0 %	-13.8 %	1.8 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Heathrow

UK	53.8 %						
Europe	-29.5 %	-42.8 %					
Africa	256.1 %	15.8 %					
Asia/Oceania	-35.1 %	-65.8 %	-92.3 %				
C&S America and Caribbean	435.3 %	593.5 %	114.3 %	-88.9 %			
Middle and Near East	-23.2 %	-21.1 %	-33.3 %	-19.0 %	-70.0 %		
North America	-30.6 %	-66.1 %	-60.3 %	-64.5 %	0.0 %	-75.7 %	-4.1 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Gatwick and Heathrow

UK	30.4 %						
Europe	10.5 %	-4.0 %					
Africa	7.0 %	-11.3 %					
Asia/Oceania	-21.4 %	-19.2 %	-74.5 %				
C&S America and Caribbean	44.6 %	-17.8 %	83.3 %	-82.0 %			
Middle and Near East	1.0 %	13.7 %	11.1 %	80.0 %	-11.5 %		
North America	1.6 %	1.1 %	-11.5 %	3.6 %	-100.0 %	3.0 %	-2.8 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Table 25 Major routings taken by interliners* travelling between Gatwick and Heathrow (two-way flow – 000s) in 1998

UK	2.3 0.4 %						
Europe	33.5 5.3 %	17.8 2.8 %					
Africa	5.7 0.9 %	25.4 4.0 %					
Asia/Oceania	19.3 3.0 %	71.9 11.3 %	6.4 1.0 %				
C&S America and Caribbean	3.0 0.5 %	21.1 3.3 %	1.0 0.2 %	14.3 2.3 %			
Middle and Near East	8.2 1.3 %	5.2 0.8 %	2.0 0.3 %	5.7 0.9 %	3.2 0.5 %		
North America	30.2 4.8 %	185.5 29.3 %	94.9 15.0 %	30.6 4.8 %	0.0 0.0 %	46.4 7.3 %	633.6 100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

* Based on Heathrow survey results

Table 26 Interlining between and within terminals at Gatwick and Heathrow in 1998

Heathrow

Terminal of arrival	Terminal of departure					Total Passengers (m)
	T1 Domestic	T1 International	Terminal 2	Terminal 3	Terminal 4	
	%	%	%	%	%	
Terminal 1 (Int & Dom)*	6.0	7.7	2.2	8.9	15.2	7.7
Terminal 2	2.1	0.1	0.1	1.9	0.4	0.9
Terminal 3	6.5	4.2	2.1	5.5	1.6	3.8
Terminal 4	7.4	13.0	0.9	1.4	12.6	6.8
Total Passengers (m)	4.2	4.8	1.0	3.4	5.7	19.2

* Transfer passengers were not asked to separate domestic and international for Terminal 1 arrivals at Heathrow

Gatwick

Terminal of arrival	Terminal of departure			Total Passengers (000s)
	Domestic	North	South	
	%	%	%	
North*	14.1	45.3	9.9	3,893
South*	8.0	10.1	12.7	1,724
Total Passengers (000s)	1,242	3,107	1,268	5,617

*Transfer passengers were not asked to separate domestic and international arrivals for North and South terminals at Gatwick

Table 27 Reason for choice of airport in 1998**Gatwick**

Reason for choice	UK Business	UK Leisure	Foreign Business	Foreign leisure	All passengers
	%	%	%	%	%
Near Home	35.1	24.1	3.0	2.2	20.0
Flights/Package available	25.5	58.3	36.1	47.1	51.3
Connecting Flights	9.6	3.0	18.5	14.8	6.8
Near Business	10.3	0.2	15.7	0.5	2.4
Near Leisure	0.2	0.8	1.6	9.9	2.4
Economic/Cheaper	4.4	6.7	6.2	13.0	7.5
Prefer Airport	2.5	2.0	2.7	2.4	2.2
Timing of Flights	5.6	1.3	4.9	2.6	2.2
Local Services Inadequate	0.6	1.2	0.0	0.2	0.8
Prefer Airline	3.0	1.2	8.0	4.2	2.4
Better Surface Access	2.3	0.4	1.1	0.7	0.7
Special Promotion	0.1	0.3	0.3	0.7	0.3
Other	0.9	0.6	2.0	1.6	0.9
Total	100	100	100	100	100
Passengers (m)	2.9	15.6	2.6	7.5	28.5

Heathrow

Reason for choice	UK Business	UK Leisure	Foreign Business	Foreign leisure	All passengers
	%	%	%	%	%
Near Home	30.3	21.1	1.7	1.4	12.8
Flights/Package available	31.2	48.0	30.5	37.3	38.0
Connecting Flights	7.4	8.0	28.5	30.4	19.0
Near Business	11.0	0.6	19.4	0.4	6.1
Near Leisure	0.3	1.4	1.4	11.7	4.5
Economic/Cheaper	2.2	8.2	3.7	8.3	6.2
Prefer Airport	2.2	2.8	2.9	2.7	2.7
Timing of Flights	9.2	3.1	6.3	2.3	4.6
Local Services Inadequate	3.4	2.7	1.0	0.6	1.8
Prefer Airline	1.9	2.4	3.7	3.3	2.8
Better Surface Access	0.2	0.2	0.1	0.1	0.1
Special Promotion	0.1	0.7	0.1	0.7	0.5
Other	0.6	0.9	0.8	1.0	0.9
Total	100	100	100	100	100
Passengers (m)	10.6	15	12.1	22.2	59.9

Table 27 continued Reason for choice of airport in 1998

Manchester

Reason for choice	UK Business	UK Leisure	Foreign Business	Foreign leisure	All passengers
	%	%	%	%	%
Near Home	59.5	55.6	4.9	7.4	49.6
Flights/Package available	12.6	29.8	11.6	17.7	25.2
Connecting Flights	2.2	0.9	4.7	5.2	1.6
Near Business	17.9	0.1	66.0	1.6	6.7
Near Leisure	0.7	1.7	7.5	59.7	6.3
Economic/Cheaper	1.2	2.6	0.9	3.9	2.4
Prefer Airport	1.1	3.8	0.4	1.5	3.0
Timing of Flights	1.5	1.4	1.7	0.6	1.3
Local Services Inadequate	1.9	2.5	0.6	1.0	2.2
Prefer Airline	0.2	0.1	0.8	0.3	0.2
Better Surface Access	0.5	1.0	0.2	0.7	0.9
Special Promotion	0.0	0.1	0.0	0.2	0.1
Other	0.4	0.5	0.7	0.3	0.5
Total	100	100	100	100	100
Passengers (m)	2.5	11.9	1.0	1.5	16.9

Table 28 Mode of transport used 1972–1998**Gatwick**

Mode of transport	1972	1978	1984	1987	1991	1996	1997	1998
	%	%	%	%	%	%	%	%
Private Car ⁽¹⁾	42	42	47	52	52	50	49	52
Hire Car	5	2	3	3	3	3	3	3
Taxi / Minicab	5	5	6	7	9	12	13	15
Rail	37	38	32	26	24	20	21	20
Bus / Coach	9	11	12	12	12	15	14	10
Other	2	1	1	0	1	0	0	0
Total	100	100	100	100	100	100	100	100
Total terminating passengers (m)	5.0	7.2	12.6	17.6	16.8	19.8	21.1	22.9

Heathrow

Mode of transport	1972	1978	1984	1987	1991	1996	1997	1998
	%	%	%	%	%	%	%	%
Private Car ⁽¹⁾	39	39	41	40	42	38	37	36
Hire Car	5	4	5	4	4	5	4	4
Taxi / Minicab	15	20	20	20	20	24	25	27
Underground	0	20	20	20	20	16	17	15
Bus / Coach	32	14	14	15	13	16	16	14
Paddington Express (HEX) ⁽²⁾	0	0	0	0	0	0	0	3
Other	2	1	1	1	1	1	1	1
Total	100	100	100	100	100	100	100	100
Total terminating passengers (m)	14.3	20.8	22.6	26.8	29.8	37.3	38.5	40.6

Manchester

Mode of transport	1970	1975	1983	1987	1992	1996	1997	1998
	%	%	%	%	%	%	%	%
Private Car ⁽¹⁾	65	71	73	69	68	65	63	60
Hire Car	2	2	2	3	3	3	3	2
Taxi / Minicab	16	15	13	16	24	24	25	28
Rail						5	5	6
Bus / Coach	16	11	11	11	6	4	4	4
Other	1	1	1	1	0	0	0	0
Total	100	100	100	100	100	100	100	100
Total terminating passengers (m)	1.7	2.5	5.0	8.6	11.5	14.0	15.7	16.5

⁽¹⁾ Includes passengers using car park courtesy buses⁽²⁾ Began in the summer of 1998 and initially involved a coach transfer at Stockley Park

Table 29 Mode of transport by passenger type at Gatwick, Heathrow and Manchester Airports in 1998

Gatwick

Mode of transport	UK Business	UK Leisure IT	UK Leisure other	Foreign Business	Foreign Leisure IT	Foreign Leisure other	All passengers
	%	%	%	%	%	%	
Private car ⁽¹⁾	44.2	69.0	58.1	14.1	8.3	26.9	51.7
Hire car	5.4	0.4	0.7	10.3	1.0	7.1	2.7
Taxi/minicab	22.6	15.6	13.9	14.8	11.4	9.7	14.8
Rail	24.5	9.3	21.4	36.3	33.8	34.5	20.4
Bus/coach	3.0	5.6	5.8	23.3	45.4	21.7	10.3
Other	0.3	0.0	0.0	1.2	0.1	0.1	0.1
Total *	100	100	100	100	100	100	100
Passengers (000s)	2,510	8,421	5,946	1,539	806	3,633	22,854

Heathrow

Mode of transport	UK Business	UK Leisure IT	UK Leisure other	Foreign Business	Foreign Leisure IT	Foreign Leisure other	All passengers
	%	%	%	%	%	%	
Private car ⁽¹⁾	45.3	49.3	48.3	19.9	3.2	26.8	36.6
Hire car	4.0	0.6	0.7	7.1	3.2	6.6	4.0
Taxi/minicab	30.9	21.3	21.0	39.1	19.7	22.4	26.7
Tube	9.7	8.5	14.0	13.8	23.4	22.3	14.8
Rail	4.1	1.8	2.6	4.4	0.8	2.8	3.2
Bus / Coach	5.8	18.5	13.3	14.8	49.7	18.9	14.5
Other	0.3	0.0	0.1	0.9	0.0	0.3	0.3
Total	100	100	100	100	100	100	100
Passengers (000s)	9,480	2,373	10,410	7,147	1,570	9,637	40,616

Manchester

Mode of transport	UK Business	UK Leisure IT	UK Leisure other	Foreign Business	Foreign Leisure IT	Foreign Leisure other	All passengers
	%	%	%	%	%	%	
Private car ⁽¹⁾	60.8	61.3	65.4	35.5	34.6	56.3	60.4
Hire car	3.3	0.1	0.5	14.8	11.2	10.2	2.2
Taxi/minicab	28.4	30.3	23.5	36.6	36.2	13.5	27.5
Rail	5.5	4.0	7.8	7.2	5.4	13.7	6.0
Bus/coach	1.3	4.3	2.8	5.5	12.6	6.2	3.7
Other	0.7	0.0	0.0	0.5	0.0	0.1	0.1
Total	100	100	100	100	100	100	100
Passengers (000s)	2,399	7,866	3,930	956	54	1,252	16,457

⁽¹⁾ Includes passengers using car park courtesy buses

Table 30 Average surface journey times in minutes between inner London areas and the London airports

Private Cars

Origin	Gatwick				Heathrow			
	1991	1996	1997	1998	1991	1996	1997	1998
Camden	68	71	79	74	45	45	48	52
City	71	55	64	64	53	62	57	55
Greenwich	50	51	59	61	73	68	74	78
Hackney	67	74	67	71	60	56	59	60
Islington	84	87	93	77	53	50	52	54
Kensington & Chelsea	60	64	63	64	33	34	37	42
Lambeth	51	51	50	55	50	52	57	58
Lewisham	52	54	51	55	63	64	75	82
Newham	72	67	89	67	73	68	81	80
Southwark	59	58	65	73	51	53	55	57
Tower Hamlets	64	67	61	72	53	66	65	70
Westminster	64	67	74	71	38	39	46	47

Taxis/minicabs

Origin	Heathrow*			
	1991	1996	1997	1998
Camden	42	42	42	48
City	46	49	53	56
Greenwich	60	68	65	69
Hackney	72	63	63	60
Islington	53	50	49	49
Kensington & Chelsea	31	33	34	40
Lambeth	43	46	43	51
Lewisham	56	60	59	69
Newham	61	66	72	67
Southwark	44	48	49	53
Tower Hamlets	51	51	54	66
Westminster	37	38	40	43

*No Gatwick figures because of low sample sizes for passengers using taxis/minicabs
Average surface journey times in minutes between inner London areas and the London airports.

Table 30 Average surface journey times in minutes between inner London areas and the London airports (continued)

Public transport

Origin	Gatwick				Heathrow			
	1991	1996	1997	1998	1991	1996	1997	1998
Camden	67	64	67	68	56	58	60	60
City	61	52	50	58	57	60	63	64
Greenwich	74	63	59	64	82	85	81	95
Hackney	71	73	67	76	70	76	81	81
Islington	64	62	66	70	64	62	68	62
Kensington & Chelsea	56	56	57	63	41	41	44	47
Eameth	55	48	54	58	62	67	89	68
Lewisham	68	55	54	57	80	85	83	88
Newham	82	67	86	80	82	88	89	89
Southwark	63	52	51	63	66	76	73	73
Tower Hamlets	65	59	65	78	67	70	74	77
Westminster	55	55	59	59	49	49	55	53

Table 31 Average journey times in minutes from Inner London in 1991, 1996, 1997 and 1998

Year	Gatwick		Heathrow	
	Car	Public Transport	Car	Public Transport
1991	63.5	65.1	53.8	64.7
1996	63.8	58.8	54.8	68.1
1997	68.0	61.2	58.8	73.8
1998	65.5	62.6	53.2	57.4

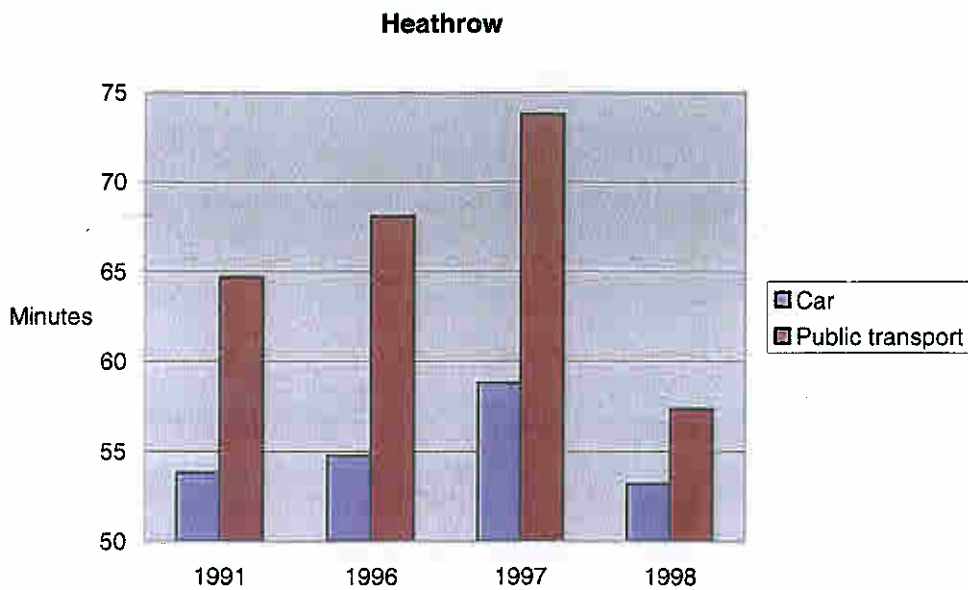
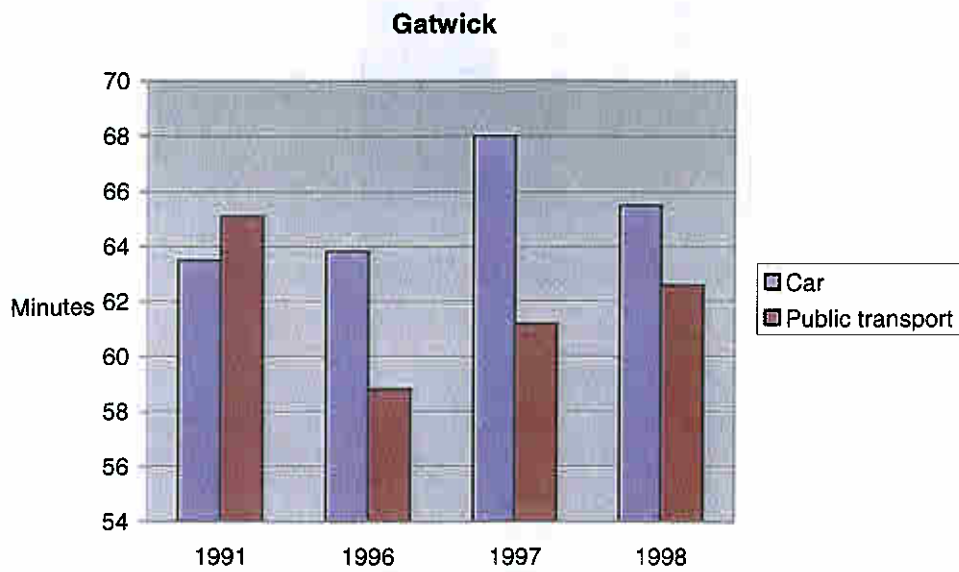


Figure 12 Average journey times from Inner London in 1991, 1996, 1997 and 1998

Table 32 Mode of transport by origin / destination in 1998

Gatwick

Planning Region	Private car	Taxi/ Minicab	Hire Car	Bus/Coach	Rail	Other	Total	Passengers (m)
	%	%	%	%	%	%	%	
East Anglia	64.1	8.4	3.7	12.4	11.4	0.0	100	0.8
East Midlands	60.2	7.4	2.5	16.1	13.8	0.0	100	0.6
North West	54.3	1.1	9.8	12.2	22.5	0.0	100	0.1
Northern	34.6	14.3	6.0	28.9	16.2	0.0	100	0.1
Scotland	23.4	0.0	6.7	36.3	33.6	0.0	100	0.1
South East	49.7	16.9	1.9	8.8	22.4	0.2	100	18.5
South West	66.2	7.5	6.1	11.7	8.5	0.0	100	1.6
Wales	49.6	2.3	9.3	29.1	9.6	0.0	100	0.4
West Midlands	60.4	0.6	6.4	24.3	7.9	0.5	100	0.4
Yorkshire/Humberside	41.8	6.1	9.0	10.6	32.4	0.0	100	0.2
All Regions	51.7	14.8	2.7	10.3	20.4	0.1	100	22.9

Heathrow

Planning Region	Private car	Taxi/ Minicab	Hire Car	Bus/Coach	Tube	Train	Other	Total	Passengers (m)
	%	%	%	%	%	%	%	%	
East Anglia	35.1	13.1	8.9	27.4	14.0	1.4	0.0	100	0.9
East Midlands	52.7	13.5	6.6	17.3	9.4	0.5	0.0	100	0.9
North West	44.1	8.2	7.9	20.5	18.1	1.2	0.0	100	0.2
Northern	26.7	9.1	8.1	34.1	15.9	6.1	0.0	100	0.1
Scotland	15.5	13.9	11.3	23.7	31.2	4.4	0.0	100	0.1
South East	35.1	30.5	2.8	12.0	16.4	3.0	0.4	100	34.0
South West	43.5	8.5	11.8	33.5	1.3	1.3	0.0	100	2.4
Wales	41.3	3.7	9.1	39.8	3.7	2.4	0.0	100	0.6
West Midlands	50.6	5.2	8.0	29.6	5.2	1.4	0.0	100	1.1
Yorkshire/Humberside	38.6	9.2	8.0	24.7	17.7	1.8	0.0	100	0.1
All Regions	36.6	26.7	4.0	15.0	14.8	2.7	0.3	100	40.8

Manchester

Planning Region	Private car	Taxi/ Minicab	Hire Car	Bus/Coach	Rail	Other	Total	Passengers (m)
	%	%	%	%	%	%	%	
East Anglia	71.6	9.6	2.5	13.6	2.6	0.0	100	0.0
East Midlands	73.6	15.7	2.9	4.2	3.7	0.0	100	0.7
North West	57.8	34.4	2.0	2.4	3.1	0.2	100	9.3
Northern	65.2	10.3	4.8	6.3	13.5	0.0	100	0.7
Scotland	54.0	2.9	2.9	29.8	10.4	0.0	100	0.3
South East	61.7	11.0	4.9	6.1	16.2	0.0	100	0.1
South West	74.9	11.1	2.4	5.9	5.7	0.0	100	0.1
Wales	71.3	22.1	3.0	0.6	3.0	0.0	100	0.7
West Midlands	66.8	19.1	1.8	9.2	3.0	0.1	100	1.2
Yorkshire/Humberside	59.4	22.0	1.9	3.0	13.7	0.0	100	3.4
All Regions	60.4	27.5	2.2	3.7	6.0	0.1	100	16.5

Table 33 Reason for using a car for the journey to or from the airport

Reason for choice of car	Gatwick				Heathrow			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%
Speed/ease/door to door	32.7	19.5	5.0	2.2	25.4	15.5	5.8	4.9
Given lift	25.6	46.5	32.0	71.7	18.1	57.6	20.8	67.6
Company provided transport	15.1	0.4	20.7	0.7	24.4	1.3	42.8	1.2
Hire car	5.0	0.2	36.5	16.4	2.6	0.7	21.0	18.1
Cost	4.5	8.6	1.8	2.4	4.8	7.6	1.2	2.2
Prefer driving	3.1	3.2	0.4	1.1	1.4	1.1	0.2	0.1
Need car on return	2.6	1.6	0.1	0.3	5.9	2.1	0.5	0.2
No public transport available	2.3	2.1	0.0	0.3	4.0	1.7	0.4	0.2
Luggage	1.7	3.4	0.0	1.8	2.7	4.8	2.7	1.7
Habit	1.7	1.8	0.2	0.1	2.3	0.9	0.4	0.3
Dislike public transport	1.6	0.3	0.0	0.0	0.9	0.8	0.0	0.2
Early flight	1.5	3.4	0.0	0.2	3.8	2.3	0.6	0.3
Group size	1.1	3.1	0.6	1.0	0.2	0.3	0.1	0.3
Part of package	1.0	0.1	0.1	1.1	0.2	0.3	0.5	0.6
Comfort	0.2	1.1	0.8	0.1	2.1	1.7	1.2	0.9
Other	0.2	4.5	1.7	0.7	1.1	1.3	1.8	1.0
Total	100	100	100	100	100	100	100	100
Total Passengers (000s)	2,510	14,366	1,539	4,438	9,481	12,785	7,147	11,206

Reason for choice of car	Manchester			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%
Given lift	35.7	67.8	31.5	81.7
Company provided transport	20.5	0.2	45.5	0.5
Speed/ease/door to door	20.1	12.6	2.2	2.4
Cost	7.2	8.5	1.0	0.7
Early flight	3.9	2.5	0.1	0.2
Need car on return	3.7	1.8	0.0	0.4
Hire car	2.2	0.2	17.5	13.5
No public transport	2.0	0.8	0.2	0.0
Habit	1.1	0.5	0.1	0.0
Dislike public transport	1.0	0.5	0.8	0.2
Prefer driving	1.0	1.3	0.2	0.0
Luggage	0.5	0.9	0.0	0.2
Group size	0.5	0.6	0.6	0.0
Other	0.5	1.7	0.3	0.3
Total	100	100	100	100
Total Passengers (000s)	2,400	11,800	957	1,306

Table 34 Reason for using public transport for the journey to or from the airport

Reason for choice of public transport	Gatwick				Heathrow			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%
Speed/ease/direct	76.3	47.3	43.9	37.3	60.1	45.0	53.5	36.6
Cost	8.0	25.2	14.3	13.8	21.5	33.3	22.4	33.4
Part of package	0.4	2.6	17.2	24.3	0.5	3.2	8.9	18.6
Group size	0.4	4.3	8.6	12.5	0.2	0.5	0.3	0.5
Luggage	3.1	0.7	1.8	0.4	1.4	1.0	1.0	1.3
Recommended	0.1	0.7	7.1	6.5	1.6	0.3	5.9	4.4
Habit	2.5	1.3	1.8	0.7	2.7	1.5	1.1	0.8
No parking worries	2.3	4.3	0.0	0.1	1.8	2.7	0.0	0.1
Time	1.8	4.0	0.6	0.0	1.8	2.0	0.5	0.2
Car park expensive	1.4	1.4	0.3	0.0	1.0	3.0	0.2	0.0
Prefer public transport	1.2	0.5	0.6	0.9	0.6	1.0	0.6	0.8
Travel card	1.1	4.2	0.9	0.8	2.7	2.3	2.2	1.0
Other	1.4	3.5	2.9	2.6	4.1	4.1	3.4	2.6
Total	100	100	100	100	100	100	100	100
Total Passengers (000s)	2,510	14,366	1,539	4,438	9,481	12,785	7,147	11,206

Reason for choice of public transport	Manchester			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%
Speed/ease/direct	43.1	25.6	52.3	37.4
Cost	28.9	39.0	34.4	44.9
Time	7.1	4.2	1.0	0.7
No parking worries	5.2	2.3	0.0	0.7
Travel card	3.8	2.7	1.7	1.4
Comfort	3.5	2.7	1.4	1.2
Prefer public transport	2.1	2.6	0.2	1.6
Car park expensive	2.0	1.9	0.0	0.0
Group size	1.7	5.4	2.2	4.2
Reliable	1.4	0.9	0.0	0.2
Dislike driving	1.0	0.2	0.0	1.6
Habit	0.2	0.5	0.0	0.3
Other	0.1	12.1	6.9	5.9
Total	100	100	100	100
Total Passengers (000s)	2,400	11,800	957	1,306

Table 35 Proportion of passengers using only one mode of transport

	UK Business					UK Leisure					Foreign Business					Foreign Leisure				
	1987	1991	1996	1997	1998	1987	1991	1996	1997	1998	1987	1991	1996	1997	1998	1987	1991	1996	1997	1998
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Heathrow	81.8	71.4	72.0	71.3	89.4	77.6	76.1	77.5	73.1	82.7	90.1	92.6	89.3	88.3	90.6	89.3	91.1	87.0	87.4	89.5
Gatwick	67.9	61.1	76.3	69.4	82.1	58.9	59.3	73.4	60.9	84.5	63.0	64.0	71.1	75.3	69.0	69.0	72.7	73.6	75.7	69.0
Manchester	89.1	90.6	90.3	85.6	96.1	94.2	96.5	84.5	78.9	94.6	87.5	84.1	94.5	96.0	95.8	94.9	95.9	94.5	92.7	91.8

Table 36 Combinations of transport used in 1998

Gatwick

Method of transport	Passengers (000s)	%
Private car driven away*	4,322	18.9
Taxi/Minicab only	3,223	14.1
Private car/BAA bus	2,876	12.6
Private car/private bus	2,846	12.5
Train other	2,257	9.9
Short term car park	1,992	8.7
Bus/Coach Other	1,731	7.6
Tube Train	1,172	5.1
Taxi Train	1,129	4.9
Other combinations	1,305	5.7
Total	22,854	100

Heathrow

Method of transport	Passengers (000s)	%
Taxi/Minicab only	10,533	25.9
Private car driven away*	6,778	16.7
Tube only	4,429	10.9
Short term car park	4,022	9.9
Private bus & other	4,088	10.1
Private bus only	3,162	7.8
Hire Car	1,587	3.9
Tube & other	1,536	3.8
Private car/BAA bus	1,378	3.4
Paddington Express**	1,246	3.1
Other combinations	1,864	4.6
Total	40,622	100

Manchester

Method of Transport	Passengers (000s)	%
Private car driven away*	5,252	31.9
Taxi/Minicab only	4,184	25.4
Short term car park	2,173	13.2
Private car/private bus	1,421	8.6
Private car/airport bus	1,401	8.5
Train only	370	2.2
Train & other	598	3.6
Private bus only	304	1.8
Charter coach	220	1.3
Other combinations	539	3.3
Total	16,463	100

* Not including courtesy bus.

** Includes Paddington Express with connecting bus until June, and Heathrow Express direct into terminal thereafter.

Table 37 Trip Length of terminating passengers at Gatwick Airport

Trip Length	International Scheduled			International Charter			Domestic			
	UK Business %	UK Leisure %	Foreign Business %	UK IT %	UK Other %	Foreign Leisure %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Up to 12 hrs	6.2	0.0	6.3	0.0	0.0	0.0	32.9	4.9	13.6	1.4
Over 12 hrs to 1 day	10.6	0.5	5.7	0.0	0.0	0.0	18.3	3.5	8.7	4.1
Over 1 day to 2	14.9	2.3	11.0	0.1	0.0	1.0	15.9	15.7	9.9	12.1
Over 2 days to 3	13.6	4.3	10.3	0.4	0.4	4.7	12.4	19.0	30.0	10.3
Over 3 days to 4	10.2	6.9	8.5	0.6	1.0	3.8	3.8	16.6	9.9	7.1
Over 4 days to 5	7.6	5.5	6.3	0.2	1.2	2.3	6.6	8.8	4.6	11.6
Over 5 days to 6	3.3	1.8	2.0	0.2	1.0	0.7	0.4	2.8	0.0	4.8
Over 6 days to 1 week	8.9	16.6	15.9	46.0	36.1	39.1	1.9	14.1	0.4	12.0
Over 1 week to 2	17.6	39.5	13.5	49.3	51.4	27.5	5.8	9.5	10.7	27.7
Over 2 weeks to 3	2.6	12.6	4.7	2.7	5.3	4.8	1.3	2.7	2.9	1.3
Over 3 weeks to 4	1.3	4.9	4.7	0.3	2.2	5.8	0.3	1.8	7.3	5.2
Over 4 weeks	3.3	5.2	11.1	0.1	1.2	10.4	0.3	0.7	2.0	2.3
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,600	4,376	1,439	6,839	2,565	619	777	587	33	43
Average Trip Length (days)	5.7	10.8	8.7	8.8	9.7	11.0	2.3	4.9	5.6	7.4

Table 38 Trip Length of terminating passengers at Heathrow Airport

Trip Length	International Scheduled				Domestic					
	UK Business %	UK Leisure IT %	UK Leisure Other %	Foreign Business %	Foreign Leisure IT %	Foreign Leisure Other %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Up to 12 hrs	8.5	0.0	0.2	9.6	0.0	0.5	34.0	3.5	26.9	0.0
Over 12hrs to 1 day	12.7	0.0	1.0	10.0	0.7	1.1	23.1	8.9	8.4	1.6
Over 1 day to 2	15.0	1.7	3.8	15.0	1.8	3.8	15.8	16.6	25.6	8.4
Over 2 days to 3	13.6	5.9	6.0	11.6	9.4	7.1	9.3	16.9	9.1	11.6
Over 3 days to 4	10.2	7.9	7.6	9.0	14.1	6.9	5.4	13.9	10.9	11.4
Over 4 days to 5	6.7	4.5	5.0	7.5	7.7	5.6	4.9	9.9	5.2	6.9
Over 5 days to 6	2.6	1.9	1.8	2.8	4.5	2.3	0.6	2.8	0.3	0.6
Over 6 days to 1 week	9.9	16.4	11.9	10.5	11.4	12.1	3.4	12.7	1.8	11.6
Over 1 week to 2	10.9	40.6	28.1	11.6	30.5	25.4	1.9	10.7	5.9	27.9
Over 2 weeks to 3	2.7	16.1	14.2	4.5	13.6	13.5	0.4	2.0	1.4	9.7
Over 3 weeks to 4	1.9	3.5	9.2	2.6	1.9	8.4	0.3	1.0	0.7	1.9
Over 4 weeks	3.9	1.5	11.2	5.4	4.3	13.3	0.9	1.0	3.8	8.5
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	7,022	2,320	9,147	6,978	1,561	9,497	2,457	1,316	169	148
Average Trip Length (days)	5.3	10.1	12.4	6.3	9.3	12.5	1.9	4.7	3.6	9.3

Table 39 Trip Length of terminating passengers at Manchester Airport

Trip Length	International Scheduled						International Charter				Domestic									
	UK Business		UK Leisure		Foreign Business		Foreign Leisure		UK IT	UK Other	Foreign Leisure		UK Business		UK Leisure		Foreign Business		Foreign Leisure	
	%		%		%		%		%	%	%		%		%		%		%	
Up to 12 hrs	6.1	0.2	10.6	1.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	34.1	4.3	3.6	0.3				
Over 12 hrs to 1 day	13.9	0.8	14.6	2.4	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	21.4	3.0	10.6	0.4				
Over 1 day to 2	14.4	3.1	17.0	5.8	0.1	0.0	0.1	0.0	0.0	0.7	0.7	0.7	10.7	5.4	9.7	2.4				
Over 2 days to 3	12.6	6.5	14.7	9.9	0.1	0.1	0.1	0.1	0.1	0.9	0.9	0.9	6.7	7.7	9.8	5.0				
Over 3 days to 4	10.9	8.1	9.1	9.8	0.2	1.2	0.2	1.2	0.2	2.1	2.1	2.1	4.2	7.9	11.7	2.1				
Over 4 days to 5	8.7	6.9	7.4	9.2	0.1	0.6	0.1	0.6	0.1	0.6	0.6	0.6	4.3	6.6	5.8	1.4				
Over 5 days to 6	3.3	1.8	1.7	3.3	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	2.0	2.2	2.3	0.8				
Over 6 days to 1 week	9.3	13.3	7.3	9.8	35.1	32.6	35.1	32.6	35.1	22.3	22.3	22.3	4.2	15.0	8.4	6.6				
Over 1 week to 2	12.3	30.6	8.1	22.7	57.1	50.0	57.1	50.0	57.1	35.4	35.4	35.4	5.8	27.2	13.9	39.3				
Over 2 weeks to 3	3.1	14.3	2.9	9.4	6.3	10.6	6.3	10.6	6.3	5.3	5.3	5.3	1.6	11.6	11.6	17.1				
Over 3 weeks to 4	2.1	5.6	1.7	6.8	0.7	2.6	0.7	2.6	0.7	2.3	2.3	2.3	0.8	4.4	2.4	13.7				
Over 4 weeks	3.1	8.6	4.9	9.8	0.1	1.9	0.1	1.9	0.1	6.7	6.7	6.7	4.2	4.7	10.2	10.9				
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,173	2,456	725	915	7,011	1,490	1,197	1,490	1,197	173	173	173	1,197	843	209	219				
Average Trip Length (days)	5.4	11.2	5.1	10.3	9.6	10.5	3.5	10.5	9.6	9.8	9.8	9.8	3.5	9.3	8.8	14.3				

Table 40 Proportion of first time flyers on international routes

Passenger type	Gatwick	Heathrow	Manchester
	%	%	%
Scheduled business	0.1	0.1	0.3
Scheduled leisure	0.3	0.6	0.9
Charter leisure IT	0.8	-	1.5
Charter leisure other	0.8	-	1.3

Table 41 Proportion of passengers travelling alone

Travelling alone	UK Business	Foreign Business	UK Leisure IT	Foreign Leisure IT	UK Leisure Other	Foreign Leisure Other	All passengers
	%	%	%	%	%	%	%
Gatwick	75.9	67.2	3.4	8.2	27.3	40.8	27.3
Heathrow	79.8	71.6	10.8	10.3	44.3	44.0	54.1
Manchester	81.3	75.2	4.3	15.7	35.2	57.2	30.2

Table 42 Group size of terminating air travellers in 1998

Gatwick

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	75.9	66.4	3.4	8.2	27.3	40.8	27.2
Travelling with one other	15.8	18.4	51.9	42.2	37.4	33.1	38.9
Travelling with two others	2.9	6.4	10.7	8.4	12.8	9.0	9.8
Travelling with three others	2.5	1.9	20.0	8.5	14.0	7.0	13.0
Travelling with four others	0.7	1.5	5.9	2.0	4.3	1.7	3.9
Travelling with five or more	2.2	5.4	8.2	30.8	4.3	8.4	7.2
Total	100	100	100	100	100	100	100
Total Passengers (000s)	2,510	1,539	8,421	806	5,946	3,632	22,854

Heathrow

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	79.8	71.6	10.8	10.3	44.3	44.0	54.1
Travelling with one other	14.8	17.5	66.0	49.2	34.8	34.3	29.4
Travelling with two others	2.9	4.3	7.1	7.2	8.9	9.1	6.5
Travelling with three others	1.3	2.1	10.0	9.7	7.2	6.2	5.0
Travelling with four others	0.4	0.8	2.5	3.0	2.3	2.0	1.5
Travelling with five or more	0.8	3.7	3.6	20.6	2.5	4.4	3.4
Total	100	100	100	100	100	100	100
Total Passengers (000s)	9,481	7,147	2,376	1,570	10,410	9,637	40,619

Table 42 Group size of terminating air travellers in 1998 (continued)

Manchester

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	81.3	75.2	4.3	15.7	35.2	57.2	30.2
Travelling with one other	12.8	14.8	56.7	41.6	41.0	26.2	42.3
Travelling with two others	3.4	4.9	11.7	16.4	7.6	7.4	8.9
Travelling with three others	1.3	1.7	16.7	6.2	8.8	4.3	10.9
Travelling with four others	0.3	0.7	3.7	2.8	3.0	1.6	2.7
Travelling with five or more	0.9	2.6	6.9	17.3	4.4	3.3	5.0
Total	100	100	100	100	100	100	100
Total Passengers (000s)	2,400	957	7,867	54	3,933	1,252	16,463

Table 43 Income of UK and foreign passengers in 1998
Gatwick

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.1	0.4	3.2	4.2	3.5	3.5	6.4	6.5
£5,750-£8,624	0.7	0.4	3.0	2.7	3.7	1.7	4.2	7.1
£8,625-£11,499	0.8	1.3	3.4	4.7	3.7	5.1	4.5	1.4
£11,500-£14,374	2.4	4.3	4.4	3.2	3.3	1.2	4.1	3.0
£14,375-£17,249	3.2	2.7	6.4	5.0	2.5	3.2	6.1	3.8
£17,250-£22,999	6.1	6.2	11.3	13.3	6.8	5.4	10.5	14.6
£23,000-£28,749	10.4	15.9	13.8	9.9	8.0	7.9	10.3	8.8
£28,750-£34,499	10.7	11.3	11.8	10.7	8.8	9.3	9.2	6.4
£34,500-£40,249	14.7	13.4	10.6	10.3	9.7	6.5	8.4	9.4
£40,250-£45,999	11.3	6.6	8.2	12.3	10.0	13.0	8.3	5.0
£46,000-£57,499	11.1	10.0	8.8	6.1	9.6	11.3	7.5	10.7
£57,500-80,499	9.0	13.7	7.5	6.9	13.1	14.5	8.4	7.1
£80,500-£114,999	9.2	10.1	3.8	4.9	9.5	10.3	5.2	9.3
£115,000-£172,999	4.4	1.8	1.7	2.8	2.7	1.4	3.7	2.7
£173,000-£229,999	2.3	0.6	1.1	1.7	1.5	2.1	1.0	2.4
£230,000 or over	2.7	1.1	0.9	1.2	3.6	3.5	2.2	1.5
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	1,733	777	13,780	587	1,506	33	4,395	43
Average income	£57,338	£49,130	£39,737	£42,931	£55,129	£56,362	£44,405	£46,855

Heathrow

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.0	0.4	7.2	6.5	2.4	1.2	5.4	4.5
£5,750-£8,624	0.9	0.5	3.9	2.7	2.0	1.9	4.9	4.2
£8,625-£11,499	1.1	0.7	5.0	3.8	2.0	3.3	4.7	4.9
£11,500-£14,374	1.3	1.1	6.3	6.2	2.9	2.8	6.1	6.4
£14,375-£17,249	2.6	3.4	6.7	6.5	3.4	3.4	6.7	7.3
£17,250-£22,999	5.9	8.5	10.7	9.9	7.6	8.8	10.7	10.2
£23,000-£28,749	10.1	13.1	11.3	11.1	9.2	7.6	10.3	9.3
£28,750-£34,499	12.1	14.1	9.9	9.9	10.3	11.2	9.7	12.9
£34,500-£40,249	12.5	13.7	8.9	8.8	9.9	11.1	8.9	8.6
£40,250-£45,999	9.0	9.4	6.3	7.4	10.6	8.6	7.8	7.8
£46,000-£57,499	12.7	10.8	7.1	7.2	9.0	12.4	6.5	5.7
£57,500-80,499	11.9	10.6	7.6	9.8	12.0	9.2	7.6	8.4
£80,500-£114,999	7.4	7.1	4.4	3.9	6.4	13.7	4.1	4.4
£115,000-£172,999	5.5	3.6	2.5	3.3	5.2	3.2	2.9	2.3
£173,000-£229,999	2.1	1.4	0.8	1.6	2.2	1.3	1.2	0.9
£230,000 or over	3.9	1.6	1.5	1.3	5.0	0.4	2.5	2.2
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	7,023	2,457	11,469	1,316	6,978	169	11,058	148
Average income	£60,906	£51,356	£39,294	£42,492	£60,296	£50,820	£42,898	£41,579

Table 43 Income of UK and foreign passengers in 1998 (continued)

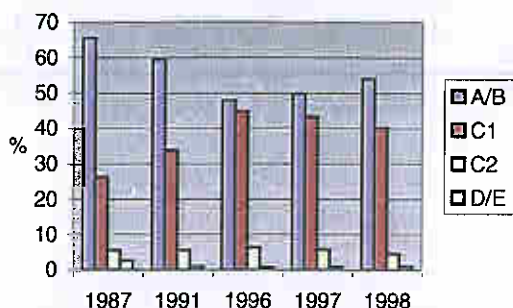
Manchester

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.1	0.5	4.8	7.1	1.7	2.1	6.0	0.9
£5,750-£8,624	0.3	0.5	4.8	4.5	1.3	0.9455	4.1	2.5
£8,625-£11,499	1.8	0.8	5.8	4.1	3.0	6.2134	3.0	1.5
£11,500-£14,374	1.8	2.5	8.1	6.5	3.6	2.5	8.1	21.0
£14,375-£17,249	5.3	5.5	8.2	6.9	3.9	2.0	6.6	3.8
£17,250-£22,999	10.7	8.5	14.1	12.7	10.8	6.4	13.2	8.4
£23,000-£28,749	12.6	14.6	13.1	8.9	10.4	5.4	9.4	4.4
£28,750-£34,499	14.2	14.2	12.8	10.5	12.2	8.9	8.8	8.2
£34,500-£40,249	14.2	11.3	9.6	9.2	10.7	15.4	7.0	7.1
£40,250-£45,999	10.7	8.1	6.4	8.6	9.0	13.6	8.6	7.9
£46,000-£57,499	9.2	11.5	5.2	6.1	10.1	11.2	7.5	11.6
£57,500-80,499	9.3	9.9	4.3	6.3	12.4	8.5	8.1	11.8
£80,500-£114,999	5.1	7.6	1.8	4.7	5.4	8.8	6.3	4.4
£115,000-£172,999	2.5	2.3	0.6	2.1	3.0	4.3	1.5	4.2
£173,000-£229,999	0.4	1.3	0.2	0.2	1.0	1.2	1.1	0.7
£230,000 or over	0.8	1.0	0.2	1.6	1.6	2.4	0.7	1.6
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	1,203	1,197	10,957	843	748	209	1,087	219
Average income	£43,704	£47,458	£29,212	£37,690	£47,493	£53,397	£38,787	£44,976

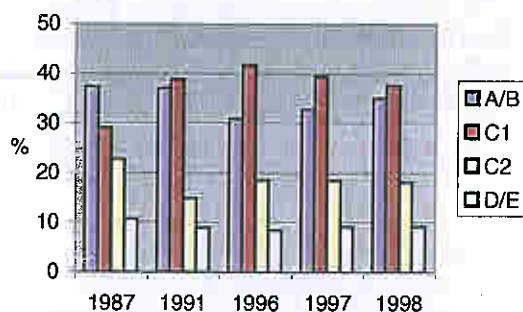
Table 44 Socio-economic group of UK passengers by journey purpose

Socio-economic Group	Business			Leisure		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%
A/B	54.0	55.2	47.7	35.0	38.7	25.5
C1	40.3	40.5	46.3	37.7	43.8	39.3
C2	4.5	3.7	4.5	18.1	10.1	21.5
D/E	1.1	0.7	1.4	9.2	7.4	13.7
Total	100	100	100	100	100	100
Total Passengers (m)	2,510	9,481	2,400	14,366	12,785	11,800

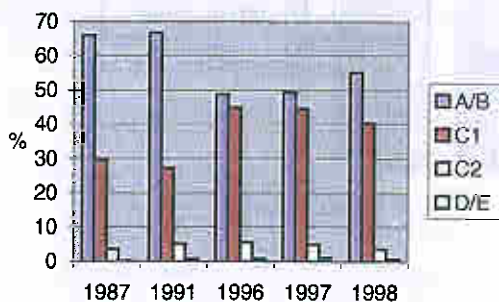
UK business passengers at Gatwick Airport



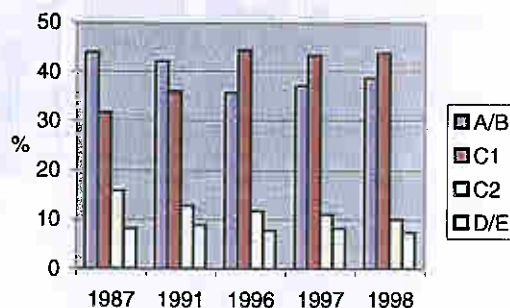
UK leisure passengers at Gatwick Airport



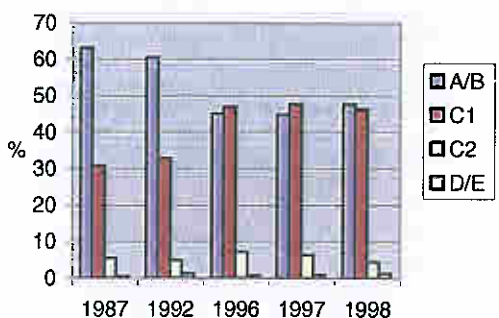
UK business passengers at Heathrow Airport



UK leisure passengers at Heathrow Airport



UK business passengers at Manchester Airport



UK leisure passengers at Manchester Airport

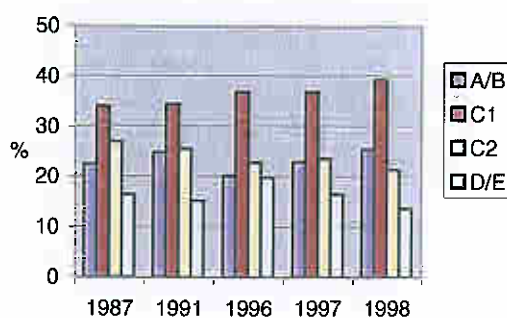


Figure 13 Socio-economic groups of UK passengers

Table 45 Main business of business passengers

Main business	UK Business Passengers			Foreign Business Passengers		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%
Production industries						
Agriculture	0.6	0.2	0.7	1.4	0.5	0.5
Energy & water supply	5.7	4.8	5.4	8.5	4.3	5.1
Extraction processes	6.4	5.5	10.8	4.3	6.4	16.5
Metal goods, engineering	12.7	15.9	16.6	13.8	18.0	23.0
Other manufacturing industries	7.1	6.6	9.9	5.3	7.4	11.7
Total production industries	32.5	33.0	43.3	33.2	36.5	56.7
Non-production industries						
Construction	2.1	2.2	3.1	1.1	2.0	3.3
Distribution, catering	7.8	8.1	9.7	11.9	8.4	8.1
Transport, communications	11.5	8.0	10.5	11.9	9.0	8.4
Business, banking, finance	24.6	29.2	18.3	17.7	23.3	10.2
Public services	21.6	19.4	15.1	24.1	20.8	13.4
Total non-production industries	67.5	67.0	56.7	66.8	63.5	43.3
Total	100	100	100	100	100	100
Total Business Passengers (m)	2,510	9,481	2,400	1,539	7,147	957

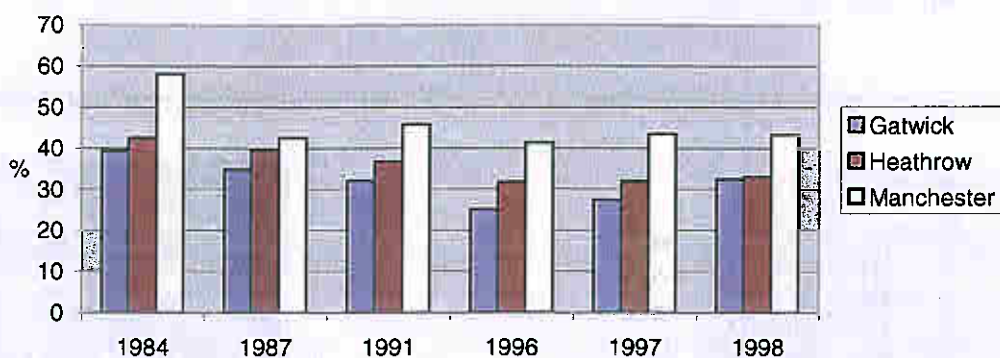


Figure 14 Proportion of UK business passengers from the production industries

Table 46 Journey purpose by route and country of residence in 1998

Journey purpose	Gatwick				Heathrow				Manchester				
	Domestic		International		Domestic		International		Domestic		International		
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	
Business													
Business	3.7	3.7	1.4	3.4	6.8	5.1	5.3	5.6	4.8	3.2	0.9	3.4	
Attending Internal Company Business	18.7	13.0	4.4	8.3	21.6	12.3	12.3	11.1	28.0	17.8	4.0	17.1	
Meetings with Customers	12.0	8.6	3.5	5.7	17.1	10.4	12.4	8.9	15.4	15.6	3.2	11.3	
Conference	4.0	2.9	0.9	2.9	5.2	5.1	3.8	4.3	4.2	3.4	0.9	2.9	
Trade Fair	1.7	0.1	0.3	0.8	0.8	0.5	1.3	1.2	0.4	0.8	0.3	0.5	
Armed Services	0.7	0.7	0.2	0.4	1.0	0.5	0.3	0.3	1.1	0.1	0.0	0.2	
Airline Staff	1.5	0.0	0.1	0.1	0.5	0.0	0.2	0.3	1.7	0.4	0.0	0.2	
Contract Home Leave	1.8	3.8	0.0	0.7	1.1	5.6	0.3	1.2	0.6	5.5	0.1	1.2	
Overseas Employment < 12 months	0.6	6.1	0.5	1.5	0.4	1.5	0.9	0.8	0.5	0.8	0.3	1.1	
Overseas Employment > 12 months	0.0	0.5	0.2	0.3	0.1	0.7	0.6	0.4	0.3	0.5	0.1	0.4	
Studies paid by employer - formal	0.1	0.5	0.0	0.3	0.3	0.8	0.2	0.3	0.1	0.4	0.0	0.3	
Studies paid by employer - other	0.3	0.4	0.0	0.3	0.4	0.5	0.1	0.4	0.4	0.6	0.0	0.4	
Au pair	0.0	0.3	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.1	
Total Business	45.0	40.5	11.6	24.8	55.3	43.0	37.7	34.8	57.4	49.1	10.0	39.1	
Leisure													
Holiday fare paid separately	14.2	13.6	18.9	21.1	9.6	10.0	15.6	19.7	10.2	9.8	15.2	14.4	
Holiday IT/Package - Hotel	6.1	4.3	33.1	12.2	5.7	4.1	11.3	9.9	6.4	0.6	38.7	2.4	
Holiday IT/Package - Self Catering	0.1	0.0	16.3	0.5	0.1	0.1	0.5	0.2	0.4	0.1	22.1	1.0	
Holiday IT package - Cruise	0.3	0.0	1.0	0.8	0.4	0.0	1.0	0.5	0.7	0.0	1.2	0.0	
Visiting friends and relatives	21.8	36.4	14.9	32.2	25.2	38.4	30.5	30.0	18.9	38.3	10.4	38.2	
Migration	0.0	0.3	0.2	0.4	0.1	0.2	0.5	0.2	0.3	0.0	0.3	0.1	
Studies private/grants - formal	0.1	1.2	0.3	2.6	0.2	2.9	0.6	1.4	0.2	0.6	0.3	1.7	
Studies private/grants - other	0.6	1.5	0.2	2.2	0.1	0.5	0.3	1.5	0.0	0.5	0.1	0.2	
Cultural/sports	0.6	0.6	0.4	1.6	1.1	0.6	1.0	1.1	1.5	0.6	0.3	1.7	
Unaccompanied school children	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	
Other	11.0	1.5	0.4	1.2	1.7	0.2	0.3	0.5	3.9	0.2	0.0	0.6	
Ski Holiday IT/Package - Hotel	0.0	0.0	0.2	0.0	0.1	0.0	0.4	0.0	0.0	0.0	0.1	0.1	
Ski Holiday IT/Package - Self Catering	0.1	0.0	2.0	0.4	0.2	0.0	0.3	0.0	0.0	0.0	0.9	0.0	
	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	
Total Leisure	55	59	88	75	45	57	62	65	43	51	90	61	
Total	100	100	100	100	100	100	100	100	100	100	100	100	
Total terminal passengers (000s)	2,255	457	16,191	9,608	5,500	1,714	20,145	32,563	2,129	497	12,245	2,057	

Table 47 Journey purpose by sex of passenger in 1998

Journey purpose	Gatwick		Heathrow		Manchester	
	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%
Business						
Business	82	18	75	25	83	17
Attending Internal Company Business	80	20	79	21	81	19
Meetings with Customers	85	15	84	16	86	14
Conference	69	31	71	29	69	31
Trade Fair	79	21	68	32	79	21
Armed Services	98	2	91	9	91	9
Airline Staff	68	32	52	48	60	40
Contract Home Leave	91	9	80	20	82	18
Overseas Employment <12 months	69	31	75	25	61	39
Overseas Employment >12 months	65	35	68	32	79	21
Studies paid by employer – formal	82	18	55	45	68	32
Studies paid by employer – other	59	41	73	27	74	26
Au pair	0	100	2	98	2	98
Total Business	80	20	78	22	81	19
Leisure						
Holiday fare paid separately	50	50	49	51	52	48
Holiday IT/Package – Hotel	47	53	45	55	49	51
Holiday IT/Package – Self Catering	51	49	50	50	44	56
Holiday IT package – Cruise	44	56	45	55	51	49
Visiting friends and relatives	45	55	45	55	44	56
Migration	35	65	50	50	64	36
Studies private/grants – formal	42	58	51	49	45	55
Studies private/grants – other	45	55	39	61	37	63
Cultural/sports	60	40	62	38	71	29
Unaccompanied school children	74	26	52	48	41	59
Other	48	52	50	50	59	41
Ski Holiday	47	53	68	32	38	62
Ski Holiday IT/Package – Hotel	53	47	63	37	54	46
Ski Holiday IT/Package – Self Catering	57	43	26	74	92	8
Total Leisure	48	52	46	54	48	52
Total	54	46	59	41	55	45
Total terminal passengers (m)	15.4	13.1	35.3	24.6	9.2	7.7

Table 48 Sex of passengers by journey purpose in 1975/78, 1983/84, 1987, 1991/93, 1996, 1997 and 1998

Airport	Business													
	1975/78		1983/84		1987		1991/93		1996		1997		1998	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Gatwick	88	12	85	15	81	19	80	20	80	20	80	20	80	20
Heathrow	91	9	88	12	86	14	85	15	80	20	78	22	78	22
Manchester	94	6	91	9	87	13	85	15	82	18	81	19	81	19

Airport	Leisure													
	1975/78		1983/84		1987		1991/93		1996		1997		1998	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Gatwick	52	48	47	53	49	51	47	53	48	52	48	52	48	52
Heathrow	53	47	46	54	47	53	49	51	47	53	45	55	46	54
Manchester	47	53	47	53	48	52	50	50	49	51	48	52	48	52

Airport	Total													
	1975/78		1983/84		1987		1991/93		1996		1997		1998	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Gatwick	58	42	53	47	54	46	52	48	53	47	54	46	54	46
Heathrow	72	28	67	33	65	35	66	34	60	40	59	41	59	41
Manchester	59	41	58	42	56	44	57	43	56	44	55	45	55	45

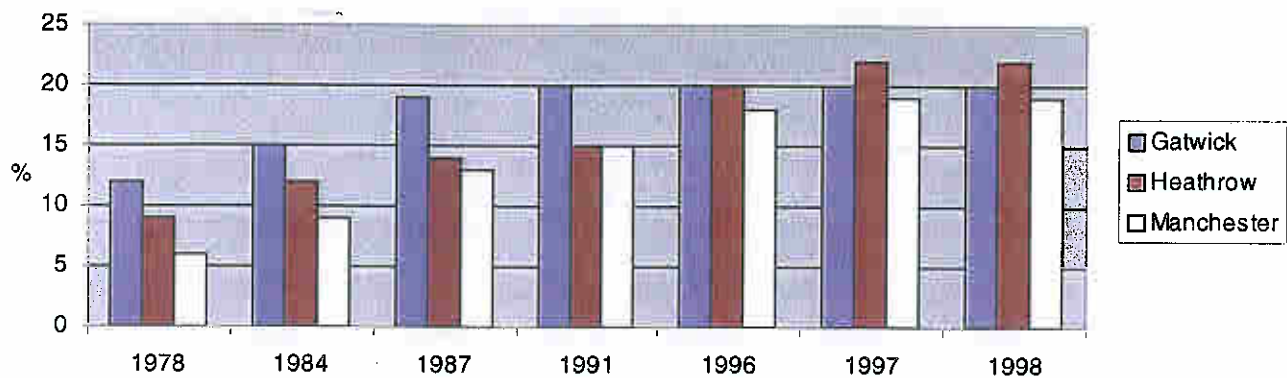


Figure 15 Proportion of women travelling for business purposes 1978-1998

Table 49 Journey purpose and country of residence by month and airport

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Gatwick	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	12.4	12.2	12.5	12.2	10.0	9.1	7.1	8.8	4.8	12.3	15.2	10.8
UK Leisure	46.1	49.4	53.7	56.1	56.6	55.4	61.6	47.1	66.0	55.5	44.4	50.6
Foreign Business	10.2	9.5	9.8	8.3	11.7	8.9	4.6	7.1	6.7	9.9	15.2	11.7
Foreign Leisure	31.3	28.9	24.1	23.4	21.7	26.6	26.7	36.9	22.5	22.4	25.3	26.9
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	1,633	1,743	2,301	2,164	2,688	2,840	3,962	2,688	2,514	2,413	1,783	1,781

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Heathrow	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	20.2	23.2	16.7	19.2	17.9	20.5	13.6	11.1	18.0	18.6	20.8	15.7
UK Leisure	21.6	25.1	29.4	31.4	23.7	18.9	24.7	26.4	21.4	23.8	24.5	31.3
Foreign Business	19.1	21.4	23.2	18.1	23.4	20.7	16.6	14.3	24.6	20.9	22.7	17.8
Foreign Leisure	39.1	30.3	30.7	31.2	35.0	40.0	45.1	48.1	36.0	36.8	32.0	35.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	4,085	3,971	4,902	5,203	5,235	5,757	5,562	6,133	5,372	4,823	5,003	3,881

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Manchester	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	21.6	20.2	22.3	17.7	12.7	13.2	8.4	8.0	11.0	14.9	23.3	16.8
UK Leisure	57.5	63.8	61.4	62.8	74.3	73.2	77.7	78.3	77.2	72.3	57.2	63.8
Foreign Business	8.7	7.5	9.1	7.7	7.1	4.3	4.4	4.4	4.3	5.9	10.0	6.8
Foreign Leisure	12.2	8.6	7.3	11.8	5.9	9.3	9.4	9.2	7.6	6.9	9.6	12.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	867	954	1,147	1,116	1,639	1,759	1,841	2,066	1,922	1,579	1,050	988

Table 50 Age distribution of UK and foreign passengers in 1998

Age	UK business passengers			Foreign business passengers			UK leisure passengers			Foreign leisure passengers		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%	%	%	%	%	%	%
2-11	0.1	0.0	0.0	0.2	0.0	0.0	7.7	3.8	6.2	4.3	4.3	3.2
12-14	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.7	3.3	3.3	2.0	4.0
15-19	0.4	0.4	0.7	0.9	0.3	1.1	4.2	4.2	3.6	8.7	4.6	4.9
20-24	4.9	4.5	4.1	5.6	4.2	3.7	8.3	8.6	7.7	12.1	15.3	11.2
25-34	26.9	30.0	28.5	24.5	28.2	26.3	19.7	24.1	16.2	20.2	26.1	22.6
35-44	30.4	32.9	30.1	34.4	32.4	33.5	17.1	17.8	17.4	14.5	18.6	17.7
45-54	24.1	24.4	27.9	22.9	24.7	24.8	18.8	15.5	20.4	15.2	17.4	16.8
55-59	7.9	5.2	5.7	6.5	6.9	8.4	6.7	6.3	8.4	7.0	3.3	8.1
60-64	3.9	1.9	2.5	3.1	2.3	1.5	6.6	9.2	7.5	6.1	3.0	6.0
65-74	1.5	0.7	0.5	2.0	0.8	0.7	7.1	8.4	7.7	7.4	4.2	4.3
Over 74	0.0	0.0	0.0	0.0	0.2	0.1	1.2	1.4	1.7	1.4	1.4	1.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total (000s)	2,894	10,634	2,450	2,567	12,080	1,049	15,552	15,011	11,924	7,498	22,197	1,505
1998 Average age	41.0	39.6	40.3	40.5	40.4	40.5	39.1	41.1	41.0	38.0	36.0	38.3

Table 51 Family make-up of UK leisure passengers

Family make up	International Inclusive Tour			International Other Holiday		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%
No children under 16	77.9	88.8	77.8	77.8	82.7	81.2
Children under 16	22.1	11.2	22.2	22.2	17.3	18.8
Total	100	100	100	100	100	100
Total UK leisure passengers (m)	8.3	2.3	7.7	5.4	9.1	3.2

Table 52 Fare types of terminating single sector scheduled passengers in 1998

Family make up	International Inclusive Tour			International Other Holiday		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%
Business/First/Club	6.7	20.3	5.5	10.5	26.7	23.4
Economy – Full fare	12.1	19.1	16.6	32.7	34.2	40.2
Economy – Discount	23.1	45.8	11.0	43.7	31.8	25.3
Other	58	14.9	66.9	13.1	7.3	11.1
Total	100	100	100	100	100	100

Table 53 Scheduled Ticket Class by ticket type

Ticket Class	Single			Return			Round Robin		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%	%	%	%
Business/First/Club	16.0	22.4	25.2	12.0	19.9	15.9	21.7	28.6	33.8
Economy – Discount	51.5	44.1	23.8	41.4	45.0	26.9	39.7	39.7	20.7
Economy – Full Fare	23.4	23.0	44.2	23.4	20.9	42.0	26.3	18.7	39.0
Other	9.0	10.5	6.7	23.2	14.2	15.2	12.3	13.0	6.4
Grand Total	100	100	100	100	100	100	100	100	100

Table 54 Type of ticket by journey purpose

Ticket Class	Business			Leisure		
	Gatwick	Heathrow	Manchester	Gatwick	Heathrow	Manchester
	%	%	%	%	%	%
Business/First/Club	26.9	40.4	32.0	5.6	6.6	6.4
Economy – Discount	34.4	27.5	20.9	45.3	56.6	30.6
Economy – Full Fare	34.8	28.8	43.6	17.6	14.8	40.3
Other	3.9	3.3	3.5	31.4	22.0	22.7
Grand Total	100	100	100	100	100	100

Table 55 Passengers on scheduled domestic routes at Gatwick in 1998

Route	Interline (two way flow)												Grand Total							
	Terminating		UK		Europe		Africa		Near & Mid. East		Asia/Oceania		North America		C&S America		Total Interline			
	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%		
Aberdeen	119	48.4	5	3.9	59	46.5	5	3.94	0	0.0	2	1.6	44	34.6	12	9.4	127	51.6	246	100
Belfast	158	57.3	9	7.7	21	17.9	2	1.7	0	0.1	1	0.4	50	42.5	35	29.8	118	42.7	276	100
Edinburgh	164	44.8	14	6.9	80	39.6	9	4.46	5	2.5	3	1.5	73	36.1	18	8.9	202	55.2	366	100
Guernsey	122	45.8	6	4.2	101	69.9	4	2.77	1	0.4	1	0.6	27	18.7	5	3.5	144	54.2	266	100
Glasgow	182	52.9	7	4.3	51	31.5	6	3.7	7	4.3	4	2.5	54	33.3	33	20.4	162	47.1	344	100
Inverness	109	67.0	9	16.7	27	50.2	0	0.74	2	3.7	0	0.7	12	22.3	3	5.6	54	33.0	163	100
Jersey	273	79.0	0	0.6	42	58.0	4	5.52	0	0.0	0	0.0	11	15.2	15	20.7	72	21.0	345	100
Leeds/Bradford	6	55.0	0	0.0	0	0.0	0	6.12	1	12.2	0	0.0	2	40.8	2	40.8	5	45.0	11	100
Manchester	197	46.8	4	1.8	67	29.9	10	4.46	9	4.0	8	3.6	63	28.1	63	28.1	224	53.2	421	100
Newcastle	68	42.8	6	6.6	19	20.9	4	4.4	1	1.1	6	6.6	44	48.4	11	12.1	91	57.2	159	100
Newquay	25	43.0	5	15.1	17	51.4	1	1.51	0	1.2	0	0.6	7	21.1	3	9.1	33	57.0	58	100
Plymouth	18	35.2	4	12.1	18	54.4	1	2.72	2	6.0	0	0.6	6	18.1	2	6.0	33	64.8	51	100
Total	1,441	55.5	69	5.5	502	39.7	46	3.64	28	2.2	25	2.0	393	31.1	202	16.0	1,265	48.7	2,597	100

Table 56 Passengers on scheduled domestic routes at Heathrow in 1998

Route	Interline (two way flow)												Grand Total							
	Terminating		UK		Europe		Africa		Near & Mid. East		Asia/Oceania		North America		C&S America		Total			
	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%		
Aberdeen	308	58.4	0	0	96	18.2	10	1.9	48	9.1	7	1.3	56	10.6	2	0.4	219	41.6	527	100
Belfast	799	68.5	6	0.51	141	12.1	14	1.2	45	3.9	15	1.3	146	12.5	1	0.1	368	31.5	1167	100
Edinburgh	1009	64.1	4	0.25	251	16.0	17	1.1	123	7.8	27	1.7	138	8.8	4	0.3	564	35.9	1573	100
Guernsey	23	88.8	1	3.47	2	7.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	11.2	26	100
Glasgow	942	64.1	4	0.27	180	12.2	24	1.6	113	7.7	24	1.6	177	12.0	6	0.4	528	35.9	1470	100
Isle of Man	106	80.2	1	0.38	10	7.6	1	0.8	10	7.6	1	0.5	4	3.0	0	0.0	26	19.8	132	100
Jersey	138	51.7	19	7.12	71	26.6	3	1.1	11	4.1	7	2.6	18	6.7	0	0.0	129	48.3	267	100
Leeds/Bradford	86	40.4	0	0	38	17.9	9	4.2	29	13.6	10	4.7	40	18.8	1	0.3	127	59.6	213	100
Manchester	422	36.5	3	0.26	184	15.9	32	2.8	221	19.1	45	3.9	242	20.9	8	0.7	735	63.5	1157	100
Teesside	63	34.4	1	0.55	48	26.2	3	1.6	31	16.9	4	2.2	33	18.0	0	0.2	120	65.6	183	100
Newcastle	194	45.5	1	0.23	84	19.7	10	2.3	75	17.6	6	1.4	54	12.7	2	0.5	232	54.5	426	100
Total	4,090	57.3	39	0.552	1,105	15.5	123	1.7	146	2.0	908	12.7	908	12.7	24	0.3	3,051	42.7	7,141	100

Table 57 Journey purpose and country of residence for Gatwick scheduled international routes broken down by country of destination in 1998

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total %	Total passengers (000's)
Antigua & Barbuda	4.9	50.0	25.9	80.8	0.2	4.6	14.4	19.2	5.1	94.9	100	68
Argentina	11.6	0.5	6.1	18.2	20.3	10.0	51.5	81.8	31.9	68.1	100	122
Austria	6.8	8.0	16.4	31.3	12.7	12.1	44.0	68.7	19.5	80.5	100	207
Barbados	10.6	39.9	22.7	73.2	9.3	6.3	11.1	26.8	19.9	80.1	100	169
Belgium	27.8	0.6	17.9	46.2	19.0	5.8	28.9	53.8	46.9	53.1	100	237
Bermuda	7.2	11.2	37.1	55.5	8.4	0.1	35.9	44.5	15.7	84.3	100	78
Brazil	7.4	0.1	10.0	17.5	13.6	8.6	60.3	82.5	21.0	79.0	100	142
Colombia	8.4	0.0	26.4	34.8	24.4	3.5	37.3	65.2	32.7	67.3	100	51
Cuba	3.9	63.1	7.7	74.7	0.2	19.5	5.6	25.3	4.1	95.9	100	57
Cyprus	1.8	80.9	11.9	94.6	0.4	0.9	4.1	5.4	2.2	97.8	100	190
Denmark	10.8	1.6	10.5	22.9	20.9	13.6	42.6	77.1	31.7	68.3	100	326
Finland	14.2	0.0	11.5	25.7	34.5	2.8	37.0	74.3	48.7	51.3	100	82
France	15.9	4.5	24.5	44.9	15.5	5.6	33.9	55.1	31.4	68.6	100	978
Germany	21.7	0.7	10.7	33.2	15.2	8.0	43.5	66.8	37.0	63.0	100	674
Ghana	22.4	0.0	11.7	34.1	24.5	0.0	41.4	65.9	46.9	53.1	100	55
Gibraltar	25.3	7.9	35.2	68.3	10.0	0.0	21.7	31.7	35.3	64.7	100	121
Greece	15.0	7.8	29.1	51.8	5.0	4.4	38.8	48.2	20.0	80.0	100	131
Ireland	9.2	2.5	29.3	41.1	12.4	4.4	42.2	58.9	21.6	78.4	100	818
Israel	10.5	6.4	18.1	35.0	21.3	7.2	36.5	65.0	31.8	68.2	100	125
Italy	10.3	16.1	17.7	44.1	11.9	9.1	35.0	55.9	22.2	77.8	100	1242
Jamaica	1.1	13.8	30.2	45.2	23.3	9.2	22.4	54.8	24.4	75.6	100	110
Kenya	10.4	7.9	14.5	32.8	29.7	13.8	23.7	67.2	40.1	59.9	100	169
Luxembourg	19.9	0.0	13.5	33.4	40.4	1.3	24.9	66.6	60.3	39.7	100	54
Malta	1.9	44.9	33.7	80.5	3.2	5.2	11.1	19.5	5.1	94.9	100	158
Netherlands	21.7	7.3	19.5	48.6	21.7	6.3	23.5	51.4	43.4	56.6	100	520
Nigeria	0.4	0.0	19.3	19.7	54.1	0.0	26.2	80.3	54.5	45.5	100	69
Norway	11.6	0.2	5.4	17.1	23.0	13.7	46.2	82.9	34.5	65.5	100	164
Poland	5.1	0.4	52.0	57.5	13.9	0.3	28.3	42.5	19.1	80.9	100	57
Portugal & Madeira	7.3	16.8	32.8	56.9	10.6	6.9	25.6	43.1	17.9	82.1	100	343
Romania	34.7	0.0	4.2	38.9	29.1	5.7	26.2	61.1	63.8	36.2	100	68
Saudi Arabia	5.8	0.0	3.9	9.7	44.2	0.0	46.0	90.3	50.0	50.0	100	55
Soviet Union	17.4	5.6	9.7	32.8	33.5	4.7	29.0	67.2	50.9	49.1	100	309
Spain & Canary Islands	8.5	13.1	26.3	47.8	11.0	5.1	36.1	52.2	19.5	80.5	100	806
Sweden	8.1	0.0	5.0	13.1	22.0	10.0	54.9	86.9	30.1	69.9	100	240
Switzerland	24.5	2.4	11.5	38.3	13.1	9.5	39.0	61.7	37.7	62.3	100	302
United Arab Emirates	16.3	3.3	15.5	35.1	12.7	1.8	50.4	64.9	29.0	71.0	100	139
United States	8.6	10.2	21.9	40.7	13.1	9.3	36.9	59.3	21.7	78.3	100	4768
Venezuela	2.6	0.0	16.8	19.4	4.3	1.4	74.8	80.6	7.0	93.0	100	52
Yugoslavia	11.8	2.3	27.0	41.1	24.8	2.7	31.5	58.9	36.5	63.5	100	87
Zimbabwe	7.4	12.9	18.2	38.5	28.4	1.9	31.2	61.5	35.8	64.2	100	148

Table 59 Journey purpose and country of residence for Manchester scheduled international routes broken down by country of destination in 1998

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total %	Total passengers (000's)
Austria	36.5	2.9	38.9	78.3	11.8	0.0	9.9	21.7	48.2	51.8	100	33
Belgium	34.4	2.9	16.2	53.5	23.8	0.0	22.7	46.5	58.2	41.8	100	311
Canada	8.8	8.7	26.8	44.2	16.8	0.5	38.5	55.8	25.6	74.4	100	70
Cuba	4.2	62.4	8.7	75.4	7.5	8.7	8.4	24.6	11.7	88.3	100	16
Cyprus	1.4	68.3	25.1	94.8	0.2	0.7	4.3	5.2	1.7	98.3	100	110
Denmark	38.0	4.0	16.5	58.5	23.2	0.9	17.3	41.5	61.3	38.7	100	176
Egypt	0.0	5.4	56.8	62.1	0.0	0.0	37.9	37.9	0.0	100.0	100	5
Finland	21.8	0.0	23.2	45.0	22.0	0.0	33.0	55.0	43.8	56.2	100	32
France	26.9	12.4	29.6	68.9	18.2	0.4	12.5	31.1	45.1	54.9	100	487
Germany	29.5	1.3	27.1	57.8	22.6	0.3	19.2	42.2	52.1	47.9	100	610
Gibraltar	0.0	46.1	20.5	66.6	0.0	0.0	33.4	33.4	0.0	100.0	100	6
Hong Kong	19.1	15.6	44.5	79.2	5.5	0.0	15.3	20.8	24.6	75.4	100	88
India	5.6	0.4	63.0	69.1	7.9	0.1	22.9	30.9	13.5	86.5	100	32
Israel	6.3	29.7	43.4	79.4	3.7	0.0	16.9	20.6	9.9	90.1	100	24
Italy	29.4	9.1	33.9	72.3	13.0	0.3	14.4	27.7	42.4	57.6	100	121
Luxembourg	26.3	0.0	31.3	57.6	20.0	0.0	22.4	42.4	46.3	53.7	100	8
Malta	1.1	83.0	7.8	91.8	0.9	0.3	7.1	8.2	1.9	98.1	100	128
Mauritius	2.4	67.4	18.7	88.5	0.9	1.6	8.9	11.5	3.3	96.7	100	10
Netherlands	26.2	7.6	25.9	59.7	21.5	0.6	18.2	40.3	47.7	52.3	100	526
Norway	30.4	3.2	18.6	52.3	29.4	5.9	12.5	47.7	59.8	40.2	100	28
Pakistan	7.5	0.0	77.1	84.6	6.6	0.0	8.8	15.4	14.1	85.9	100	170
Poland	41.5	6.9	32.3	80.7	14.0	0.0	5.4	19.3	55.5	44.5	100	21
Portugal & Madeira	27.7	19.0	43.7	90.4	7.4	0.0	2.2	9.6	35.1	64.9	100	29
Singapore	4.5	3.7	71.5	79.7	3.8	0.2	16.0	20.1	8.3	91.5	100	81
Spain & Canary Islands	28.5	17.0	28.9	74.5	6.2	0.2	19.1	25.5	34.7	65.3	100	162
Sweden	32.9	0.2	8.7	41.8	29.0	3.0	26.2	58.2	62.0	38.0	100	57
Switzerland	29.1	6.1	29.1	64.2	16.4	0.5	18.8	35.7	45.5	54.5	100	224
Turkey	10.1	51.4	26.0	87.5	4.9	1.5	6.2	12.5	15.0	85.0	100	61
United Arab Emirates	5.9	16.6	44.7	67.3	15.3	3.5	13.9	32.7	21.3	78.7	100	88
United States	17.5	20.5	36.7	74.8	6.8	0.5	18.0	25.2	24.3	75.7	100	1040
Yugoslavia	3.8	76.0	8.6	88.4	0.0	0.7	10.9	11.6	3.8	96.2	100	12

Table 60 Final air destination of passengers on major gateway routes at Manchester Airport

Final air destination	Airport of current flight						
	Heathrow*	Gatwick*	Amsterdam	Paris	Zurich	Frankfurt	Brussels
	%	%	%	%	%	%	%
Not flying on	35.1	43.3	63.6	65.9	65.6	52.5	68.2
Domestic	0.1	4.5	0.0	0.0	0.0	0.0	0.0
Europe	14.1	18.0	11.4	19.1	29.1	25.3	27.9
North America	20.7	10.2	5.3	2.2	0.0	0.8	1.2
Asia/Oceania	18.8	5.6	9.1	4.8	1.2	15.9	0.1
Middle East	5.8	2.4	2.9	0.5	3.6	2.2	0.2
Africa	4.3	4.8	6.2	6.5	0.5	2.6	2.1
South & Central America	0.9	11	1.5	0.9	0	0.6	0.4
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)	1,127	420	514	484	138	272	309

*Based on Manchester Results

Table 61 1998 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	319,896	7.9	319,896	0.5
Birmingham	7,724	0.5	36,829	1.5	30,241	0.7	1,772,613	50.9	509,914	20.2	14,340	0.7	104,277	0.2	126,307	3.3	37,557	2.9	881	0.0	2,640,681	3.7
Bristol	220	0.0	0	0.0	409	0.0	1,547	0.0	999	0.0	217	0.0	5,142	0.0	394,951	10.3	29,538	2.3	0	0.0	433,023	0.6
Cardiff	0	0.0	0	0.0	0	0.0	695	0.0	0	0.0	0	0.0	829	0.0	2,143	0.1	209,854	16.4	0	0.0	213,521	0.3
East Midlands	89	0.0	41,350	1.7	1,361	0.0	21,043	0.6	336,119	13.3	1,424	0.1	3,071	0.0	873	0.0	274	0.0	0	0.0	405,605	0.6
Edinburgh	5,295	0.4	0	0.0	0	0.0	222	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	733,396	18.2	738,912	1.0
Exeter	57	0.0	0	0.0	131	0.0	147	0.0	109	0.0	217	0.0	1,283	0.0	12,347	0.3	124	0.0	19	0.0	14,434	0.0
Gatwick	133,360	8.9	103,335	4.3	290,347	6.3	253,611	7.3	257,399	10.2	342,078	16.2	9,366,719	20.7	846,235	22.0	156,233	12.2	537,157	13.3	12,286,476	17.4
Glasgow	6,001	0.4	544	0.0	801	0.0	0	0.0	425	0.0	0	0.0	88	0.0	0	0.0	423	0.0	898,352	22.3	906,634	1.3
Heathrow	466,381	31.0	547,929	23.0	1,019,518	22.2	1,049,615	30.1	922,450	36.5	902,465	42.7	29,959,265	66.3	2,344,188	61.0	611,635	47.7	1,415,182	35.1	39,238,628	55.6
Humberside	363	0.0	96,279	4.0	550	0.0	0	0.0	16,651	0.7	104	0.0	128	0.0	175	0.0	0	0.0	0	0.0	114,252	0.2
Leeds/Bradford	8,404	0.6	403,721	16.9	8,351	0.2	660	0.0	1,943	0.1	913	0.0	0	0.0	0	0.0	310	0.0	0	0.0	424,301	0.6
London City	500	0.0	613	0.0	459	0.0	2,025	0.1	2,327	0.1	19,742	0.9	1,129,574	2.5	8,222	0.2	899	0.1	962	0.0	1,165,323	1.7
Luton	14,664	1.0	19,879	0.8	16,716	0.4	53,067	1.5	141,253	5.6	90,592	4.3	1,435,462	3.2	41,673	1.1	17,048	1.3	2,504	0.1	1,832,858	2.6
Manchester	222,854	14.8	1,070,395	44.8	3,199,710	69.8	291,998	8.4	202,846	8.0	3,362	0.2	33,781	0.1	13,886	0.4	204,127	15.9	93,146	2.3	5,336,105	7.6
Newcastle	500,714	33.3	20,266	0.8	4,997	0.1	1,972	0.1	2,056	0.1	642	0.0	1,217	0.0	271	0.0	289	0.0	23,555	0.6	555,979	0.8
Norwich	0	0.0	0	0.0	116	0.0	0	0.0	196	0.0	109,872	5.2	648	0.0	193	0.0	0	0.0	0	0.0	111,026	0.2
Southampton	0	0.0	0	0.0	489	0.0	0	0.0	0	0.0	266	0.0	112,129	0.2	23,295	0.6	241	0.0	0	0.0	136,421	0.2
Stansted	5,897	0.4	29,111	1.2	11,451	0.2	34,114	1.0	132,193	5.2	627,816	29.7	3,011,255	6.7	29,811	0.8	13,281	1.0	6,813	0.2	3,901,742	5.5
Teeside	130,931	8.7	16,702	0.7	0	0.0	356	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	147,989	0.2
Total	1,503,455	100	2,386,953	100	4,585,647	100	3,483,684	100	2,526,881	100	2,114,051	100	45,164,867	100	3,844,572	100	1,281,832	100	4,031,862	100	70,603,909	100

Table 62 1998 International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	101,040	14.5	101,040	0.7
Birmingham	3,603	1.0	11,898	2.2	7,523	0.7	471,554	61.5	219,729	34.4	5,578	1.2	48,671	0.6	48,706	6.1	12,890	4.4	0	0.0	830,152	6.1
Bristol	0	0.0	0	0.0	409	0.0	811	0.1	0	0.0	58	0.0	671	0.0	113,637	14.3	9,169	3.2	0	0.0	124,754	0.9
Cardiff	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	65,811	22.6	0	0.0	65,811	0.5
East Midlands	0	0.0	9,108	1.7	702	0.1	6,568	0.9	89,959	14.1	0	0.0	1,328	0.0	175	0.0	0	0.0	0	0.0	107,840	0.8
Edinburgh	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	133,624	19.1	133,624	1.0
Exeter	0	0.0	0	0.0	99	0.0	28	0.0	0	0.0	0	0.0	19	0.0	2,574	0.3	21	0.0	0	0.0	2,741	0.0
Gatwick	14,953	4.2	26,041	4.8	39,370	3.9	31,715	4.1	43,559	6.8	48,098	10.3	1,339,330	16.4	138,819	17.5	15,947	5.5	56,917	8.2	1,754,751	12.9
Glasgow	340	0.1	0	0.0	152	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	154,565	22.1	155,057	1.1
Heathrow	80,702	22.7	81,248	15.0	208,230	20.6	184,926	24.1	177,408	27.8	185,482	39.8	5,772,948	70.6	470,009	59.3	141,635	48.7	237,191	34.0	7,539,779	55.3
Humberside	363	0.1	31,546	5.8	91	0.0	0	0.0	7,727	1.2	0	0.0	128	0.0	92	0.0	0	0.0	0	0.0	39,947	0.3
Leeds/Bradford	1,203	0.3	138,872	25.6	207	0.0	189	0.0	1,524	0.2	913	0.2	0	0.0	0	0.0	0	0.0	0	0.0	142,908	1.0
London City	0	0.0	113	0.0	107	0.0	0	0.0	1,332	0.2	10,374	2.2	285,381	3.5	1,804	0.2	289	0.1	121	0.0	299,521	2.2
Luton	2,727	0.8	1,398	0.3	3,039	0.3	7,681	1.0	26,193	4.1	9,841	2.1	183,566	2.2	4,298	0.5	1,482	0.5	0	0.0	240,224	1.8
Manchester	44,122	12.4	224,899	41.4	751,870	74.2	59,998	7.8	49,201	7.7	232	0.0	4,837	0.1	1,049	0.1	40,190	13.8	12,533	1.8	1,188,931	8.7
Newcastle	157,633	44.3	3,977	0.7	458	0.0	0	0.0	1,009	0.2	0	0.0	486	0.0	0	0.0	0	0.0	2,044	0.3	165,605	1.2
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	32,125	6.9	167	0.0	0	0.0	0	0.0	0	0.0	32,292	0.2
Southampton	0	0.0	0	0.0	114	0.0	0	0.0	0	0.0	266	0.1	39,744	0.5	8,433	1.1	241	0.1	0	0.0	48,797	0.4
Stansted	329	0.1	5,735	1.1	877	0.1	2,843	0.4	20,615	3.2	172,703	37.1	502,317	6.1	2,552	0.3	3,338	1.1	0	0.0	711,308	5.2
Teesside	49,522	13.9	7,965	1.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	57,487	0.4
Total	355,498	100	542,800	100	1,013,247	100	766,312	100	638,256	100	465,670	100	8,179,591	100	792,147	100	291,012	100	698,035	100	13,641,529	100

Table 63 1998 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	106,302	7.6	106,302	0.4
Birmingham	1,792	0.3	16,060	1.4	14,377	0.7	519,322	36.5	145,613	12.4	1,503	0.2	27,238	0.2	36,510	2.1	13,123	2.2	881	0.1	776,420	3.1
Bristol	0	0.0	0	0.0	0	0.0	166	0.0	497	0.0	0	0.0	1,744	0.0	125,770	7.1	8,361	1.4	0	0.0	136,538	0.5
Cardiff	0	0	0	0.0	0	0.0	135	0.0	0	0.0	0	0.0	0	0.0	885	0.1	59,020	9.9	0	0.0	60,040	0.2
East Midlands	89	0	18,448	1.6	392	0.0	7,926	0.6	86,323	7.4	1,335	0.2	1,212	0.0	698	0.0	274	0.0	0	0.0	116,698	0.5
Edinburgh	2,715	0	0	0.0	0	0.0	222	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	236,197	16.9	239,133	1.0
Exeter	0	0.0	0	0.0	32	0.0	119	0.0	109	0.0	200	0.0	1,140	0.0	6,557	0.4	98	0.0	19	0.0	8,274	0.0
Gatwick	81,925	13.0	44,580	3.9	171,319	8.5	134,715	9.5	153,540	13.1	175,719	21.4	3,385,314	24.4	480,984	27.3	83,259	14.0	251,529	18.0	4,962,884	20.0
Glasgow	3,237	0.5	544	0.0	590	0.0	0	0.0	305	0.0	0	0.0	0	0.0	0	0.0	423	0.1	314,977	22.5	320,076	1.3
Heathrow	211,180	33.4	317,675	28.1	451,133	22.4	554,362	39.0	510,640	43.6	324,184	39.5	8,279,622	59.6	1,050,111	59.7	300,305	50.5	450,699	32.2	12,449,911	50.1
Humberside	0	0.0	17,390	1.5	0	0.0	0	0.0	3,880	0.3	0	0.0	0	0.0	83	0.0	0	0.0	0	0.0	21,353	0.1
Leeds/Bradford	3,816	0.6	105,627	9.4	4,476	0.2	206	0.0	49	0.0	0	0.0	0	0.0	0	0.0	310	0.1	0	0.0	114,484	0.5
London City	500	0.1	356	0.0	0	0.0	204	0.0	0	0.0	1,466	0.2	163,127	1.2	409	0.0	0	0.0	0	0.0	166,061	0.7
Luton	11,486	1.8	10,326	0.9	10,196	0.5	30,428	2.1	96,745	8.3	65,502	8.0	797,887	5.7	26,530	1.5	10,178	1.7	0	0.0	1,059,277	4.3
Manchester	120,907	19.1	568,415	50.4	1,347,699	67.0	159,655	11.2	94,852	8.1	2,329	0.3	13,336	0.1	10,152	0.6	113,098	19.0	24,887	1.8	2,455,330	9.9
Newcastle	153,153	24.3	11,014	1.0	3,065	0.2	0	0.0	979	0.1	642	0.1	731	0.0	271	0.0	0	0.0	10,587	0.8	180,441	0.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	118	0.0	29,730	3.6	0	0.0	0	0.0	0	0.0	0	0.0	29,848	0.1
Southampton	0	0.0	0	0.0	61	0.0	0	0.0	0	0.0	0	0.0	18,752	0.1	4,706	0.3	0	0.0	0	0.0	23,519	0.1
Stansted	1,206	0.2	13,989	1.2	7,847	0.4	13,770	1.0	76,705	6.6	217,371	26.5	1,199,822	8.6	15,641	0.9	6,609	1.1	3,351	0.2	1,556,312	6.3
Teeside	39,410	6.2	4,417	0.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	43,828	0.2
Total	631,416	100	1,128,842	100	2,011,186	100	1,421,231	100	1,170,353	100	819,981	100	13,889,926	100	1,759,309	100	595,057	100	1,399,428	100	24,826,730	100

Table 64 1998 International scheduled Foreign Business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	53,581	8.1	53,581	0.4
Birmingham	1,242	0.5	6,481	1.9	6,650	0.9	517,683	75.9	86,434	26.8	5,012	1.3	21,332	0.3	21,166	4.6	5,703	3.2	0	0.0	671,703	5.4
Bristol	220	0.1	0	0.0	0	0.0	383	0.1	503	0.2	159	0.0	2,416	0.0	79,363	17.2	4,925	2.7	0	0.0	87,969	0.7
Cardiff	0	0.0	0	0.0	0	0.0	223	0.0	0	0.0	0	0.0	829	0.0	1,120	0.2	53,960	29.9	0	0.0	56,132	0.5
East Midlands	0	0	10,339	3.0	0	0.0	4,705	0.7	104,783	32.5	89	0.0	0	0.0	0	0.0	0	0.0	0	0.0	119,916	1.0
Edinburgh	2,123	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,149	0.2	0	0.0	0	0.0	134,599	1.1
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,149	0.0
Gatwick	12,614	4.7	6,580	1.9	31,030	4.2	21,637	3.2	16,736	5.2	52,782	13.9	1,264,347	15.0	71,788	15.6	26,178	14.5	77,607	11.8	1,581,299	12.7
Glasgow	216	0.1	0	0.0	59	0.0	0	0.0	0	0.0	0	0.0	88	0.0	0	0.0	0	0.0	113,586	17.2	113,949	0.9
Heathrow	85,901	31.7	70,099	20.5	165,414	22.6	86,300	12.7	74,427	23.1	161,193	42.6	6,257,938	74.3	273,080	59.3	65,624	36.4	252,429	38.3	7,492,405	60.2
Humberside	0	0.0	38,848	11.3	202	0.0	0	0.0	2,859	0.9	104	0.0	0	0.0	0	0.0	0	0.0	0	0.0	42,013	0.3
Leeds/Bradford	1,770	0.7	91,113	26.6	2,015	0.3	265	0.0	370	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	95,533	0.8
London City	0	0.0	0	0.0	0	0.0	931	0.1	392	0.1	5,592	1.5	407,620	4.8	2,759	0.6	304	0.2	0	0.0	417,597	3.4
Luton	0	0.0	4,453	1.3	2,192	0.3	6,857	1.0	5,047	1.6	4,260	1.1	102,370	1.2	3,451	0.7	1,462	0.8	0	0.0	130,091	1.0
Manchester	17,467	6.5	104,208	30.4	522,894	71.3	34,864	5.1	17,761	5.5	172	0.0	9,532	0.1	57	0.0	21,964	12.2	23,437	3.6	752,356	6.0
Newcastle	112,890	41.7	3,261	1.0	1,087	0.1	1,972	0.3	17	0.0	0	0.0	0	0.0	0	0.0	289	0.2	6,446	1.0	125,961	1.0
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	78	0.0	31,855	8.4	398	0.0	66	0.0	0	0.0	0	0.0	32,396	0.3
Southampton	0	0.0	0	0.0	315	0.0	0	0.0	0	0.0	0	0.0	37,747	0.4	3,921	0.9	0	0.0	0	0.0	41,983	0.3
Stansted	3,048	1.1	4,070	1.2	1,107	0.2	6,176	0.9	12,726	4.0	117,306	31.0	313,527	3.7	2,418	0.5	0	0.0	0	0.0	460,378	3.7
Teesside	33,295	12.3	2,996	0.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	36,292	0.3
Total	270,786	100	342,449	100	732,964	100	681,996	100	322,132	100	378,526	100	8,418,143	100	460,337	100	180,407	100	659,562	100	12,447,302	100

Table 65 1998 International scheduled Foreign Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	58,972	4.6	58,972	0.3
Birmingham	1,086	0.4	2,389	0.6	1,691	0.2	264,053	43.0	58,139	14.7	2,247	0.5	7,035	0.0	19,925	2.4	5,842	2.7	0	0.0	362,406	1.8
Bristol	0	0.0	0	0.0	0	0.0	188	0.0	0	0.0	0	0.0	311	0.0	76,180	9.1	7,083	3.3	0	0.0	83,762	0.4
Cardiff	0	0.0	0	0.0	0	0.0	336	0.1	0	0.0	0	0.0	0	0.0	138	0.0	31,064	14.4	0	0.0	31,538	0.2
East Midlands	0	0	3,455	0.9	267	0.0	1,845	0.3	55,054	13.9	0	0.0	531	0.0	0	0.0	0	0.0	0	0.0	61,151	0.3
Edinburgh	457	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	231,099	18.1	231,556	1.2
Exeter	57	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17	0.0	124	0.0	2,067	0.2	5	0.0	0	0.0	2,270	0.0
Gatwick	23,868	9.7	26,134	7.0	48,628	5.9	65,544	10.7	43,564	11.0	65,479	14.6	3,377,728	23.0	154,644	18.6	30,849	14.3	151,104	11.9	3,987,542	20.0
Glasgow	2,208	0.9	0	0.0	0	0.0	0	0.0	120	0.0	0	0.0	0	0.0	0	0.0	0	0.0	315,224	24.7	317,552	1.6
Heathrow	88,598	36.1	78,907	21.2	194,741	23.5	224,027	36.5	159,975	40.4	231,606	51.5	9,648,757	65.7	550,988	66.2	104,071	48.3	474,863	37.2	11,756,533	59.1
Humberside	0	0.0	8,495	2.3	257	0.0	0	0.0	2,185	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10,938	0.1
Leeds/Bradford	1,615	0.7	68,109	18.3	1,654	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	71,377	0.4
London City	0	0.0	144	0.0	352	0.0	891	0.1	603	0.2	2,309	0.5	273,446	1.9	3,251	0.4	306	0.1	841	0.1	282,143	1.4
Luton	452	0.2	3,702	1.0	1,290	0.2	8,101	1.3	13,268	3.3	10,989	2.4	351,640	2.4	7,395	0.9	3,927	1.8	2,504	0.2	403,266	2.0
Manchester	40,358	16.4	172,873	46.4	577,247	69.7	37,481	6.1	41,032	10.4	629	0.1	6,076	0.0	2,628	0.3	28,875	13.4	32,289	2.5	939,488	4.7
Newcastle	77,039	31.3	2,014	0.5	387	0.0	0	0.0	52	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4,479	0.4	83,971	0.4
Norwich	0	0.0	0	0.0	116	0.0	0	0.0	0	0.0	16,163	3.6	84	0.0	128	0.0	0	0.0	0	0.0	16,491	0.1
Southampton	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15,886	0.1	6,235	0.7	0	0.0	0	0.0	22,121	0.1
Stansted	1,314	0.5	5,317	1.4	1,621	0.2	11,325	1.8	22,147	5.6	120,435	26.8	995,589	6.8	9,201	1.1	3,333	1.5	3,462	0.3	1,173,744	5.9
Teesside	8,703	3.5	1,324	0.4	0	0.0	356	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10,383	0.1
Total	245,756	100	372,862	100	828,250	100	614,146	100	396,139	100	449,874	100	14,677,206	100	832,779	100	215,355	100	1,274,836	100	19,907,203	100

Table 66 1998 International charter passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	182	0.0	327	0.0	327	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	87,757	3.1	88,593	0.3
Birmingham	5,476	0.3	116,715	3.5	52,106	1.2	1,528,430	55.1	423,840	18.0	18,077	1.8	94,017	1.0	150,254	6.6	67,013	4.0	2,633	0.1	2,458,560	7.6
Bristol	3,459	0.2	792	0.0	1,053	0.0	18,566	0.7	570	0.0	116	0.0	24,788	0.3	811,129	35.4	137,120	8.2	0	0.0	997,593	3.1
Cardiff	268	0.0	1,387	0.0	484	0.0	11,729	0.4	440	0.0	91	0.0	6,075	0.1	94,476	4.1	793,760	47.2	1,248	0.0	909,958	2.8
Edinburgh	3,096	0.2	178	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	247,255	8.6	250,530	0.8
East Midlands	13,969	0.7	282,090	8.4	12,289	0.3	159,110	5.7	878,776	37.2	8,116	0.8	10,981	0.1	5,086	0.2	2,401	0.1	10,142	0.4	1,382,962	4.3
Exeter	0	0.0	14	0.0	1,001	0.0	1,307	0.0	0	0.0	0	0.0	2,012	0.0	113,806	5.0	1,097	0.1	0	0.0	119,236	0.4
Gatwick	48,769	2.6	89,442	2.7	57,728	1.3	170,683	6.2	360,832	15.3	422,321	43.2	7,794,851	79.0	1,023,341	44.7	227,456	13.5	27,310	1.0	10,222,734	31.6
Glasgow	25,340	1.3	2,963	0.1	2,093	0.0	607	0.0	197	0.0	0	0.0	651	0.0	195	0.0	0	0.0	2,036,930	70.9	2,068,975	6.4
Humber	5,550	0.3	144,589	4.3	222	0.0	331	0.0	21,095	0.9	58	0.0	89	0.0	0	0.0	0	0.0	1,061	0.0	172,995	0.5
Leeds/Bradford	22,221	1.2	449,887	13.4	15,693	0.4	631	0.0	9,315	0.4	0	0.0	1,241	0.0	433	0.0	58	0.0	1,766	0.1	501,246	1.5
Luton	6,560	0.3	24,168	0.7	5,997	0.1	54,169	2.0	169,084	7.2	145,905	14.9	835,885	8.5	31,672	1.4	4,131	0.2	2,690	0.1	1,280,259	4.0
Manchester	373,804	19.6	2,128,661	63.5	4,145,017	96.3	815,809	29.4	450,109	19.1	16,487	1.7	54,126	0.5	43,904	1.9	442,357	26.3	256,631	8.9	8,726,905	26.9
Newcastle	1,185,375	62.3	78,977	2.4	4,721	0.1	439	0.0	3,648	0.2	1,732	0.2	3,677	0.0	189	0.0	430	0.0	192,905	6.7	1,472,092	4.5
Norwich	0	0.0	442	0.0	158	0.0	546	0.0	586	0.0	115,846	11.8	1,087	0.0	0	0.0	0	0.0	158	0.0	118,823	0.4
Stansted	1,813	0.1	5,581	0.2	3,125	0.1	10,374	0.4	38,739	1.6	249,962	25.5	1,040,495	10.5	14,965	0.7	6,623	0.4	0	0.0	1,371,677	4.2
Teeside	207,993	10.9	27,737	0.8	980	0.0	828	0.0	1,919	0.1	0	0.0	795	0.0	0	0.0	0	0.0	3,882	0.1	244,134	0.8
Total	1,903,877	100	3,353,950	100	4,302,996	100	2,773,556	100	2,359,150	100	978,712	100	9,870,770	100	2,289,448	100	1,682,446	100	2,872,368	100	32,387,271	100

Table 67 1998 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	26	0.0	327	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	75,220	3.3	75,899	0.3
Birmingham	4,795	0.3	23,722	3.5	1,226,417	55.0	363,785	19.0	16,096	2.2	71,944	1.1	128,320	7.4	56,723	3.7	1,792	0.1	1,993,856	8.1	1,993,856	8.1
Bristol	3,459	0.2	792	0.0	13,833	0.6	570	0.0	116	0.0	21,345	0.3	680,471	39.3	114,494	7.5	0	0.0	835,612	3.4	835,612	3.4
Cardiff	196	0.0	1,224	0.0	8,018	0.4	440	0.0	91	0.0	2,654	0.0	73,299	4.2	657,975	43.1	0	0.0	744,188	3.0	744,188	3.0
East Midlands	13,320	0.8	240,409	8.5	1,36,787	6.1	735,364	38.5	7,795	1.1	8,653	0.1	2,996	0.2	1,924	0.1	4,751	0.2	1,153,795	4.7	1,153,795	4.7
Edinburgh	2,539	0.2	178	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	175,440	7.8	178,157	0.7	178,157	0.7
Exeter	0	0.0	1,001	0.0	1,109	0.0	0	0.0	0	0.0	1,083	0.0	90,592	5.2	865	0.1	0	0.0	94,651	0.4	94,651	0.4
Catwick	36,889	2.3	117,750	4.1	1,17,750	5.3	238,777	12.5	295,277	40.5	5,185,057	81.2	688,782	39.8	209,178	13.7	18,750	0.8	6,946,711	28.2	6,946,711	28.2
Glasgow	21,945	1.4	2,681	0.1	607	0.0	197	0.0	0	0.0	651	0.0	195	0.0	0	0.0	1,591,323	70.8	1,618,760	6.6	1,618,760	6.6
Humber-side	5,550	0.3	128,931	4.5	74	0.0	18,101	0.9	58	0.0	89	0.0	0	0.0	0	0.0	1,061	0.0	154,069	0.6	154,069	0.6
Leeds/Bradford	16,406	1.0	387,634	13.6	14,174	0.4	5,726	0.3	0	0.0	427	0.0	0	0.0	159,484	10.4	1,494	0.1	585,344	2.4	585,344	2.4
Luton	4,627	0.3	20,361	0.7	37,148	1.7	138,467	7.2	124,292	17.0	631,141	9.9	25,919	1.5	3,610	0.2	1,953	0.1	992,734	4.0	992,734	4.0
Manchester	297,980	18.5	1,746,418	61.4	3,290,753	97.3	683,594	30.7	15,070	2.1	45,242	0.7	35,798	2.1	317,759	20.8	202,592	9.0	7,010,609	28.5	7,010,609	28.5
Newcastle	1,016,286	62.9	69,387	2.4	3,468	0.1	69	0.0	1,366	0.2	2,667	0.0	189	0.0	0	0.0	169,962	7.6	1,266,933	5.1	1,266,933	5.1
Norwich	0	0.0	358	0.0	158	0.0	546	0.0	102,620	14.1	1,003	0.0	0	0.0	0	0.0	158	0.0	105,113	0.4	105,113	0.4
Stansted	1,183	0.1	3,140	0.1	0	0.0	2,220	0.1	167,151	22.9	412,505	6.5	4,251	0.2	4,385	0.3	0	0.0	624,625	2.5	624,625	2.5
Tees-side	189,465	11.7	24,613	0.9	152	0.0	828	0.0	1,124	0.1	795	0.0	0	0.0	0	0.0	3,882	0.2	220,859	0.9	220,859	0.9
Total	1,614,665	100	2,844,465	100	2,229,131	100	1,911,551	100	729,932	100	6,385,257	100	1,730,812	100	1,526,398	100	2,248,379	100	24,601,916	100	24,601,916	100

Table 68 1998 International charter UK non inclusive tour passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	157	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	9,439	1.9	9,596	0.2
Birmingham	526	0.2	14,535	2.9	22,381	2.9	248,340	56.7	52,211	13.0	0	0.0	14,776	0.6	19,980	4.4	8,595	2.5	841	0.2	382,185	6.2
Bristol	0	0.0	0	0.0	295	0.0	4,724	1.1	0	0.0	0	0.0	1,679	0.1	120,057	26.4	20,880	6.2	0	0.0	147,635	2.4
Cardiff	72	0.0	162	0.0	0	0.0	3,552	0.8	0	0.0	0	0.0	3,228	0.1	19,701	4.3	122,870	36.2	937	0.2	150,522	2.4
East Midlands	649	0.3	36,521	7.4	10,495	1.4	17,908	4.1	132,689	33.0	321	0.2	2,114	0.1	2,090	0.5	460	0.1	5,391	1.1	208,637	3.4
Edinburgh	468	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39,928	8.0	40,396	0.7
Exeter	0	0.0	14	0.0	0	0.0	0	0.0	0	0.0	0	0.0	779	0.0	20,577	4.5	232	0.1	0	0.0	21,602	0.4
Gatwick	2,614	1.0	22,927	4.6	7,508	1.0	34,961	8.0	103,673	25.8	117,510	55.8	1,941,995	84.1	258,220	56.8	65,906	19.4	8,560	1.7	2,563,874	41.6
Glasgow	2,912	1.2	282	0.1	255	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	368,086	73.5	371,534	6.0
Humber	0	0.0	11,698	2.4	148	0.0	126	0.0	2,699	0.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	14,671	0.2
Leeds/Bradford	5,816	2.3	50,982	10.3	1,134	0.1	0	0.0	2,169	0.5	0	0.0	0	0.0	433	0.1	0	0.0	0	0.0	60,533	1.0
Luton	1,933	0.8	3,424	0.7	521	0.1	5,570	1.3	27,501	6.8	18,256	8.7	129,897	5.6	3,003	0.7	521	0.2	0	0.0	190,624	3.1
Manchester	61,522	24.6	339,119	68.6	722,682	94.1	115,951	26.5	72,648	18.1	628	0.3	4,800	0.2	6,127	1.3	119,162	35.1	47,592	9.5	1,490,231	24.2
Newcastle	155,362	62.2	9,119	1.8	1,253	0.2	370	0.1	0	0.0	0	0.0	1,010	0.0	0	0.0	0	0.0	20,086	4.0	187,199	3.0
Norwich	0	0.0	84	0.0	0	0.0	0	0.0	316	0.1	11,671	5.5	84	0.0	0	0.0	0	0.0	0	0.0	12,156	0.2
Stansted	630	0.3	2,162	0.4	484	0.1	6,584	1.5	7,295	1.8	62,353	29.6	208,472	9.0	4,342	1.0	523	0.2	0	0.0	292,844	4.7
Teesside	17,158	6.9	3,124	0.6	828	0.1	0	0.0	795	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21,905	0.4
Total	249,820	100	494,152	100	767,983	100	438,086	100	401,996	100	210,739	100	2,308,832	100	454,529	100	339,148	100	500,860	100	6,166,144	100

Table 69 1998 Domestic scheduled passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	3,722	0.3	932	0.1	365	0.0	174	0.0	0	0.0	478	0.1	1,935	0.0	482	0.1	426	0.2	1,425,322	16.7	1,433,837	6.4
Birmingham	3,068	0.3	5902	0.8	12,502	0.6	636,212	82.4	132,626	22.8	7,148	2.0	58,598	0.8	62,222	7.8	18,424	6.9	1,364	0.0	938,066	4.2
Bristol	0	0.0	0	0.0	518	0.0	2,948	0.4	0	0.0	0	0.0	3,023	0.0	294,264	36.8	32,864	12.3	362	0.0	333,980	1.5
Cardiff	0	0.0	0	0.0	0	0.0	324	0.0	0	0.0	0	0.0	0	0.0	2,681	0.3	84,029	31.4	0	0.0	87,034	0.4
East Midlands	509	0.0	22438	2.9	149	0.0	17,335	2.2	282,129	48.6	1,644	0.5	4,676	0.1	0	0.0	165	0.1	7,033	0.1	336,077	1.5
Edinburgh	11,169	1.0	2330	0.3	0	0.0	0	0.0	436	0.1	0	0.0	2,092	0.0	549	0.1	0	0.0	3,466,066	40.6	3,482,643	15.4
Exeter	0	0.0	0	0.0	0	0.0	270	0.0	0	0.0	0	0.0	1,456	0.0	90,434	11.3	798	0.3	0	0.0	92,957	0.4
Gatwick	0	0.0	23509	3.1	97	0.0	10,802	1.4	7,723	1.3	11,940	3.4	1,340,853	18.0	34,670	4.3	1,954	0.7	5,077	0.1	1,436,625	6.4
Glasgow	2,137	0.2	506	0.1	1,750	0.1	1,080	0.1	0	0.0	235	0.1	3,489	0.0	1,350	0.2	1,515	0.6	3,314,088	38.8	3,326,151	14.7
Heathrow	1,248	0.1	10229	1.3	1,840	0.1	10,793	1.4	17,275	3.0	26,712	7.5	3,831,816	51.5	163,826	20.5	26,985	10.1	0	0.0	4,090,724	18.1
Humberside	79	0.0	10817	1.4	0	0.0	0	0.0	3,479	0.6	40	0.0	17	0.0	0	0.0	0	0.0	142	0.0	14,574	0.1
Inverness	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	305,132	3.6	305,132	1.4
Leeds/Bradford	3,997	0.4	403977	52.5	4,972	0.3	220	0.0	3,313	0.6	100	0.0	994	0.0	0	0.0	0	0.0	772	0.0	418,345	1.9
London City	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,002	0.3	174,143	2.3	504	0.1	0	0.0	504	0.0	176,154	0.8
Luton	0	0.0	0	0.0	0	0.0	13,900	1.8	40,564	7.0	31,781	8.9	707,377	9.5	14,795	1.9	3,555	1.3	404	0.0	812,377	3.6
Manchester	62,650	5.7	242047	31.5	1,919,066	98.7	67,468	8.7	75,376	13.0	3,319	0.9	2,461	0.0	3,362	0.4	86,953	32.5	4,252	0.0	2,466,953	10.9
Newcastle	816,814	74.2	10778	1.4	34	0.0	252	0.0	73	0.0	0	0.0	292	0.0	0	0.0	76	0.0	8,753	0.1	837,071	3.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	129	0.0	63,788	17.9	194	0.0	0	0.0	0	0.0	0	0.0	64,111	0.3
Southampton	383	0.0	2925	0.4	3,709	0.2	9,013	1.2	4,241	0.7	5,331	1.5	411,833	5.5	121,912	15.3	5,961	2.2	3,673	0.0	568,980	2.5
Stansted	710	0.1	0	0.0	0	0.0	897	0.1	13,615	2.3	201,933	56.8	898,335	12.1	7,701	1.0	3,519	1.3	1,203	0.0	1,127,913	5.0
Teesside	193,995	17.6	32449	4.2	42	0.0	0	0.0	43	0.0	0	0.0	343	0.0	55	0.0	65	0.0	128	0.0	227,120	1.0
Total	1,100,481	100	768,838	100	1,945,045	100	771,688	100	581,022	100	355,450	100	7,443,928	100	798,808	100	267,290	100	8,544,275	100	22,576,825	100

Table 70 Propensity to fly for UK international passengers by planning region and passenger type in 1998

Planning region	1995 UK ⁽¹⁾ Population (000s)	International UK passengers										Propensity to fly ⁽²⁾					
		Scheduled business		Scheduled leisure		Charter inclusive tour		Charter leisure other		Total international		1987	1990	1991	1996	1997	1998
		Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population						
East Anglia	2,123	466	21.9	820	38.6	730	34.4	211	9.9	2,226	104.9	0.56	0.58	0.59	0.82	0.93	1.05
East Midlands	4,124	638	15.5	1,170	28.4	1,912	46.4	402	9.7	4,122	100.0	0.53	0.53	0.52	0.85	0.86	1.00
North West	6,410	1,013	15.8	2,011	31.4	3,381	52.8	768	12.0	7,174	111.9	0.65	0.74	0.75	1.01	1.05	1.12
Northern	3,095	355	11.5	631	20.4	1,615	52.2	250	8.1	2,851	92.1	0.48	0.50	0.50	0.72	0.79	0.92
Scotland	5,137	698	13.6	1,399	27.2	2,248	43.8	501	9.8	4,847	94.3	0.48	0.54	0.54	0.79	0.85	0.94
South East	17,989	8,180	45.5	13,890	77.2	6,385	35.5	2,309	12.8	30,764	171.0	1.08	1.17	1.15	1.43	1.50	1.71
South West	4,827	792	16.4	1,759	36.4	1,731	35.9	455	9.4	4,737	98.1	0.55	0.57	0.55	0.79	0.84	0.98
Wales	2,917	291	10.0	595	20.4	1,526	52.3	339	11.6	2,752	94.3	0.46	0.46	0.43	0.69	0.74	0.94
West Midlands	5,306	766	14.4	1,421	26.8	2,229	42.0	438	8.3	4,855	91.5	0.52	0.58	0.57	0.78	0.83	0.91
Yorks/Humber/	5,029	543	10.8	1,129	22.4	2,844	56.6	494	9.8	5,010	99.6	0.54	0.56	0.55	0.81	0.89	1.00
Total	56,957	13,743	24.1	24,827	43.6	24,602	43.2	6,166	10.8	69,337	121.7	0.71	0.76	0.75	1.01	1.07	1.22

⁽¹⁾ Source OPCS Mid year 1995

⁽²⁾ Propensity to fly is measured by passengers divided by population

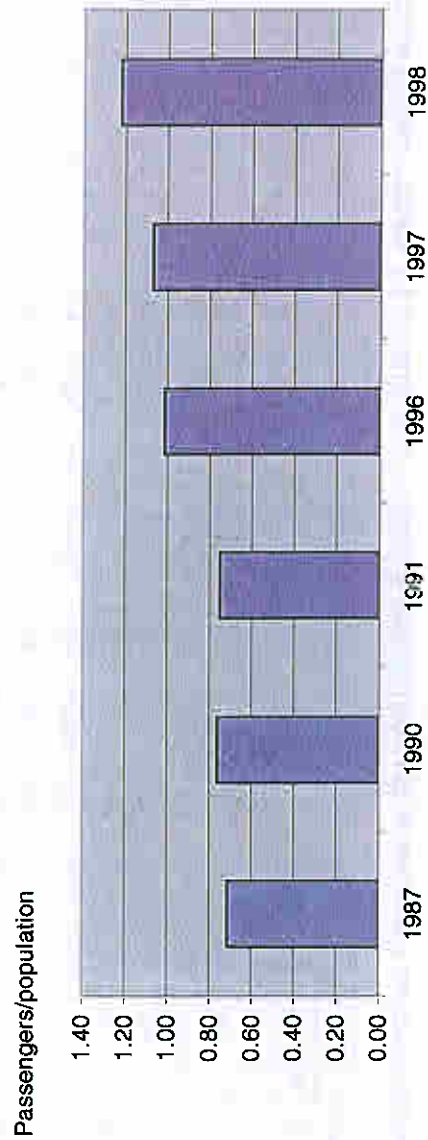


Figure 16 Propensity to fly on international routes for UK passengers

Table 71 UK international scheduled passengers by planning region and passenger type in 1987, 1991, 1996, 1997 and 1998

Planning region	1995 UK ⁽¹⁾ population (000s)	International UK passengers ⁽²⁾									
		Scheduled business					Scheduled leisure				
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1997 Passengers (000s)	1998 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1997 Passengers (000s)	1998 Passengers (000s)
East Anglia	2,123	192	271	356	387	466	269	416	612	728	820
East Midlands	4,124	255	350	548	540	638	375	550	862	959	1,170
North West	6,410	454	640	876	937	1,013	732	1,101	1,676	1,756	2,011
Northern	3,095	131	180	279	326	355	197	284	419	481	631
Scotland	5,137	287	396	572	494	698	483	783	1,179	1,217	1,399
South East	17,989	4,198	5,504	7,097	7,512	8,180	6,219	8,399	10,884	11,569	13,890
South West	4,827	344	469	671	718	792	712	938	1,331	1,384	1,759
Wales	2,917	97	120	227	253	291	222	307	434	475	595
West Midlands	5,306	332	480	661	752	766	538	815	1,171	1,273	1,421
Yorks/Humberside	5,029	186	251	450	502	545	396	573	843	996	1,129
Total	56,957	6,476	8,661	11,738	12,421	13,743	10,143	14,166	19,411	20,838	24,827

Planning region	1995 UK ⁽¹⁾ population (000s)	International UK passengers ⁽²⁾						
		Scheduled total						
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1997 Passengers (000s)	1998 Passengers (000s)		
East Anglia	2,123	461	687	967	1,115	1,286		
East Midlands	4,124	630	900	1,411	1,499	1,809		
North West	6,410	1,186	1,741	2,552	2,693	3,024		
Northern	3,095	328	464	698	807	987		
Scotland	5,137	770	1,179	1,751	1,711	2,097		
South East	17,989	10,417	13,903	17,982	19,081	22,070		
South West	4,827	1,056	1,407	2,002	2,102	2,551		
Wales	2,917	319	427	661	728	886		
West Midlands	5,306	870	1,295	1,833	2,025	2,188		
Yorks/Humberside	5,029	582	824	1,292	1,498	1,672		
Total	56,957	16,619	22,827	31,148	33,259	38,569		

⁽¹⁾ Source OPCS Mid year 1995

⁽²⁾ Includes passengers connecting on domestic flights

Table 72 UK international charter passengers by planning region and passenger type in 1987, 1991, 1996, 1997 and 1998

Planning region	1995 UK ⁽¹⁾ population (000s)	International UK passengers									
		Charter inclusive tour					Charter leisure other				
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1997 Passengers (000s)	1998 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1997 Passengers (000s)	1998 Passengers (000s)
East Anglia	2,123	521	374	639	698	730	138	153	141	152	211
East Midlands	4,124	1,217	935	1,772	1,689	1,912	238	260	342	340	402
North West	6,410	2,458	2,502	3,234	3,267	3,381	513	537	669	781	768
Northern	3,095	906	855	1,302	1,412	1,615	231	220	219	232	250
Scotland	5,137	1,386	1,242	1,896	2,156	2,248	321	307	419	487	501
South East	17,989	6,288	4,030	5,613	5,583	6,385	1,924	2,185	2,055	2,365	2,309
South West	4,827	1,176	849	1,404	1,520	1,731	278	329	390	411	455
Wales	2,917	816	640	1,140	1,194	1,526	167	178	210	227	339
West Midlands	5,306	1,469	1,269	1,906	1,966	2,229	386	409	390	424	438
Yorks/Humberside	5,029	1,762	1,597	2,399	2,487	2,844	309	305	388	491	494
Total	56,957	17,999	14,293	21,304	21,972	24,602	4,505	4,883	5,223	5,910	6,166

Planning region	1995 UK ⁽¹⁾ population (000s)	International UK passengers					
		Scheduled total					
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1997 Passengers (000s)	1998 Passengers (000s)	1998 Passengers (000s)
East Anglia	2,123	659	527	780	850	941	941
East Midlands	4,124	1,455	1,195	2,114	2,029	2,314	2,314
North West	6,410	2,971	3,039	3,902	4,048	4,149	4,149
Northern	3,095	1,137	1,075	1,521	1,644	1,864	1,864
Scotland	5,137	1,707	1,549	2,315	2,643	2,749	2,749
South East	17,989	8,212	6,215	7,668	7,948	8,694	8,694
South West	4,827	1,454	1,178	1,795	1,931	2,185	2,185
Wales	2,917	983	818	1,350	1,421	1,866	1,866
West Midlands	5,306	1,855	1,678	2,297	2,390	2,667	2,667
Yorks/Humberside	5,029	2,071	1,902	2,787	2,978	3,339	3,339
Total	56,957	22,504	19,176	26,527	27,882	30,768	30,768

(1) Source OPCS Mid year 1995

Table 73 UK international passenger growth between 1987, 1991, 1997 and 1998 by region

UK scheduled business

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	142.5	71.8	30.9	20.3
East Midlands	150.3	82.4	16.4	18.2
North West	123.2	58.3	15.7	8.1
Northern	171.4	97.5	27.3	9.0
Scotland	143.2	76.3	22.0	41.3
South East	94.8	48.6	15.2	8.9
South West	130.3	68.9	18.1	10.3
Wales	200.0	142.5	28.0	15.0
West Midlands	130.8	59.6	15.9	1.9
Yorks/Humberside	191.8	116.3	20.8	8.1
All regions	112.2	58.7	17.1	10.6

UK scheduled leisure

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	204.8	97.1	34.1	12.6
East Midlands	212.1	112.8	35.8	22.0
North West	174.8	82.7	20.0	14.5
Northern	220.5	122.3	50.7	31.3
Scotland	189.7	78.7	18.7	15.0
South East	123.3	65.4	27.6	20.1
South West	147.1	87.6	32.2	27.1
Wales	168.0	93.8	37.2	25.3
West Midlands	164.2	74.4	21.3	11.6
Yorks/Humberside	185.1	97.0	34.0	13.3
All regions	144.8	75.3	27.9	19.1

UK charter non inclusive tour leisure

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	52.7	37.7	49.4	38.6
East Midlands	68.9	54.6	17.5	18.2
North West	49.7	43.0	14.9	-1.7
Northern	8.1	13.6	14.1	-7.7
Scotland	56.0	63.1	19.5	2.8
South East	20.0	5.7	12.4	2.4
South West	63.5	38.2	16.5	10.6
Wales	103.1	90.5	61.3	49.4
West Midlands	13.5	7.1	12.2	3.3
Yorks/Humberside	59.9	62.0	27.4	0.6
All regions	36.9	26.3	18.1	4.3

UK charter inclusive tour

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	40.1	95.2	14.3	4.6
East Midlands	57.1	104.4	7.9	13.2
North West	37.6	35.1	4.6	3.5
Northern	78.2	88.8	24.0	14.4
Scotland	62.2	81.0	18.6	4.3
South East	1.5	58.4	13.8	14.4
South West	47.2	103.9	23.3	13.9
Wales	87.1	138.5	34.0	27.8
West Midlands	51.7	75.7	16.9	13.4
Yorks/Humberside	61.4	78.1	18.6	14.4
All regions	36.7	72.1	15.5	12.0

UK scheduled total

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	178.9	87.1	32.9	15.3
East Midlands	187.1	101.0	28.2	20.7
North West	155.0	73.7	18.5	12.3
Northern	200.9	112.7	41.3	22.3
Scotland	172.4	77.9	19.8	22.6
South East	111.9	58.7	22.7	15.7
South West	141.6	81.3	27.5	21.4
Wales	177.8	107.5	34.0	21.7
West Midlands	151.4	68.9	19.4	8.0
Yorks/Humberside	187.2	102.9	29.4	11.6
All regions	132.1	69.0	23.8	16.0

UK charter total

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	42.7	78.5	20.6	10.7
East Midlands	59.0	93.6	9.4	14.0
North West	39.7	36.5	6.3	-2.5
Northern	64.0	73.4	22.6	13.4
Scotland	61.1	77.5	18.8	4.0
South East	5.9	39.9	13.4	9.4
South West	50.3	85.5	21.8	13.2
Wales	89.8	128.1	38.2	31.3
West Midlands	43.8	59.0	16.1	11.6
Yorks/Humberside	61.2	75.5	19.8	12.1
All regions	36.7	60.5	16.0	10.4

Table 73 UK international passenger growth between 1987, 1991, 1997 and 1998 by region (continued)

UK total

Region	Growth			
	98/87	98/91	98/96	98/97
	%	%	%	%
East Anglia	98.8	83.4	27.4	13.3
East Midlands	97.7	96.8	17.0	16.8
North West	72.6	50.1	11.2	6.4
Northern	94.6	85.3	28.5	16.3
Scotland	95.7	77.7	19.2	11.3
South East	65.1	52.9	19.9	13.8
South West	88.7	83.2	24.8	17.5
Wales	111.3	121.0	36.8	28.0
West Midlands	78.2	63.3	17.6	10.0
Yorks/Humberside	88.9	83.8	22.8	11.9
All regions	77.2	65.1	20.2	13.4

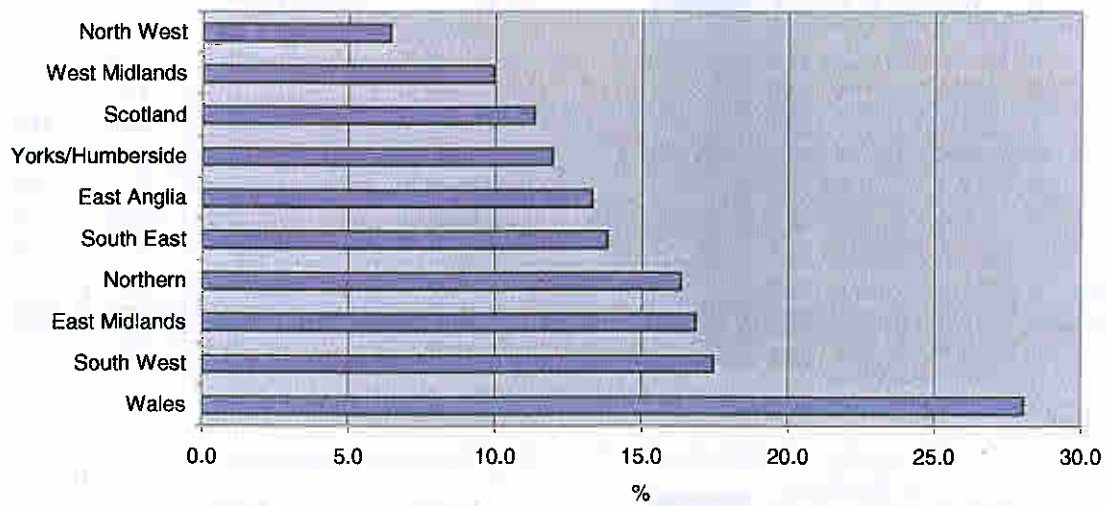


Figure 17 Growth in UK international passengers by region between 1997 and 1998

Table 74 Market Share of International Passengers in 1987, 1991, 1996, 1997 and 1998

Passenger Type	Gatwick				Heathrow				Manchester				Other Airports			
	1987	1991	1996	1997	1998	1987	1991	1996	1997	1998	1987	1991	1996	1997	1998	
International Scheduled																
UK Business	14	11	9	11	13	72	69	64	61	55	6	7	8	7	9	
UK Leisure	22	26	20	19	20	65	55	55	52	50	3	8	10	10	10	
Foreign Business	14	12	12	12	13	76	73	65	63	60	3	5	6	6	6	
Foreign Leisure	20	23	20	20	20	71	64	63	62	59	3	4	5	5	5	
International Charter																
UK Inclusive Tour	40	32	28	28	28	0	0	0	0	0	25	33	29	29	29	
UK Leisure Other	46	53	43	44	42	0	0	0	0	0	19	18	21	24	24	

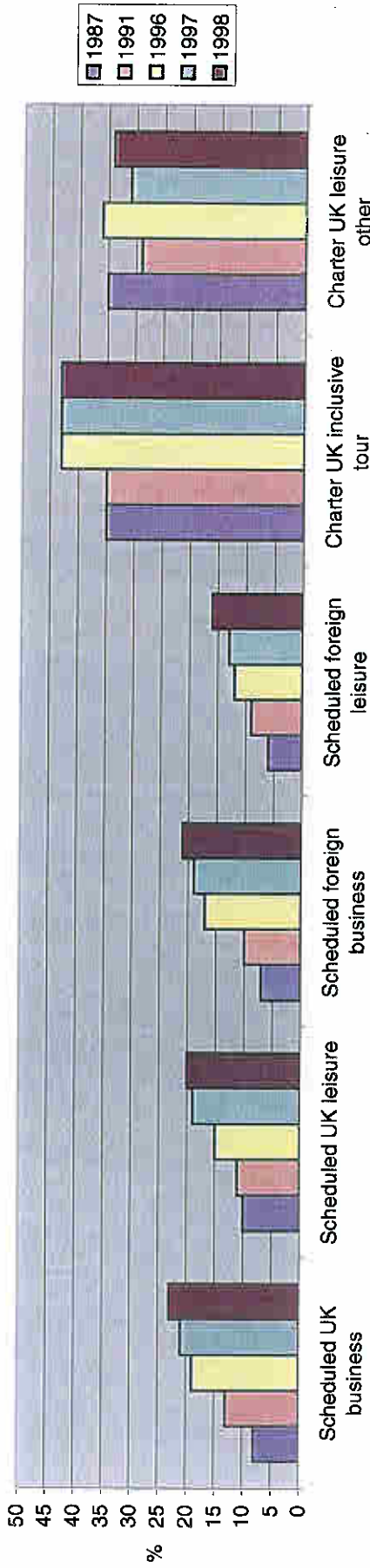


Figure 18 Market Share of UK International Passengers at airports other than Gatwick, Heathrow and Manchester

Appendix A

Sampling Techniques

The survey ran between January and December 1998. It was divided into twelve month-long sub periods. Shifts were selected so that during each sub period, each shift (e.g. Monday am) was sampled approximately the same number of times. Table A.1 details the shift patterns at each of the airports.

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

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

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

It was assumed that those passengers who were candidates for an interview, but who for one of a variety of reasons were not able to be interviewed, had the same characteristics as those who were successfully interviewed. Table A2 shows the number and proportion of passengers interviewed at each of the airports during the survey period. Overall the success rate was 96.7%.

Example questionnaires have been reproduced on the following pages, together with a copy of the identification card used in the sampling procedure.

Table A1 Summary of Sampling Procedure

<i>Airport</i>	<i>Shifts in the year</i>	<i>Shift Times</i>	<i>Team Sizes</i>
Gatwick			
North	33	7.5 hours between 0600 and 2400, equally split between am and pm shifts	8am shifts 7pm shifts
South	33		7
Domestic	33		4
Target	12		6
Heathrow			
Terminal 1 Domestic	65	7.5 hours between 0600 and 2400, equally split between am and pm shifts	Jan-Jun 6 Jul-Dec 7
Terminal 1 International	65		6
Terminal 2	65		6
Terminal 3	33am 33 pm		8am shifts 6pm shifts
Terminal 4	33am 33 pm		10am shifts 8 pm shifts
Target	12		6
Manchester			
T1 Gate	26	7.5 hours between 0600 and 2400, equally split between am and pm shifts	6
T1 IPS	26		5
T2 Gate	13		6
T2 IPS	26		5
Domestic*	26		4
Target	26		6
BA Terminal			6 Jun-Dec

* June onwards split between T1 Gate & BA Terminal

Table A2 Summary of Sample Sizes and Success Rates

<i>Airport</i>	<i>Total Contacts</i>	<i>Interviews</i>	<i>Negative Contacts*</i>	<i>Success Rate</i>
Gatwick	47,094	46,052	1,042	97.8%
Heathrow	89,830	85,991	3,839	95.7%
Manchester	33,491	32,792	699	97.9%
Total	170,415	164,835	5,580	96.7%

* Excludes passengers given cards but not interviewed



SURVEYS

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

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

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

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

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



REVIEWS

The first section of the report discusses the importance of maintaining accurate records of all transactions. It emphasizes the need for transparency and accountability in financial reporting, particularly in the context of public institutions. The authors argue that robust record-keeping is essential for identifying trends, detecting anomalies, and ensuring the integrity of the data.

Next, the report delves into the challenges associated with data collection and analysis. It highlights the complexity of integrating data from various sources and the potential for errors or inconsistencies. The authors propose several strategies to mitigate these risks, including the implementation of standardized protocols and the use of advanced data management tools.

The third section focuses on the role of technology in enhancing data management and analysis. It explores the benefits of cloud-based solutions, artificial intelligence, and machine learning in processing large volumes of data. The authors suggest that leveraging these technologies can significantly improve the efficiency and accuracy of data analysis, enabling more informed decision-making.

Finally, the report concludes with a series of recommendations for improving data management practices. It calls for a comprehensive review of existing policies and procedures, the establishment of a dedicated data governance committee, and the implementation of regular training programs for staff. The authors stress that a proactive and collaborative approach is necessary to ensure the long-term success of data-driven initiatives.

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Appendix B

Weighting Techniques

The sampling and weighting of the 1998 survey was conducted on a route by route basis at the three airports. The first stage was to list all scheduled routes operated in and out of the airports by airline and flight number and list all charter routes by airline and destination. The various airport authorities then provided uplift/discharge figures for each month of the survey. The routes were initially broken down by airlines into single sector and multi sector groups. For single sector routes the number of passengers interviewed were added together and divided into the respective monthly figures to obtain the weights. On multi sector routes weighting was undertaken by flight number. If flights took different routes on different days as well they were weighted by final destination of the aircraft. Where multi sector and single sector flights were in operation on the same routes they were divided into separate categories. In the majority of cases multi sector routes were unique and therefore weighted separately and when multi sector routes were combined they were usually for flights stopping at the same points.

As some flights 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 1998 annual statistics as described earlier in Table 2.

Results from earlier surveys have been reweighted to 1998 levels in order to present an updated national picture. This was done in two stages; firstly airport figures were reweighted using three breakdowns – scheduled international, charter international and domestic. All terminating passengers, i.e. passengers arriving at or departing from an airport by surface means were weighted in this manner. Passengers interlining through the London airports between international and domestic flights were weighted by domestic route.

Appendix C

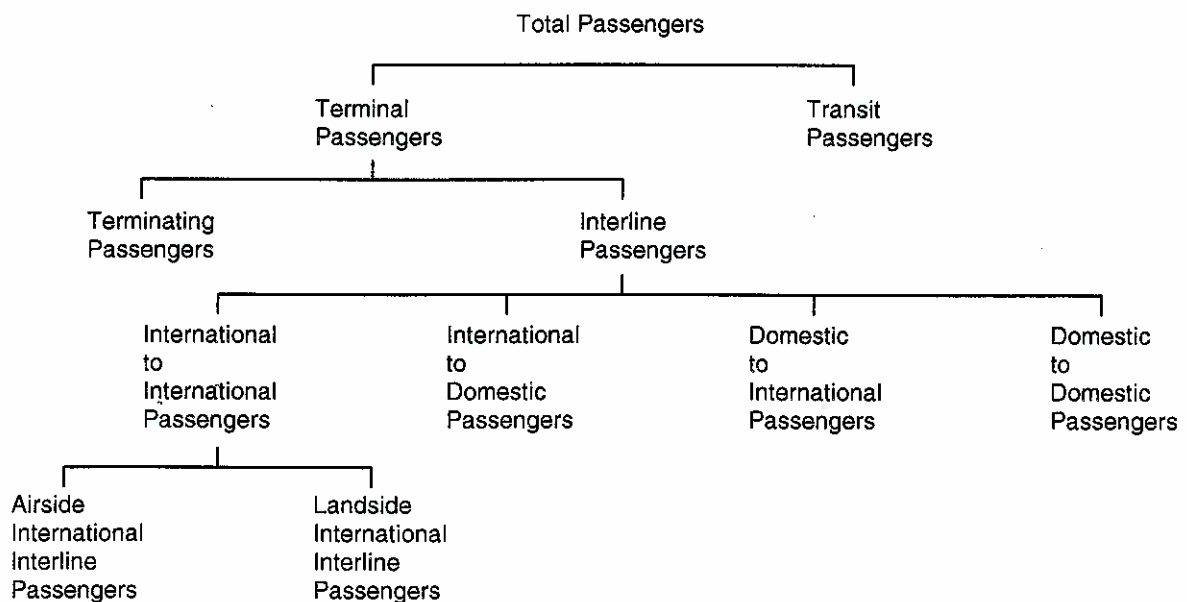
Definitions

Passengers' use of airport

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

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

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



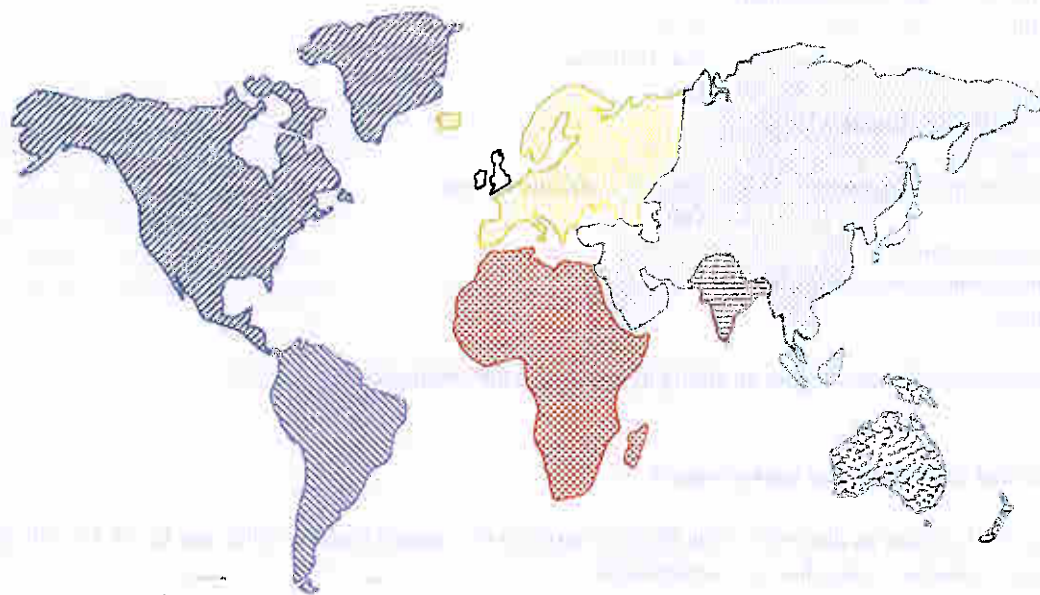
Origin/destination

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

For the purpose of analysing the origins and destinations within the United Kingdom of terminating passengers, regions, areas and zones have been defined in terms of boundaries of, respectively, economic planning regions, counties and district council areas. This definition did not extend to Northern Ireland as few passengers travel by surface transport between Northern Ireland and the survey airports.

UK and foreign passengers

A passenger is classified as a UK resident if the UK is the country in which he has lived for most of the last twelve months. Those resident in a country outside the UK are classified as foreign residents.



1 UK



2 EUROPE



3 NORTH AMERICAN
SUB-CONTINENT



4 SOUTH AMERICAN
SUB-CONTINENT



5 AFRICA



6 ASIA excl. INDIAN
SUB-CONTINENT



7 INDIAN SUB-CONTINENT



8 AUSTRALASIA/OCEANIA

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
 - 12 months or more

- Studies paid by employer
 - Formal academic course
 - Other

- Au Pair

Leisure

- Holiday – Fare paid separately
- Holiday – IT/Package
 - Hotel
 - Self Catering
 - Cruise
- Visiting friends and relatives
- Migration
- Studies (private/grants)
 - Formal academic course
 - Other

- Cultural/sports
- Unaccompanied school children
- Other

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

Domestic and international passengers

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

Modes of transport

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

Socio-economic group

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

Main Business

The Standard Industrial Classification (SIC) is used to code this information.

Appendix D

Past origin/destination surveys and availability of more detailed information

Table D1

Large scale origin/destination surveys conducted since 1968

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

<i>Year</i>	<i>Airports surveyed</i>	<i>Interviews obtained</i>	<i>Fieldwork contractor</i>	<i>Data processing</i>	<i>Report details</i>
1983	Birmingham East Midlands Liverpool Manchester	40000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 515
1984	Gatwick Heathrow Luton Stansted	118000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 556
1985	Belfast Bristol Cardiff Leeds/Bradford Newcastle Southampton Teesside	44000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 557
1987	Gatwick Heathrow Luton Manchester Stansted	532000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 560
1990	Aberdeen Edinburgh Glasgow Inverness Prestwick	50500	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 598
1991	Gatwick Heathrow London City Luton Stansted	267000	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 610
1992/93	Birmingham East Midlands Leeds/Bradford Manchester	52000	BIA/CAA	CAA Surveys	Civil Aviation Authority CAP 618
1994/5	Humberside Newcastle Norwich Tees-side	21000	CAA	CAA Surveys	Civil Aviation Authority CAP 656
1994/5	Bristol Cardiff Exeter Southampton	20000	CAA	CAA Surveys	Civil Aviation Authority CAP 657
1994/5	Belfast City Belfast International	7000 10000	CAA	CAA Surveys	Civil Aviation Authority CAP 665
1996	Birmingham Gatwick Heathrow London City Luton Manchester Stansted	364000	BAA/BIA/CAA	CAA Surveys	Civil Aviation Authority CAP 677
1996	Aberdeen Edinburgh Glasgow Inverness	46400	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 678
1997	Gatwick Heathrow Manchester	164,000	CAA	CAA Surveys	Civil Aviation Authority CAP 690
1998	Gatwick Heathrow Manchester	165,000	CAA	CAA Surveys	Civil Aviation Authority CAP 703

Appendix E

Index

Age		Table 50
Characteristics of passengers		Table 6
Country of residence	Terminating passengers	Tables 6
	Origins/destinations	Tables 10–17
	Reason for using car/public transport	Tables 33,34
	Trip length	Tables 37–39
	Travelling alone	Table 41
	Group size	Table 41,42
	Growth rates	Table 7
	Income	Table 43
	Main business	Table 45
	Journey purpose	Table 46
	Mode of transport	Table 29
	Month of travel	Table 49
	Age	Table 50
Family make-up		Table 51
Fare types		Table 52–54
First time flyers		Table 40
Flight type		Table 2
Group size		Table 41,42
Growth rates		Table 7
Home	Home	Table 19
	Proportion travelling to/from home	Table 20
Income	Gatwick	Table 43
	Heathrow	Table 43
	Manchester	Table 43
Interline	Gatwick	Tables 22,24–26
	Heathrow	Tables 23–26
Journey purpose	Country of residence by route type	Table 46
	Characteristics of terminating passengers	Table 6
	Country of residence by month and airport	Table 49
	Growth rates	Table 7
	Home	Tables 19,20
	Main business	Table 45
	Mode of transport	Tables 29
	Origin/destination	Tables 10–17

Journey purpose (continued)	Planning region Propensity to fly Routes Sex of passenger Socio-economic group Ticket type by journey purpose Trip length	Tables 61–72 Table 70 Tables 55–60 Tables 47 Table 44 Table 54 Tables 37–39
Journey time		Tables 30,31
Main business		Table 45
Mode of transport	Mode of transport combinations Gatwick Heathrow Manchester	Table 36 Table 28,29,32,35 Table 28,29,32,35 Table 28,29,32,35
Movements between planning regions and airports	International scheduled passengers International scheduled UK business International scheduled UK leisure International scheduled foreign business International scheduled foreign leisure International charter International charter UK inclusive tour International charter UK leisure other Domestic scheduled	Table 61 Table 62 Table 63 Table 64 Table 65 Table 66 Table 67 Table 68 Table 69
Origin/destination	Gatwick Heathrow Manchester	Tables 8, 10–12 Tables 13–14 Tables 15–17
Planning region	Terminating and interline passengers UK international scheduled passengers UK international charter passengers Growth rates	Table 18 Table 71 Table 72 Table 73
Propensity to fly		Table 70
Reason for choice of airport		Table 27
Reason for choice of transport		Tables 33,34
Routes	Gatwick Heathrow Manchester	Tables 55,57 Tables 56,58 Tables 59,60
Sex	Journey purpose	Tables 47,48
Socio-economic group		Table 44
Terminal passengers		Tables 1,7
Travelling alone		Table 41
Trip length	Gatwick Heathrow Manchester	Table 37 Table 38 Table 39

Type of Passenger

Table 2-5

Tickets

Ticket type

Table 52,53

Decision maker

Table 53

Place of purchase

Table 54

UK passengers

Home

Table 19

Proportion travelling to/from home

Table 20

Growth

Table 7

Appendix F

CAA Surveys Detailed Extracts

The Authority is able to provide electronic subsets of data for most surveys conducted over the last 17 years. The tables and charts featured in this report are also obtainable in an electronic format upon request.

For further information on the results of the 1998 survey or earlier surveys undertaken by the Authority, please contact either:


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Or why not visit our web site: – www.caaerg.co.uk

	Civil Aviation Authority. CAA House Surveys, Room T415 45-59 Kingsway LONDON WC2B 6TE Tel 0171 832 6352 Fax 0171 832 5160	1998 AIRPORT SURVEY HEATHROW AIRPORT TERMINAL 2 January - December 1998	<input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="2"/>
			<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Date <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	ROUTE Domestic..... 1 International..... 2	SEX Male..... 1 Female..... 2	OUTCOME Positive..... 1.. Positive Negative..... 2.. Refusal 3.. Ineligible 4.. No Time 5.. No English (Go to Q1) 6.. Other
Time <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	FLIGHT TYPE Scheduled..... 1 Charter..... 2	Flight Number Shift Target.....1 Other.....2	

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

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

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

SHOW CARDS 1-4 FOR WESTERN EUROPE

2 Where is your HOME ?

Town.....

District Council/London Borough.....

County/District.....

UK Passengers only

And can you please tell me your postcode ?

ALL PASSENGERS

3 Have you arrived at this airport BY AIR within the last 24 hours ?

YES.....1 Go to Q4

NO.....2 Go to Q11

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

Change planes.....1 Go to Q5
 Other reason.....2 Go to Q11

5 Have you been through passport/customs control at HEATHROW ?

Yes.....1
 No.....2

6 Which AIRPORT did you fly from ?.....

7 Which AIRLINE did you fly with ?.....

8 At which TERMINAL did you arrive ?

Heathrow				Gatwick			Stansted	Luton	
			DK	(S)	(N)	DK			
1	2	3	4	8	5	6	7	9	10

9 Did you start your AIR journey from (airport in Q6) ?

Yes.....1 Go to Q23
 No.....2 Go to Q10

10 At which AIRPORT did you start your air journey ?

.....(country/state)

Go to Q23 (LGW/STN/LTN Go to Q15)

11 Where did you BEGIN your journey in the UK to catch this flight?

Town.....

District Council/London Borough.....

County.....

Postcode

If foreign resident or UK resident whose ORIGIN is NOT HOME go to Q12

12 May I just check, was this a transit stop or did you have a reason for being in (place in Q11) ?

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

IF TRANSIT, go back and ask Q11 AGAIN unless transit from LGW/STN/LTN AIRPORT then go to Q6

SHOW CARD 5 ASK ALL NON UK RESIDENTS

13 Whilst in the UK have you been anywhere outside the SOUTH EAST on this trip ?

Yes.....1 Go to Q14
 No.....2 Go to Q15

14 In which place outside the SOUTH EAST did you spend most time ?

.....

Go to Q15

15 Could you tell me in detail HOW YOU TRAVELLED from(place in Q11) to HEATHROW Airport today
 Private or hire car – ask what happened to car and if parked which car park or location was used.

		To.....	To.....	To LHR	
CAR	Private Car - driven away	01	01	01	Last mode only
	Private Car - short term car park	02	02	02	
COURTESY BUS	Private car – valet service	03	03	03	Valet service
OR VALET SERVICES	Private car - airport long term car park bus	04	04	04	Car park used
	Private car - private long term car park bus	05	05	05	
	Private car - business car park bus	06	06	06	Car park used
	Private car - staff car park bus	07	07	07	Hotel used
	Private car - hotel car park bus	08	08	08	
	Private car -type of car park unknown	09	09	09	
HIRE CAR	Hire car - driven away	10	10	10	Hire car company
	Hire car - short term car park	11	11	11	
	Hire car - hire car courtesy bus	12	12	12	
AIRLINE CAR	Courtesy Car (Airlines)	13	13	13	
TAXI/MINICAB	Taxi	14	14	14	
	Minicab	15	15	15	
BUSES/COACHES	Hotel bus	16	16	16	Coach company
	Charter Coach	17	17	17	
	RailAir Bus (Reading/Woking/Stockley Park)	18	18	18	Coach company
	National/Regional Coach Service	19	19	19	
	Airbus	20	20	20	Coach company
	Gatwick/Heathrow Coach Service	21	21	21	
	London Bus Companies	22	22	22	Bus company
	Local Bus Companies	23	23	23	Bus company
Type of Bus/coach Company unknown	24	24	24		
TUBE	Tube	25	25	25	
TRAIN	National Railways	26	26	26	
	Paddington Express	27	27	27	
OTHER	Boat	28	28	28	
	Other (write in)	29	29	29	

- 16 How LONG did your journey take from place in (Q11)?
- | | | | |
|----------------------|----------------------|----------------------|----------------------|
| Hours | | Minutes | |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
- 17 Why did you CHOOSE to travel to the airport today by (last mode in Q15)?
- 18 How many people came into the terminal to see you off?
- | | |
|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|
- 19 Including yourself, how many people are TRAVELLING in your immediate group ?
- | | |
|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|
- 20 Is this your OUTWARD or RETURN journey ?
- Outward.....1 Go to Q21
 Return.....2 Go to Q22
 Single.....3 Go to Q23
- 21 How long WILL you be away ?
 OR
- | | | | |
|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|----------------------|----------------------|
- 22 How long HAVE you been away?
- Weeks Days Hours

22 Which AIRPORT are you travelling to on the flight you are now boarding?

23 Which airline are you flying with?

24 What is your FLIGHT NUMBER?

25 Are you flying there just to CHANGE planes or are you COMPLETING your air journey at (airport in Q23)?
 Complete.....1 Go to Q30
 Change.....2 Go to Q27

26 At which airport will you COMPLETE your air journey?(country/state)

28 Which AIRLINE will you use to fly from (airport in Q23)?

NORTH AMERICAN, WESTERN EUROPEAN DESTINATIONS ONLY - SHOW CARDS 1-4

30 Where is your MAIN DESTINATION ?

Town/City.....

--	--	--	--

Country/State.....

31 What mode of TRANSPORT will you use to leave (airport in Q23 or Q27)?

Circle mode Private Car....1 Hire2 Taxi3 Bus/coach....4 Tube/Train.. 5 Other6 Don't Know....7

SHOW CARD 7

32 What is the CHIEF PURPOSE of your present trip?

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

NON BUSINESS		
ACCOMPANYING passenger on business..... (own ticket)	15	with SKIING
Holiday Fare paid separately	16	27
Holiday IT/Package -Hotel.	17	28
-Self catering.....	18	29
-Cruise.....	19	UK Residents
Visiting friends and relatives	20	Go Q36
Migration.....	21	
Studies private/grants -formal academic course.	22	
-other course.....	23	
Cultural/Sports	24	
Unaccompanied school children	25	
Other (write in)	26	

ALL BUSINESS PASSENGERS

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

..... manu
 sell

UK IT PASSENGERS ONLY

36 WHO booked your holiday ? Self.....1
 Other.....2

37 Does your holiday have an ATOL number ? Yes.....1
 No.....2
 Don't Know.....3

UK RESIDENTS ONLY

34 What is your OCCUPATION ?

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

ALL NON BUSINESS PASSENGERS SHOW CARD 8

38 Which of these AGE groups do you come into ?

--	--

If groups 1-2 end interview

UK NON BUSINESS PASSENGERS ONLY

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

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

SHOW CARD 8

35 Which of these age groups do you come into?

--	--

If groups 1-2 end interview

Go to 42

Go to 40

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

--	--

41 How many are CHILDREN under 16 ?

--	--

42 Have you FLOWN BEFORE this trip?

Yes.....1
No.....2

SHOW CARD 9

43 Why did you choose to fly from HEATHROW Airport today ?

WESTERN CONTINENTAL EUROPE ONLY

44 Have you used EUROSTAR ? Yes.....1 Go to Q45
No.....2 Go to Q45

Brussels	Lille	Paris	Eurodisney	Ski Resorts

PASSENGERS TRAVELLING TO BRUSSELS/LILLE/PARIS AT Q23 GO TO Q46

45 If Eurostar went directly to (place in Q23) would you have used it for this trip?

Yes..... 1 Go to Q48
No..... 2 Go to Q47
Don't Know (reason)..... 3 Go to Q47
Don't Know 3 Go to Q48

46 Why did you not use EUROSTAR for this trip? Go to Q48

47 Why would you not have used EUROSTAR for this trip?

ALL PASSENGERS CURRENT SECTOR ONLY SHOW CARD 10

48 What TYPE of ticket do you have ?

- First..... 1
- Business/Club..... 2
- Economy - Full fare..... 3
- Economy - Discount..... 4
- Economy - don't know..... 5
- Inclusive tour (IT) on scheduled or charter flights..... 6
- Charter seat only..... 7
- Standby..... 8
- Staff - discount..... 9
- Airmiles..... 10
- Frequent Flier (other scheme)..... 11
- Other (write in)..... 12

49 Is your ticket SINGLE or RETURN?

- Single.....1 Go to Q50
- Return.....2 Go to Q50
- Round robin trip.....3 Go to Q52

50 How much did your ticket COST ?

Non IT

--

CURRENCY

--

51 Does this include airport tax?

Yes.....1
No.....2
Don't know.....3

52 What is your seat number ?

--

ALL BUSINESS PASSENGERS SHOW CARD 11


53a Can you indicate from this card which ANNUAL income group applies to you BEFORE tax and other deductions?

--	--

ALL NON BUSINESS PASSENGERS SHOW CARD 11

53b Can you indicate from this card the total ANNUAL INCOME of ALL your family living in your home BEFORE tax and other deductions?

--	--

 CAA	Civil Aviation Authority, CAA House Surveys, Room T415 45-59 Kingsway LONDON WC2B 6TE Tel 0171 832 6352 Fax 0171 832 5160	1998 AIRPORT SURVEY HEATHROW AIRPORT TERMINAL 4 AIRSIDE January - December 1998	<table border="1" style="margin: auto;"> <tr> <td style="padding: 5px;">0</td> <td style="padding: 5px;">1</td> <td style="padding: 5px;">5</td> </tr> </table> <table border="1" style="margin: auto; width: 100px; height: 20px;"> <tr> <td></td><td></td><td></td><td></td><td></td> </tr> </table>	0	1	5					
	0	1	5								
Interviews <table border="1" style="display: inline-table; width: 40px; height: 20px; vertical-align: middle;"></table>	Date <table border="1" style="display: inline-table; width: 80px; height: 20px; vertical-align: middle;"></table>	Time <table border="1" style="display: inline-table; width: 80px; height: 20px; vertical-align: middle;"></table>									

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

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

2 Which AIRPORT have you just flown from ?

3 Which AIRLINE did you fly with ?

4 At which TERMINAL did you arrive.....(ring number) 1 2 3 4

5 Did you START your air journey from .. (airport in Q2) ? Yes.....1 Go to Q7
No.....2 Go to Q6

6 At which AIRPORT did you start your air journey?

7 Which AIRPORT are you travelling to on the flight you are now boarding ?

8 What is your FLIGHT NUMBER?

9 Are you COMPLETING your air journey at (airport in Q7) or are you flying there JUST to change planes ?

Complete.....1 Go to Q12
 Change.....2 Go to Q10

10 At which airport will you COMPLETE your air journey ?

11 Which AIRLINE will you use to fly from (airport in Q7) ?

SEE REVERSE SIDE OF QUESTIONNAIRE FOR SHOW CARD

12 What is the CHIEF PURPOSE of your present trip?

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

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

SKIING

27
28
29

THANK YOU FOR YOUR HELP

The following information is provided for your information. It is not intended to be a substitute for professional advice. Please consult your attorney for more information.

I, the undersigned, have read the foregoing and understand the contents thereof. I hereby agree to the terms and conditions set forth herein.

Signature: _____
 Name: _____
 Title: _____

Date: _____