

**Economic Regulation Group**



# **CAA Passenger Survey Report 2003**

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

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# Preface

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

This report, featuring the airports surveyed throughout 2003 and part of 2004<sup>1</sup>, is based on results from these surveys where all relevant core questions have been answered. This year we have increased the coverage of this publication and hope that readers will find it of interest. It is possible to produce tailor-made reports from the survey that examine the market down to an individual route level. Please contact us on [surveys@caaerg.org.uk](mailto:surveys@caaerg.org.uk) for more information. As with earlier publications, we would ask readers who have corrections or comments to also contact us.

## The Role of ERG

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

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

The success or failure of an air passenger survey depends to a large extent on the help and co-operation of the people on the spot. This involves not only the expertise of the interviewer and the willingness of the passenger to be interviewed, but also the attitude of airport staff, airline staff, immigration officers, security officials and others towards the presence of interviewers within or near their own working areas. We would like to thank them for the assistance they gave towards the smooth running of the 2003 survey.

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

# Chapter 1

## Introduction

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

### In the Beginning

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

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

### Continuous Surveys

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

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

### 2003 Survey

In planning the 2003 survey<sup>2</sup> of air passengers, a principal concern was to derive maximum value from the information collected, but at the same time to minimize passenger inconvenience. Therefore, in order to cause as little disruption to passenger flow as possible, it was necessary to impose a constraint on questionnaire length and content. To cause minimum inconvenience, most passengers were interviewed whilst waiting to board their aircraft.

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<sup>2</sup> Includes the Continuous and Regional Projects.

The Authority used its own field-force, managing the project from London. Shifts in each month were carefully structured so that all scheduled routes and, in most cases, all flights within a route were regularly sampled. The sampling procedure, which was usually a form of systematic random sampling, is fully described in the Appendix B.

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

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

# Chapter 2

## Birmingham Airport

### Traffic Levels (T1, T2)

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

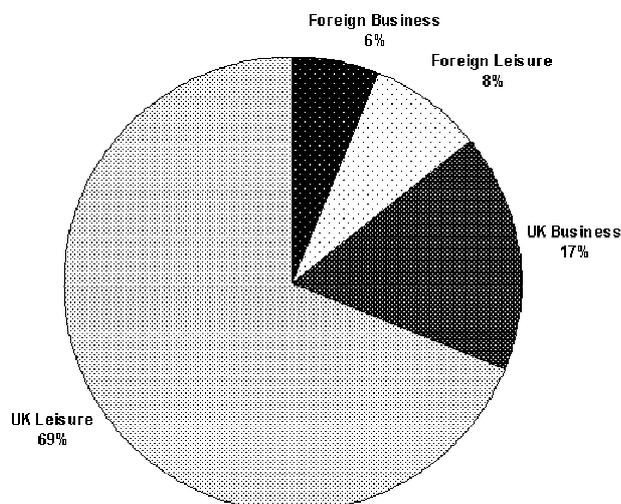
### Characteristics of Passengers (T3)

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

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

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

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

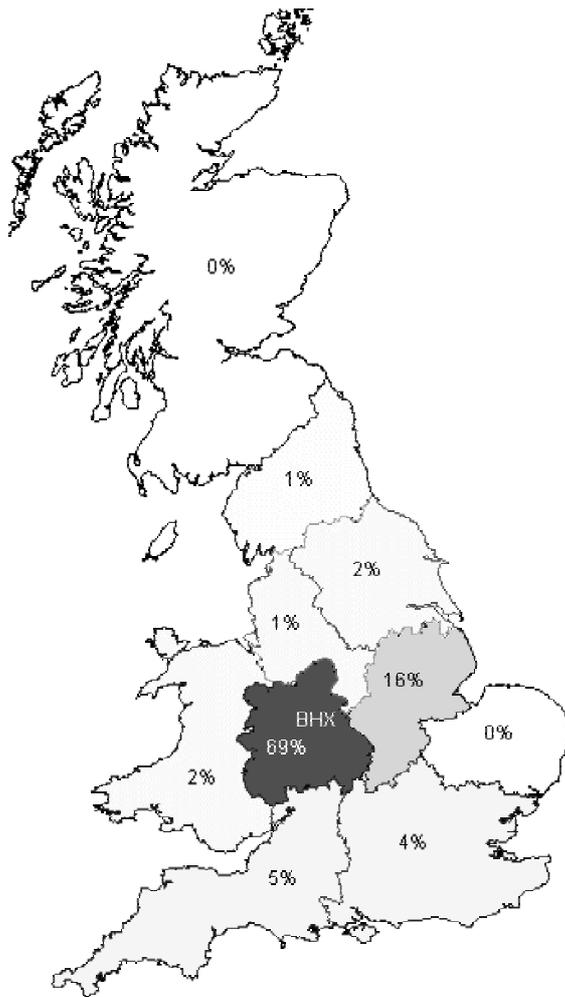


Characteristics of terminating passengers at Birmingham Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

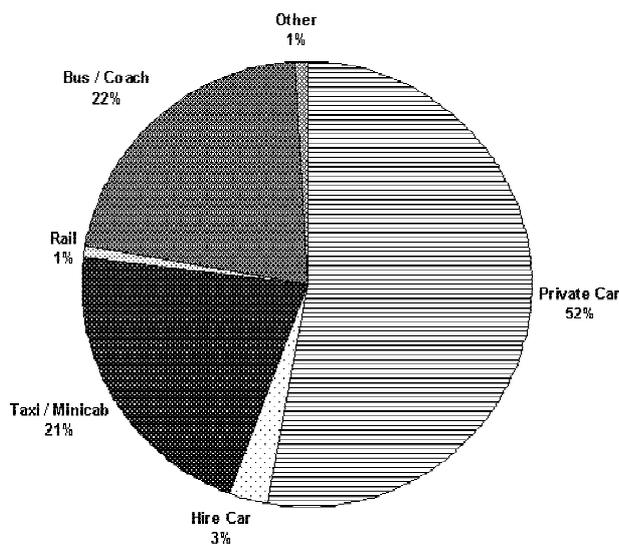
Birmingham Airport is situated in the West Midlands planning region just outside Birmingham City Centre. The airport is well served by a local network of motorways (M5, M6, M40 & M42) as well as having its own rail station.

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



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

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



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

## Trip Length (T15)

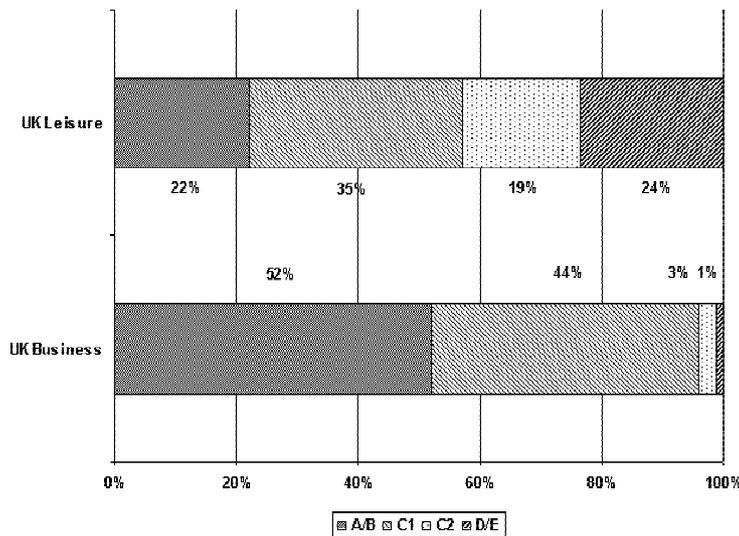
The average trip length of UK business passengers travelling on international scheduled services was just over 3 days, with over 27% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

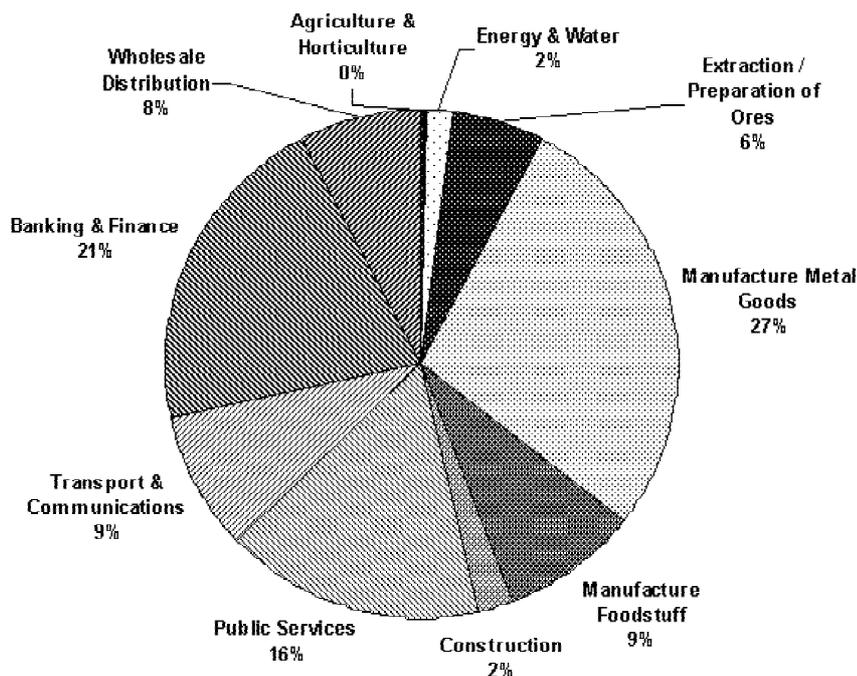
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



Industry sector of UK business passengers at Birmingham Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 3

## Bristol Airport

### Traffic Levels (T1, T2)

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

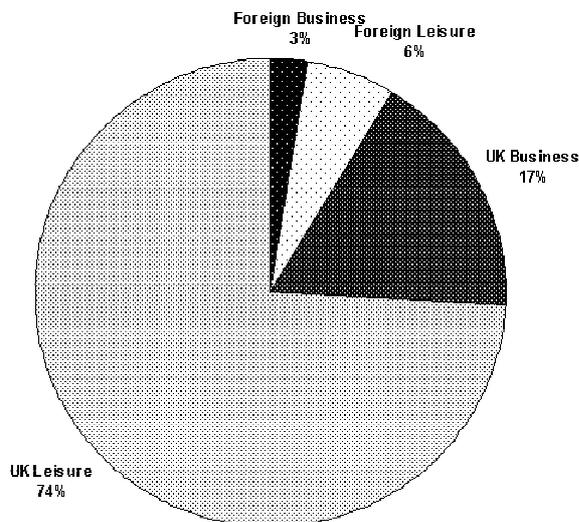
### Characteristics of Passengers (T3)

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

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

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

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



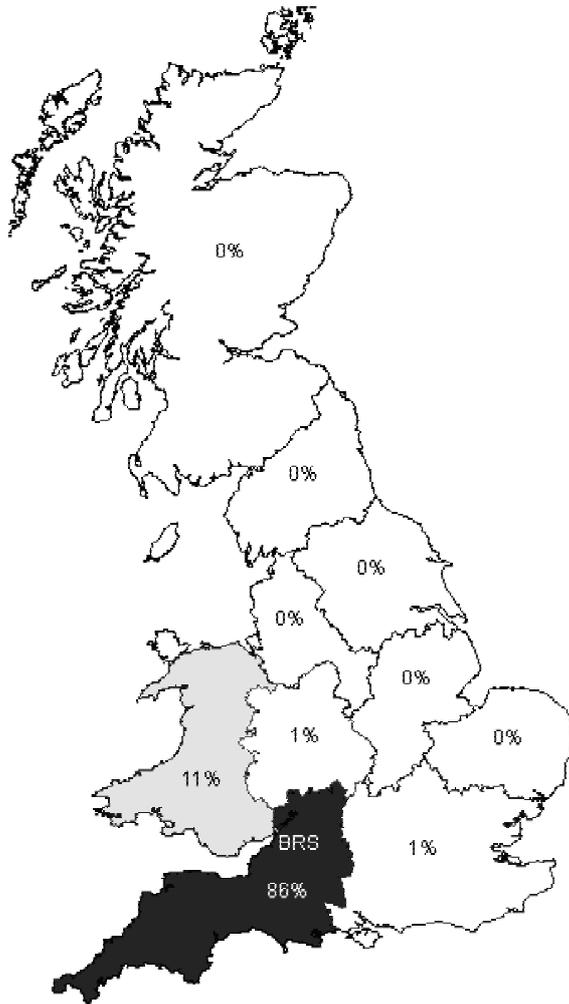
Characteristics of terminating passengers at Bristol Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

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

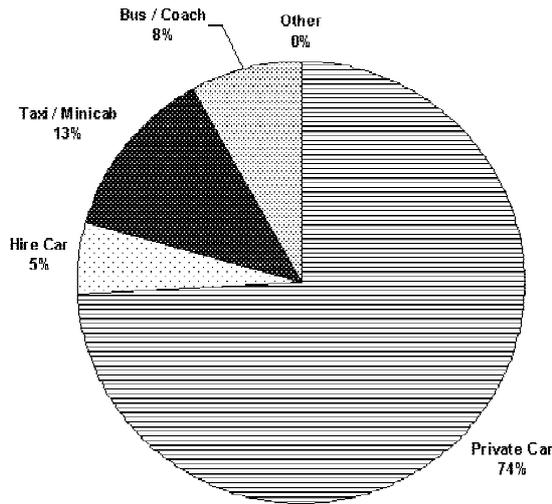
Since the last survey in 2000, the Bristol catchment has not changed significantly, with around 85% of all terminating passengers still coming from the South West planning region and around 10% from Wales. Not surprisingly the catchment for

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



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

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



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

### Trip Length (T15)

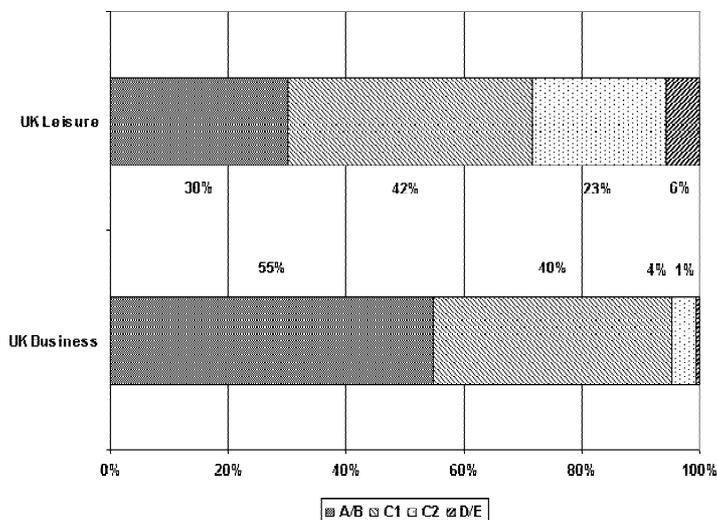
The average trip length of UK business passengers travelling on international scheduled services was 3.5 days, with 13.6% having a trip length of 24 hours or less.

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

### Income and Socio-Economic Group (T16, T17)

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

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



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

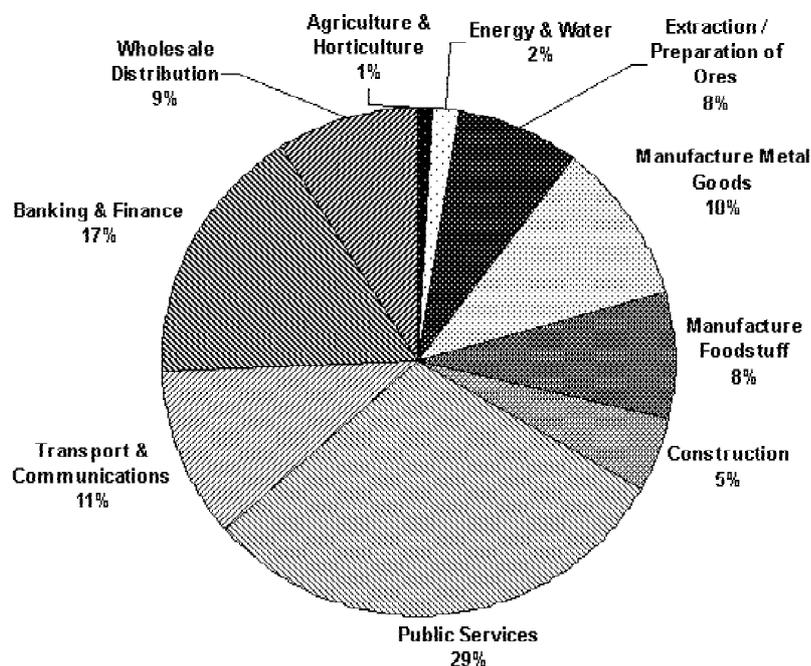
### Family Make-Up (T18)

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

### Business Travel (T19)

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

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



Industry sector of UK business passengers at Bristol Airport in 2003

### Journey Purpose and Sex of Passenger (T20, T21)

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

### Age (T23)

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 4

## Cardiff Airport

### Traffic Levels (T1, T2)

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

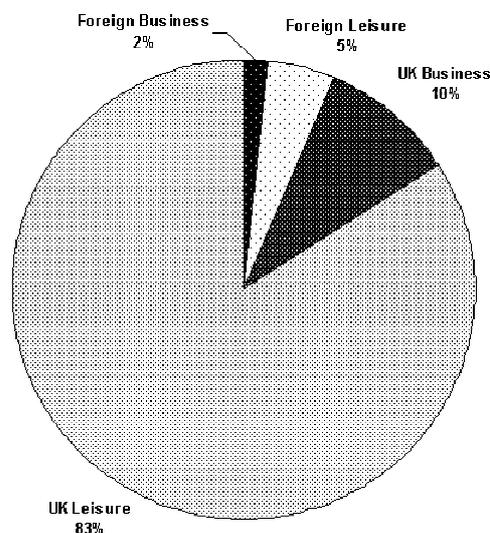
### Characteristics of Passengers (T3)

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

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

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

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



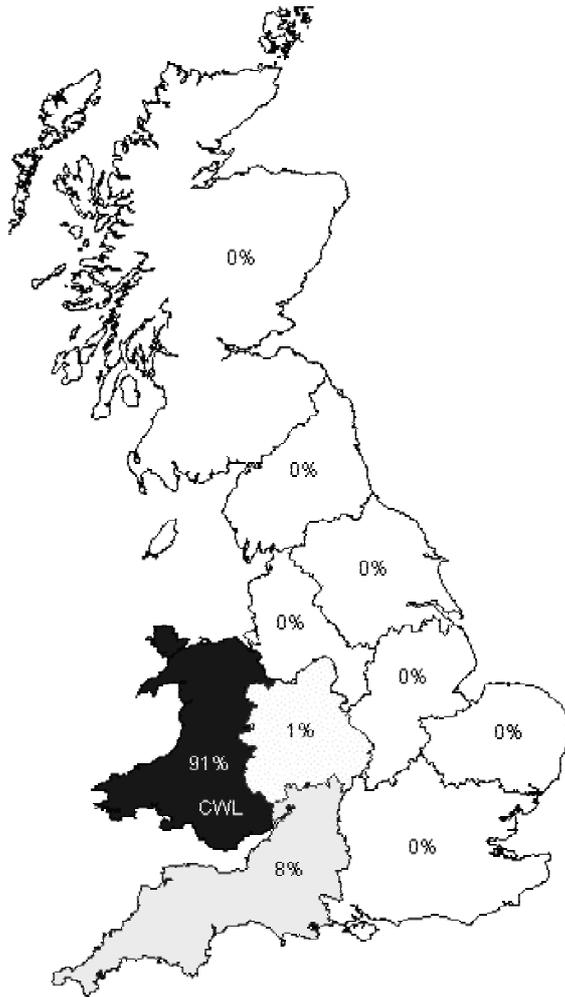
Characteristics of terminating passengers at Cardiff Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

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

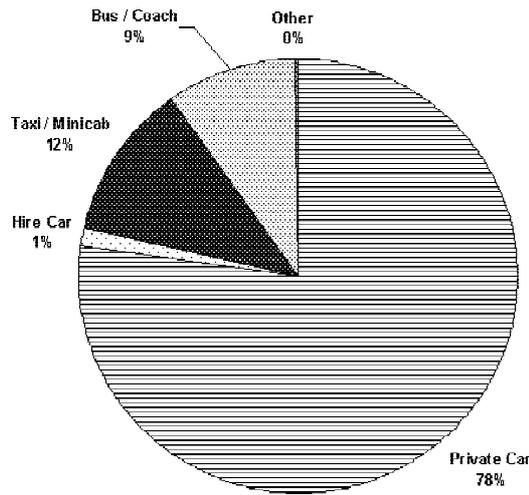
Since the last survey in 2000, Cardiff's catchment has not changed significantly, with around 90% of all terminating passengers still coming from the Welsh planning region. Cardiff does manage to attract passengers from the South West planning

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



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

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



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

### Trip Length (T15)

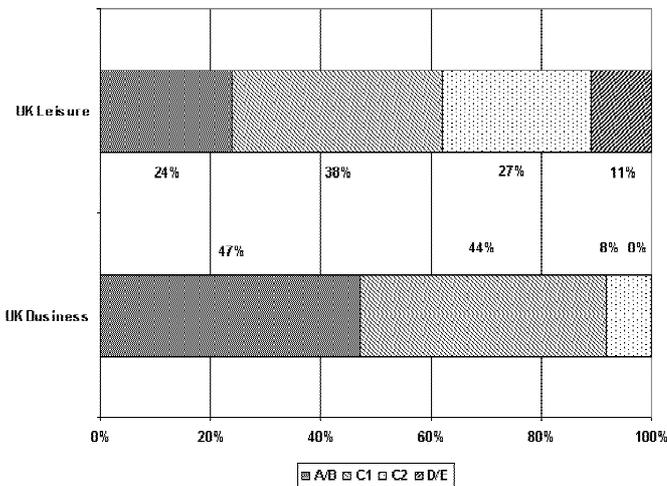
The average trip length of UK business passengers travelling on international scheduled services is just under 7 days, with just under 9% having a trip length of 24 hours or less.

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

### Income and Socio-Economic Group (T16, T17)

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

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



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

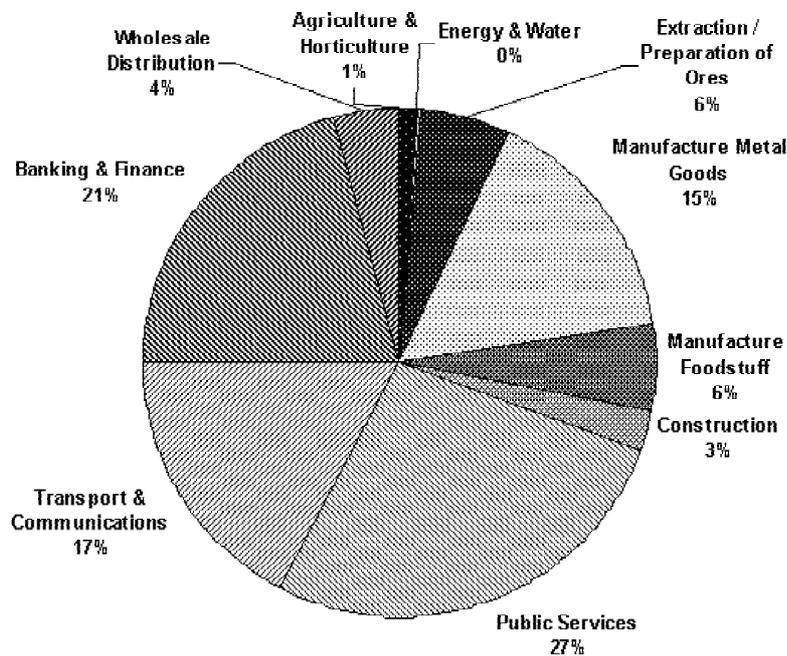
### Family Make-Up (T18)

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

### Business Travel (T19)

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

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



Industry sector of UK business passengers at Cardiff Airport in 2003

### Journey Purpose and Sex of Passenger (T20, T21)

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

### Age (T23)

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 5

## Nottingham East Midlands Airport

### Traffic Levels (T1, T2)

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

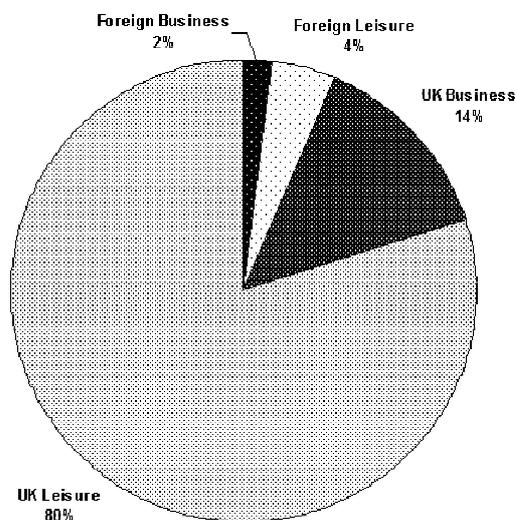
### Characteristics of Passengers (T3)

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

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

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

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

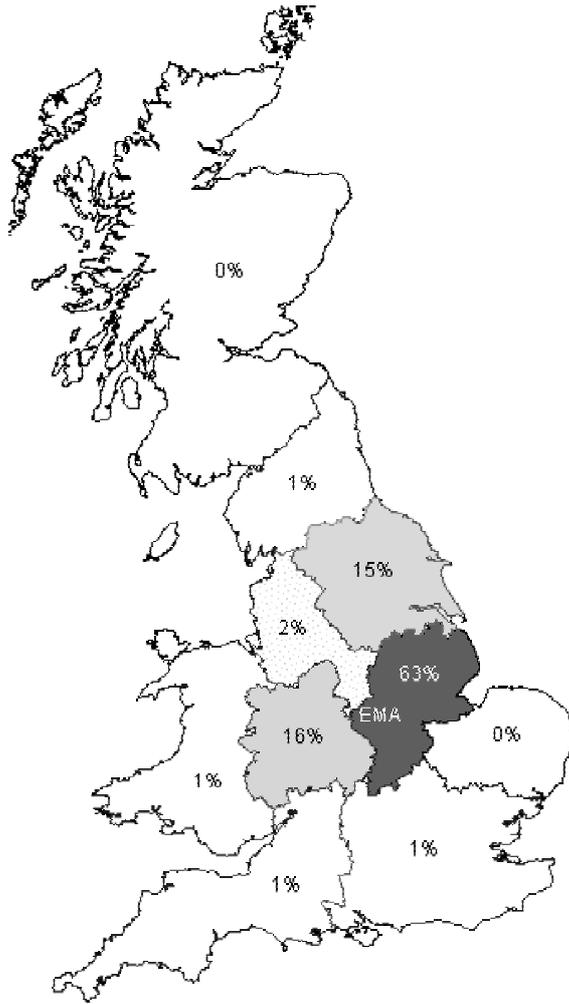


Characteristics of terminating passengers at Nottingham East Midlands Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

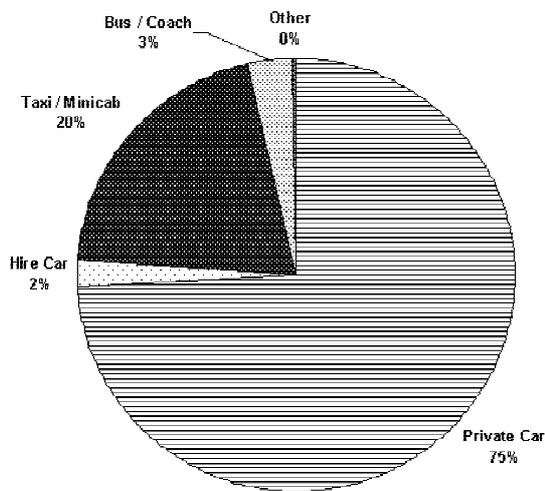
Nottingham East Midlands Airport is situated in the East Midlands planning region, just outside Nottingham. Though the airport has no direct rail link, it is served by a number of motorways and newly refurbished A class roads including the A50.

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



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

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



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

## Trip Length (T15)

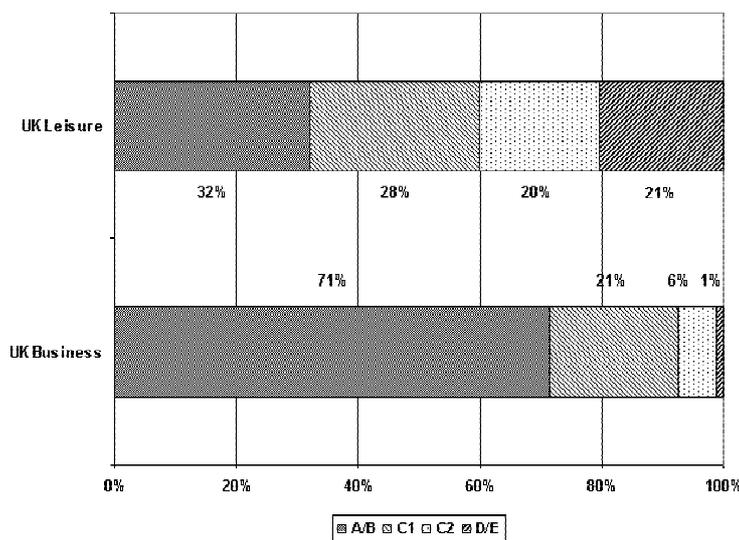
The average trip length of UK business passengers travelling on international scheduled services just over 3 days, with over 27% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

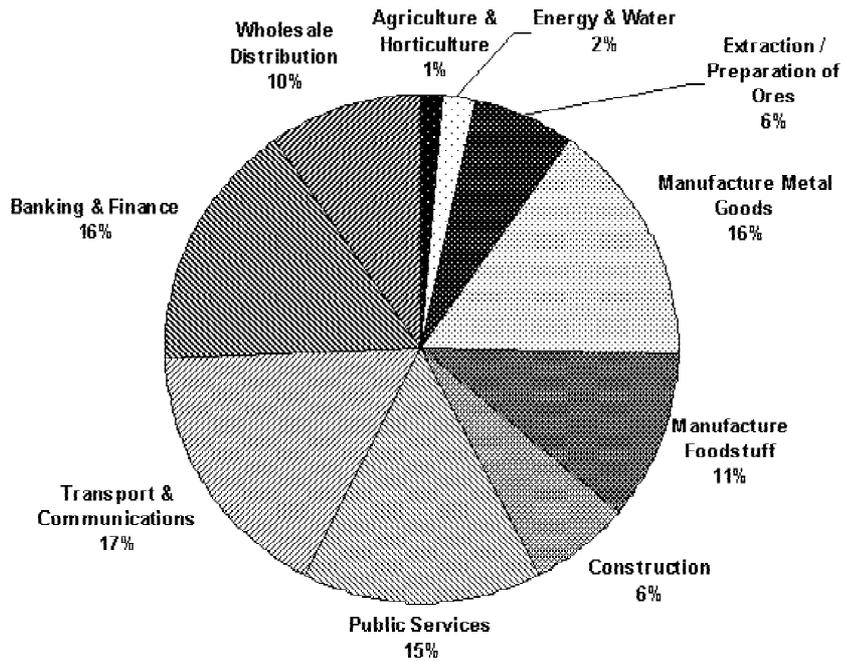
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



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

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 6

## Exeter Airport

### Traffic Levels (T1, T2)

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

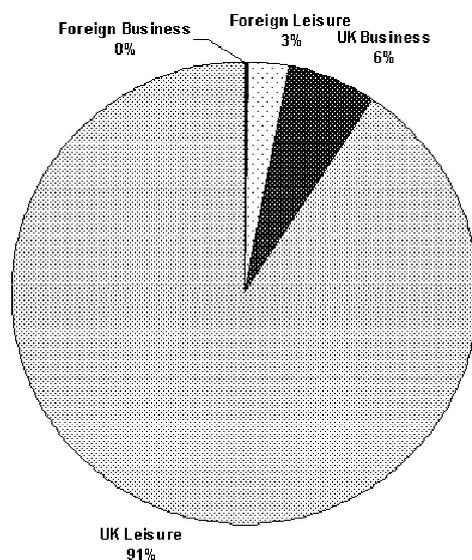
### Characteristics of Passengers (T3)

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

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

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

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



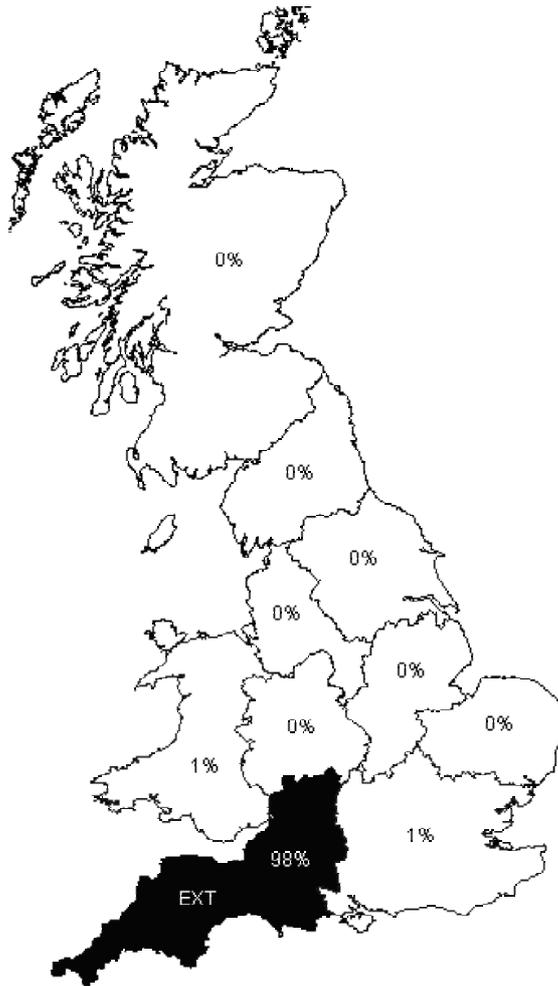
Characteristics of terminating passengers at Exeter Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

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

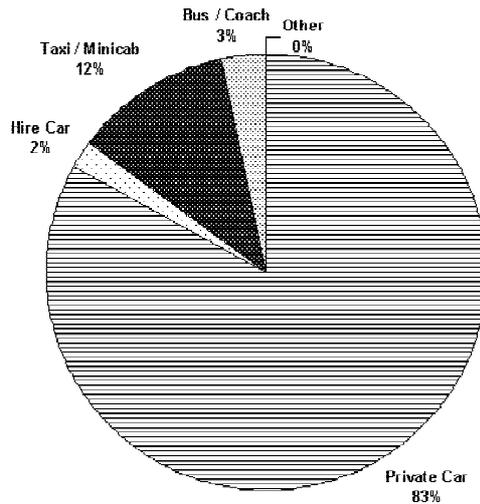
Though the amount of terminating traffic has grown since the last survey (291,000 in 1999 to 355,000 in 2003) the profile of terminating traffic remains largely unaltered, with around 98% all originating from the South West region. The counties of Devon

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



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

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



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

### **Trip Length (T15)**

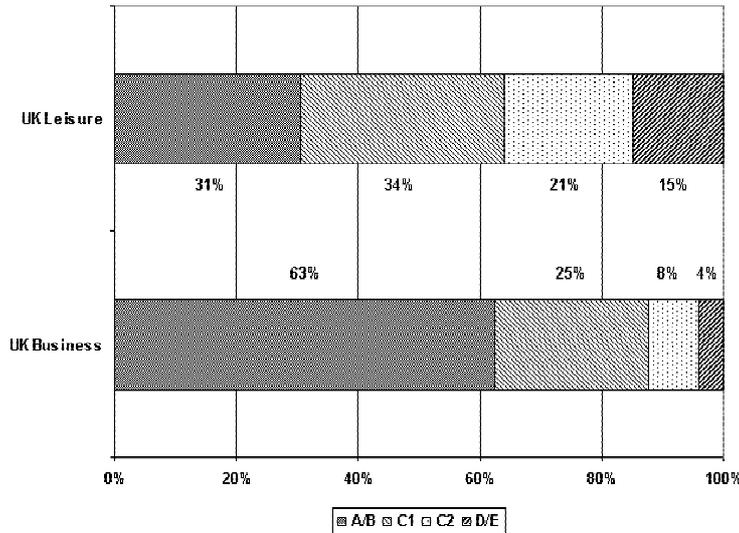
The average trip length of UK business passengers travelling on international scheduled services is just over 5 days, with over 16% having a trip length of 24 hours or less.

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

### **Income and Socio-Economic Group (T16, T17)**

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

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



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

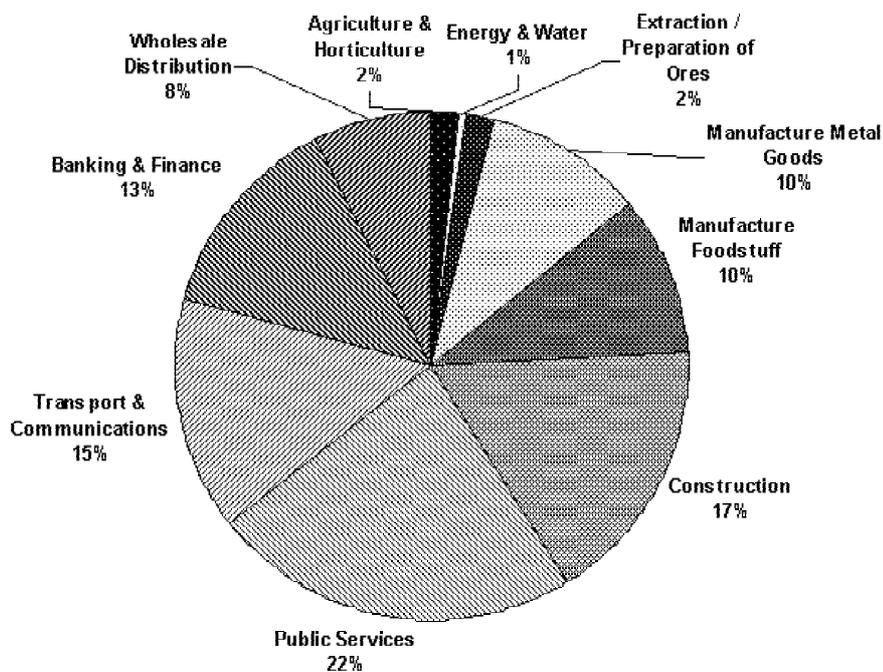
### Family Make-Up (T18)

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

### Business Travel (T19)

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

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



Industry sector of UK business passengers at Exeter Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 7

## Gatwick Airport

### Traffic Levels (T1, T2)

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

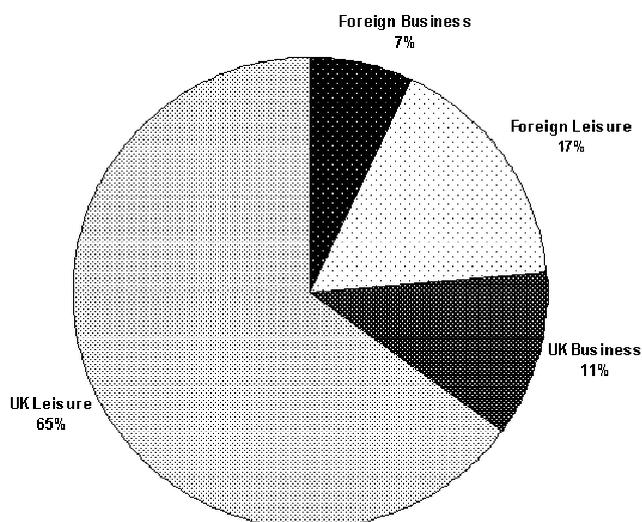
### Characteristics of Passengers (T3)

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

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

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

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



Characteristics of terminating passengers at Gatwick Airport in 2003

### Trip Length (T15)

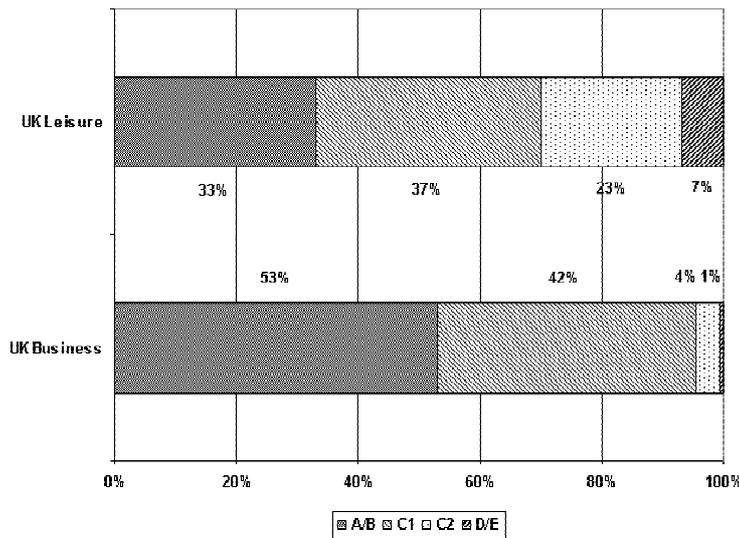
The average trip length of UK business passengers travelling on international scheduled services was just under 5 days, with 11.3% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

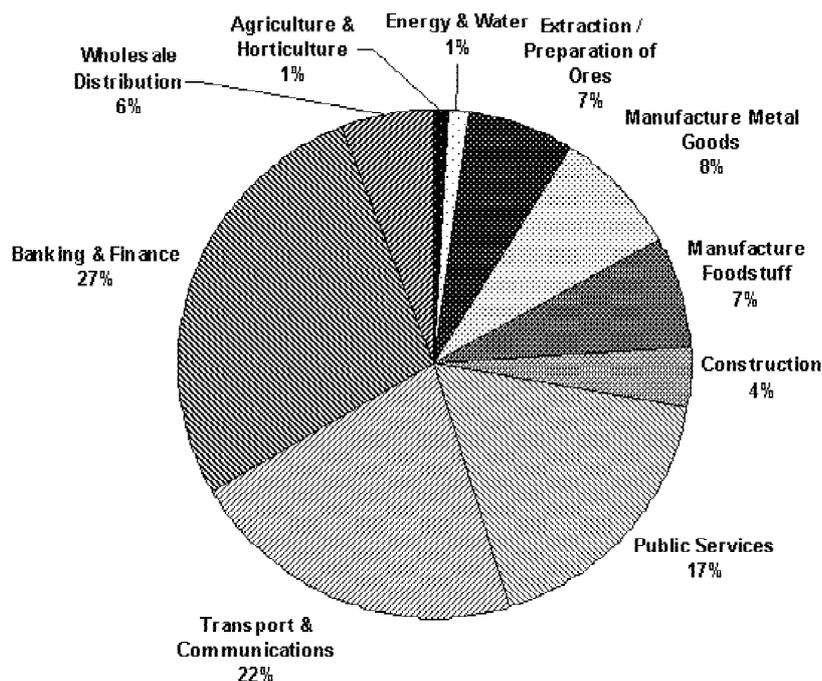
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



Industry sector of UK business passengers at Gatwick Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 8

## Heathrow Airport

### Traffic Levels (T1, T2)

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

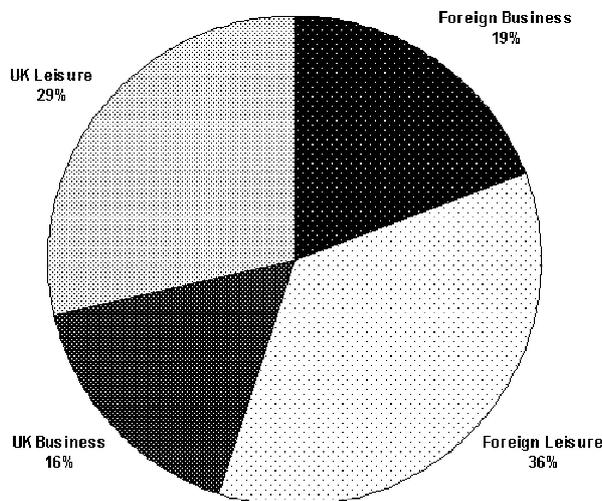
### Characteristics of Passengers (T3)

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

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

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

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



Characteristics of terminating passengers at Heathrow Airport in 2003

### Trip Length (T15)

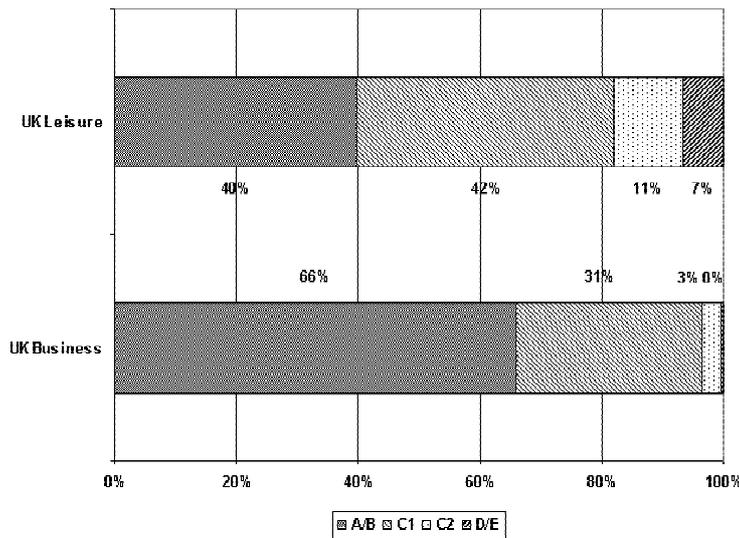
The average trip length of UK business passengers travelling on international scheduled services was just under 6 days, with 13.5% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

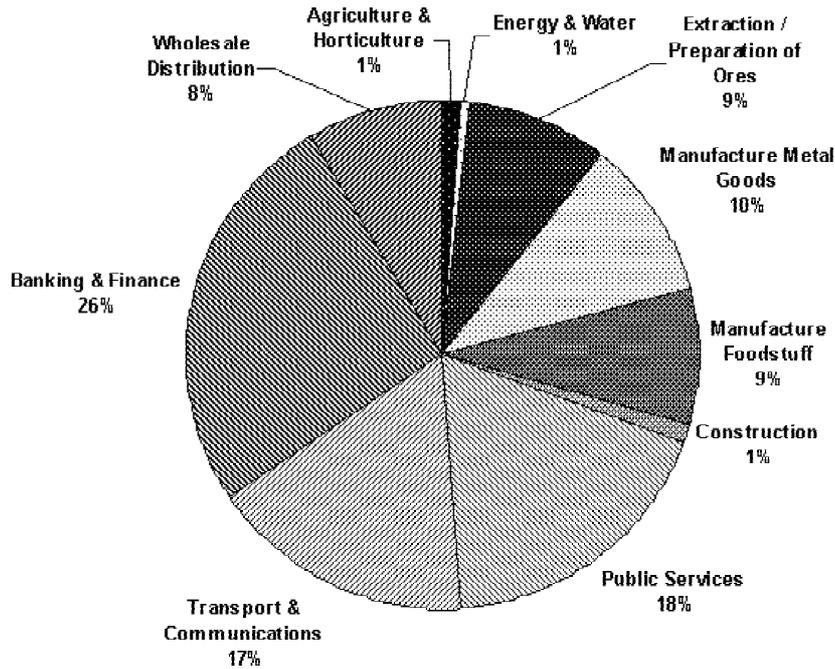
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



Industry sector of UK business passengers at Heathrow Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 9

## Liverpool Airport

### Traffic Levels (T1, T2)

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

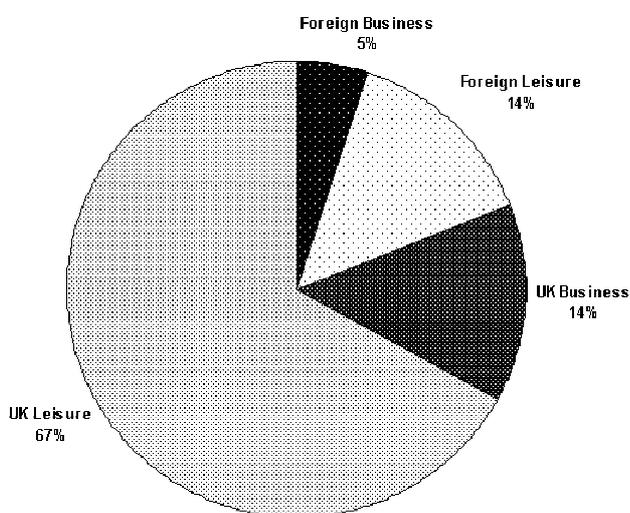
### Characteristics of Passengers (T3)

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

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

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

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

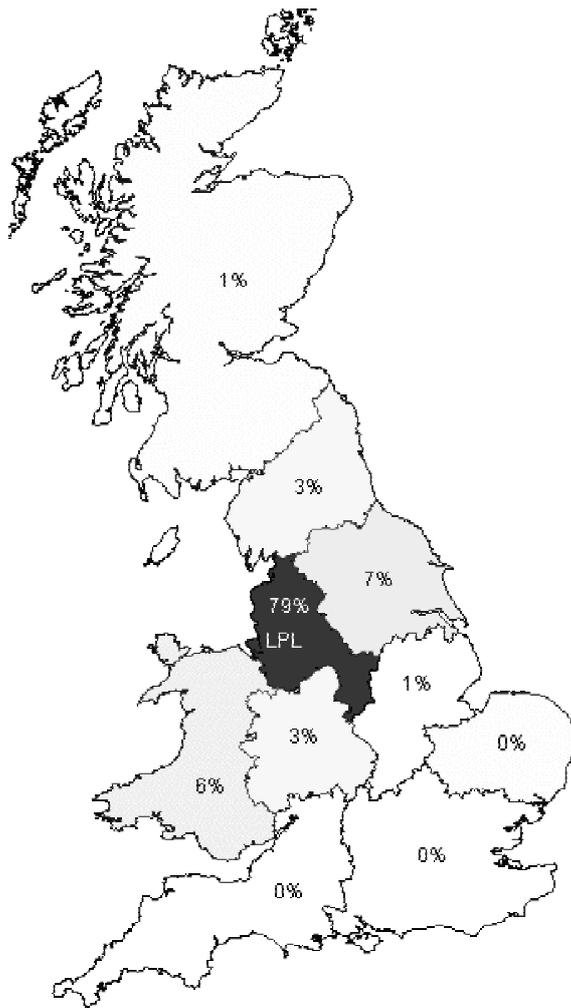


Characteristics of terminating passengers at Liverpool Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

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

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



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

### **Trip Length (T15)**

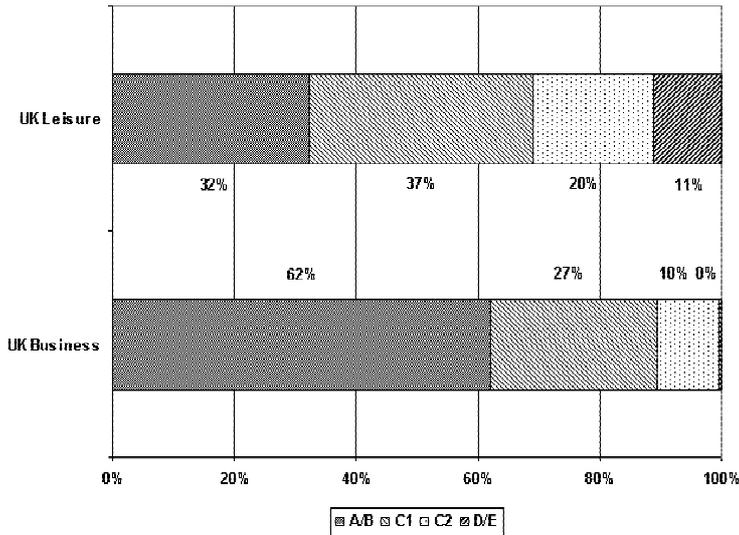
The average trip length of UK business passengers travelling on international scheduled services was just under 3 days, with around 40% having a trip length of 24 hours or less.

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

### **Income and Socio-Economic Group (T16, T17)**

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

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



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

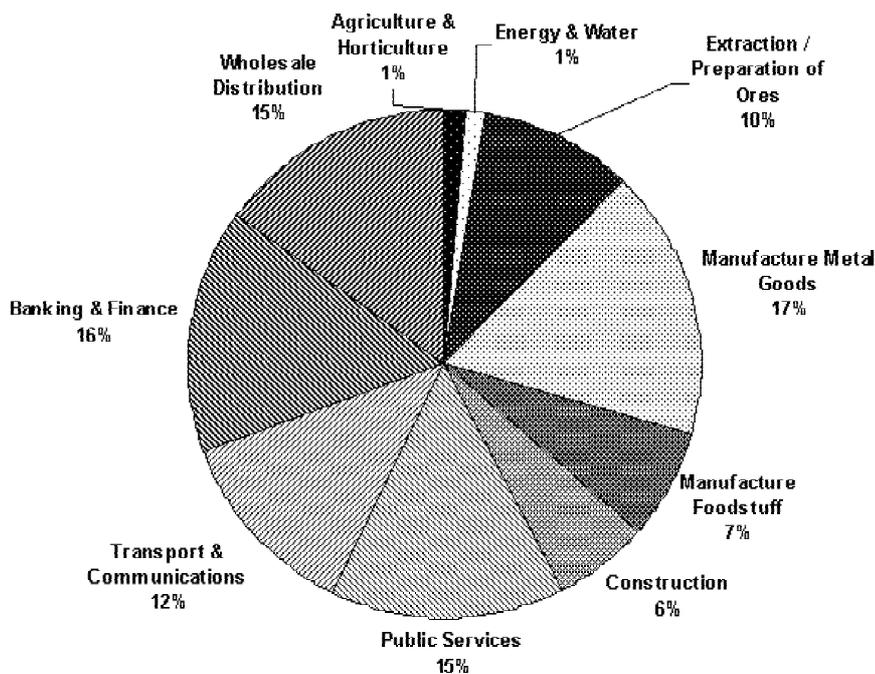
### Family Make-Up (T18)

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

### Business Travel (T19)

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

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



Industry sector of UK business passengers at Liverpool Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 10

## London City Airport

### Traffic Levels (T1, T2)

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

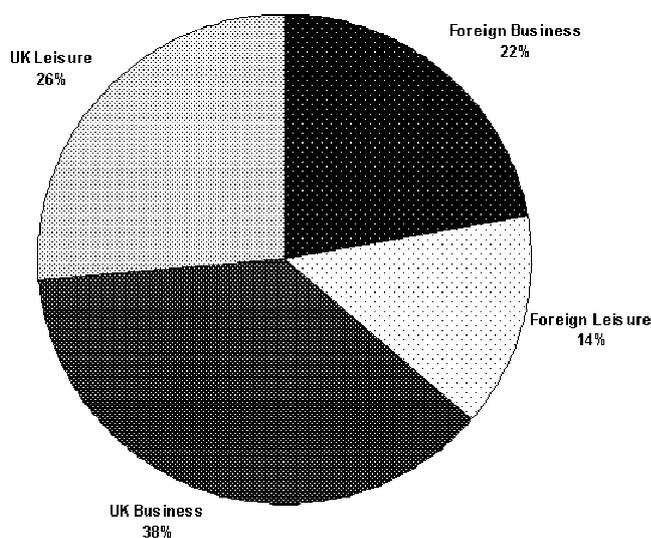
### Characteristics of Passengers (T3)

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

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

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

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

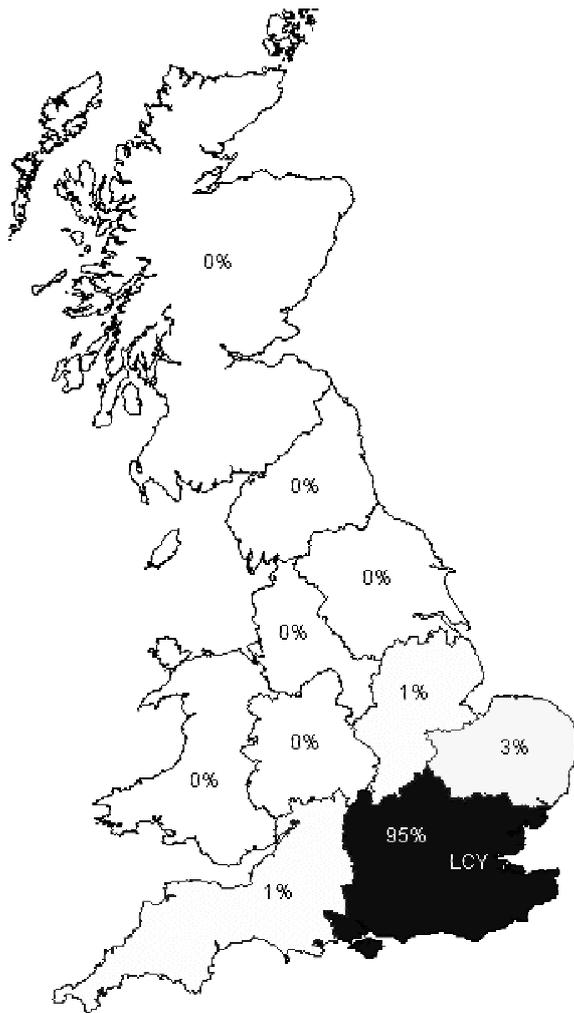


Characteristics of terminating passengers at London City Airport in 2003

### Surface Origin/Surface Access (T6 – T11)

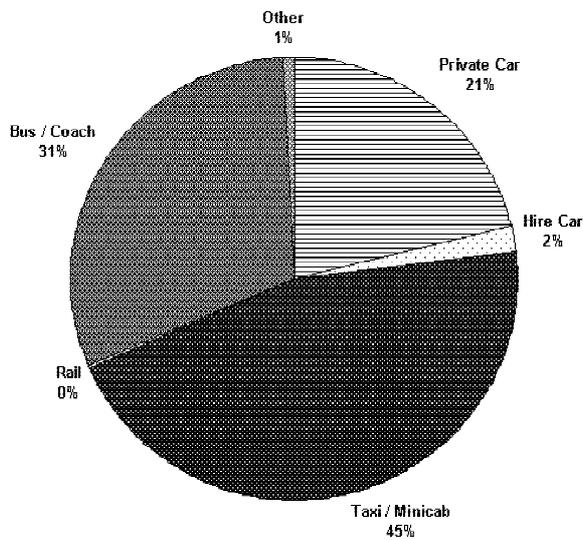
London City Airport is situated six miles east of the City of London. Although there is no rail link to the terminal, a short bus link transfers passengers to nearby rail and underground stations to central London.

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



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

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



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

## Trip Length (T15)

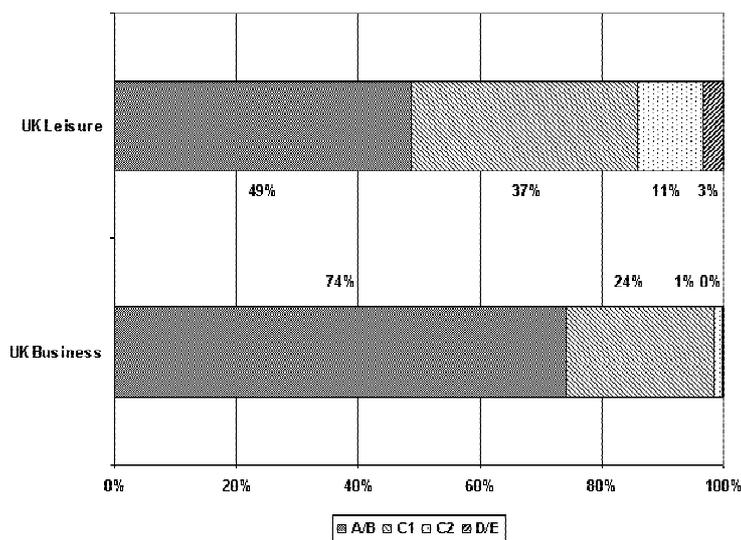
The average trip length of UK business passengers travelling on international scheduled services was just under 2.5 days, with around 40% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

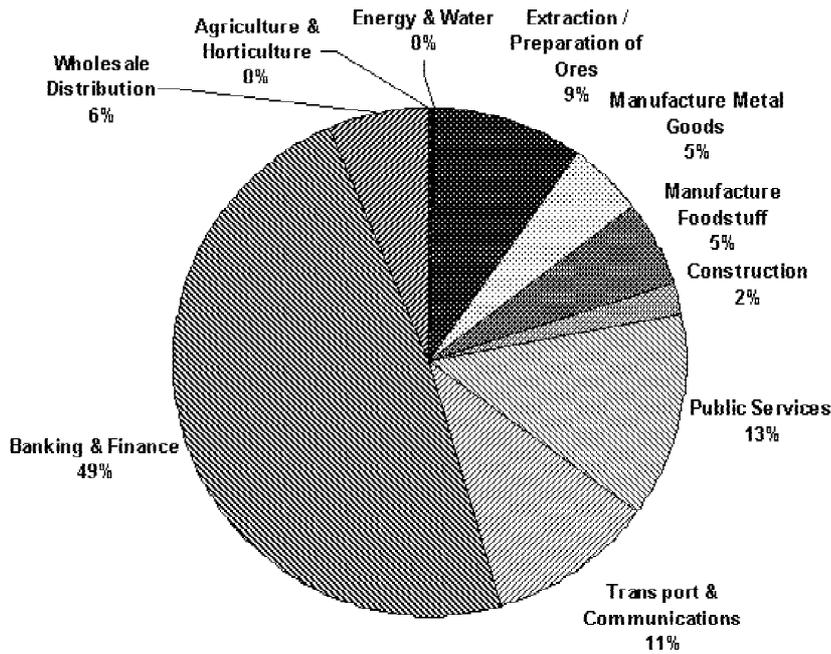
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



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

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 11

## Luton Airport

### Traffic Levels (T1, T2)

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

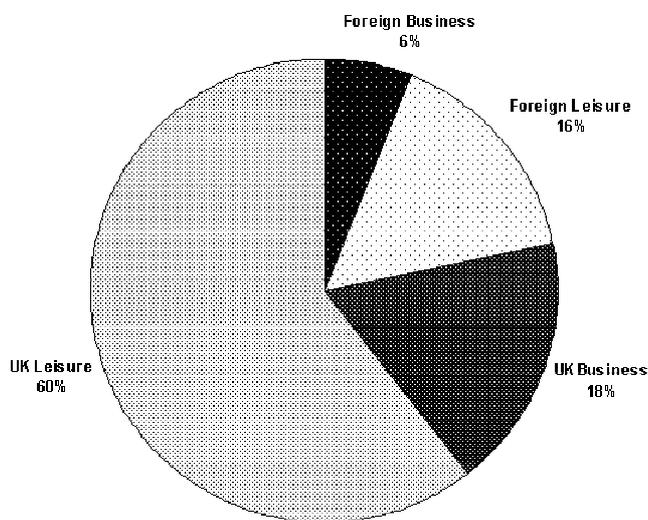
### Characteristics of Passengers (T3)

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

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

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

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



Characteristics of terminating passengers at Luton Airport in 2003

### Trip Length (T15)

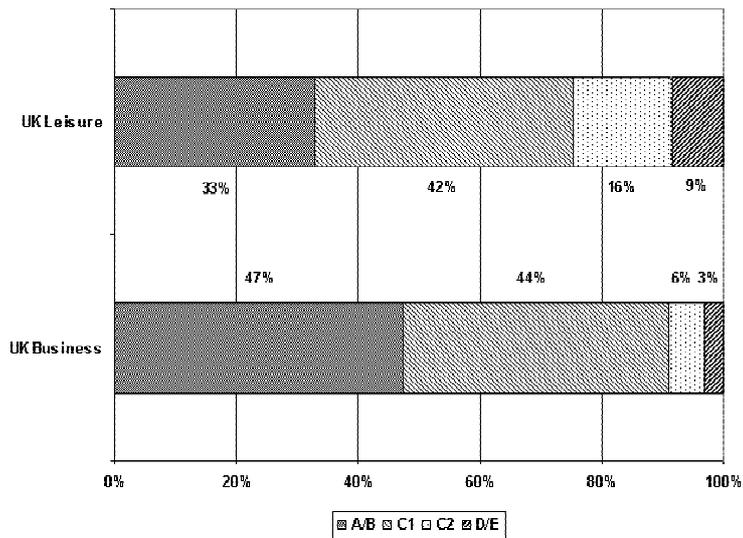
The average trip length of UK business passengers travelling on international scheduled services was just under 5 days, with 24.6% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

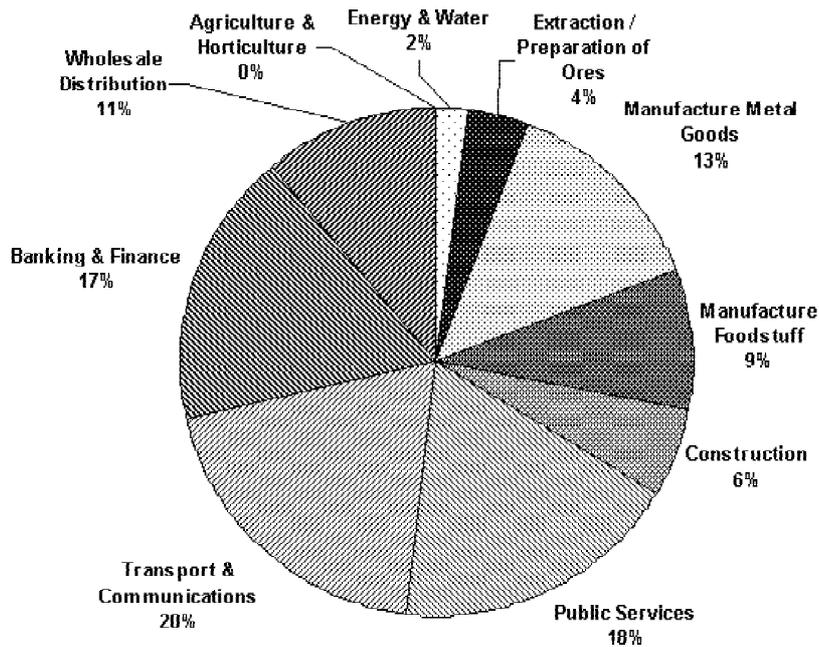
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



Industry sector of UK business passengers at Luton Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# Chapter 12

## Manchester Airport

### Traffic Levels (T1, T2)

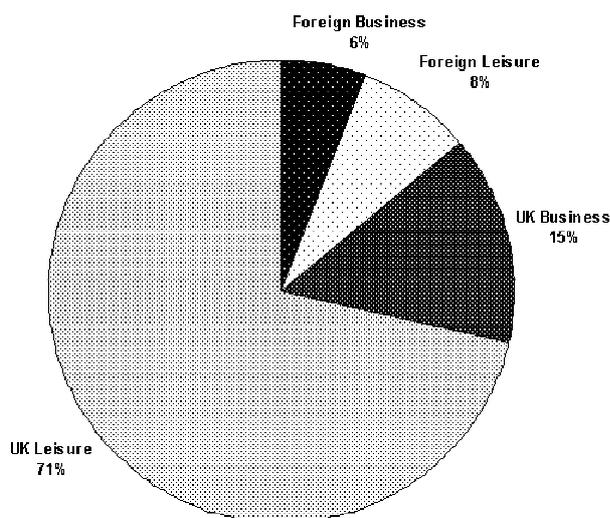
Manchester Airport handled 19,520,000 passengers in 2003, 15.7% on domestic and 84.3% on international services.

### Characteristics of Passengers (T3)

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

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

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



Characteristics of terminating passengers at Manchester Airport in 2003

### Trip Length (T15)

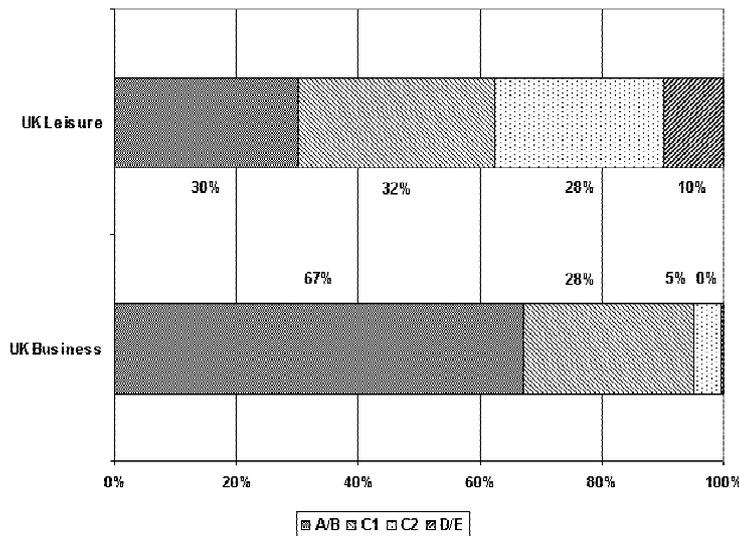
The average trip length of UK business passengers travelling on international scheduled was around 5.5 days, with around 15% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

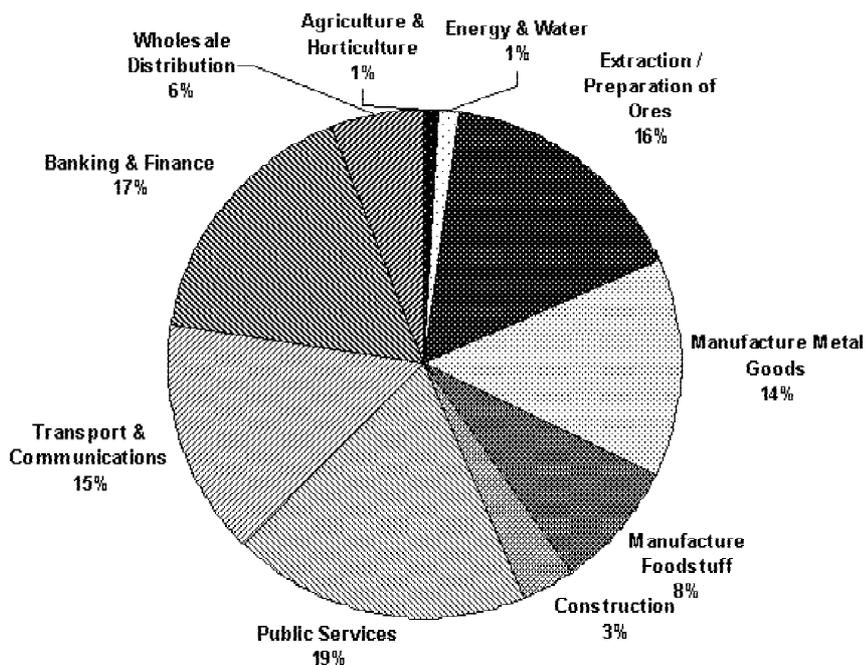
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



Industry sector of UK business passengers at Manchester Airport in 2003

### Journey Purpose and Sex of Passenger (T20, T21)

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

### Age (T23)

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

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

### Scheduled International Route Characteristics (T33)

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

### First Time Fliers (T34)

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

# Chapter 13

## Stansted Airport

### Traffic Levels (T1, T2)

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

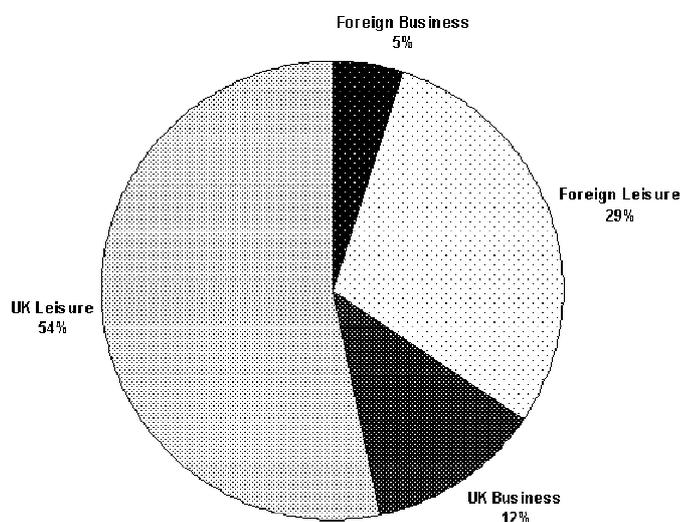
### Characteristics of Passengers (T3)

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

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

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

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



Characteristics of terminating passengers at Stansted Airport in 2003

### Trip Length (T15)

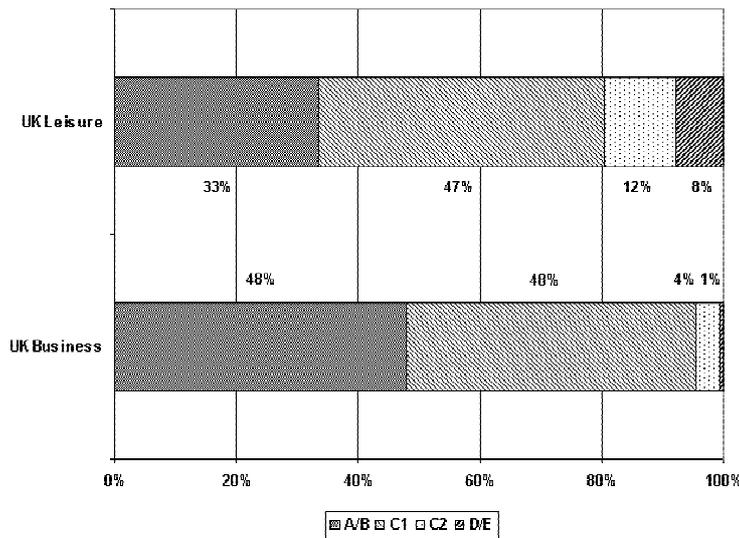
The average trip length of UK business passengers travelling on international scheduled was just under 3.5 days, with around 18% having a trip length of 24 hours or less.

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

## Income and Socio-Economic Group (T16, T17)

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

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



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

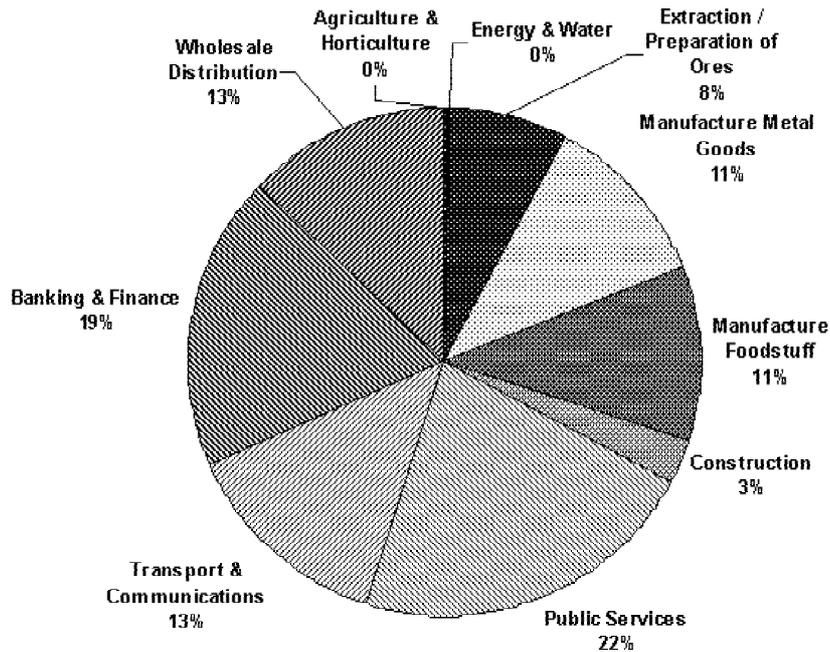
## Family Make-Up (T18)

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

## Business Travel (T19)

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

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



Industry sector of UK business passengers at Stansted Airport in 2003

### **Journey Purpose and Sex of Passenger (T20, T21)**

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

### **Age (T23)**

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

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

### **Scheduled International Route Characteristics (T33)**

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

### **First Time Fliers (T34)**

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

# SUMMARY

## LONDON

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

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

### Overall Market

In 2003, the London airports<sup>1</sup> handled just over 120 million passengers, accounting for 59% of all passengers using UK airports. Closer examination of the underlying make-up of the type of traffic revealed that the relative strength of the market share of the London airports assisted by the level of interlining at Heathrow and Stansted.

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

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

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

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

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<sup>1</sup> Gatwick, Heathrow, Luton, London City & Stansted

## **Transfer Market**

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

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

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

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

## **Terminating Market**

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

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

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

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

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

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

### **Ground Origins**

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

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

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

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

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

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

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

## **Surface Access**

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

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

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

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

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

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

## **Business Travel**

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

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

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

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

## **Socio-economic Group**

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

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

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

## **Group Size Trip Length & Gender**

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

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

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

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

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

## **Income**

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

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

### **Age Profile**

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

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

# SUMMARY

## MIDLANDS

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

### **Traffic Levels and Type of Passengers**

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

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

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

### **Surface Origin/Destination**

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

### **Surface Access**

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

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

### **Business Travel**

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

### **Socio-economic Group**

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

### **Sex, Group Size and Trip Length**

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

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

### **Age and Family Make-up**

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

### **Income**

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

# SUMMARY

## NORTH WEST

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

### Traffic Levels and Type of Passengers

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

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

### Surface Origin/Destination

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

### Surface Access

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

## **Business Travel**

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

## **Socio-economic Group**

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

## **Sex, Group Size and Trip Length**

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

## **Age and Family Make-up**

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

## **Income**

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

# SUMMARY

## SOUTH WEST

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

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

### Overall Market

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

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

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

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

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

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

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

## **Transfer Market**

There is no significant interlining at any of these airports.

## **Terminating Market**

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

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

## **Ground Origins**

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

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

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

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

## **Surface Access**

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

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

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

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

### **Business Travel**

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

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

### **Socio-economic Group**

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

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

### **Group Size Trip Length & Gender**

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

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

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

## **Income**

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

## **Age Profile**

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

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

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| Table 26 | 2003 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.       |
| Table 27 | 2003 International scheduled Foreign business passenger movements between planning regions and airports by surface modes of transport and domestic air services. |

|          |   |
|----------|---|
| Table 28 | 2003 International scheduled Foreign Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.     |
| Table 29 | 2003 International charter passenger movements between planning regions and airports by surface modes of transport and domestic air services.                       |
| Table 30 | 2003 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services.     |
| Table 31 | 2003 International charter UK non-inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services. |
| Table 32 | Final air destination of passengers on major gateway routes at the 2003 survey airports.  |
| Table 33 | Passenger profile for scheduled international routes broken down by country of destination at the 2003 survey airports.   |
| Table 34 | Proportion of first time flyers on international routes at the 2003 survey airports.  |

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

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

**Table 2.1**

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

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

Source: CAA airport statistics

**Table 2.2**

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

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

Source: CAA airport statistics

**Table 2.3**

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

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

Source: CAA airport statistics

**Table 2.4**

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

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

Source: CAA airport statistics

**Table 2.5**

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

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

Source: CAA airport statistics

**Table 2.6**

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

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

Source: CAA airport statistics

**Table 2.7**

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

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

Source: CAA airport statistics

**Table 2.8**

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

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

Source: CAA airport statistics

**Table 2.9**

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

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

Source: CAA airport statistics

**Table 2.10**

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

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

Source: CAA airport statistics

**Table 2.11**

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

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

Source: CAA airport statistics

**Table 2.12**

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

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

Source: CAA airport statistics

**Table 3**

Type of passengers using the 2003 survey airports.

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

**Table 4**

Characteristics of terminating passengers at the 2003 survey airports.

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

**Table 5**

Characteristics of terminal passengers at the 2003 survey airports.

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

**Table 6.1**

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

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

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

**Table 6.1 (Continued)**

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

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

**Table 6.2**

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

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

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

**Table 6.2 (Continued)**

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

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

**Table 6.3**

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

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

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

**Table 6.3 (Continued)**

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

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

**Table 7.1**

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

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

**Table 7.2**

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

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

**Table 7.3**

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

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

**Table 7.4**

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

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

**Table 7.5**

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

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

**Table 7.6**

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

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

**Table 7.7**

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

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

**Table 7.8**

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

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

**Table 7.9**

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

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

**Table 7.10**

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

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

**Table 7.11**

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

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

**Table 7.12**

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

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

**Table 8.1**

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

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

**Table 8.2**

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

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

**Table 8.3**

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

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

**Table 8.4**

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

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

**Table 8.5**

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

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

**Table 8.6**

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

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

**Table 8.7**

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

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

**Table 8.8**

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

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

**Table 8.9**

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

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

**Table 8.10**

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

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

**Table 8.11**

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

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

**Table 8.12**

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

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

**Table 9**

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

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

\* Includes courtesy bus from Parkway Station to Luton Airport

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

**Table 10.1**

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

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

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

**Table 10.2**

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

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

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

**Table 10.3**

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

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

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

**Table 10.4**

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

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

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

**Table 10.5**

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

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

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

**Table 10.6**

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

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

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

**Table 10.7**

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

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

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

**Table 10.8**

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

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

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

**Table 10.9**

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

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

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

**Table 10.10**

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

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

\* Includes passengers from Parkway Station to Luton Airport

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

**Table 10.11**

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

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

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

**Table 10.12**

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

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

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

**Table 11.1**

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

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

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

**Table 11.2**

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

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

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

**Table 11.3**

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

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

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

**Table 11.4**

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

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

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

**Table 11.5**

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

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

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

**Table 11.6**

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

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

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

**Table 11.7**

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

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

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

**Table 11.8**

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

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

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

**Table 11.9**

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

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

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

**Table 11.10**

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

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

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

**Table 11.11**

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

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

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

**Table 11.12**

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

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

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

**Table 12**

Profile of passengers using one mode of transport in 2003.

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

**Table 13.1**

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

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

**Table 13.2**

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

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

**Table 13.3**

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

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

**Table 13.4**

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

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

**Table 13.5**

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

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

**Table 13.6**

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

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

**Table 13.7**

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

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

**Table 13.8**

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

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

**Table 13.9**

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

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

**Table 13.10**

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

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

**Table 13.11**

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

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

**Table 13.12**

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

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

**Table 14**

Proportion of terminating passengers travelling alone in 2003

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

**Table 15.1**

Trip length of terminating passengers at Birmingham Airport in 2003.

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

**Table 15.2**

Trip length of terminating passengers at Bristol Airport in 2003.

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

**Table 15.3**

Trip length of terminating passengers at Cardiff Airport in 2003.

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

**Table 15.4**

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

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

**Table 15.5**

Trip length of terminating passengers at Exeter Airport in 2003.

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

**Table 15.6**

Trip length of terminating passengers at Gatwick Airport in 2003.

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

**Table 15.7**

Trip length of terminating passengers at Heathrow Airport in 2003.

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

**Table 15.8**

Trip length of terminating passengers at Liverpool Airport in 2003.

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

**Table 15.9**

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

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

**Table 15.10**

Trip length of terminating passengers at Luton Airport in 2003.

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

**Table 15.11**

Trip length of terminating passengers at Manchester Airport in 2003.

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

**Table 15.12**

Trip length of terminating passengers at Stansted Airport in 2003.

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

**Table 16.1**

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

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

**Table 16.2**

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

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

**Table 16.3**

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

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

**Table 16.4**

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

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

**Table 16.5**

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

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

**Table 16.6**

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

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

**Table 16.7**

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

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

**Table 16.8**

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

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

**Table 16.9**

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

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

**Table 16.10**

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

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

**Table 16.11**

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

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

**Table 16.12**

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

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

**Table 17**

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

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

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

**Table 18.1**

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

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

**Table 18.2**

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

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

**Table 18.3**

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

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

**Table 19.1**

Main business of UK business passengers at the 2003 survey airports

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

**Table 19.2**

Main business of Foreign business passengers at the 2003 survey airports

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

**Table 20.1**

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

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

**Table 20.2**

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

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

**Table 20.3**

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

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

**Table 20.4**

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

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

**Table 20.5**

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

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

**Table 20.6**

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

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

**Table 20.7**

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

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

**Table 20.8**

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

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

**Table 20.9**

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

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

**Table 20.10**

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

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

**Table 20.11**

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

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

**Table 20.12**

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

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

**Table 21.1**

Journey purpose by sex at Birmingham Airport in 2003.

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

**Table 21.2**

Journey purpose by sex at Bristol Airport in 2003.

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

**Table 21.3**

Journey purpose by sex at Cardiff Airport in 2003.

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

**Table 21.4**

Journey purpose by sex at East Midlands Airport in 2003.

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

**Table 21.5**

Journey purpose by sex at Exeter Airport in 2003.

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

**Table 21.6**

Journey purpose by sex at Gatwick Airport in 2003.

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

**Table 21.7**

Journey purpose by sex at Heathrow Airport in 2003.

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

**Table 21.8**

Journey purpose by sex at Liverpool Airport in 2003.

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

**Table 21.9**

Journey purpose by sex at London City Airport in 2003.

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

**Table 21.10**

Journey purpose by sex at Luton Airport in 2003.

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

**Table 21.11**

Journey purpose by sex at Manchester Airport in 2003.

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

**Table 21.12**

Journey purpose by sex at Stansted Airport in 2003.

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

**Table 22.1**

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

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

**Table 22.2**

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

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

**Table 22.3**

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

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

**Table 22.4**

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

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

**Table 22.5**

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

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

**Table 22.6**

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

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

**Table 22.7**

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

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

**Table 22.8**

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

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

**Table 22.9**

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

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

**Table 22.10**

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

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

**Table 22.11**

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

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

**Table 22.12**

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

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

**Table 23.1**

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

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

**Table 23.2**

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

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

**Table 23.3**

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

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

**Table 23.4**

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

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

**Table 23.5**

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

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

**Table 23.6**

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

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

**Table 23.7**

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

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

**Table 23.8**

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

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

**Table 23.9**

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

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

**Table 23.10**

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

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

**Table 23.11**

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

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

**Table 23.12**

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

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

**Table 24**

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

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

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

**Table 25**

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

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

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

**Table 26**

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

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

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

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

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

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

**Table 28**

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

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

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

**Table 29**

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

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

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

**Table 30**

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

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

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

**Table 31.1**

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

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

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

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

**Table 31.2**

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

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

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

**Table 32.1**

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

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

**Table 32.2**

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

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

**Table 32.3**

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

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

**Table 32.4**

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

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

**Table 32.5**

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

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

**Table 32.6**

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

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

**Table 32.7**

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

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

**Table 32.8**

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

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

**Table 32.9**

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

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

**Table 32.10**

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

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

**Table 32.11**

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

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

**Table 32.12**

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

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

**Table 33.1**

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

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

**Table 33.2**

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

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

**Table 33.3**

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

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

**Table 33.4**

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

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

**Table 33.5**

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

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

**Table 33.6**

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

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

**Table 33.7**

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

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

**Table 33.8**

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

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

**Table 33.9**

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

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

**Table 33.10**

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

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

**Table 33.11**

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

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

**Table 33.12**

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

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

**Table 34**

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

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

# Appendix B

## Sampling Techniques & Questionnaire

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

### Primary Sampling Technique

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

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

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

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

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

### Alternative Sampling Technique

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

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

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

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

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

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

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

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

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

**UK & Irish Passengers**

**Q2** Where is your home in the UK/Ireland?  
 Town   
 County/District/Borough   
**Q3** What is your postcode?

**ALL Passengers**

**Q4** Have you arrived at HEATHROW Airport by air within the last 24 hours?  
 Yes .....1 *Q5* No ..... 2 *Q12*

**Q5** Did you come to HEATHROW Airport just to change planes or did you have another reason for coming here?  
*Change Planes ...1 Q6*  
*Other Reason ... 2 Q12*

**Q6** Have you been through customs control at HEATHROW Airport?  
 Yes .....1 No ..... 2

**Q7** Which airport did you fly from?

**Q8** What airline did you use?

**Q9** Did you start your air journey from (Airport Q7)?  
 Yes ...1 *Q11* No ... 2 *Q10*

**Q10** At which airport did you start your air journey?

**Q11** Why did you choose to transfer through this airport?

**Go to Q19 (LGW/STN/LTN go to Q14)**

**Q12** In the UK, where did you start your journey to catch this flight?  
 Town   
 District/Borough   
 County

Postcode

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

**Q13** May I just check, was this a transit stop or did you have a reason for being in (place in Q12)?

Home .....1  
 Business ..... 2  
 Leisure .....3 72hrs   
 Other (write in)... 4

**If transit, go back and ask Q12 again unless transit from LGW/STN/LTN Airport then go to Q7**

**Go to Q14**

Q14 Could you tell me in detail how you travelled from (Q12) to HEATHROW Airport today?

|                                 |  |         |                      |   |                  |
|---------------------------------|--|---------|----------------------|---|------------------|
| <b>Car</b>                      | Private car - driven away                    | 1       | <b>Buses/Coaches</b> | Hotel bus                               | 16               |
|                                 | Private car - short term car park            | 2       |                      | Charter coach                           | 17               |
| <b>Courtesy Bus</b>             | Private car - valet service                  | 3       |                      | RailAir Bus<br>(Reading/Woking/Feltham) | 18               |
| <b>&amp;<br/>Valet Services</b> | Private car - airport long term car park bus | 4       |                      | National/Regional coach service         | 19               |
|                                 | Private car - private long term car park bus | 5       |                      | Airbus                                  | 20               |
|                                 | Private car - business car park bus          | 6       |                      | Gatwick/HEATHROW coach service          | 21               |
|                                 | Private car - staff car park bus             | 7       |                      | London bus companies                    | 22               |
|                                 | Private car - hotel car park bus             | 8       |                      | Local bus companies                     | 23               |
|                                 | Private car - type of car park unknown       | 9       |                      | Bus/coach company unknown               | 24               |
| <b>Hire Car</b>                 | Rental car - driven away                     | 10      | <b>Tube</b>          | Tube                                    | 25               |
|                                 | Rental car - short term car park             | 11      | <b>Train</b>         | National railways                       | 26               |
|                                 | Rental car - hire car courtesy bus           | 12      |                      | HEATHROW Express (Paddington Train)     | 27               |
| <b>Airline Car</b>              | Courtesy car                                 | 13      | <b>Other</b>         | Boat                                    | 28               |
| <b>Taxi/Minicab</b>             | Taxi   | 14      |                      |   | Other (write in) |
|                                 |  | Minicab | 15                   |   |                  |

1<sup>st</sup> Mode  2<sup>nd</sup> Mode  3<sup>rd</sup> Mode

Q15 How long did your journey take from (place in Q12)?  hours  minutes

Q16a Including yourself, how many people are travelling in your immediate group?

Q16b How many people came into the terminal to see you off today?

Q17 Is this your outward or return journey?  **Outward, Return or Single**

Q18 How long will/have you be/been away?  Weeks  Days  Hours

**All Passengers – PURPOSE CARD**

Q19 What is the chief purpose of your present trip?

|  |        |  |    |     |
|--|--------|--|----|-----|
| BUSINESS   |        | NON BUSINESS                                       |    |     |
| ACCOMPANYING passenger on business<br>(Company ticket) | 1      | ACCOMPANYING passenger on business<br>(Own ticket) | 15 | SKI |
| Attending internal company business                    | with 3 | Holiday Fare paid separately                       | 16 | 27  |
| Meetings with customers/others external to the company | 4      | Holiday IT/Package -Hotel                          | 17 | 28  |
| Conference/Congress                                    | 5      | Holiday IT/Package -Self catering                  | 18 | 29  |
| Trade Fair/Exhibition                                  | 6      | Holiday IT/Package -Cruise                         | 19 |     |
| Business   | 2      | Visiting friends and relatives                     | 20 |     |
| Armed services   | 7      | Migration  | 21 |     |
| Airline Staff  | 8      | Studies private/grants -formal academic course     | 22 |     |
| Contract Home Leave                                    | 9      | Studies private/grants -other course               | 23 |     |
| Overseas Employment - less than 12 months              | 10     | Cultural/Sports                                    | 24 |     |
| Overseas Employment - 12 months or more                | 11     | Unaccompanied school children                      | 25 |     |
| Studies paid by employer - formal academic course      | 12     | Other ( <i>write in</i> )                          | 26 |     |
| Studies paid by employer - other course                | 13     |  |    |     |
| Au pair  | 14     |  |    |     |

Q20 Which airport are you travelling to on the flight you are now boarding?

Q21 Which airline are you flying with?

Q22 What is your flight number?

Q23 Are you flying there just to change planes or are you completing your air journey at (Q20)?

*Completing...1 (Q26) Change Planes...2 (Q24)*

Q24 At which airport will you complete your air journey?

Q25 Which airline will you use to fly from (*airport in Q20*)?

**All Passengers – TICKET CARD**

Q26 What type of ticket do you have?

|                    |   |                        |   |                       |   |
|--------------------|---|------------------------|---|-----------------------|---|
| First              | 1 | Economy Other          | 4 | Staff ticket          | 7 |
| Business/club      | 2 | Inclusive/package tour | 5 | Frequent flier scheme | 8 |
| Economy (flexible) | 3 | Charter seat only      | 6 | Other                 | 9 |

*Single sector non IT passengers only*

Q27 How much did you pay for your ticket including tax?

Cost  Currency  Ticket Type *Single...1 Return...2*

**North American, Domestic, Irish and Western European Destinations Only - MAPS**

Q28 Where is your main destination?

Town/City   
 District/State   
 Country

**All Passengers**

Q29 How many times have you flown in the last 12 months: - on any route?  - this route?

Have you flown before this trip? *Yes.....1 No.....2*

**All Passengers – AGE CARD**

Q30 Which of these age groups do you come into? 

*If groups 1 - 2, end interview*

**ALL Passengers – LOW COST AIRLINE CARD**

Q31 How many times have you flown using (*airline*) from any UK airport in the last 12 months?

| <i>Airline</i> | <i>Route</i> |
|----------------|--------------|
|                |              |
|                |              |
|                |              |
|                |              |

**Business Passengers**

Q32 What is the main business of your firm or organisation?

*Manufacture*  
*Sales*  
*Other*



*Company*



**Leisure Passengers**

Q34 Including yourself, how many people live in your household?



Q35 How many are children under 16?



**UK Business Passengers**

Q33 What is your occupation and job title?

*Job Title*



*Qualifications*

*Size*



*dept*



*responsible*



**UK Leisure Passengers**

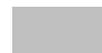
Q36 What is the occupation of the chief income earner in your household?

*Job Title*



*Qualifications*

*Size*



*dept*



*responsible*



*Business*



**Business Passengers – INCOME CARD**

Q37a Can you indicate from this card, which ANNUAL income group applies to you BEFORE tax and other deductions?



**Leisure Passengers – INCOME CARD**

Q37b Can you indicate from this card the total ANNUAL income of ALL people living in your household BEFORE tax and other deductions?



# Appendix C

## Weighting Techniques

The sampling and weighting of the 2003 survey was conducted on a route-by-route basis at each of the survey airports.

The first stage was to list all scheduled routes operated in and out of the airports by airline and flight number and list all charter routes by airline and destination. The various airport authorities then provided uplift/discharge figures for each month of the survey. The routes were initially broken down by airlines into single sector and multi sector groups.

For single sector routes the number of passengers interviewed were added together and divided into the respective monthly figures to obtain the weights. On multiple sector routes, weighting was undertaken by flight number. If flights took different routes on different days as well they were weighted by final destination of the aircraft. Where multi sector and single sector flights were in operation on the same routes they were divided into separate categories.

In the majority of cases multi sector routes were unique and therefore weighted separately and when multi sector routes were combined they were usually for flights stopping at the same points.

As some flights operated at times when shifts were not run e.g. diversions and most domestic charter flights, the weighted survey totals were different from those published in 2003 annual statistics as described earlier.

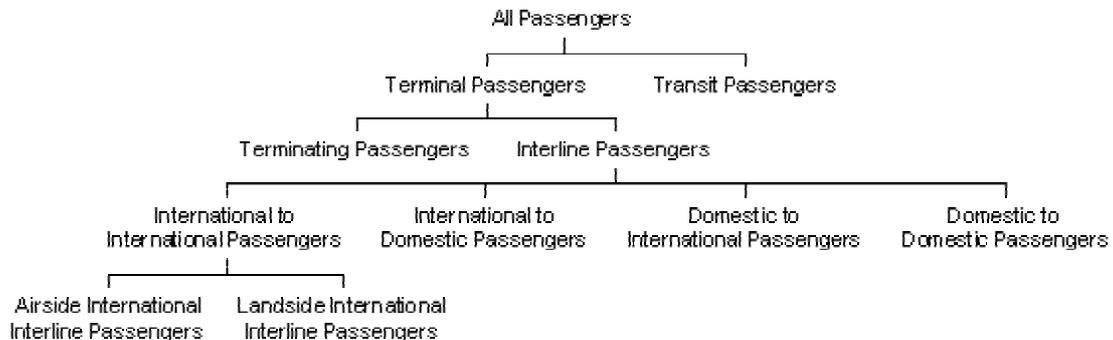
# Appendix D

## Definitions

### Passengers' use of airport

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

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



### Origin/destination

Where a journey has been broken for a reason other than transit, it is considered to restart or finish at that point. The following examples illustrate the definition.

*"Passenger A leaves home in Swansea, travels to Reading, has lunch and then flies out from Heathrow Airport."*

This passenger's origin would be Swansea as their reason for being in Reading was transit.

*"Passenger B, from Watford, travels to Amersham, has a business engagement, then goes onto Gatwick Airport and flies to Paris."*

This passenger's origin is classified as Amersham as her journey has been broken for a reason other than transit. A transit stop is defined as the point at which a passenger chooses to break his journey to the airport, the main reason for doing so being to rest, e.g. using airport hotels prior to early morning flights, calling in on or staying with relatives etc.

For the purpose of analysing the origins and destinations within the United Kingdom of terminating passengers, regions, areas and zones have been defined in terms of boundaries of, respectively, economic planning regions, counties and district council areas. The area of residence of UK residents was recorded using the same zonal system.

## **UK and foreign passengers**

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

## **Business and leisure passengers**

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

### **Business**

- Business
- Attending internal company business
- Meetings with customers/others
- Conference/Congress
- Trade Fair/Exhibition
- Armed Services
- Airline Staff
- Contract Home Leave
- Overseas Employment - Less than 12 months
- Overseas Employment - 12 months or more
- Studies paid by employer - Formal academic course
- Studies paid by employer - Other
- Au Pair

### **Leisure**

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

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

## **Domestic and international passengers**

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

## **Modes of transport**

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

## **Socio-economic group**

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

## **Main Business**

The SIC classification is used to code this information.

## **Tabular Means**

In three of the tables that can be found in this report means have been calculated to represent mean trip length (days), mean income (GBP) & mean age (yrs). The upper category limits used to create these means were trip length (49 days), income (GBP 300,000) and age (80 yrs).

# Appendix E

## History

Although a brief outline of the survey history can be found in the introduction a list of the surveys that have been conducted during 1996 - 2003 can be found below. If you would require any further information about any of these surveys, please feel free to contact us.

| <b>Airport</b> | <b>1996</b> | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>2002</b> | <b>2003</b> |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Aberdeen       | x           |             |             |             |             | x           |             |             |
| Belfast City   |             |             |             |             |             | x           |             |             |
| Belfast Int.   |             |             |             |             |             | x           |             |             |
| Birmingham     | x           |             |             | x           |             |             |             | x           |
| Bournemouth    |             |             |             |             | x           |             |             |             |
| Bristol        |             |             |             |             | x           |             |             | x           |
| Cardiff        |             |             |             |             | x           |             |             | x           |
| Edinburgh      | x           |             |             |             |             | x           |             |             |
| Exeter         |             |             |             |             | x           |             |             | x           |
| Gatwick        | x           | x           | x           | x           | x           | x           | x           | x           |
| Glasgow        | x           |             |             |             |             | x           |             |             |
| Heathrow       | x           | x           | x           | x           | x           | x           | x           | x           |
| Humberside     |             |             |             | x           |             |             |             |             |
| Inverness      | x           |             |             |             |             | x           |             |             |
| Leeds Bradford |             |             |             | x           |             |             |             |             |
| Liverpool      |             |             |             | x           |             |             |             | x           |
| London City    | x           |             |             |             |             | x           |             | x           |
| Luton          | x           |             |             |             | x           | x           | x           | x           |
| Manchester     | x           | x           | x           | x           | x           | x           | x           | x           |
| Newcastle      |             |             |             |             |             | x           |             |             |
| Norwich        |             |             |             | x           |             |             |             |             |
| Southampton    |             |             |             |             |             | x           |             |             |
| Stansted       | x           |             |             |             | x           | x           | x           | x           |
| Teesside       |             |             |             |             |             | x           |             |             |
| Price          | £180        | £50         | £30         | £100        | £50         | £55         | £60         | £100        |

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