

Time	Destination	Zone
1225	MILFAX	J
	TORONTO	F
1230	TOTTENHAM	C
1230	JESSEY	E
1230	KIEV	A
1230	DUBLIN	C
1240	CHERHSEY	C
1245	DALLAS-FT WORTH	E
	PHOENIX	E
1245	LONDON/HEATHROW	C
	BELFAST CITY	C

Flight	Time	Destination	Zone
CA881	1300	BANGKOK	J
		DENPASAR	D
WV604	1300	AMSTERDAM	H
MM33	1300	DETROIT	R
PST438	1300	IZMIR	A
VSD17	1300	NEWARK-NYC	E
EM205	1305	MUNSTER	J
		DORTMUND	J
CMR312	1315	OTTAWA	J
		TORONTO	J
PH115	1330	DUBLIN	D

Flight	Time	Destination	Zone
CMW776	1340	EDMONTON	J
		VANCOUVER	J
AZ253	1345	ROME-FIUMICINO	C
BY176A	1345	BARBADOS	C
BA8075	1400	NEWCASTLE	F
BA8125	1400	COLOGNE	F
LET6001	1410	LAS PALMAS	K
TLA202	1410	LAS PALMAS	A
BA8163	1415	BREMEN	F
BY092A	1415	THESSALONIKI	C

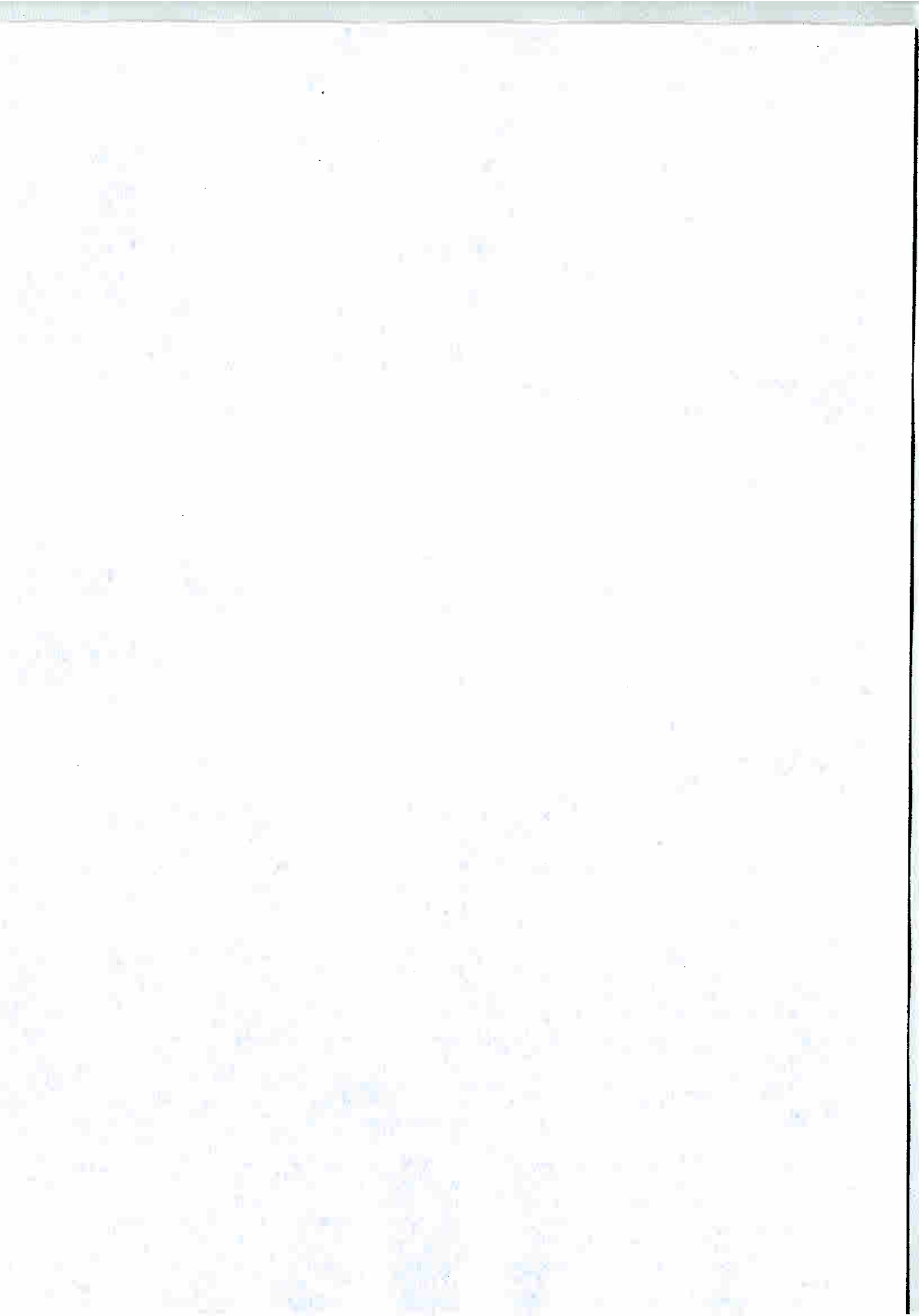
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CAP 677

**PASSENGERS AT BIRMINGHAM,
GATWICK, HEATHROW, LONDON CITY,
LUTON, MANCHESTER AND
STANSTED AIRPORTS IN 1996**

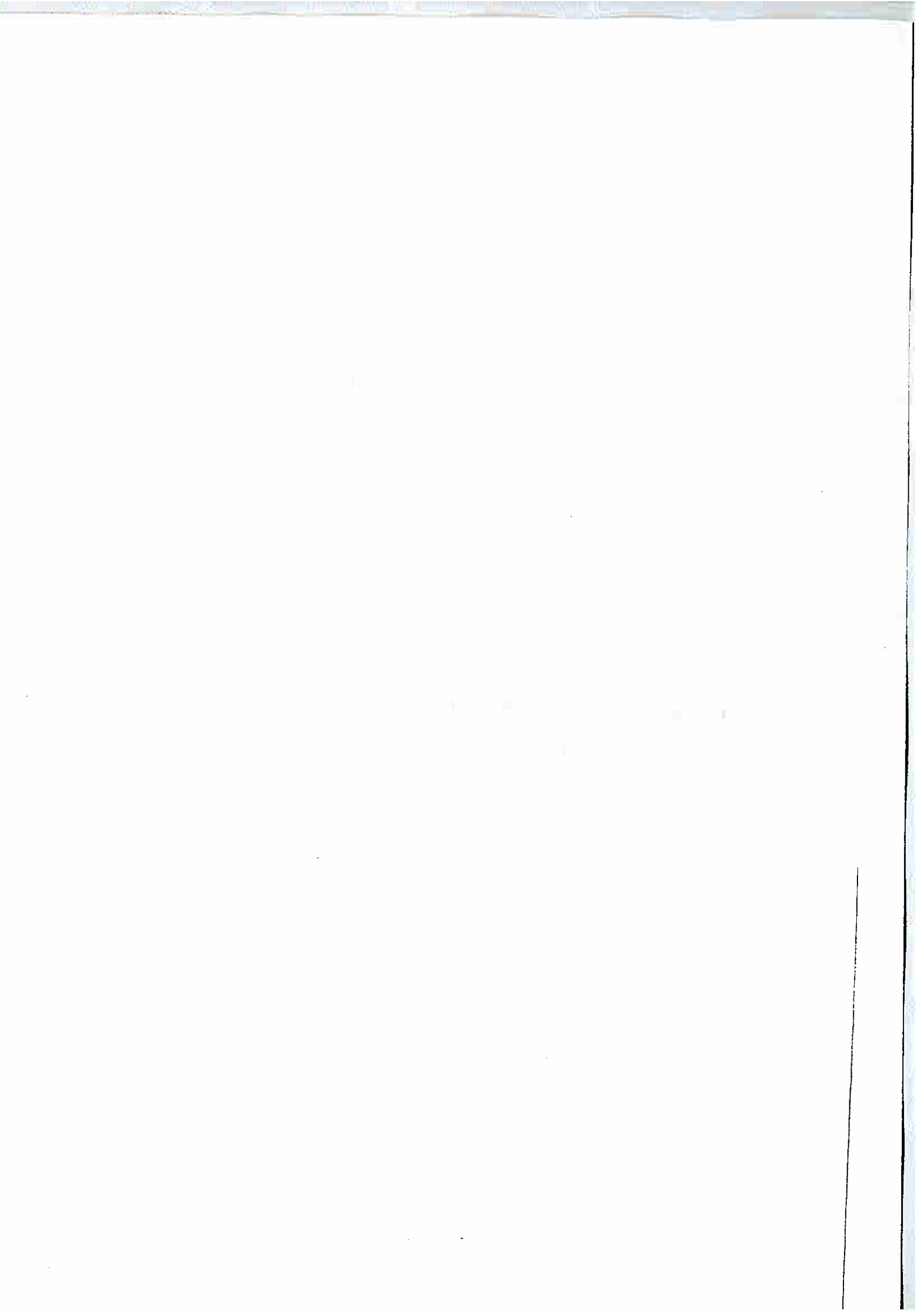




CAP 677

**PASSENGERS AT BIRMINGHAM, GATWICK,
HEATHROW, LONDON CITY, LUTON, MANCHESTER
AND STANSTED AIRPORTS IN 1996**

CIVIL AVIATION AUTHORITY, LONDON, NOVEMBER 1997



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Preface

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

'It shall also be the duty of the Authority –

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

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

Summary

The 1996 origin/destination survey was conducted at eleven airports in England and Scotland between January and December. This report covers **Gatwick, Heathrow, London City, Luton, Stansted, Birmingham and Manchester** Airports all of which were last surveyed in 1991 or 1992.

Traffic Levels and Type of Passengers

In 1996, the **London** airports handled 87.7 million passengers accounting for 65% of all passengers using UK airports. These figures continue to reflect the very gradual fall in the market share since 1977, when the London airports accounted for 70% of all UK traffic. **Birmingham** handled 5.4 million passengers and **Manchester** 14.5 million passengers, a combined market share of 15%, unchanged since 1992.

Closer examination of the underlying make-up of the type of traffic revealed that the relative strength of the market share of the **London** airports had again been strongly underpinned by the level of interlining at **Gatwick** and **Heathrow**. Since 1991, international-international interlining had doubled to 15 million passengers at the two airports and international-domestic interlining had increased by 65% to 7.1 million passengers; this contrasts with growth of 29% for non-interline traffic.

The proportion of passengers changing between domestic and international flights also increased significantly as the new low cost domestic services from **Luton** and **Stansted** Airports attracted non interline passengers from **Heathrow** and **Gatwick**. At **Luton** and **Stansted**, 39% and 52% respectively, of domestic passengers were travelling for business reasons, giving a clear indication that the low cost operators were not just attracting leisure passengers.

For the first time in 1996 more scheduled passengers than charter passengers on international flights used **Birmingham** Airport. At **Manchester**, the proportion of passengers using international scheduled services increased from 25% to 30%. There was no significant change at either airport in the proportion of passengers transferring between flights.

Domestic flights still accounted for 13% of passengers in 1996 at the London airports but the charter market fell from 17% to 14% with a corresponding increase in the proportion of passengers on scheduled international flights from 69% to 73%.

The mix of non-interline passengers using the **London** airports changed slightly with the proportion of terminating foreign passengers increasing from 35% to 38% and the proportion of leisure passengers increasing from 66% to 68%. At the two **Central England** airports the proportion of business passengers increased compared with 1992 as did the proportion of foreign passengers, particularly at **Manchester** where they increased market share from 12% to 23%.

Traffic levels reached 726,000 in 1996 at **London City** Airport following the rapid expansion of international services. Increased demand has been leisure led as the proportion of passengers travelling for leisure reasons doubled from 20% in 1991 to 40% in 1996. Two thirds of passengers using the airport were UK residents.

At **Luton**, the new low cost scheduled services influenced the type of passengers using the airport. Of the 2.4 million passengers using the airport 14% were foreign, unchanged from 1991, but the proportion of passengers travelling for business reasons more than trebled from 4% to 14%.

Traffic at **Stansted** continued to expand rapidly. Since the last survey in 1991 the frequency and range of scheduled services increased, particularly for Eire routes and new low cost domestic services also began operation. The proportion of business passengers was unchanged at 27% but the proportion of foreign passengers increased from 16% to 24%.

Surface Origin/Destination

The pattern of surface origin/destination at the **London** airports was little changed in 1996, with 29% of passengers travelling to or from Inner London, 53% to the rest of the South East and 18% to other regions, including 6% to the South West region. When international passengers connecting between domestic and international flights are included the proportion of international passengers who started or ended their journey outside the South East becomes 24%, the same proportion as recorded in 1984, 1987 and 1991.

At **Birmingham** there was a slight increase in the proportion of passengers travelling to points outside the West Midlands region and at **Manchester** just under half (46%) of passengers were continuing to travel to points outside the North West.

Surface Access

Since the last survey in 1991 there had been a liberalisation of some bus and coach services and privatisation of the former British Rail.

There were estimated to be five million more passengers using private cars at the **London** airports in 1996 compared with 1991, representing growth of 21% from 23.7 to 28.5 million. At the same time, the proportion of passengers using private cars decreased slightly at all the **London** airports though this is thought to be more related to the increase in market share of foreign passengers, who have less access to cars, than a drop in the popularity of cars.

Taxis and minicabs increased market share from 16% to 19%, with demand being led by foreign passengers. Buses and coaches increased market share from 13% to 16% whilst rail and tube lost market share at **Gatwick and Heathrow** but gained market share at **Stansted**.

At **Birmingham** three quarters of passengers continued to use cars and 15% taxis. The replacement of the Maglev link to the rail station by a courtesy bus service did not affect market share as 5% of passengers used the bus, the same proportion as used the Maglev in 1992.

The new rail link to **Manchester** Airport attracted 5% of passengers, balanced by drops in the proportion using cars to 65% and buses to 3%. One in four passengers continued to use taxis or minicabs.

Business Travel

The proportion of UK business passengers from the production industries dropped to 35% at the **London** airports and 43% at **Birmingham** and **Manchester**, broadly in line with the general decline in the proportion of the UK population working in those same industries. Passengers from the energy and water supply sectors had the greatest propensity to fly and passengers from the production industries still generated the most trips per head of population. There was increased activity in the retail and catering sector reflecting the general economic recovery in 1996.

Income and Socio-economic Group

Passengers at **London City** Airport were more affluent than their counterparts at the other airports; UK business passengers had average incomes of £77,000 compared with £56,000 at **Heathrow**, £51,000 at **Gatwick** and **Stansted** and under £45,000 at **Luton**, **Birmingham** and **Manchester**. A similar picture emerged for other passenger types. In 1991, the survey results confirmed that in general foreign passengers earn more than UK passengers and business passengers more than leisure passengers.

The proportion of both UK business and leisure passengers from the A/B socio-economic groups fell at all airports, balanced largely by increases to the proportion from the C1 group.

Sex, Group Size and Trip Length

The proportion of female passengers at the survey airports increased from 40% to 42% between 1991 and 1996 with most of the increase generated by women travelling on business who increased market share from 15% to 19%. Average trip length was lower for domestic and business passengers compared with international and leisure passengers, respectively. 25% of UK international business passengers and 57% of UK domestic business passengers were away for 24 hours or less. Over two in three business passengers were travelling alone whereas two in three leisure passengers were travelling with at least one other person.

Age and Family Make-up

The average age of UK and foreign leisure passengers at 38 was little changed in 1996. For the first time the age of business passengers was asked and both UK and foreign business passengers recorded an average age of 40. There were the first signs of the emergence of the so called grey market for leisure travel as the proportion of passengers over 50 increased from 27% to 30% for UK passengers and from 25% to 26% for foreign passengers. The proportion of leisure passengers with no children under 16 living in the household increased from 73% to 80%.

UK National Picture

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

Manchester Airport carried more international charter UK passengers on inclusive tours than **Gatwick** in 1996, accounting for 29% of the UK market compared with 28% at **Gatwick**.

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

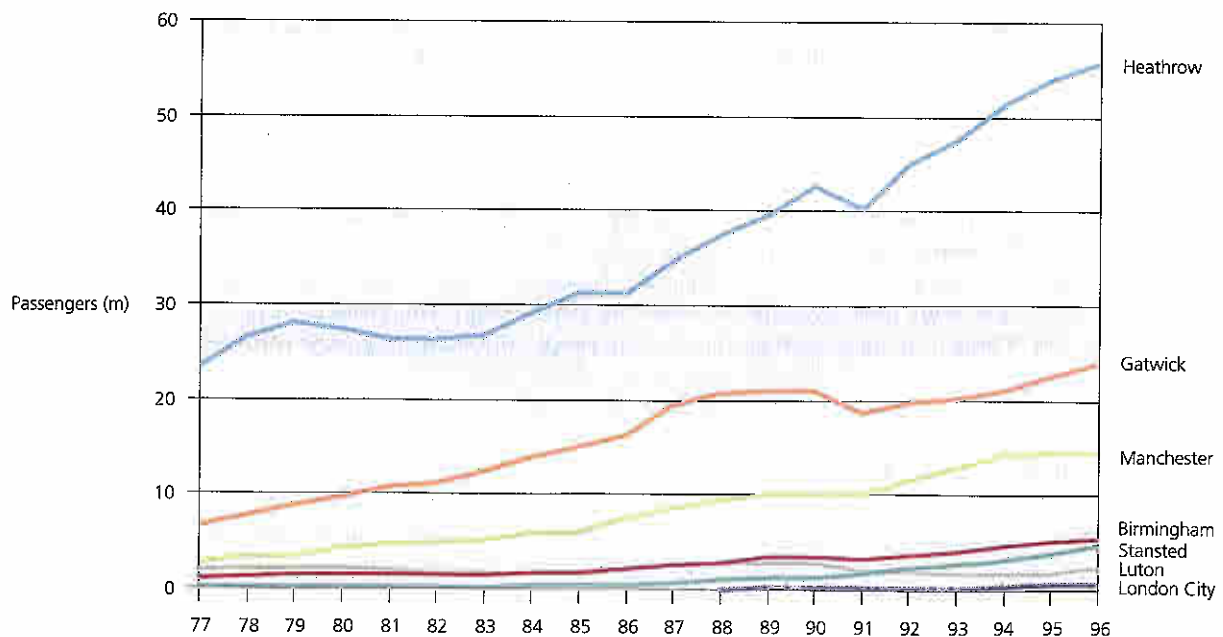


Figure 1 Terminal passengers at the survey airports 1977–1996

Chapter 1

Introduction

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

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

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

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

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

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

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

Chapter 2

Gatwick Airport

Traffic Levels

Since the downturn following the Gulf War, traffic levels have recovered at Gatwick, rising from 18.7 million in 1991 to 24.1 million in 1996.

The traffic mix at the airport has fluctuated over this period but by 1996, helped by the relocation of some flights from Heathrow to Gatwick, the international scheduled market accounted for half of all passengers using the airport for the first time since 1991. The domestic market also grew steadily in the same period from 5% to 9%. The international charter market lost market share, reaching a new low of 40% in 1996.

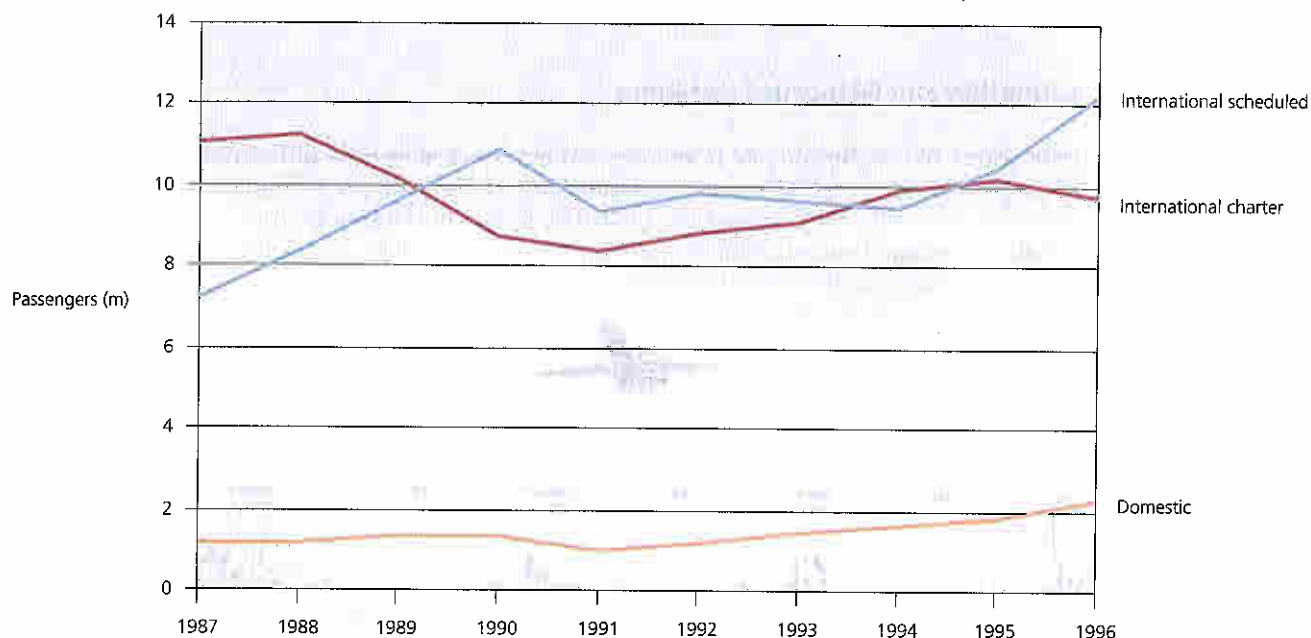


Figure 2 Terminal passengers by flight type at Gatwick Airport 1987–1996

Type and Characteristics of Passengers

The expansion of international services at Gatwick, particularly by British Airways in the North Terminal, resulted in a significant increase in the number of passengers changing planes at Gatwick. In 1996 just over 17% of passengers (4.2 million) were changing planes compared with 9% (1.7 million) in 1991. Passengers making airside connections more than trebled over this period.

The mix of terminating passengers using the airport was largely unchanged in 1996, with 71% based in the UK and 15% travelling for business reasons.

The fastest growing group of passengers over the last five years has been foreign passengers on inclusive tour holidays who increased from 700,000 to 1.6 million – a rise of 129%. Domestic traffic has also more than doubled since 1991. In contrast the number of UK non inclusive tour leisure passengers on international flights fell by 11% in the same period.

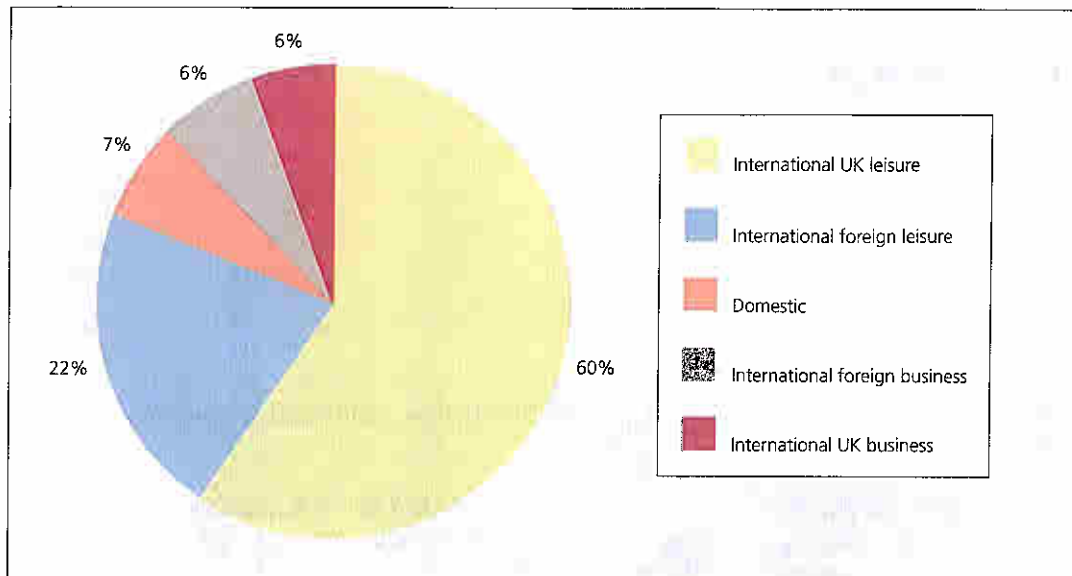


Figure 3 Type of terminating passengers using Gatwick Airport in 1996

Surface Origin/Destination and Domestic Interlining

There were some indications of a tightening of Gatwick's catchment area as 83% of international scheduled and 77% of international charter passengers had origin/destination in the South East planning region, compared with 80% and 75% respectively in 1991. The expansion of direct scheduled services from regional airports and Stansted, together with the reduction in demand for charter flights which generally attract passengers from greater distances, are both thought to be contributory factors to this change.

When international scheduled passengers connecting from domestic services were also included, the proportion of passengers travelling to or from points outside the South East increased from 17% to 23%, unchanged from 1991. For domestic passengers, the great majority (95%) continued to travel to or from points in the South East. An increase, from 13% to 19%, was recorded in the proportion of domestic passengers coming from the Greater London inner area balanced by a corresponding drop in the proportion of passengers coming from areas outside of Greater London.

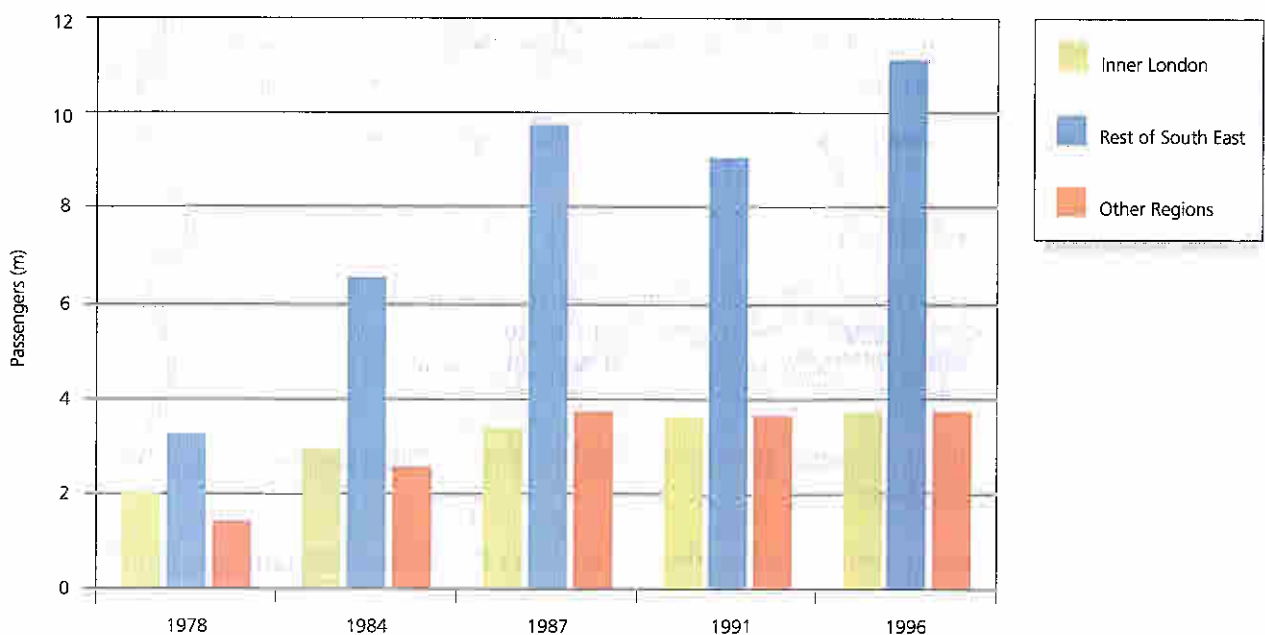


Figure 4 Origin/destination of international passengers at Gatwick Airport 1978–1996

Home in the UK

There was little change in 1996 with three quarters (74%) of UK international passengers living in the South East and 9% in the South West.

Surface Access

The number of passengers using private cars rose from 8.7 million in 1991 to 9.9 million in 1996 retaining market share of 50%.

The proportion of passengers using rail dropped to 20% compared with 24% in 1991 and 38% in 1978. Gains in market share were made by taxi/minicab (9% to 12%) and bus/coach (12% to 15%). These changes are thought to be related to the greater proportion of passengers travelling to or from points in the immediate vicinity of the airport who would be more likely to use taxis and the increase in foreign inclusive tour passengers who use buses or coaches as part of their package.

Only 10% using the rail link at Gatwick had origin/destination in regions other than the South East. 44% of UK passengers gave speed/ease as their main reason for using public transport and 17% mentioned cost. A third of car users were given a lift to the airport and 43% used cars because of speed and ease of travel.

Higher proportions of UK passengers used only one mode of transport in 1996 for their journey to the airport. In 1991, 60% of UK passengers used only one mode compared with 75% in 1996. The proportion of foreign passengers using one mode remained unchanged at 71%.

The average journey times for passengers using private cars from Inner London was, at 64 minutes, the same as in 1991. The improved frequency of the Gatwick Express is thought to be a significant factor in the reduction of the average journey time from Inner London to Gatwick by public transport from 65 to 59 minutes.

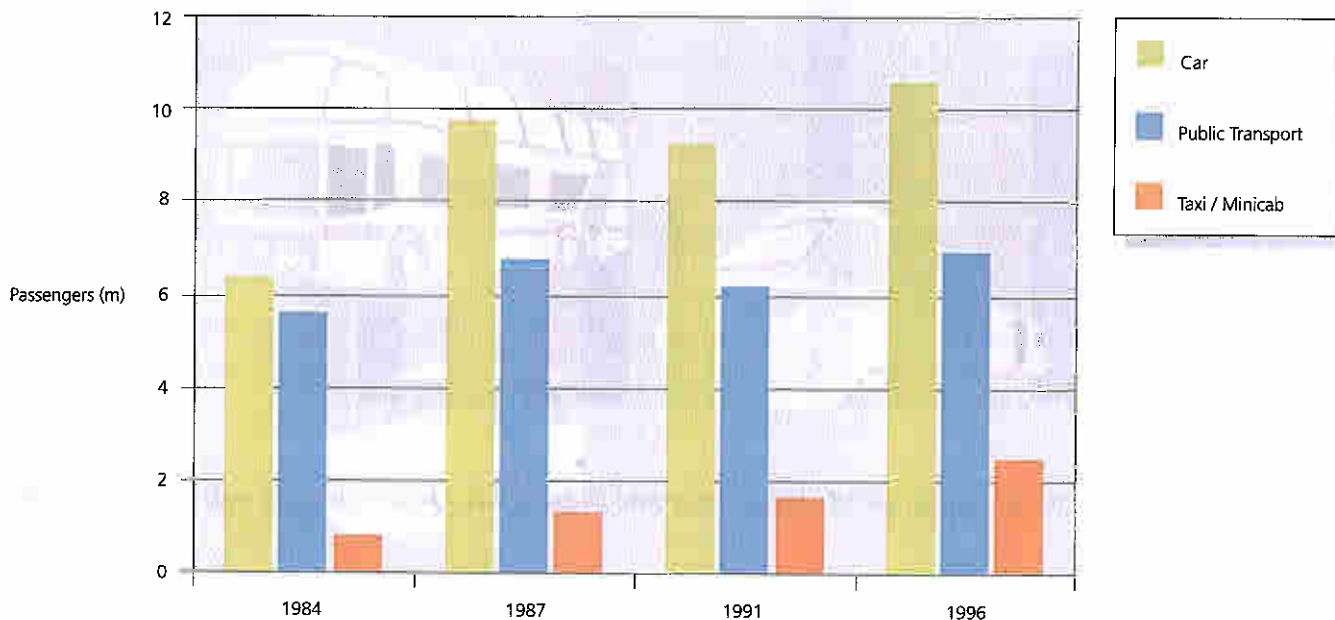


Figure 5 Mode of transport used by passengers at Gatwick Airport 1984–1996

Number of Trips and Trip Length

Passengers on international scheduled flights were taking slightly longer average trips in 1996 with UK business passengers staying away for just under six days and UK leisure passengers just over eleven days. Foreign passengers visiting the UK took longer trips than their UK counterparts. For charter flights, 40% of UK inclusive tour passengers went away on holiday for one week and 54% for two weeks.

The average trip length for UK passengers on domestic flights was just over two days, though 53% were returning within 24 hours. UK domestic leisure and foreign passengers had average trips of between four and six days.

Business passengers averaged 1.7 trips a year on their current route and leisure passengers 1.2 trips a year.

Group Size and Experience of Flying

One in a hundred leisure passengers were flying for the first time.

One in five (21%) passengers were travelling alone compared with 18% in 1991. One in three (32%) passengers were travelling in groups of four or more.

Income and Socio-economic Group

UK passengers generally had lower incomes than foreign passengers and leisure passengers had lower average incomes than business passengers. There was evidence to show that the gap between foreign and UK passengers had widened since 1991.

Higher proportions of UK passengers came from the C1 socio-economic group in 1996. For business passengers 48% came from groups A/B and 45% from the C1 group, compared with 60% and 34% respectively in 1991. A similar pattern emerged for leisure passengers though the changes were smaller. In 1996, 42% were from the C1 group and 31% from the A/B groups.

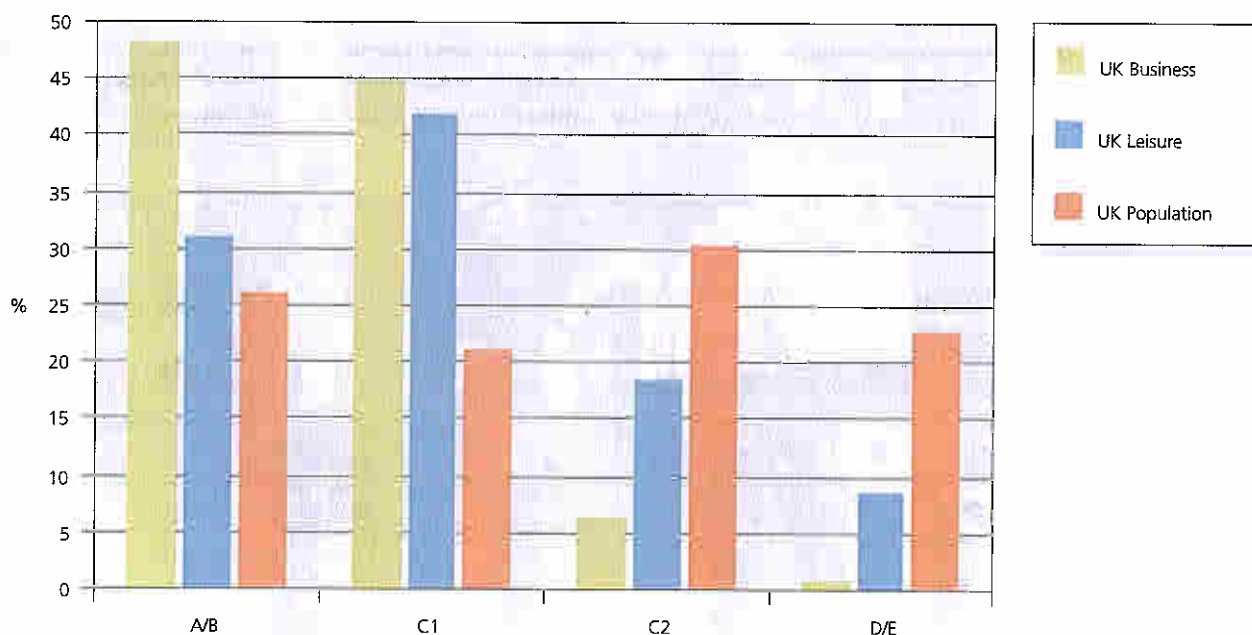


Figure 6 Socio-economic group of UK passengers at Gatwick Airport in 1996 and the UK population

Business Travel

The proportion of passengers from the production industries declined further to 25% for UK passengers and 32% for foreign passengers, compared with 32% and 37% respectively in 1991.

The distribution and retail industries and the public sector increased market share.

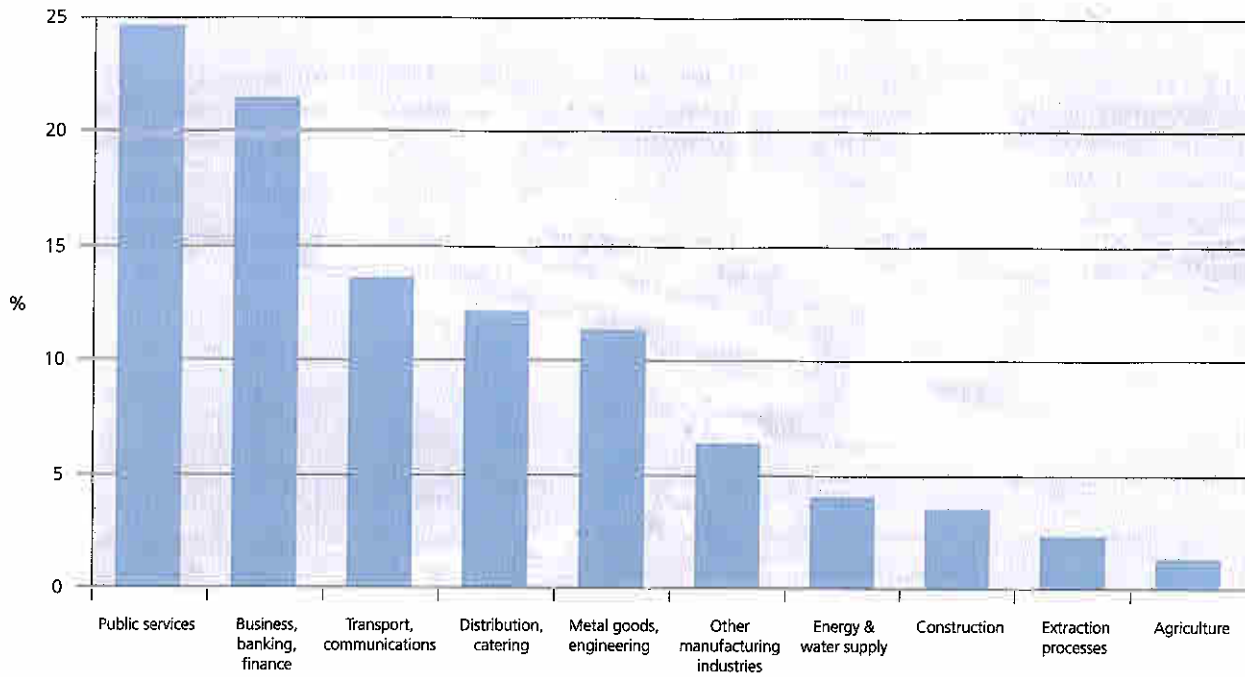


Figure 7 Main business of UK business passengers at Gatwick Airport in 1996

Journey Purpose and Sex of Passenger

9% of UK and 24% of foreign international passengers were travelling on business for a variety of reasons, the most prominent being attending internal company business.

Just over half (53%) of UK passengers were on inclusive tour holidays and of these 60% were staying in hotels. A quarter (28%) of foreign international passengers were visiting friends and relatives.

20% of business passengers were women, unchanged from 1991. Women continued to be in the majority for leisure travel, accounting for 52% of passengers.

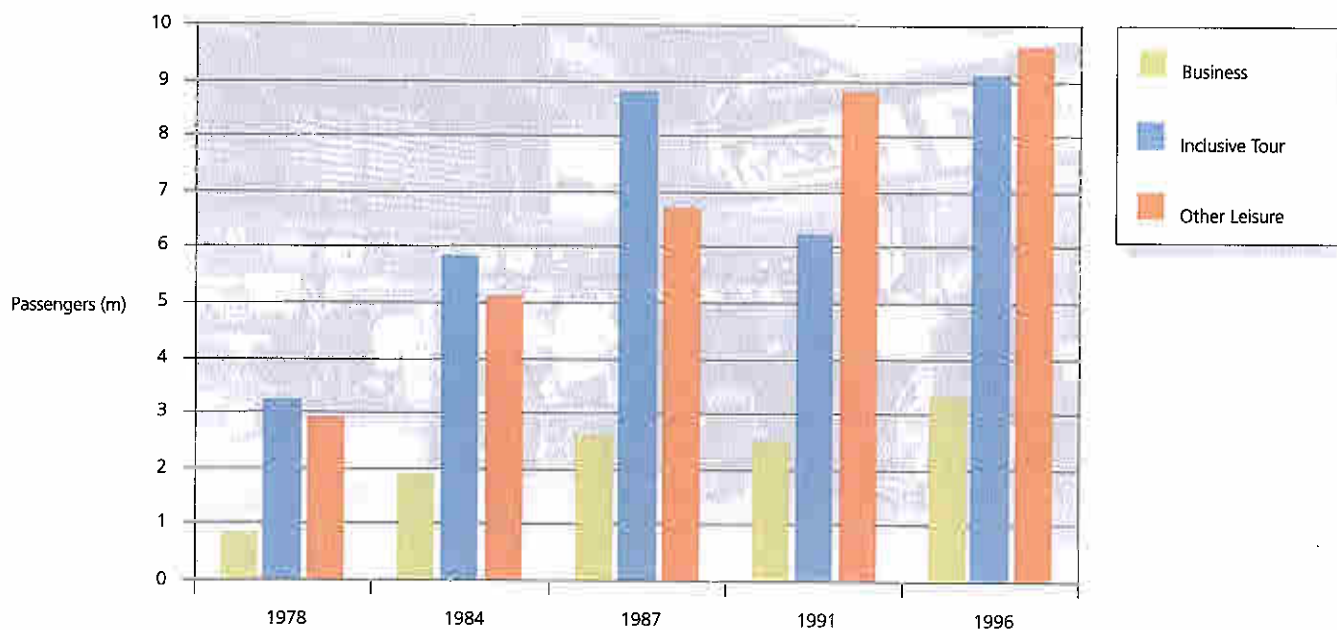


Figure 8 Journey purpose of international terminal passengers at Gatwick Airport 1978–1996

Age and Family Makeup

The average age of business passengers was just over 40 for both UK and foreign passengers. UK leisure passengers were slightly older than their foreign counterparts with an average age of 37 compared with 36. There was some evidence of a downward age shift at the airport as both UK and foreign passengers recorded lower average ages than in 1991.

The proportion of UK passengers with no children under sixteen in the household rose to 78% from 72% for inclusive tour passengers and from 71% to 78% for UK passengers on other holidays.

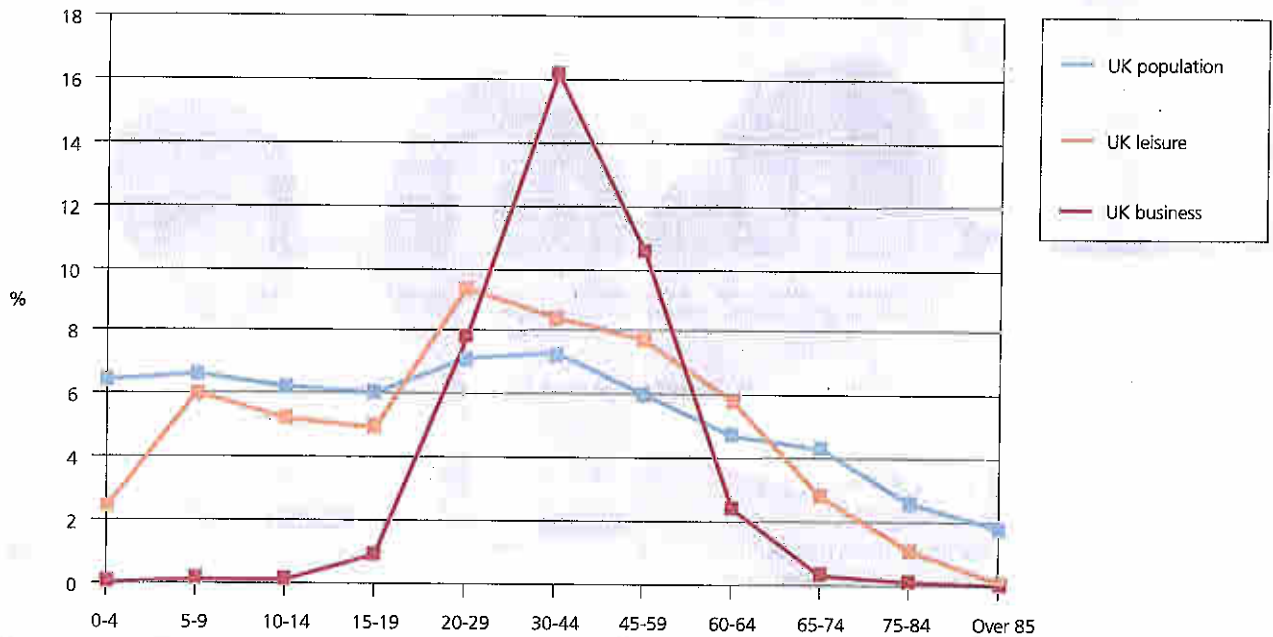


Figure 9 Age distribution of UK passengers at Gatwick Airport and the UK population

Chapter 3

Heathrow Airport

Traffic Levels

Traffic has grown consistently since 1987 at Heathrow apart from 1991 when the Gulf War and developing economic recession caused traffic levels to fall. Since 1991, however, passenger levels have increased from 40 to 56 million, giving an average annual growth rate over the last five years of 7%.

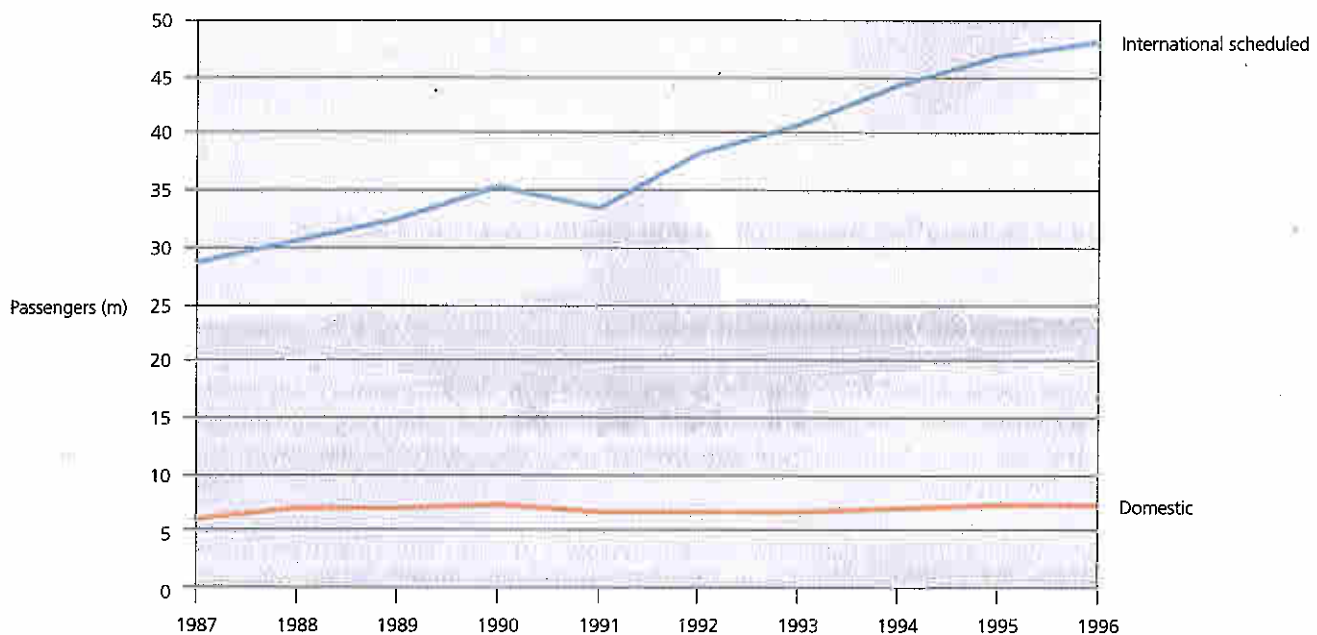


Figure 10 Terminal passengers by flight type at Heathrow Airport 1987–1996

Type and Characteristics of Passengers

Over the last five years there has been gradual change in the type of passengers using Heathrow. The proportion of domestic passengers using the airport has fallen from 17% in 1991 to 13% in 1996 with a corresponding increase in the proportion of passengers using international flights. At the same time the proportion of passengers changing planes at the airport has grown significantly from 26% to 33%. The introduction of the Flight Connection Centre may be one of the reasons that the proportion of passengers changing between international flights, but remaining airside, has almost doubled from 8% to 14%.

The drop in market share for domestic passengers and the increase in the proportion of domestic passengers transferring to international flights are both thought to be directly related to the rapid expansion of domestic services from Luton and Stansted Airports.

The market share of international business passengers was little changed in 1996 with just over one in three passengers continuing to travel for business reasons. There was growth in the international leisure market at Heathrow, particularly for foreign originating traffic which has risen from 24% to 28% over the last five years, balanced by a corresponding fall in the domestic business market from 11% to 7%.

The largest single growth was recorded by foreign passengers on inclusive tour holidays, who increased from 1.5 million in 1991 to 4 million in 1996 – a rise of 167%. In general, the foreign originating market increased at a faster rate than the UK market, with foreign passengers on non inclusive tour holidays increasing by 51% and foreign business passengers by 36%. UK passengers recorded average growth of 28% on international flights.

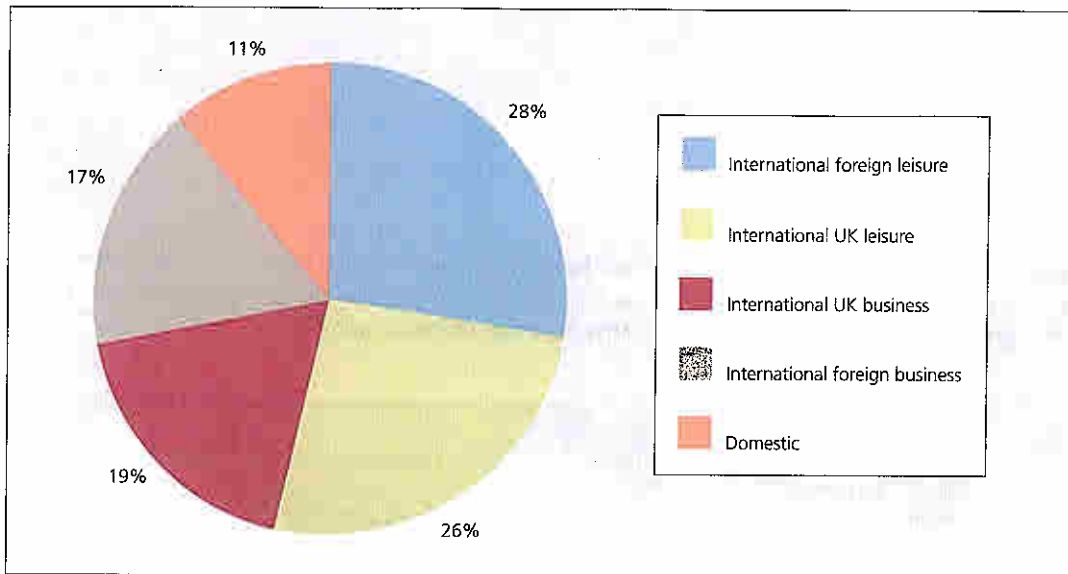


Figure 11 Type of terminating passengers using Heathrow Airport in 1996

Surface Origin/Destination and Domestic Interlining

There was little change at Heathrow in the pattern of surface origin/destination, with 82% of international passengers having destinations within the South East and 18% in other planning regions. Similarly, passengers on domestic flights had the same origin/destination patterns as 1991, with 93% travelling to or from points in the South East and 7% to other regions.

In 1996 there were fourteen major domestic routes operated to and from Heathrow, accounting for 7.6 million passengers. Of these, 3.3 million were connecting to international flights. When they are included with those international passengers travelling by surface to or from Heathrow, the proportion of international passengers who started or ended their journey outside the South East increased to 25%, little changed from 1991.

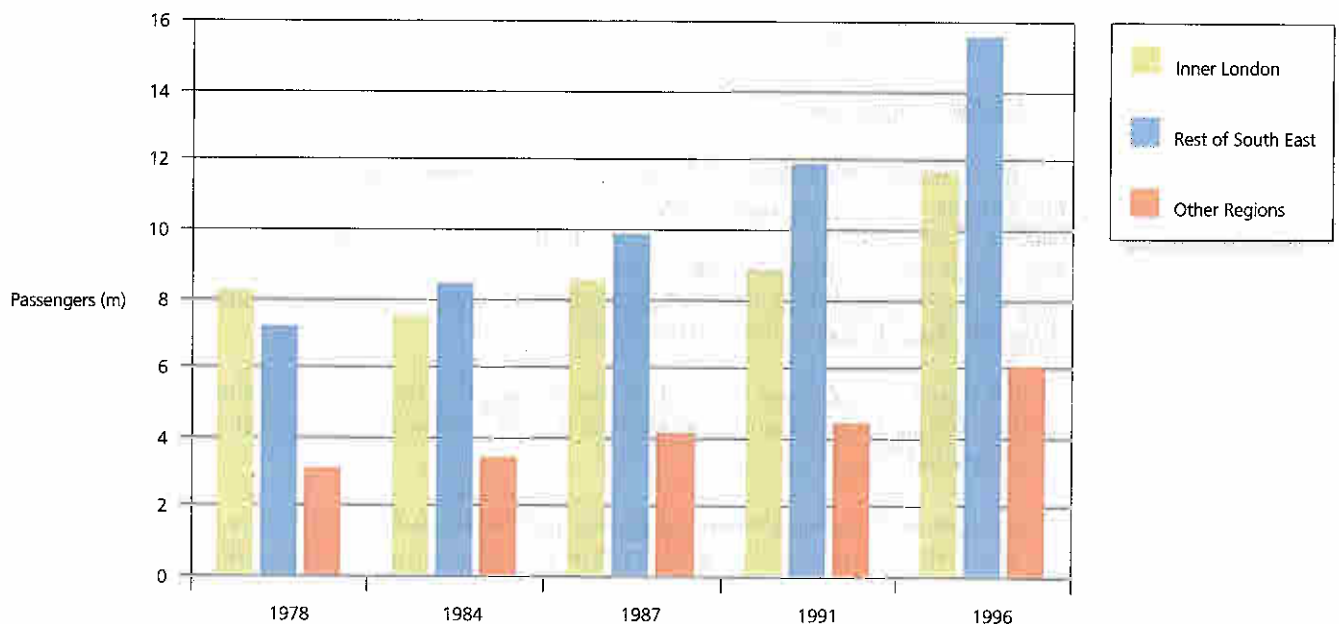


Figure 12 Origin/destination of international passengers at Heathrow Airport 1978–1996

Home in the UK

Just over two thirds (69%) of UK international passengers had a home in the South East and 8% in the South West.

Surface Access

Significant change was recorded in the mode of transport used by passengers at Heathrow. For the first time the proportion of passengers using the underground went down, falling from 20% to 16%. In contrast the proportion of passengers using buses or coaches rose from 13% to 16% and taxis or minicabs from 20% to 24%. The increase in the proportion of foreign passengers, who have less access to cars, stimulated demand for taxis and the expansion of bus and coach services directly from the airport may have attracted passengers away from the underground. Six million passengers used the underground, the same level as in 1991, and it may be that saturation levels have been reached, particularly during peak times.

38% of passengers used a private car in 1996 compared with 42% in 1991. Although the proportion of car users fell, the increase in passengers levels over the last five years resulted in 14.2 million passengers using cars in 1996 compared with 12.5 million in 1991.

Just under three quarters of UK passengers and 88% of foreign passengers used only one mode of transport for their journey to or from the airport.

The average journey time by private car from inner London increased by a minute between 1991 and 1996 to 55 minutes. Public transport users recorded an average journey time of 68 minutes from inner London compared with 65 minutes in 1991.

Passengers were asked about their mode of transport choice. Just under one in three UK passengers using car were given a lift to the airport and a further third mentioned the ease of travelling by car from their origin directly to the airport. The remaining passengers using car gave a variety of reasons including cost, luggage and the availability of a company car.

38% of UK passengers using public transport gave speed and ease as their reason for choice and 29% cost.

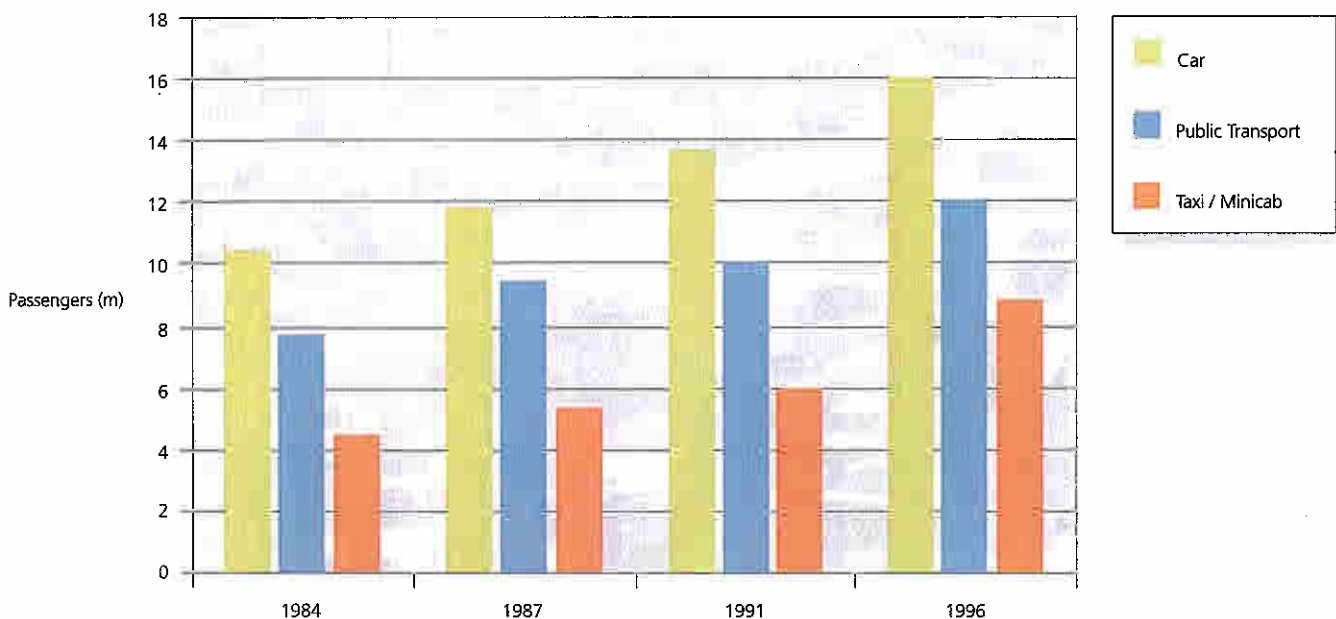


Figure 13 Mode of transport used at Heathrow Airport 1984–1996

Number of Trips and Trip Length

The duration of the average business trip taken by UK passengers was 5.5 days on international flights and 1.8 days on domestic flights though 24% of international passengers and 62% of domestic passengers returned within 24 hours. A third of UK leisure passengers on inclusive tour holidays took holidays of five days or less compared with 19% in 1991 reflecting the expansion of the market for short duration city break holidays.

Foreign passengers took longer trips with international business passengers averaging just under a week and 64% of foreign inclusive tour passengers having holidays of eight days or more.

Business passengers made, on average, two trips a year on their current route and leisure passengers 1.3 trips.

Group Size and Experience of Flying

Half of passengers using Heathrow were travelling alone and 29% with one other person. UK passengers were less likely to be travelling in groups than foreign passengers. 13% of passengers were travelling in groups of four or more.

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

Income and Socio-economic Group

Earlier survey results were confirmed, with the average income of UK passengers being lower than foreign passengers and the average income of leisure passengers being lower than business passengers. For example, the average income of UK business passengers on international flights was £56,000 compared with £63,000 for foreign business passengers.

The proportion of UK passengers travelling on business from the C1 socio-economic group increased significantly from 27% in 1991 to 45% in 1996, balanced by a fall from 67% to 49% in the proportion of passengers from the A/B socio-economic group.

A similar pattern emerged for UK leisure passengers, with the C1 group increasing market share from 36% to 44% and the A/B group losing market share from 42% to 36%.

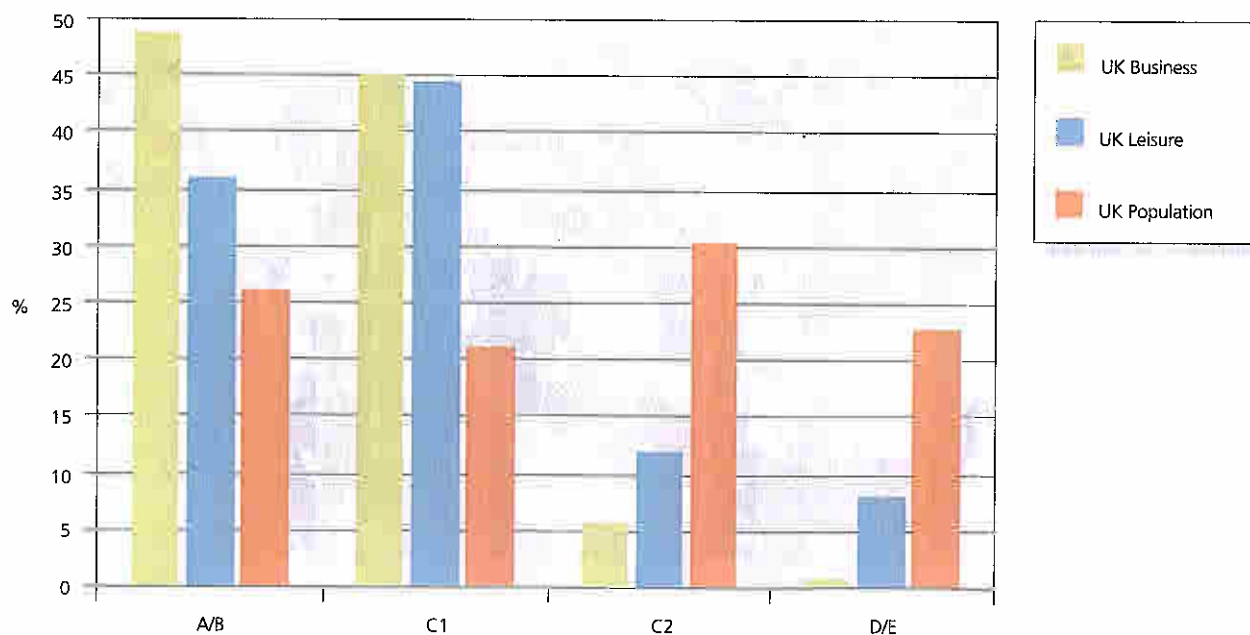


Figure 14 Socio-economic group of UK passengers at Heathrow Airport in 1996 and the UK population

Business Travel

The changes in socio-economic group were reflected by the main business patterns for business passengers. The proportion of UK business passengers from the production industries continued to decline, down to 32% from 37% in 1991 and 40% in 1987. The proportion of UK passengers from the distribution, catering and transport industries at the same time increased from 16% to 20% and historically these industries have employed greater numbers from the C1 socio-economic group.

A similar fall was recorded for foreign business passengers working in the production industries, down from 41% to 36%.

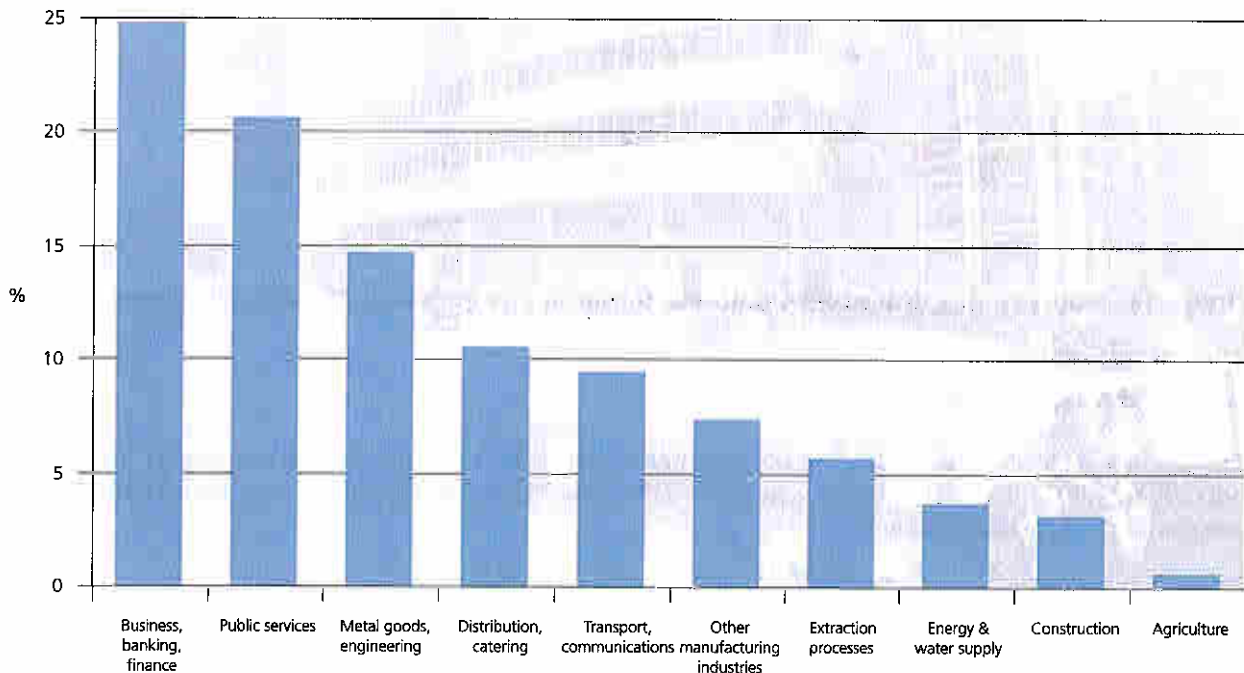


Figure 15 Main business of UK business passengers at Heathrow Airport in 1996

Journey Purpose and Sex of Passenger

The proportion of women travelling on business increased to 20% in 1996 compared with 15% in 1991 and only 9% in 1984. Females were still in the majority (53%) for leisure travel at Heathrow but overall 60% of passengers using the airport were male.

Detailed analysis of journey purpose revealed that 42% of UK passengers on international flights were travelling for business reasons and of these, a quarter were attending internal company meetings and a quarter were meeting customers.

Around a quarter of both UK and foreign passengers using Heathrow were visiting friends or relatives. The great majority of passengers on inclusive tour holidays were staying in hotels with only 4% using self catering accommodation.

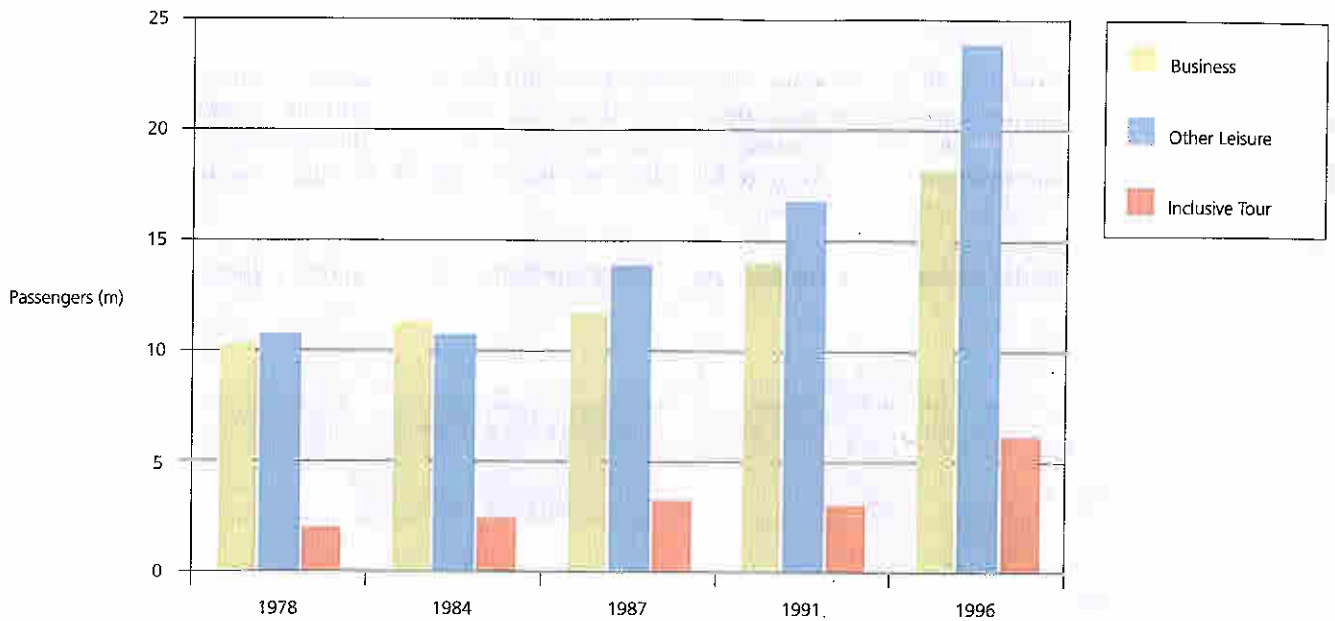


Figure 16 Journey purpose of international terminal passengers at Heathrow Airport 1978–1996

Age and Family Makeup

The average age of leisure passengers was unchanged from 1991, 39 for UK passengers and 37 for foreign passengers. Business passengers were generally older than leisure passengers, with both UK and foreign business passengers averaging 40.

88% of UK inclusive tour passengers and 80% of other UK leisure passengers had no children under 16 living in the household.

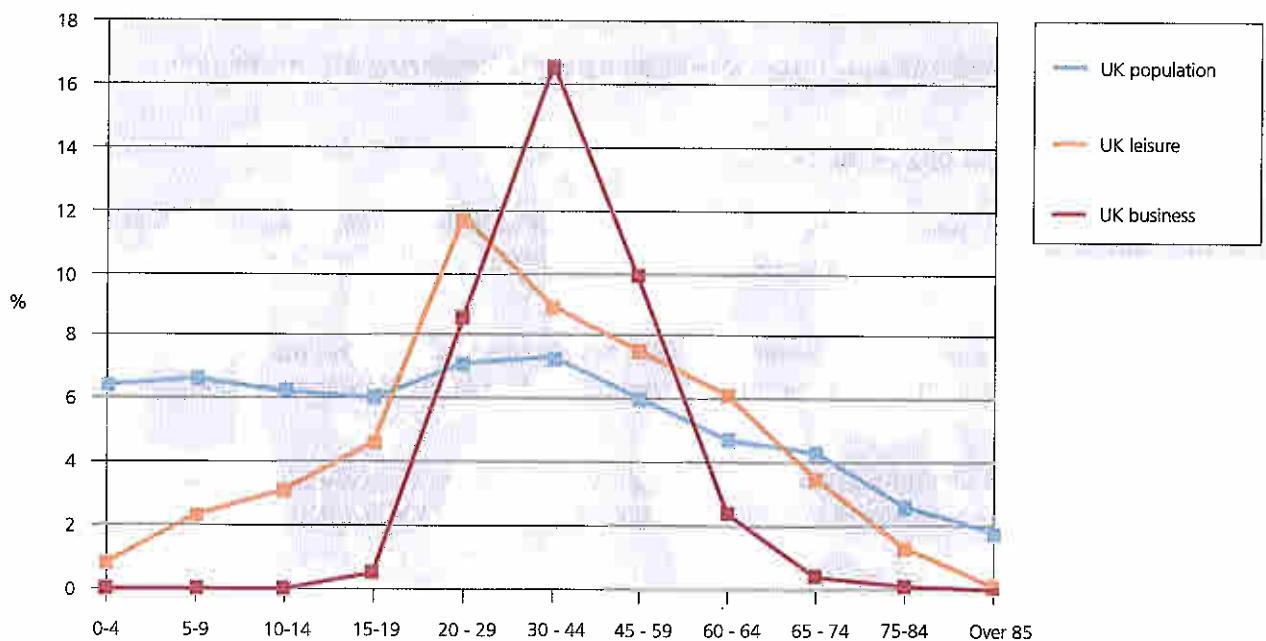


Figure 17 Age distribution of UK passengers at Heathrow in 1996 and the UK population

Chapter 4

London City Airport

Traffic Levels

Traffic levels have increased at London City Airport since the last survey in 1991 and more particularly over the last three years when traffic has increased from just over 200,000 in 1993 to over 700,000 in 1996.

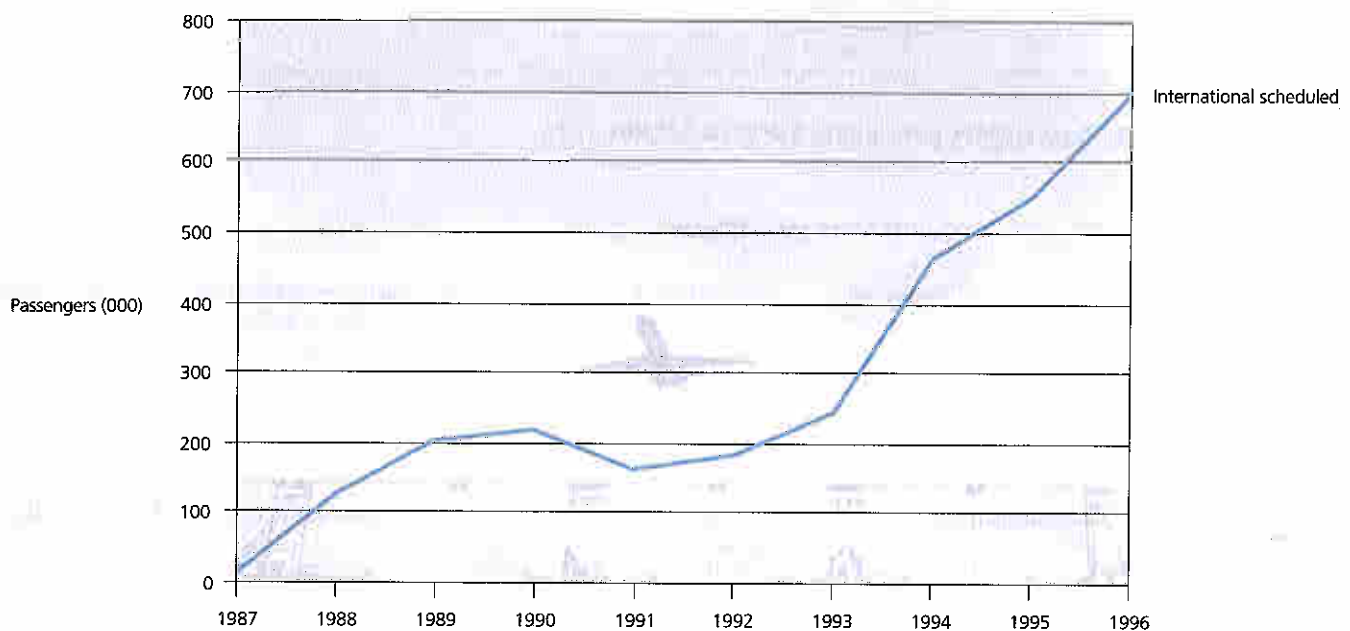


Figure 18 International scheduled passengers at London City Airport 1987–1996

Type and Characteristics of Passengers

The great majority (97%) of passengers were on international scheduled services and all passengers arrived at or left the airport by surface transport.

The mix of passengers at the airport has changed considerably since 1991, with the business market dropping from 81% to 62% matched by a corresponding rise from 18% to 38% for the leisure market. Both UK and foreign leisure passengers increased market share, but only UK business passengers lost market share. The proportion of foreign business passengers using London City Airport in 1996 continued to be just under 36%. The greatest increase in growth was shown by foreign passengers on inclusive tour leisure holidays who, whilst increasing from a small base of 2,000, increased by a factor of 14 to 28,500.

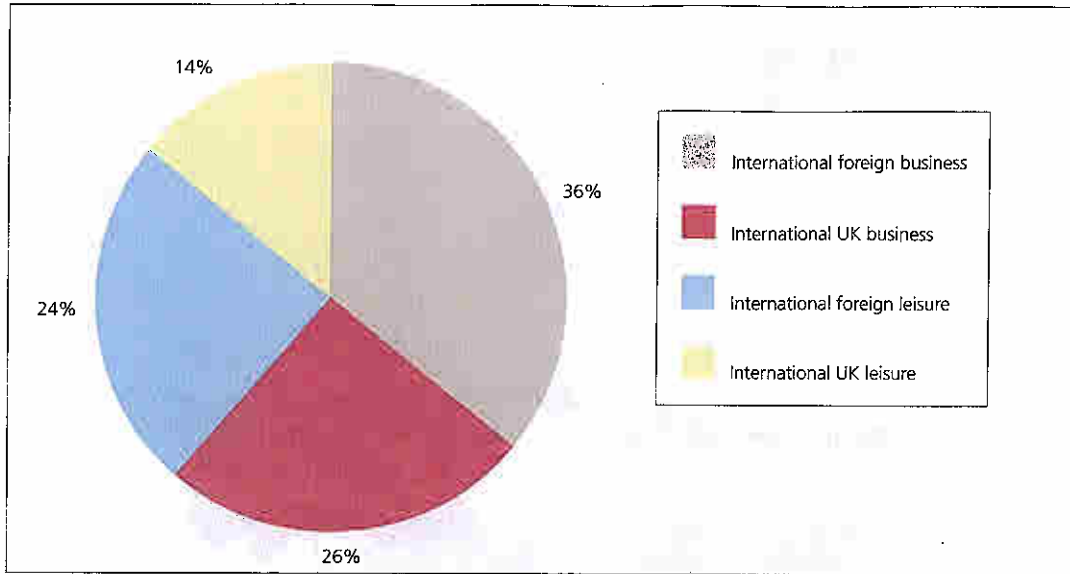


Figure 19 Type of passengers using London City in 1996

Surface Origin/Destination and Domestic Interlining

The great majority (97%) of passengers continued to have surface origin/destination in the South East planning region and the proportion travelling to the inner London area increased from 64% to 71%, matched by a decline in the proportions travelling to the outer London area and the remainder of the South East. The increase in market share of foreign passengers is thought to have influenced this change to the surface origin/destination pattern.

Passengers used London City for a variety of reasons. Just over half of passengers (60%) said it was nearest to their home or business/leisure destination. 12% said it was because of the flights or holiday package available and 10% said they preferred the airport compared with other London airports.

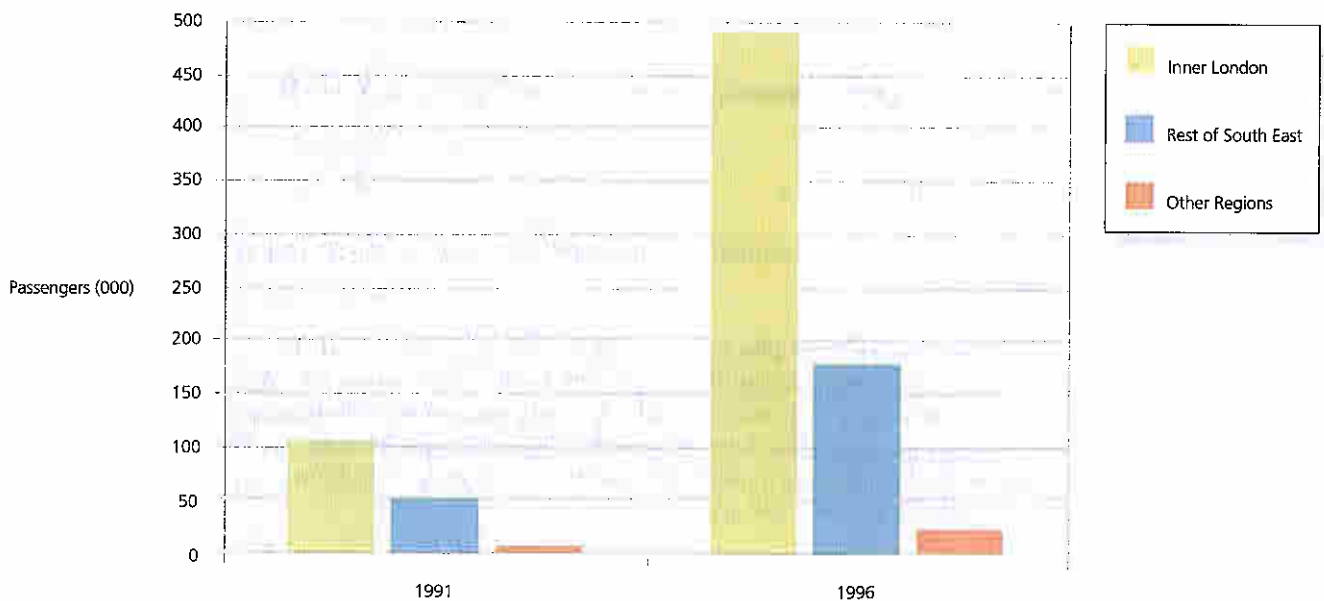


Figure 20 Origin/destination of international passengers at London City Airport in 1991 and 1996

Home in the UK

Over nine in ten (93%) UK passengers had a home in the South East and 3% in East Anglia. 44% of UK business passengers had an origin other than home, suggesting that a significant proportion of passengers travelled to the airport from their places of work.

Very few foreign passengers (3%) using the airport travelled outside the South East.

Surface Access

Since the last survey in 1991 a number of changes had taken place at the airport in the transport infrastructure. The river bus service had stopped and major development work on the North London railway line had caused the closure of Silvertown Station which is located close to the airport. The Limehouse road link had been completed, considerably cutting the journey time to the City of London.

The effect of the increase in the proportion of foreign passengers using the airport was reflected in the proportion of passengers using taxis, up from 42% in 1991 to 53% in 1996 and the reduction from 36% to 23% in the proportion using private cars. Just over one in five (21%) of passengers used the new bus link with Liverpool Street Station, effectively taking over the market previously served by boat and bus.

Average journey times were down to 26 minutes to the City of London for car users compared with 33 minutes in 1991. Journeys to Westminster and Kensington and Chelsea were also marginally faster. A similar picture emerged for passengers using taxis and minicabs.

On the whole, average journey times for passengers using public transport were greater in 1996 than 1991, the exception being for passengers travelling to the City of London, where the Liverpool Street bus resulted in average journey times of 38 minutes compared with 40 minutes in 1991.

11% of passengers used private cars because no public transport was available from their location and 31 % of public transport users mentioned cost savings for their reason for choice.

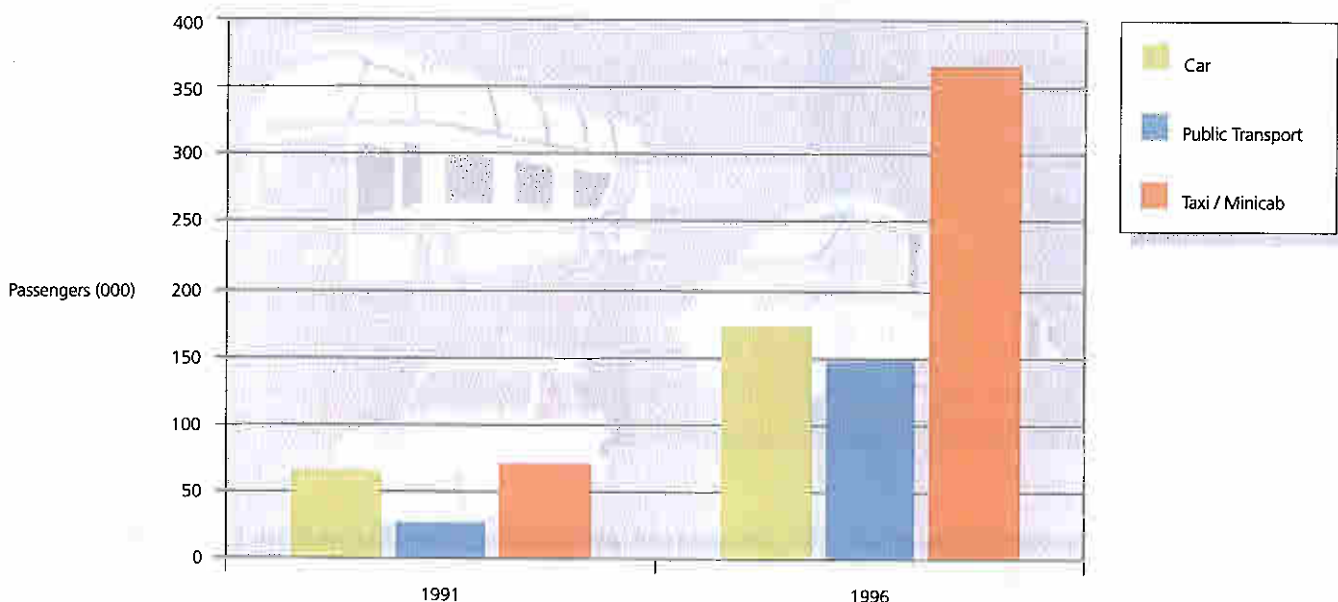


Figure 21 Mode of transport used at London City Airport in 1991 and 1996

Number of Trips and Trip Length

UK business passengers were the most frequent fliers at London City making on average 2.2 trips a year on the route they were currently travelling on.

Business passengers generally made short trips averaging around two days though 54% returned within 24 hours. Leisure passengers averaged trips of around five days.

Group Size and Experience of Flying

One in a hundred passengers were flying for the first time.

Just over two in three business passengers were travelling alone. A third of UK and a half of foreign inclusive tour passengers travelled in groups of two.

Income and Socio-economic Group

Business passengers using London City Airport were clearly the most affluent of all passengers using the London airports. UK business passengers had average incomes of £77,000 and foreign business passengers £94,000. A similar picture for leisure passengers emerged though the differences were not so great. UK leisure passengers had average incomes of £47,000 and foreign leisure passengers £55,000.

Just under half of UK business passengers were from socio-economic groups A and B and just under half from the C1 group. One in three UK leisure passengers were from the A/B groups, 52% from the C1 group and 14% from groups C2, D and E.

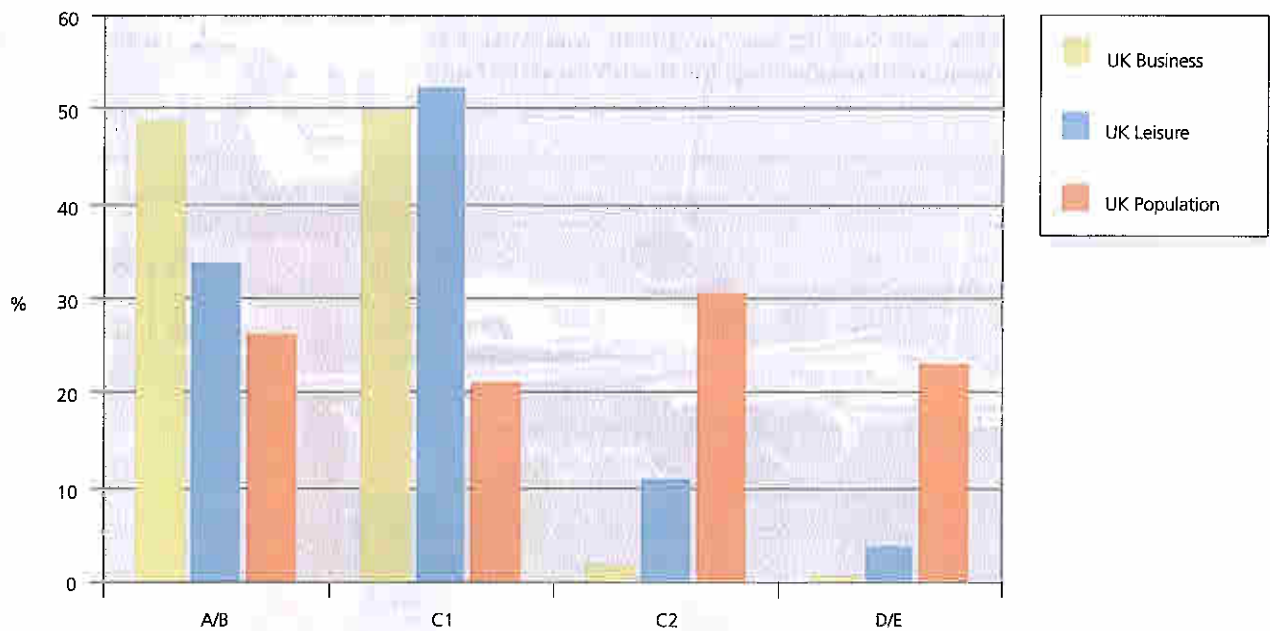


Figure 22 Socio-economic group of UK passengers at London City Airport in 1996 and the UK population

Business Travel

Around half of UK business passengers worked in the banking and finance sector, little changed from 1991. 17% of UK passengers were from the production industries compared with 20% in 1991. The distribution and transport industries both attracted more UK passengers than in 1991. A similar picture emerged for foreign passengers with those from the production industries declining from 30% to 20%.

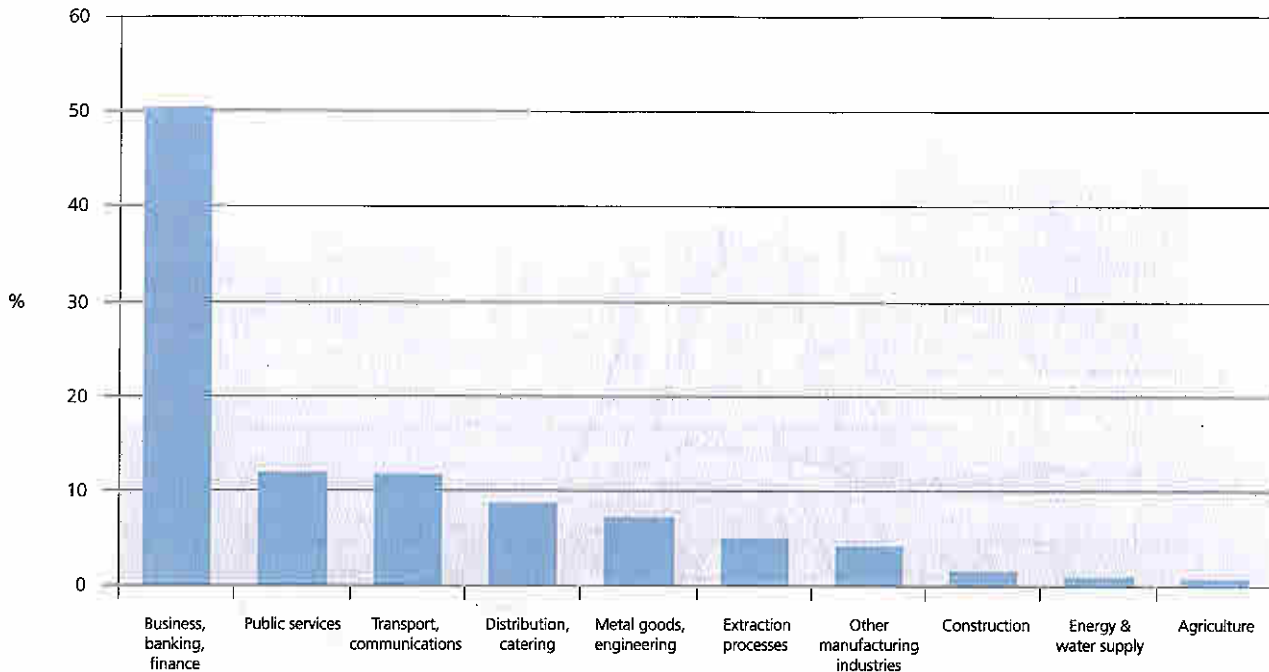


Figure 23 Main business of UK business passengers at London City Airport in 1996

Journey Purpose and Sex of Passenger

The increase in market share of the leisure sector was led by those passengers visiting friends or relatives, accounting for 24% of UK passengers and 16% of foreign passengers. The developing inclusive tour market was also identified with 7% of foreign passengers staying in hotels on package holidays.

The proportion of women on business using the airport increased marginally from 13% to 15%. 48% of leisure passengers were female but overall 72% of passengers using the airport were male.

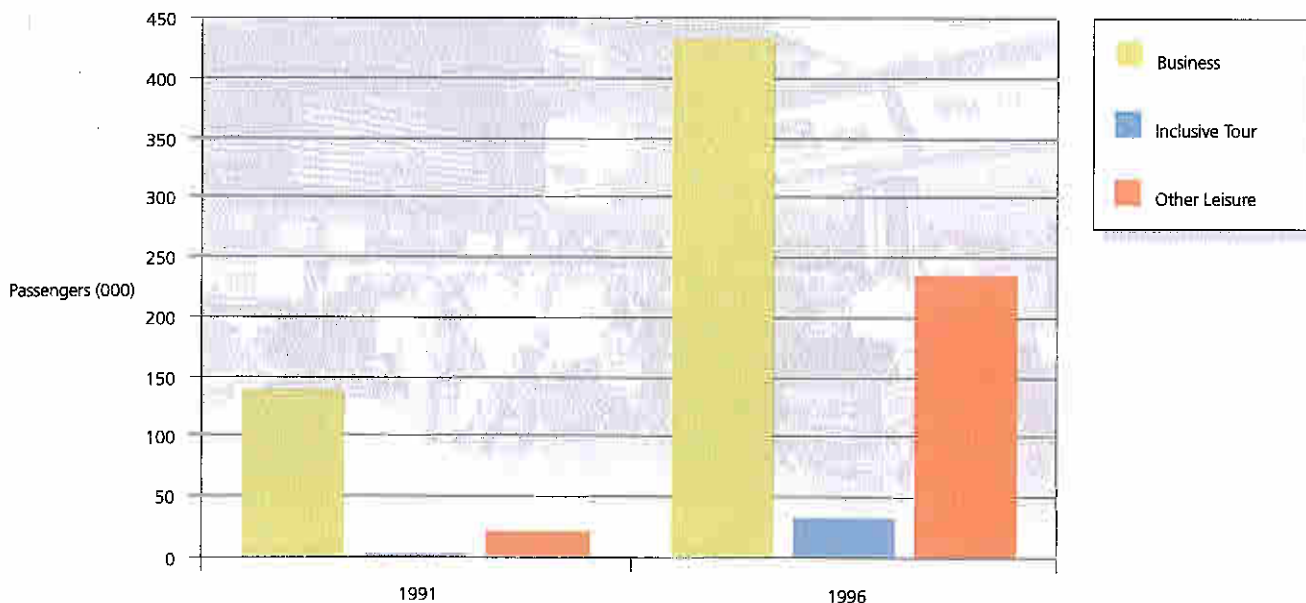


Figure 24 Journey purpose of international terminal passengers at London City Airport in 1991 and 1996

Age and Family Makeup

The average age of business passengers was close to 40. Leisure passengers tended to be younger with average ages of 37 for UK passengers and 36 for foreign passengers.

Only 14% of UK passengers on inclusive tours and 17% of UK passengers on other holidays had children under 16 living in the household.

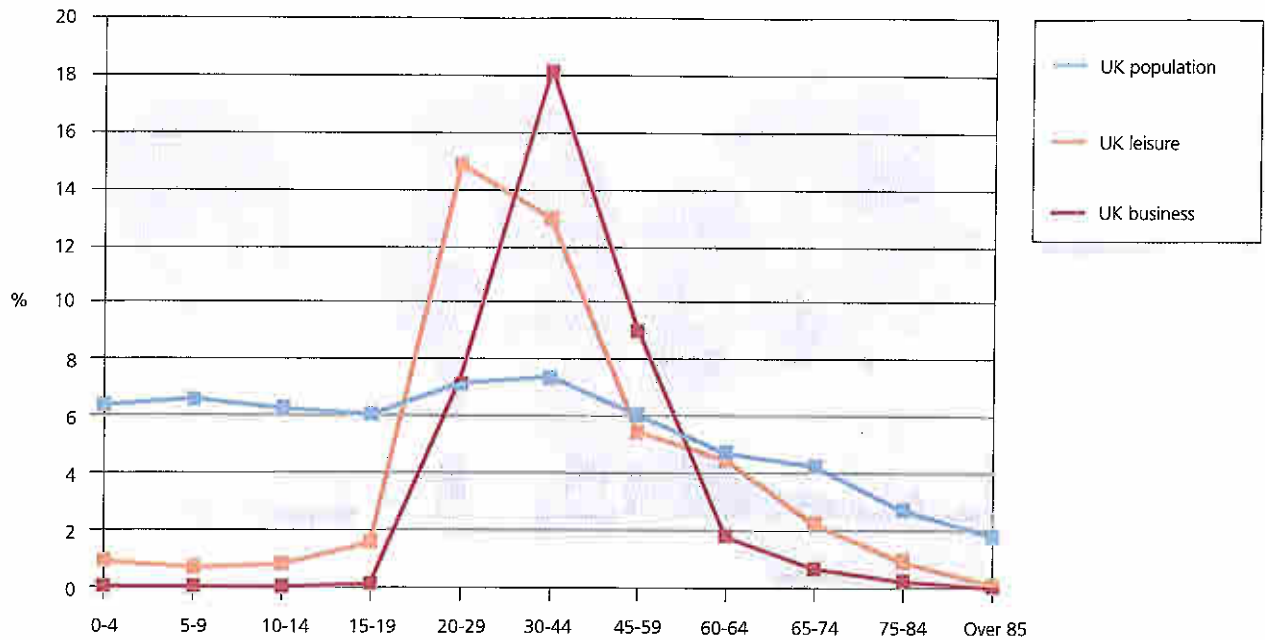


Figure 25 Age distribution of UK passengers at London City Airport and the UK population

Chapter 5

Luton Airport

Traffic Levels

Traffic levels remained fairly static at just under 2 million in the period following the Gulf War but the introduction in 1996 of new low cost services to both international and domestic points caused traffic levels to jump by over a third to 2.4 million passengers. The new services had a direct effect on the type of passengers using the airport. For the first time only half the passengers at the airport were on international charter flights whilst the market for international scheduled services doubled in three years from 16% to 31%. Domestic services increased market share from 7% to 19% between 1995 and 1996.

There was very little interlining at the airport, with less than 2% of passengers changing planes.

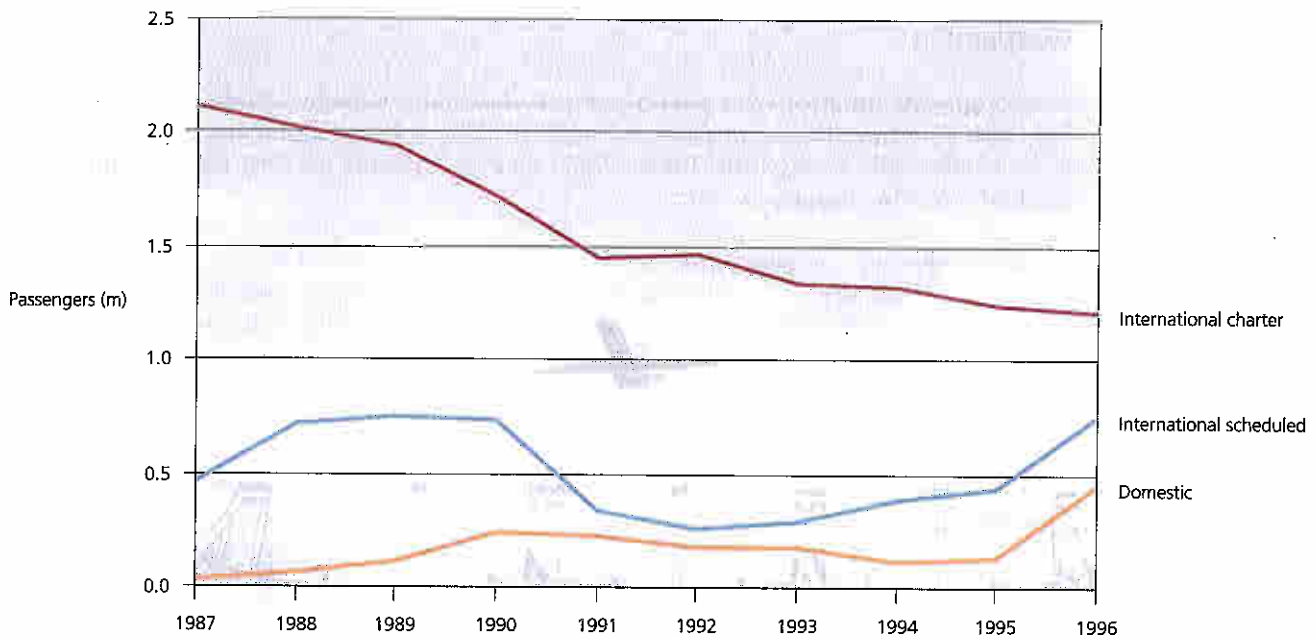


Figure 26 Terminal passengers by flight type at Luton Airport 1987–1996

Type and Characteristics of Passengers

The new services to European and domestic points have increased demand from business passengers since the last survey in 1991. Market share for international business passengers increased from 3% to 7% and for domestic business passengers from 1% to 7%. The domestic leisure market also slightly increased over the same period from 10% to 11%.

The largest growth recorded at Luton compared with 1991 was for business passengers on international flights who increased, albeit from a small base, by 273% for UK passengers and 204% for foreign passengers.

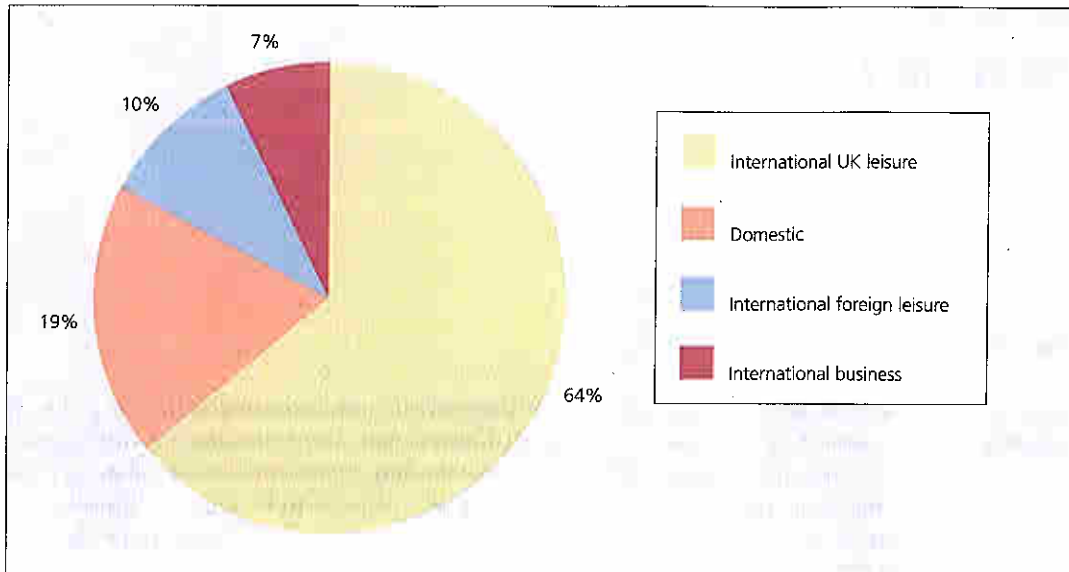


Figure 27 Type of terminating passengers using Luton Airport in 1996

Surface Origin/Destination

The distribution of origins/destinations for passengers on international scheduled flights remained largely unchanged in 1996, with 78% travelling to or from points in the South East and 22% travelling to or from other regions. Similarly there was little change for international charter passengers, with 65% travelling to or from points in the South East and 35% from elsewhere.

The new domestic services seem to have stimulated demand chiefly in areas of the South East outside the Greater London area, as 58% of domestic passengers came from these areas compared to 44% in 1991. The greatest demand was as expected from those counties closest to the airport, with 19% travelling to or from points in Hertfordshire and 15% to and from points in Bedfordshire.

Just over half (51%) of passengers chose Luton because it was near their home or business/leisure destination and 27% because flights were cheaper than at other airports.

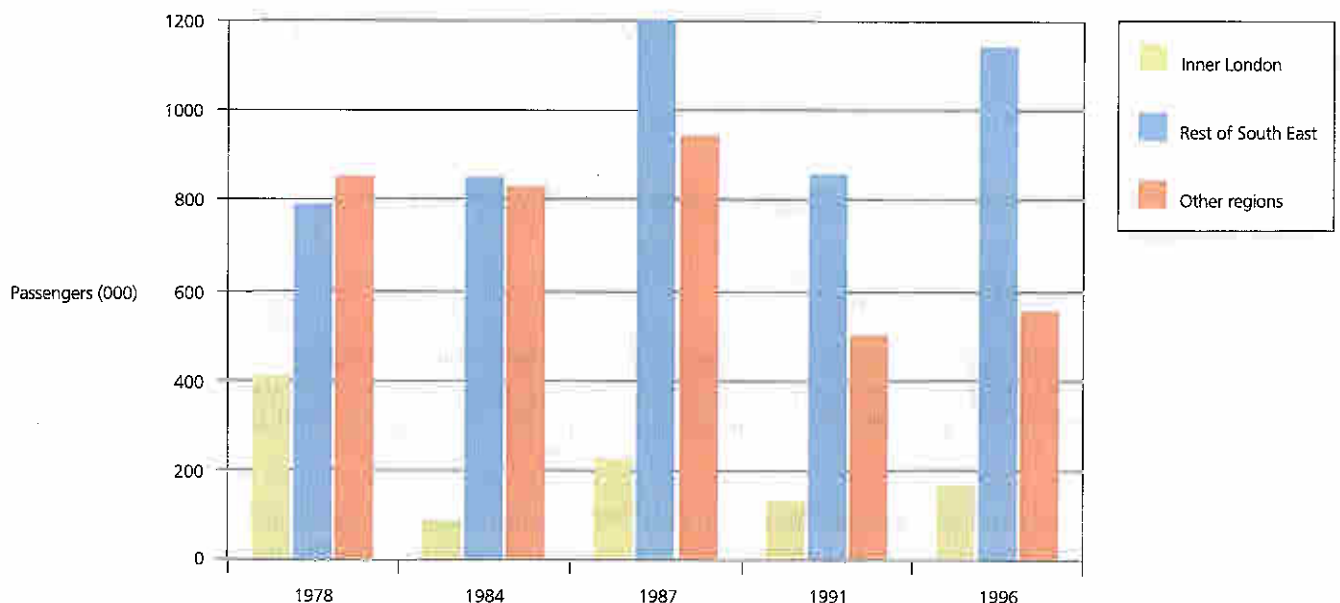


Figure 28 Origin/destination of international passengers at Luton Airport 1978-1996

Home in the UK

Two thirds of UK international passengers had homes in the South East, 13% in the East Midlands and 10% in East Anglia. 80% of business passengers and 95% of leisure passengers were travelling to or from their home.

Around 80% of foreign passengers stayed in the South East. For foreign passengers travelling outside the South East, the East Midlands and the South West were the most popular business destinations and the West Midlands the most popular leisure destination.

Surface Access

Since the last survey in 1991 a new road had been built to the terminal improving access from the M1. A special bus service was available between Luton rail station and the airport.

Three quarters of passengers (72%) used private cars for their journey to and from the airport, 6% rail and bus and 7% bus or coach, little changed from 1991. Greater use was made of taxis and minicabs with 12 % of passengers using them compared with 8% in 1991.

The average journey time to Luton from the Inner London area was 62 minutes for private car and 79 minutes for public transport, little changed from 1991.

Just under two thirds of UK car users chose that mode as they were given a lift or found it the easiest in terms of speed and comfort between their origin and terminal. A quarter of UK passengers using public transport gave cost as their reason, 17% mentioned group size and 13% had no access to a car.

Three quarters of UK business passengers and 87% of UK leisure passengers used only one mode of transport for their journey to the airport.

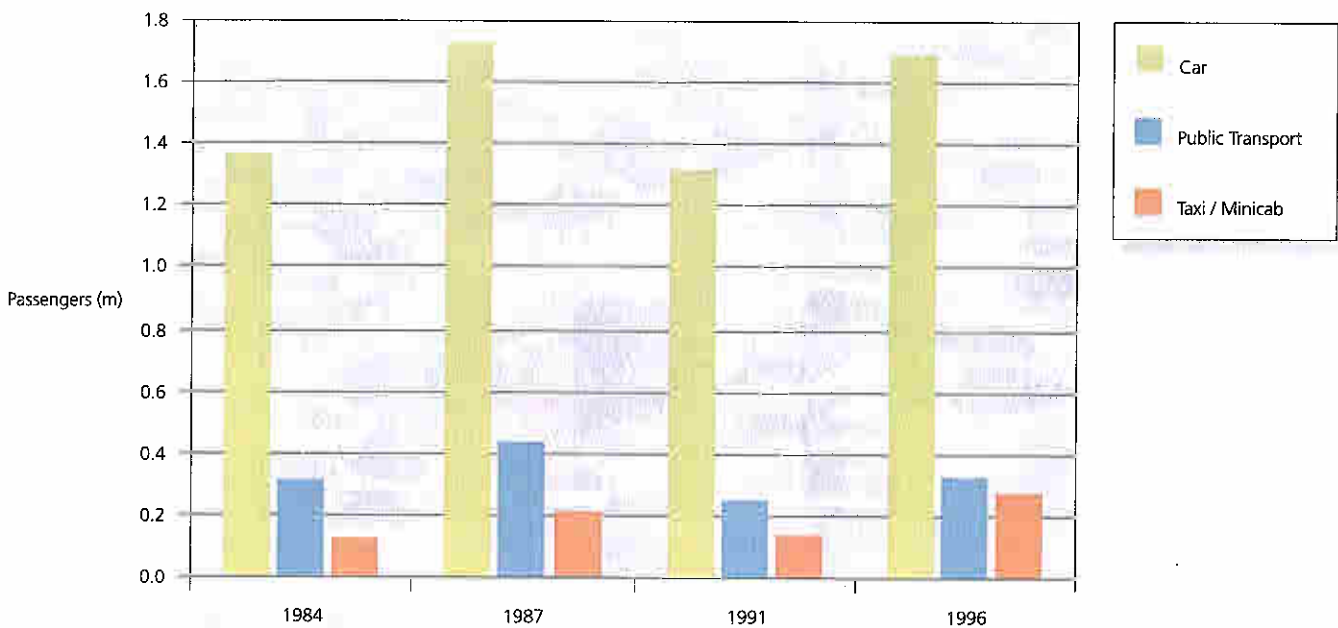


Figure 29 Mode of transport used by passengers at Luton Airport 1984–1996

Number of Trips and Trip Length

UK business passengers made, on average, 1.5 trips a year and UK leisure passengers 1.2 trips a year on the route they were currently travelling on.

UK business passengers averaged 3.1 days away on international trips and 1.6 days away on domestic trips, though 42% and 56% respectively returned within 24 hours. 43% of UK charter inclusive tour passengers were on one week holidays and 55% on two week holidays.

Group Size and Experience of Flying

Few passengers were flying for the first time, though the 80 in a thousand scheduled business passengers flying for the first time was double the rate recorded at the other London airports.

Overall 23% of passengers were travelling alone. As expected business passengers were more likely to be travelling alone than leisure passengers. 70% of UK business and 59% of foreign business passengers were travelling alone compared with under 10% of inclusive tour passengers and around 30% of passengers travelling for other leisure reasons.

Just over 40% of UK inclusive tour passengers were travelling in groups of two and a further 44% in groups of four or more.

Income and Socio-economic Group

Passengers on international flights generally had higher incomes than those on domestic flights, as did foreign passengers compared with UK passengers.

The socio-economic group distribution was little changed for UK leisure passengers, with 28% from the A/B groups, 39% from the C1 group and 33% from the C2, D and E groups.

Higher proportions from the C1 group were travelling on business, up from 38% in 1991 to 50% in 1996, balanced by a decline in the proportion from the A/B groups from 55% to 40%.

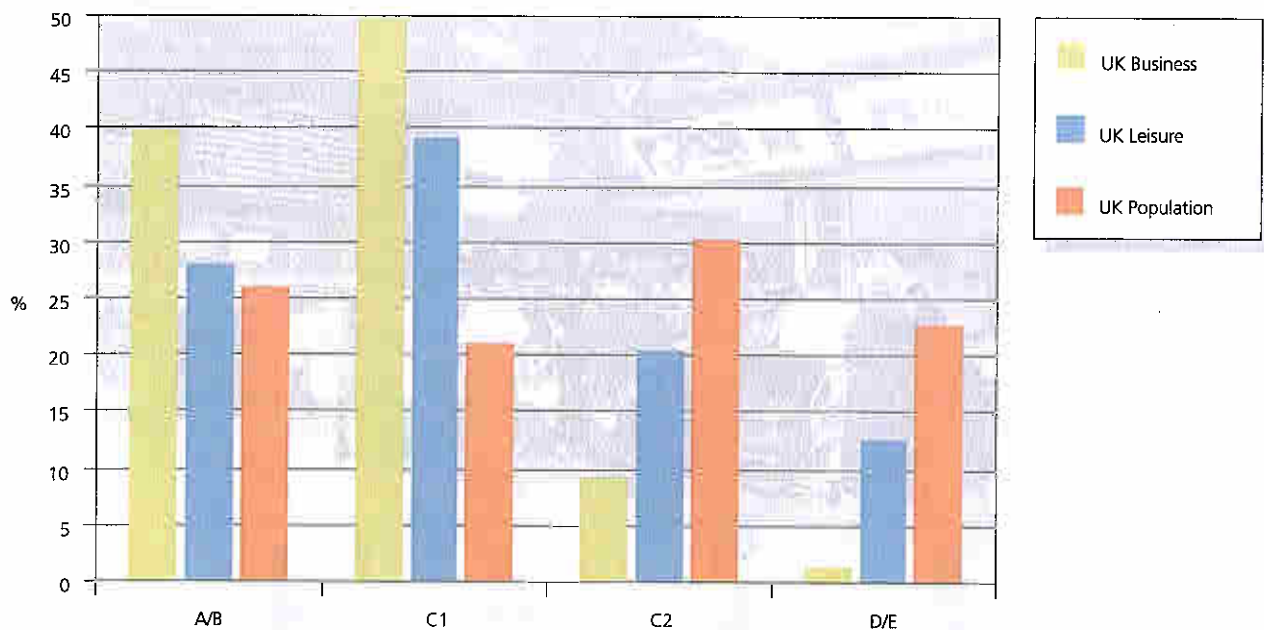


Figure 30 Socio-economic group of UK passengers at Luton Airport in 1996 and the UK population

Business Travel

The proportion of UK business passengers from the production industries declined further in 1996 to 26%. Industries holding greater market share were distribution, catering and retail (11% to 19%) and business and banking (14% to 21%).

Foreign passengers bucked the trend with 32% working in the production industries compared with 22% in 1991. The greatest growth was recorded for the metal goods industry, accounting for 16% of passengers in 1996 compared with 7% in 1991.

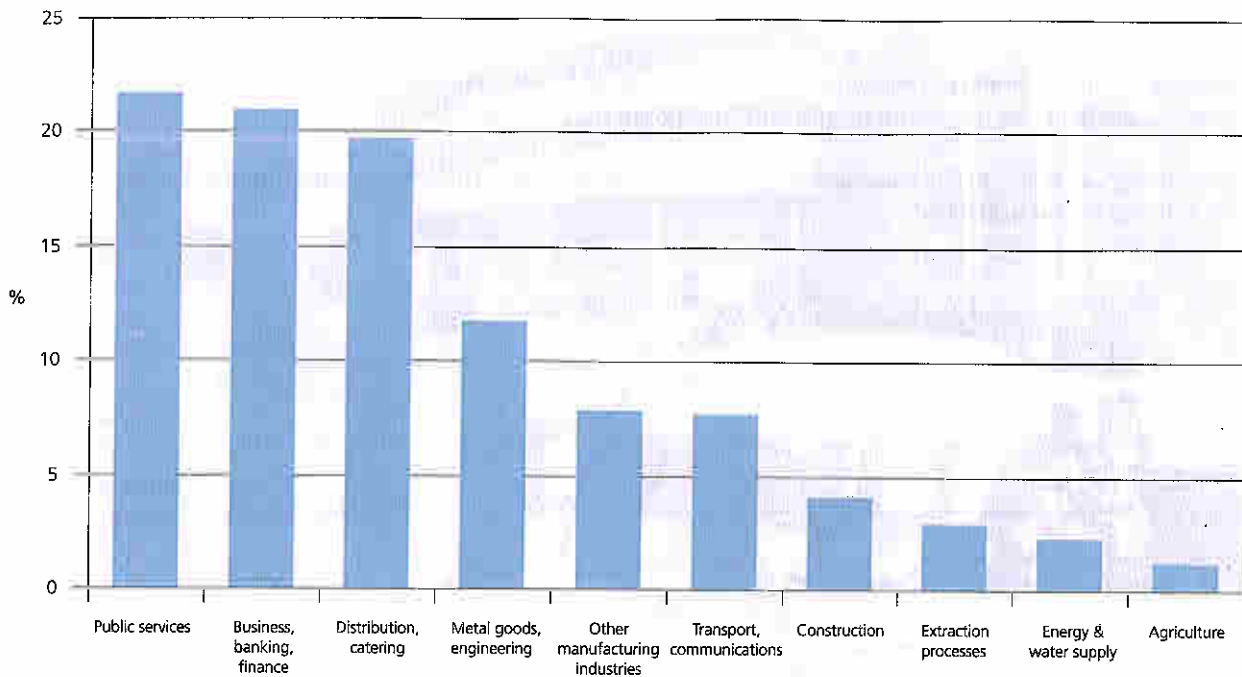


Figure 31 Main business of UK business passengers at Luton Airport in 1996

Journey Purpose and Sex of Passenger

The proportion of passengers travelling for business reasons on domestic services was 39%, indicating the broad appeal of the new low cost services to the north of England and Scotland. Not surprisingly, given the lack of interline opportunities, only 10% of foreign passengers on domestic flights were travelling on business. The greatest demand for leisure travel came from the visiting friends and relatives market with 44% of UK passengers and 68% of foreign passengers travelling on domestic services for those reasons.

Just over half (56%) of leisure passengers on international flights were travelling on inclusive tour holidays and of these 52% were staying in hotels and 48% using self catering accommodation.

The proportion of women travelling for business purposes was unchanged at 20%. The proportion of males travelling for leisure purposes edged up one percentage point to 47%.

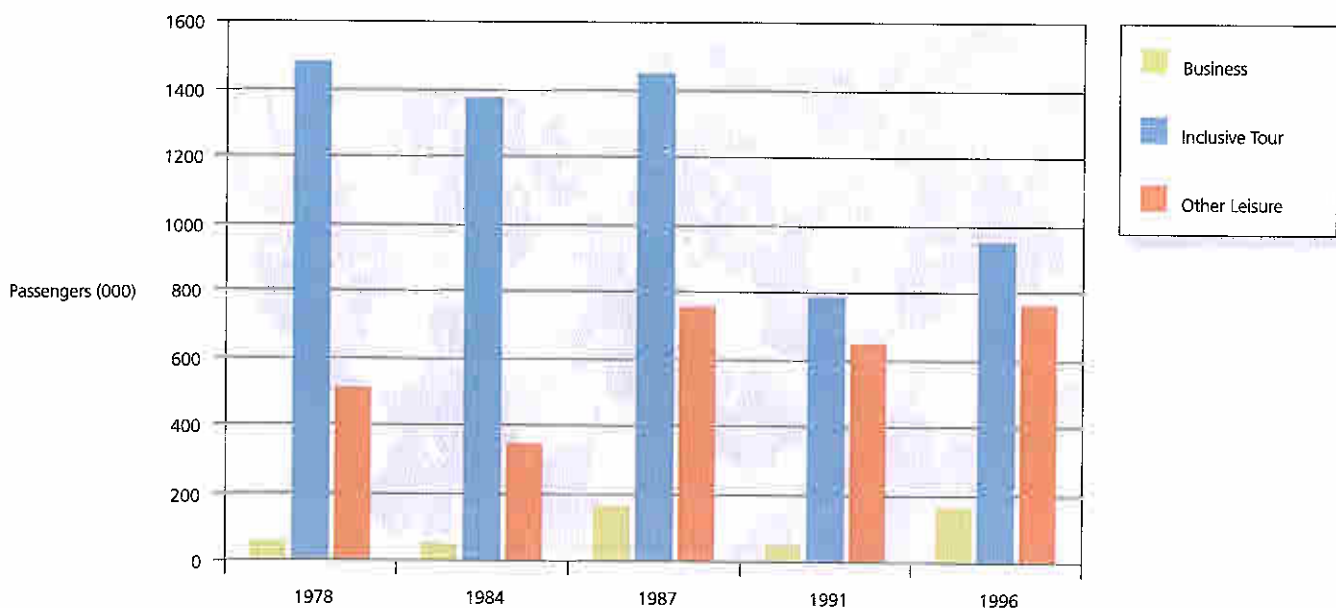


Figure 32 Journey purpose of international terminal passengers at Luton Airport 1978–1996

Age and Family Makeup

The average age of business passengers was 39 and leisure passengers 37. The low cost airlines may be attracting younger passengers as the average age of leisure passengers in 1991 was 39.

Three quarters of inclusive tour passengers and 80% of other UK leisure passengers had no children under sixteen living in the household.

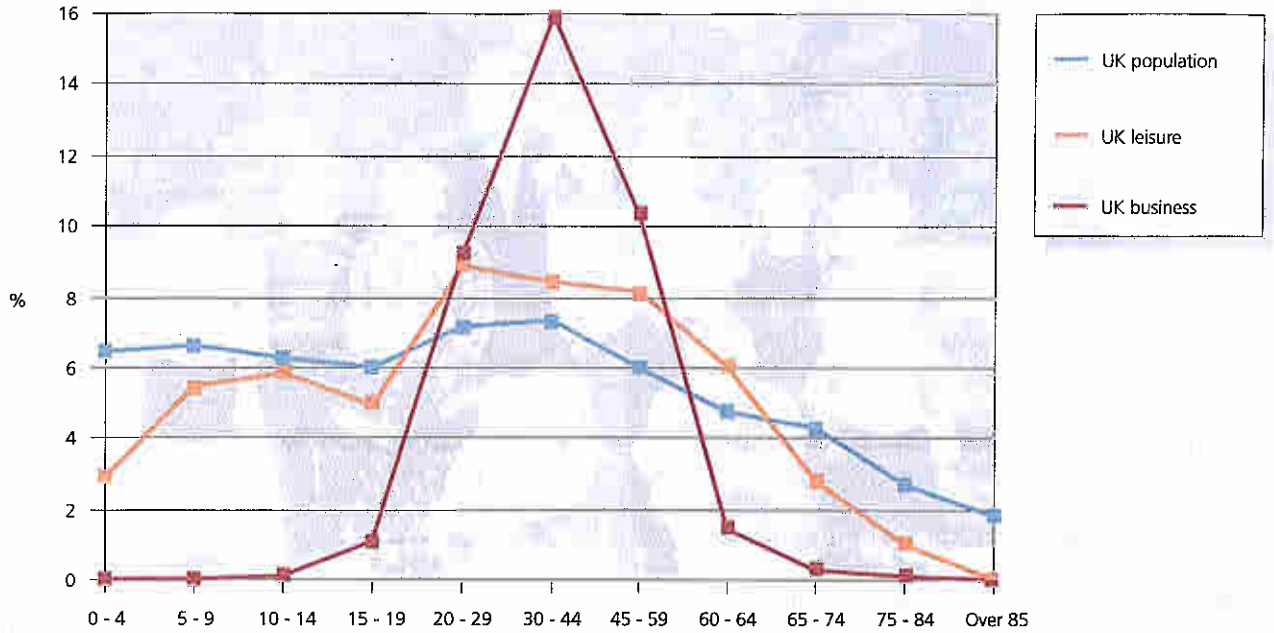


Figure 33 Age distribution of UK passengers at Luton Airport in 1996 and the UK population

Chapter 6

Stansted Airport

Traffic Levels

Traffic levels have grown strongly over the last five years at Stansted Airport, rising from 1.7 million in 1991 to 4.8 million in 1996. Over the last two years significant parts of this growth have been generated by domestic traffic following the introduction of new low cost services to points in Scotland and Northern Ireland and by the expansion of low cost services to Eire.

The scheduled international market share, having grown rapidly from 22% in 1990 to 58% in 1992, held steady at just over 50% between 1993 and 1996. The international charter market hovered around the 30% level between 1992 and 1994 but dropped to just under 25% in 1995 and 1996. At the same time the introduction of the new domestic services increased market share for domestic passengers from 15% in 1994 to 21% in 1995 and 22% in 1996.

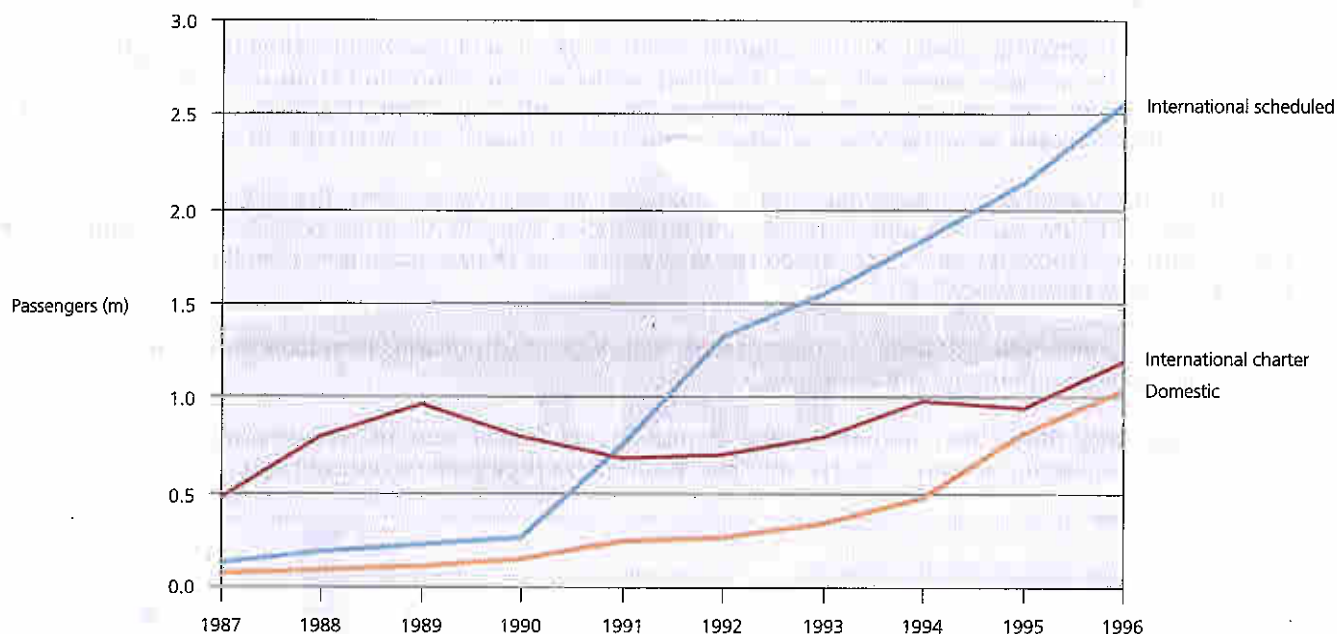


Figure 34 Terminal passengers by flight type at Stansted Airport 1987–1996

Type and Characteristics of Passengers

Just under 4% of passengers were interlining at the airport, twice the level recorded in 1991. The make up of passengers has also changed at the airport over the last five years with the proportion of foreign passengers increasing on international flights from 16% in 1991 to 24% in 1996. The international business market has fallen slightly from 20% in 1991 to 17% in 1996 again with balancing increases in the market for domestic business passengers, up from 7% to 11%.

Since 1991, traffic has grown by 195% at Stansted and growth has been led by foreign passengers, the numbers of whom increased by 385% on non-inclusive tour leisure trips and 277% on inclusive tour trips.

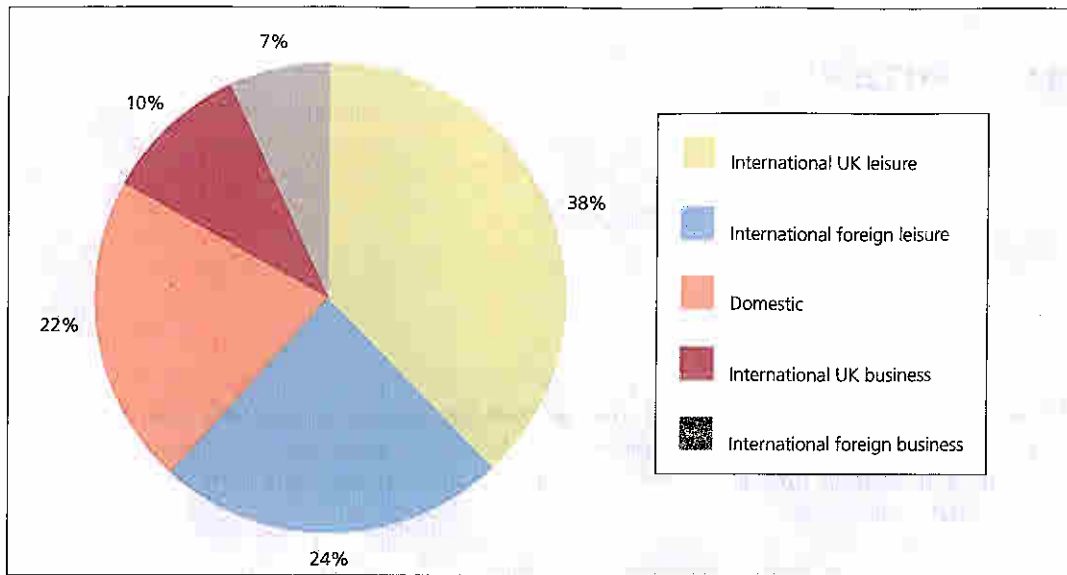


Figure 35 Type of terminating passengers using Stansted Airport in 1996

Surface Origin/Destination

There has been significant change to the origin/destination patterns of passengers using the airport. In 1996, 77% of international scheduled passengers were travelling to or from the South East compared with 67% in 1991. The increase in the proportion of foreign passengers directly affected origin/destination patterns with 27% of scheduled international passengers having origin/destination in inner London compared with 17% in 1991.

A similar pattern emerged for passengers on international charter flights where the 76% of passengers travelling to or from the South East was nine percentage points higher than the 67% recorded in 1991. Again, the rise in the proportion of foreign passengers caused the market share of charter passengers travelling to or from points in inner London to go up from 21% to 28%.

Domestic passengers also followed a similar pattern with higher proportions travelling to or from the South East, particularly to points in the inner London area.

When asked why they chose Stansted, 49% of passengers said it was near their home or business/leisure destination, 19% because flights were cheaper and 9% because they preferred the airport.

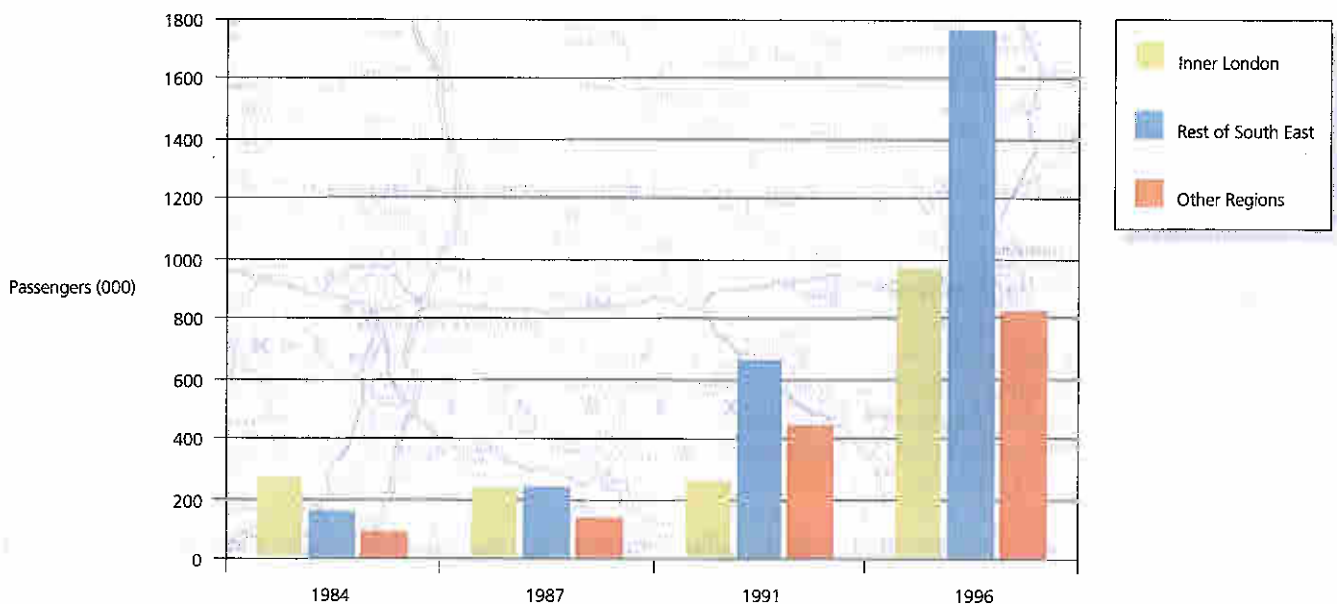


Figure 36 Origin/destination of international passengers at Stansted Airport 1984–1996

Home in the UK

Just over two thirds of UK international passengers lived in the South East, 20% in East Anglia and 10% in other regions.

Over nine in ten (91%) international leisure passengers and 83% of business passengers were travelling to or from their home.

Surface Access

The modal split at Stansted was changed in 1996 reflecting the different mix of passengers using the airport, particularly the increase in the number of foreign passengers.

In 1996, 56% of passengers used private car compared with 66% in 1991. The proportion of passengers using the Liverpool Street rail link increased from 14% to 19% and the number using buses or coaches from 10% to 14%. Taxis and minicabs were still used by around 8% of passengers.

Although private car users lost market share, passenger growth between 1991 and 1996 from 1.7 to 4.8 million passengers resulted in the number of private car users increasing from 1.1 to 2.5 million.

As expected foreign passengers made greater use of the rail link with one in three using it and all but 4% were travelling to or from points in the South East. UK passengers made greater use of private cars with 71% of users travelling to or from points in the South East and 23% to or from East Anglia.

Just over half (52%) of UK car users chose that mode because of ease and speed, 13% were given a lift and 11% had no public transport available.

52% of UK passengers also mentioned ease and speed as their reason for using public transport, 15% cost savings and 15% because they had no car available. One in three foreign passengers, particularly those travelling by rail, used public transport as it was part of their package.

Seven in ten UK passengers and foreign business passengers used only one mode of transport as did 62% of foreign leisure passengers.

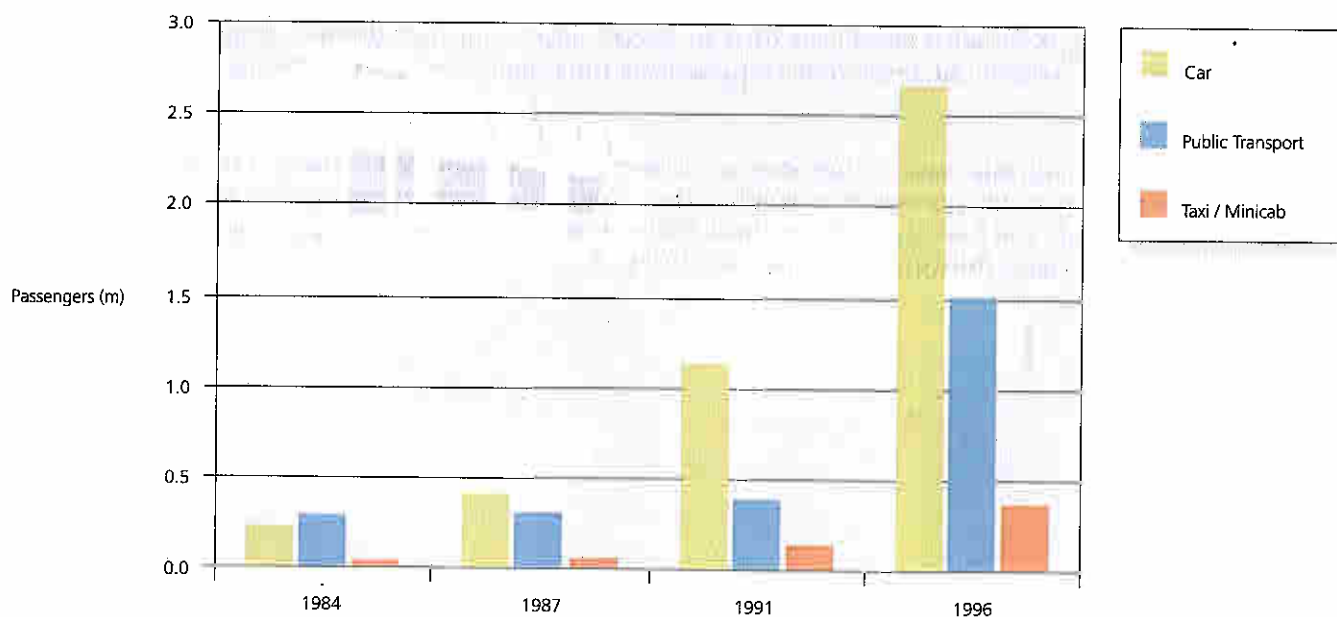


Figure 37 Mode of transport used by passengers at Stansted Airport 1984–1996

Number of Trips and Trip Length

UK business passengers made on average two trips a year on the route they were currently flying. Both foreign and UK leisure passengers took on average 1.2 trips a year.

The average trip length for UK business passengers on international scheduled flights was just under three days and for foreign passengers four days, though 38% of UK passengers and 33% of foreign passengers returned within 24 hours.

UK business passengers on domestic flights took shorter trips averaging under two days away with 58% returning within 24 hours.

39% of UK charter passengers on inclusive tour holidays went on one week holidays and 58% on two week holidays.

Group Size and Experience of Flying

One in twenty passengers (5%) taking non inclusive tour holidays on charter flights were flying for the first time, the highest proportion recorded at any of the survey airports in 1996.

80% of UK business passengers were flying alone as were 58% of foreign business passengers. Less than 3% of inclusive tour passengers were travelling alone though just over one in three passengers on other leisure trips were by themselves.

Just under a half (49%) of UK inclusive tour passengers were travelling in groups of two and one in three in groups of four or more.

Income and Socio-economic Group

Foreign passengers tended to have higher incomes than UK passengers as did business passengers compared with leisure passengers. The average income of UK business passengers was £49,000 compared with £54,000 for foreign business passengers.

The proportion of UK business passengers from socio-economic groups A/B dropped from 61% in 1991 to 53% in 1996, balanced by a rise in the proportion of passengers from the C1 group from 35% to 40 % and the C2 group from 4% to 6%.

The introduction and expansion of low cost services at Stansted appears to have attracted leisure passengers from a wider economic background than in 1991. The proportion of passengers from socio-economic groups D/E rose from 6% to 10% and from the C2 group from 9% to 20 % . There was a corresponding drop in the proportion of UK leisure passengers from the A/B group from 46% to 32%.

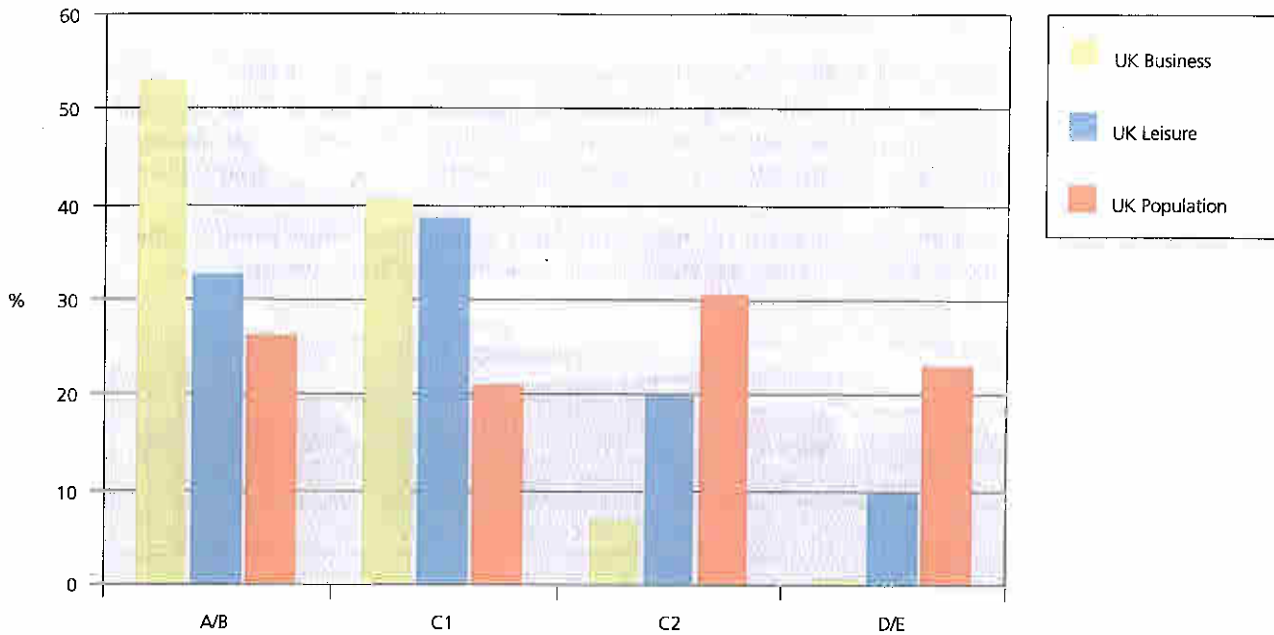


Figure 38 Socio-economic group of UK passengers at Stansted in 1996 and the UK population

Business Travel

There was contradictory evidence about the determinants of business travel at Stansted. The proportion of UK passengers from the production industries dropped from 41% in 1991 to 27% in 1996 yet in the same period the proportion of foreign passengers from those same industries increased marginally from 32% to 34%.

Industries generating more travel for UK business passengers were distribution and catering (10% to 18%) and the public sector (12% to 19%).

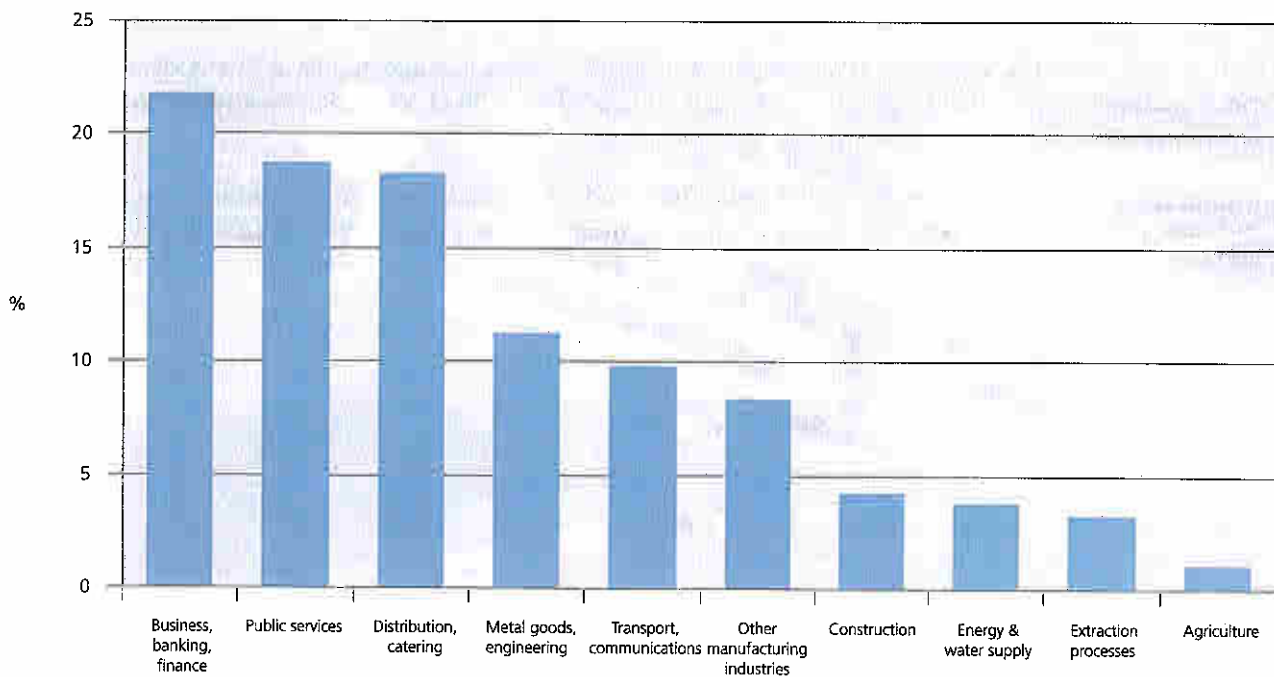


Figure 39 Main business of UK business passengers at Stansted Airport in 1996

Journey Purpose and Sex of Passenger

One in five international and foreign domestic passengers were travelling for business reasons compared with 52% of UK domestic passengers. Of the 32% of UK international passengers on inclusive tour holidays, half were staying in hotels and half in self catering accommodation. The influence of the Irish routes could be seen as just under a third of both UK and foreign international passengers were visiting friends or relatives.

The proportion of women travelling on business was 16%, three percentage points higher than 1991 but the same level as recorded in 1987. Females remained in the majority for leisure travel at 53%.

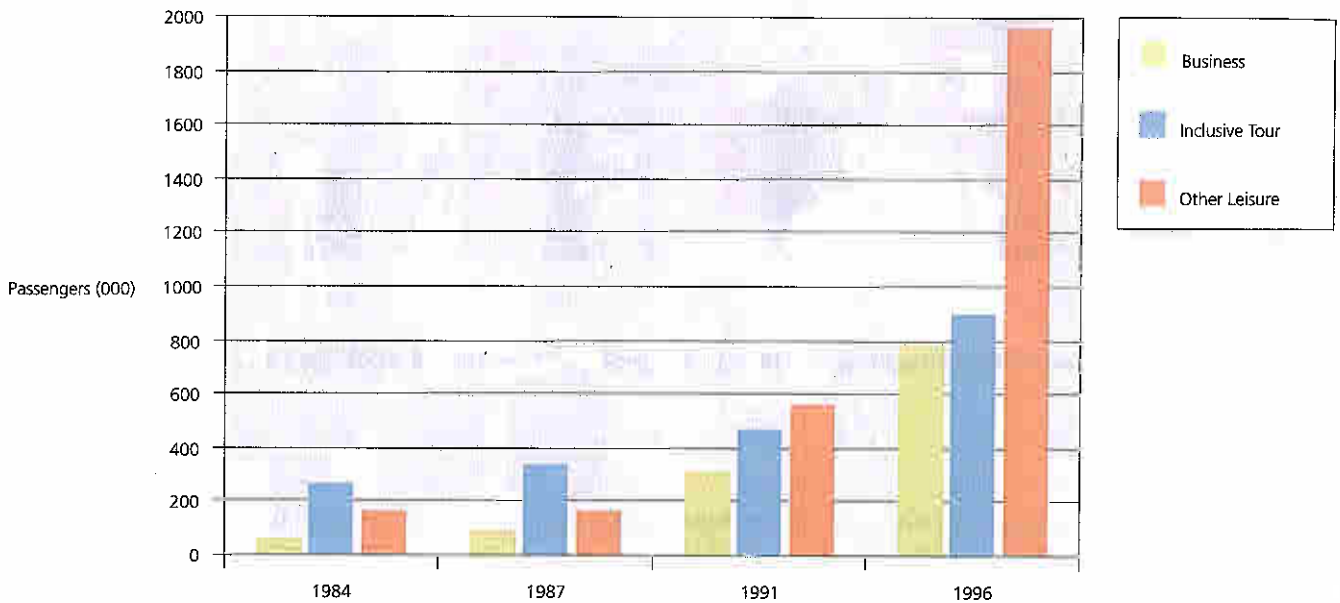


Figure 40 Journey purpose of international terminal passengers at Stansted Airport 1984–1996

Age and Family Makeup

The average age of foreign leisure passengers was 34, the lowest average recorded at any of the survey airports. UK leisure passengers had an average age of 39 compared with 38 in 1991. Business passengers had an average age of just over 40.

The proportion of UK passengers with no children under sixteen living in the household increased to 78% for inclusive tour passengers and 83% for passengers on other holidays compared with 67% and 69%, respectively, in 1991.

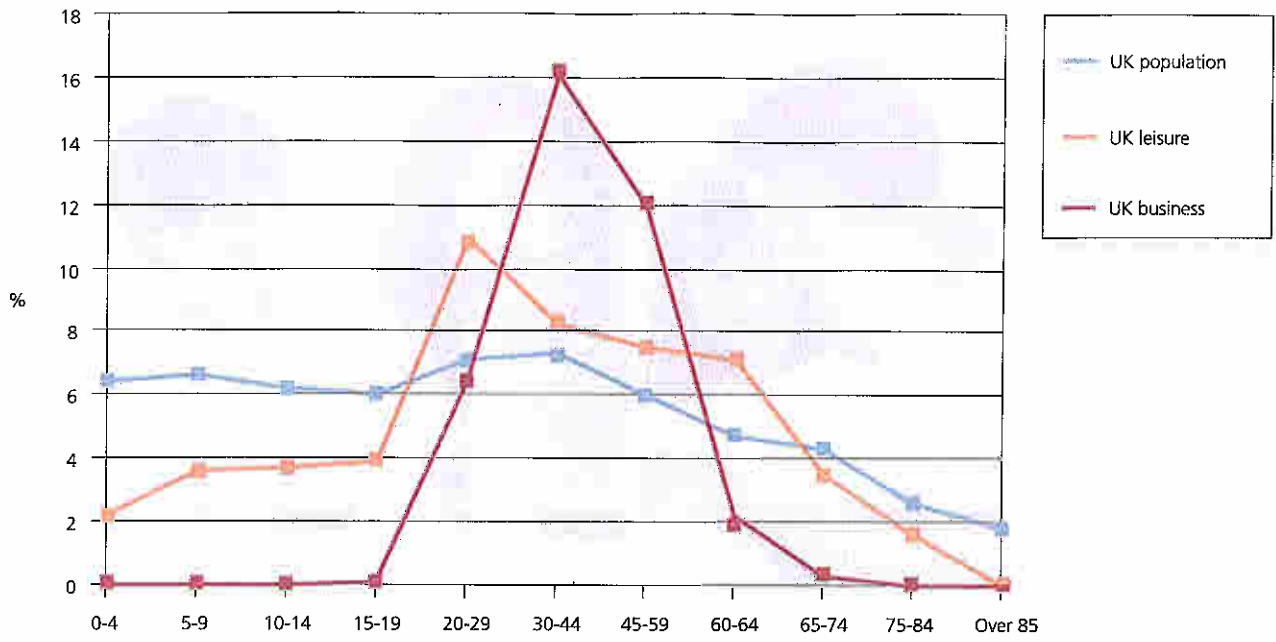


Figure 41 Age distribution of UK passengers at Stansted Airport in 1996 and the UK population

Chapter 7

The London Area Airports

The five London airports covered in the 1996 survey have been examined together in order to gain an insight into any trends or patterns which have developed in the South East as a whole. The survey was run in a year where economic recovery was taking place, employment levels were rising and house prices were beginning to increase. The anticipation of windfall payments from various building societies and the expected rise in disposable income was also thought to be reawakening the so called 'feel good factor'.

A number of changes had taken place at the London airports since 1991, the year of the last survey. New low cost airlines had set up at Luton Airport and other low cost airlines expanded services at Stansted Airport. British Airways moved key services between Heathrow and Gatwick Airports and several new destinations were introduced from London City and Stansted Airports.

There were 87.7 million passenger movements at the London airports in 1996, a rise of 40% since the last survey in 1991. Between 1991 and 1996, traffic from the London airports grew by 91% to the Caribbean and South America, 75% to the Middle/Near East, 57% to the Far East and Australasia, 46% to North America and Africa and 34% to Europe.

The London airports took 64.5% of the total UK market, continuing the general decline of market share since 1977 when the London airports accounted for 70.2%. Whilst the proportion of passengers on domestic flights was still around 13%, the market for international passengers changed slightly between 1991 and 1996. The proportion of passengers on charter flights dropped from 17% to 14%, and the proportion on scheduled flights went up from 70% to 73%. The continued spread of charter services to airports outside the South East and the switching of inclusive tour holidays from charter to scheduled flights were the main influences on lower demand for international charter flights at the London area airports.

There had been great underlying change in the proportion of passengers changing planes at the London airports who almost doubled from 12 million to 23 million passengers, increasing market share from 19% to 26%. The proportion of passengers arriving by surface modes of transport at the London airports rose more slowly from 50 million to 64 million passengers losing market share over the same five year period from 81% to 74%.

The international to international routeings that showed growth of over 100% between 1991 and 1996 for Gatwick and Heathrow combined were Asia-North America (134%), Europe-Central and South America (132%), Africa-Europe (116%), North America-Europe (111%), Asia-Europe (106%) and Middle East-North America (105%).

The proportion of passengers changing between domestic and international flights at Gatwick and Heathrow also increased significantly as the new low cost domestic services from Luton and Stansted Airports attracted non interline passengers from the two bigger airports. At Luton and Stansted, 39% and 52% respectively of domestic passengers were travelling for business reasons, giving clear evidence that the low cost operators were not just attracting leisure passengers.

The mix of non-interline passengers using the London airports changed slightly with the proportion of terminating foreign passengers increasing from 35% to 38% and the proportion of leisure passengers increasing from 66% to 68%.

The distribution of surface origin/destination at the London Airports was little changed in 1996, with 29% of international passengers travelling to or from Inner London, 53% to the rest of the South East and 18% to other planning regions. The inclusion of interline passengers connecting between domestic and international flights at Heathrow and Gatwick increased the proportion of non South East originating passengers on international scheduled services to 24%, one percentage point higher than in 1991.

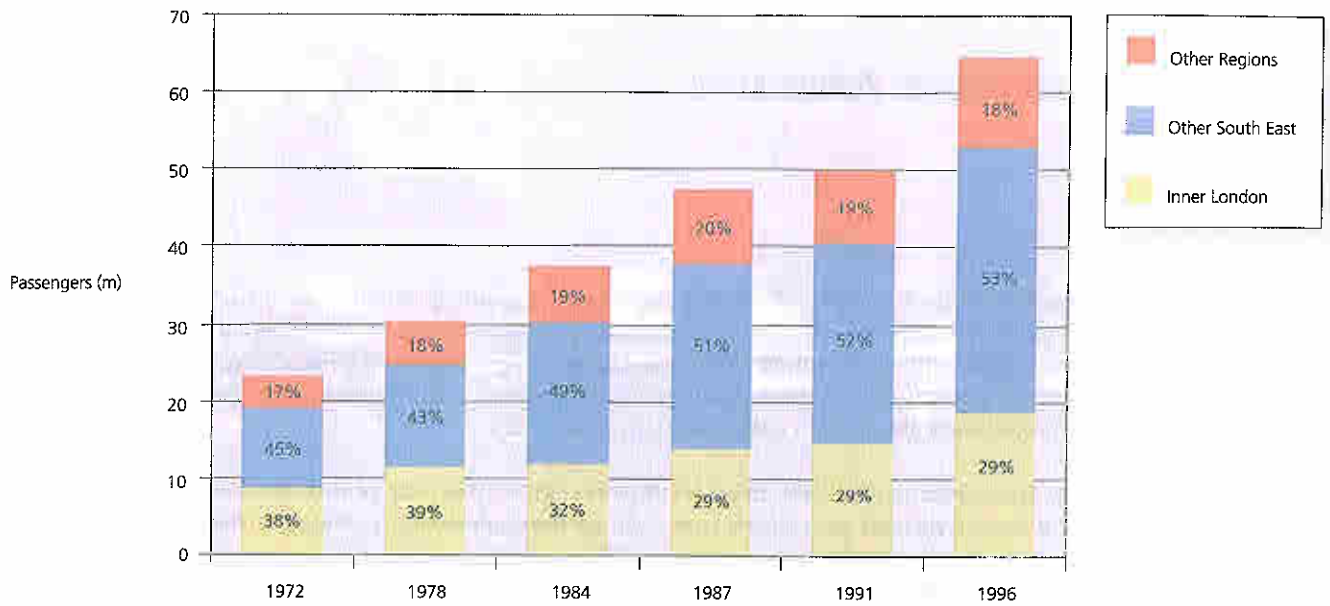


Figure 42 Origin/destination of terminating passengers at the London airports between 1972 and 1996

The impact of the Channel Tunnel could be measured for the first time in 1996 on the two principal destinations directly served by Eurostar, Brussels and Paris. The proportion of passengers interlining at the London airports had increased significantly on both routes since 1991, – from 13% to 25% for Paris and from 19% to 29% for Brussels. There was little change in the make-up of passengers not interlining though foreign and business passengers had edged up market share slightly for Paris, and UK business passengers lost market share for Brussels, balanced by increases to the UK and foreign leisure markets.

71% of terminating foreign leisure and 80% of foreign business passengers using the London airports stayed in the South East for the duration of their trip. The two most popular regions of longest stay outside the South East for foreign leisure passengers were Scotland and the South West which each attracted about a million passengers. On the UK mainland the Northern and North West regions were the least popular areas of longest stay for foreign passengers.

Three in ten passengers (32%) chose the London airport they were using because it was the nearest to their home or business/leisure location, 27% because of the flights available and 17% because they had onward connections. Other factors mentioned included airline preference, cost of tickets, timing and airport preference.

Since the last survey in 1991 there had been a liberalisation of some bus and coach services and privatisation of the former British Rail, though not all the franchises had been issued in time to fully reflect any changes to services in the results of the 1996 survey.

There were estimated to be just under five million more passengers using private cars at the London airports in 1996 compared with 1991, representing growth of 20% from 23.7m to 28.5m. The proportion of passengers using private cars decreased slightly at all the London airports though this is thought to be more related to the increase in market share of foreign passengers, who have less access to cars, than a drop in the popularity of cars.

Taxis and minicabs were generally more popular at all the London airports with demand being led by foreign passengers. Some components of public transport fared better than others. Buses and coaches increased market share at all the London Airports except Luton with overall market share up from 13% to 16%. Rail and tube lost market share at both Gatwick and Heathrow, but rail gained market share at Stansted. The biggest surprise was at Heathrow where the number of tube users remained unchanged at 6 million between 1991 and 1996, recording a fall in market share for the first time from 20% to 16%. Reasons for this fall are not clear though the expansion of the bus and coach network from the airport will have attracted some passengers and it may be that in peak times saturation levels have been reached on underground services.

The average journey time by car from Inner London crept up in 1996 to Gatwick, Heathrow and Stansted but was slightly lower for London City and Luton. The new Limehouse link had opened since the last survey in 1991 and this was thought to have reduced access times to London City and also for Luton passengers living in the east of London.

Public transport journey times had gone up for Heathrow, London City and Luton but fallen at Gatwick and Stansted where the developing rail links to Victoria and Liverpool Street stations appear to have reduced average journey times.

Journey time between Westminster and Heathrow was considerably shorter for private car and taxi users compared with those travelling to Gatwick. It took only six minutes longer, on average from Westminster to Gatwick using public transport than it did to Heathrow.

The continued expansion of international services at Stansted stimulated demand for air travel with 3% of charter passengers and 2% of scheduled passengers flying for the first time, a much higher ratio than at the other London Airports. For the first time passengers were asked how often they had flown in the last twelve months on the route they were currently travelling. Both UK business and leisure passengers and foreign leisure passengers made more regular trips at London City than the other London Airports whilst foreign business passengers made more frequent trips at Heathrow.

Passengers at London City were generally more affluent: UK business passengers had average incomes of £77,000 compared with £56,000 at Heathrow and £51,000 at Gatwick. A similar picture emerged for other passenger types. Taking the five airports as a whole, foreign business passengers had average salaries 12% higher and foreign leisure passengers 19% higher than the equivalent UK passengers.

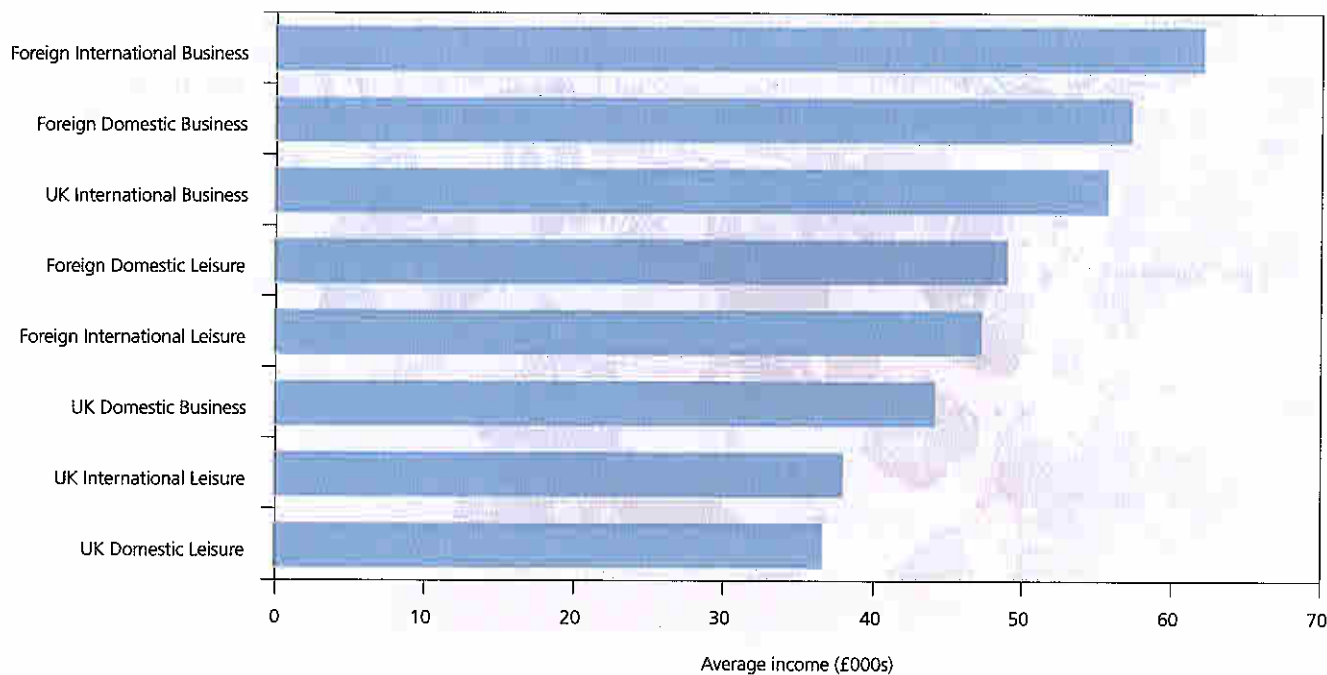


Figure 43 Average income by passenger type at the London area airports in 1996

The proportion of UK business passengers from the production industries declined at the London airports to just under 35% of the total, broadly in line with the general decline in the proportion of the UK population working in those same industries. Passengers from the energy and water supply sectors had the greatest propensity to fly and passengers from the production industries generally still generated the most trips per head of population. Industries with the lowest propensity to fly were the distribution, catering and public sectors.

Males accounted for 58% of passengers at the London airports compared with 61% in 1991. The proportion of women travelling on business increased from 16% to just under 20%.

One of the main changes picked up in the 1996 survey and consistent with all London Airports was a significant drop in the proportion of UK passengers from the A/B socio-economic groups from 51% to 39% largely balanced

by an increase in the proportion for the C1 group from 34% to 43%. The Gulf War and developing recession in 1991 is thought to have particularly dampened demand for business travel for the C1 group who previously had recorded market share increases in both 1984 and 1987, and this trend in market growth now appears to have resumed again in 1996.

The increase in the proportion of women travelling for business reasons plus the increase in the proportion of business passengers from the distribution, retail, catering and transport industries are thought to be contributory factors to the change in socio-economic groupings, as historically higher numbers from these groups are more likely to hold less senior management posts. For leisure passengers, the economic recovery is thought to have stimulated air travel from a broad base of the UK population.

The average age of UK leisure passengers at the London Area airports was unchanged in 1996 at just over 38. Foreign leisure passengers recorded an average age of 37 compared with 38 in 1991. The average age of business passengers was measured for the first time and both foreign and UK business passengers recorded an average age of 40. There were the first signs of the emergence of the so called grey market for leisure travel as the proportion of passengers over 50 increased from 27% to 30% for UK passengers and from 25% to 26% for foreign passengers.

The proportion of leisure passengers with no children under 16 living in the household increased from 73% to 80% reflecting the increase in the proportion of passengers over 50 and the demand for leisure travel from the 18-30 age group.

Two thirds of domestic passengers at Gatwick and Heathrow were travelling on full fare tickets compared with 28% at Stansted and 18% at Luton.

Just over half of passengers (52%) chose their own ticket including class, cost, airline and route used and 28% relied on their company to book the ticket. The most popular method of payment was cheque or cash used by 39% of passengers, closely followed by company account (31%) and credit card (28%). Two thirds of passengers (66%) booked their ticket through a travel agent, 17% direct from the airline and 10% through a company travel office.

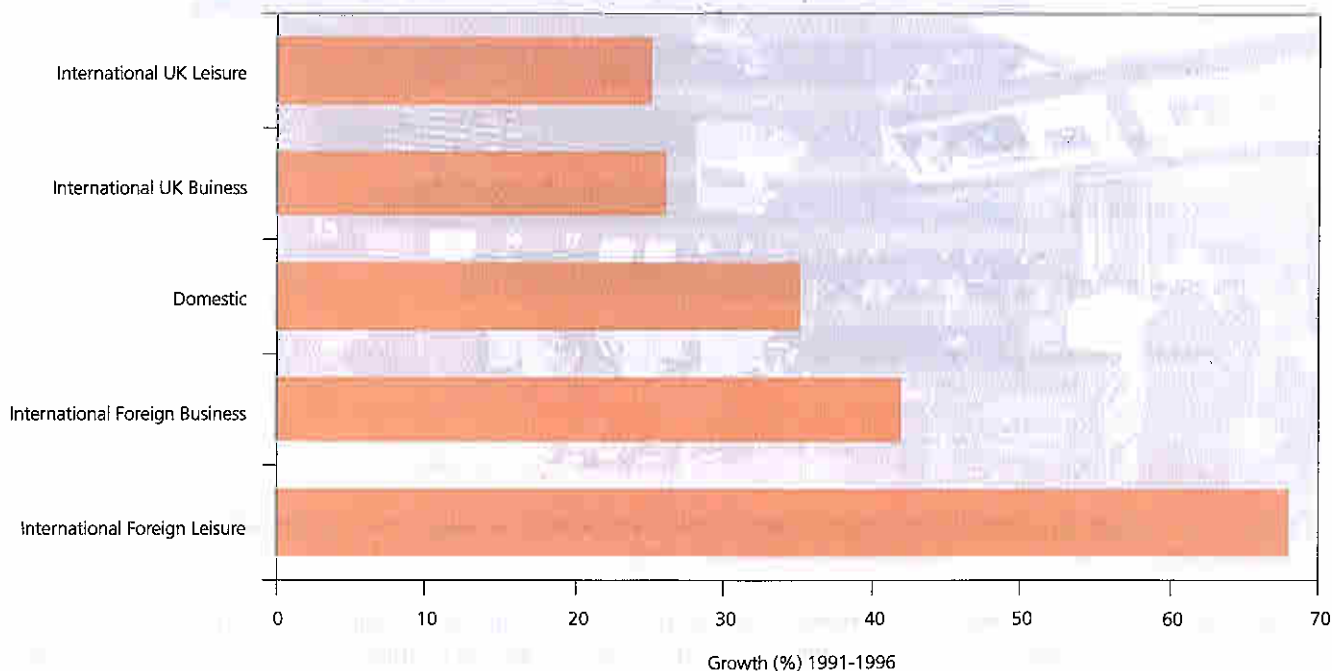


Figure 44 Growth of terminal passengers at the London area airports between 1991 and 1996

Chapter 8

Birmingham Airport

Traffic Levels

Over the last ten years traffic at Birmingham has doubled from 2.6 million to 5.4 million passengers. Annual growth has been recorded in all years except 1991 when the Gulf War and the recession dampened demand.

International scheduled passengers have steadily increased market share to account for 43% of passengers in 1996 balanced by a decline to 39% in the international charter passenger market over the same period. Domestic services continued to hold around 18% of the market.

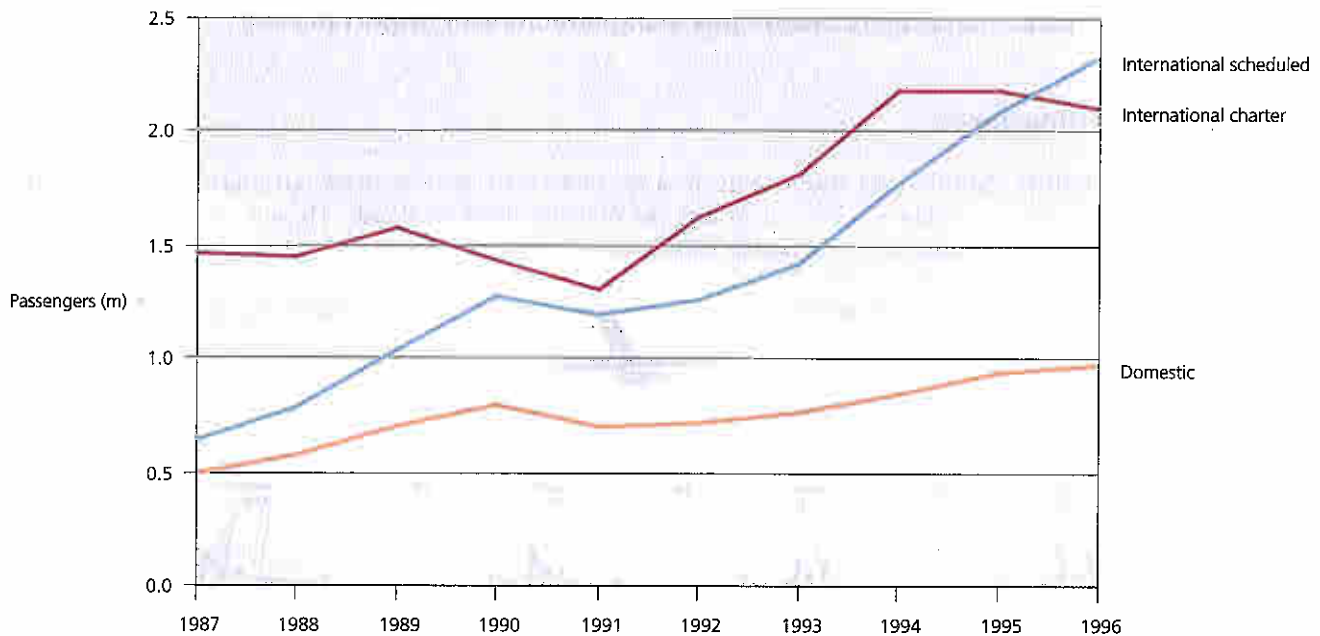


Figure 45 Terminal passengers by flight type at Birmingham Airport 1987–1996

Type and Characteristics of Passengers

One in twenty passengers (6%) were changing planes or transiting through the airport but the great majority were arriving or leaving by surface modes of transport.

Foreign leisure passengers recorded the fastest growth between 1992, the year of the last survey, and 1996 increasing from 180,000 to 450,000. Overall 19% of passengers using Birmingham were foreign and 35% were travelling for business reasons. This compares with 16% and 32%, respectively, in 1992.

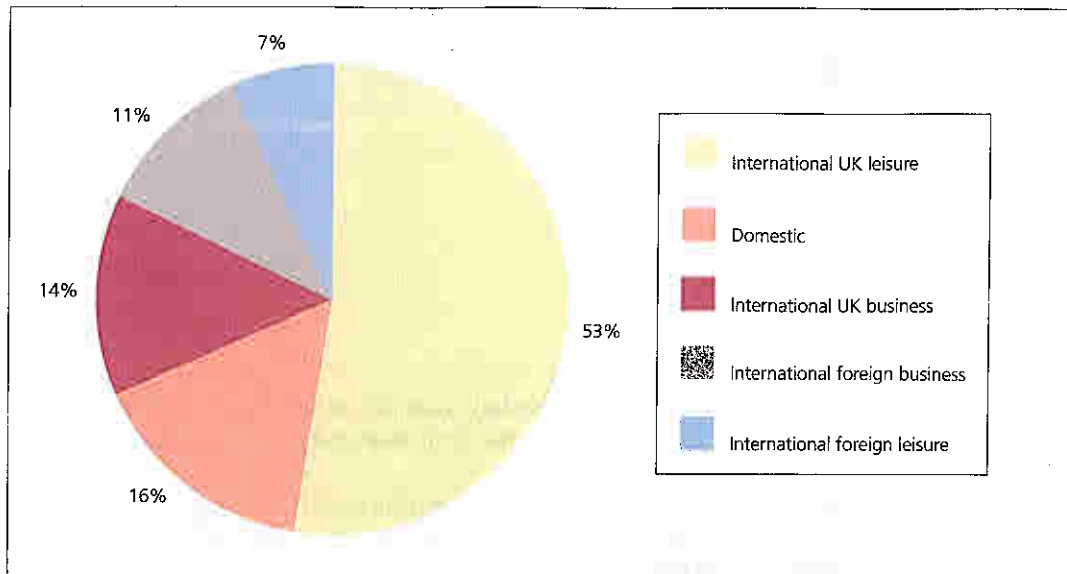


Figure 46 Type of terminating passengers using Birmingham Airport in 1996

Surface Origin/Destination

Birmingham slightly widened its catchment area in 1996 with 35% of international passengers and 32% of domestic passengers travelling to or from points outside the West Midlands. Higher proportions of passengers were travelling to or from points in the South West and South East.

The City of Birmingham attracted 18% of international passengers and 23% of domestic passengers, little changed from 1992.

Three quarters (73%) of passengers chose Birmingham Airport because it was near their home or business/leisure destination and 16% because of the flights/packages available.

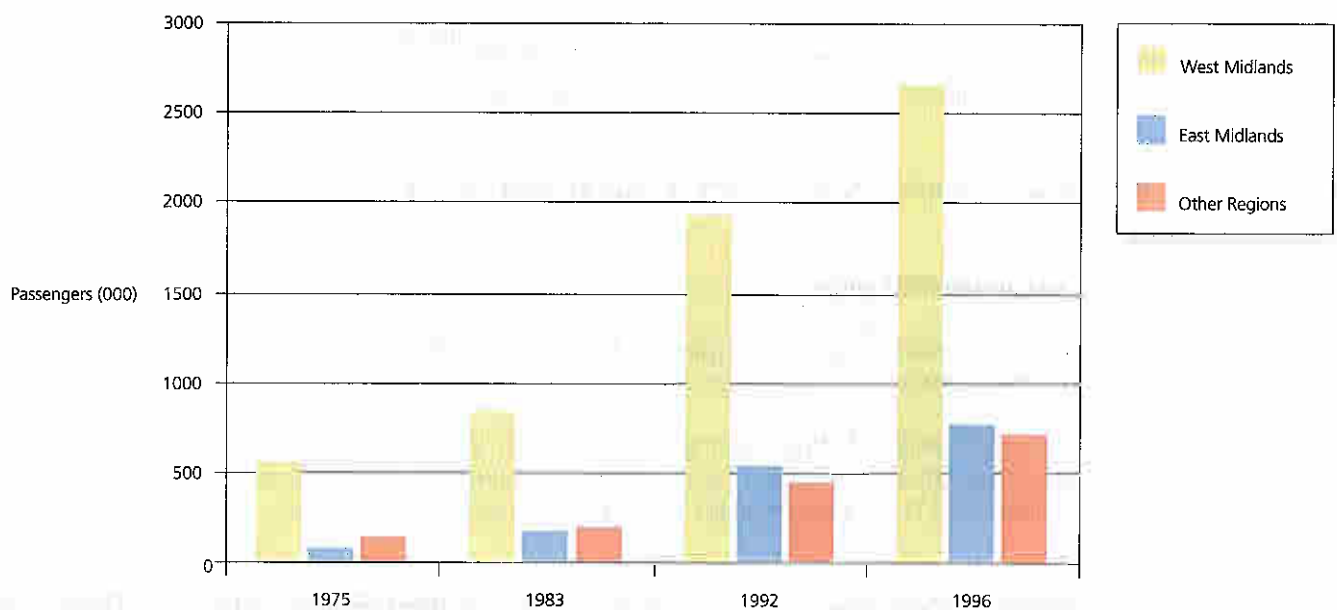


Figure 47 Origin/destination of international passengers at Birmingham Airport 1975–1996

Home in the UK

Just under 60% of UK passengers lived in the West Midlands and 19% in the East Midlands. There was evidence to show that some passengers who were resident in the East Midlands were travelling to the airport from business locations in the West Midlands.

Surface Access

Since 1992 the Maglev connection between the International rail station and the airport has ceased operation and been replaced by a courtesy coach service.

This change has had little effect on modes of transport used with 5% of passengers continuing to travel to the rail station by bus instead of Maglev. In 1996 three quarters of passengers (74%) used private car and 15% taxi or minicab for their journey to or from the airport.

Over half of car users (55%) mentioned speed and ease for their reason for modal choice and 22% were given a lift to the airport. Half the passengers using public transport did so because of cost savings or no car being available and one in five because of speed and ease of journey.

The great majority of passengers (91%) used only one mode of transport for their journey to or from the airport.

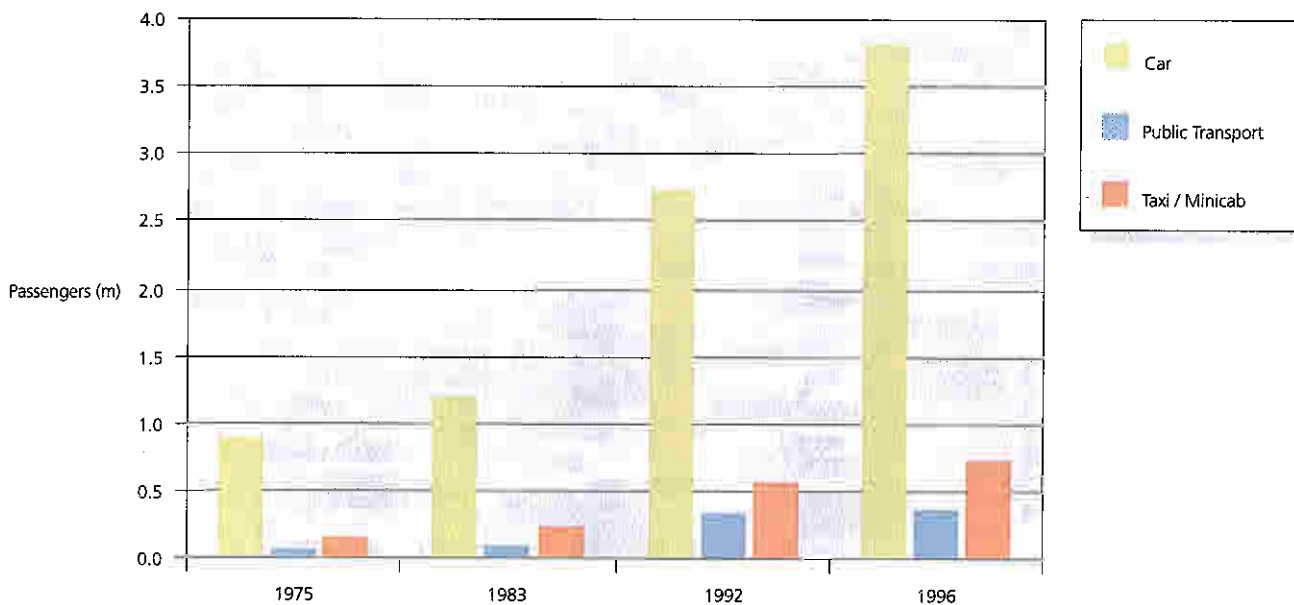


Figure 48 Mode of transport used by passengers at Birmingham Airport 1975–1996

Number of Trips and Trip Length

UK leisure passengers at Birmingham were amongst the most frequent fliers on the route of interview of all the 1996 airports included in the survey, averaging two trips over the previous twelve months. UK business passengers made on average 1.7 trips and foreign passengers between 1.2 and 1.4 trips.

UK business passengers averaged just under four days away on international scheduled flights though 32% returned within 24 hours. Foreign business passengers took shorter trips (average 3 days) as did UK business passengers on domestic flights.

41% of UK charter inclusive tour passengers were on one week holidays and 56% on two week holidays.

Group Size and Experience of Flying

Just over one in a hundred charter passengers and leisure passengers on scheduled flights were flying for the first time, a slightly higher proportion than recorded at the other survey airports.

The majority of business passengers (78%–86%) were travelling alone as were 63% of foreign passengers on non IT holidays.

56% of UK leisure passengers on inclusive tour holidays travelled in groups of two and a third in groups of four or more people.

Income and Socio-economic Group

Business and foreign passengers generally had higher average incomes than leisure or UK passengers, respectively.

The proportion of passengers from the A/B socio-economic groups rose for both UK business and leisure passengers. In 1996 the A/B group accounted for 49% of UK business passengers and 24% of UK leisure passengers compared with 44% and 23% in 1992. This was balanced by corresponding falls for passengers from the C1 group.

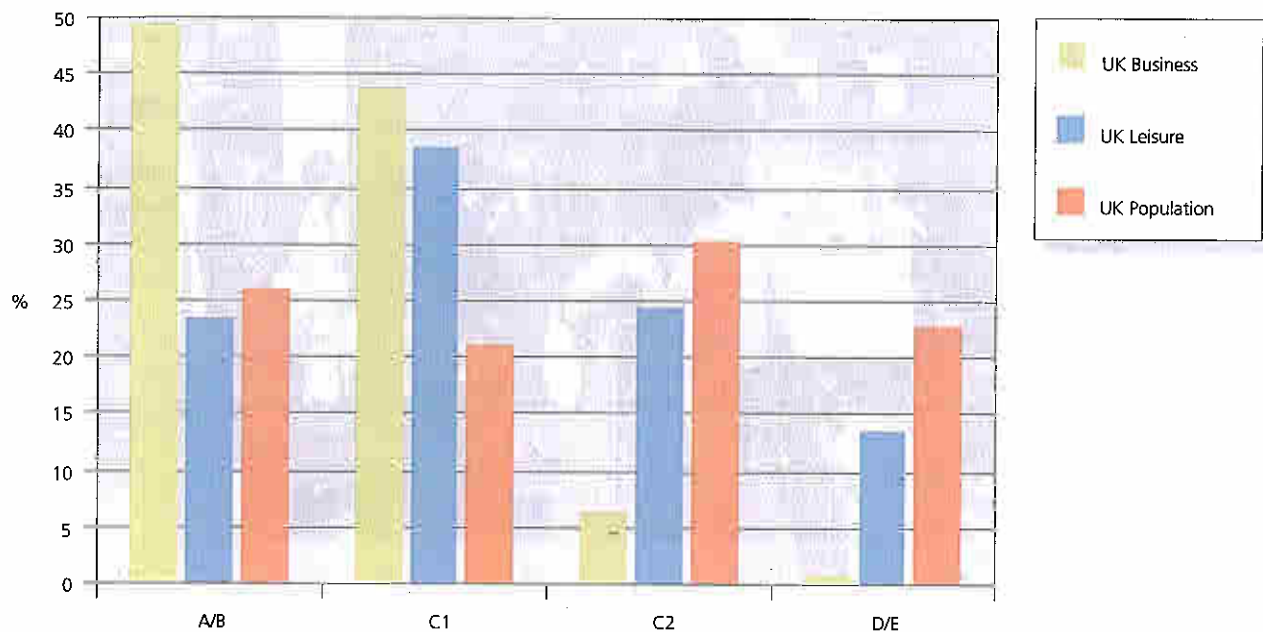


Figure 49 Socio-economic group of UK passengers at Birmingham in 1996 and the UK population

Business Travel

There were signs that the fall in the proportion of business passengers from the production industries may be bottoming out. In 1996 46% of UK business passengers and 60% of foreign business passengers were from the production industries, compared with 47% and 65% respectively in 1992.

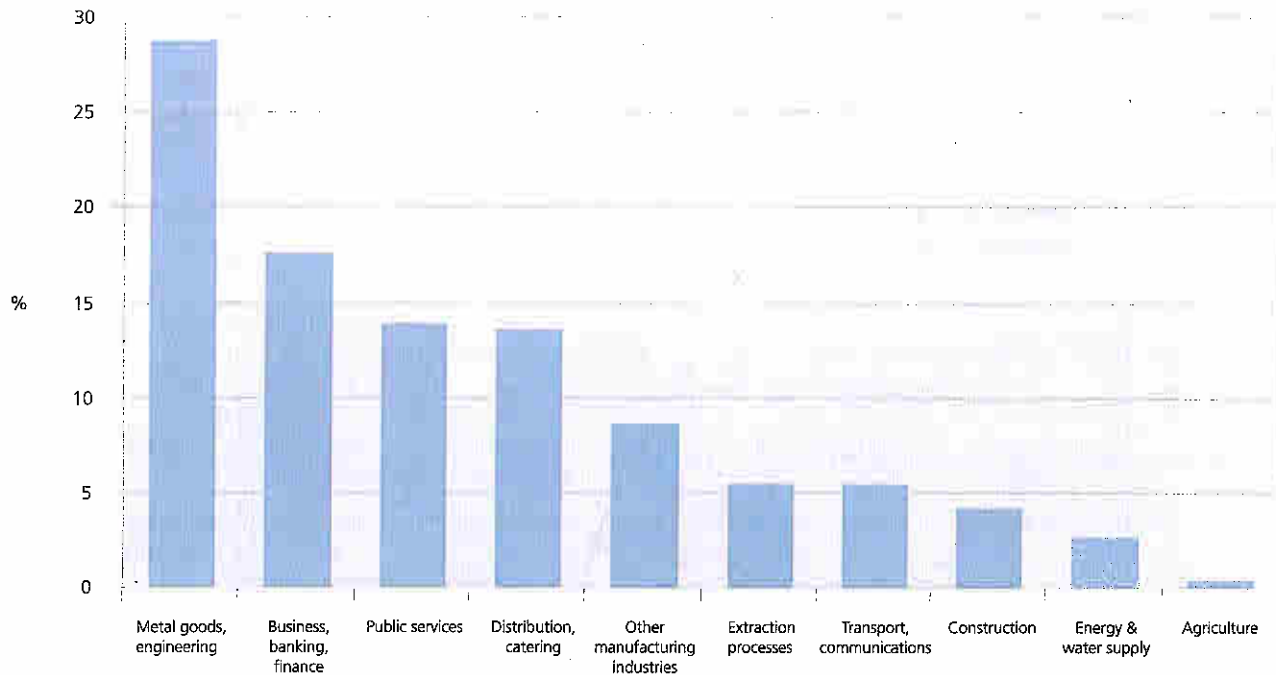


Figure 50 Main business of UK business passengers at Birmingham Airport in 1996

Journey Purpose and Sex of Passenger

Business passengers were travelling equally for general business purposes, attending internal company business and meeting customers. Over half (58%) of UK domestic passengers were travelling on business as were 21% of UK international passengers.

Of the 51% of UK international passengers on inclusive tour holidays, 60% stayed in hotels and 40% in self catering accommodation.

There was a marginal increase between 1992 and 1996 from 13% to 14% in the proportion of women travelling for business reasons. Females remained in the majority (52%) for leisure travel but overall at the airport three in four passengers were male.

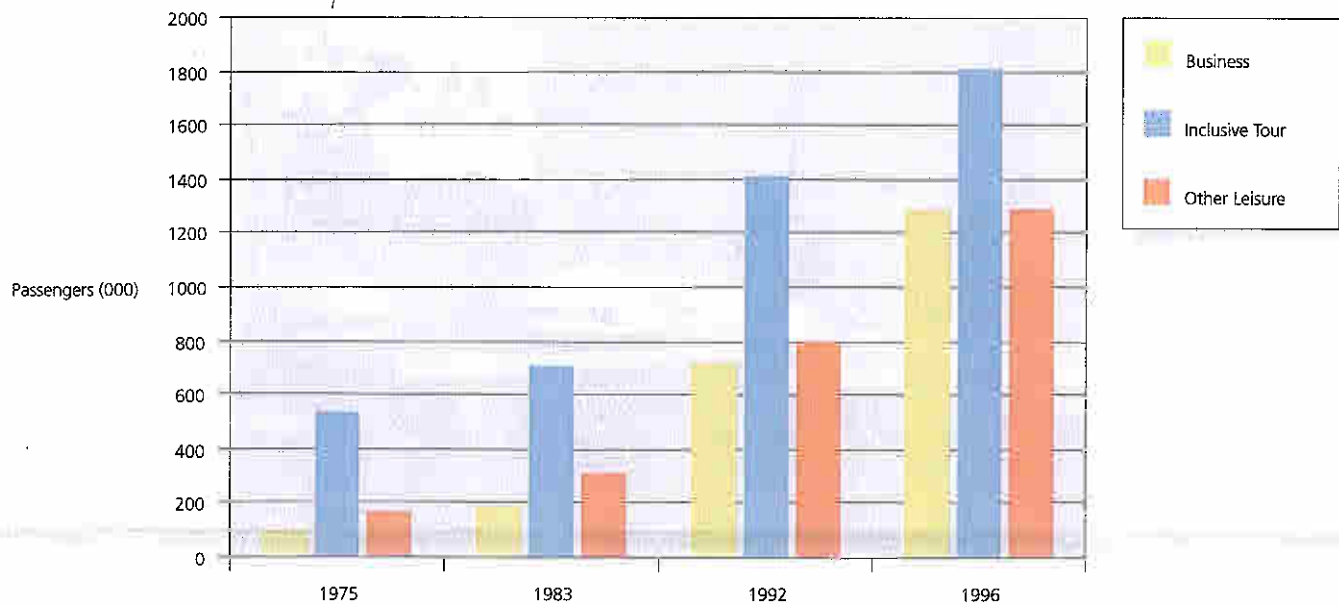


Figure 51 Journey purpose of international terminal passengers at Birmingham Airport 1975–1996

Age and Family Makeup

There was some evidence to show that the 1996 users of Birmingham airport were older than their counterparts in 1992 as the average age increased for foreign passengers from 39 to 40 and for UK leisure passengers from 41 to 43. UK business passengers, with an average age of 40, were unchanged compared with 1992.

The proportion of UK passengers with no children under 16 living in the household increased for both inclusive tour and other leisure passengers to 75% and 82% respectively.

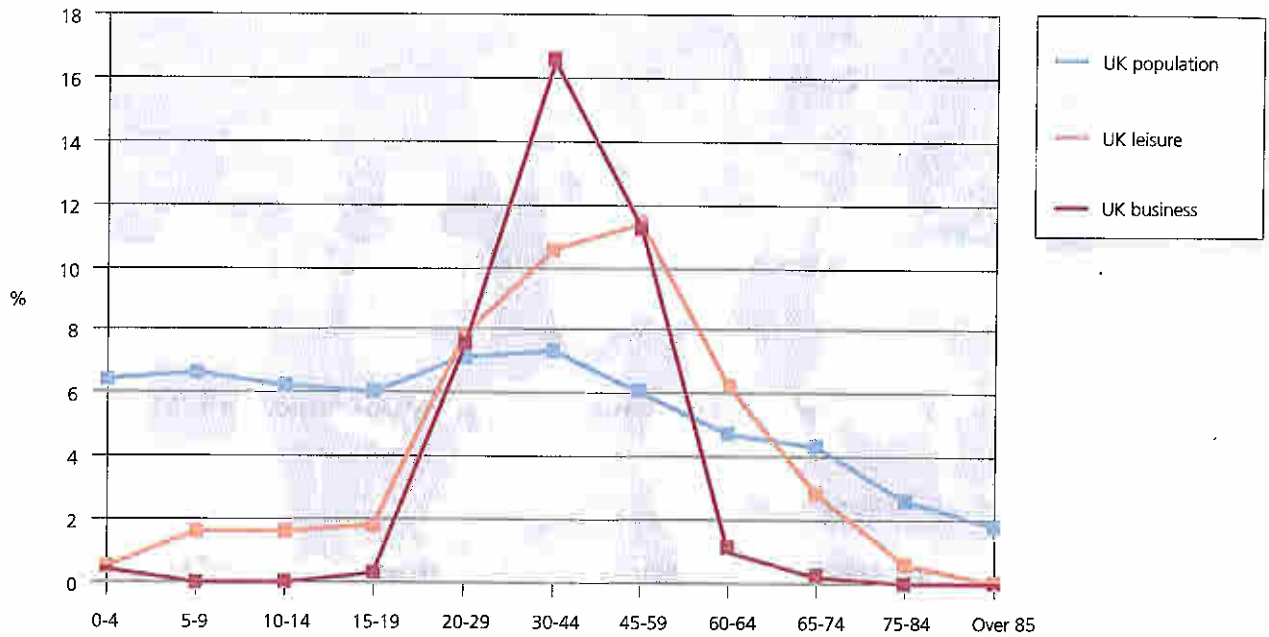


Figure 52 Age distribution of UK passengers at Birmingham Airport in 1996 and the UK population

Chapter 9

Manchester Airport

Traffic Levels

Over the last ten years traffic levels have grown by 69% at Manchester though the year on year growth has been uneven. Traffic growth was flat between 1989 and 1991 because of the Gulf War and developing recession. Traffic then grew by 16%, 9% and 12% between 1991 and 1994 to 14.3 million passengers but over the last two years has only slowly edged up to 14.5 million in 1996.

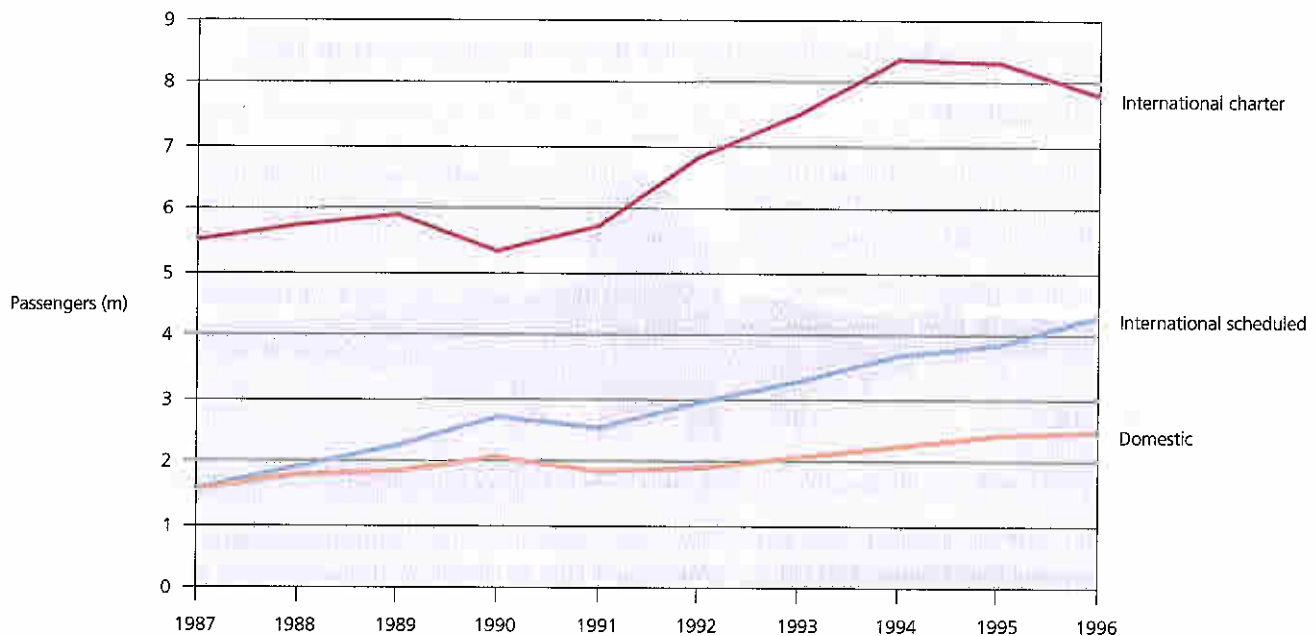


Figure 53 Terminal passengers by flight type at Manchester Airport 1987–1996

Type and Characteristics of Passengers

The mix of passengers has been evolving over the years at Manchester with scheduled international passengers increasing market share from 18% in 1987 to 30% in 1996. At the same time the international charter market has been losing market share from 64% to 54%. Domestic market share has also edged down slightly but has remained around the 16% level over the last five years.

The level of interlining was unchanged in 1996 with just over two in a hundred passengers changing planes:

The proportion of foreign passengers using the airport doubled from 12% in 1992 to 23% in 1996. In the same period the number of passengers travelling for business reasons increased marginally from 20% to 21%.

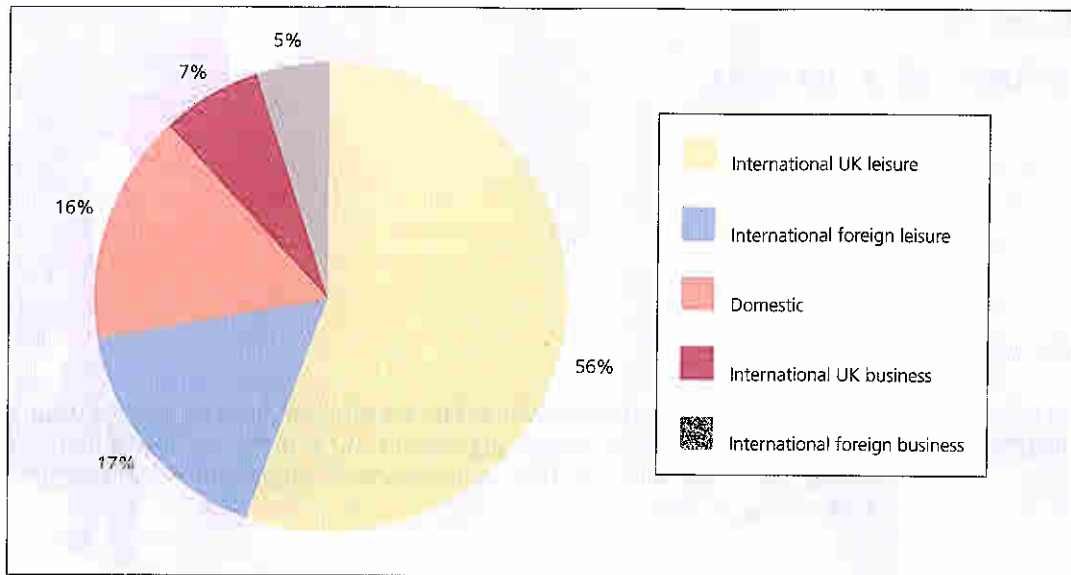


Figure 54 Type of terminating passengers using Manchester Airport in 1996

Surface Origin/Destination

Little change was recorded in the pattern of surface origin/destination with 54% of UK international passengers travelling to and from points in the North West, 22% to and from Yorkshire/Humberside and 24% to and from other regions. For domestic passengers the equivalent figures were 78%, 10% and 12% respectively.

Just over two thirds (69%) chose Manchester Airport because it was close to their home or business/leisure destination and 19% because of the flights/packages available.

Home in the UK

Half of passengers using the airport lived in the North West and 22% in Yorkshire/Humberside.

The great majority of UK leisure passengers (95%) were travelling to or from their home. There was evidence that some business passengers were travelling from their place of work to the airport as 16% of UK international business passengers were not travelling from home.

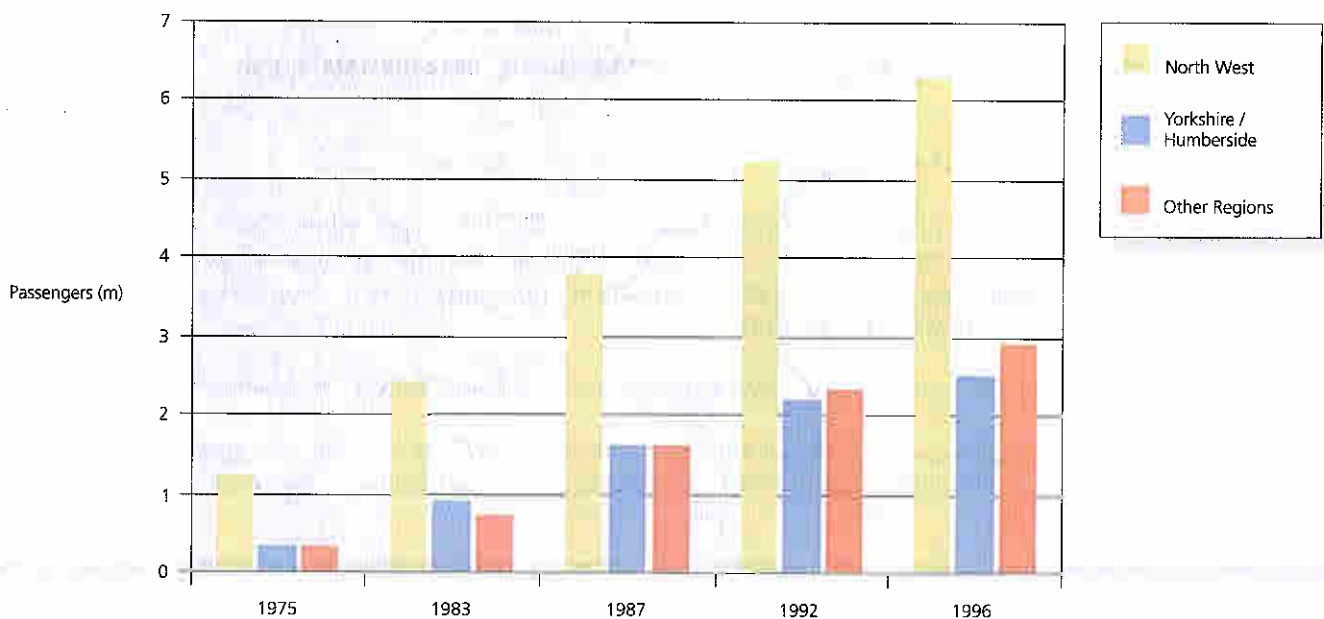


Figure 55 Origin/destination of international passengers at Manchester Airport 1975–1996

Surface Access

The impact of the new rail link could be measured for the first time in 1996 and 5% of passengers were found to have used it. The rail link was most popular with passengers from Yorkshire/Humberside with 46% using the link having origin/destination in that region. A further 35% of passengers using the link were travelling to and from points in the North West. 10% of foreign passengers used the rail link compared with 4% of UK passengers.

The proportion of passengers using private cars dropped from 68% to 65% and the proportion using buses from 6% to 4%. Around a quarter of passengers continued to use taxis or minicabs.

Although the proportion using cars fell, the rise in traffic levels resulted in 9.1 million passengers using cars in 1996 compared with 7.8 million in 1991.

Three quarters of UK passengers using private cars did so because they were given a lift to the airport or because of ease and speed. Just over a third (37%) of public transport users also mentioned ease and speed and 30% mentioned cost savings.

Over nine in ten foreign and UK business passengers used only one mode of transport for their journey to the airport.

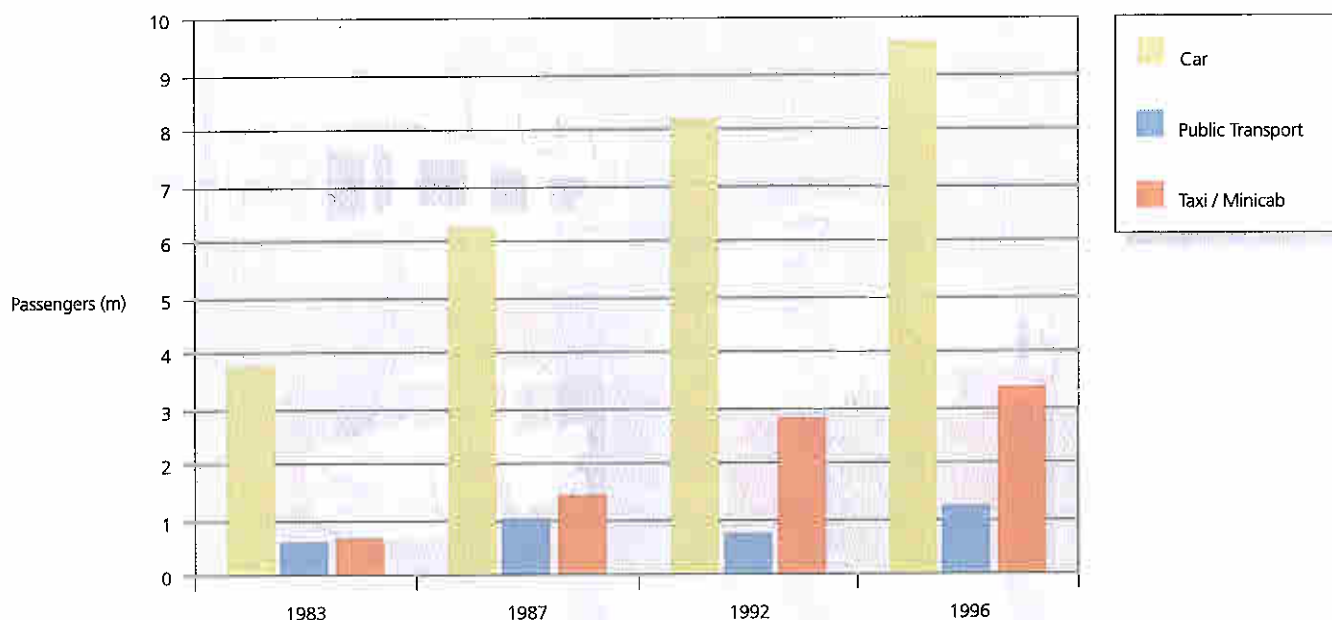


Figure 56 Mode of transport used by passengers at Manchester Airport 1983–1996

Number of Trips and Trip Length

Business passengers were more frequent fliers on the route of interview taking just under two trips a year. Leisure passengers flew less frequently with UK passengers averaging 1.3 trips a year and foreign passengers 1.1 trips a year.

UK passengers on international scheduled flights took on average six days for business trips and 12 days for leisure trips. Domestic trips were of shorter duration with 53% of UK business passengers returning within 24 hours.

A third of UK charter inclusive tour passengers were on one week holidays and 63% on two week holidays.

Group Size and Experience of Flying

Just over one in a hundred passengers were flying for the first time at Manchester.

81% of UK business and 74% of foreign business passengers were flying alone compared with only 4% of UK charter IT passengers.

Half of both UK and foreign inclusive tour passengers were travelling in groups of two.

Income and Socio-economic Group

Foreign passengers continued to have higher average incomes than UK passengers. For example, foreign business passengers had average incomes of £56,000 compared with £43,000 for UK business passengers.

The proportion of UK business passengers from socio-economic groups A/B fell from 61% to 45% balanced by an increase in the market share of the C1 group from 33% to 47%.

The proportion of leisure passengers from the A/B group also fell from 25% to 20%. The C1 group gained market share from 34% to 37% as did those passengers from the D/E group from 15% to 20%.

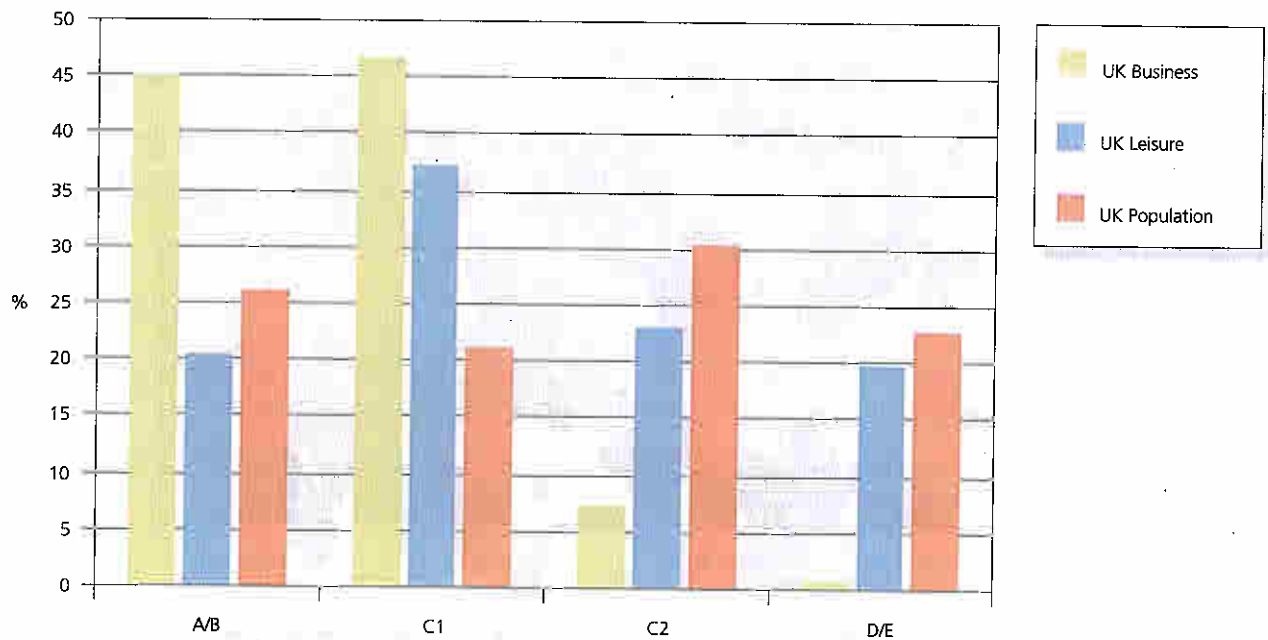


Figure 57 Socio-economic group of UK passengers at Manchester in 1996 and the UK population

Business Travel

The proportion of passengers travelling for business reasons connected with the production industries lost market share again in 1996 from 46% to 41% for UK passengers and from 57% to 49% for foreign passengers, reversing the trend recorded in 1992. Industries to increase market share were distribution and retail and the finance and banking sector.

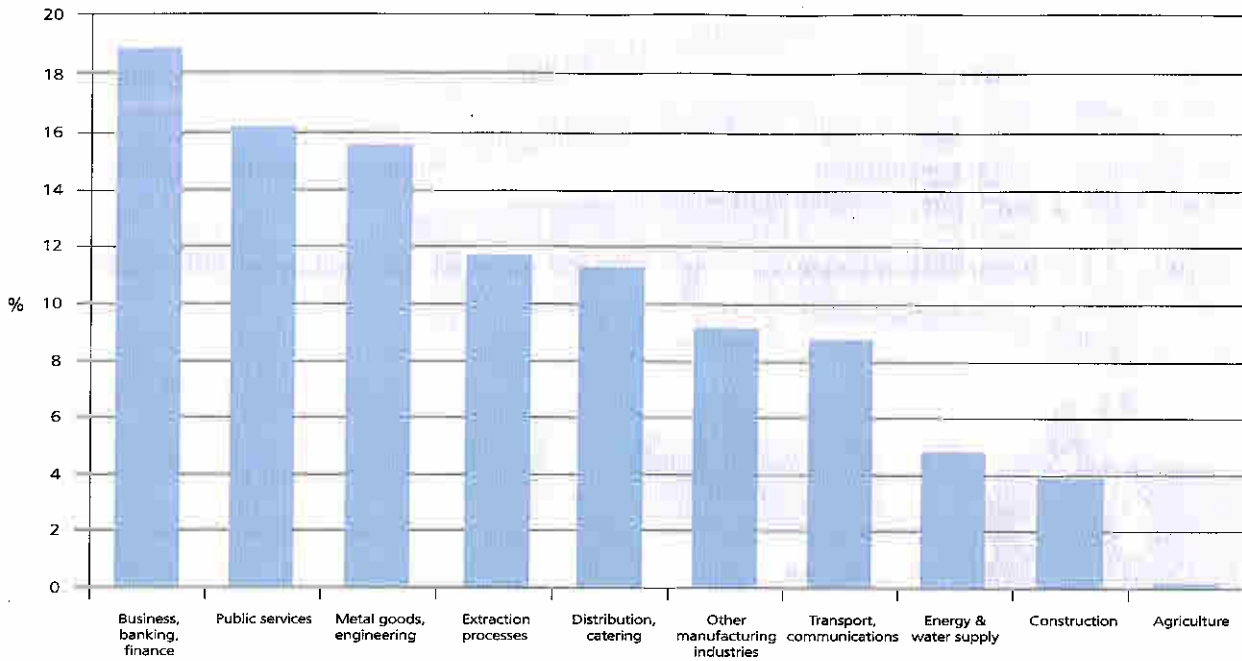


Figure 58 Main business of UK business passengers at Manchester Airport in 1996

Journey Purpose and Sex of Passenger

Less than 10% of UK passengers on international flights were travelling for business reasons compared with 59% on domestic flights. Just over one in three foreign passengers on international flights were travelling for business reasons.

The three main categories for business passengers travelling were meetings with customers, attending internal company business and general business.

The proportion of females travelling for business reasons increased from 15% in 1992 to 18% in 1996. Females were just in the majority (51%) for passengers travelling for leisure reasons.

Overall at Manchester 56% of passengers were male and 44% female.

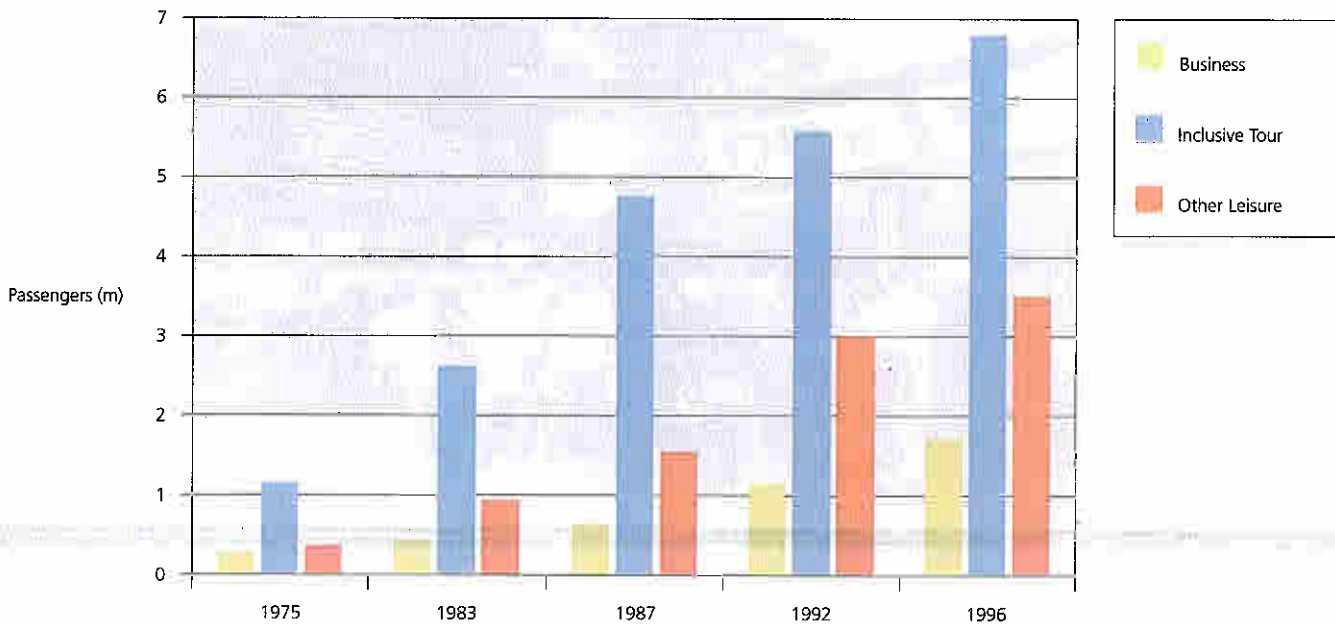


Figure 59 Journey purpose of international terminal passengers at Manchester Airport 1975–1996

Age and Family Makeup

The average age of business passengers using Manchester was little changed in 1996 at around 40 for both UK and foreign passengers.

There was evidence to suggest that Manchester attracted older foreign leisure passengers in 1996 compared with 1992 as the average age increased from 36 to 40.

Three quarters of UK passengers had no family under 16 living in the household compared with 67% in 1992.

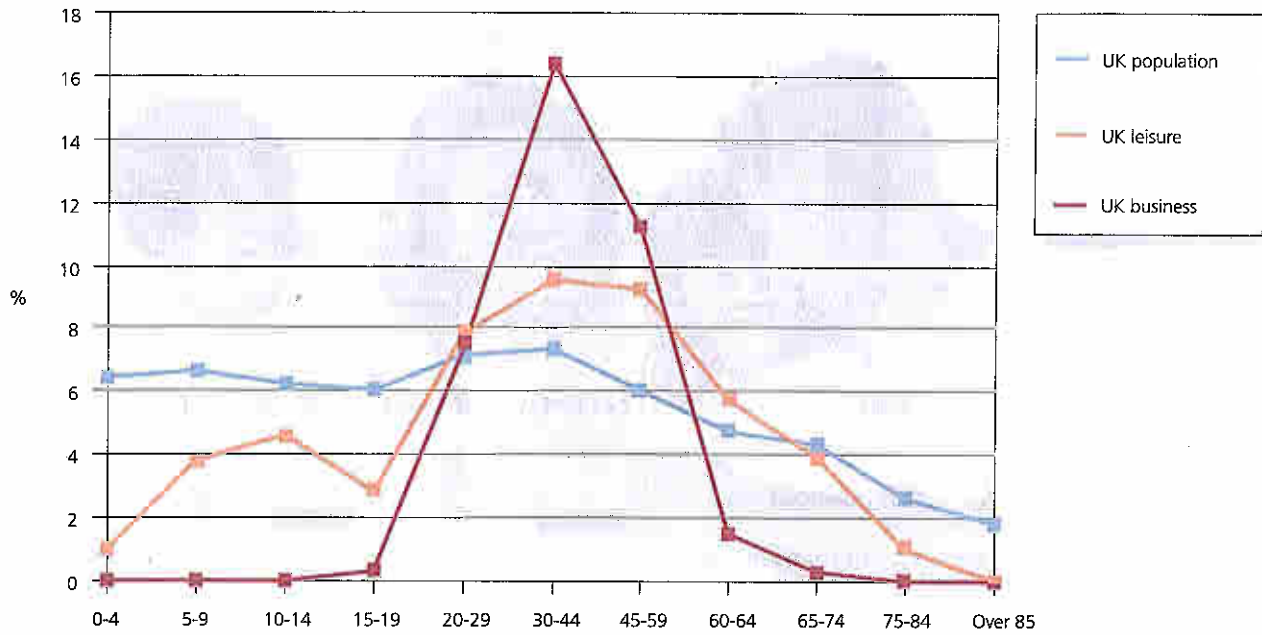


Figure 60 Age distribution of UK passengers at Manchester Airport in 1996 and the UK population

Chapter 10

The National Picture

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

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

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

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

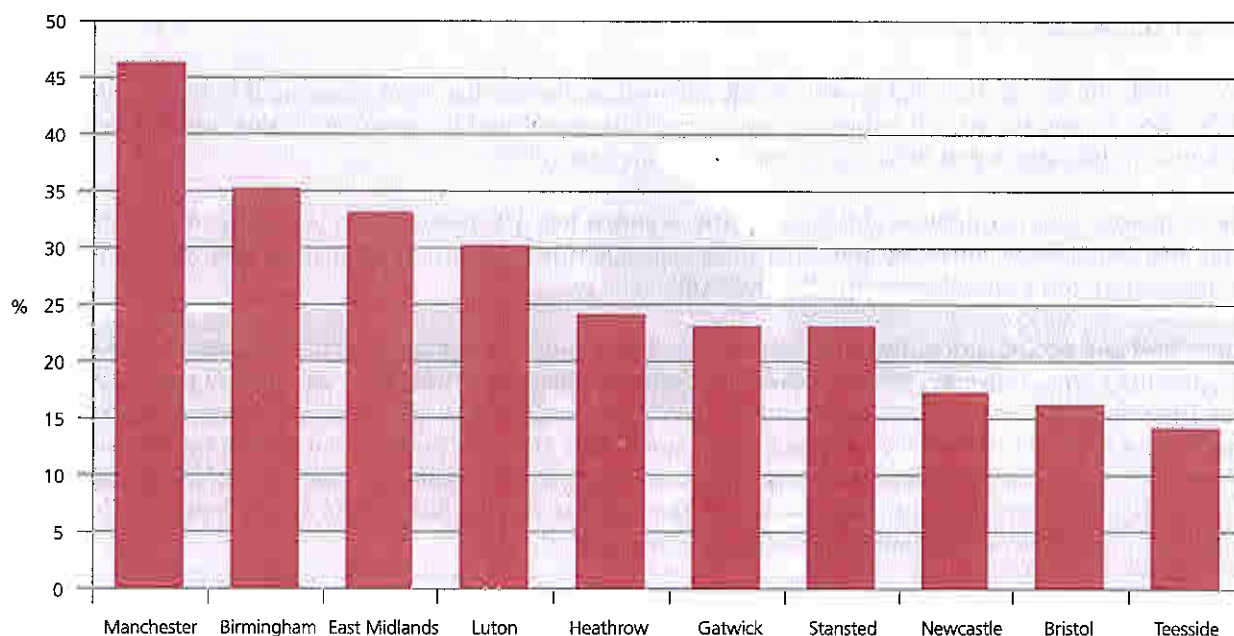


Figure 61 Proportion of international passengers in 1996 travelling by surface or domestic flights to or from points outside the planning region of the airport.

Another measure of an airport's market penetration is the proportion of passengers using airports located in the same planning region as their surface origin/destination. Figure 62 shows that the London airports took practically all international passengers (99%) who were travelling to or from points in the South East. Similarly, 82% of North West passengers used Manchester or Liverpool. 59% of Scottish international passengers used Scottish airports, one in two Northern passengers used Newcastle or Teesside and half of West Midlands passengers used Birmingham. East Midlands and Cardiff took a third of their potential market, Bristol 21%, Leeds/Bradford 15% and Norwich 8%.

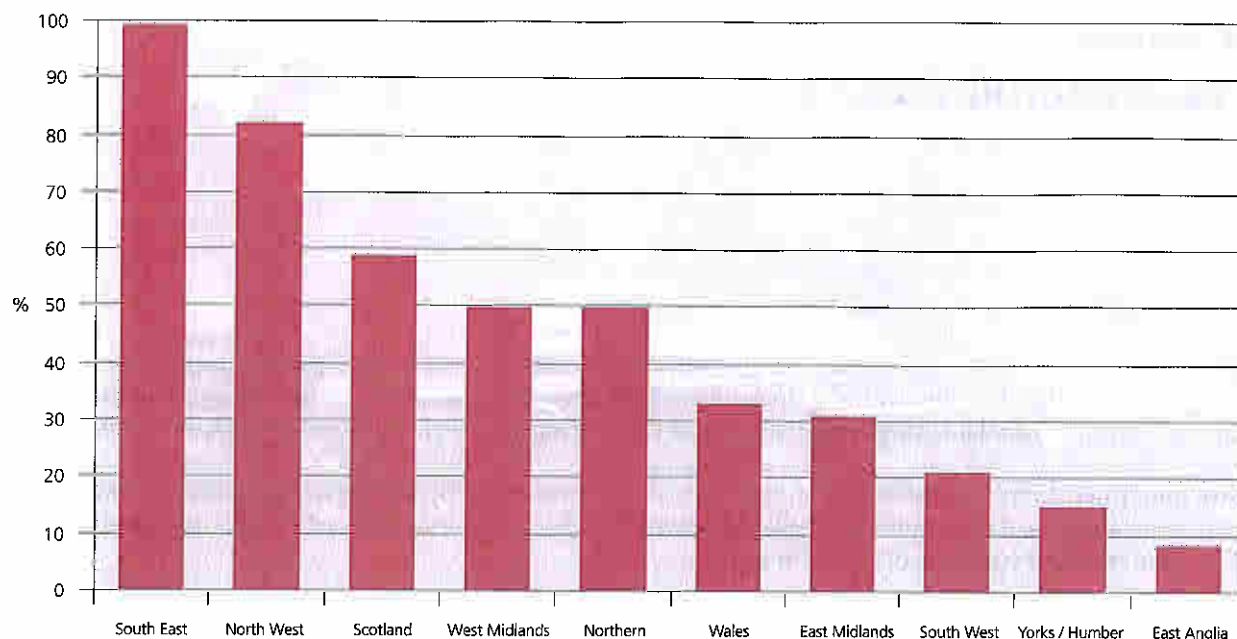


Figure 62 Market penetration measured by the proportion of international scheduled passengers using airports located in their own planning regions.

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

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

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

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

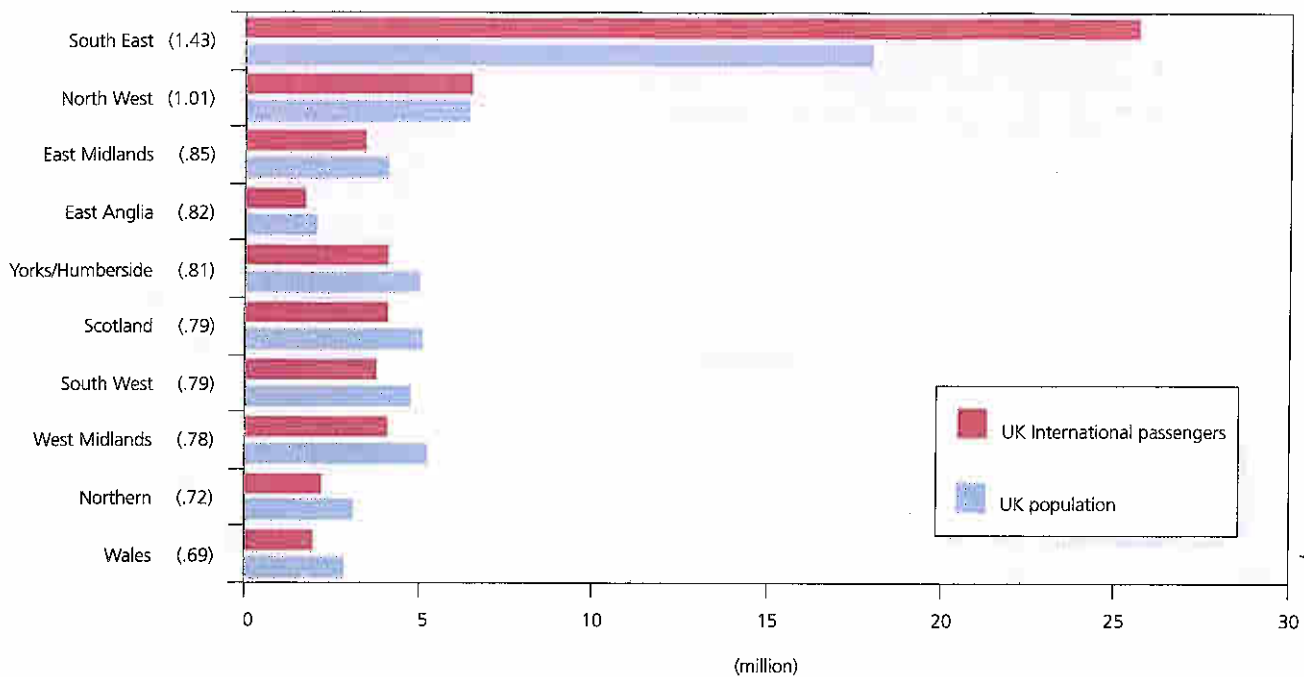


Figure 63 Propensity to fly by planning region for UK international passengers in 1996

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

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

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

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

KEY

%	% of international passengers with origin/destination in the planning region of the airport
YYYY	Number of international passengers using the airport in thousands, in 1996

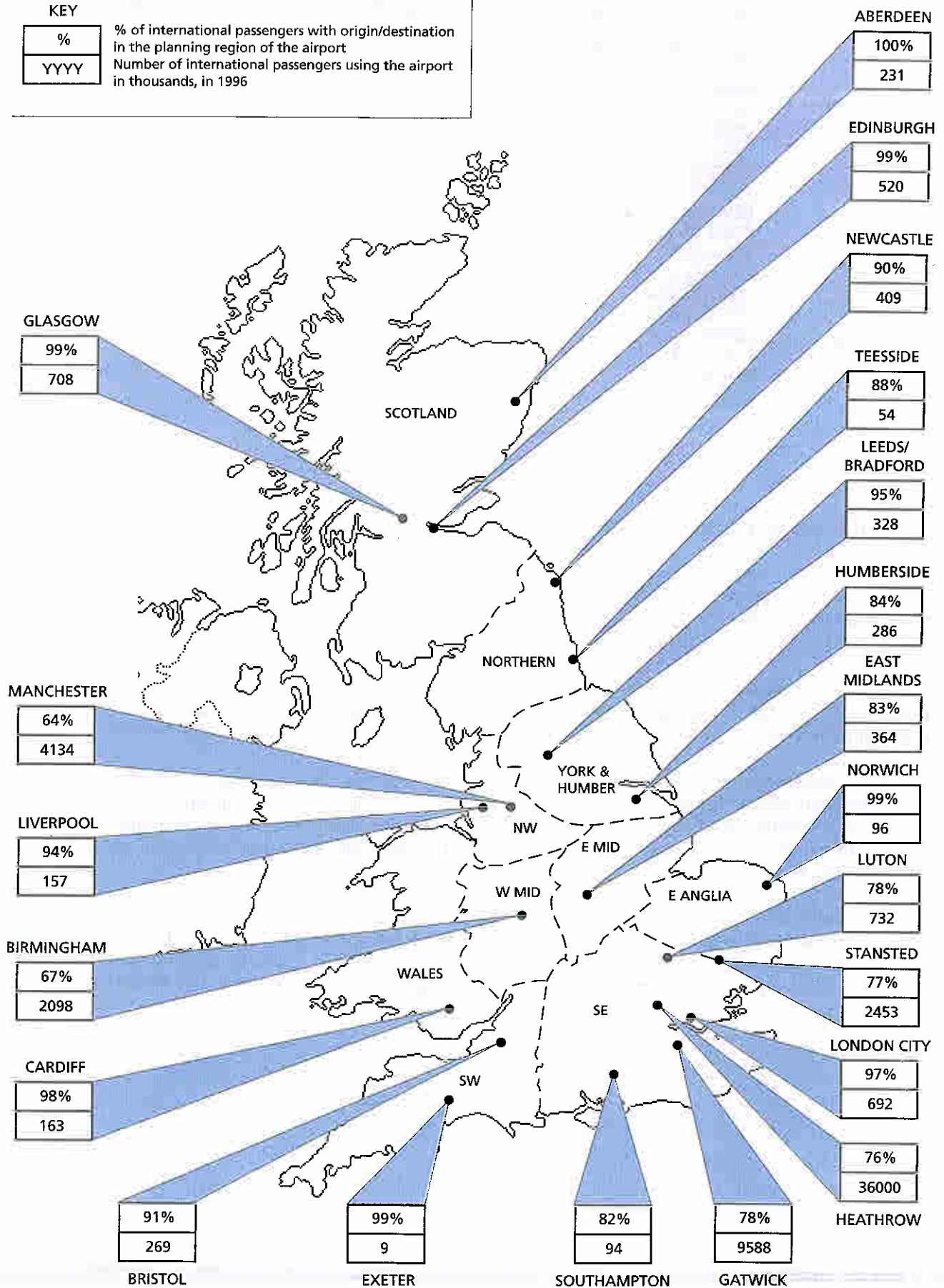


Figure 64 Proportion of international scheduled passengers with origin/destination within planning region of airport used

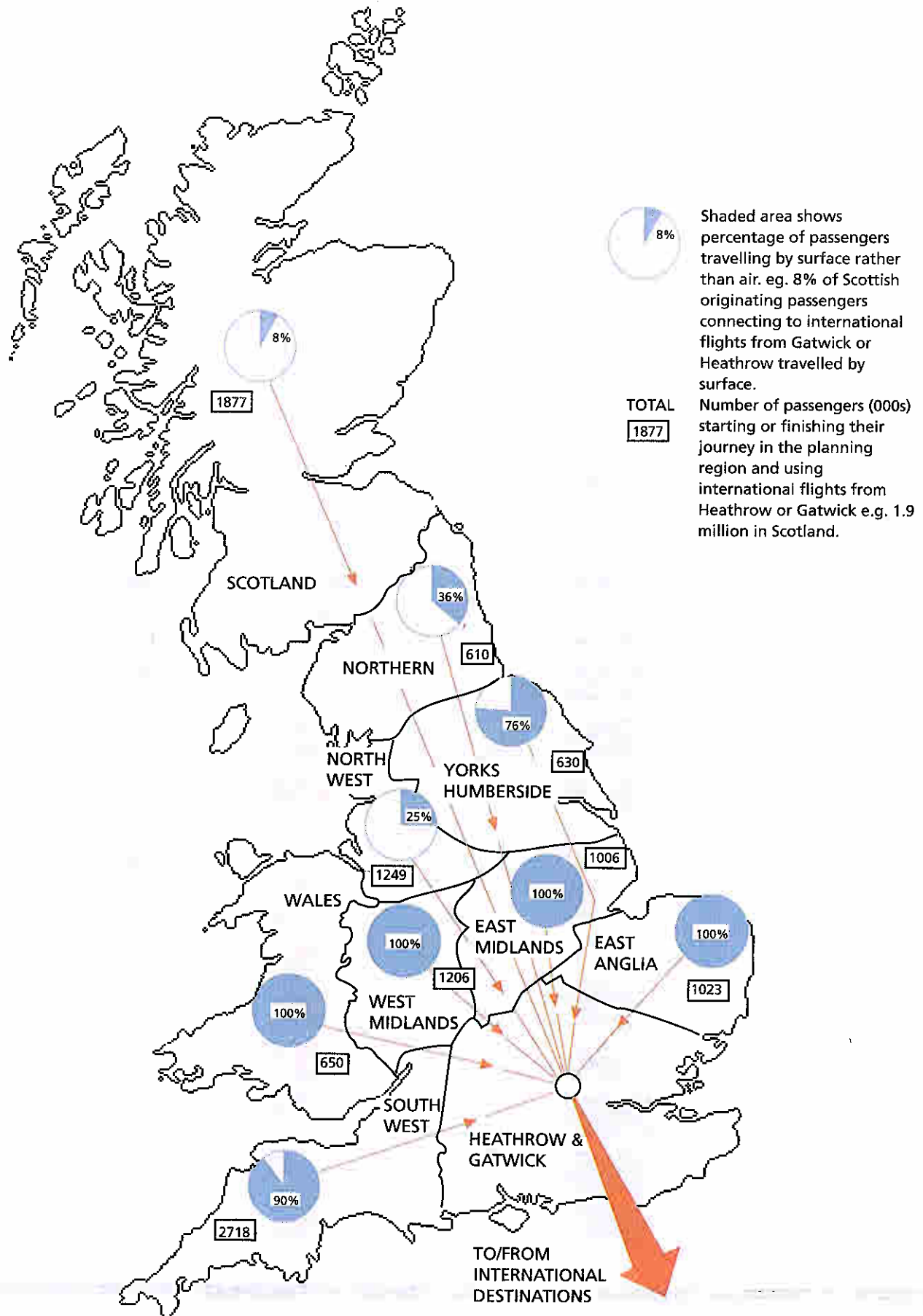


Figure 66 International scheduled passengers using Heathrow and Gatwick Airports by planning region of starting/finishing point in 1996

Appendix A

Tables

A1 Where only a limited sample size is taken, care should be exercised in the interpretation of figures when used in disaggregated form. In the 1996 survey although over 364,000 passengers were interviewed, representing an average contact rate of 1 in 295, on some tables caution should be used when the population totals are small.

Table A1 Sample size and contact rate

<i>Airport</i>	<i>Sample</i>	<i>Terminal Passengers (000s)</i>	<i>Contact Rate</i>
Birmingham	13,791	5,353	1 in 388
Gatwick	103,634	24,102	1 in 233
Heathrow	201,216	55,732	1 in 276
London City	4,787	726	1 in 152
Luton	7,588	2,411	1 in 318
Manchester	2,030	14,485	1 in 578
Stansted	8,168	4,810	1 in 589
Total	364,214	107,619	1 in 295

A2 For all tables mode of transport refers to the mode used to arrive at or leave the airports. New car parks and bus services became available during the course of the survey but existing transport codes were used to accommodate them. For income tables personal income was used for business passengers and household income for leisure passengers. Foreign passengers who gave income in their own currency were converted at the exchange rate in operation at the time of interview.

A3 The weighted sample figures may be different from the annual passenger figures as some flights were never sampled or passengers were diverted from other airports. The flights missed in the survey were generally those run on specific days for one-off events such as the five nations rugby competition.

A4 Where information has been analysed by domestic route and surveys were conducted in parallel at both ends of the route, combined weighted samples have been used.

Table A2 Annual passengers and weighted survey figures

Airport	International scheduled		International charter		Domestic	
	Weighted sample	Population total	Weighted sample	Population total	Weighted sample	Population total
Birmingham	2,345,678	2,308,016	2,034,530	2,078,543	989,524	954,493
Gatwick	12,187,539	12,205,646	9,723,367	9,823,186	2,065,590	2,063,719
Heathrow	48,036,175	48,176,855	10,220	98,445	7,445,123	7,447,880
London City	699,336	700,837	178	1,988	22,307	22,307
Luton	748,539	752,327	1,124,544	1,206,577	450,671	449,187
Manchester	4,275,559	4,272,011	7,662,934	7,761,900	2,395,707	2,407,279
Stansted	2,563,587	2,563,032	1,082,386	1,192,531	1,032,466	1,049,853

Table 1
Terminal Passengers at UK Airports 1972-1996.

Year	Terminal Passengers (millions)									
	Gatwick	Heathrow	London City	Luton	Stansted	All London Airports	Birmingham	Manchester	All UK Airports (1)	London Area Airports' Share of Traffic %
1972	5.3	18.3		3.1	0.3	27.0	0.9	2.4	38.9	69.4
1973	5.7	20.3		3.2	0.2	29.4	1.1	2.6	43.0	68.4
1974	5.1	20.1		2.0	0.2	27.4	1.0	2.3	40.0	68.5
1975	5.3	21.3		1.9	0.2	28.7	1.1	2.6	41.9	68.5
1976	5.7	23.2		1.8	0.3	31.0	1.1	2.8	44.7	69.4
1977	6.6	23.4		1.9	0.3	32.2	1.1	2.8	45.9	70.2
1978	7.8	26.5		2.1	0.3	36.7	1.3	3.4	52.8	69.5
1979	8.7	28.0		2.2	0.3	39.2	1.6	3.5	57.0	68.8
1980	9.7	27.5		2.1	0.3	39.6	1.6	4.3	57.8	68.5
1981	10.7	26.4		2.0	0.3	39.4	1.5	4.7	57.8	68.2
1982	11.2	26.4		1.8	0.3	39.7	1.6	5.0	58.8	67.5
1983	12.5	26.8		1.7	0.3	41.3	1.6	5.1	61.1	67.6
1984	14.0	29.2		1.8	0.5	45.5	1.7	6.0	67.6	67.3
1985	14.9	31.3		1.6	0.5	48.3	1.6	6.1	70.4	68.6
1986	16.3	31.3		2.0	0.5	50.1	2.1	7.5	75.2	66.6
1987	19.4	34.7		2.6	0.7	57.4	2.6	8.6	86.0	66.7
1988	20.7	37.5	0.1	2.8	1.0	62.1	2.8	9.5	93.2	66.6
1989	21.1	39.6	0.2	2.8	1.3	65.0	3.3	10.1	98.9	65.7
1990	21.0	42.6	0.2	2.7	1.2	67.7	3.5	10.1	102.2	66.2
1991	18.7	40.2	0.2	2.0	1.7	62.8	3.2	10.1	95.8	65.6
1992	19.8	45.0	0.2	1.9	2.3	69.2	3.7	11.7	106.1	65.2
1993	20.1	47.6	0.2	1.8	2.7	72.4	4.0	12.8	112.3	64.5
1994	21.0	51.4	0.5	1.8	3.3	78.0	4.8	14.3	122.4	63.7
1995	22.4	54.1	0.6	1.8	3.9	82.8	5.2	14.5	129.6	63.9
1996	24.1	55.7	0.7	2.4	4.8	87.7	5.4	14.5	136.0	64.5

(1) Excluding the Channel Islands

Source: CAA airport statistics

Table 2 Type of passengers by flight type and route using Gatwick and Heathrow Airports 1984-1996

Gatwick

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

Heathrow

Year	International scheduled %	International charter %	International total %	Domestic Total %	Total passengers (Millions)
1984	82.5	0.2	82.7	17.3	29.2
1985	82.4	0.2	82.6	17.4	31.3
1986	82.0	0.2	82.2	17.8	31.3
1987	82.2	0.2	82.4	17.6	34.7
1988	81.6	0.1	81.7	18.3	37.5
1989	81.9	0.1	82.0	18.0	39.6
1990	82.7	0.1	82.8	17.2	42.6
1991	83.1	0.2	83.3	16.7	40.2
1992	84.6	0.5	85.1	14.9	45.0
1993	85.4	0.4	85.8	14.2	47.6
1994	85.9	0.3	86.2	13.8	51.4
1995	86.3	0.2	86.5	13.5	54.1
1996	85.4	0.2	85.6	13.4	55.7

Table 2 Continued

Type of passengers by flight type and route using London City, Luton and Stansted Airports 1984-1996

Luton

Year	International scheduled %	International charter %	International total %	Domestic Total %	Total passengers (millions)
1984	0.5	98.0	98.5	1.5	1.8
1985	2.2	96.0	98.2	1.8	1.6
1986	5.6	93.2	98.8	1.2	2.0
1987	17.6	81.3	98.9	1.1	2.6
1988	25.4	72.2	97.6	2.4	2.8
1989	26.6	69.4	96.0	4.0	2.8
1990	27.2	63.9	91.1	8.9	2.7
1991	17.1	72.1	89.2	10.8	2.0
1992	13.5	77.0	90.5	9.5	1.9
1993	16.0	73.9	89.9	10.1	1.8
1994	20.8	73.0	93.8	6.2	1.8
1995	24.0	69.0	92.9	7.1	1.8
1996	31.2	50.1	81.3	18.7	2.4

London City

Year	International scheduled %	International charter %	International total %	Domestic Total %	Total passengers (thousands)
1987	97.3	0.0	97.3	2.7	15
1988	96.6	0.0	96.6	3.4	133
1989	95.5	1.0	96.5	3.6	216
1990	96.0	0.4	96.4	3.6	230
1991	94.9	0.3	95.2	4.8	172
1992	98.3	0.2	98.5	1.5	186
1993	99.7	0.3	99.9	0.1	244
1994	97.0	0.2	97.2	2.8	478
1995	99.4	0.2	99.6	0.4	554
1996	96.5	0.3	96.8	3.2	726

Stansted

Year	International scheduled %	International charter %	International total %	Domestic Total %	Total passengers (millions)
1984	10.9	82.6	93.5	6.5	0.5
1985	15.9	74.4	90.3	9.7	0.5
1986	15.2	75.1	90.3	9.7	0.6
1987	19.2	68.6	87.8	12.2	0.7
1988	17.8	72.9	90.7	9.3	1.1
1989	17.3	74.5	91.8	8.2	1.3
1990	22.2	65.8	88.0	12.0	1.2
1991	44.5	40.5	85.0	15.0	1.7
1992	57.7	30.5	88.1	11.9	2.3
1993	57.9	29.5	87.4	12.6	2.7
1994	55.6	29.8	85.4	14.6	3.3
1995	54.9	24.3	79.2	20.8	3.9
1996	53.3	24.8	78.1	21.9	4.8

Table 2 continued
Type of passengers by flight type and route using Birmingham and Manchester Airports 1984-1996

Birmingham Airport

Year	International scheduled %	International charter %	International total %	Domestic Total %	Total passengers (millions)
1984	21.0	57.2	78.2	21.8	1.7
1985	23.9	50.9	74.8	25.2	1.6
1986	23.7	55.6	79.3	20.7	2.1
1987	24.6	56.2	80.8	19.2	2.6
1988	28.1	51.6	79.8	20.2	2.8
1989	31.2	47.6	78.8	21.2	3.3
1990	36.3	40.8	77.1	22.9	3.5
1991	37.2	41.0	78.2	21.8	3.2
1992	35.1	44.9	80.0	20.0	3.6
1993	35.3	45.4	80.7	19.3	4.0
1994	36.9	45.6	82.5	17.5	4.8
1995	40.2	41.8	82.0	18.0	5.2
1996	43.1	38.9	82.0	18.0	5.4

Manchester Airport

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

Table 3

Type of passengers using the London airports 1972-1996.

Passenger Group	Gatwick					Heathrow					London City	
	1972	1978	1984	1987	1991	1996	1972	1978	1984	1987	1991	1996
Terminating												
International	83.3	84.2	83.6	87.2	86.7	76.4	65.4	62.1	64.5	62.1	59.4	95.9
Domestic	9.7	8.0	5.3	3.9	3.6	5.5	11.0	8.7	12.4	11.7	7.4	3.1
Total Terminating	93.0	92.2	88.9	90.1	90.3	81.9	76.4	77.2	76.9	73.8	66.8	99.0
Interline												
Airside	2.8	1.3	1.9	3.1	3.3	8.3	8.5	5.1(2)	6.9	8.1	13.9	0.0
Landside	3.1	5.6	7.7	5.7	5.7	8.9	13.0	16.2	15.2	17.5	18.7	0.0
Total Interline	5.9	6.9	9.6	8.8	9.0	17.2	21.5	21.3	22.4	25.6	32.6	0.0
Transit	1.0	1.0	1.5	1.1	0.7	0.9	2.1	1.6	1.0	0.6	0.6	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (millions)	5.4	7.8	14.2	19.5	18.7	24.2	18.7	26.9	29.5	35.1	40.4	0.2

Passenger Group	Luton					Stansted					All London Airports						
	1972	1978	1984	1987	1991	1996	1972	1984	1987	1991	1996	1972	1978(1)	1984	1987	1991	1996
Terminating																	
International	97.5	98.7	97.0	97.7	86.8	78.9	99.0	91.0	84.2	80.8	74.6	73.2	73.5	72.4	73.8	70.7	65.7
Domestic	1.5	1.1	1.5	0.6	11.8	18.4	0.9	5.8	8.9	14.7	20.5	9.2	8.1	9.1	9.0	9.4	7.8
Total Terminating	99.0	99.8	98.5	98.3	98.6	97.3	99.9	96.8	93.1	95.5	95.1	82.4	81.6	81.5	82.8	80.1	73.5
Interline																	
Airside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	4.0	4.9	5.2	6.2	11.1
Landside	0.4	0.0	0.1	0.7	0.3	1.6	0.0	1.2	2.1	2.1	3.7	9.6	13.0	12.4	11.1	13.0	14.6
Total Interline	0.4	0.0	0.1	0.7	0.3	1.6	0.0	1.2	2.1	2.1	3.7	15.9	17.0	17.3	16.3	19.2	25.7
Transit	0.5	0.1	1.4	1.0	1.1	1.0	0.1	2.0	4.8	2.3	1.1	1.7	1.4	1.1	1.0	0.7	0.7
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (millions)	3.1	2.1	1.8	2.6	1.7	2.3	0.3	0.5	0.7	1.6	4.7	27.5	36.8	46.0	58.0	62.7	87.7

(1) Excluding Stansted

Table 3 continued
 Type of passengers using Birmingham and Manchester Airports 1975-1996.

Passenger Group	Birmingham			Manchester		
	1975	1983	1992/93	1975	1983	1992/93
	%	%	%	%	%	%
Terminating						
International	69.0	74.1	75.7	66.2	76.1	80.2
Domestic	25.3	21.8	18.1	28.3	20.3	14.6
Total Terminating	94.3	95.9	93.8	94.5	96.4	94.8
Interline	1.6	0.8	1.5	1.7	1.1	2.3
Transit	4.1	3.3	4.7	3.7	2.5	2.9
Total	100	100	100	100	100	100
Passengers (millions)	1.1	1.6	3.9	2.7	5.2	12.2
			5.2			14.5

Table 1
 Characteristics of terminating passengers at the London area airports between 1972 and 1996.

Passenger Group	Gatwick					Heathrow						
	1972	1978	1984	1987	1991	1996	1972	1978	1984	1987	1991	1996
	%	%	%	%	%	%	%	%	%	%	%	%
International business												
UK	2.3	4.7	6.4	5.9	6.3	5.7	13.1	18.4	18.3	15.9	18.5	18.5
Foreign	1.5	4.9	5.4	6.0	5.9	6.4	15.3	21.2	20.3	17.6	17.0	16.9
International leisure												
UK	66.8	55.2	60.1	65.2	63.0	59.4	18.8	21.5	21.6	23.4	24.9	26.0
Foreign	19.0	26.6	22.1	18.7	20.8	21.9	38.3	27.6	25.0	27.0	23.7	27.5
Domestic business												
UK	3.8	5.1	2.9	2.1	2.2	3.2	7.2	7.7	10.0	10.6	10.1	6.3
Foreign	0.7	0.3	0.2	0.1	0.1	0.2	1.3	0.8	0.7	0.7	0.5	0.5
Domestic leisure												
UK	4.9	2.7	2.7	1.9	1.6	3.1	4.3	2.2	3.5	4.2	4.7	3.8
Foreign	1.0	0.4	0.2	0.1	0.1	0.2	1.8	0.6	0.7	0.6	0.5	0.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total terminating passengers (millions)	5.0	7.2	12.6	17.6	16.9	19.8	14.3	20.8	22.6	26.8	29.8	37.3

Table 4 continued
 Characteristics of terminating passengers at the London area airports between 1972 and 1996.

Passenger Group	London City			Luton			Stansted			All London Airports										
	1991	1972	1996	1978	1984	1987	1991	1996	1972	1984	1987	1991	1996	1972	1978(1)	1984	1987	1991	1996	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
International business																				
UK	44.6	1.4	25.7	1.8	2.1	3.2	1.7	4.6	9.5	5.0	7.1	12.2	10.0	9.1	13.9	13.4	11.4	13.7	13.6	
Foreign	36.7	0.8	35.8	1.0	0.7	3.7	1.2	2.5	10.3	7.1	6.8	7.8	6.8	10.3	15.7	14.2	12.4	12.5	12.7	
International leisure																				
UK	7.9	90.5	14.3	74.4	90.8	80.7	74.4	63.9	32.0	29.0	38.4	48.5	37.7	39.1	33.0	37.8	42.0	40.1	38.2	
Foreign	6.4	7.4	24.2	22.8	4.9	11.8	10.8	10.1	47.4	52.9	38.1	16.1	23.8	29.9	27.7	23.6	23.3	22.0	24.9	
Domestic business																				
UK	0.0	0.0	0.0	0.0	0.0	0.0	1.4	7.2	0.4	3.0	2.6	7.3	11.0	5.4	6.5	7.1	6.8	7.1	5.6	
Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	1.0	0.6	0.5	0.4	0.3	0.4	
Domestic leisure																				
UK	4.3	0.0	0.0	0.0	1.5	0.6	9.9	10.8	0.5	2.7	6.8	7.9	9.9	3.9	2.2	3.1	3.2	3.9	4.3	
Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.0	0.1	0.1	0.1	0.5	1.4	0.5	0.5	0.4	0.3	0.4	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	70	100	
Total terminating passengers (millions)	0.2	3.0	0.7	2.0	1.8	2.4	1.7	2.3	0.3	0.5	0.7	1.6	4.5	22.6	30.0	37.5	47.5	50.2	64.6	

(1) Excludes Stansted

Table 4 continued
 Characteristics of terminating passengers at Birmingham and Manchester Airports between 1970 and 1996.

Passenger Group	Birmingham					Manchester					
	1970 %	1975 %	1983 %	1992/93 %	1996 %	1970 %	1975 %	1983 %	1987 %	1992/93 %	1996 %
International business											
UK	3.1	5.3	7.0	10.7	13.9	5.2	7.2	5.4	4.7	6.1	6.8
Foreign	1.6	3.1	4.9	9.0	11.0	2.6	3.8	3.3	3.0	3.9	4.6
International leisure											
UK	57.0	59.8	61.2	56.0	52.6	56.1	55.6	65.8	70.8	68.8	56.1
Foreign	6.0	4.9	4.1	5.0	6.9	7.1	4.1	4.4	4.1	5.8	16.5
Domestic business											
UK	10.7	9.1	11.1	11.1	9.6	10.9	13.0	12.5	10.2	8.7	8.3
Foreign	0.8	0.7	2.4	1.3	0.4	1.5	2.0	2.2	1.6	1.3	1.4
Domestic leisure											
UK	19.5	15.9	7.6	6.4	5.4	14.0	11.7	4.8	4.4	4.4	5.5
Foreign	1.4	1.1	0.9	0.5	0.2	2.6	2.6	1.6	1.2	1.0	0.9
Total	100	100	100	100	100	100	100	100	100	100	100
Total terminating passengers (millions)	0.8	1.1	1.5	3.6	4.8	1.7	2.5	5.0	8.6	11.5	14.0

Table 5
Types of terminal passengers and relative growth.

GATWICK	Number of passengers										Growth		
	1978		1984		1987		1991		1996		1984/78	1991/87	1996/91
	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	%	%	%
International	0.4	4.8	0.9	6.5	1.1	5.8	1.1	5.9	1.2	5.2	+143	+25	+9
UK Business	0.4	5.7	1.0	7.0	1.5	7.8	1.4	7.5	2.1	8.6	+116	+53	+50
UK Leisure IT	2.7	34.7	5.0	35.9	7.9	41.0	5.5	29.6	7.5	31.2	+86	+58	+36
Foreign Leisure IT	0.5	6.6	0.8	5.8	0.9	4.8	0.7	3.8	1.6	6.6	+57	+16	+129
UK Leisure Other	1.3	17.5	2.7	19.4	3.7	19.1	5.3	28.5	4.7	19.5	+100	+37	+43
Foreign Leisure Other	1.6	20.4	2.4	17.2	3.0	15.7	3.5	18.8	4.9	20.3	+51	+27	+40
Domestic	0.8	10.2	1.2	8.3	1.1	5.7	1.0	5.4	2.1	8.6	+47	+6	+110
Total	7.7	100	14.0	100	19.2	100	18.6	100	24.0	100	+80	+38	+29

HEATHROW	Number of passengers										Growth		
	1978		1984		1987		1991		1996		1984/78	1991/87	1996/91
	(millions)	%	(millions)	%	(millions)	%	(millions)	%	(millions)	%	%	%	%
International	4.3	16.3	4.7	16.0	4.8	13.9	6.1	15.2	7.5	13.6	+8	+2	+23
UK Business	6.0	22.8	6.5	22.5	6.8	19.6	7.8	19.5	10.6	19.2	+9	+5	+36
UK Leisure IT	1.0	3.6	1.0	3.5	1.4	4.0	1.5	3.7	2.1	3.7	+6	+40	+40
Foreign Leisure IT	0.8	2.9	1.3	4.3	1.7	5.0	1.5	3.7	4.0	7.2	+65	+31	+167
UK Leisure Other	3.8	14.5	4.2	14.4	5.3	15.3	6.5	16.2	8.5	15.4	+9	+26	+31
Foreign Leisure Other	6.9	25.9	6.4	22.0	8.4	24.4	10.1	25.2	15.5	27.5	+6	+31	+51
Domestic	3.7	14.0	5.0	17.2	6.1	17.7	6.7	16.7	7.4	13.4	+55	+22	+10
Total	26.5	100	29.1	100	34.5	100	40.1	100	55.5	100	+10	+19	+38

Table 5 continued
Types of terminal passengers and relative growth.

LUTON	Number of passengers										Growth		
	1978		1984		1987		1991		1996		1984/78	1991/87	1996/91
	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	%	%	%
International	37.0	1.8	38.2	2.1	76.9	3.2	28.6	1.7	106.8	4.6	+101	-63	+273
UK Business	19.6	1.0	12.2	0.7	87.6	3.7	19.9	1.2	60.4	2.6	+618	-77	+204
Foreign Business													
UK Leisure IT	1231.9	60.1	1342.0	75.3	1391.8	58.6	753.0	44.8	905.4	39.0	+4	-46	+20
Foreign Leisure IT	243.7	11.9	30.1	1.7	52.1	2.2	32.4	1.9	40.5	1.7	+73	-38	+25
UK Leisure Other	282.5	13.8	284.6	16.0	524.8	22.1	498.2	29.6	559.5	24.1	+84	-5	+12
Foreign Leisure Other	220.2	10.7	57.9	3.2	227.1	9.6	149.5	8.9	200.4	8.6	+292	-34	+34
Domestic	14.0	0.7	17.2	1.0	14.5	0.6	200.8	11.9	450.7	19.4	+16	+1285	+124
Total	2048.9	100	1782.2	100	2374.8	100	1682.4	100	2323.8	100	+33	-29	+38

STANSTED	Number of passengers										Growth			
	1984		1987		1991		1996		1987/84		1991/87		1996/91	
	(000s)	%	(000s)	%	(000s)	%	(000s)	%	%	%	%	%	%	
International	25.3	4.9	46.8	7.1	193.1	12.2	456.4	9.8	+85	+313	+136			
UK Business	37.3	7.2	44.6	6.8	123.0	7.8	326.9	7.0	+20	+176	+166			
Foreign Business														
UK Leisure IT	88.4	17.1	167.0	25.5	379.6	23.9	569.3	12.2	+89	+127	+50			
Foreign Leisure IT	176.4	34.1	170.2	26.0	87.4	5.5	329.5	7.0	-4	-49	+277			
UK Leisure Other	61.1	11.8	84.7	12.9	390.4	24.6	1150.0	24.6	+39	+361	+195			
Foreign Leisure Other	99.2	19.2	79.6	12.1	167.8	10.6	814.0	17.4	-20	+111	+385			
Domestic	30.3	5.8	62.4	9.5	244.8	15.4	1032.4	22.1	+106	+292	+322			
Total	518.0	100	655.3	100	1586.1	100	4678.5	100	+27	+142	+195			

LONDON CITY	Number of passengers				Growth	
	1991		1996		1996/91	
	(000s)	%	(000s)	%	%	%
International						
UK Business	76.1	45.5	178.0	24.7		+134
Foreign Business	62.6	37.5	253.3	35.1		+305
UK Leisure IT	1.6	1.0	4.3	0.6		+169
Foreign Leisure IT	1.0	0.6	28.5	4.0		+2750
UK Leisure Other	11.8	7.1	94.3	13.1		+699
Foreign Leisure Other	9.8	5.9	140.9	19.5		+1338
Domestic	4.2	2.5	22.3	3.1		+131
Total	167.1	100	721.6	100		+332

Table 5 continued
Types of terminal passengers and relative growth.

	BIRMINGHAM										
	Number of passengers					Growth					
	1975 (000s)	%	1983 (000s)	%	1992/93 (000s)	%	1996 (000s)	%	1983/75 %	1992/83 %	1996/92 %
International	56	5.3	107.7	7.0	387	10.7	708.0	13.2	+91	+259	+83
UK Business	33	3.1	76.2	4.9	328	9.0	573.0	10.7	+129	+330	+75
Foreign Business											
UK Leisure IT	528	49.6	698.3	45.1	1404	38.8	1772.0	33.0	+32	+101	+26
Foreign Leisure IT	1	0.1	5.8	0.4	4	0.1	39.0	0.7	+427	-27	+817
UK Leisure Other	109	10.2	249.5	16.1	624	17.2	877.0	16.3	+130	+150	+41
Foreign Leisure Other	51	4.8	57.6	3.7	176	4.9	411.0	7.7	+12	+206	+133
Domestic	285	26.8	352.3	22.8	699	19.3	990.0	18.4	+24	+98	+42
Total	1064	100	1547	100	3622	100	5370	100	+46	+134	+48

	MANCHESTER										
	Number of passengers					Growth					
	1975 (millions)	%	1983 (millions)	%	1987 (millions)	%	1992/93 (millions)	%	1983/75 %	1992/87 %	1996/92 %
International	0.2	7.1	0.3	5.4	0.4	4.7	0.7	6.1	+52	+76	+44
UK Business	0.1	3.8	0.2	3.3	0.3	3.0	0.4	3.9	+75	+79	+56
Foreign Business											
UK Leisure IT	1.1	44.4	2.6	51.5	4.7	56.1	5.5	48.2	+130	+17	+21
Foreign Leisure IT	0.0	0.2	0.0	0.5	0.0	0.4	0.0	0.2	+420	-26	+266
UK Leisure Other	0.3	10.8	0.7	14.2	1.2	14.7	2.4	20.7	+161	+92	+5
Foreign Leisure Other	0.1	3.8	0.2	3.9	0.3	3.7	0.6	5.5	+102	+104	+57
Domestic	0.8	29.9	1.1	21.1	1.5	17.4	1.8	15.4	+40	+21	+36
Total	2.5	100	5.0	100	8.4	100	11.5	100	+98	+36	+25

Table 6
Origins/destinations of international and domestic terminating passengers and growth at the London area airports in 1972, 1978, 1984, 1987, 1991 and 1996.

	International passengers										Domestic passengers						All terminating passengers																			
	Gatwick		Heathrow		City		Luton		Stansted		Total		Gatwick		Heathrow		Luton		Stansted		Total		1972		1978		1984		1987		1991		1996			
	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%	1996	%				
Greater London Inner area	20.2		35.0		71.1		8.9		27.3		29.4		19.3		28.2		16.3		22.1		24.9		38		39		32		29		29		29			
Other South East	59.9		47.0		25.8		61.6		49.5		51.5		75.6		65.2		70.8		57.6		66.5		45		43		49		51		52		53			
Other regions	19.9		18.0		3.1		29.5		23.2		19.1		5.1		6.6		12.9		20.3		8.6		18		18		19		20		19		18		18	
Total	100		100		100		100		100		100		100		100		100		100		100		100		100		100		100		100		100		100	
Total terminating passengers (millions)	18.4		33.2		0.7		1.9		3.5		57.7		1.3		4.1		0.4		1.0		6.9		22.9		30.0		37.4		47.4		50.2		64.6		64.6	

	Growth of terminating passengers			
	78/72	84/78	87/84	91/87
Greater London Inner area	35%	2%	15%	6%
Other South East	25%	42%	32%	8%
Other regions	31%	31%	33%	0%
Total terminating passengers	31%	25%	27%	6%

Table 7

Origin/destination of terminating passengers at Birmingham Airport in 1975, 1983, 1992/3 and 1996.

Origin/destination	International				Domestic			
	1975	1983	1992/3	1996	1975	1983	1992/3	1996
	%	%	%	%	%	%	%	%
West Midlands Region								
Birmingham	26.0	25.5	17.7	18.0	31.9	32.8	23.1	23.2
Coventry	5.5	5.6	5.6	5.0	7.1	6.5	6.3	4.8
Dudley	4.6	4.1	4.1	3.6	5.9	3.3	1.5	2.2
Sandwell	2.9	0.8	2.1	1.9	2.8	0.9	1.1	0.9
Solihull	5.8	5.1	5.8	6.2	5.7	6.5	9.5	9.1
Walsall	3.9	2.6	2.6	1.9	2.2	2.4	2.0	1.7
Wolverhampton	4.9	4.0	2.9	2.8	5.5	4.3	2.1	1.8
Hereford and Worcester	4.9	6.0	7.8	8.2	6.4	6.8	9.2	8.3
Shropshire	1.4	2.6	3.1	3.3	1.5	3.4	2.4	2.7
Staffordshire	7.1	7.3	6.2	6.0	6.0	6.2	5.6	5.1
Warwickshire	5.0	7.1	8.3	7.6	8.2	11.1	9.8	7.9
Total West Midlands Region	72.0	70.7	66.3	64.5	83.2	84.2	72.7	67.9
East Midlands	10.1	13.7	18.6	18.3	7.7	8.6	13.5	14.2
Other regions	17.8	15.5	15.1	17.0	9.2	7.1	13.8	17.9
Total	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	779	1195	2923	4129	285	352	699	757

Table 8

Origin/destination of terminating passengers at Manchester Airport in 1975, 1983, 1987, 1992/3 and 1996.

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

Table 9
Origin/destination of terminating passengers
Gatwick Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	12.5	1.2	24.9	2.1	6.7	0.5	76.3	10.3	33.5	1.5	93.2	3.7	247.2	2.8
City of London	11.9	1.2	20.7	1.7	0.1	0.0	12.3	1.6	6.9	0.3	18.0	0.7	70.0	0.8
Greenwich	5.2	0.5	2.6	0.2	14.7	1.2	0.3	0.0	11.6	0.5	11.0	0.4	45.2	0.5
Hackney	5.7	0.6	2.7	0.2	1.4	0.1	0.3	0.0	14.8	0.7	5.7	0.2	30.7	0.3
Hammersmith	20.2	2.0	3.9	0.3	9.9	0.8	10.3	1.4	30.2	1.4	19.7	0.8	94.3	1.1
Islington	8.6	0.8	5.9	0.5	3.7	0.3	4.2	0.6	29.5	1.3	16.1	0.6	68.0	0.8
Kensington	18.7	1.9	87.3	7.2	13.4	1.1	140.7	18.9	55.1	2.5	193.8	7.7	509.0	5.7
Lambeth	15.7	1.6	11.1	0.9	4.8	0.4	1.9	0.3	40.1	1.8	33.3	1.3	106.9	1.2
Lewisham	2.9	0.3	2.4	0.2	14.1	1.1	0.8	0.1	25.8	1.2	13.3	0.5	59.2	0.7
Southwark	11.3	1.1	12.3	1.0	6.6	0.5	4.8	0.6	33.2	1.5	11.9	0.5	80.0	0.9
Tower Hamlets	3.6	0.4	6.9	0.6	6.4	0.5	6.2	0.8	17.2	0.8	12.3	0.5	52.5	0.6
Wandsworth	17.7	1.8	2.6	0.2	12.1	1.0	0.1	0.0	50.0	2.2	46.7	1.9	129.3	1.4
Westminster	26.6	2.6	236.4	19.6	10.7	0.9	284.0	38.2	56.0	2.5	386.6	15.3	1000.3	11.2
Total G L Inner Area	160.6	15.9	419.8	34.8	104.7	8.4	542.0	72.9	403.9	18.1	861.7	34.1	2492.6	27.8
G L Outer Area														
Barking	0.0	0.0	1.8	0.1	5.9	0.5	0.0	0.0	5.9	0.3	0.9	0.0	14.4	0.2
Barnet	10.2	1.0	6.3	0.5	8.5	0.7	1.0	0.1	29.2	1.3	23.8	0.9	79.0	0.9
Bexley	9.7	1.0	0.2	0.0	12.6	1.0	0.0	0.0	14.0	0.6	8.2	0.3	44.6	0.5
Brent	5.6	0.6	7.5	0.6	5.4	0.4	1.8	0.2	25.1	1.1	17.6	0.7	63.0	0.7
Bromley	19.6	1.9	5.3	0.4	26.4	2.1	0.0	0.0	35.4	1.6	19.3	0.8	106.0	1.2
Croydon	21.1	2.1	22.1	1.8	18.7	1.5	0.5	0.1	53.8	2.4	35.2	1.4	151.3	1.7
Ealing	10.7	1.1	4.6	0.4	10.5	0.8	2.9	0.4	18.0	0.8	23.7	0.9	70.2	0.8
Enfield	4.8	0.5	1.4	0.1	7.9	0.6	0.1	0.0	16.1	0.7	9.7	0.4	40.0	0.4
GL unspecified	2.2	0.2	43.6	3.6	1.6	0.1	29.6	4.0	8.1	0.4	105.5	4.2	190.7	2.1
Haringey	7.2	0.7	3.5	0.3	3.6	0.3	1.4	0.2	23.1	1.0	17.0	0.7	56.0	0.6
Harrow	2.8	0.3	5.2	0.4	8.2	0.7	6.1	0.8	15.3	0.7	8.6	0.3	46.2	0.5
Havering	3.8	0.4	1.1	0.1	19.7	1.6	0.2	0.0	19.5	0.9	2.0	0.1	46.2	0.5
Heathrow	6.2	0.6	154.4	12.8	15.0	1.2	47.9	6.4	15.1	0.7	259.3	10.3	497.9	5.6
Hillingdon	5.2	0.5	16.7	1.4	7.2	0.6	0.4	0.1	12.5	0.6	14.2	0.6	56.2	0.6
Hounslow	7.1	0.7	4.4	0.4	4.7	0.4	0.8	0.1	21.3	1.0	10.0	0.4	48.5	0.5
Kingston	8.0	0.8	6.5	0.5	8.7	0.7	0.8	0.1	16.5	0.7	12.5	0.5	53.0	0.6
Merton	5.0	0.5	3.4	0.3	8.7	0.7	1.3	0.2	32.1	1.4	18.6	0.7	69.0	0.8
Newham	1.2	0.1	1.6	0.1	3.1	0.2	0.2	0.0	13.7	0.6	2.6	0.1	22.4	0.2
Redbridge	2.3	0.2	0.5	0.0	6.8	0.5	0.0	0.0	17.3	0.8	11.8	0.5	38.7	0.4
Richmond	13.5	1.3	6.4	0.5	12.8	1.0	2.0	0.3	29.1	1.3	17.4	0.7	81.2	0.9
Sutton	9.9	1.0	1.4	0.1	17.3	1.4	0.5	0.1	12.7	0.6	7.3	0.3	49.1	0.5
Waltham Forest	0.6	0.1	0.5	0.0	5.2	0.4	0.0	0.0	8.8	0.4	4.0	0.2	19.0	0.2
Total G L Outer Area	156.8	15.5	298.2	24.7	218.4	17.6	97.6	13.1	442.4	19.8	629.2	24.9	1842.6	20.6
Total Greater London	317.4	31.5	718.0	59.6	323.1	26.0	639.6	86.0	846.3	37.9	1490.8	59.1	4335.3	48.4
Other South East														
Bedfordshire	13.8	1.4	5.7	0.5	10.7	0.9	0.3	0.0	22.4	1.0	7.2	0.3	60.1	0.7
Berkshire	28.4	2.8	23.9	2.0	41.8	3.4	1.6	0.2	67.7	3.0	29.6	1.2	193.1	2.2
Buckinghamshire	15.3	1.5	6.9	0.6	21.3	1.7	0.0	0.0	46.2	2.1	9.0	0.4	98.8	1.1
East Sussex	50.4	5.0	39.2	3.3	39.7	3.2	7.8	1.0	104.1	4.7	140.1	5.5	381.3	4.3
Essex	35.2	3.5	23.6	2.0	81.4	6.6	3.2	0.4	75.5	3.4	48.1	1.9	267.1	3.0
Hampshire	45.0	4.5	16.3	1.3	63.6	5.1	2.7	0.4	94.4	4.2	54.4	2.2	276.5	3.1
Hertfordshire	27.3	2.7	8.3	0.7	36.7	3.0	0.4	0.1	39.0	1.7	33.1	1.3	144.8	1.6
Isle of Wight	3.6	0.4	0.9	0.1	3.6	0.3	0.0	0.0	6.7	0.3	5.4	0.2	20.1	0.2
Kent	83.1	8.2	47.5	3.9	92.3	7.4	32.8	4.4	122.7	5.5	81.7	3.2	460.0	5.1
Oxfordshire	30.6	3.0	15.1	1.3	19.8	1.6	1.9	0.3	39.2	1.8	37.3	1.5	144.0	1.6
Surrey	109.9	10.9	71.3	5.9	93.0	7.5	5.4	0.7	152.0	6.8	94.0	3.7	525.6	5.9
Gatwick Airport	1.0	0.1	11.8	1.0	0.7	0.1	0.0	0.0	1.2	0.1	1.8	0.1	16.5	0.2
West Sussex	72.2	7.2	110.4	9.2	59.8	4.8	14.7	2.0	133.5	6.0	125.5	5.0	516.1	5.8
Total Other South East	515.8	51.1	380.9	31.6	564.5	45.4	70.8	9.5	904.5	40.5	667.3	26.4	3103.9	34.7
Total South East region	833.2	82.6	1098.9	91.2	887.7	71.5	710.4	95.6	1750.9	78.5	2158.2	85.5	7439.2	83.1
Other regions														
East Anglia	38.2	3.8	22.3	1.9	59.6	4.8	11.8	1.6	86.6	3.9	61.8	2.4	280.3	3.1
East Midlands	27.2	2.7	17.6	1.5	54.6	4.4	1.7	0.2	54.7	2.5	41.9	1.7	197.6	2.2
Northern	5.4	0.5	2.2	0.2	14.7	1.2	4.5	0.6	20.6	0.9	24.9	1.0	72.3	0.8
North West	0.8	0.1	1.2	0.1	8.7	0.7	0.5	0.1	16.6	0.7	4.5	0.2	32.3	0.4
Northern Ireland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.1	0.5	0.0	3.2	0.0
Scotland	0.8	0.1	2.2	0.2	4.5	0.4	1.1	0.1	10.5	0.5	15.9	0.6	34.9	0.4
South West	50.9	5.0	23.0	1.9	118.4	9.5	2.8	0.4	130.8	5.9	128.2	5.1	454.2	5.1
Wales	13.8	1.4	8.7	0.7	31.6	2.5	0.5	0.1	31.3	1.4	39.5	1.6	125.3	1.4
West Midlands	27.2	2.7	24.6	2.0	40.7	3.3	7.7	1.0	85.5	3.8	39.0	1.5	224.8	2.5
Yorks/Humberside	11.3	1.1	4.8	0.4	21.7	1.7	2.5	0.3	41.4	1.9	10.2	0.4	92.0	1.0
Total other regions	175.6	17.4	106.6	8.8	354.5	28.5	33.1	4.4	480.7	21.5	366.4	14.5	1516.9	16.9
Total	1008.8	100	1205.5	100	1242.2	100	743.5	100	2231.5	100	2524.6	100	8956.1	100

Table 10
Origin/destination of terminating passengers
Gatwick Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	1.1	0.9	3.0	4.3	40.4	0.7	43.9	12.8	17.5	0.8	26.7	3.7	132.6	1.4
City of London	0.0	0.0	0.4	0.5	3.5	0.1	2.1	0.6	3.7	0.2	2.0	0.3	11.7	0.1
Greenwich	2.3	1.8	1.2	1.7	71.5	1.2	0.9	0.3	28.2	1.2	2.8	0.4	106.9	1.1
Hackney	0.4	0.3	0.0	0.0	17.3	0.3	0.5	0.2	10.0	0.4	4.6	0.6	32.8	0.3
Hammersmith	0.4	0.3	0.0	0.0	38.4	0.6	0.6	0.2	11.9	0.5	5.9	0.8	57.2	0.6
Islington	0.7	0.6	0.6	0.9	41.9	0.7	4.2	1.2	15.6	0.7	9.1	1.3	72.1	0.8
Kensington	1.3	1.0	7.0	10.0	27.3	0.5	39.4	11.4	29.6	1.3	37.9	5.3	142.4	1.5
Lambeth	1.8	1.5	0.9	1.3	52.8	0.9	4.3	1.3	34.5	1.5	14.3	2.0	108.7	1.1
Lewisham	0.2	0.1	0.0	0.0	50.5	0.8	1.7	0.5	23.1	1.0	1.4	0.2	76.9	0.8
Southwark	0.4	0.3	0.0	0.0	40.5	0.7	5.6	1.6	23.1	1.0	4.3	0.6	73.9	0.8
Tower Hamlets	1.3	1.1	0.0	0.0	31.7	0.5	0.2	0.1	10.2	0.5	1.6	0.2	45.0	0.5
Wandsworth	0.0	0.0	1.2	1.7	74.3	1.2	0.3	0.1	27.7	1.2	10.6	1.5	114.1	1.2
Westminster	1.8	1.5	8.6	12.3	33.2	0.6	104.4	30.3	22.5	1.0	98.4	13.8	268.9	2.8
Total G L Inner Area	11.7	9.4	22.8	32.6	523.3	8.7	208.3	60.5	257.7	11.4	219.5	30.7	1243.2	13.0
G L Outer Area														
Barking	0.0	0.0	0.4	0.6	36.8	0.6	0.0	0.0	7.1	0.3	1.3	0.2	45.6	0.5
Barnet	0.9	0.8	0.8	1.2	49.9	0.8	1.6	0.5	20.6	0.9	13.6	1.9	87.4	0.9
Bexley	0.0	0.0	0.0	0.0	74.0	1.2	0.0	0.0	22.4	1.0	2.7	0.4	99.1	1.0
Brent	0.6	0.5	0.5	0.7	43.7	0.7	1.2	0.3	24.3	1.1	8.8	1.2	79.0	0.8
Bromley	1.4	1.1	0.7	1.0	111.4	1.9	21.9	6.4	45.9	2.0	8.1	1.1	189.4	2.0
Croydon	0.5	0.4	0.1	0.1	115.5	1.9	9.8	2.9	43.2	1.9	13.0	1.8	182.0	1.9
Ealing	3.1	2.5	0.4	0.5	56.3	0.9	3.3	1.0	28.4	1.3	6.8	1.0	98.3	1.0
Enfield	1.0	0.8	0.0	0.0	47.4	0.8	0.2	0.1	19.8	0.9	4.3	0.6	72.7	0.8
GL unspecified	0.0	0.0	1.4	2.0	16.4	0.3	15.4	4.5	7.0	0.3	18.0	2.5	58.2	0.6
Haringey	0.7	0.5	0.1	0.2	28.3	0.5	1.8	0.5	22.4	1.0	6.2	0.9	59.5	0.6
Harrow	0.0	0.0	0.6	0.8	46.9	0.8	0.0	0.0	26.3	1.2	2.1	0.3	75.8	0.8
Havering	0.2	0.2	0.0	0.0	69.6	1.2	0.0	0.0	26.1	1.2	4.6	0.6	100.6	1.1
Heathrow	0.6	0.5	1.4	2.0	2.4	0.0	4.0	1.2	1.1	0.1	12.2	1.7	21.7	0.2
Hillingdon	1.3	1.1	0.1	0.2	42.0	0.7	0.1	0.0	24.3	1.1	11.1	1.6	79.0	0.8
Hounslow	0.3	0.2	0.1	0.1	52.0	0.9	3.2	0.9	12.6	0.6	3.3	0.5	71.4	0.7
Kingston	0.1	0.1	0.3	0.5	55.6	0.9	1.9	0.5	26.3	1.2	1.2	0.2	85.4	0.9
Merton	2.2	1.8	0.0	0.0	58.0	1.0	0.4	0.1	21.4	0.9	6.3	0.9	88.2	0.9
Newham	0.0	0.0	0.1	0.2	29.1	0.5	0.6	0.2	9.1	0.4	0.7	0.1	39.5	0.4
Redbridge	0.5	0.4	0.0	0.0	45.9	0.8	0.0	0.0	21.1	0.9	6.7	0.9	74.3	0.8
Richmond	0.5	0.4	0.8	1.1	52.5	0.9	3.6	1.0	18.4	0.8	9.2	1.3	84.9	0.9
Sutton	0.0	0.0	0.0	0.0	60.5	1.0	0.0	0.0	15.3	0.7	2.2	0.3	77.9	0.8
Waltham Forest	1.1	0.9	0.0	0.0	33.5	0.6	0.1	0.0	23.8	1.1	1.4	0.2	59.9	0.6
Total G L Outer Area	15.0	12.2	7.6	10.9	1127.6	18.7	69.2	20.1	467.0	20.6	143.5	20.1	1829.9	19.2
Total Greater London	26.7	21.6	30.4	43.5	1650.9	27.4	277.5	80.6	724.7	32.0	363.0	50.8	3073.1	32.2
Other South East														
Bedfordshire	1.6	1.3	1.2	1.7	63.7	1.1	0.2	0.1	22.7	1.0	3.4	0.5	92.7	1.0
Berkshire	2.8	2.2	3.4	4.9	227.2	3.8	2.6	0.8	72.5	3.2	10.8	1.5	319.2	3.3
Buckinghamshire	0.4	0.3	0.8	1.1	138.1	2.3	0.9	0.3	48.7	2.2	9.9	1.4	198.9	2.1
East Sussex	5.2	4.2	1.0	1.4	207.2	3.4	7.3	2.1	87.2	3.8	30.4	4.3	338.2	3.5
Essex	5.0	4.1	1.7	2.5	402.7	6.7	3.9	1.1	125.4	5.5	14.0	2.0	552.9	5.8
Hampshire	10.3	8.3	5.9	8.5	429.4	7.1	5.8	1.7	147.1	6.5	21.3	3.0	619.9	6.5
Hertfordshire	3.1	2.5	0.6	0.8	190.4	3.2	9.7	2.8	65.0	2.9	12.7	1.8	281.3	3.0
Isle of Wight	1.2	1.0	0.0	0.0	19.9	0.3	0.2	0.1	9.3	0.4	0.0	0.0	30.6	0.3
Kent	3.2	2.6	1.8	2.5	481.0	8.0	3.1	0.9	144.3	6.4	30.6	4.3	664.0	7.0
Oxfordshire	4.0	3.3	2.2	3.1	120.3	2.0	3.4	1.0	54.3	2.4	12.0	1.7	196.3	2.1
Surrey	3.9	3.2	5.1	7.4	413.2	6.9	4.9	1.4	163.3	7.2	23.4	3.3	613.9	6.4
Gatwick Airport	0.4	0.3	1.3	1.9	0.0	0.0	0.5	0.1	0.0	0.0	1.9	0.3	4.2	0.0
West Sussex	19.5	15.8	3.4	4.9	253.0	4.2	1.5	0.4	79.8	3.5	26.8	3.7	384.0	4.0
Total Other South East	60.5	49.0	28.4	40.6	2946.2	49.0	44.2	12.8	1019.6	45.0	197.3	27.6	4296.1	45.1
Total South East Region	87.2	70.6	58.8	84.2	4597.1	76.4	321.6	93.4	1744.3	77.0	560.3	78.4	7369.2	77.3
Other regions														
East Anglia	8.2	6.6	2.0	2.8	286.5	4.8	2.3	0.7	65.1	2.9	24.3	3.4	388.3	4.1
East Midlands	4.0	3.2	0.0	0.0	204.1	3.4	5.1	1.5	55.7	2.5	4.9	0.7	273.7	2.9
Northern	0.0	0.0	0.0	0.0	7.5	0.1	0.3	0.1	21.8	1.0	22.1	3.1	51.7	0.5
North West	1.4	1.1	0.2	0.3	46.9	0.8	1.0	0.3	31.4	1.4	6.2	0.9	87.2	0.9
Northern Ireland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.1	0.0	0.0	2.0	0.0
Scotland	0.5	0.4	0.2	0.3	18.0	0.3	2.3	0.7	11.7	0.5	4.8	0.7	37.4	0.4
South West	8.0	6.5	7.3	10.5	537.0	8.9	7.3	2.1	229.1	10.1	51.8	7.2	840.5	8.8
Wales	5.3	4.3	0.0	0.0	127.5	2.1	1.7	0.5	39.1	1.7	12.1	1.7	185.7	1.9
West Midlands	8.1	6.6	0.3	0.4	121.9	2.0	2.1	0.6	44.2	1.9	20.0	2.8	196.5	2.1
Yorks/Humberside	0.9	0.7	1.1	1.5	67.7	1.1	0.7	0.2	21.2	0.9	8.1	1.1	99.7	1.0
Total other regions	36.4	29.4	11.1	15.8	1417.1	23.6	22.6	6.6	521.3	23.0	154.3	21.6	2162.8	22.7
Total	123.5	100	69.9	100	6014.3	100	344.2	100	2265.6	100	714.6	100	9532.0	100

Table 11
Origin/destination of terminating passengers
Gatwick Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	5.7	0.9	0.1	0.4	0.7	0.5	0.2	3.0	4.7	1.0	2.8	6.0	14.2	1.1
City of London	15.7	2.5	4.0	12.8	0.0	0.0	0.0	0.0	6.5	1.3	0.8	1.8	27.0	2.0
Greenwich	6.2	1.0	0.0	0.0	1.4	1.0	0.0	0.0	3.3	0.7	0.0	0.0	10.9	0.8
Hackney	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.5	0.0	0.0	2.7	0.2
Hammersmith	1.2	0.2	0.0	0.0	0.3	0.2	0.0	0.0	3.2	0.7	0.1	0.2	4.8	0.4
Islington	4.3	0.7	0.0	0.0	3.2	2.3	0.0	0.0	4.1	0.8	1.4	3.0	13.0	1.0
Kensington	9.0	1.4	0.8	2.5	2.0	1.4	1.7	31.2	8.3	1.7	1.7	3.8	23.5	1.8
Lambeth	6.5	1.0	0.5	1.7	1.5	1.1	0.0	0.0	9.2	1.9	0.2	0.4	18.0	1.3
Lewisham	3.8	0.6	0.1	0.4	0.9	0.6	0.0	0.0	5.5	1.1	0.4	0.8	10.6	0.8
Southwark	6.1	1.0	0.3	0.8	0.5	0.4	0.0	0.0	11.4	2.4	0.7	1.6	19.1	1.4
Tower Hamlets	2.8	0.4	0.0	0.0	0.2	0.2	0.0	0.0	3.0	0.6	0.2	0.4	6.3	0.5
Wandsworth	6.6	1.0	0.0	0.0	1.7	1.2	0.0	0.0	9.7	2.0	0.5	1.1	18.5	1.4
Westminster	43.7	6.9	5.9	18.6	6.9	4.9	2.6	48.9	25.6	5.3	5.0	11.0	89.8	6.7
Total G L Inner Area	111.9	17.6	11.8	37.2	19.4	13.9	4.5	83.1	96.9	20.2	13.8	30.1	258.2	19.3
G L Outer Area														
Barking	0.1	0.0	0.0	0.0	0.7	0.5	0.0	0.0	1.0	0.2	0.0	0.0	1.8	0.1
Barnet	3.0	0.5	0.0	0.0	0.8	0.6	0.0	0.0	0.8	0.2	0.0	0.0	4.7	0.3
Bexley	7.0	1.1	0.0	0.0	1.6	1.2	0.0	0.0	4.3	0.9	0.1	0.2	13.0	1.0
Brent	1.0	0.2	0.0	0.0	0.3	0.2	0.0	0.0	2.4	0.5	0.2	0.4	3.8	0.3
Bromley	18.4	2.9	0.8	2.7	9.9	7.1	0.0	0.0	14.0	2.9	0.6	1.2	43.7	3.3
Croydon	37.1	5.8	0.8	2.5	4.6	3.3	0.1	1.4	21.8	4.5	1.8	3.9	66.2	4.9
Ealing	0.5	0.1	0.0	0.0	0.2	0.2	0.0	0.0	2.0	0.4	0.0	0.0	2.6	0.2
Enfield	0.4	0.1	0.0	0.0	0.6	0.4	0.0	0.0	0.9	0.2	0.0	0.0	1.9	0.1
GL unspecified	4.4	0.7	1.0	3.2	0.5	0.3	0.0	0.0	3.4	0.7	1.4	3.0	10.6	0.8
Haringey	1.0	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.9	0.2	0.0	0.0	2.2	0.2
Harrow	0.2	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.7	0.1	0.0	0.0	1.1	0.1
Havering	3.4	0.5	0.0	0.0	1.1	0.8	0.0	0.0	2.5	0.5	0.2	0.4	7.2	0.5
Heathrow	0.9	0.1	2.1	6.5	1.7	1.2	0.0	0.7	1.8	0.4	4.2	9.2	10.7	0.8
Hillingdon	1.1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	1.2	0.3	0.0	0.0	2.6	0.2
Hounslow	0.4	0.1	0.0	0.0	0.4	0.3	0.2	4.2	0.5	0.1	0.0	0.0	1.5	0.1
Kingston	1.5	0.2	0.0	0.0	0.8	0.6	0.0	0.0	6.1	1.3	0.0	0.0	8.4	0.6
Merton	3.7	0.6	0.0	0.0	1.8	1.3	0.0	0.0	6.4	1.3	3.6	7.7	15.4	1.2
Newham	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.7	1.5	1.4	0.1
Redbridge	0.7	0.1	0.0	0.0	0.9	0.7	0.0	0.0	0.1	0.0	0.2	0.4	2.0	0.1
Richmond	2.4	0.4	0.0	0.0	0.1	0.1	0.0	0.0	2.4	0.5	0.3	0.6	5.2	0.4
Sutton	10.1	1.6	0.0	0.0	1.9	1.4	0.0	0.0	9.5	2.0	1.0	2.3	22.6	1.7
Waltham Forest	0.4	0.1	0.0	0.0	1.0	0.7	0.0	0.0	0.1	0.0	0.0	0.0	1.5	0.1
Total G L Outer Area	98.3	15.5	4.7	14.9	29.7	21.2	0.3	6.4	83.0	17.3	14.1	30.8	230.1	17.2
Total Greater London	210.2	33.1	16.5	52.1	49.1	35.1	4.8	89.5	179.8	37.4	28.0	60.8	488.3	36.5
Other South East														
Bedfordshire	1.4	0.2	0.0	0.0	0.8	0.6	0.0	0.0	1.7	0.4	0.0	0.1	3.9	0.3
Berkshire	3.8	0.6	0.0	0.0	2.8	2.0	0.5	8.5	5.1	1.1	0.6	1.4	12.8	1.0
Buckinghamshire	1.4	0.2	0.0	0.0	3.6	2.5	0.0	0.0	5.2	1.1	0.0	0.0	10.2	0.8
East Sussex	60.7	9.6	0.7	2.3	9.1	6.5	0.0	0.0	56.9	11.9	3.6	7.7	131.1	9.8
Essex	9.3	1.5	0.3	1.1	8.5	6.1	0.0	0.0	13.4	2.8	0.7	1.6	32.4	2.4
Hampshire	11.3	1.8	0.0	0.0	3.1	2.2	0.0	0.0	12.6	2.6	0.7	1.6	27.7	2.1
Hertfordshire	2.0	0.3	0.0	0.0	4.9	3.5	0.0	0.0	6.0	1.2	0.8	1.8	13.8	1.0
Isle of Wight	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.2	0.2	0.3	1.6	0.1
Kent	84.0	13.2	2.9	9.1	23.4	16.8	0.0	0.0	52.6	10.9	4.3	9.3	167.1	12.5
Oxfordshire	2.5	0.4	0.0	0.0	0.7	0.5	0.0	0.0	1.5	0.3	1.0	2.1	5.7	0.4
Surrey	68.2	10.7	2.7	8.6	7.0	5.0	0.0	0.0	48.1	10.0	2.1	4.5	128.0	9.6
Gatwick Airport	35.2	5.5	0.9	2.7	0.0	0.0	0.0	0.0	2.1	0.4	0.0	0.0	38.2	2.9
West Sussex	123.0	19.4	6.0	19.1	10.8	7.7	0.1	2.0	66.5	13.8	2.2	4.7	208.6	15.6
Total Other South East	403.4	63.5	13.6	42.9	74.8	53.5	0.6	10.5	272.8	56.8	16.2	35.2	781.1	58.4
Total South East Region	613.5	96.6	30.0	95.1	123.8	88.5	5.4	100	452.6	94.2	44.1	96.0	1269.5	94.9
Other regions														
East Anglia	4.7	0.7	0.4	1.2	6.0	4.3	0.0	0.0	4.9	1.0	0.5	1.1	16.5	1.2
East Midlands	3.6	0.6	0.0	0.0	1.4	1.0	0.0	0.0	2.4	0.5	0.0	0.0	7.5	0.6
Northern	0.7	0.1	0.1	0.3	1.7	1.2	0.0	0.0	2.9	0.6	0.2	0.4	5.5	0.4
North West	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	1.8	0.4	0.2	0.4	2.1	0.2
Scotland	0.4	0.1	0.0	0.0	0.6	0.4	0.0	0.0	1.4	0.3	0.0	0.0	2.5	0.2
South West	8.5	1.3	0.3	0.8	2.3	1.7	0.0	0.0	7.5	1.6	0.8	1.7	19.4	1.5
Wales	0.1	0.0	0.8	2.6	0.1	0.1	0.0	0.0	1.0	0.2	0.2	0.4	2.3	0.2
West Midlands	3.2	0.5	0.0	0.0	0.3	0.2	0.0	0.0	3.8	0.8	0.0	0.0	7.2	0.5
Yorks/Humberside	0.4	0.1	0.0	0.0	3.5	2.5	0.0	0.0	1.9	0.4	0.0	0.0	5.7	0.4
Total other regions	21.6	3.4	1.6	4.9	16.0	11.5	0.0	0.0	27.7	5.8	1.8	4.0	68.8	5.1
Total	635.1	100	31.6	100	139.8	100	5.4	100	480.3	100	46.0	100	1338.2	100

Table 12
Origin/destination of terminating passengers
Heathrow Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	164.5	2.4	231.7	3.7	17.6	1.0	206.1	10.9	200.7	2.5	445.0	5.3	1265.6	3.8
City of London	91.6	1.3	203.2	3.2	6.5	0.4	29.5	1.6	33.9	0.4	65.6	0.8	430.2	1.3
Greenwich	32.6	0.5	8.9	0.1	5.3	0.3	5.9	0.3	47.9	0.6	23.2	0.3	123.9	0.4
Hackney	25.8	0.4	6.1	0.1	5.1	0.3	0.3	0.0	61.8	0.8	52.0	0.6	151.1	0.5
Hammersmith	135.8	2.0	87.2	1.4	17.6	1.0	64.9	3.4	145.3	1.8	146.4	1.7	597.3	1.8
Islington	83.4	1.2	43.5	0.7	10.8	0.6	27.7	1.5	89.5	1.1	107.0	1.3	361.7	1.1
Kensington	306.8	4.5	631.9	10.0	25.8	1.4	396.2	21.0	337.6	4.3	839.6	10.0	2537.9	7.7
Lambeth	67.5	1.0	60.4	1.0	12.4	0.7	13.3	0.7	119.0	1.5	122.4	1.5	394.9	1.2
Lewisham	22.3	0.3	10.8	0.2	17.5	1.0	0.4	0.0	46.8	0.6	34.7	0.4	132.5	0.4
Southwark	54.0	0.8	38.7	0.6	8.7	0.5	4.7	0.2	85.6	1.1	57.9	0.7	249.5	0.8
Tower Hamlets	44.3	0.6	54.1	0.9	3.9	0.2	29.8	1.6	59.8	0.8	54.9	0.7	246.7	0.7
Wandsworth	153.1	2.2	42.1	0.7	19.5	1.1	4.9	0.3	173.9	2.2	116.2	1.4	509.6	1.5
Westminster	372.5	5.4	1550.4	24.6	35.4	2.0	716.8	38.0	345.2	4.4	1567.4	18.7	4587.7	13.8
Total G L Inner Area	1554.1	22.5	2968.9	47.1	186.1	10.4	1500.4	79.6	1747.0	22.1	3632.2	43.3	11589	35.0
G L Outer Area														
Barking	4.9	0.1	7.2	0.1	5.9	0.3	0.4	0.0	14.0	0.2	7.3	0.1	39.7	0.1
Barnet	105.4	1.5	48.0	0.8	44.2	2.5	10.2	0.5	172.8	2.2	151.5	1.8	531.9	1.6
Bexley	13.3	0.2	2.4	0.0	7.1	0.4	0.0	0.0	17.1	0.2	9.7	0.1	49.5	0.1
Brent	68.5	1.0	39.4	0.6	14.5	0.8	5.3	0.3	165.7	2.1	128.1	1.5	421.5	1.3
Bromley	47.9	0.7	10.3	0.2	12.7	0.7	0.5	0.0	56.7	0.7	40.5	0.5	168.6	0.5
Croydon	39.4	0.6	53.3	0.8	21.9	1.2	3.2	0.2	68.7	0.9	47.7	0.6	234.3	0.7
Ealing	118.9	1.7	46.4	0.7	29.9	1.7	5.8	0.3	204.2	2.6	154.7	1.8	559.9	1.7
Enfield	37.2	0.5	10.3	0.2	18.0	1.0	0.1	0.0	81.3	1.0	42.3	0.5	189.1	0.6
GL unspecified	21.7	0.3	122.9	1.9	2.0	0.1	52.7	2.8	19.9	0.3	185.8	2.2	405.0	1.2
Haringey	75.3	1.1	23.0	0.4	12.4	0.7	0.9	0.0	90.9	1.2	76.4	0.9	278.8	0.8
Harrow	55.9	0.8	32.6	0.5	22.0	1.2	3.7	0.2	107.7	1.4	76.2	0.9	298.1	0.9
Havering	20.8	0.3	3.7	0.1	10.7	0.6	1.7	0.1	25.7	0.3	14.9	0.2	77.4	0.2
Heathrow Airport	20.8	0.3	100.7	1.6	4.1	0.2	6.5	0.3	19.5	0.2	18.1	0.2	169.7	0.5
Hillingdon	118.2	1.7	323.5	5.1	44.4	2.5	34.9	1.9	144.6	1.8	177.9	2.1	843.4	2.5
Hounslow	123.6	1.8	139.1	2.2	25.2	1.4	2.3	0.1	147.9	1.9	124.1	1.5	562.2	1.7
Kingston	72.4	1.1	24.7	0.4	12.6	0.7	5.1	0.3	72.1	0.9	52.6	0.6	239.6	0.7
Merton	63.8	0.9	22.5	0.4	10.7	0.6	1.5	0.1	97.5	1.2	76.7	0.9	272.6	0.8
Newham	11.9	0.2	11.8	0.2	3.9	0.2	4.0	0.2	43.7	0.6	21.5	0.3	96.8	0.3
Redbridge	26.9	0.4	9.4	0.1	11.0	0.6	0.4	0.0	61.3	0.8	24.7	0.3	133.6	0.4
Richmond	180.1	2.6	57.7	0.9	24.3	1.4	2.2	0.1	161.4	2.0	126.1	1.5	551.9	1.7
Sutton	21.6	0.3	7.3	0.1	6.3	0.4	1.5	0.1	21.5	0.3	15.6	0.2	73.9	0.2
Waltham Forest	10.1	0.1	5.5	0.1	6.6	0.4	0.0	0.0	41.7	0.5	21.5	0.3	85.3	0.3
Total G L Outer Area	1258.3	18.3	1101.5	17.5	350.5	19.6	142.8	7.6	1835.9	23.3	1593.6	19.0	6283.1	19.0
Total Greater London	2812.9	40.8	4070.4	64.6	536.5	30.0	1643.3	87.2	3582.9	45.4	5225.8	62.3	17872	53.9
Other South East														
Bedfordshire	101.4	1.5	61.2	1.0	19.9	1.1	0.5	0.0	87.1	1.1	45.2	0.5	315.4	1.0
Berkshire	503.7	7.3	320.0	5.1	63.9	3.6	12.2	0.6	313.6	4.0	254.6	3.0	1467.9	4.4
Buckinghamshire	299.0	4.3	140.5	2.2	39.1	2.2	2.5	0.1	219.6	2.8	96.8	1.2	797.5	2.4
East Sussex	58.6	0.9	35.5	0.6	28.2	1.6	9.2	0.5	88.4	1.1	108.3	1.3	328.3	1.0
Essex	154.5	2.2	71.9	1.1	60.0	3.4	15.3	0.8	155.0	2.0	136.0	1.6	592.8	1.8
Hampshire	348.4	5.1	175.2	2.8	76.0	4.2	13.7	0.7	275.1	3.5	158.3	1.9	1046.8	3.2
Hertfordshire	288.0	4.2	125.1	2.0	74.4	4.2	6.2	0.3	229.6	2.9	150.1	1.8	873.5	2.6
Isle of Wight	9.3	0.1	1.6	0.0	2.6	0.1	7.0	0.4	14.8	0.2	12.2	0.1	47.6	0.1
Kent	167.6	2.4	54.2	0.9	44.6	2.5	25.5	1.4	177.5	2.2	132.1	1.6	601.6	1.8
Oxfordshire	235.8	3.4	150.2	2.4	38.2	2.1	15.5	0.8	219.4	2.8	197.8	2.4	856.9	2.6
Surrey	554.9	8.0	225.6	3.6	115.9	6.5	6.9	0.4	428.2	5.4	293.0	3.5	1624.5	4.9
Garwick Airport	10.3	0.1	117.4	1.9	0.4	0.0	45.3	2.4	4.8	0.1	210.0	2.5	388.1	1.2
West Sussex	93.6	1.4	47.8	0.8	34.1	1.9	7.9	0.4	102.5	1.3	81.6	1.0	367.4	1.1
Total Other South East	2825.1	41.0	1526.2	24.2	597.4	33.4	167.8	8.9	2315.6	29.3	1876.2	22.4	9308.3	28.1
Total South East Region	5637.9	81.8	5596.6	88.8	1133.9	63.3	1811	96.1	5898.5	74.7	7102.0	84.7	27180	82.0
Other regions														
East Anglia	168.1	2.4	125.8	2.0	66.9	3.7	7.9	0.4	205.4	2.6	168.6	2.0	742.8	2.2
East Midlands	211.3	3.1	78.2	1.2	99.0	5.5	6.6	0.3	276.4	3.5	136.6	1.6	808.1	2.4
North West	35.0	0.5	37.8	0.6	30.4	1.7	3.7	0.2	109.7	1.4	62.4	0.7	279.0	0.8
Northern	12.7	0.2	12.4	0.2	15.6	0.9	1.5	0.1	53.1	0.7	50.8	0.6	146.1	0.4
Northern Ireland	0.2	0.0	0.4	0.0	0.7	0.0	0.0	0.0	1.0	0.0	1.6	0.0	3.9	0.0
Scotland	7.9	0.1	13.0	0.2	5.7	0.3	5.6	0.3	36.8	0.5	38.7	0.5	107.6	0.3
South West	460.9	6.7	216.1	3.4	214.0	12.0	26.5	1.4	622.2	7.9	451.7	5.4	1991.5	6.0
Wales	103.1	1.5	58.4	0.9	44.9	2.5	11.2	0.6	188.4	2.4	119.1	1.4	525.1	1.6
West Midlands	193.0	2.8	124.9	2.0	117.1	6.5	8.6	0.5	367.3	4.7	168.2	2.0	979.0	3.0
Yorks/Humberside	63.4	0.9	41.4	0.7	61.7	3.4	1.8	0.1	136.9	1.7	82.7	1.0	388.0	1.2
Total other regions	1255.7	18.2	708.3	11.2	656.0	36.7	73.4	3.9	1997.2	25.3	1280.3	15.3	5971.0	18.0
Total	6893.6	100	6304.9	100	1790.0	100	1884.4	100	7895.7	100	8382.3	100	33151	100

Table 13
Origin/destination of terminating passengers
Heathrow Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	67.1	2.9	10.4	5.4	3.0	3.3	0.2	1.1	32.6	2.4	6.0	3.6	119.2	2.9
City of London	47.8	2.0	9.6	5.0	0.0	0.0	0.0	0.0	9.6	0.7	0.4	0.2	67.3	1.6
Greenwich	9.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.3	0.0	0.0	13.3	0.3
Hackney	2.5	0.1	0.0	0.0	0.4	0.4	0.0	0.0	2.9	0.2	1.9	1.1	7.7	0.2
Hammersmith	55.9	2.4	3.7	1.9	0.7	0.8	1.0	7.6	31.6	2.4	2.6	1.6	95.6	2.3
Islington	31.9	1.4	1.3	0.7	0.4	0.5	0.0	0.0	11.9	0.9	0.6	0.4	46.2	1.1
Kensington	84.2	3.6	14.9	7.7	7.3	8.0	1.6	11.7	63.7	4.7	16.5	9.8	188.1	4.5
Lambeth	24.5	1.0	2.1	1.1	0.1	0.1	0.0	0.0	17.0	1.3	3.9	2.3	47.5	1.1
Lewisham	8.8	0.4	0.0	0.0	0.3	0.3	0.0	0.0	6.3	0.5	0.3	0.2	15.7	0.4
Southwark	16.6	0.7	2.8	1.4	0.0	0.0	0.0	0.0	13.8	1.0	3.3	2.0	36.5	0.9
Tower Hamlets	25.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.5	3.2	1.9	35.7	0.9
Wandsworth	35.7	1.5	0.6	0.3	0.0	0.0	0.0	0.0	32.1	2.4	0.8	0.5	69.2	1.7
Westminster	249.1	10.7	48.3	25.1	6.8	7.5	5.0	36.6	93.4	7.0	22.1	13.2	424.8	10.3
Total G L Inner Area	658.9	28.2	93.6	48.6	19.0	20.9	7.7	57.0	325.9	24.3	61.7	36.9	1166.9	28.2
G L Outer Area														
Barking	1.7	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	2.5	0.1
Barnet	18.4	0.8	0.0	0.0	1.3	1.4	0.6	4.7	20.3	1.5	1.0	0.6	41.5	1.0
Bexley	5.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.3	0.0	0.0	10.1	0.2
Brent	21.3	0.9	2.1	1.1	1.2	1.3	0.0	0.0	26.4	2.0	1.1	0.6	52.1	1.3
Bromley	10.1	0.4	0.1	0.1	0.2	0.3	0.0	0.0	8.7	0.7	0.4	0.2	19.6	0.5
Croydon	6.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.6	0.5	0.3	15.5	0.4
Ealing	48.8	2.1	3.4	1.8	0.9	1.0	0.0	0.0	41.1	3.1	3.6	2.1	97.8	2.4
Enfield	12.6	0.5	0.0	0.0	0.6	0.6	0.0	0.0	6.9	0.5	0.8	0.5	20.8	0.5
GL unspecified	7.1	0.3	1.6	0.9	0.0	0.0	0.0	0.0	2.5	0.2	6.0	3.6	17.2	0.4
Haringey	6.5	0.3	0.8	0.4	0.0	0.0	0.0	0.0	14.9	1.1	1.7	1.0	23.8	0.6
Harrow	21.1	0.9	0.9	0.5	1.0	1.1	0.0	0.0	14.7	1.1	1.4	0.8	39.1	0.9
Havering	3.9	0.2	0.0	0.0	1.5	1.7	0.0	0.0	2.1	0.2	0.0	0.0	7.5	0.2
Heathrow Airport	31.8	1.4	2.1	1.1	0.0	0.0	0.0	0.0	6.5	0.5	0.7	0.4	41.1	1.0
Hillingdon	113.2	4.8	17.0	8.8	5.1	5.6	3.4	25.1	52.6	3.9	4.0	2.4	195.2	4.7
Hounslow	68.3	2.9	7.2	3.7	1.8	2.0	0.2	1.7	41.2	3.1	5.9	3.5	124.6	3.0
Kingston	29.7	1.3	0.4	0.2	1.2	1.3	0.0	0.0	20.0	1.5	0.3	0.2	51.7	1.2
Merton	33.0	1.4	1.5	0.8	0.8	0.9	0.0	0.0	21.7	1.6	0.8	0.5	57.8	1.4
Newham	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.3	0.0	0.0	5.4	0.1
Redbridge	1.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	4.4	0.3	0.0	0.0	5.8	0.1
Richmond	61.7	2.6	3.9	2.0	1.2	1.3	0.0	0.0	51.5	3.8	5.8	3.5	124.1	3.0
Sutton	7.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.3	0.8	0.5	12.9	0.3
Waltham Forest	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.2	0.0	0.0	4.8	0.1
Total G L Outer Area	513.3	22.0	41.4	21.5	16.8	18.5	4.3	31.5	360.4	26.9	34.8	20.8	971.0	23.5
Total Greater London	1172.2	50.2	135.1	70.0	35.8	39.3	12.0	88.5	686.4	51.2	96.4	57.6	2137.9	51.6
Other South East														
Bedfordshire	11.0	0.5	1.2	0.6	0.7	0.7	0.0	0.0	9.4	0.7	0.4	0.2	22.6	0.5
Berkshire	228.2	9.8	7.6	4.0	5.0	5.5	0.0	0.0	107.7	8.0	7.5	4.5	355.9	8.6
Buckinghamshire	95.6	4.1	2.1	1.1	3.6	4.0	0.2	1.4	48.5	3.6	1.6	1.0	151.6	3.7
East Sussex	10.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.5	1.2	0.7	18.0	0.4
Essex	23.6	1.0	0.9	0.5	0.0	0.0	0.0	0.0	13.8	1.0	1.3	0.8	39.6	1.0
Hampshire	196.7	8.4	5.7	2.9	2.2	2.5	0.0	0.0	77.0	5.7	3.2	1.9	284.8	6.9
Hertfordshire	99.9	4.3	2.4	1.2	1.4	1.5	0.0	0.0	32.2	2.4	1.6	1.0	137.4	3.3
Isle of Wight	0.3	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.8	0.1	0.7	0.4	2.1	0.1
Kent	31.1	1.3	1.6	0.8	0.8	0.8	0.0	0.0	26.0	1.9	1.4	0.8	61.0	1.5
Oxfordshire	57.2	2.4	2.7	1.4	2.7	3.0	0.0	0.0	56.2	4.2	5.5	3.3	124.2	3.0
Surrey	249.4	10.7	5.6	2.9	4.7	5.2	0.0	0.0	131.1	9.8	7.4	4.4	398.2	9.6
Gatwick Airport	6.9	0.3	14.7	7.6	26.6	29.3	1.4	10.1	19.4	1.4	20.7	12.4	89.7	2.2
West Sussex	25.1	1.1	2.5	1.3	2.2	2.4	0.0	0.0	11.3	0.8	1.7	1.0	42.8	1.0
Total Other South East	1035.0	44.3	47.3	24.5	49.9	54.8	1.6	11.5	540.1	40.3	54.1	32.3	1727.9	41.7
Total South East	2207.2	94.6	182.3	94.6	85.7	94.2	13.6	100	1226.5	91.4	150.5	89.9	3865.8	93.4
Other regions														
East Anglia	9.0	0.4	0.3	0.1	2.4	2.6	0.0	0.0	11.1	0.8	1.3	0.8	24.1	0.6
East Midlands	8.5	0.4	0.0	0.0	0.3	0.4	0.0	0.0	5.6	0.4	1.8	1.1	16.2	0.4
Northern	1.9	0.1	0.4	0.2	0.9	1.0	0.0	0.0	5.3	0.4	1.0	0.6	9.4	0.2
Northern Ireland	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	1.8	0.0
North West	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0
Scotland	1.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	1.2	0.1	0.0	0.0	2.6	0.1
South West	86.8	3.7	8.9	4.6	1.5	1.7	0.0	0.0	73.4	5.5	11.7	7.0	182.4	4.4
Wales	10.6	0.5	0.3	0.1	0.0	0.0	0.0	0.0	11.0	0.8	0.3	0.2	22.1	0.5
West Midlands	5.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.5	0.3	0.2	11.9	0.3
Yorks/Humberside	1.3	0.1	0.4	0.2	0.2	0.2	0.0	0.0	1.3	0.1	0.5	0.3	3.7	0.1
Total other regions	126.9	5.4	10.5	5.4	5.3	5.8	0.0	0.0	115.3	8.6	16.8	10.1	274.8	6.6
Total	2334.1	100	192.8	100	91.0	100	13.6	100	1341.8	100	167.3	100	4140.6	100

Table 14

Origin/destination of terminating passengers

London City Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	5.8	3.3	8.0	3.2	0.0	0.0	1.9	6.7	2.5	2.6	7.7	5.5	25.9	3.7
City of London	31.4	17.6	58.3	23.5	0.0	0.0	2.6	9.3	6.2	6.6	4.8	3.4	103.2	14.9
Greenwich	6.7	3.8	3.0	1.2	0.0	0.0	0.0	0.0	5.5	5.9	5.1	3.7	20.4	2.9
Hackney	1.8	1.0	0.8	0.3	0.0	0.0	0.0	0.0	6.2	6.6	2.3	1.6	11.0	1.6
Hammersmith	1.4	0.8	1.1	0.4	0.0	0.0	0.1	0.3	0.7	0.8	1.6	1.1	4.8	0.7
Islington	7.2	4.1	5.5	2.2	0.3	6.8	0.4	1.3	2.3	2.5	4.2	3.0	20.0	2.9
Kensington	2.9	1.7	11.7	4.7	0.0	0.0	4.0	14.0	3.3	3.5	13.0	9.4	35.0	5.0
Lambeth	3.1	1.8	2.5	1.0	0.1	2.0	0.1	0.4	1.8	1.9	3.0	2.1	10.5	1.5
Lewisham	2.0	1.1	0.9	0.4	0.0	0.0	0.0	0.0	4.0	4.3	1.3	1.0	8.3	1.2
Southwark	5.3	3.0	3.8	1.5	0.2	3.9	0.6	2.0	4.0	4.2	2.8	2.0	16.7	2.4
Tower Hamlets	25.3	14.2	47.5	19.2	0.2	3.8	1.3	4.7	11.7	12.4	6.2	4.4	92.2	13.3
Wandsworth	2.3	1.3	0.2	0.1	0.0	0.0	0.0	0.0	2.1	2.3	2.3	1.7	7.0	1.0
Westminster	12.8	7.2	65.6	26.4	0.1	2.0	15.6	54.8	4.3	4.6	39.1	28.1	137.4	19.9
Total G L Inner Area	108.1	60.7	208.8	84.2	0.8	18.6	26.6	93.4	54.8	58.1	93.3	67.1	492.4	71.1
G L Outer Area														
Barking	1.4	0.8	1.3	0.5	0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.5	3.8	0.6
Barnet	1.3	0.7	1.5	0.6	0.2	5.6	0.0	0.0	1.5	1.6	2.0	1.5	6.6	1.0
Bexley	2.5	1.4	1.4	0.6	1.0	23.5	0.0	0.0	2.3	2.5	0.8	0.6	8.1	1.2
Brent	0.5	0.3	0.9	0.3	0.0	0.0	0.5	1.8	0.6	0.7	1.5	1.1	4.0	0.6
Bromley	3.1	1.7	0.9	0.4	0.4	8.7	0.0	0.0	1.4	1.5	0.7	0.5	6.4	0.9
Croydon	0.9	0.5	0.5	0.2	0.0	1.0	0.0	0.0	1.0	1.1	1.4	1.0	3.9	0.6
Ealing	1.0	0.5	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	1.6	0.2
Enfield	1.6	0.9	0.2	0.1	0.0	0.0	0.0	0.0	0.5	0.5	0.9	0.7	3.2	0.5
GL unspecified	1.3	0.7	3.8	1.5	0.0	0.0	0.9	3.0	1.0	1.1	3.0	2.2	10.0	1.4
Haringey	1.3	0.7	0.1	0.0	0.0	0.0	0.0	0.0	1.1	1.2	2.2	1.6	4.6	0.7
Harrow	0.5	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.5	0.5	0.2	0.2	1.6	0.2
Havering	4.8	2.7	0.3	0.1	0.0	0.0	0.0	0.0	0.6	0.7	0.9	0.7	6.7	1.0
Heathrow	0.0	0.0	0.5	0.2	0.0	0.0	0.2	0.6	0.0	0.0	0.2	0.2	0.8	0.1
Hillingdon	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.5	0.4	0.7	0.1
Hounslow	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	1.5	0.2
Kingston	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.6	0.1
Merton	0.6	0.3	1.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.2
City Airport	0.1	0.1	0.4	0.1	0.2	4.3	0.0	0.0	2.0	2.1	2.5	1.8	5.1	0.7
Newham	3.1	1.8	2.2	0.9	0.5	10.8	0.0	0.0	3.8	4.0	2.3	1.6	11.9	1.7
Redbridge	3.9	2.2	1.2	0.5	0.0	0.0	0.0	0.0	2.9	3.1	2.7	2.0	10.7	1.6
Richmond	1.6	0.9	0.3	0.1	0.2	4.5	0.0	0.0	0.4	0.4	1.3	1.0	3.8	0.6
Sutton	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.0
Waltham Forest	1.3	0.7	0.4	0.2	0.0	0.0	0.0	0.0	2.7	2.8	1.0	0.7	5.5	0.8
Total G L Outer Area	31.4	17.6	17.6	7.1	2.5	58.4	1.5	5.3	24.2	25.7	25.8	18.6	103.0	14.9
Total Greater London	139.5	78.4	226.4	91.3	3.3	76.9	28.1	98.8	79.0	83.8	119.1	85.6	595.4	86.0
Other South East														
Bedfordshire	1.0	0.6	0.4	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.1	1.7	0.2
Berkshire	0.4	0.2	0.7	0.3	0.0	0.0	0.0	0.0	0.8	0.9	1.9	1.4	3.8	0.5
Buckinghamshire	0.7	0.4	0.4	0.2	0.0	0.0	0.0	0.0	1.3	1.3	0.4	0.3	2.7	0.4
East Sussex	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	1.1	0.8	1.7	0.3
Essex	17.7	9.9	7.9	3.2	0.7	15.2	0.0	0.0	4.5	4.8	4.0	2.9	34.8	5.0
Hampshire	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	1.9	0.3
Hertfordshire	2.4	1.3	1.8	0.7	0.0	0.0	0.0	0.0	3.2	3.4	1.6	1.2	9.0	1.3
Kent	6.0	3.4	2.2	0.9	0.2	4.2	0.1	0.4	1.8	1.9	1.8	1.3	12.1	1.8
Oxfordshire	0.1	0.1	0.4	0.1	0.0	0.0	0.2	0.6	0.2	0.2	0.6	0.4	1.4	0.2
Surrey	0.8	0.4	0.8	0.3	0.2	3.6	0.0	0.0	1.0	1.0	2.1	1.5	4.8	0.7
West Sussex	0.1	0.0	1.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	1.6	0.2
Total Other South East	30.1	16.9	15.7	6.3	1.0	23.1	0.3	1.0	13.5	14.4	14.9	10.7	75.5	10.9
Total South East Region	169.5	95.3	242.1	97.6	4.3	100	28.4	99.7	92.6	98.2	134.0	96.3	670.9	96.9
Other regions														
East Anglia	6.2	3.5	3.3	1.3	0.0	0.0	0.0	0.0	0.9	0.9	1.4	1.0	11.7	1.7
East Midlands	0.8	0.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	1.4	0.2
Northern	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.0
North West	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.0
Scotland	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.6	0.1
South West	1.1	0.6	1.6	0.7	0.0	0.0	0.1	0.3	0.2	0.3	1.9	1.3	4.9	0.7
Wales	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.5	0.1
West Midlands	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.5	0.4	1.2	0.2
Yorks/Humberside	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.4	0.1
Total other regions	8.4	4.7	5.9	2.4	0.0	0.0	0.1	0.3	1.7	1.8	5.1	3.7	21.2	3.1
Total	177.9	100	248.0	100	4.3	100	28.5	100	94.3	100	139.1	100	692.2	100

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

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	0.5	0.5	1.9	3.6	0.0	0.0	0.0	0.0	5.3	1.4	3.9	2.6	11.6	1.6
City of London	0.0	0.0	1.1	2.1	0.0	0.0	0.0	0.0	0.9	0.2	1.9	1.3	3.9	0.5
Greenwich	0.0	0.0	0.2	0.4	0.1	0.4	0.0	0.0	1.1	0.3	0.0	0.0	1.4	0.2
Hackney	0.5	0.6	0.0	0.0	1.3	3.9	0.0	0.0	1.3	0.3	0.6	0.4	3.7	0.5
Hammersmith	1.7	1.8	0.0	0.0	0.3	0.9	0.0	0.0	4.2	1.1	0.7	0.4	6.9	0.9
Islington	1.3	1.4	1.0	1.9	0.0	0.0	0.0	0.0	4.7	1.2	4.2	2.8	11.3	1.5
Kensington	0.6	0.6	2.4	4.7	0.0	0.0	0.7	7.3	3.5	0.9	6.4	4.2	13.6	1.9
Lambeth	0.0	0.0	1.3	2.5	0.3	0.8	0.0	0.0	1.6	0.4	1.0	0.7	4.2	0.6
Lewisham	0.3	0.4	0.3	0.6	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.8	0.1
Southwark	0.8	0.8	0.0	0.0	0.0	0.0	0.2	1.9	3.4	0.9	0.2	0.2	4.6	0.6
Tower Hamlets	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.0	1.3	0.3	0.7	0.5	2.4	0.3
Wandsworth	2.2	2.3	0.1	0.2	0.6	1.8	0.0	0.0	2.6	0.7	0.5	0.3	6.1	0.8
Westminster	2.6	2.7	2.1	4.1	0.0	0.0	6.7	70.6	6.5	1.7	13.8	9.1	31.8	4.3
Total G L Inner Area	10.6	11.0	10.8	20.7	2.6	7.8	7.6	79.8	36.8	9.5	34.0	22.4	102.4	14.0
G L Outer Area														
Barking	0.0	0.0	0.3	0.5	0.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.1
Barnet	3.5	3.6	0.4	0.7	1.2	3.7	0.0	0.0	18.6	4.8	5.9	3.9	29.6	4.0
Bexley	0.0	0.0	0.5	0.9	0.0	0.0	0.0	0.0	0.4	0.1	0.5	0.3	1.4	0.2
Brent	0.3	0.3	0.0	0.0	0.4	1.0	0.1	1.1	16.6	4.3	6.5	4.3	23.9	3.3
Bromley	0.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.3	0.7	0.4	2.6	0.4
Croydon	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.2	0.1	0.8	0.5	1.2	0.2
Ealing	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.9	0.7	0.4	5.4	0.7
Enfield	0.2	0.2	0.4	0.7	0.0	0.0	0.0	0.0	2.8	0.7	1.4	0.9	4.8	0.7
GL unspecified	0.0	0.0	0.8	1.5	0.0	0.0	0.2	2.6	0.0	0.0	0.7	0.4	1.7	0.2
Haringey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.8	0.6	0.4	3.7	0.5
Harrow	0.6	0.6	0.2	0.3	0.3	0.8	0.0	0.0	9.0	2.3	4.3	2.9	14.4	2.0
Havering	0.2	0.2	0.2	0.3	0.0	0.0	0.0	0.0	1.4	0.4	0.1	0.1	1.8	0.2
Heathrow Airport	0.0	0.0	0.4	0.7	0.0	0.0	0.0	0.0	0.2	0.1	0.6	0.4	1.2	0.2
Hillingdon	0.8	0.8	0.5	0.9	0.0	0.0	0.0	0.0	2.5	0.6	0.8	0.5	4.5	0.6
Hounslow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.4	0.6	0.4	2.3	0.3
Kingston	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5	0.3	1.1	0.1
Merton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.6	0.4	1.1	0.1
Newham	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Redbridge	0.0	0.0	0.0	0.0	0.6	1.9	0.0	0.0	1.5	0.4	0.0	0.0	2.1	0.3
Richmond	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.2	0.5	0.3	2.0	0.3
Sutton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.3	0.0	0.0	1.0	0.1
Waltham Forest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.3	0.5	0.3	1.9	0.3
Total G L Outer Area	8.5	8.9	3.8	7.3	2.8	8.4	0.4	3.7	66.8	17.2	26.0	17.1	108.2	14.8
Total Greater London	19.1	19.9	14.6	28.0	5.5	16.1	8.0	83.5	103.6	26.6	60.0	39.5	210.7	28.8
Other South East														
Bedfordshire	17.0	17.8	10.5	20.2	7.6	22.3	1.3	13.4	46.2	11.9	31.1	20.5	113.7	15.5
Berkshire	1.9	2.0	0.0	0.0	0.0	0.0	0.3	3.1	6.1	1.6	1.9	1.3	10.2	1.4
Buckinghamshire	10.4	10.8	3.2	6.2	3.2	9.3	0.0	0.0	26.8	6.9	7.6	5.0	51.1	7.0
East Sussex	1.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.8	1.0	0.7	5.1	0.7
Essex	0.8	0.9	1.2	2.3	2.2	6.6	0.0	0.0	18.5	4.8	2.7	1.7	25.4	3.5
Hampshire	1.6	1.7	1.1	2.2	0.0	0.0	0.0	0.0	5.3	1.4	1.0	0.7	9.1	1.2
Hertfordshire	18.3	19.1	8.5	16.4	4.1	12.1	0.0	0.0	70.6	18.2	18.1	11.9	119.7	16.4
Kent	0.3	0.3	0.4	0.7	0.0	0.0	0.0	0.0	3.3	0.8	1.9	1.3	5.9	0.8
Oxfordshire	1.3	1.4	0.7	1.4	0.2	0.7	0.0	0.0	6.9	1.8	3.3	2.2	12.5	1.7
Surrey	0.8	0.8	0.3	0.6	0.0	0.0	0.0	0.0	3.7	0.9	1.2	0.8	6.0	0.8
West Sussex	0.6	0.6	0.5	0.9	0.4	1.3	0.0	0.0	1.3	0.3	1.4	0.9	4.2	0.6
Total Other South East	54.1	56.5	26.4	50.8	17.8	52.3	1.6	16.5	191.8	49.3	71.3	46.9	363.0	49.6
Total South East Region	73.2	76.4	41.0	78.8	23.2	68.4	9.5	100	295.4	76.0	131.3	86.4	573.6	78.4
Other regions														
East Anglia	3.9	4.1	1.7	3.3	2.9	8.7	0.0	0.0	23.2	6.0	4.4	2.9	36.1	4.9
East Midlands	10.4	10.9	2.0	3.9	4.2	12.3	0.0	0.0	34.4	8.8	5.3	3.5	56.3	7.7
Northern	1.2	1.3	0.9	1.7	0.6	1.8	0.0	0.0	3.4	0.9	0.5	0.3	6.7	0.9
North West	1.1	1.1	0.0	0.0	0.1	0.2	0.0	0.0	4.5	1.2	0.2	0.1	5.8	0.8
Scotland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	1.0	0.1
South West	1.7	1.8	1.4	2.6	1.3	3.9	0.0	0.0	9.3	2.4	2.9	1.9	16.6	2.3
Wales	0.6	0.6	0.6	1.1	0.0	0.0	0.0	0.0	4.1	1.0	1.6	1.0	6.8	0.9
West Midlands	3.1	3.2	2.7	5.3	0.8	2.4	0.0	0.0	11.3	2.9	3.2	2.1	21.2	2.9
Yorks/Humberside	0.6	0.6	1.8	3.4	0.8	2.3	0.0	0.0	3.3	0.9	1.5	1.0	7.9	1.1
Total other regions	22.6	23.6	11.1	21.2	10.7	31.6	0.0	0.0	93.5	24.0	20.6	13.6	158.5	21.6
Total	95.8	100	52.1	100	34.0	100	9.5	100	388.9	100	151.9	100	732.1	100

Table 16
Origin/destination of terminating passengers
Luton Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	0.2	2.2	0.0	0.0	3.5	0.4	0.0	0.0	0.0	0.0	2.2	5.7	5.9	0.5
City of London	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
Greenwich	0.0	0.0	0.0	0.0	1.1	0.1	0.2	0.5	0.0	0.0	0.2	0.4	1.5	0.1
Hackney	0.0	0.0	0.0	0.0	3.4	0.4	0.0	0.0	1.2	0.7	0.0	0.0	4.6	0.4
Hammersmith	0.0	0.0	0.0	0.0	1.4	0.2	0.0	0.0	0.0	0.0	0.6	1.6	2.1	0.2
Islington	0.0	0.0	0.0	0.0	1.1	0.1	0.0	0.0	1.4	0.9	1.6	3.9	4.1	0.4
Kensington	0.0	0.0	0.0	0.0	1.4	0.2	5.3	17.1	0.0	0.0	0.0	0.1	6.8	0.6
Lambeth	0.0	0.0	0.7	12.4	3.3	0.4	0.0	0.0	0.0	0.0	0.2	0.5	4.3	0.4
Lewisham	0.0	0.0	0.0	0.0	0.7	0.1	0.0	0.0	0.3	0.2	0.0	0.0	1.0	0.1
Southwark	0.0	0.0	0.0	0.0	1.1	0.1	0.2	0.6	0.0	0.0	0.2	0.4	1.4	0.1
Tower Hamlets	0.0	0.0	0.0	0.0	0.2	0.0	0.4	1.3	0.0	0.0	0.0	0.0	0.6	0.1
Wandsworth	0.6	7.3	0.0	0.0	1.1	0.1	0.0	0.0	0.2	0.1	0.2	0.5	2.1	0.2
Westminster	0.0	0.0	1.9	32.3	2.4	0.3	16.9	54.5	0.2	0.1	6.5	16.5	27.9	2.5
Total G L Inner Area	0.8	9.6	2.6	44.7	20.7	2.4	23.0	74.0	3.5	2.1	11.7	29.7	62.2	5.6
G L Outer Area														
Barking	0.0	0.0	0.0	0.0	1.0	0.1	0.0	0.0	0.2	0.1	0.0	0.0	1.2	0.1
Barnet	3.3	39.2	0.0	0.0	13.9	1.6	0.0	0.0	5.6	3.3	1.0	2.5	23.8	2.1
Bexley	0.0	0.0	0.0	0.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.2
Brent	0.0	0.0	0.0	0.0	14.0	1.6	0.0	0.0	2.3	1.4	1.2	3.0	17.5	1.6
Bromley	0.0	0.0	0.0	0.0	3.1	0.4	0.3	1.0	0.9	0.5	0.0	0.0	4.4	0.4
Croydon	0.0	0.0	0.0	0.0	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.1
Ealing	0.0	0.0	0.0	0.0	3.7	0.4	0.6	2.1	0.3	0.2	0.0	0.0	4.6	0.4
Enfield	0.0	0.0	0.0	0.0	13.5	1.6	0.0	0.0	5.6	3.4	0.2	0.6	19.3	1.7
GL unspecified	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.6	0.0	0.0	0.5	1.2	1.0	0.1
Haringey	0.0	0.0	0.0	0.0	3.4	0.4	0.0	0.0	3.5	2.1	0.0	0.0	7.0	0.6
Harrow	0.2	2.2	0.0	0.0	12.1	1.4	0.0	0.0	8.6	5.2	0.2	0.5	21.1	1.9
Havering	0.0	0.0	0.0	0.0	6.6	0.8	0.0	0.0	1.5	0.9	0.0	0.0	8.1	0.7
Hillingdon	0.0	0.0	0.0	0.0	12.6	1.4	1.5	4.7	0.0	0.0	0.0	0.0	14.0	1.3
Hounslow	0.3	3.3	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1
Kingston	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
Merton	0.0	0.0	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.2	0.4	1.2	0.1
Newham	0.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.3
Redbridge	0.0	0.0	0.0	0.0	6.1	0.7	0.0	0.0	1.1	0.7	1.6	4.1	8.8	0.8
Richmond	0.0	0.0	0.0	0.0	0.9	0.1	0.9	3.0	0.0	0.0	0.2	0.4	2.0	0.2
Sutton	0.0	0.0	0.0	0.0	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1
Waltham Forest	0.0	0.0	0.0	0.0	7.1	0.8	0.0	0.0	1.0	0.6	0.0	0.0	8.1	0.7
Total G L Outer Area	3.8	44.7	0.0	0.0	108.5	12.5	3.8	12.4	30.7	18.3	5.0	12.7	151.7	13.5
Total Greater London	4.6	54.3	2.6	44.7	129.1	14.9	26.8	86.4	34.1	20.4	16.7	42.3	214.0	19.1
Other South East														
Bedfordshire	0.9	10.6	1.0	16.9	111.3	12.8	0.3	0.8	15.4	9.2	1.3	3.3	130.2	11.6
Berkshire	0.0	0.0	0.0	0.0	18.7	2.2	0.6	1.9	2.0	1.2	0.0	0.0	21.3	1.9
Buckinghamshire	0.0	0.0	0.0	0.0	56.0	6.4	0.0	0.0	13.6	8.1	2.5	6.4	72.2	6.4
East Sussex	0.0	0.0	0.0	0.0	3.4	0.4	0.0	0.0	0.6	0.4	0.2	0.5	4.2	0.4
Essex	0.0	0.0	0.0	0.0	40.4	4.7	0.3	1.0	9.3	5.6	0.1	0.2	50.2	4.5
Hampshire	0.0	0.0	0.0	0.0	8.4	1.0	0.3	1.0	1.4	0.8	0.8	2.0	10.9	1.0
Hertfordshire	0.7	8.4	0.2	3.4	146.5	16.9	1.0	3.3	35.6	21.3	1.2	3.0	185.2	16.5
Kent	0.0	0.0	0.0	0.0	10.2	1.2	0.0	0.0	0.4	0.2	0.0	0.0	10.6	0.9
Oxfordshire	0.0	0.0	0.8	13.5	17.3	2.0	0.9	2.8	1.4	0.9	0.3	0.7	20.7	1.8
Surrey	0.0	0.0	0.0	0.0	10.9	1.2	0.3	0.8	0.0	0.0	0.9	2.2	12.0	1.1
West Sussex	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.9	0.7	0.1
Total Other South East	1.6	19.0	2.0	33.8	423.4	48.7	3.6	11.6	79.8	47.8	7.6	19.3	518.1	46.2
Total South East Region	6.2	73.3	4.6	78.5	552.6	63.6	30.4	98.0	113.9	68.2	24.3	61.6	732.0	65.3
Other regions														
East Anglia	0.9	10.5	0.0	0.0	108.8	12.5	0.0	0.0	16.0	9.6	2.1	5.2	127.7	11.4
East Midlands	0.5	6.1	0.0	0.0	121.2	13.9	0.0	0.1	24.1	14.4	2.2	5.6	148.0	13.2
Northern	0.0	0.0	0.2	3.9	4.6	0.5	0.0	0.0	0.5	0.3	0.0	0.0	5.3	0.5
North West	0.0	0.0	0.0	0.0	4.1	0.5	0.0	0.0	1.7	1.0	0.0	0.0	5.7	0.5
Scotland	0.0	0.0	0.0	0.0	1.7	0.2	0.0	0.0	0.0	0.0	0.6	1.6	2.4	0.2
South West	0.3	3.1	1.0	17.6	22.7	2.6	0.6	1.9	2.6	1.6	0.5	1.3	27.7	2.5
Wales	0.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0	0.5	0.3	0.0	0.0	3.6	0.3
West Midlands	0.3	3.0	0.0	0.0	32.5	3.7	0.0	0.0	4.9	2.9	9.8	24.7	47.4	4.2
Yorks/Humberside	0.3	4.0	0.0	0.0	17.8	2.1	0.0	0.0	3.0	1.8	0.0	0.0	21.2	1.9
Total other regions	2.3	26.7	1.3	21.5	316.6	36.4	0.6	2.0	53.2	31.8	15.2	38.4	389.0	34.7
Total	8.4	100	5.9	100	869.1	100	31.0	100	167.1	100	39.5	100	1121.1	100

Table 17
Origin/destination of terminating passengers
Luton Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	3.6	2.2	0.2	8.4	0.0	0.0	0.2	14.3	5.0	2.1	0.2	1.0	9.2	2.1
City of London	2.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.6	0.7	4.0	4.7	1.1
Greenwich	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.6	0.0	0.0	1.7	0.4
Hackney	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.0	0.0	1.3	0.3
Hammersmith	1.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.8	1.7	0.4
Islington	4.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	5.1	2.2	0.4	2.6	9.6	2.2
Kensington	2.7	1.6	0.0	0.0	0.1	0.7	0.0	0.0	3.7	1.6	0.6	3.4	7.1	1.6
Lambeth	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.6	0.3	2.0	2.6	0.6
Lewisham	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.5	0.0	0.0	2.0	0.5
Southwark	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.6	0.1	0.5	2.0	0.5
Tower Hamlets	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.5	0.1	0.8	2.3	0.5
Wandsworth	1.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.2	1.8	1.1	6.4	6.6	1.5
Westminster	8.4	5.1	0.2	8.1	0.3	2.5	1.3	85.7	8.0	3.4	1.5	9.1	19.7	4.6
Total G L Inner Area	27.9	16.9	0.4	16.5	0.4	3.2	1.5	100	35.2	15.1	5.1	30.7	70.5	16.3
G L Outer Area														
Barking	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.0	0.0	0.9	0.2
Barnet	3.8	2.3	0.0	0.0	0.6	5.3	0.0	0.0	3.0	1.3	0.3	1.9	7.7	1.8
Bexley	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.0	0.0	1.0	0.2
Brent	1.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.0	0.1	0.7	4.1	0.9
Bromley	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.0	0.2	1.1	3.1	0.7
Croydon	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.2	1.4	1.6	0.4
Ealing	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.7	0.0	0.0	2.1	0.5
Enfield	1.5	0.9	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.6	0.0	0.0	7.5	1.7
GL unspecified	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.1	0.8	1.1	0.3
Haringey	0.2	0.1	0.0	1.6	0.0	0.0	0.0	0.0	2.1	0.9	0.0	0.0	2.3	0.5
Harrow	3.0	1.8	0.0	0.0	0.2	1.5	0.0	0.0	2.6	1.1	0.0	0.0	5.7	1.3
Havering	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.0	0.0	1.5	0.3
Heathrow Airport	0.1	0.1	0.4	14.1	0.0	0.0	0.0	0.0	1.0	0.4	0.9	5.2	2.4	0.6
Hillingdon	1.6	1.0	0.0	0.0	0.6	4.7	0.0	0.0	2.4	1.0	0.2	1.3	4.8	1.1
Hounslow	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.0	0.0	0.9	0.2
Kingston	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.1	0.6	1.1	0.3
Merton	0.8	0.5	0.2	8.0	0.0	0.0	0.0	0.0	1.3	0.5	0.3	2.0	2.6	0.6
Newham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.0	0.0	0.5	0.1
Redbridge	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.0	0.0	1.1	0.2
Richmond	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.6	0.0	0.0	2.1	0.5
Sutton	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.0	0.0	1.1	0.3
Waltham Forest	0.6	0.4	0.0	0.0	0.7	5.5	0.0	0.0	0.7	0.3	0.0	0.0	2.0	0.5
Total G L Outer Area	18.3	11.0	0.6	23.7	2.0	16.9	0.0	0.0	33.6	14.4	2.5	15.0	57.0	13.2
Total Greater London	46.2	27.9	1.0	40.2	2.4	20.1	1.5	100	68.9	29.5	7.5	45.6	127.5	29.5
Other South East														
Bedfordshire	23.4	14.2	0.4	14.2	4.0	33.1	0.0	0.0	33.9	14.5	3.0	18.4	64.7	15.0
Berkshire	3.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.7	0.5	3.3	8.4	1.9
Buckinghamshire	15.4	9.3	0.3	11.3	0.0	0.0	0.0	0.0	23.8	10.2	1.4	8.5	40.9	9.5
East Sussex	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	3.4	1.5	0.0	0.0	4.0	0.9
Essex	2.8	1.7	0.1	3.6	0.1	0.8	0.0	0.0	6.6	2.8	0.3	1.6	9.8	2.3
Hampshire	3.1	1.9	0.0	0.0	0.4	3.2	0.0	0.0	4.9	2.1	0.3	1.8	8.7	2.0
Hertfordshire	32.1	19.4	0.1	3.8	3.0	25.2	0.0	0.0	46.2	19.8	2.0	11.9	83.4	19.3
Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.3	0.1
Kent	3.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	1.8	0.0	0.0	7.6	1.8
Oxfordshire	1.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	1.4	0.0	0.0	5.0	1.2
Surrey	2.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	7.2	3.1	0.2	1.3	9.8	2.3
West Sussex	2.5	1.5	0.0	0.0	0.2	1.9	0.0	0.0	3.1	1.3	0.2	1.1	6.0	1.4
Total Other South East	67.8	41.0	0.5	18.7	3.7	31.1	0.0	0.0	107.1	45.8	4.9	29.7	184.0	42.6
Total South East Region	137.4	83.0	1.9	73.1	10.2	84.3	1.5	100	209.9	89.8	15.5	93.7	376.2	87.1
Other regions														
East Anglia	7.2	4.3	0.0	0.0	1.0	8.0	0.0	0.0	8.5	3.6	0.2	1.3	16.8	3.9
East Midlands	10.6	6.4	0.0	0.0	0.7	6.1	0.0	0.0	9.9	4.2	0.2	1.2	21.5	5.0
Scotland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2	0.0
South West	3.2	1.9	0.6	24.9	0.2	1.6	0.0	0.0	3.2	1.4	0.6	3.7	7.8	1.8
Wales	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.5	0.0	0.0	1.9	0.4
West Midlands	6.3	3.8	0.1	2.0	0.0	0.0	0.0	0.0	1.0	0.4	0.0	0.0	7.4	1.7
Total other regions	28.1	17.0	0.7	26.9	1.9	15.7	0.0	0.0	23.9	10.2	1.0	6.3	55.6	12.9
Total	165.5	100	2.6	100	12.0	100	1.5	100	233.8	100	16.5	100	431.9	100

Table 18
Origin/destination of terminating passengers
Stansted Airport, 1996 annual scheduled international passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	1.5	0.3	4.3	1.5	0.4	0.6	15.7	13.3	19.5	2.2	22.8	3.7	64.1	2.6
City of London	6.3	1.4	12.8	4.4	0.0	0.0	3.4	2.8	20.8	2.3	9.7	1.6	53.1	2.2
Greenwich	1.1	0.2	2.3	0.8	0.6	0.8	0.0	0.0	5.4	0.6	2.4	0.4	11.9	0.5
Hackney	2.9	0.7	0.8	0.3	0.5	0.7	0.0	0.0	14.1	1.6	5.8	0.9	24.2	1.0
Hammersmith	5.3	1.2	2.1	0.7	0.0	0.0	0.8	0.7	4.7	0.5	5.2	0.8	18.1	0.7
Islington	7.8	1.8	1.6	0.5	0.3	0.5	3.1	2.6	26.5	2.9	22.9	3.7	62.3	2.5
Kensington	2.4	0.5	18.8	6.5	0.0	0.0	17.6	14.9	7.7	0.9	29.3	4.7	75.8	3.1
Lambeth	1.9	0.4	3.4	1.2	0.5	0.6	0.0	0.0	14.7	1.6	10.9	1.7	31.2	1.3
Lewisham	0.8	0.2	0.9	0.3	0.0	0.0	0.0	0.0	11.0	1.2	6.4	1.0	19.2	0.8
Southwark	5.2	1.2	0.3	0.1	0.8	1.0	3.1	2.6	16.7	1.8	12.2	2.0	38.2	1.6
Tower Hamlets	7.2	1.6	3.2	1.1	2.7	3.7	0.6	0.5	5.6	0.6	10.9	1.8	30.2	1.2
Wandsworth	1.1	0.2	0.7	0.2	0.0	0.0	0.0	0.0	5.1	0.6	7.9	1.3	14.7	0.6
Westminster	6.2	1.4	46.1	16.0	0.0	0.0	62.5	52.9	23.8	2.6	80.9	13.0	219.5	8.9
Total G L Inner Area	49.8	11.1	97.2	33.6	5.7	7.9	106.7	90.3	175.6	19.4	227.4	36.6	662.4	27.0
G L Outer Area														
Barking	0.6	0.1	2.1	0.7	0.0	0.0	0.0	0.0	14.3	1.6	6.3	1.0	23.2	0.9
Barnet	10.0	2.2	1.5	0.5	1.2	1.7	1.6	1.3	36.5	4.0	12.9	2.1	63.8	2.6
Bexley	4.7	1.1	0.0	0.0	0.3	0.5	0.0	0.0	13.1	1.4	1.7	0.3	19.8	0.8
Brent	0.8	0.2	0.4	0.2	0.0	0.0	0.0	0.0	29.7	3.3	13.9	2.2	44.8	1.8
Bromley	3.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.8	0.7	0.1	11.7	0.5
Croydon	0.5	0.1	0.0	0.0	0.2	0.2	0.0	0.0	7.0	0.8	2.0	0.3	9.6	0.4
Ealing	0.0	0.0	0.8	0.3	0.6	0.9	1.1	0.9	3.5	0.4	14.2	2.3	20.3	0.8
Enfield	2.7	0.6	0.8	0.3	0.4	0.6	0.0	0.0	15.8	1.7	17.4	2.8	37.1	1.5
GL unspecified	0.0	0.0	0.2	0.1	0.0	0.0	0.3	0.3	0.0	0.0	0.4	0.1	0.9	0.0
Haringey	1.8	0.4	1.0	0.3	0.3	0.4	1.0	0.9	26.0	2.9	15.0	2.4	45.1	1.8
Harrow	0.3	0.1	1.3	0.4	1.8	2.4	0.0	0.0	7.6	0.8	9.4	1.5	20.3	0.8
Havering	6.1	1.4	4.5	1.6	3.7	5.1	0.0	0.0	41.5	4.6	8.5	1.4	64.2	2.6
Heathrow Airport	0.0	0.0	1.8	0.6	1.3	1.8	0.0	0.0	0.0	0.0	2.3	0.4	5.4	0.2
Hillingdon	0.4	0.1	0.6	0.2	0.0	0.0	0.0	0.0	1.8	0.2	1.6	0.3	4.5	0.2
Hounslow	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	9.9	1.1	3.7	0.6	13.9	0.6
Kingston	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	1.3	0.1	3.6	0.6	5.3	0.2
Merton	0.0	0.0	0.7	0.3	0.0	0.0	0.2	0.2	4.1	0.5	1.7	0.3	6.8	0.3
Newham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.9	1.9	0.3	10.4	0.4
Redbridge	8.6	1.9	1.7	0.6	0.0	0.0	0.0	0.0	28.5	3.2	16.9	2.7	55.7	2.3
Richmond	0.0	0.0	0.8	0.3	0.0	0.0	0.0	0.0	2.9	0.3	6.5	1.0	10.1	0.4
Sutton	0.0	0.0	0.0	0.0	0.6	0.8	0.0	0.0	2.3	0.3	1.3	0.2	4.2	0.2
Waltham Forest	3.2	0.7	2.1	0.7	0.5	0.7	0.0	0.0	14.6	1.6	7.9	1.3	28.3	1.2
Total G L Outer Area	43.3	9.7	20.7	7.2	10.9	15.0	4.5	3.8	276.5	30.5	149.8	24.1	505.8	20.6
Total Greater London	93.1	20.9	117.9	40.8	16.6	22.9	111.3	94.2	452.1	49.9	377.2	60.7	1168.1	47.6
Other South East														
Bedfordshire	10.5	2.4	1.3	0.4	1.2	1.7	0.0	0.0	7.2	0.8	5.2	0.8	25.5	1.0
Berkshire	1.9	0.4	2.3	0.8	0.4	0.5	0.0	0.0	2.6	0.3	2.5	0.4	9.6	0.4
Buckinghamshire	6.0	1.4	1.7	0.6	0.7	0.9	0.0	0.0	7.2	0.8	1.8	0.3	17.4	0.7
East Sussex	0.7	0.2	0.4	0.1	0.1	0.2	0.0	0.0	4.2	0.5	5.5	0.9	10.9	0.4
Essex	116.5	26.1	45.8	15.8	11.0	15.1	1.7	1.4	117.0	12.9	58.3	9.4	350.3	14.3
Hampshire	0.8	0.2	0.0	0.0	0.4	0.6	0.0	0.0	9.7	1.1	4.5	0.7	15.5	0.6
Hertfordshire	56.0	12.6	18.3	6.3	8.9	12.3	0.0	0.0	50.7	5.6	29.9	4.8	163.8	6.7
Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.0	0.0	0.7	0.0
Kent	24.1	5.4	5.4	1.9	3.3	4.6	1.7	1.4	32.6	3.6	15.4	2.5	82.5	3.4
Oxfordshire	2.1	0.5	3.0	1.0	0.6	0.8	0.0	0.0	3.3	0.4	5.9	1.0	15.0	0.6
Surrey	3.0	0.7	0.3	0.1	1.1	1.6	0.0	0.0	17.3	1.9	1.2	0.2	22.9	0.9
West Sussex	0.4	0.1	0.4	0.2	0.0	0.0	1.2	1.0	5.2	0.6	4.5	0.7	11.8	0.5
Total Other South East	211.6	47.4	77.5	26.8	26.6	36.7	4.5	3.8	250.5	27.7	129.7	20.9	700.3	28.6
Total South East Region	315.2	70.6	196.7	68.1	44.4	61.3	115.8	98.0	709.8	78.4	512.1	82.4	1893.9	77.2
Other regions														
East Anglia	108.4	24.3	73.6	25.5	16.5	22.7	2.3	2.0	119.9	13.2	73.2	11.8	393.9	16.1
East Midlands	12.9	2.9	8.0	2.8	3.5	4.9	0.0	0.0	44.6	4.9	13.9	2.2	82.9	3.4
Northern	0.6	0.1	0.7	0.2	1.8	2.4	0.0	0.0	3.2	0.3	1.0	0.2	7.2	0.3
North West	0.2	0.0	1.9	0.7	0.0	0.0	0.0	0.0	0.8	0.1	0.8	0.1	3.7	0.2
Scotland	0.0	0.0	0.0	0.0	0.8	1.0	0.0	0.0	1.3	0.1	2.2	0.3	4.3	0.2
South West	1.6	0.4	1.5	0.5	2.1	2.9	0.0	0.0	7.7	0.9	5.8	0.9	18.7	0.8
Wales	2.1	0.5	0.0	0.0	0.1	0.2	0.0	0.0	4.0	0.4	2.1	0.3	8.3	0.3
West Midlands	1.8	0.4	3.9	1.3	1.8	2.4	0.0	0.0	6.9	0.8	7.1	1.1	21.4	0.9
Yorks/Humberside	3.6	0.8	2.6	0.9	1.6	2.2	0.0	0.0	7.2	0.8	3.3	0.5	18.3	0.7
Total other regions	131.1	29.4	92.1	31.9	28.1	38.7	2.3	2.0	195.6	21.6	109.5	17.6	558.7	22.8
Total	446.3	100	288.9	100	72.4	100	118.2	100	905.4	100	621.5	100	2452.6	100

Table 19
Origin/destination of terminating passengers
Stansted Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	0.3	6.8	0.5	2.5	0.7	0.1	6.7	3.2	0.0	0.0	3.0	2.3	11.1	1.0
City of London	0.0	0.0	1.7	9.1	0.0	0.0	0.0	0.0	0.6	0.3	1.5	1.2	3.8	0.4
Greenwich	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	1.6	1.2	1.8	0.2
Hackney	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	4.5	2.0	1.2	0.9	6.0	0.6
Hammersmith	0.0	0.0	0.0	0.0	0.5	0.1	0.0	0.0	1.0	0.4	0.0	0.0	1.5	0.1
Islington	0.0	0.0	0.0	0.0	2.1	0.4	3.5	1.7	1.2	0.5	0.6	0.5	7.3	0.7
Kensington	0.0	0.0	0.0	0.0	0.6	0.1	21.2	10.3	1.9	0.8	7.2	5.6	30.8	2.9
Lambeth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.9	1.5	1.2	3.6	0.3
Lewisham	0.0	0.0	0.0	0.0	1.9	0.4	0.0	0.0	5.0	2.2	0.7	0.6	7.6	0.7
Southwark	0.3	6.0	0.0	0.0	0.5	0.1	0.8	0.4	0.5	0.2	2.6	2.0	4.8	0.4
Tower Hamlets	0.0	0.0	0.0	0.0	2.0	0.4	0.0	0.0	3.8	1.6	0.0	0.0	5.7	0.5
Wandsworth	0.0	0.0	0.0	0.0	1.6	0.3	0.0	0.0	0.7	0.3	0.6	0.5	2.9	0.3
Westminster	0.0	0.0	14.5	76.1	0.0	0.0	165.9	80.4	0.5	0.2	33.6	26.3	214.5	19.9
Total G L Inner Area	0.7	12.8	16.7	87.6	10.1	2.1	198.0	96.0	22.0	9.6	54.0	42.2	301.5	28.0
G L Outer Area														
Barking	0.0	0.0	0.0	0.0	3.4	0.7	0.0	0.0	4.0	1.7	0.0	0.0	7.3	0.7
Barnet	0.0	0.0	0.0	0.0	5.6	1.1	0.0	0.0	4.3	1.9	1.8	1.4	11.8	1.1
Bexley	0.0	0.0	0.0	0.0	3.2	0.7	0.0	0.0	0.8	0.3	0.0	0.0	4.0	0.4
Brent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3.1	4.0	0.4
Bromley	0.0	0.0	0.0	0.0	1.9	0.4	0.0	0.0	4.0	1.7	0.6	0.4	6.4	0.6
Croydon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.0
Ealing	0.0	0.0	0.0	0.0	1.8	0.4	0.0	0.0	0.0	0.0	2.3	1.8	4.2	0.4
Enfield	0.0	0.0	0.0	0.0	14.7	3.0	0.0	0.0	8.7	3.8	0.4	0.3	23.9	2.2
GL unspecified	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	1.3	1.0	1.6	0.1
Haringey	0.0	0.0	0.0	0.0	3.2	0.7	0.0	0.0	5.4	2.3	3.8	2.9	12.4	1.1
Harrow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.3	0.3	0.6	0.1
Havering	0.0	0.0	0.0	0.0	13.1	2.7	0.0	0.0	1.7	0.8	0.0	0.0	14.9	1.4
Heathrow Airport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.8	1.0	0.1
Hillingdon	0.0	0.0	0.0	0.0	1.4	0.3	0.0	0.0	0.9	0.4	0.1	0.1	2.4	0.2
Hounslow	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Kingston	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.3	0.0
Merton	0.9	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.1
Newham	0.0	0.0	0.0	0.0	1.6	0.3	0.0	0.0	2.7	1.2	0.5	0.4	4.8	0.4
Redbridge	0.0	0.0	0.0	0.0	14.1	2.9	0.0	0.0	6.6	2.9	2.6	2.1	23.4	2.2
Richmond	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.0	2.6	0.2
Sutton	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Waltham Forest	0.0	0.0	0.0	0.0	10.2	2.1	0.0	0.0	1.6	0.7	1.2	1.0	13.0	1.2
Total G L Outer Area	0.9	17.0	0.0	0.0	74.9	15.3	0.3	0.1	41.3	18.0	23.0	18.0	140.3	13.0
Total Greater London	1.5	29.8	16.7	87.6	84.9	17.3	198.3	96.1	63.3	27.5	77.0	60.2	441.9	41.0
Other South East														
Bedfordshire	0.0	0.0	0.0	0.0	13.0	2.6	0.0	0.0	4.7	2.0	0.0	0.0	17.7	1.6
Berkshire	0.6	10.9	0.0	0.0	3.3	0.7	1.1	0.5	2.0	0.9	0.5	0.4	7.5	0.7
Buckinghamshire	0.0	0.0	0.0	0.0	5.3	1.1	0.0	0.0	2.4	1.1	4.9	3.8	12.7	1.2
East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.5	2.8	2.2	3.9	0.4
Essex	0.1	1.9	0.6	2.9	133.3	27.2	1.4	0.7	62.7	27.3	4.8	3.7	202.8	18.8
Hampshire	0.0	0.0	0.0	0.0	1.4	0.3	0.0	0.0	1.0	0.4	0.3	0.2	2.7	0.3
Hertfordshire	1.0	19.5	0.3	1.8	58.8	12.0	2.6	1.2	24.6	10.7	4.7	3.7	92.1	8.5
Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.5	0.6	0.1
Kent	0.0	0.0	0.0	0.0	16.6	3.4	0.0	0.0	1.8	0.8	7.2	5.7	25.6	2.4
Oxfordshire	0.0	0.0	0.0	0.0	2.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.2
Surrey	0.0	0.0	0.0	0.0	4.8	1.0	0.0	0.0	0.0	0.0	3.6	2.8	8.4	0.8
West Sussex	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Other South East	1.6	32.3	0.9	4.7	226.2	46.2	5.0	2.4	95.7	41.6	29.4	23.0	358.9	33.3
Total South East Region	3.2	62.2	17.6	92.4	324.0	66.1	203.3	98.6	163.8	71.2	106.5	83.2	818.4	75.9
Other regions														
East Anglia	1.6	31.7	0.8	4.1	131.3	26.8	2.3	1.1	49.0	21.3	11.4	8.9	196.4	18.2
East Midlands	0.0	0.2	0.0	0.0	23.4	4.8	0.4	0.2	5.7	2.5	0.9	0.7	30.4	2.8
Northern	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	2.1	1.6	2.5	0.2
North West	0.0	0.0	0.0	0.0	0.9	0.2	0.0	0.0	0.5	0.2	0.0	0.0	1.4	0.1
South West	0.3	6.0	0.7	3.6	3.3	0.7	0.3	0.1	3.4	1.5	3.7	2.9	11.8	1.1
Wales	0.0	0.0	0.0	0.0	2.8	0.6	0.0	0.0	0.4	0.2	2.0	1.6	5.2	0.5
West Midlands	0.0	0.0	0.0	0.0	1.7	0.4	0.0	0.0	5.2	2.2	1.2	1.0	8.1	0.8
Yorks/Humberside	0.0	0.0	0.0	0.0	2.5	0.5	0.0	0.0	1.7	0.7	0.2	0.2	4.4	0.4
Total other regions	1.9	37.8	1.5	7.6	165.9	33.9	3.0	1.4	66.3	28.8	21.6	16.8	260.2	24.1
Total	5.1	100	19.1	100	490.0	100	206.3	100	230.0	100	128.1	100	1078.6	100

Table 20
Origin/destination of terminating passengers
Stansted Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
South East Region														
G L Inner Area														
Camden	7.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	12.3	2.9	0.1	0.4	20.0	2.1
City of London	31.9	6.4	0.5	8.2	0.0	0.0	0.0	0.0	10.6	2.5	0.0	0.0	43.0	4.4
Greenwich	2.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	6.3	1.5	1.4	6.0	9.9	1.0
Hackney	4.6	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.3	0.0	0.0	5.8	0.6
Hammersmith	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.7	0.0	0.0	2.7	0.3
Islington	5.9	1.2	0.0	0.0	0.7	2.5	0.0	0.0	8.3	2.0	0.3	1.3	15.2	1.6
Kensington	8.2	1.7	0.3	4.7	0.0	0.0	0.0	0.0	8.7	2.1	1.3	5.8	18.5	1.9
Lambeth	5.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	1.7	1.3	5.9	14.1	1.4
Lewisham	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.1	0.0	0.0	4.6	0.5
Southwark	2.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	4.1	1.0	1.6	7.0	8.5	0.9
Tower Hamlets	4.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	15.5	3.7	0.0	0.0	19.6	2.0
Wandsworth	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.4	0.0	0.0	2.6	0.3
Westminster	23.7	4.8	0.0	0.0	2.7	9.0	0.4	100	22.4	5.4	1.0	4.5	50.2	5.2
Total G L Inner Area	97.7	19.8	0.8	13.0	3.5	11.5	0.4	100	105.4	25.3	7.0	30.9	214.7	22.1
G L Outer Area														
Barking	1.4	0.3	0.0	0.0	0.6	2.0	0.0	0.0	4.5	1.1	0.0	0.0	6.4	0.7
Barnet	6.2	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.5	0.3	1.2	8.4	0.9
Bexley	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.2	0.0	0.0	1.6	0.2
Brent	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.4	0.0	0.0	2.3	0.2
Bromley	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.2	0.0	0.0	3.2	0.3
Croydon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.5	0.0	0.0	2.2	0.2
Ealing	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.2	0.0	0.0	1.5	0.2
Enfield	9.3	1.9	0.0	0.0	1.3	4.3	0.0	0.0	11.1	2.7	0.0	0.0	21.7	2.2
GL unspecified	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	5.8	1.3	0.1
Haringey	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.8	2.2	9.6	8.3	0.8
Harrow	2.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.3	0.0	0.0	3.8	0.4
Havering	10.4	2.1	0.0	0.0	0.8	2.5	0.0	0.0	5.8	1.4	0.0	0.0	17.0	1.7
Hillingdon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	5.6	1.3	0.1
Hounslow	4.2	0.9	0.0	0.0	0.0	0.0	0.0	0.0	4.3	1.0	0.0	0.0	4.7	0.5
Kingston	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.4	0.0	0.0	6.0	0.6
Merton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.8	0.0	0.0	3.7	0.4
Newham	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	5.6	1.3	0.0	0.0	7.1	0.7
Redbridge	1.2	0.2	0.0	0.0	0.3	1.0	0.0	0.0	19.3	4.6	0.7	3.1	38.3	3.9
Richmond	14.7	3.0	0.0	0.0	3.6	11.9	0.0	0.0	0.3	0.1	0.0	0.0	0.3	0.0
Sutton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	2.4	0.3	1.4	13.5	1.4
Waltham Forest	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total G L Outer Area	61.5	12.4	0.0	0.0	6.5	21.5	0.0	0.0	82.7	19.8	6.1	26.8	156.7	16.1
Total Greater London	159.2	32.2	0.8	13.0	10.0	33.0	0.4	100	188.1	45.1	13.0	57.6	371.5	38.3
Other South East														
Bedfordshire	11.2	2.3	0.0	0.0	0.5	1.6	0.0	0.0	0.6	0.1	0.0	0.0	12.3	1.3
Berkshire	3.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.7	0.0	0.0	6.2	0.6
Buckinghamshire	6.1	1.2	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.7	0.0	0.0	13.0	1.3
East Sussex	2.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.6	0.0	0.0	5.1	0.5
Essex	114.4	23.1	0.5	8.1	7.1	23.3	0.0	0.0	62.4	15.0	3.7	16.5	188.1	19.4
Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	4.0	0.4
Hertfordshire	58.5	11.8	0.4	7.4	3.5	11.6	0.0	0.0	25.1	6.0	0.3	1.4	87.9	9.1
Kent	24.0	4.8	0.9	14.8	0.0	0.0	0.0	0.0	42.1	10.1	1.3	5.9	68.2	7.0
Oxfordshire	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.7	0.0	0.0	3.2	0.3
Surrey	4.1	0.8	0.0	0.0	0.3	0.9	0.0	0.0	4.7	1.1	0.7	3.0	9.7	1.0
West Sussex	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.8	0.0	0.0	4.3	0.4
Total Other South East	225.4	45.5	1.8	30.3	11.4	37.5	0.0	0.0	157.5	37.8	6.1	26.8	402.1	41.4
Total South East Region	384.6	77.7	2.6	43.3	21.4	70.4	0.4	100	345.6	82.9	19.1	84.4	773.6	79.7
Other regions														
East Anglia	96.7	19.5	2.8	46.4	8.6	28.3	0.0	0.0	61.9	14.9	3.5	15.6	173.5	17.9
East Midlands	7.2	1.5	0.0	0.0	0.4	1.3	0.0	0.0	4.1	1.0	0.0	0.0	11.7	1.2
Northern	0.0	0.0	0.6	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.1
Scotland	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	1.0	0.1
South West	4.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.4	0.0	0.0	6.6	0.7
Wales	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.6	0.0	0.0	3.0	0.3
West Midlands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.2	0.0	0.0	0.8	0.1
Total other regions	110.2	22.3	3.4	56.7	9.0	29.6	0.0	0.0	71.2	17.1	3.5	15.6	197.2	20.3
Total	494.8	100	5.9	100	30.3	100	0.4	100	416.8	100	22.6	100	970.8	100

Table 21
Origin/destination of terminating passengers
Birmingham Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
West Midlands Region														
West Midlands Area														
Birmingham	73.4	11.3	143.0	27.3	12.8	11.9	3.5	36.1	123.3	25.1	84.9	31.7	440.9	21.0
Birmingham Airport	0.0	0.0	4.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.4	5.2	0.2
Coventry	24.5	3.8	48.3	9.2	5.5	5.1	0.4	4.6	32.2	6.5	18.1	6.8	129.0	6.1
Dudley	18.1	2.8	9.3	1.8	2.3	2.2	0.0	0.0	11.9	2.4	5.7	2.1	47.3	2.3
Sandwell	6.4	1.0	3.0	0.6	4.3	4.0	0.0	0.0	5.1	1.0	1.3	0.5	20.2	1.0
Solihull	35.3	5.5	86.0	16.4	2.3	2.1	0.6	6.4	25.6	5.2	13.3	5.0	163.2	7.8
Walsall	10.5	1.6	1.8	0.4	2.0	1.9	0.7	7.6	7.8	1.6	3.5	1.3	26.4	1.3
West Midlands unspecified	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.2	0.1	0.9	0.0
Wolverhampton	12.5	1.9	10.4	2.0	2.6	2.4	0.2	2.1	14.2	2.9	10.5	3.9	50.4	2.4
Total West Midlands Area	180.9	28.0	306.2	58.5	31.9	29.5	5.5	56.8	220.5	44.8	138.8	51.9	883.6	42.1
Warwickshire														
North Warwickshire	3.4	0.5	3.6	0.7	1.1	1.1	0.0	0.0	3.8	0.8	2.2	0.8	14.1	0.7
Nuneaton	8.1	1.2	1.6	0.3	0.2	0.2	0.0	0.0	3.9	0.8	0.5	0.2	14.4	0.7
Rugby	11.0	1.7	10.4	2.0	0.5	0.5	0.0	0.0	8.2	1.7	3.9	1.5	33.9	1.6
Stratford on Avon	16.2	2.5	10.2	2.0	1.2	1.1	0.2	0.0	6.9	1.4	7.3	2.7	42.1	2.0
Warwick	29.1	4.5	16.7	3.2	1.9	1.8	0.0	0.0	12.2	2.5	8.9	3.3	68.8	3.3
Total Warwickshire	67.7	10.5	42.5	8.1	5.1	4.7	0.2	2.2	35.0	7.1	22.8	8.5	173.4	8.3
Hereford & Worcs.														
Bromsgrove	8.3	1.3	2.2	0.4	2.9	2.7	0.0	0.0	8.7	1.8	3.4	1.3	25.5	1.2
Hereford	3.6	0.6	1.8	0.4	0.9	0.8	0.0	0.0	2.4	0.5	0.3	0.1	9.0	0.4
Hereford unspec.	1.9	0.3	0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.1	0.1	0.0	2.7	0.1
Leominster	0.7	0.1	0.8	0.2	0.4	0.4	0.0	0.0	1.7	0.3	0.3	0.1	3.9	0.2
Malvern Hills	5.5	0.9	3.9	0.7	1.6	1.4	0.0	0.0	5.7	1.2	2.1	0.8	18.8	0.9
Redditch	9.9	1.5	6.8	1.3	0.6	0.6	0.0	0.0	9.1	1.9	2.0	0.7	28.4	1.4
South Herefordshire	1.1	0.2	0.5	0.1	0.6	0.6	0.0	0.0	1.6	0.3	0.0	0.0	3.9	0.2
Worcester	12.0	1.9	3.5	0.7	4.8	4.4	0.0	0.0	8.9	1.8	3.2	1.2	32.5	1.5
Wychavon	12.3	1.9	3.5	0.7	1.2	1.1	0.0	0.0	6.5	1.3	5.6	2.1	29.0	1.4
Wyre Forest	5.7	0.9	3.7	0.7	0.6	0.5	0.0	0.0	4.6	0.9	1.2	0.5	15.8	0.8
Total Hereford & Worcs.	61.0	9.4	26.7	5.1	13.9	12.9	0.0	0.0	49.6	10.1	18.1	6.8	169.4	8.1
Staffordshire														
Cannock Chase	3.4	0.5	1.6	0.3	0.3	0.3	0.4	0.0	3.4	0.7	1.4	0.5	10.4	0.5
East Staffordshire	5.8	0.9	1.3	0.3	1.1	1.0	0.4	0.0	3.0	0.6	0.8	0.3	12.4	0.6
Lichfield	8.0	1.2	2.6	0.5	0.3	0.3	0.4	0.0	3.2	0.7	2.0	0.8	16.5	0.8
Newcastle under Lyme	1.2	0.2	0.0	0.0	0.5	0.5	0.0	0.0	0.2	0.0	0.5	0.2	2.3	0.1
South Staffordshire	3.0	0.5	0.4	0.1	0.7	0.7	0.0	0.0	3.0	0.6	0.0	0.0	7.2	0.3
Stafford	9.7	1.5	5.5	1.1	2.7	2.5	0.0	0.0	6.0	1.2	5.7	2.1	29.6	1.4
Staffs Moorlands	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.9	0.0
Stoke on Trent	1.5	0.2	1.5	0.3	0.6	0.6	0.0	0.0	2.4	0.5	1.7	0.6	7.8	0.4
Tamworth	8.5	1.3	4.3	0.8	1.5	1.4	0.0	0.0	3.5	0.7	3.1	1.2	21.0	1.0
Total Staffordshire	41.5	6.4	17.4	3.3	7.7	7.1	1.1	11.6	25.2	5.1	15.3	5.7	108.2	5.2
Shropshire														
Bridgnorth	2.1	0.3	1.3	0.3	0.5	0.4	0.0	0.0	2.6	0.5	1.5	0.6	8.0	0.4
North Shropshire	0.3	0.1	0.5	0.1	0.0	0.0	0.0	0.0	0.7	0.1	0.4	0.1	2.0	0.1
Oswestry	2.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	2.4	0.1
Shrewsbury & Atcham	4.6	0.7	0.9	0.2	1.2	1.1	0.0	0.0	6.5	1.3	1.3	0.5	14.5	0.7
South Shropshire	2.4	0.4	1.1	0.2	2.6	2.4	0.0	0.0	1.9	0.4	0.2	0.1	8.2	0.4
The Wrekin	11.7	1.8	14.6	2.8	1.5	1.4	0.0	0.0	6.1	1.2	4.5	1.7	38.3	1.8
Total Shropshire	23.5	3.6	18.4	3.5	5.7	5.2	0.0	0.0	18.0	3.7	7.9	3.0	73.5	3.5
Total West Midlands Region	374.6	57.9	411.2	78.6	64.3	59.5	6.8	70.7	348.3	70.8	203.0	75.9	1408.1	67.1
East Midlands region														
Derbyshire	33.0	5.1	16.2	3.1	4.4	4.1	0.0	0.0	14.1	2.9	6.6	2.4	74.2	3.5
Leicestershire	61.9	9.6	24.7	4.7	12.6	11.6	0.0	0.0	36.6	7.4	12.6	4.7	148.4	7.1
Lincolnshire	11.2	1.7	1.2	0.2	0.2	0.1	0.0	0.0	4.6	0.9	2.0	0.7	19.0	0.9
Northamptonshire	32.4	5.0	13.4	2.6	2.9	2.7	0.4	0.0	15.2	3.1	13.2	4.9	77.5	3.7
Nottinghamshire	36.1	5.6	13.2	2.5	4.1	3.8	0.0	0.0	21.1	4.3	11.5	4.3	85.9	4.1
Total East Midlands Region	174.5	27.0	68.7	13.1	24.1	22.3	0.4	4.4	91.6	18.6	45.8	17.1	405.1	19.3
Other regions														
East Anglia	4.4	0.7	4.0	0.8	0.1	0.1	0.0	0.0	1.1	0.2	1.8	0.7	11.4	0.5
North West	6.0	0.9	5.3	1.0	1.7	1.6	0.0	0.0	9.7	2.0	1.3	0.5	24.0	1.1
Northern	2.9	0.4	1.0	0.2	0.3	0.3	0.4	3.7	1.1	0.2	0.5	0.2	6.1	0.3
Scotland	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.6	0.1	0.0	0.0	0.7	0.0
South East	38.7	6.0	16.9	3.2	4.6	4.3	0.2	1.9	17.0	3.5	5.4	2.0	82.8	3.9
South West	38.7	6.0	16.8	3.2	9.3	8.6	1.4	14.3	19.7	4.0	14.5	5.4	100.3	4.8
Wales	10.2	1.6	4.5	0.9	2.0	1.9	0.7	7.3	8.4	1.7	3.9	1.5	29.8	1.4
Yorkshire/Humberside	9.5	1.5	5.1	1.0	4.1	3.8	0.0	0.0	8.6	1.8	1.9	0.7	29.3	1.4
Total other regions	110.3	17.0	53.7	10.3	22.2	20.6	2.6	27.1	66.4	13.5	29.3	11.0	284.5	13.6
Total	647.0	100	523.2	100	108.0	100	9.6	100	492.0	100	267.5	100	2097.7	100

Table 22
Origin/destination of terminating passengers
Birmingham Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
West Midlands Region														
West Midlands Area														
Birmingham	1.0	7.2	0.5	24.2	235.0	14.8	7.9	44.6	50.4	16.3	7.8	24.4	302.6	14.9
Coventry	0.1	0.4	0.0	0.0	62.9	4.0	0.0	0.0	14.7	4.8	0.2	0.7	77.9	3.8
Dudley	0.0	0.0	0.0	0.0	85.2	5.4	0.0	0.0	17.5	5.7	0.2	0.5	102.9	5.1
Sandwell	3.9	27.2	0.0	0.0	44.3	2.8	0.0	0.0	7.4	2.4	3.2	10.0	58.8	2.9
Solihull	0.7	4.6	0.2	11.5	70.8	4.5	3.6	20.4	12.1	3.9	3.4	10.6	90.8	4.5
Walsall	0.0	0.0	0.0	0.0	44.2	2.8	0.0	0.0	6.3	2.0	0.4	1.4	50.9	2.5
Wolverhampton	0.5	3.6	0.0	0.0	55.9	3.5	0.0	0.0	6.6	2.1	1.6	5.0	64.6	3.2
Total West Midlands Area	6.2	43.0	0.7	35.7	598.3	37.6	11.5	64.9	114.9	37.2	16.8	52.5	748.4	36.8
Warwickshire														
North Warwickshire	0.1	0.7	0.0	0.0	15.4	1.0	0.0	0.0	2.5	0.8	0.2	0.7	18.3	0.9
Nuneaton	0.0	0.0	0.0	0.0	30.3	1.9	0.0	0.0	4.8	1.6	0.0	0.0	35.1	1.7
Rugby	0.0	0.0	0.0	0.0	17.5	1.1	0.0	0.0	1.5	0.5	0.0	0.0	18.9	0.9
Stratford on Avon	0.0	0.0	0.0	0.0	29.8	1.9	0.0	0.0	9.2	3.0	0.0	0.0	39.0	1.9
Warwick	0.1	0.9	0.0	0.0	23.1	1.5	0.2	0.0	6.3	2.0	0.7	2.1	30.4	1.5
Total Warwickshire	0.2	1.6	0.0	0.0	116.1	7.3	0.2	1.3	24.3	7.9	0.9	2.8	141.8	7.0
Hereford & Worcs.														
Bromsgrove	0.0	0.0	0.0	0.0	21.7	1.4	0.0	0.0	7.8	2.5	0.0	0.0	29.5	1.5
Hereford	0.1	0.4	0.0	0.0	10.5	0.7	0.0	0.0	4.7	1.5	0.2	0.7	15.5	0.8
Hereford unspec.	0.0	0.0	0.0	0.0	3.7	0.2	0.0	0.0	0.7	0.2	0.0	0.0	4.4	0.2
Leominster	0.0	0.0	0.0	0.0	3.0	0.2	0.0	0.0	0.9	0.3	0.0	0.0	3.9	0.2
Malvern Hills	0.1	0.9	0.0	0.0	13.6	0.9	0.0	0.0	1.9	0.6	1.0	3.1	16.6	0.8
Redditch	0.1	0.8	0.0	0.0	16.0	1.0	0.0	0.0	5.1	1.6	0.0	0.0	21.2	1.0
South Herefordshire	0.0	0.0	0.0	0.0	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.1
Worcester	0.1	0.7	0.0	0.0	13.0	0.8	0.0	0.0	7.3	2.4	0.9	2.9	21.4	1.1
Wychavon	0.0	0.0	0.0	0.0	14.2	0.9	0.0	0.0	2.2	0.7	2.4	7.4	18.8	0.9
Wyre Forest	0.0	0.0	0.0	0.0	30.4	1.9	0.0	0.0	7.5	2.4	0.0	0.0	37.8	1.9
Total Hereford & Worcs.	0.4	2.9	0.0	0.0	127.3	8.0	0.0	0.0	38.0	12.3	4.5	14.2	170.2	8.4
Staffordshire														
Cannock Chase	0.0	0.0	0.0	0.0	24.7	1.6	0.0	0.0	2.2	0.7	0.0	0.0	26.9	1.3
East Staffordshire	0.0	0.0	0.0	0.0	15.4	1.0	0.0	0.0	2.5	0.8	0.0	0.0	17.9	0.9
Lichfield	0.0	0.0	0.0	0.0	15.0	0.9	0.0	0.0	8.7	2.8	0.2	0.7	23.9	1.2
Newcastle under Lyme	0.0	0.0	0.0	0.0	3.5	0.2	0.0	0.0	0.4	0.1	0.0	0.0	3.9	0.2
South Staffordshire	0.0	0.0	0.0	0.0	9.2	0.6	0.0	0.0	4.0	1.3	0.0	0.0	13.2	0.6
Stafford	0.0	0.0	0.0	0.0	5.8	0.4	0.0	0.0	0.7	0.2	0.6	2.0	7.1	0.4
Staffs Moorlands	0.0	0.0	0.0	0.0	1.7	0.1	0.0	0.0	0.0	0.0	0.1	0.3	1.8	0.1
Stoke on Trent	0.0	0.0	0.0	0.0	19.9	1.3	0.0	0.0	0.0	0.0	0.3	1.0	20.2	1.0
Tamworth	0.0	0.0	0.0	0.0	20.8	1.3	0.0	0.0	2.7	0.9	0.2	0.7	23.7	1.2
Total Staffordshire	0.0	0.0	0.0	0.0	115.8	7.3	0.0	0.0	21.2	6.8	1.5	4.7	138.5	6.8
Shropshire														
Bridgnorth	0.1	0.4	0.0	0.0	10.4	0.7	0.0	0.0	1.3	0.4	0.5	1.6	12.3	0.6
North Shropshire	0.0	0.0	0.0	0.0	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.1
Oswestry	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Shrewsbury & Atcham	0.0	0.0	0.0	0.0	14.5	0.9	0.0	0.0	3.7	1.2	0.7	2.1	18.8	0.9
South Shropshire	0.1	0.7	0.0	0.0	5.0	0.3	0.0	0.0	0.1	0.0	0.0	0.0	5.3	0.3
The Wrekin	0.0	0.0	0.0	0.0	24.4	1.5	0.0	0.0	1.6	0.5	0.0	0.0	26.0	1.3
Total Shropshire	0.2	1.1	0.0	0.0	55.7	3.5	0.0	0.0	6.8	2.2	1.2	3.7	63.9	3.1
Total West Midlands Region	7.0	48.7	0.7	35.7	1013.3	63.7	11.8	66.2	205.2	66.4	24.9	77.9	1262.8	62.2
East Midlands region														
Derbyshire	0.0	0.0	0.0	0.0	68.8	4.3	0.0	0.0	13.0	4.2	3.1	9.6	84.8	4.2
Leicestershire	0.4	2.7	0.0	0.0	104.7	6.6	0.0	0.0	10.9	3.5	0.7	2.2	116.7	5.7
Lincolnshire	0.3	2.1	0.0	0.0	20.7	1.3	0.0	0.0	0.7	0.2	0.0	0.0	21.6	1.1
Northamptonshire	0.0	0.0	0.2	8.1	46.5	2.9	0.3	0.0	5.4	1.7	0.8	2.5	53.2	2.6
Nottinghamshire	0.5	3.8	0.0	0.0	59.8	3.8	0.0	0.0	13.3	4.3	0.2	0.7	73.9	3.6
Total East Midlands Region	1.2	8.5	0.2	8.1	300.6	18.9	0.3	1.7	43.1	14.0	4.8	15.0	350.2	17.2
Other regions														
East Anglia	0.3	1.8	0.3	14.2	13.3	0.8	1.1	6.2	0.0	0.0	0.0	0.0	14.9	0.7
North West	4.4	30.5	0.0	0.0	19.6	1.2	0.6	3.2	18.5	6.0	0.0	0.0	43.0	2.1
Northern	0.1	0.9	0.0	0.0	4.0	0.2	0.0	0.0	0.4	0.1	0.0	0.0	4.5	0.2
Scotland	0.0	0.0	0.0	0.0	1.5	0.1	0.0	0.0	0.7	0.2	0.0	0.0	2.2	0.1
South East	1.1	7.4	0.8	41.9	59.4	3.7	3.2	18.3	12.2	3.9	0.9	2.8	77.7	3.8
South West	0.2	1.3	0.0	0.0	106.0	6.7	0.8	4.3	16.5	5.3	0.7	2.0	124.1	6.1
Wales	0.1	0.7	0.0	0.0	46.9	2.9	0.0	0.0	7.1	2.3	1.3	4.1	55.4	2.7
Yorkshire/Humberside	0.5	3.8	0.0	0.0	82.8	5.2	0.0	0.0	12.0	3.9	1.0	3.2	96.4	4.7
Total other regions	6.7	46.4	1.1	56.1	333.5	21.0	5.7	32.1	67.4	21.8	3.9	12.2	418.3	20.6
Total	14.4	100	2.0	100	1591.5	100	17.8	100	309.2	100	31.9	100	2031.3	100

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

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
West Midlands Region														
West Midlands Area	103.2	22.5	4.2	22.2	6.7	21.6	0.0	0.0	59.2	26.2	2.9	32.3	176.2	23.3
Birmingham	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1
Birmingham Airport	20.3	4.4	0.6	3.1	1.3	4.2	0.0	0.0	13.1	5.8	1.3	14.2	36.6	4.8
Coventry	10.7	2.3	1.8	9.4	1.3	4.2	0.0	0.0	2.8	1.2	0.0	0.0	16.5	2.2
Dudley	3.8	0.8	0.2	0.9	1.1	3.4	0.0	0.0	1.6	0.7	0.0	0.0	6.6	0.9
Sandwell	56.0	12.2	3.3	17.6	0.9	2.9	0.0	0.0	8.0	3.5	0.8	8.6	69.0	9.1
Solihull	6.9	1.5	0.4	2.0	2.5	8.0	0.0	0.0	2.9	1.3	0.3	3.6	13.0	1.7
Walsall	8.1	1.8	0.0	0.0	0.1	0.3	0.0	0.0	5.8	2.6	0.0	0.0	13.9	1.8
Wolverhampton	8.1	1.8	0.0	0.0	0.1	0.3	0.0	0.0	5.8	2.6	0.0	0.0	13.9	1.8
Total West Midlands Area	209.4	45.7	10.4	55.1	13.9	44.5	0.0	0.0	93.4	41.4	5.2	58.7	332.3	43.9
Warwickshire	2.5	0.5	0.2	1.0	0.0	0.0	0.0	0.0	1.6	0.7	0.0	0.0	4.3	0.6
North Warwickshire	2.6	0.6	0.0	0.0	0.6	1.9	0.0	0.0	3.6	1.6	0.0	0.0	6.8	0.9
Nuneaton	8.3	1.8	0.0	0.0	0.6	2.0	0.0	0.0	2.6	1.2	0.0	0.0	11.5	1.5
Rugby	10.6	2.3	0.0	0.0	0.2	0.5	0.5	100	3.0	1.3	0.0	0.0	14.2	1.9
Stratford on Avon	11.1	2.4	0.3	1.4	1.7	5.4	0.0	0.0	8.8	3.9	1.0	10.8	22.8	3.0
Warwick	11.1	2.4	0.3	1.4	1.7	5.4	0.0	0.0	8.8	3.9	1.0	10.8	22.8	3.0
Total Warwickshire	35.0	7.7	0.4	2.3	3.0	9.7	0.5	100	19.7	8.7	1.0	10.8	59.6	7.9
Hereford & Worcs.	7.2	1.6	0.0	0.0	1.1	3.7	0.0	0.0	1.5	0.7	0.0	0.0	9.8	1.3
Bromsgrove	6.1	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.0	0.0	0.0	8.4	1.1
Hereford	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.8	0.1
Hereford unspec.	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.4	0.0	0.0	1.3	0.2
Leominster	3.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.3	0.2	2.1	6.7	0.9
Malvern Hills	4.9	1.1	0.0	0.0	0.3	0.8	0.0	0.0	2.6	1.2	0.0	0.0	7.8	1.0
Redditch	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.8	0.6	0.1
South Herefordshire	7.0	1.5	0.0	0.0	0.4	1.1	0.0	0.0	1.7	0.8	1.0	11.1	10.1	1.3
Worcester	4.1	0.9	0.5	2.9	0.6	1.8	0.0	0.0	5.2	2.3	0.0	0.0	10.5	1.4
Wychavon	5.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.8	0.0	0.0	7.1	0.9
Wyre Forest	5.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.8	0.0	0.0	7.1	0.9
Total Hereford & Worcs.	39.6	8.6	0.5	2.9	2.3	7.4	0.0	0.0	19.4	8.6	1.2	13.9	63.1	8.3
Staffordshire	0.0	0.0	0.0	0.0	0.5	1.7	0.0	0.0	0.4	0.2	0.0	0.0	0.9	0.1
Cannock Chase	4.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.7	0.0	0.0	6.0	0.8
East Staffordshire	6.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.5	1.1	0.0	0.0	8.9	1.2
Lichfield	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.6	0.0	0.0	1.2	0.2
Newcastle under Lyme	2.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.0	3.1	0.4
South Staffordshire	5.6	1.2	0.0	0.0	0.4	1.4	0.0	0.0	2.3	1.0	0.0	0.0	8.3	1.1
Stafford	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Staffs Moorlands	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.8	0.0	0.0	5.0	0.7
Stoke on Trent	1.5	0.3	0.0	0.0	0.8	2.4	0.0	0.0	2.7	1.2	0.0	0.0	5.0	0.7
Tamworth	1.5	0.3	0.0	0.0	0.8	2.4	0.0	0.0	2.7	1.2	0.0	0.0	5.0	0.7
Total Staffordshire	23.9	5.2	0.0	0.0	1.7	5.5	0.0	0.0	12.7	5.6	0.0	0.0	38.4	5.1
Shropshire	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.0	1.7	0.2
Bridgnorth	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.0	0.0	1.0	0.1
North Shropshire	2.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.8	0.7	7.8	4.9	0.7
Shrewsbury & Atcham	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.6	0.1
South Shropshire	5.9	1.3	0.0	0.0	0.2	0.5	0.0	0.0	6.5	2.9	0.0	0.0	12.6	1.7
The Wrekin	10.1	2.2	0.0	0.0	0.2	0.5	0.0	0.0	9.8	4.3	0.7	7.8	20.8	2.7
Total Shropshire	10.1	2.2	0.0	0.0	0.2	0.5	0.0	0.0	9.8	4.3	0.7	7.8	20.8	2.7
Total West Midlands Region	318.1	69.5	11.4	60.3	21.1	67.6	0.5	100	154.9	68.7	8.2	91.2	514.2	67.9
East Midlands region	10.0	2.2	0.0	0.0	0.1	0.4	0.0	0.0	7.3	3.2	0.0	0.0	17.3	2.3
Derbyshire	21.7	4.7	1.7	8.8	0.4	1.4	0.0	0.0	10.3	4.6	0.2	2.8	34.4	4.5
Leicestershire	2.9	0.6	0.0	0.0	0.2	0.6	0.0	0.0	2.2	1.0	0.0	0.0	5.3	0.7
Lincolnshire	21.4	4.7	0.3	1.4	0.4	1.3	0.0	0.0	11.7	5.2	0.0	0.0	33.8	4.5
Northamptonshire	11.5	2.5	0.0	0.0	1.3	4.2	0.0	0.0	3.5	1.6	0.1	1.5	16.5	2.2
Nottinghamshire	11.5	2.5	0.0	0.0	1.3	4.2	0.0	0.0	3.5	1.6	0.1	1.5	16.5	2.2
Total East Midlands Region	67.5	14.7	1.9	10.1	2.4	7.8	0.0	0.0	35.0	15.5	0.4	4.3	107.2	14.2
Other regions	3.5	0.8	0.0	0.0	1.1	3.6	0.0	0.0	1.2	0.5	0.0	0.0	5.8	0.8
East Anglia	4.3	0.9	0.0	0.0	0.5	1.7	0.0	0.0	5.3	2.3	0.0	0.0	10.1	1.3
North West	1.0	0.2	0.2	1.1	0.6	1.8	0.0	0.0	0.7	0.3	0.0	0.0	2.5	0.3
Northern	34.5	7.5	0.8	4.5	2.7	8.6	0.0	0.0	9.1	4.0	0.2	2.7	47.4	6.3
South East	28.7	6.3	4.2	22.4	0.7	2.3	0.0	0.0	16.6	7.4	0.0	0.0	50.3	6.6
South West	6.2	1.4	0.3	1.6	1.4	4.6	0.0	0.0	6.8	3.0	0.2	1.9	14.9	2.0
Wales	2.3	0.5	0.0	0.0	0.7	2.3	0.0	0.0	1.8	0.8	0.0	0.0	4.8	0.6
Yorkshire/Humberside	80.4	17.6	5.6	29.5	7.8	24.9	0.0	0.0	41.5	18.4	0.4	4.6	135.7	17.9
Total other regions	80.4	17.6	5.6	29.5	7.8	24.9	0.0	0.0	41.5	18.4	0.4	4.6	135.7	17.9
Total	457.9	100	18.8	100	31.2	100	0.5	100	225.6	100	8.9	100	757.0	100

Table 24
Origin/destination of terminating passengers
Manchester Airport, 1996 annual international scheduled passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
North West Region														
Greater Manchester														
Bolton	17.9	2.0	8.4	1.4	15.8	3.1	39.8	3.1	0.2	0.4	6.1	0.8	88.1	2.1
Bury	21.2	2.4	3.1	0.5	8.2	1.6	12.6	1.0	0.0	0.0	14.7	1.9	59.8	1.4
Manchester	63.5	7.1	165.5	26.8	15.7	3.1	143.7	11.2	19.5	32.3	195.2	25.0	603.1	14.6
Manchester Airport	0.6	0.1	5.8	0.9	1.0	0.2	0.6	0.0	0.0	0.0	1.6	0.2	9.6	0.2
Oldham	15.0	1.7	2.1	0.3	7.7	1.5	31.7	2.5	0.0	0.0	11.5	1.5	68.1	1.6
Rochdale	21.5	2.4	3.7	0.6	6.1	1.2	27.9	2.2	0.0	0.0	12.9	1.6	72.1	1.7
Salford	6.7	0.7	8.3	1.3	4.6	0.9	40.8	3.2	0.0	0.0	17.2	2.2	77.5	1.9
Stockport	39.4	4.4	30.5	4.9	10.6	2.1	42.5	3.3	0.0	0.0	26.7	3.4	149.7	3.6
Tameside	6.8	0.8	2.9	0.5	5.7	1.1	13.7	1.1	0.0	0.0	4.5	0.6	36.6	0.9
Trafford	24.0	2.7	18.1	2.9	6.6	1.3	15.2	1.2	0.0	0.0	23.5	3.0	113.0	2.7
Wigan	13.7	1.5	3.8	0.6	90.8	18.1	407.7	31.8	20.0	33.2	339.6	43.4	1340.6	32.4
Total Greater Manchester	230.2	25.9	252.3	40.9	90.8	18.1	407.7	31.8	20.0	33.2	339.6	43.4	1340.6	32.4
Cheshire	154.5	17.3	85.6	13.9	48.7	9.7	123.5	9.6	1.4	2.4	59.2	7.6	472.9	11.4
Lancashire	93.6	10.5	44.3	7.2	65.6	13.1	122.4	9.5	2.7	4.4	90.7	11.6	419.4	10.1
Merseyside	92.4	10.4	61.5	10.0	65.2	13.0	98.0	7.6	0.8	1.3	72.9	9.3	390.7	9.5
Total North West Region	570.6	64.1	443.8	71.9	270.3	54.0	751.7	58.6	24.8	41.2	562.4	71.9	2623.6	63.5
Yorks/Humberside Region														
Humberside	16.4	1.8	8.7	1.4	13.0	2.6	29.4	2.3	0.2	0.3	12.8	1.6	80.4	1.9
North Yorkshire	25.8	2.9	9.3	1.5	17.0	3.4	61.6	4.8	2.3	3.8	25.0	3.2	141.1	3.4
South Yorkshire	39.8	4.5	35.0	5.7	16.3	3.3	60.0	4.7	0.0	0.0	30.0	3.8	181.2	4.4
West Yorkshire	92.2	10.4	49.0	7.9	44.6	8.9	150.6	11.7	2.1	3.5	55.5	7.1	394.0	9.5
Total Yorks/Humberside	174.3	19.6	102.1	16.5	90.9	18.2	301.6	23.5	4.6	7.6	123.3	15.8	796.7	19.3
Northern Region														
Cleveland	3.0	0.3	1.8	0.3	4.5	0.9	17.5	1.4	0.0	0.0	2.9	0.4	29.7	0.7
Cumbria	12.3	1.4	9.2	1.5	9.2	1.8	24.7	1.9	1.2	2.0	14.1	1.8	70.7	1.7
Durham	1.8	0.2	1.9	0.3	2.5	0.5	3.2	0.2	0.0	0.0	1.8	0.2	11.2	0.3
Northumberland	0.0	0.0	0.2	0.0	0.1	0.0	2.4	0.2	0.0	0.0	0.3	0.0	3.0	0.1
Tyne and Wear	3.0	0.3	1.6	0.3	4.8	1.0	4.0	0.3	0.0	0.0	1.8	0.2	15.2	0.4
Total Northern Region	20.1	2.3	14.6	2.4	21.0	4.2	51.8	4.0	1.2	2.0	21.0	2.7	129.8	3.1
West Midlands Region														
Hereford & Worcs.	2.0	0.2	0.3	0.0	4.0	0.8	3.4	0.3	0.0	0.0	0.0	0.0	9.6	0.2
Shropshire	4.5	0.5	2.5	0.4	2.9	0.6	11.8	0.9	0.4	0.6	5.8	0.7	27.9	0.7
Staffordshire	32.9	3.7	8.3	1.4	15.1	3.0	38.4	3.0	1.7	2.8	6.2	0.8	102.6	2.5
Warwickshire	0.7	0.1	0.0	0.0	3.0	0.6	0.9	0.1	0.0	0.0	2.4	0.3	6.9	0.2
West Midlands	14.6	1.6	5.8	0.9	7.4	1.5	32.8	2.6	0.7	1.1	4.1	0.5	65.3	1.6
Total West Midlands Region	54.7	6.1	16.9	2.7	32.3	6.5	87.1	6.8	2.7	4.5	18.5	2.4	212.2	5.1
East Midlands Region														
Derbyshire	13.9	1.6	6.4	1.0	10.8	2.2	33.7	2.6	0.0	0.0	9.6	1.2	74.4	1.8
Leicestershire	1.1	0.1	1.4	0.2	18.3	3.6	3.0	0.2	0.0	0.0	1.2	0.2	25.0	0.6
Lincolnshire	2.1	0.2	0.0	0.0	4.9	1.0	4.8	0.4	0.0	0.0	1.0	0.1	12.8	0.3
Northamptonshire	1.6	0.2	0.0	0.0	1.0	0.2	0.3	0.0	0.6	1.0	0.0	0.0	3.6	0.1
Nottinghamshire	3.7	0.4	1.7	0.3	7.3	1.4	9.2	0.7	0.0	0.0	3.2	0.4	25.1	0.6
Total East Midlands Region	22.5	2.5	9.5	1.5	42.2	8.4	51.0	4.0	0.6	1.0	15.1	1.9	140.9	3.4
Wales Region														
Clwyd	30.2	3.4	13.0	2.1	19.1	3.8	24.2	1.9	1.1	1.8	17.7	2.3	105.3	2.5
Gwynedd	10.0	1.1	5.8	0.9	6.0	1.2	11.5	0.9	1.3	2.1	7.9	1.0	42.5	1.0
Rest of Wales	0.4	0.1	4.4	0.7	1.4	0.3	3.9	0.3	0.0	0.0	1.3	0.2	11.5	0.3
Total Wales Region	40.6	4.6	23.1	3.7	26.5	5.3	39.6	3.1	2.4	3.9	26.9	3.4	159.3	3.9
Other regions														
East Anglia	1.4	0.2	0.7	0.1	1.8	0.4	0.0	0.0	2.6	4.4	0.0	0.0	6.6	0.2
Scotland	3.5	0.4	2.8	0.5	10.6	2.1	0.6	0.0	12.0	19.9	9.4	1.2	38.9	0.9
South East	1.8	0.2	3.0	0.5	1.4	0.3	0.0	0.0	4.7	7.9	4.6	0.6	15.6	0.4
South West	1.0	0.1	0.7	0.1	3.6	0.7	0.0	0.0	4.6	7.7	0.4	0.0	10.3	0.2
Total other regions	7.7	0.9	7.3	1.2	17.4	3.5	0.6	0.0	24.0	39.8	14.5	1.9	71.4	1.7
Total	890.5	100	617.2	100	500.8	100	1283.5	100	60.2	100	781.8	100	4134.0	100

Table 25
Origin/destination of terminating passengers
Manchester Airport, 1996 annual international charter passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number 000s	%
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%		
North West Region														
Greater Manchester														
Bolton	0.8	1.4	0.0	0.0	146.3	2.4	0.7	1.5	18.0	1.6	3.0	1.6	168.9	2.2
Bury	0.4	0.8	0.0	0.0	90.2	1.5	0.0	0.0	35.6	3.2	4.4	2.4	130.6	1.7
Manchester	3.6	6.6	2.9	14.6	240.5	3.9	9.1	18.0	42.8	3.8	19.3	10.3	318.2	4.2
Manchester Airport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.1	0.0	0.0	1.0	0.0
Oldham	0.1	0.1	0.0	0.0	96.1	1.6	0.0	0.0	16.7	1.5	0.1	0.1	113.0	1.5
Rochdale	0.6	1.2	0.0	0.0	85.5	1.4	0.0	0.0	28.0	2.5	1.1	0.6	115.2	1.5
Salford	6.8	12.5	0.8	3.9	111.3	1.8	0.0	0.0	14.5	1.3	2.3	1.3	135.6	1.8
Stockport	0.8	1.4	0.0	0.0	193.3	3.1	0.6	1.2	27.5	2.5	5.2	2.8	227.4	3.0
Tameside	0.0	0.0	0.7	3.4	99.4	1.6	0.0	0.0	16.5	1.5	0.0	0.0	116.5	1.5
Trafford	1.8	3.2	0.8	4.0	116.2	1.9	2.3	4.6	19.9	1.8	1.5	0.8	142.5	1.9
Wigan	0.0	0.0	0.0	0.0	168.2	2.7	2.8	5.5	20.6	1.8	5.8	3.1	197.5	2.6
Total Greater Manchester	14.8	27.3	5.2	25.8	1347.0	21.8	15.6	30.9	241.0	21.6	42.9	22.9	1666.4	21.9
Cheshire	4.6	8.6	0.0	0.0	491.2	8.0	1.9	3.7	73.6	6.6	16.7	8.9	588.0	7.7
Lancashire	5.3	9.8	2.0	10.0	616.2	10.0	4.2	8.3	127.8	11.5	21.7	11.6	777.2	10.2
Merseyside	7.0	13.0	1.2	6.1	561.8	9.1	6.4	12.7	119.3	10.7	17.7	9.5	713.5	9.4
Total North West Region	31.8	58.6	8.4	42.0	3016.1	48.8	28.1	55.6	561.7	50.3	99.0	52.9	3745.1	49.2
Yorks/Humberside Region														
Humberside	0.0	0.0	0.0	0.0	163.8	2.7	1.5	3.0	38.9	3.5	3.9	2.1	208.2	2.7
North Yorkshire	1.1	2.0	0.0	0.0	201.9	3.3	2.1	4.1	43.7	3.9	7.9	4.2	256.5	3.4
South Yorkshire	5.0	9.1	2.3	11.4	383.1	6.2	0.7	1.3	47.9	4.3	11.1	5.9	450.0	5.9
West Yorkshire	4.6	8.5	0.1	0.3	694.8	11.2	6.4	12.6	115.4	10.3	12.9	6.9	834.2	11.0
Total Yorks/Humberside	10.7	19.7	2.3	11.7	1443.6	23.4	10.6	21.0	245.9	22.0	35.7	19.1	1748.9	23.0
Northern Region														
Cleveland	1.3	2.4	0.0	0.0	39.3	0.6	0.7	1.4	14.4	1.3	0.5	0.3	56.2	0.7
Cumbria	0.0	0.0	0.0	0.0	169.3	2.7	0.8	1.6	24.5	2.2	2.6	1.4	197.2	2.6
Durham	0.0	0.0	0.0	0.0	46.0	0.7	1.0	2.0	2.5	0.2	0.8	0.4	50.3	0.7
Northumberland	0.0	0.0	0.0	0.0	11.8	0.2	0.0	0.0	1.6	0.1	0.0	0.0	13.4	0.2
Tyne and Wear	0.0	0.0	0.0	0.0	30.7	0.5	1.7	3.4	8.0	0.7	6.6	3.5	47.1	0.6
Total Northern Region	1.3	2.4	0.0	0.0	297.1	4.8	4.3	8.5	51.0	4.6	10.5	5.6	364.2	4.8
West Midlands Region														
Hereford & Worcs.	0.8	1.4	0.0	0.0	41.9	0.7	0.0	0.0	12.8	1.2	6.5	3.5	62.0	0.8
Shropshire	0.0	0.0	0.0	0.0	84.6	1.4	0.0	0.0	11.5	1.0	0.0	0.0	96.1	1.3
Staffordshire	1.4	2.5	0.0	0.0	249.6	4.0	0.6	1.3	33.3	3.0	7.3	3.9	292.2	3.8
Warwickshire	0.4	0.7	0.0	0.0	25.3	0.4	0.0	0.0	15.5	1.4	0.0	0.0	41.1	0.5
West Midlands	1.4	2.6	7.6	38.1	161.9	2.6	1.2	2.4	30.6	2.7	5.0	2.7	207.6	2.7
Total West Midlands Region	3.9	7.2	7.6	38.1	563.2	9.1	1.9	3.7	103.7	9.3	18.8	10.1	699.2	9.2
East Midlands Region														
Derbyshire	0.4	0.7	0.2	1.1	126.8	2.1	0.0	0.0	25.0	2.2	3.3	1.7	155.7	2.0
Leicestershire	0.0	0.0	0.0	0.0	29.2	0.5	0.6	1.1	1.9	0.2	0.0	0.0	31.6	0.4
Lincolnshire	0.0	0.0	0.0	0.0	29.6	0.5	0.0	0.0	10.0	0.9	0.8	0.4	40.5	0.5
Northamptonshire	0.0	0.0	0.5	2.6	16.5	0.3	0.0	0.0	1.8	0.2	0.0	0.0	18.8	0.2
Nottinghamshire	0.9	1.7	0.0	0.0	73.8	1.2	0.3	0.6	21.5	1.9	4.9	2.6	101.5	1.3
Total East Midlands Region	1.3	2.4	0.7	3.7	275.8	4.5	0.9	1.7	60.2	5.4	9.0	4.8	348.0	4.6
Wales Region														
Clwyd	0.6	1.0	0.0	0.0	193.2	3.1	2.4	4.7	21.2	1.9	4.8	2.6	222.3	2.9
Gwynedd	0.6	1.0	0.0	0.0	80.2	1.3	0.5	1.0	12.2	1.1	2.4	1.3	95.9	1.3
Rest of Wales	2.1	3.9	0.6	2.9	37.8	0.6	1.4	2.7	7.7	0.7	0.0	0.0	49.6	0.7
Total Wales Region	3.2	6.0	0.6	2.9	311.3	5.0	4.3	8.5	41.1	3.7	7.3	3.9	367.8	4.8
Other regions														
East Anglia	0.0	0.0	0.0	0.0	7.9	0.1	0.0	0.0	1.5	0.1	0.0	0.0	9.3	0.1
Scotland	1.4	2.7	0.0	0.0	194.6	3.1	0.0	0.0	36.7	3.3	6.7	3.6	239.4	3.1
South East	0.5	1.0	0.3	1.7	44.8	0.7	0.5	1.0	12.4	1.1	0.0	0.0	58.6	0.8
South West	0.0	0.0	0.0	0.0	23.8	0.4	0.0	0.0	1.6	0.1	0.0	0.0	25.4	0.3
Total other regions	2.0	3.7	0.3	1.7	271.0	4.4	0.5	1.0	52.1	4.7	6.7	3.6	332.7	4.4
Total	54.2	100	20.0	100	6178.2	100	50.6	100	1115.8	100	187.1	100	7605.8	100

Table 26
Origin/destination of terminating passengers
Manchester Airport, 1996 annual domestic passengers.

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%	Number 000s	%
North West Region														
Greater Manchester														
Bolton	23.5	2.0	1.9	1.0	6.8	3.1	0.9	13.4	12.2	2.2	4.1	3.5	49.3	2.2
Bury	19.2	1.6	0.7	0.4	5.3	2.4	0.0	0.0	9.3	1.7	0.9	0.7	35.3	1.6
Manchester	188.3	16.1	49.1	25.5	8.3	3.8	0.6	9.4	81.0	14.7	20.4	17.3	347.8	15.4
Manchester Airport	25.5	2.2	6.0	3.1	0.0	0.0	0.0	0.0	0.3	0.1	0.3	0.2	32.1	1.4
Oldham	14.1	1.2	0.7	0.4	5.3	2.4	0.0	0.0	8.5	1.5	1.4	1.2	30.0	1.3
Rochdale	11.3	1.0	0.7	0.4	5.3	2.4	0.0	0.0	7.5	1.4	1.5	1.3	26.3	1.2
Salford	30.3	2.6	2.7	1.4	2.3	1.1	0.0	0.0	17.4	3.1	2.9	2.4	55.6	2.5
Stockport	82.6	7.1	9.2	4.8	12.7	5.8	0.0	0.0	39.6	7.2	7.3	6.2	151.4	6.7
Tameside	20.6	1.8	0.4	0.2	4.5	2.0	0.0	0.0	7.3	1.3	0.6	0.5	33.4	1.5
Trafford	80.2	6.9	10.4	5.4	8.3	3.8	0.5	7.5	25.5	4.6	2.5	2.1	127.4	5.6
Wigan	23.4	2.0	4.9	2.5	2.5	1.2	0.6	8.4	8.8	1.6	3.2	2.7	43.4	1.9
Total Greater Manchester	518.9	44.4	86.7	45.0	61.4	28.1	2.7	38.7	217.4	39.3	45.0	38.1	931.9	41.3
Cheshire	243.0	20.8	33.1	17.2	36.9	16.9	1.5	22.4	74.0	13.4	10.9	9.2	399.5	17.7
Lancashire	71.6	6.1	13.8	7.2	31.0	14.2	0.4	5.5	66.3	12.0	12.7	10.8	195.7	8.7
Merseyside	125.9	10.8	26.3	13.7	23.1	10.6	0.3	4.8	43.3	7.8	16.3	13.8	235.1	10.4
Total North West Region	959.3	82.2	159.9	83.1	152.3	69.7	4.9	71.4	400.9	72.5	84.9	71.9	1762.2	78.1
Yorks/Humberside Region														
Humberside	4.5	0.4	1.3	0.7	7.3	3.3	0.0	0.0	11.6	2.1	1.3	1.1	26.1	1.2
North Yorkshire	6.7	0.6	0.4	0.2	4.9	2.3	0.0	0.0	7.4	1.3	2.0	1.7	21.4	0.9
South Yorkshire	22.9	2.0	3.5	1.8	5.8	2.7	0.0	0.0	19.4	3.5	2.8	2.3	54.3	2.4
West Yorkshire	43.4	3.7	10.2	5.3	20.9	9.6	1.2	16.7	39.6	7.2	8.7	7.3	123.9	5.5
Total Yorks/Humberside	77.5	6.6	15.4	8.0	39.0	17.8	1.2	16.7	78.0	14.1	14.7	12.5	225.6	10.0
Northern Region														
Cleveland	0.0	0.0	0.7	0.4	1.5	0.7	0.0	0.0	0.0	0.0	0.3	0.3	2.5	0.1
Cumbria	20.8	1.8	4.3	2.2	3.0	1.4	0.4	6.0	7.9	1.4	3.4	2.8	39.8	1.8
Durham	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.2	1.1	0.9	3.2	0.1
Tyne and Wear	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.4	0.0	0.0	3.4	0.1
Total Northern Region	23.0	2.0	5.0	2.6	4.5	2.0	0.4	6.0	11.2	2.0	4.8	4.1	48.9	2.2
West Midlands Region														
Hereford & Worcs.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.5	0.0
Shropshire	10.2	0.9	0.0	0.0	1.7	0.8	0.0	0.0	4.3	0.8	0.5	0.4	16.6	0.7
Staffordshire	24.7	2.1	5.8	3.0	5.3	2.4	0.0	0.0	16.8	3.0	2.3	2.0	55.0	2.4
Warwickshire	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.7	0.0
West Midlands	4.6	0.4	2.0	1.0	0.3	0.1	0.0	0.0	1.5	0.3	0.4	0.3	8.8	0.4
Total West Midlands Region	40.1	3.4	7.8	4.1	7.3	3.4	0.0	0.0	23.2	4.2	3.2	2.7	81.6	3.6
East Midlands Region														
Derbyshire	15.7	1.3	1.3	0.7	4.3	2.0	0.0	0.0	8.9	1.6	2.4	2.0	32.6	1.4
Leicestershire	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.7	1.2	0.1
Lincolnshire	0.4	0.0	0.4	0.2	0.6	0.3	0.0	0.0	2.3	0.4	0.0	0.0	3.6	0.2
Nottinghamshire	1.0	0.1	0.0	0.0	1.5	0.7	0.0	0.0	3.7	0.7	0.4	0.3	6.6	0.3
Total East Midlands Region	16.4	1.4	1.6	0.8	6.4	2.9	0.0	0.0	15.0	2.7	3.6	3.1	44.0	2.0
Wales Region														
Ctwyd	35.5	3.0	1.6	0.8	5.1	2.3	0.4	5.9	14.4	2.6	2.9	2.5	59.9	2.7
Gwynedd	8.9	0.8	0.6	0.3	2.6	1.2	0.0	0.0	7.7	1.4	2.9	2.4	22.7	1.0
Rest of Wales	4.3	0.4	0.0	0.0	0.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.2
Total Wales Region	48.8	4.2	2.2	1.2	8.5	3.9	0.4	5.9	22.1	4.0	5.8	4.9	87.9	3.9
Other regions														
Scotland	0.6	0.1	0.0	0.0	0.4	0.2	0.0	0.0	1.1	0.2	1.1	0.9	3.2	0.1
South East	1.6	0.1	0.5	0.3	0.0	0.0	0.0	0.0	1.4	0.2	0.0	0.0	3.4	0.2
South West	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total other regions	2.5	0.2	0.5	0.3	0.4	0.2	0.0	0.0	2.5	0.5	1.1	0.9	7.0	0.3
Total	1167.6	100	192.4	100	218.4	100	6.9	100	552.8	100	118.0	100	2257.2	100

Table 27
International scheduled passengers at Gatwick and Heathrow : Planning region of origin/destination broken down between those connecting by domestic air services and travelling by surface modes of transport.

Planning region of origin/destination	Gatwick						Heathrow						Heathrow and Gatwick				
	Travelling by surface modes of transport		Travelling by domestic air services		Total		Travelling by surface modes of transport		Travelling by domestic air services		Total		Proportion of international passengers travelling to airport by domestic air				
	Number (000s)	%	Number (000s)	%	Number (000s)	%	Number (000s)	%	Number (000s)	%	Number (000s)	%	1984 %	1987 %	1991 %	1996 %	
East Anglia	280	100	0	0.0	280	100	743	100.0	0	0.0	743	100	1	1	0	0	0
East Midlands	198	100	0	0.0	198	100	808	100.0	0	0.0	808	100	8	8	5	0	0
North West	32	13.1	214	86.9	246	100	279	27.8	724	72.2	1,003	100	61	61	62	75	75
Northern	72	91.3	7	8.7	79	100	146	27.5	385	72.5	531	100	65	59	56	64	64
Northern Ireland	3	5.5	55	94.5	58	100	4	1.0	374	99.0	378	100	98	99	99	98	98
Scotland	35	10.4	299	89.6	334	100	108	7.0	1,435	93.0	1,543	100	82	80	83	92	92
South East	7,439	100	0	0.0	7,439	100	27,180	100.0	0	0.0	27,180	100	0	0	0	0	0
South West	454	83.1	92	16.9	547	100	1,991	91.7	180	8.3	2,171	100	9	7	8	10	10
Wales	125	100	0	0.0	125	100	525	100.0	0	0.0	525	100	1	0	0	0	0
West Midlands	225	99.1	2	0.9	227	100	979	100.0	0	0.0	979	100	13	11	7	0	0
Yorks/Humberside	92	81.8	21	18.2	113	100	388	75.0	129	25.0	517	100	13	18	15	24	24
All regions	8,956	92.9	690	7.1	9,646	100	33,151	91.1	3,227	8.9	36,378	100	8	7	6	9	9

Table 28

Home of UK international passengers by planning region and journey purpose.

Gatwick					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	
East Anglia	4.0	4.8	3.4	4.2	
East Midlands	2.9	3.6	2.6	3.2	
North West	2.1	1.2	1.6	1.4	
Northern	0.7	0.6	1.2	0.8	
Northern Ireland	0.3	0.2	0.3	0.2	
Scotland	2.9	1.3	1.4	1.5	
South East	74.7	72.6	75.2	73.7	
South West	5.1	9.7	8.1	8.7	
Wales	1.7	2.3	1.7	2.0	
West Midlands	3.1	2.3	2.9	2.6	
Yorkshire & Humberside	2.7	1.5	1.6	1.6	
Total	100	100	100	100	
Total passengers (000s)	1,250	7,475	4,664	13,389	

Heathrow					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	
East Anglia	2.6	3.5	2.7	2.8	
East Midlands	3.2	5.4	3.6	3.6	
North West	2.0	3.7	2.1	2.2	
Northern	1.2	2.4	1.2	1.3	
Northern Ireland	1.1	1.0	1.0	1.0	
Scotland	2.8	3.7	3.4	3.2	
South East	73.6	54.2	68.2	68.9	
South West	7.1	12.1	8.3	8.2	
Wales	1.6	2.6	2.4	2.1	
West Midlands	3.0	6.5	4.7	4.2	
Yorkshire & Humberside	1.8	4.8	2.3	2.4	
Total	100	100	100	100	
Total passengers (000s)	7,544	2,053	8,547	18,143	

London City					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	
East Anglia	4.2	0.0	1.2	3.1	
East Midlands	0.5	2.1	0.5	0.5	
North West	0.4	0.0	0.5	0.4	
Northern	0.1	2.2	0.3	0.2	
Northern Ireland	0.3	0.0	0.1	0.2	
Scotland	0.3	0.0	0.0	0.2	
South East	92.1	95.7	95.0	93.2	
South West	1.4	0.0	1.4	1.4	
Wales	0.2	0.0	0.0	0.1	
West Midlands	0.2	0.0	0.6	0.3	
Yorkshire & Humberside	0.2	0.0	0.4	0.3	
Total	100	100	100	100	
Total passengers (000s)	178	4	94	277	

Luton					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	
East Anglia	4.6	12.5	7.0	10.0	
East Midlands	11.6	13.9	10.9	12.7	
North West	1.2	0.7	0.9	0.8	
Northern	1.3	0.4	1.1	0.7	
Northern Ireland	1.4	0.0	0.5	0.3	
Scotland	1.3	0.4	0.5	0.5	
South East	70.5	63.1	71.6	66.6	
South West	1.9	2.7	2.5	2.6	
Wales	1.1	0.4	1.1	0.7	
West Midlands	3.8	3.8	2.7	3.4	
Yorkshire & Humberside	1.4	2.1	1.2	1.7	
Total	100	100	100	100	
Total passengers (000s)	107	905	560	1,572	

Table 28 continued
Home of UK international passengers by planning region and journey purpose.

Stansted					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	Total
East Anglia	25.6	26.2	14.3	19.8	19.8
East Midlands	3.5	4.6	4.6	4.4	4.4
North West	0.5	0.6	0.4	0.5	0.5
Northern	0.0	0.2	0.7	0.4	0.4
Northern Ireland	0.6	0.1	0.8	0.6	0.6
Scotland	1.9	1.1	1.0	1.2	1.2
South East	65.6	64.0	74.4	69.8	69.8
South West	0.8	1.1	1.1	1.1	1.1
Wales	0.1	0.5	0.4	0.4	0.4
West Midlands	0.4	0.7	1.5	1.1	1.1
Yorkshire & Humberside	0.9	0.9	0.8	0.8	0.8
Total	100	100	100	100	100
Total passengers (000s)	456	569	1,150	21,786	21,786

Birmingham					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	Total
East Anglia	0.6	0.8	0.1	0.6	0.6
East Midlands	24.8	18.3	15.2	18.8	18.8
North West	1.6	1.2	2.5	1.7	1.7
Northern	0.5	0.2	0.3	0.3	0.3
Northern Ireland	1.8	0.1	1.4	0.8	0.8
Scotland	3.4	0.9	5.2	2.5	2.5
South East	6.2	3.7	4.0	4.3	4.3
South West	5.8	6.5	5.2	6.0	6.0
Wales	1.6	2.7	1.8	2.2	2.2
West Midlands	51.9	60.8	61.6	59.1	59.1
Yorkshire & Humberside	1.8	4.9	2.6	3.7	3.7
Total	100	100	100	100	100
Total passengers (000s)	708	1,772	877	3,358	3,358

Manchester					
Planning region of home	Business %	Leisure IT %	Leisure Other %	Total %	Total
East Anglia	0.2	0.2	0.2	0.2	0.2
East Midlands	2.7	4.8	4.6	4.6	4.6
North West	59.1	48.3	53.1	50.4	50.4
Northern	2.4	4.9	4.1	4.5	4.5
Northern Ireland	0.6	0.2	0.3	0.3	0.3
Scotland	1.8	3.5	2.9	3.2	3.2
South East	2.0	0.9	1.5	1.1	1.1
South West	0.3	0.4	0.5	0.5	0.5
Wales	4.4	5.1	3.3	4.6	4.6
West Midlands	6.8	8.8	7.8	8.4	8.4
Yorkshire & Humberside	19.9	22.8	21.9	22.3	22.3
Total	100	100	100	100	100
Total passengers (000s)	961	6,728	2,451	10,140	10,140

Table 30
 Region of longest stay for terminating foreign passengers travelling outside the South East.

Terminating foreign passengers	Business					Leisure				
	Gatwick	Heathrow	City	Luton	Stansted	Gatwick	Heathrow	City	Luton	Stansted
	%	%	%	%	%	%	%	%	%	%
Stayed in the South East	79.9	79.8	97.2	80.0	60.8	72.8	68.6	95.4	82.7	79.2
Region of longest stay outside the South East										
East Anglia	2.4	1.5	0.3	0.9	13.8	1.9	1.6	0.1	1.4	5.7
East Midlands	2.7	2.4	0.4	6.6	2.5	2.3	2.2	0.1	2.1	1.6
North West	1.2	2.1	0.5	3.3	1.0	1.5	1.8	0.4	0.6	1.6
Northern	0.5	0.7	0.3	0.0	0.6	0.5	1.3	0.1	0.2	0.4
Northern Ireland	1.0	0.7	0.4	0.0	14.6	1.2	1.1	1.1	0.0	5.1
Scotland	2.0	1.8	0.2	1.0	1.5	6.8	6.5	0.2	2.6	0.7
South West	3.4	3.9	0.0	5.1	0.3	5.9	7.7	0.4	1.9	1.7
Wales	2.1	1.6	0.1	0.0	1.2	2.5	3.4	0.3	2.1	1.6
West Midlands	3.9	3.9	0.5	1.6	2.2	2.8	3.5	2.1	5.4	2.0
Yorkshire and Humberside	1.1	1.7	0.1	1.4	1.7	1.7	2.4	0.1	1.1	0.4
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,307	6,498	248	61	314	4,363	10,450	169	250	1,097

Table 31
Major routings taken by interliners at Gatwick (two-way flow - 000s).

Airside

Europe	190						
	9.6 %						
Africa	115						
	5.8 %						
Asia/Oceania	58	0					
	2.9 %	0.0 %					
C&S America and Caribbean	164	1	1				
	8.3 %	0.0 %	0.1 %				
Middle and Near East	15	0	0	2			
	0.7 %	0.0 %	0.0 %	0.1 %			
North America	1,226	85	12	0	107	1,975	
	62.1 %	4.3 %	0.6 %	0.0 %	5.4 %	100 %	
	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total	

Landside

UK	23						
	1.1 %						
Europe	596	210					
	27.7 %	9.8 %					
Africa	91	43					
	4.2 %	2.0 %					
Asia/Oceania	52	47	3				
	2.4 %	2.2 %	0.1 %				
C&S America and Caribbean	134	54	2	1			
	6.3 %	2.5 %	0.1 %	0.0 %			
Middle and Near East	31	12	0	0	0		
	1.5 %	0.6 %	0.0 %	0.0 %	0.0 %		
North America	482	279	52	11	0	24	2,147
	22.4 %	13.0 %	2.4 %	0.5 %	0.0 %	1.1 %	100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

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

Table 32
Major routings taken by interliners at Heathrow (two-way flow - 000s).

Airside

Europe	288 3.8 %						
Africa	357 4.7 %						
Asia/Oceania	2,074 27.1 %	41 0.5 %					
C&S America and Caribbean	327 4.3 %	4 0.1 %	38 0.5 %				
Middle and Near East	152 2.0 %	2 0.0 %	21 0.3 %	8 0.1 %			
North America	3,310 43.2 %	194 2.5 %	411 5.4 %	0 0.0 %	434 5.7 %	7,661 100. %	
	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total	

Landside

UK	63 0.6 %						
Europe	2,518 24.2 %	895 8.6 %					
Africa	223 2.1 %	215 2.1 %					
Asia/Oceania	1,123 10.8 %	959 9.2 %	24 0.2 %				
C&S America and Caribbean	61 0.6 %	106 1.0 %	2 0.0 %	10 0.1 %			
Middle and Near East	344 3.3 %	171 1.6 %	0 0.0 %	0 0.0 %	11 0.1 %		
North America	1,398 13.4 %	1,711 16.4 %	104 1.0 %	193 1.9 %	0 0.0 %	274 2.6 %	10,402 100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

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

Table 33

Growth in interline traffic between 1991 and 1996 for Gatwick and Heathrow combined

Growth (%)

UK	-0.8 %						
Europe	35.0 %	74.4 %					
Africa	69.3 %	115.7 %					
Asia/Oceania	80.2 %	106.4 %	46.9 %				
C&S America and Caribbean	125.3 %	132.0 %	70.8 %	87.9 %			
Middle and Near East	61.6 %	57.3 %	-61.2 %	9.6 %	16.6 %		
North America	104.4 %	110.8 %	34.5 %	134.2 %	0.0 %	105.5 %	85.6 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

Table 34

Major routings taken by interliners* between Gatwick and Heathrow (two-way flow - 000s).

UK	0.7						
	0.1 %						
Europe	31.6	25.6					
	6.4 %	5.2 %					
Africa	5.4	25.9					
	1.1 %	5.3 %					
Asia/Oceania	6.2	40.0	7.0				
	1.3 %	8.2 %	1.4 %				
C&S America and Caribbean	15.3	21.3	1.7	1.5			
	3.1 %	4.3 %	0.3 %	0.3 %			
Middle and Near East	3.4	8.5	2.4	0.8	0.8		
	0.7 %	1.7 %	0.5 %	0.2 %	0.2 %		
North America	40.0	126.2	70.8	22.2	0.0	33.1	490.4
	8.2 %	25.7 %	14.4 %	4.5 %	0.0 %	6.7 %	100 %
	UK	Europe	Africa	Asia/Oceania	C&S America and Caribbean	Middle and Near East	Total

* Based on Heathrow survey results

Table 35

Interlining between and within terminals at Heathrow.

Terminal of arrival	Terminal of departure				Total Passengers (000s)
	Terminal 1	Terminal 2	Terminal 3	Terminal 4	
	%	%	%	%	
Terminal 1	13.8	3.0	8.2	16.0	7,412
Terminal 2	2.9	0.3	1.9	0.6	1,032
Terminal 3	9.6	2.1	5.9	1.3	3,424
Terminal 4	19.4	0.7	1.2	13.0	6,195
Total Passengers (000s)	8,266	1,117	3,106	5,574	18,063

Table 36

Reason for choice of airport.

Reason for choice of airport (1)	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester
	%	%	%	%	%	%	%
Near home	24.1	15.8	18.8	43.4	35.9	52.5	55.6
Flights/package available	38.9	29.4	10.5	10.2	17.4	15.5	19.3
Connecting flights	7.7	23.4	1.3	0.5	1.4	1.7	1.9
Near business	3.2	7.5	35.1	2.9	7.1	13.4	6.7
Near leisure	3.6	5.3	6.4	5.1	6.3	7.1	6.4
Economic/cheaper	10.1	5.2	6.4	26.7	18.5	2.5	2.0
Prefer airport	5.0	3.2	9.6	5.1	9.0	2.4	3.2
Timing of flights	3.3	4.9	7.1	3.2	3.1	2.8	1.3
Local services inadequate	1.8	2.4	0.1	1.2	0.4	0.6	2.4
Prefer airline	0.7	0.6	0.1	0.5	0.0	0.0	0.0
Better surface connections	0.6	0.1	0.0	0.2	0.5	0.5	0.3
Other	1.1	2.1	4.6	1.0	0.4	1.0	0.7
Total	100	100	100	100	100	100	100
Total passengers (millions)	24.1	55.7	0.7	2.4	4.8	5.4	14.5

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

Table 37

Mode of transport used at the London area airports, Birmingham and Manchester 1972-1996.

Mode of transport used at Airport	Gatwick						Heathrow						London City						Luton							
	1972	1978	1984	1987	1991	1996	1972	1978	1984	1987	1991	1996	1991	1996	1972	1978	1984	1987	1991	1996	1972	1978	1984	1987	1991	1996
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Private Car (1)	42	42	47	52	52	50	39	39	41	40	42	38	36	23	57	61	75	71	75	61	75	75	71	75	72	
Hire Car	5	2	3	3	3	3	5	4	5	4	4	5	2	2	3	1	1	1	2	1	1	1	1	2	1	
Taxi / Minicab	5	5	6	7	9	12	15	20	20	20	20	24	42	55	4	7	7	9	8	7	7	7	9	8	12	
Rail	37	38	32	26	24	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Underground	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	
Bus / Coach	9	11	12	12	12	15	32	14	14	15	13	16	1	21	35	30	17	18	15	30	17	17	18	15	14	
Boat / Bus	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	
Other	2	1	1	0	1	0	2	1	1	1	1	1	5	0	1	1	1	0	0	1	1	1	0	0	0	
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Total terminating passengers (millions)	5.0	7.2	12.6	17.6	16.8	19.8	14.3	20.8	22.6	26.8	29.8	37.3	0.2	0.7	3.0	2.0	1.8	2.4	1.7	2.0	2.0	1.8	2.4	1.7	2.5	

Mode of transport used at Airport	Stansted						Birmingham						Manchester											
	1972	1984	1987	1991(3)	1996	1996	1971	1975	1983	1983	1992/3	1996	1970	1975	1983	1987	1992/3	1996	1970	1975	1983	1987	1992/3	1996
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Private Car (1)	21	39	53	66	56	71	78	77	73	74	65	74	65	71	73	69	68	65	65	71	73	69	68	65
Hire Car	1	2	2	3	3	1	3	2	3	4	2	4	2	2	2	3	3	3	3	2	2	3	3	3
Taxi / Minicab	2	4	5	8	8	16	12	15	15	15	16	15	13	15	13	16	24	24	24	15	13	16	24	24
Rail(2)	0	0	0	12	19	0	5	6	6	5	5	5	11	11	11	11	6	5	5	11	11	11	6	5
Bus / Coach	73	55	39	10	14	11	1	0	3	2	16	16	1	1	1	1	0	4	4	1	1	1	0	4
Other	3	0	1	0	0	1	1	1	0	0	1	0	1	1	1	1	0	0	0	1	1	1	0	0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total terminating passengers (millions)	0.3	0.5	0.7	1.6	4.5	0.8	1.1	1.5	3.6	4.9	1.7	2.5	5.0	8.6	11.5	8.6	11.5	13.0	1.7	2.5	5.0	8.6	11.5	13.0

(1) Includes passengers using car park courtesy buses

(2) Includes passengers using Maglev/coach at Birmingham

(3) Rail link started in April 1991

Table 38
Mode of transport by passenger type at Gatwick Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	50.9	66.2	58.3	61.6	17.8	50.1
Hire car	4.6	1.0	1.2	1.5	6.9	2.9
Taxi / minicab	14.0	13.2	11.4	12.7	10.0	12.0
Bus / coach	4.9	10.3	9.8	9.5	31.4	15.3
Rail	24.9	9.0	19.2	14.5	33.6	19.6
Other	0.7	0.2	0.1	0.2	0.3	0.2
Total	100	100	100	100	100	100
Passengers (000s)	1,769	7,411	4,978	14,157	5,670	19,827

Table 39
Mode of transport by passenger type at Heathrow Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	50.7	47.9	48.9	49.6	23.4	38.4
Hire car	5.2	1.4	1.8	3.3	7.7	5.2
Taxi / minicab	24.6	20.5	19.1	21.7	26.9	23.9
Bus / coach	6.5	20.0	14.0	11.2	22.6	16.1
Tube	12.8	10.1	16.0	14.0	19.4	16.3
Other	0.2	0.1	0.1	0.1	0.0	0.1
Total	100	100	100	100	100	100
Passengers (000s)	9,228	1,883	9,245	20,356	16,948	37,304

Table 40
Mode of transport by passenger type at London City Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	36.6	24.9	34.8	35.8	14.2	23.5
Hire car	1.9	0.0	0.8	1.5	2.1	1.8
Taxi / minicab	48.2	73.9	42.3	46.6	57.5	52.9
Bus / coach	13.1	1.2	20.4	15.4	25.5	21.2
Other	0.0	0.0	1.3	0.4	0.2	0.3
Total	100	100	100	100	100	100
Passengers (000s)	192	5	102	298	417	715

Table 41
Mode of transport by passenger type at Luton Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	70.0	80.8	72.4	76.0	43.8	72.5
Hire car	4.7	0.2	0.8	1.0	6.2	1.6
Taxi / minicab	8.2	11.4	12.8	11.5	14.7	11.9
Rail & bus	13.1	0.4	7.6	4.9	18.4	6.4
Bus / coach	3.7	7.1	6.3	6.4	16.1	7.4
Other	0.3	0.1	0.2	0.1	0.6	0.2
Total	100	100	100	100	100	100
Passengers (000s)	270	915	790	1,975	310	2,285

Table 42
Mode of transport by passenger type at Stansted Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	68.0	75.1	61.0	66.1	28.9	56.0
Hire car	5.6	0.4	0.7	2.1	5.6	3.1
Taxi / minicab	8.3	13.5	5.6	8.0	7.2	7.8
Bus / coach	5.1	9.6	12.0	9.4	25.8	13.9
Rail	13.0	1.3	20.8	14.4	31.8	19.1
Other	0.1	0.0	0.0	0.0	0.6	0.2
Total	100	100	100	100	100	100
Passengers (000s)	946	593	1,552	3,091	1,411	4,502

Table 43
Mode of transport by passenger type at Birmingham Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	75.7	80.1	76.3	77.9	53.3	73.9
Hire car	6.0	0.4	1.8	2.3	12.5	4.0
Taxi / minicab	10.9	16.4	12.6	13.8	18.5	14.6
Bus / coach	0.7	2.1	2.9	1.9	2.9	2.1
Rail/coach	6.3	1.0	6.4	3.9	11.0	5.1
Other	0.5	0.0	0.1	0.2	1.8	0.4
Total	100	100	100	100	100	100
Passengers (000s)	1,140	1,789	1,053	3,982	903	4,885

Table 44
Mode of transport by passenger type at Manchester Airport.

Mode of Transport	UK Business	UK Leisure IT	UK Leisure Other	UK Total	Foreign Total	All Passengers
	%	%	%	%	%	%
Private car	65.5	65.3	69.5	66.4	51.2	64.6
Hire car	5.9	0.7	0.6	1.4	12.2	2.7
Taxi / minicab	22.1	27.2	18.1	24.3	20.7	23.9
Bus / coach	1.4	3.6	3.9	3.4	6.0	3.7
Rail	4.5	3.1	7.8	4.4	9.7	5.0
Other	0.6	0.0	0.0	0.1	0.2	0.1
Total	100	100	100	100	100	100
Passengers (000s)	2,113	6,898	2,977	11,988	2,011	13,999

Table 45

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

Origin	Average journey time (minutes) for private cars									
	Gatwick		Heathrow		London City		Luton		Stansted	
	1991	1996	1991	1996	1991	1996	1991	1996	1991	1996
Camden	68	71	45	45	36	33	44	44	68	61
City	71	55	53	62	33	26	49	43	54	52
Greenwich	50	51	73	68	21	22	77	70	51	66
Hackney	67	74	60	36	26	25	71	62	52	40
Islington	84	87	53	50	27	27	46	55	59	60
Kensington & Chelsea	60	64	33	34	40	36	66	50	57	59
Lambeth	51	51	50	52	35	35	73	105	75	74
Lewisham	52	54	63	64	22	30	61	75	68	77
Newham	72	67	73	68	11	10	53	51	33	41
Southwark	59	58	51	53	24	22	87	67	54	86
Tower Hamlets	64	67	53	66	21	16	70	69	40	52
Westminster	64	67	38	39	39	37	49	51	84	58

Origin	Average journey time (minutes) for taxis									
	Gatwick		Heathrow		London City		Luton		Stansted	
	1991	1996	1991	1996	1991	1996	1991	1996	1991	1996
Camden	71	67	42	42	36	33	65	42	96	57
City	61	72	46	49	33	26	-	74	61	53
Greenwich	50	48	60	68	20	21	83	65	64	68
Hackney	-	93	72	63	21	32	38	53	40	53
Islington	56	66	53	50	35	28	64	46	44	38
Kensington & Chelsea	56	58	31	33	40	42	46	64	76	72
Lambeth	44	53	43	46	53	36	62	79	50	83
Lewisham	49	45	56	60	33	30	91	-	59	47
Newham	60	64	61	66	10	12	53	38	74	34
Southwark	57	58	44	48	31	26	89	53	35	68
Tower Hamlets	57	64	51	51	23	20	67	64	38	53
Westminster	62	64	37	38	38	35	61	61	87	66

Table 45 continued

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

Origin	Average journey time (minutes) for public transport									
	Gatwick		Heathrow		London City		Luton		Stansted	
	1991	1996	1991	1996	1991	1996	1991	1996	1991	1996
Camden	67	64	56	58	48	59	59	59	74	68
City	61	52	57	60	40	38	90	51	68	51
Greenwich	74	63	82	85	24	36	100	91	97	86
Hackney	71	73	70	76	23	47	78	91	72	55
Islington	64	62	64	62	29	53	62	59	79	64
Kensington & Chelsea	56	56	41	41	65	66	75	81	81	82
Lambeth	55	48	62	67	39	65	89	98	81	79
Lewisham	68	55	80	85	58	79	92	124	68	70
Newham	82	67	82	88	16	24	83	73	93	69
Southwark	63	52	66	76	41	59	96	67	76	72
Tower Hamlets	65	59	67	70	26	27	78	82	56	54
Westminster	55	55	49	49	50	54	58	67	75	76

Table 46

Average journey times in minutes from Inner London in 1991 and 1996

Year	Gatwick		Heathrow		London City		Luton		Stansted	
	Car	Public Transport	Car	Public Transport	Car	Public Transport	Car	Public Transport	Car	Public Transport
1991	63.5	65.1	53.8	64.7	27.9	38.3	62.2	80.0	57.9	76.7
1996	63.8	58.8	54.8	68.1	26.6	50.6	61.8	78.6	60.5	68.8

Table 47
Mode of transport by origin / destination at Gatwick Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other	All
	%	%	%	%	%	%	%
East Anglia	4.7	1.3	4.9	4.3	1.4	0.4	3.6
East Midlands	2.7	0.9	2.7	3.3	1.2	2.6	2.3
North West	0.7	0.2	1.0	1.5	1.1	0.0	0.9
Northern	0.3	0.1	0.8	0.7	0.6	0.0	0.4
Northern	0.1	0.1	0.9	0.6	0.6	0.5	0.3
Scotland	79.2	92.5	70.8	68.2	90.4	84.1	81.1
South East	7.6	3.6	12.5	11.7	2.6	9.8	6.9
South West	1.5	0.4	1.3	3.3	0.7	0.5	1.5
Wales	2.2	0.5	3.9	4.8	0.6	0.6	2.1
West Midlands	0.9	0.4	1.1	1.6	0.8	1.6	0.9
Yorkshire/Humberside							
Total	100	100	100	100	100	100	100
Passengers (millions)	9.9	2.4	0.6	3.0	4.0	0.1	19.8

Table 48
Mode of transport by origin / destination at Heathrow Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Tube	Other	All
	%	%	%	%	%	%	%
East Anglia	2.4	1.1	3.8	3.5	1.4	0.9	2.2
East Midlands	3.0	1.1	3.6	2.9	1.8	14.0	2.4
North West	0.7	0.2	1.8	1.1	1.0	8.0	0.7
North West	0.7	0.2	1.8	1.1	1.0	8.0	0.7
Northern	0.2	0.1	0.8	0.7	0.8	1.2	0.4
Northern	0.2	0.1	0.8	0.7	0.7	0.0	0.3
Northern	0.1	0.0	0.5	0.5	0.7	0.0	0.3
Scotland	0.1	0.0	0.5	0.5	0.7	0.0	0.3
Scotland	0.1	0.0	0.5	0.5	0.7	0.0	0.3
Scotland	0.1	0.0	0.5	0.5	0.7	0.0	0.3
South East	81.0	94.8	66.5	65.6	90.2	58.7	82.6
South East	81.0	94.8	66.5	65.6	90.2	58.7	82.6
South East	81.0	94.8	66.5	65.6	90.2	58.7	82.6
South West	6.7	1.6	13.1	14.4	0.9	12.4	6.1
South West	6.7	1.6	13.1	14.4	0.9	12.4	6.1
South West	6.7	1.6	13.1	14.4	0.9	12.4	6.1
Wales	1.5	0.2	3.0	4.2	0.8	0.0	1.6
Wales	1.5	0.2	3.0	4.2	0.8	0.0	1.6
Wales	1.5	0.2	3.0	4.2	0.8	0.0	1.6
West Midlands	3.7	0.5	5.1	5.4	0.8	3.9	2.8
West Midlands	3.7	0.5	5.1	5.4	0.8	3.9	2.8
West Midlands	3.7	0.5	5.1	5.4	0.8	3.9	2.8
Yorkshire/Humberside	0.8	0.4	1.8	1.8	1.5	1.0	1.0
Yorkshire/Humberside	0.8	0.4	1.8	1.8	1.5	1.0	1.0
Yorkshire/Humberside	0.8	0.4	1.8	1.8	1.5	1.0	1.0
Total	100	100	100	100	100	100	100
Passengers (millions)	14.2	9.0	1.9	6.0	6.0	0.4	37.3

Table 49
Mode of transport by origin / destination at London City Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other	All
	%	%	%	%	%	%
East Anglia	4.2	0.6	6.1	2.2	0.0	1.9
East Anglia	4.2	0.6	6.1	2.2	0.0	1.9
East Anglia	4.2	0.6	6.1	2.2	0.0	1.9
East Midlands	0.1	0.3	1.2	0.2	0.0	0.2
East Midlands	0.1	0.3	1.2	0.2	0.0	0.2
East Midlands	0.1	0.3	1.2	0.2	0.0	0.2
North West	0.0	0.1	0.0	0.0	0.0	0.0
North West	0.0	0.1	0.0	0.0	0.0	0.0
North West	0.0	0.1	0.0	0.0	0.0	0.0
Northern	0.1	0.0	0.0	0.1	0.0	0.0
Northern	0.1	0.0	0.0	0.1	0.0	0.0
Northern	0.1	0.0	0.0	0.1	0.0	0.0
Scotland	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
Scotland	0.0	0.0	0.0	0.0	0.0	0.0
South East	94.4	98.7	89.7	95.5	100.0	96.8
South East	94.4	98.7	89.7	95.5	100.0	96.8
South East	94.4	98.7	89.7	95.5	100.0	96.8
South West	0.6	0.3	3.0	1.5	0.0	0.7
South West	0.6	0.3	3.0	1.5	0.0	0.7
South West	0.6	0.3	3.0	1.5	0.0	0.7
Wales	0.2	0.1	0.0	0.0	0.0	0.1
Wales	0.2	0.1	0.0	0.0	0.0	0.1
Wales	0.2	0.1	0.0	0.0	0.0	0.1
West Midlands	0.3	0.0	0.0	0.3	0.0	0.1
West Midlands	0.3	0.0	0.0	0.3	0.0	0.1
West Midlands	0.3	0.0	0.0	0.3	0.0	0.1
Yorkshire/Humberside	0.1	0.0	0.0	0.1	0.0	0.0
Yorkshire/Humberside	0.1	0.0	0.0	0.1	0.0	0.0
Yorkshire/Humberside	0.1	0.0	0.0	0.1	0.0	0.0
Total	100	100	100	100	100	100
Passengers (000s)	161	370	14	147	1	692

Table 50

Mode of transport by origin / destination at Luton Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Other	All
	%	%	%	%	%	%
East Anglia	9.3	3.0	9.7	6.2	0.0	8.1
East Midlands	11.9	8.4	5.1	3.6	0.0	10.2
North West	0.6	0.3	1.6	0.5	0.0	0.5
Northern	0.3	0.7	0.0	1.3	8.4	0.5
Scotland	0.1	0.3	0.0	0.0	0.0	0.1
South East	70.5	84.0	62.1	78.8	91.6	73.2
South West	2.6	0.6	5.8	1.9	0.0	2.3
Wales	0.4	0.2	0.8	1.8	0.0	0.6
West Midlands	3.5	1.7	12.5	1.7	0.0	3.2
Yorkshire/Humberside	0.9	1.0	2.3	4.1	0.0	1.3
Total	100	100	100	100	100	100
Passengers (millions)	1.7	0.3	0.1	0.3	0.1	2.3

Table 51

Mode of transport by origin / destination at Stansted Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other	All
	%	%	%	%	%	%	%
East Anglia	23.0	16.8	36.8	19.7	1.2	0.0	18.3
East Midlands	3.6	1.1	4.3	3.8	0.5	0.0	2.8
North West	0.1	0.1	2.5	0.1	0.1	0.0	0.2
Northern	0.1	0.0	0.0	0.1	0.1	0.0	0.1
Scotland	0.0	0.4	0.0	0.3	0.0	0.0	0.1
South East	70.6	80.5	50.7	73.1	96.7	100.0	76.2
South West	0.8	0.6	3.8	1.3	0.4	0.0	0.9
Wales	0.5	0.0	0.3	0.2	0.7	0.0	0.4
West Midlands	0.7	0.1	0.2	1.1	0.2	0.0	0.6
Yorkshire/Humberside	0.6	0.3	1.4	0.4	0.1	0.0	0.5
Total	100	100	100	100	100	100	100
Passengers (millions)	2.5	0.4	0.1	0.6	0.9	0.1	4.5

Table 52
Mode of transport by origin / destination at Birmingham Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail/coach	Other	All
	%	%	%	%	%	%	%
East Anglia	0.7	0.0	2.1	0.4	0.1	0.0	0.7
East Midlands	18.6	14.0	23.1	25.9	11.6	0.0	17.8
North West	1.1	0.2	5.5	10.2	4.1	0.0	1.5
Northern	0.2	0.0	0.1	0.6	0.3	0.0	0.2
Scotland	0.1	0.0	0.0	0.2	0.2	0.0	0.1
South east	4.8	0.4	5.5	1.7	7.1	0.0	4.2
South west	6.7	1.7	9.4	4.6	3.0	0.0	5.8
Wales	2.2	0.4	2.1	4.4	3.9	0.0	2.0
West Midlands	62.5	82.1	50.9	48.0	69.3	100.0	65.1
Yorkshire/Humberside	3.1	1.2	1.3	4.0	0.4	0.0	2.6
Total	100	100	100	100	100	100	100
Passengers (millions)	3.6	0.7	0.2	0.1	0.2	0.1	4.9

Table 53
Mode of transport by origin / destination at Manchester Airport.

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other	All
	%	%	%	%	%	%	%
East Anglia	0.1	0.0	0.1	0.4	0.0	0.0	0.1
East Midlands	4.6	3.1	4.5	3.0	2.5	8.0	4.1
North West	54.2	71.1	52.1	34.0	34.9	92.0	56.5
Northern	4.4	1.4	8.1	7.0	8.5	0.0	4.1
Scotland	2.0	0.5	2.3	10.6	3.8	0.0	2.0
South east	0.5	0.2	0.5	1.7	1.0	0.0	0.5
South west	0.3	0.1	0.2	1.1	0.3	0.0	0.3
Wales	5.2	2.9	6.4	3.7	1.5	0.0	4.5
West Midlands	8.9	3.8	8.2	14.7	1.3	0.0	7.5
Yorkshire/Humberside	19.8	16.9	17.4	23.8	46.1	0.0	20.5
Total	100	100	100	100	100	100	100
Passengers (millions)	9.1	3.4	0.4	0.6	0.7	0.1	14.0

Table 54

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

Reason for choice of car	Gatwick		Heathrow		City		Luton		Stansted	
	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign
	%	%	%	%	%	%	%	%	%	%
Given lift by friend/relative	33.3	49.1	31.2	44.1	17.7	37.9	40.6	59.5	12.9	37.6
Speed/ease/door to door	42.7	16.1	32.9	15.4	46.2	18.8	22.9	5.5	52.2	35.2
Cost	7.9	3.4	5.9	3.2	2.9	1.1	7.6	2.7	7.8	4.1
Company provided car	0.7	3.0	5.4	8.9	6.1	25.1	0.4	4.1	1.1	2.5
Used hire car	0.6	16.1	1.2	14.7	0.9	5.9	0.5	7.5	0.6	8.9
No public transport	1.5	0.5	3.2	0.9	11.3	1.7	4.2	0.9	10.7	4.6
Too much luggage	1.9	1.1	3.3	2.7	1.1	0.6	2.2	0.2	2.1	1.1
Most direct route	1.3	0.6	2.7	0.6	0.5	0.0	0.8	0.9	5.1	2.4
Need car on return	0.4	0.1	3.0	0.3	0.0	0.6	1.4	0.5	1.5	0.3
Group size	1.0	0.0	0.7	0.5	0.1	0.4	2.8	0.7	0.0	0.0
Prefer driving	0.3	0.2	0.5	0.1	0.3	0.0	1.7	0.3	2.1	1.1
Early flight to catch	0.3	0.2	0.9	0.1	2.1	0.0	1.1	0.0	0.4	0.1
Car park expensive	0.1	0.1	0.6	0.0	0.2	0.1	0.9	0.7	0.5	0.0
Public transport unreliable	0.1	0.1	0.5	0.1	0.1	0.0	0.1	0.1	0.5	0.2
Other	7.7	9.4	8.2	8.4	10.6	7.9	12.7	16.5	2.5	1.9
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	8,720	1,009	10,097	3,966	107	59	1,501	136	2,043	408

Table 5.4 continued
Reason for using a car for the journey to or from the airport

Reason for choice of car	Birmingham		Manchester	
	UK %	Foreign %	UK %	Foreign %
Given lift by friend/relative	22.2	35.4	42.2	52.2
Speed/ease/door to door	54.6	28.2	32.7	18.7
Cost	8.3	3.5	8.5	3.0
Company provided car	2.7	20.5	1.0	9.0
Used hire car	0.3	5.9	0.3	9.1
No public transport	2.6	0.2	1.0	0.7
Too much luggage	0.4	0.4	0.7	0.1
Most direct route	0.2	0.0	0.6	0.0
Need car on return	0.5	0.0	0.5	0.0
Group size	0.2	0.0	0.5	0.1
Prefer driving	0.4	0.0	0.7	0.2
Early flight to catch	0.6	0.0	0.4	0.3
Car park expensive	0.3	0.3	0.2	0.1
Public transport unreliable	0.2	0.1	0.3	0.3
Other	6.5	5.5	10.5	6.2
Total	100	100	100	100
Total Passengers (000s)	3,102	481	7,960	1,030

Table 55
Reason for using public transport.

Reason for using public transport	Gatwick		Heathrow		City		Luton		Stansted	
	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign
	%	%	%	%	%	%	%	%	%	%
Speed/ease	43.9	33.1	37.6	28.4	37.1	43.1	19.6	14.7	52.4	27.4
Cost	16.9	11.0	28.6	28.8	31.1	29.1	26.0	24.9	15.5	19.6
Part of package	5.3	27.0	3.1	14.0	0.0	1.6	3.8	22.0	1.7	32.0
No car/choice	5.8	4.1	4.5	2.9	7.4	3.3	13.4	15.7	15.1	8.5
Group size	8.6	9.0	2.4	5.2	0.0	3.5	17.4	7.1	0.0	0.0
Direct route	3.0	1.9	7.8	5.9	2.2	1.7	7.7	7.4	9.7	1.5
Company paid	0.9	0.7	1.9	2.7	0.5	0.3	0.8	1.8	1.1	4.0
Too much luggage	1.2	1.0	0.9	1.5	0.0	0.6	0.6	0.0	1.2	0.5
No parking worries	1.3	0.1	1.8	0.0	0.0	0.1	1.6	0.4	0.6	0.1
Recommended	0.1	2.1	0.2	1.2	0.9	1.6	0.7	1.8	0.6	1.0
Car park expensive	0.7	0.0	2.0	0.2	0.4	0.4	0.3	0.0	0.7	0.0
Other	12.3	10.0	9.3	9.3	20.5	14.7	8.1	4.3	1.4	5.5
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	3,398	3,686	5,130	7,118	46	106	223	108	736	813

Table 55 continued
Reason for using public transport.

Reason for using public transport	Birmingham		Manchester	
	UK %	Foreign %	UK %	Foreign %
Speed/ease	20.0	25.9	36.6	34.1
Cost	33.6	43.6	29.8	27.3
Part of package	4.8	2.4	3.3	8.0
No car/choice	14.8	9.2	6.8	9.8
Group size	2.6	0.0	2.7	2.9
Direct route	0.7	1.1	1.6	3.2
Company paid	4.3	3.8	0.9	3.9
Too much luggage	0.4	0.0	0.2	0.4
No parking worries	2.1	0.0	2.6	0.0
Recommended	0.2	1.2	0.2	0.0
Car park expensive	1.3	0.0	0.4	0.0
Other	15.2	12.7	14.9	10.4
Total	100	100	100	100
Total Passengers (000s)	231	126	935	316

Table 56

Proportion of passengers using only one mode of transport.

	UK Business				UK Leisure				Foreign Business				Foreign Leisure			
	1984	1987	1991	1996	1984	1987	1991	1996	1984	1987	1991	1996	1984	1987	1991	1996
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Heathrow	79.4	81.8	71.4	72.0	75.5	77.6	76.1	77.5	88.4	90.1	92.6	89.3	88.8	89.3	91.1	87.0
Gatwick	65.0	67.9	61.1	76.3	56.9	58.9	59.3	73.4	54.6	63.0	64.0	71.1	58.5	69.0	72.7	73.6
City	-	-	85.1	80.5	-	-	84.9	75.2	-	-	91.6	85.6	-	-	79.0	60.0
Luton	82.9	84.9	71.5	76.3	84.3	91.8	73.7	87.0	71.5	43.3	77.1	73.3	71.0	64.9	82.1	77.9
Stansted	98.4	97.1	73.7	71.3	90.0	97.1	53.7	54.2	90.4	98.9	77.0	77.5	90.2	98.8	74.9	63.0
		1987	1992/3	1996		1987	1992/3	1996		1987	1992/3	1996		1987	1992/3	1996
		%	%	%		%	%	%		%	%	%		%	%	%
Birmingham		n/a	79.6	91.3			91.9	91.8			86.2	96.4			85.5	89.8
Manchester		89.1	90.6	90.3		94.2	96.5	84.5		87.5	84.1	94.5		94.9	95.9	94.5

Table 57
Combinations of transport used in 1996.

Gatwick

Method of transport	Passengers (000s)	%
Private car only	5,869	29.6
Private car/BAA Car Park Bus	2,558	12.9
Taxi/Minicab only	2,240	11.3
Charter Coach	1,487	7.5
Private Car/Private Car Park Bus	1,170	5.9
Taxi/Train	1,031	5.2
Tube/Train	773	3.9
Hire car	555	2.8
Private Car/Train	496	2.5
Other combinations	3,648	18.4
Total	19,827	100

Heathrow

Method of Transport	Passengers (000s)	%
Private Car only	10,184	27.3
Taxi/Minicab	8,580	23.0
Tube only	4,215	11.3
Hire Car	1,791	4.8
Charter Coach	1,567	4.2
Private car/BAA Car Park Bus	1,492	4.0
Train/Tube	746	2.0
Other combinations	8,729	23.4
Total	37,304	100

London City

Method of Transport	Passengers (000s)	%
Taxi/Minicab only	350	48.9
Private car only	166	23.2
Tube/Liverpool St Bus	35	4.9
Tube/Taxi only	16	2.2
Other combinations	149	20.8
Total	715	100

Luton

Method of Transport	Passengers (000s)	%
Private Car only	1,497	65.5
Taxi/Minicab	244	10.7
Private Car/Private car Park Bus	133	5.8
Charter Coach	110	4.8
Train/Public Bus	71	3.1
Hire Car Only	37	1.6
Other combinations	194	8.5
Total	2,285	100

Stansted

Method of Transport	Passengers (000s)	%
Private Car only	1,837	40.8
Private Car/BAA Car Park Bus	639	14.2
Charter Coach only	288	6.4
Tube/BR Train Only	432	9.6
Taxi Minicab only	338	7.5
BR Train only	63	1.4
Taxi/BR Train only	144	3.2
Other combinations	761	16.9
Total	4,502	100

Table 57 continued
Combinations of transport used in 1996.

Birmingham

Method of Transport	Passengers (000s)	%
Private car only	2,999	61.4
Taxi/Minicab	699	14.3
Private Car/Long Term Car Park	489	10.0
Train/Birmingham Air Link	73	1.5
Other combinations	625	12.8
Total	4,885	100

Manchester

Method of Transport	Passengers (000s)	%
Private car only	6,300	45.0
Taxi/Minicab only	3,276	23.4
Private Car/Long Term Car Park	1,932	13.8
Hire Car	364	2.6
Manchester Rail Link	308	2.2
Other combinations	1,820	13.0
Total	13,999	100

Table 58
Average number of trips taken on current scheduled route in the last twelve months.

Airport of current trip	Average number of trips			
	UK business	UK leisure	Foreign business	Foreign leisure
Gatwick	1.8	1.2	1.6	1.2
Heathrow	2.1	1.3	1.9	1.3
London City	2.2	1.8	1.3	1.5
Luton	1.5	1.2	1.4	1.1
Stansted	2.0	1.2	1.7	1.3
Birmingham	1.7	2.0	1.4	1.2
Manchester	1.9	1.3	1.7	1.1

Table 59
Trip Length of terminating passengers at Gatwick Airport.

Trip Length	International Scheduled				International Charter			Domestic			
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK IT %	UK Other %	Foreign Leisure %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
	Up to 12 hrs	7.0	0.1	6.2	0.4	0.0	0.1	0.0	33.7	2.0	27.8
Over 12hrs to 1 day	12.2	0.4	6.7	0.6	0.0	0.1	0.1	19.5	3.6	26.3	7.8
Over 1 day to 2	15.1	2.8	9.8	3.4	0.1	0.2	0.7	17.0	13.2	12.5	14.9
Over 2 days to 3	11.6	4.0	11.4	7.7	0.2	0.5	4.0	11.5	16.1	8.6	20.3
Over 3 days to 4	11.9	5.9	10.1	6.8	0.5	1.4	6.7	5.1	13.6	0.7	11.0
Over 4 days to 5	6.5	4.6	7.6	6.2	0.4	1.2	4.3	4.5	9.6	1.5	4.7
Over 5 days to 6	2.5	1.9	3.2	2.2	0.1	0.3	2.0	1.0	3.8	0.0	4.3
Over 6 days to 1 week	11.2	15.8	13.9	13.8	39.1	30.9	22.9	3.8	21.3	11.6	15.5
Over 1 week to 2	12.5	41.7	15.5	31.3	54.0	48.0	32.8	2.0	13.6	5.9	11.2
Over 2 weeks to 3	2.8	13.2	5.4	12.5	4.9	10.6	12.2	0.8	2.2	0.6	3.8
Over 3 weeks to 4	2.2	4.9	3.2	6.8	0.5	4.1	5.8	0.3	0.6	0.0	1.7
Over 4 weeks	4.5	4.8	7.1	8.4	0.2	2.8	8.4	0.8	0.4	4.5	2.4
Total	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,009	3,474	1,205	3,268	6,029	2,266	1,114	636	620	32	51
Average Trip Length (days)	5.9	11.3	7.8	11.6	9.6	11.1	11.8	2.1	5.3	3.6	5.7

Table 60

Trip Length of terminating passengers at Heathrow Airport.

Trip Length	International Scheduled										Domestic			
	UK Business %	UK Inclusive Tour %	UK Leisure/Other %	Foreign Business %	Foreign Inclusive Tour %	Foreign Leisure/Other %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Up to 12 hrs	8.9	0.0	0.7	8.1	0.0	0.2	36.7	3.1	17.8	0.6				
Over 12hrs to 1 day	14.8	1.0	1.2	10.9	0.5	1.2	24.6	7.2	16.0	6.8				
Over 1 day to 2	15.1	5.6	4.3	14.0	1.8	3.5	14.8	15.1	14.3	7.4				
Over 2 days to 3	13.0	10.1	5.8	11.4	5.7	5.4	8.8	16.5	17.5	11.3				
Over 3 days to 4	9.7	9.5	6.6	8.7	6.9	6.1	4.2	14.4	8.3	7.4				
Over 4 days to 5	7.7	8.7	6.0	7.1	3.5	4.7	3.7	9.8	3.8	5.2				
Over 5 days to 6	2.3	2.9	2.4	3.2	2.1	2.4	0.8	2.9	1.3	6.0				
Over 6 days to 1 week	8.5	14.5	11.8	9.6	15.8	11.8	2.6	13.0	5.6	16.8				
Over 1 week to 2	11.2	29.5	25.2	13.0	41.3	26.3	2.6	14.3	8.1	20.6				
Over 2 weeks to 3	2.6	10.5	12.9	4.6	18.1	15.1	0.5	1.9	2.3	7.5				
Over 3 weeks to 4	1.5	4.1	8.8	3.2	2.5	9.7	0.2	0.8	1.1	4.0				
Over 4 weeks	4.7	3.5	14.4	6.0	1.8	13.5	0.5	1.0	4.0	6.3				
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (millions)	6.8	1.8	7.9	6.3	1.9	8.4	2.3	1.4	0.2	0.2	0.2	0.2	0.2	0.2
Average Trip Length (days)	5.5	9.3	13.0	6.8	10.7	13.4	1.8	5.1	4.5	8.8				

Table 61

Trip Length of international scheduled passengers at London City Airport.

Trip Length	International Scheduled Passengers			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%
Up to 12 hrs	24.8	1.1	36.3	2.6
Over 12hrs to 1 day	30.4	3.1	18.5	3.4
Over 1 day to 2	20.0	19.5	18.3	17.3
Over 2 days to 3	10.1	13.4	8.5	22.7
Over 3 days to 4	4.6	15.4	4.6	15.9
Over 4 days to 5	4.0	5.9	5.4	12.8
Over 5 days to 6	0.6	4.0	0.7	3.7
Over 6 days to 1 week	2.9	13.6	3.7	7.5
Over 1 week to 2	2.0	18.6	2.4	8.3
Over 2 weeks to 3	0.2	4.2	0.5	2.6
Over 3 weeks to 4	0.4	0.9	0.2	1.9
Over 4 weeks	0.2	0.3	0.8	1.4
Total	100	100	100	100
Total Passengers (000s)	178	99	248	168
Average Trip Length (days)	1.8	5.7	2.1	4.9

Table 62
Trip Length of terminating passengers at Luton Airport.

Trip Length	International Scheduled						International Charter				Domestic			
	UK		Foreign		UK		UK		UK		UK		Foreign	
	Business %	Leisure %	Business %	Leisure %	IT %	Other %	Leisure %	Business %	Leisure %	Business %	Leisure %	Business %	Leisure %	
Up to 12 hrs	17.7	0.4	27.9	0.8	0.0	0.0	0.0	0.0	0.0	26.4	3.5	25.5	2.6	
Over 12hrs to 1 day	24.5	2.2	19.6	7.0	0.0	0.0	0.8	0.8	29.7	7.1	47.2	3.3		
Over 1 day to 2	15.7	8.1	18.6	9.3	0.0	0.3	0.9	0.9	19.6	18.0	15.9	15.3		
Over 2 days to 3	17.4	9.1	13.9	13.8	0.1	0.7	14.5	14.5	11.4	20.3	0.0	15.6		
Over 3 days to 4	7.4	10.0	6.1	13.4	0.4	0.6	18.9	18.9	6.6	11.6	0.0	7.6		
Over 4 days to 5	5.6	5.7	8.0	12.0	1.2	0.1	16.1	16.1	2.7	6.0	0.0	12.8		
Over 5 days to 6	0.4	3.1	0.0	3.4	0.1	0.0	0.4	0.4	0.5	2.8	0.0	3.6		
Over 6 days to 1 week	4.5	24.1	4.0	14.7	43.1	34.1	23.9	23.9	1.8	15.5	11.4	29.0		
Over 1 week to 2	2.6	28.0	1.1	17.0	54.5	52.7	16.6	16.6	0.8	11.8	0.0	3.2		
Over 2 weeks to 3	1.3	4.4	0.0	4.4	0.3	6.0	0.0	0.0	0.2	1.6	0.0	1.8		
Over 3 weeks to 4	0.2	2.5	0.0	2.3	0.1	4.8	2.1	2.1	0.0	1.2	0.0	2.8		
Over 4 weeks	2.6	2.4	0.8	2.1	0.0	0.7	5.8	5.8	0.2	0.7	0.0	2.5		
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	
Total Passengers (000s)	96	423	52	162	869	219	71	71	166	246	3	18	18	
Average Trip Length (days)	3.1	7.9	2.0	6.5	9.0	10.6	7.4	7.4	1.6	4.8	1.4	5.7	5.7	

Table 63
 Trip Length of terminating passengers at Stansted Airport.

Trip Length	International Scheduled				International Charter			Domestic			
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK IT %	UK Other %	Foreign Leisure %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Up to 12 hrs	13.7	0.3	13.3	0.3	0.0	0.2	0.4	34.2	3.0	40.3	0.0
Over 12hrs to 1 day	24.7	1.0	20.0	1.4	0.0	0.0	0.0	23.5	2.4	52.0	14.7
Over 1 day to 2	28.5	10.2	18.7	14.2	0.0	0.4	0.8	19.8	18.6	0.0	2.5
Over 2 days to 3	7.8	12.6	15.0	13.9	0.0	5.0	10.5	6.9	15.6	0.0	15.4
Over 3 days to 4	8.8	14.9	5.5	10.7	0.0	0.1	36.4	5.4	10.0	0.0	25.5
Over 4 days to 5	6.0	7.7	8.6	9.9	0.0	0.1	11.1	5.7	7.2	7.7	0.0
Over 5 days to 6	1.4	5.1	2.4	5.3	0.0	0.4	1.2	0.3	7.9	0.0	11.7
Over 6 days to 1 week	1.7	18.8	6.4	16.2	38.6	43.0	27.9	1.2	12.6	0.0	12.1
Over 1 week to 2	5.2	21.6	4.1	18.2	57.9	38.0	9.4	1.2	20.4	0.0	10.4
Over 2 weeks to 3	0.4	6.1	1.5	6.3	3.1	7.4	0.8	1.1	1.5	0.0	7.7
Over 3 weeks to 4	0.9	0.5	0.9	1.7	0.3	4.0	0.5	0.3	0.6	0.0	0.0
Over 4 weeks	0.9	1.1	3.7	1.9	0.0	1.3	1.1	0.3	0.3	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	446	978	289	740	490	230	353	495	447	6	23
Average Trip Length (days)	2.7	6.8	4.0	6.8	9.5	9.9	5.6	1.8	5.4	0.8	5.4

Table 64
Trip Length of terminating passengers at Birmingham Airport.

Trip length	International scheduled				International charter				Domestic							
	UK business		Foreign leisure		UK inclusive tour		UK leisure other		UK business		UK leisure		Foreign business			
	%	%	%	%	%	%	%	%	%	%	%	%	%	%		
Up to 12 hrs	6.5	0.3	17.0	1.3	0.0	0.0	0.0	0.0	24.7	1.4	5.0	2.9	24.7	1.4	5.0	2.9
13 hrs to 1 day	25.2	1.6	17.5	4.1	0.0	0.4	0.0	0.0	23.8	3.3	6.0	7.0	23.8	3.3	6.0	7.0
Over 1 day to 2	20.8	6.2	22.6	6.3	0.0	0.3	0.0	0.0	20.8	10.0	30.6	4.4	20.8	10.0	30.6	4.4
Over 2 days to 3	14.8	9.8	15.2	14.1	0.3	0.3	0.0	0.0	10.5	13.8	4.7	12.1	10.5	13.8	4.7	12.1
Over 3 days to 4	8.8	10.6	8.4	12.1	0.2	0.4	0.0	0.0	6.0	15.3	4.3	15.4	6.0	15.3	4.3	15.4
Over 4 days to 5	5.4	6.6	5.6	10.7	0.5	0.8	0.0	0.0	4.7	8.9	4.8	0.0	4.7	8.9	4.8	0.0
Over 5 days to 6	2.1	2.0	1.9	5.0	0.0	0.0	0.0	0.0	0.8	1.9	10.7	13.2	0.8	1.9	10.7	13.2
Over 6 days to 1 week	6.3	22.1	4.6	13.6	41.2	39.9	30.4	30.4	3.7	25.1	9.3	21.5	3.7	25.1	9.3	21.5
Over 1 week to 2	4.8	27.1	4.9	20.3	56.2	46.2	30.2	30.2	3.2	16.1	15.8	8.5	3.2	16.1	15.8	8.5
Over 2 weeks to 3	2.2	6.0	0.8	7.9	1.0	6.6	13.4	13.4	0.8	2.5	0.0	0.0	0.8	2.5	0.0	0.0
Over 3 weeks to 4	1.0	3.9	0.3	2.2	0.2	4.3	1.9	1.9	0.7	0.4	0.0	0.0	0.7	0.4	0.0	0.0
Over 4 weeks	2.2	3.8	1.0	2.3	0.4	0.9	22.4	22.4	0.1	1.3	8.7	0.0	0.1	1.3	8.7	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	659	617	534	288	1,647	316	50	263	466	19	10	6.7	466	19	10	6.7
Average trip length (days)	3.8	8.7	2.9	7.4	9.2	10.3	14.7	5.9	2.2	6.4	6.7	6.7	2.2	6.4	6.7	6.7

Table 65
Trip Length of terminating passengers at Manchester Airport.

Trip length	International Scheduled				International charter			Domestic			
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK IT %	UK Other %	Foreign Leisure %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %
Up to 12 hrs	5.7	0.2	9.8	1.1	0.0	0.7	0.0	32.9	1.6	2.6	0.4
Over 12hrs to 1 day	14.7	0.4	16.7	4.0	0.0	0.3	0.0	20.0	2.6	9.9	0.7
Over 1 day to 2	18.3	4.0	20.2	11.7	0.0	0.1	0.4	12.1	6.0	13.0	1.1
Over 2 days to 3	14.1	6.8	15.4	6.6	0.2	0.4	2.5	8.3	8.2	17.0	2.3
Over 3 days to 4	8.0	6.1	8.2	8.4	0.7	1.0	3.1	3.5	6.7	12.7	4.3
Over 4 days to 5	6.9	5.6	6.5	4.3	0.3	0.5	0.5	4.0	4.2	5.5	5.9
Over 5 days to 6	2.2	1.6	2.1	2.5	0.1	0.5	1.3	0.9	2.3	2.0	1.2
Over 6 days to 1 week	9.0	13.2	7.1	14.3	32.3	28.6	20.5	5.5	13.6	8.6	11.3
Over 1 week to 2	10.1	33.2	6.9	24.6	62.9	51.7	33.8	6.0	25.6	12.6	27.8
Over 2 weeks to 3	2.4	13.2	2.5	10.2	2.7	9.7	22.9	2.2	17.0	5.5	14.3
Over 3 weeks to 4	2.7	6.9	1.0	4.6	0.6	3.5	7.5	1.0	7.0	2.3	16.6
Over 4 weeks	5.9	8.8	3.5	7.5	0.3	3.1	7.6	3.5	5.2	8.2	14.1
Total	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	891	1,808	617	819	6,179	1,116	76	1,169	773	192	125
Average trip length (days)	5.9	11.9	4.5	9.8	9.8	11.2	13.5	3.7	10.9	7.4	15.1

Table 66
Proportion of first time flyers on international routes.

Passenger type	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester
	%	%	%	%	%	%	%
Scheduled business	0.3	0.3	0.4	0.8	0.2	0.6	0.7
Scheduled leisure	0.9	0.6	0.7	0.3	0.6	1.6	1.4
Charter leisure IT	1.0	-	-	0.8	1.8	1.3	1.2
Charter leisure other	0.8	-	-	0.1	4.9	1.0	0.9

Table 67
Proportion of passengers travelling alone.

Travelling alone	Business		Leisure IT		Leisure Other		All passengers
	UK	Foreign	UK	Foreign	UK	Foreign	
	%	%	%	%	%	%	%
Gatwick	66.4	57.6	3.1	4.6	23.5	31.3	21.4
Heathrow	73.8	66.3	10.0	7.6	42.1	43.1	51.1
City	69.5	68.7	10.0	3.4	41.7	27.3	56.2
Luton	70.4	59.3	2.0	7.0	26.4	34.4	22.5
Stansted	79.8	58.4	2.3	2.3	36.7	39.7	40.6
Birmingham	85.6	78.2	3.9	23.8	40.1	63.2	41.7
Manchester	80.6	74.2	4.4	11.0	35.0	54.9	27.1

Table 68

Group size of terminating air travellers.

Gatwick

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	66.4	57.6	3.1	4.6	23.5	31.3	21.4
Travelling with one other	20.2	25.4	45.7	38.1	35.7	32.8	37.3
Travelling with two others	4.1	5.3	10.5	7.4	10.7	8.1	9.2
Travelling with three others	3.2	2.6	20.7	9.7	14.3	7.4	13.8
Travelling with four others	1.0	1.2	6.3	2.3	5.4	3.0	4.6
Travelling with five or more	5.0	8.0	13.6	37.9	10.4	17.4	13.6
Total	100	100	100	100	100	100	100
Total Passengers (000s)	1,769	1,307	7,411	1,093	4,978	3,270	19,828

Heathrow

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	73.8	66.3	10.0	7.6	42.1	43.1	51.1
Travelling with one other	17.0	19.0	63.8	40.5	34.4	33.2	29.0
Travelling with two others	3.6	5.2	6.5	6.8	8.7	7.4	6.4
Travelling with three others	1.9	2.4	10.8	8.1	7.2	6.1	5.0
Travelling with four others	0.7	0.8	2.1	2.3	2.6	1.8	1.6
Travelling with five or more	3.0	6.3	6.8	34.8	4.9	8.3	6.9
Total	100	100	100	100	100	100	100
Total Passengers (000s)	9,228	6,498	1,883	1,898	9,245	8,552	37,304

Table 68 continued
Group size of terminating air travellers.

London City

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	69.5	68.7	10.0	3.4	41.7	37.3	56.2
Travelling with one other	20.9	21.3	31.3	50.8	35.5	39.2	27.8
Travelling with two others	5.8	6.1	13.7	15.3	10.3	9.0	7.6
Travelling with three others	1.4	2.3	10.9	9.5	4.5	8.1	3.8
Travelling with four others	0.2	0.3	4.0	4.2	2.5	1.1	0.9
Travelling with five or more	2.2	1.4	30.0	16.8	5.5	5.3	3.7
Total	100	100	100	100	100	100	100
Total Passengers (000s)	192	248	5	29	102	140	716

Luton

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	70.4	59.3	2.0	7.0	26.4	34.4	22.5
Travelling with one other	18.7	32.3	41.0	49.3	38.4	37.6	37.1
Travelling with two others	4.9	3.6	13.2	4.1	12.1	12.2	11.4
Travelling with three others	2.6	0.5	24.5	8.7	14.3	9.0	16.4
Travelling with four others	0.5	0.0	5.8	4.6	4.1	1.7	4.1
Travelling with five or more	2.9	4.3	13.5	26.3	4.8	5.1	8.5
Total	100	100	100	100	100	100	100
Total Passengers (000s)	270	61	915	42	790	208	2,286

Table 68 continued

Group size of terminating air travellers.

Stansted

Group size	UK Business %	Foreign Business %	UK Leisure FT %	Foreign Leisure FT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	79.8	58.4	2.4	2.3	36.7	39.7	40.6
Travelling with one other	14.9	18.4	48.7	25.6	35.8	34.7	31.3
Travelling with two others	3.1	6.6	15.0	6.5	10.5	9.3	8.9
Travelling with three others	0.5	4.6	23.3	7.6	11.5	4.6	9.2
Travelling with four others	0.4	1.5	5.4	2.3	3.1	1.0	2.4
Travelling with five or more	1.2	10.5	5.3	55.7	2.3	10.6	7.6
Total	100	100	100	100	100	100	100
Total Passengers (000s)	946	314	593	325	1,552	772	4,502

Birmingham

Group size	UK Business %	Foreign Business %	UK Leisure FT %	Foreign Leisure FT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	85.6	78.2	3.9	23.8	40.1	63.2	41.7
Travelling with one other	9.5	14.4	56.2	54.3	37.5	24.9	35.3
Travelling with two others	2.9	4.2	10.9	2.9	7.4	5.1	7.2
Travelling with three others	0.8	1.0	19.4	8.4	8.9	3.5	10.0
Travelling with four others	0.2	0.5	3.5	1.7	2.5	0.6	2.1
Travelling with five or more	1.0	1.8	6.1	8.8	3.5	2.7	3.7
Total	100	100	100	100	100	100	100
Total Passengers (000s)	1,140	554	1,789	28	1,053	321	4,885

Table 68 continued

Group size of terminating air travellers.

Manchester

Group size	UK Business %	Foreign Business %	UK Leisure IT %	Foreign Leisure IT %	UK Leisure Other %	Foreign Leisure Other %	All Passengers %
Travelling alone	80.6	74.2	4.4	11.0	35.0	54.9	27.1
Travelling with one other	14.0	16.3	52.3	51.6	36.5	29.9	41.0
Travelling with two others	2.4	5.2	11.7	8.6	10.0	6.0	9.4
Travelling with three others	1.2	0.9	19.2	20.9	9.7	4.3	13.1
Travelling with four others	0.5	0.7	4.7	0.0	3.9	2.4	3.6
Travelling with five or more	1.4	2.8	7.7	7.9	5.0	2.5	5.7
Total	100	100	100	100	100	100	100
Total Passengers (000s)	2,113	830	6,898	94	2,977	1,087	13,999

Table 69
Income of UK and foreign passengers at Gatwick Airport.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.9	0.7	4.0	5.6	4.1	4.0	6.7	8.5
£5,750-£8,624	1.0	0.8	2.9	3.7	2.1	1.2	4.1	3.1
£8,625-£11,499	1.4	1.2	3.9	4.7	1.9	1.4	3.5	2.3
£11,500-£14,374	2.2	3.0	6.1	6.3	2.6	4.1	4.7	3.0
£14,375-£17,249	3.4	5.4	7.1	8.9	3.0	2.0	5.5	8.1
£17,250-£22,999	9.7	11.1	11.7	9.8	4.9	7.4	9.1	6.2
£23,000-£28,749	10.7	12.1	12.6	10.7	7.1	9.0	8.8	8.5
£28,750-£34,499	11.9	13.8	11.9	10.0	7.7	7.0	9.3	9.0
£34,500-£40,249	13.8	12.1	10.8	11.0	9.9	11.9	8.2	6.2
£40,250-£45,999	8.7	9.9	8.2	8.0	10.8	8.1	7.6	13.0
£46,000-£57,499	11.5	11.0	7.5	8.2	11.6	12.5	9.1	6.5
£57,500-80,499	9.4	9.7	6.6	6.9	14.9	16.3	9.3	13.2
£80,500-£114,999	7.3	4.4	3.4	3.8	8.7	4.9	5.7	3.0
£115,000-£172,999	3.4	2.6	1.6	1.1	5.0	4.1	3.5	4.0
£173,000-£229,999	1.9	0.7	0.6	0.4	1.9	2.1	1.6	2.1
£230,000 or over	1.7	1.4	1.1	0.9	3.8	4.1	3.3	3.3
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	1,250	737	12,139	994	2,057	118	6,465	216
Average income	£51,084	£45,430	£37,581	£35,929	£60,209	£57,938	£48,947	£50,177

Table 70
Income of UK and foreign passengers at Heathrow Airport.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.7	0.9	6.9	7.5	2.9	2.2	6.1	5.4
£5,750-£8,624	0.9	0.4	3.4	3.9	2.1	2.1	3.5	2.3
£8,625-£11,499	1.0	1.1	4.9	3.8	1.9	1.7	4.2	2.7
£11,500-£14,374	1.9	3.0	6.8	5.8	2.2	3.0	4.5	4.3
£14,375-£17,249	3.4	4.6	7.7	7.9	3.1	3.9	5.5	4.6
£17,250-£22,999	8.0	10.2	10.8	11.4	5.5	7.7	9.5	6.7
£23,000-£28,749	11.1	14.0	11.5	11.9	7.5	10.9	9.7	9.9
£28,750-£34,499	12.8	13.8	9.4	9.5	8.9	11.3	9.3	13.5
£34,500-£40,249	11.2	14.0	8.4	8.5	9.6	9.5	8.2	9.1
£40,250-£45,999	9.5	10.4	6.7	7.3	10.8	8.8	8.4	8.7
£46,000-£57,499	10.3	10.3	6.9	7.1	10.6	10.2	8.7	8.9
£57,500-80,499	11.7	8.8	7.7	8.2	14.2	11.9	9.7	12.0
£80,500-£114,999	6.8	4.5	4.2	3.2	8.3	6.3	5.1	4.7
£115,000-£172,999	4.9	2.2	2.3	2.0	5.2	4.3	3.1	2.9
£173,000-£229,999	1.4	0.9	1.0	0.6	2.6	2.7	1.3	1.2
£230,000 or over	3.5	0.9	1.3	1.2	4.6	3.7	3.1	3.3
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	7,544	2,946	10,600	2,578	10,631	832	19,272	1,089
Average income	£56,488	£44,084	£38,810	£37,217	£62,860	£57,076	£47,251	£49,415

Table 71
Income of UK and foreign passengers at London City Airport.

Income	International Passengers			
	UK		Foreign	
	Business	Leisure	Business	Leisure
Under £5,750	0.1	1.9	0.3	2.8
£5,750-£8,624	0.1	3.2	0.0	3.4
£8,625-£11,499	0.3	5.7	0.8	2.9
£11,500-£14,374	0.5	3.0	0.2	4.1
£14,375-£17,249	1.6	4.1	1.2	7.3
£17,250-£22,999	4.2	15.8	2.5	10.4
£23,000-£28,749	6.8	10.0	5.5	8.8
£28,750-£34,499	10.8	15.6	5.0	6.6
£34,500-£40,249	11.8	5.6	5.2	6.6
£40,250-£45,999	9.6	9.2	8.2	11.8
£46,000-£57,499	9.6	5.4	13.1	7.6
£57,500-80,499	16.9	8.3	18.8	10.9
£80,500-£114,999	9.7	4.6	12.8	6.0
£115,000-£172,999	7.2	2.9	10.6	4.8
£173,000-£229,999	4.2	1.0	5.5	2.6
£230,000 or over	6.7	3.6	10.3	3.6
Total	100	100	100	100
Total passengers (000s)	178	99	253	170
Average income	£76,530	£47,053	£93,670	£54,582

Table 72
Income of UK and foreign passengers at Luton Airport.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	3.6	1.2	3.8	9.5	0.8	0.0	10.6	8.7
£5,750-£8,624	0.4	1.0	5.4	6.3	3.6	0.0	9.6	5.4
£8,625-£11,499	0.0	1.9	6.6	5.9	1.4	0.0	9.6	14.8
£11,500-£14,374	5.0	4.5	8.5	11.0	9.4	14.3	9.3	2.5
£14,375-£17,249	3.9	6.9	10.2	10.3	3.9	5.1	9.4	8.5
£17,250-£22,999	12.6	15.5	12.7	11.1	9.9	0.0	10.0	7.5
£23,000-£28,749	12.4	18.8	12.3	7.8	14.5	8.5	7.2	15.9
£28,750-£34,499	12.0	12.8	10.8	7.8	13.4	3.9	7.2	5.3
£34,500-£40,249	9.7	13.2	8.8	10.8	9.2	12.6	3.8	8.5
£40,250-£45,999	11.4	10.3	7.1	5.4	11.1	12.6	6.9	6.4
£46,000-£57,499	10.9	5.4	5.1	5.0	7.4	16.3	6.4	2.4
£57,500-80,499	9.8	4.1	5.4	5.1	6.2	8.0	2.8	1.4
£80,500-£114,999	4.8	2.3	1.8	2.2	4.9	11.2	1.9	8.0
£115,000-£172,999	1.9	1.1	1.0	1.3	1.5	7.5	2.6	1.3
£173,000-£229,999	0.6	0.3	0.2	0.0	0.3	0.0	0.2	3.4
£230,000 or over	1.1	0.4	0.3	0.3	2.4	0.0	2.7	0.0
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	107	167	1,465	258	60	3	241	23
Average income	£43,152	£34,620	£30,035	£28,481	£42,331	£51,976	£33,079	£35,726

Table 73
Income of UK and foreign passengers at Stansted Airport.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.9	0.6	7.7	9.5	3.9	0.0	13.1	10.7
£5,750-£8,624	0.5	1.1	4.3	1.4	1.8	0.0	3.3	6.9
£8,625-£11,499	1.1	0.7	4.4	6.2	1.6	0.0	5.2	0.0
£11,500-£14,374	3.4	3.3	6.2	6.6	3.2	21.3	5.1	7.6
£14,375-£17,249	2.8	4.7	5.9	4.4	2.1	2.9	5.7	20.2
£17,250-£22,999	6.3	12.5	11.0	12.1	5.1	2.9	13.0	7.2
£23,000-£28,749	13.3	14.2	12.4	12.5	8.1	0.0	7.5	11.4
£28,750-£34,499	12.5	14.5	12.3	7.3	9.9	0.0	7.2	11.3
£34,500-£40,249	13.3	13.3	9.4	11.9	7.2	4.8	5.4	5.7
£40,250-£45,999	12.9	7.9	6.8	7.1	16.7	4.0	8.1	0.0
£46,000-£57,499	10.4	7.2	7.3	9.8	12.5	17.5	9.6	7.3
£57,500-80,499	9.5	9.8	7.4	6.6	13.8	36.7	7.6	4.1
£80,500-£114,999	5.7	3.3	2.4	3.3	6.8	0.0	4.3	0.8
£115,000-£172,999	2.2	4.1	1.4	0.6	4.2	0.0	1.2	1.1
£173,000-£229,999	0.2	1.3	0.7	0.4	0.7	6.7	0.9	0.0
£230,000 or over	4.0	1.3	0.7	0.2	2.3	3.2	2.8	5.8
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	456	504	1,719	470	327	12	1,143	46
Average income	£51,471	£46,068	£34,572	£33,123	£53,232	£63,253	£39,800	£38,604

Table 74
Income of UK and foreign passengers at Birmingham Airport.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	0.4	0.5	4.9	7.5	0.5	0.0	7.0	1.2
£5,750-£8,624	0.2	1.2	4.2	9.7	0.6	1.4	4.6	3.6
£8,625-£11,499	0.7	1.1	6.0	7.6	1.0	0.0	5.1	0.7
£11,500-£14,374	1.5	4.0	6.7	6.8	1.3	3.1	8.9	4.8
£14,375-£17,249	2.9	6.9	9.2	10.5	1.9	1.5	10.8	3.3
£17,250-£22,999	8.9	12.8	14.8	12.5	8.0	20.8	12.5	3.6
£23,000-£28,749	14.6	14.9	15.8	10.7	10.6	18.6	13.8	10.1
£28,750-£34,499	14.4	16.5	12.0	9.4	11.7	13.4	7.3	39.5
£34,500-£40,249	15.7	13.5	8.2	8.4	12.8	8.2	8.6	8.2
£40,250-£45,999	12.2	7.9	6.7	6.2	15.7	15.4	7.8	1.1
£46,000-£57,499	11.2	9.3	5.4	4.3	14.0	3.7	4.0	11.6
£57,500-80,499	10.0	7.4	4.4	3.8	13.0	9.8	4.2	8.3
£80,500-£114,999	4.8	2.4	0.9	1.3	4.3	4.2	3.5	0.6
£115,000-£172,999	1.5	0.7	0.4	0.6	2.5	0.0	1.0	2.5
£173,000-£229,999	0.4	0.2	0.1	0.2	0.4	0.0	0.1	0.0
£230,000 or over	0.7	0.8	0.1	0.6	1.8	0.0	0.9	0.9
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	708	495	2,650	346	573	42	449	107
Average income	£43,984	£37,550	£28,046	£27,070	£49,413	£36,447	£31,153	£39,047

Table 75
Income of UK and foreign passengers at Manchester Airport.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International	Domestic	International	Domestic	International	Domestic	International	Domestic
	%	%	%	%	%	%	%	%
Under £5,750	1.3	0.6	6.0	9.0	0.9	0.8	7.3	0.0
£5,750-£8,624	0.9	0.4	7.5	6.8	0.6	0.2	5.2	2.3
£8,625-£11,499	1.3	0.7	5.5	5.0	0.2	0.2	6.3	1.5
£11,500-£14,374	2.4	2.7	8.1	6.8	1.7	5.5	7.1	8.8
£14,375-£17,249	3.3	3.8	10.5	6.6	1.1	3.2	10.2	5.0
£17,250-£22,999	11.9	8.7	14.9	12.5	5.5	3.3	9.4	6.3
£23,000-£28,749	12.4	11.6	13.5	10.6	9.7	5.0	10.7	5.6
£28,750-£34,499	19.0	15.0	12.9	11.1	12.1	6.9	11.1	11.7
£34,500-£40,249	15.7	16.2	8.5	10.7	14.5	9.0	6.1	15.1
£40,250-£45,999	9.9	11.3	5.3	5.4	11.9	19.3	6.8	11.5
£46,000-£57,499	8.6	8.3	3.1	5.5	15.1	14.2	8.9	7.9
£57,500-80,499	6.8	11.5	2.5	6.1	12.5	16.2	5.2	16.3
£80,500-£114,999	3.5	5.7	0.7	1.1	7.2	5.7	3.3	4.1
£115,000-£172,999	1.7	2.5	0.6	1.5	4.2	6.6	0.8	1.6
£173,000-£229,999	0.6	0.5	0.2	0.6	1.1	0.3	0.8	0.0
£230,000 or over	0.6	0.5	0.1	0.6	1.7	3.7	0.7	2.3
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	961	1,208	9,179	827	679	211	1,119	150
Average income	£40,520	£45,173	£25,488	£31,429	£54,629	£60,454	£33,074	£46,574

Table 76
Socio-economic group of UK passengers by journey purpose.

Socio-economic Group	Business						Leisure							
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %
A/B	47.9	48.7	48.6	39.8	52.7	49.4	45.1	31.0	35.8	33.6	28.1	32.3	23.5	20.3
C1	44.9	45.0	49.7	49.9	40.2	43.9	46.9	41.9	44.5	52.3	39.2	38.2	38.6	37.0
C2	6.4	5.5	1.5	9.0	6.6	6.2	7.2	18.6	11.8	10.7	20.4	19.9	24.3	22.9
D/E	0.8	0.8	0.3	1.2	0.5	0.5	0.8	8.5	7.8	3.5	12.4	9.6	13.5	19.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	1,987	10,490	192	273	960	1,203	2,169	13,134	13,178	106	1,723	2,189	2,995	10,006

Socio-economic Group	Business and leisure						London area airports				UK Population (1)		
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %	1978 %	1984 %	1987 %		1991 %	1996 %
A/B	33.7	42.1	43.9	29.9	38.9	31.3	24.9	52.9	49.7	44.5	50.9	38.5	25.9
C1	42.4	44.8	50.5	40.8	38.8	40.2	38.9	22.2	31.2	30.8	33.5	43.4	21.0
C2	16.7	8.7	4.3	18.6	15.6	18.8	19.9	16.8	14.0	16.2	10.0	12.3	30.3
D/E	7.3	4.4	1.3	10.6	6.7	9.6	16.3	8.1	5.1	8.5	5.6	5.8	22.8
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Passengers (000s)	15,120	23,668	298	1,996	3,149	4,198	12,176	18,574	25,208	32,431	35,179	44,231	58,782

(1) source OPCS

Table 77

Main business of business passengers and the UK population.

Main business	UK Business passengers							Foreign Business passengers						
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %
Production industries														
Agriculture	1.2	0.5	0.4	1.1	1.0	0.3	0.2	1.8	0.7	0.2	0.4	2.9	0.7	0.2
Energy & water supply	4.0	3.6	0.6	2.2	3.7	2.5	4.8	5.5	4.4	1.2	0.8	3.7	1.3	4.2
Extraction processes	2.3	5.6	4.7	2.9	3.1	5.4	11.7	3.1	6.8	6.1	6.0	4.5	9.0	14.6
Metal goods, engineering	11.3	14.6	7.0	11.7	11.2	28.6	15.6	14.2	16.4	8.6	15.7	16.0	35.0	20.4
Other manufacturing industries	6.3	7.3	3.8	7.9	8.3	8.6	9.1	7.3	7.1	4.0	9.2	6.4	13.9	9.9
Total production industries	25.1	31.8	16.5	25.9	27.4	45.5	41.4	32.0	35.5	20.2	32.1	33.6	59.9	49.4
Non-production industries														
Construction	3.4	3.1	1.4	4.1	4.1	4.1	3.9	3.2	2.2	1.1	3.6	4.8	1.8	3.0
Distribution, catering	12.1	10.5	8.5	19.7	18.3	13.5	11.2	13.7	11.1	11.6	22.8	17.1	15.4	13.3
Transport, communications	13.5	9.4	11.5	7.7	9.8	5.4	8.7	11.6	11.3	11.3	11.9	6.3	3.2	6.5
Business, banking, finance	21.4	24.7	50.3	20.9	21.8	17.6	18.7	14.6	17.4	44.4	13.2	16.0	10.0	11.7
Public services	24.6	20.6	11.8	21.7	18.7	13.9	16.2	25.0	22.7	11.5	16.4	22.2	9.6	16.0
Total non-production industries	74.9	68.2	83.5	74.1	72.6	54.5	58.6	68.0	64.5	79.8	67.9	66.4	40.1	50.6
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Business Passengers (000s)	1,987	10,490	192	273	960	1,203	2,169	2,175	11,463	254	63	339	615	890

Main business	All passengers using London Airports					UK Population				
	1984 %	1987 %	1991 %	1996 %	1996 %	1984 %	1987 %	1991 %	1996 %	1996 %
Production industries										
Agriculture	0.9	2.7	0.7	0.9	1.3	1.4	2.2	2.2	1.3	
Energy & water supply	7.2	4.8	5.8	4.5	1.0	2.3	2.2	2.2	1.0	
Extraction processes	6.6	5.9	6.7	6.3	2.0	3.6	3.2	3.2	2.0	
Metal goods, engineering	18.0	13.3	16.5	15.9	8.3	10.5	9.8	9.8	8.3	
Other manufacturing industries	9.4	11.6	8.4	7.1	7.8	9.6	8.8	8.8	7.8	
Total production industries	42.1	38.3	38.0	34.6	20.4	27.4	26.2	26.2	20.4	
Non-production industries										
Construction	3.5	2.7	3.1	2.3	3.7	4.6	7.4	7.4	3.7	
Distribution, catering	11.3	11.5	7.9	11.6	22.7	20.6	20.4	20.4	22.7	
Transport, communications	9.9	10.3	9.6	11.2	5.9	6.2	6.3	6.3	5.9	
Business, banking, finance	15.9	13.6	20.9	17.5	17.0	10.8	11.5	11.5	17.0	
Public services	17.4	23.5	20.4	23.7	30.3	30.5	28.2	28.2	30.3	
Total non-production industries	58.0	61.6	61.9	65.4	79.6	72.7	73.8	73.8	79.6	
Total	100	100	100	100	100	100	100	100	100	
Total Business Passengers (000s)	17,114	18,986	21,797	28,196	22,156	21,238	21,584	22,270	22,156	

Table 78

Journey purpose by route and country of residence.

Journey purpose	Gatwick				Heathrow				London City				Luton				
	Domestic		International		Domestic		International		Domestic		International		Domestic		International		
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %	
Business																	
Business	5.9	4.1	1.4	4.1	18.8	15.3	14.9	14.4	20.4	18.7	15.7	3.0	3.1	8.7			
Attending Internal Company Business	16.9	12.3	3.1	7.9	13.7	8.4	8.3	6.4	18.0	16.4	8.9	1.4	0.9	2.4			
Meetings with Customers	11.4	9.0	2.4	5.0	12.9	6.6	9.8	5.9	21.6	18.7	8.7	4.5	1.7	4.2			
Conference	3.8	2.9	1.1	2.8	3.9	4.3	3.5	3.9	2.0	4.0	3.5	0.2	0.4	0.8			
Trade Fair	0.5	0.3	0.3	0.6	0.6	0.3	1.1	0.8	0.8	0.7	1.3	0.0	0.2	1.1			
Armed Services	0.5	0.4	0.2	0.3	1.0	0.5	0.4	0.3	0.1	0.1	0.2	0.0	0.0	0.0			
Airline Staff	2.0	0.2	0.0	0.2	0.3	0.1	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.1			
Contract Home Leave	0.2	1.6	0.0	0.4	0.6	3.5	0.1	0.9	0.2	0.2	0.1	0.0	0.0	0.1			
Overseas Employment < 12 months	0.5	2.2	0.6	1.5	0.5	1.4	1.7	1.1	1.0	0.4	0.1	0.8	0.2	0.8			
Overseas Employment > 12 months	0.1	1.6	0.2	0.6	0.1	1.2	0.7	0.5	0.2	0.3	0.0	0.0	0.1	0.4			
Studies paid by employer - formal	0.3	0.5	0.1	0.3	0.6	0.8	0.4	0.5	0.0	0.2	0.4	0.4	0.0	1.1			
Studies paid by employer - other	0.2	0.1	0.1	0.2	0.3	0.9	0.2	0.4	0.0	0.3	0.4	0.0	0.0	0.1			
Au pair	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1			
Total business	42.5	35.3	9.3	24.1	53.3	43.3	41.6	35.6	64.3	59.9	39.1	10.2	6.8	20.0			
Leisure																	
Holiday fare paid separately	10.7	12.8	18.6	20.6	9.9	14.2	15.0	19.3	8.6	15.0	8.1	11.4	22.6	18.2			
Holiday IT/Package - Hotel	16.0	8.8	32.5	16.7	5.9	4.3	9.6	12.5	1.2	6.7	3.3	5.6	28.3	12.3			
Holiday IT/Package - Self Catering	1.6	0.3	18.2	0.9	0.3	0.3	0.5	0.4	0.2	0.0	0.4	0.0	26.5	0.9			
Holiday IT package - Cruise	1.3	0.0	2.0	0.7	0.9	0.3	0.9	0.5	0.0	0.0	0.0	0.0	1.1	0.2			
Visiting friends and relatives	24.3	32.6	14.0	27.6	24.9	27.4	28.1	25.0	24.2	16.1	44.0	68.1	11.4	41.2			
Migration	0.1	0.8	0.3	0.3	0.1	0.6	0.6	0.4	0.0	0.1	0.2	0.6	0.4	0.4			
Studies private/grants - formal	0.3	5.5	0.4	3.1	0.6	3.4	0.9	2.3	0.0	0.2	1.3	0.0	0.1	0.3			
Studies private/grants - other	0.2	1.2	0.3	2.3	0.2	1.1	0.3	1.0	0.0	0.4	0.6	0.5	0.4	1.1			
Cultural/sports	2.2	1.9	1.0	2.7	2.7	4.1	1.4	2.2	1.1	1.2	1.7	3.0	0.4	4.8			
Unaccompanied school children	0.0	0.0	0.0	0.1	0.1	0.3	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Other	0.5	0.8	0.2	0.4	1.0	0.7	0.6	0.9	0.2	0.2	1.3	0.6	0.2	0.6			
Ski Holiday IT/Package - Hotel	0.1	0.0	2.6	0.4	0.1	0.0	0.3	0.0	0.1	0.0	0.0	0.0	1.5	0.0			
Ski Holiday IT/Package - Self Catering	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1			
Total leisure	57.5	64.7	90.7	75.9	46.7	56.7	58.4	64.4	35.7	40.1	60.9	89.8	93.2	80.0			
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
Total terminal passengers (000s)	1,731	334	13,389	8,522	5,524	1,921	18,143	29,903	277	423	425	26	1,572	301			

Journey purpose	Stansted				Birmingham				Manchester			
	Domestic		International		Domestic		International		Domestic		International	
	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign
	%	%	%	%	%	%	%	%	%	%	%	%
Business												
Business	22.2	13.4	9.8	10.3	16.9	10.1	6.3	16.6	21.3	18.7	2.9	11.2
Attending Internal Company Business	11.1	2.8	3.4	3.7	17.9	4.4	6.6	13.5	17.2	12.6	1.8	9.8
Meetings with Customers	13.8	0.0	4.9	3.9	12.9	7.6	6.4	14.7	14.2	13.4	2.6	9.9
Conference	2.4	0.4	1.4	2.2	4.5	3.3	0.7	3.3	2.8	5.0	0.8	3.4
Trade Fair	0.7	0.4	0.9	1.0	3.1	0.8	0.4	6.2	0.5	0.5	0.4	0.4
Armed Services	0.7	3.2	0.1	0.1	1.1	0.1	0.0	0.1	0.2	0.1	0.0	0.1
Airline Staff	0.2	0.8	0.1	0.3	0.1	0.0	0.1	0.1	0.7	0.2	0.0	0.2
Contract Home Leave	0.1	0.0	0.0	0.2	0.3	0.6	0.0	0.3	0.1	3.3	0.0	1.2
Overseas Employment < 12 months	0.0	0.0	0.3	0.2	0.5	0.4	0.4	0.6	0.8	2.4	0.5	0.6
Overseas Employment > 12 months	0.0	0.0	0.0	0.3	0.2	0.3	0.1	0.2	0.6	0.8	0.1	0.4
Studies paid by employer - formal	0.0	0.0	0.0	0.0	0.4	0.3	0.1	0.3	0.2	1.2	0.1	0.4
Studies paid by employer - other	0.4	0.0	0.1	0.1	0.2	0.2	0.0	0.2	0.5	0.2	0.1	0.1
Au pair	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total business	51.7	21.0	21.0	22.2	58.2	27.9	21.1	56.1	59.0	58.4	9.5	37.8
Leisure												
Holiday fare paid separately	6.5	10.3	19.2	15.7	5.7	24.3	13.1	7.3	5.6	4.1	11.9	7.9
Holiday IT/Package - Hotel	3.7	4.6	14.7	22.0	7.9	5.7	30.1	2.8	11.4	1.5	38.1	4.5
Holiday IT/Package - Self Catering	0.2	0.0	10.4	0.3	0.1	0.9	20.5	0.9	0.6	0.6	25.6	0.9
Holiday IT package - Cruise	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.8	0.6	0.8	0.1
Visiting friends and relatives	33.4	51.3	31.2	33.2	25.4	32.3	11.8	27.5	20.5	32.1	11.5	41.5
Migration	0.2	0.0	0.5	0.3	0.0	0.0	0.1	0.4	0.2	0.0	0.1	0.0
Studies private/grants - formal	0.2	6.7	0.2	1.0	0.2	5.7	0.4	1.4	0.5	0.5	0.2	2.0
Studies private/grants - other	0.8	1.1	0.1	2.1	0.2	0.3	0.1	0.2	0.1	0.0	0.0	0.7
Cultural/sports	0.9	0.0	0.7	0.9	1.5	2.4	0.5	3.1	0.8	1.1	0.3	4.1
Unaccompanied school children	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Other	2.4	5.0	0.9	2.2	0.6	0.4	0.1	0.2	0.3	0.1	0.2	0.5
Ski Holiday IT/Package - Hotel	0.0	0.0	0.7	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.4	0.1
Ski Holiday IT/Package - Self Catering	0.0	0.0	0.2	0.1	0.1	0.0	0.3	0.0	0.0	0.0	0.4	0.1
Total leisure	48.3	79.0	79.0	77.8	41.8	72.1	78.9	43.9	41.0	41.6	90.5	62.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	974	59	2,176	1,470	840	149	3,358	1,022	2,036	360	10,140	1,798

Table 79
Journey purpose by sex of passenger.

Journey purpose	Gatwick		Heathrow		London City		Luton		Stansted		Birmingham		Manchester	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %
Business	81	19	80	20	87	13	82	18	83	17	89	11	84	16
Business Attending Internal Company Business	82	18	82	18	84	16	73	27	84	16	85	15	81	19
Meetings with Customers	86	14	84	16	85	15	84	16	90	10	92	8	86	14
Conference	70	30	72	28	84	16	78	22	84	16	74	26	74	26
Trade Fair	74	26	73	27	70	30	83	17	71	29	74	26	84	16
Armed Services	92	8	91	9	100	0	100	0	97	3	89	11	83	17
Airline Staff	56	44	62	38	89	11	100	0	87	13	66	34	65	35
Contract Home Leave	84	16	81	19	71	29	88	12	93	7	83	17	76	24
Overseas Employment <12 months	73	27	75	25	93	7	71	29	69	31	74	26	78	22
Overseas Employment >12 months	77	23	71	29	93	7	100	0	100	0	83	17	68	32
Studies paid by employer - formal	52	48	62	38	85	15	57	43	92	8	63	37	62	38
Studies paid by employer - other	61	39	64	36	65	35	30	70	89	11	67	33	80	20
Au pair	0	100	6	94	-	-	6	94	0	100	0	100	0	100
Total business	80	20	80	20	85	15	80	20	84	16	86	14	82	18
Leisure	49	51	49	51	54	46	49	51	52	48	56	44	51	49
Holiday fare paid separately	48	52	45	55	53	47	43	57	44	56	53	47	49	51
Holiday IT/Package - Hotel	48	52	50	50	38	62	52	48	40	60	53	47	49	51
Holiday IT/Package - Self Catering	41	59	48	52	100	0	38	62	36	64	71	29	50	50
Holiday IT package - Cruise	44	56	45	55	50	50	44	56	46	54	45	55	43	57
Visiting friends and relatives	46	54	49	51	100	0	48	52	17	83	52	48	37	63
Migration	41	59	44	56	45	55	88	12	32	68	51	49	56	44
Studies private/grants - formal	40	60	45	55	58	42	46	54	50	50	22	78	52	48
Studies private/grants - other	59	41	63	37	55	45	71	29	70	30	76	24	72	28
Cultural/sports	50	50	53	47	0	100	-	-	5	95	100	0	49	51
Unaccompanied school children	42	58	46	54	61	39	55	45	42	58	50	50	61	39
Other	63	37	61	39	61	39	57	43	57	43	58	42	61	39
Ski Holiday IT/Package - Hotel	65	35	23	77	-	-	62	38	75	25	49	51	49	51
Ski Holiday IT/Package - Self Catering	48	52	47	53	52	48	47	53	47	53	52	48	49	51
Total leisure	53	47	60	40	72	28	52	48	57	43	64	36	56	44
Total	12.8	11.3	33.3	22.2	0.5	0.2	1.2	1.1	2.7	2.0	3.4	1.9	8.0	6.3
Total terminal passengers (millions)														

Table 80
Sex of passengers by journey purpose in 1975/78, 1983/84, 1987, 1991/3 and 1996.

Airport	Business						Leisure													
	1975/78		1983/84		1987		1991/93		1996		1975/78		1983/84		1987		1991/93		1996	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %
Gatwick	88	12	85	15	81	19	80	20	80	20	48	52	47	53	49	51	47	53	48	52
Heathrow	91	9	88	12	86	14	85	15	80	20	47	53	46	54	47	53	49	51	47	53
London City	*	*	*	*	*	*	87	13	85	15	*	*	*	*	*	*	50	50	48	52
Luton	60	40	76	24	80	20	80	20	80	20	49	51	48	52	48	52	46	54	47	53
Stansted	*	*	87	13	84	16	87	13	84	16	*	*	48	52	47	53	49	51	47	53
Birmingham	94	6	92	8	*	*	87	13	86	14	56	44	48	52	*	*	49	51	48	52
Manchester	94	6	91	9	87	13	85	15	82	18	53	47	47	53	48	52	50	50	49	51

Airport	Total																			
	1975/78		1983/84		1987		1991/93		1996		1975/78		1983/84		1987		1991/93		1996	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %
Gatwick	58	42	53	47	54	46	52	48	53	47	48	52	46	54	49	51	47	53	48	52
Heathrow	72	28	67	33	65	35	66	34	60	40	66	34	60	40	65	35	66	34	60	40
London City	*	*	*	*	*	*	80	20	72	28	80	20	72	28	80	20	80	20	72	28
Luton	52	48	49	51	51	49	48	52	52	48	48	52	48	52	48	52	48	52	48	52
Stansted	*	*	54	46	53	47	59	41	57	43	59	41	57	43	59	41	59	41	57	43
Birmingham	53	47	59	41	*	*	61	39	64	36	61	39	64	36	61	39	61	39	64	36
Manchester	59	41	58	42	56	44	57	43	56	44	57	43	56	44	57	43	57	43	56	44

* Airport not open or no survey conducted.

Table 81

Journey purpose and country of residence by month and airport.

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Gatwick	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	11.3	11.2	9.5	11.6	8.7	7.6	6.2	3.5	6.7	8.9	11.9	8.1
UK Leisure	45.7	55.0	51.7	49.9	58.1	56.2	55.8	58.9	60.7	56.6	47.2	52.1
Foreign Business	12.1	10.6	10.9	9.3	9.8	8.3	5.9	5.3	8.6	8.7	14.7	10.2
Foreign Leisure	30.8	23.2	28.0	29.2	23.4	27.9	32.1	32.3	24.0	25.7	26.2	29.6
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	1,402	1,414	1,765	1,906	2,058	2,285	2,577	2,790	2,545	2,111	1,582	1,544

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Heathrow	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	22.2	22.1	19.3	19.5	22.0	18.8	15.1	12.6	18.6	20.7	22.0	15.9
UK Leisure	18.6	23.0	26.6	25.7	22.4	20.9	22.9	24.4	24.2	23.5	22.7	30.0
Foreign Business	25.1	23.9	21.9	19.8	21.4	21.0	16.3	14.5	20.5	21.9	24.3	19.8
Foreign Leisure	34.0	30.9	32.2	35.0	34.2	39.3	45.6	48.5	36.6	33.9	31.0	34.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	3,915	3,915	4,586	4,365	4,882	4,662	5,178	5,426	5,014	4,996	4,477	4,078

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
London City	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	28.4	40.2	29.3	29.5	33.6	22.2	23.4	12.4	23.1	30.7	31.5	19.1
UK Leisure	9.1	11.2	14.0	10.9	11.3	13.8	14.1	28.1	16.6	6.6	13.6	23.7
Foreign Business	31.8	34.3	37.9	21.7	37.9	38.0	39.5	31.6	31.6	38.5	41.3	33.5
Foreign Leisure	30.7	14.3	18.7	37.9	17.3	26.0	22.9	27.9	28.7	24.2	13.6	23.7
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	41	44	49	52	55	57	59	56	73	77	81	78

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Luton	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	13.6	7.1	13.3	13.2	6.6	9.9	7.7	6.7	7.7	16.5	24.6	24.5
UK Leisure	69.1	87.9	69.8	74.6	83.6	80.5	79.3	75.7	80.7	66.1	56.9	54.3
Foreign Business	2.9	1.8	1.8	1.4	1.1	1.9	3.0	1.4	2.3	3.2	7.1	6.1
Foreign Leisure	14.3	3.3	15.2	10.8	8.7	7.7	10.0	16.2	9.3	14.2	11.4	15.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	100	109	127	130	208	242	253	277	327	228	156	168

Table 81 continued

Journey purpose and country of residence by month and airport.

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Stansted	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	35.5	38.0	16.3	22.9	11.1	17.8	17.0	14.2	17.0	20.8	33.8	22.2
UK Leisure	34.9	37.2	45.8	48.1	58.0	48.7	50.4	57.0	44.0	46.7	28.3	43.0
Foreign Business	7.9	8.5	5.3	6.1	9.3	5.4	7.9	5.1	9.1	6.9	10.3	6.3
Foreign Leisure	21.7	16.3	32.7	22.9	21.5	28.1	24.6	23.7	29.8	25.6	27.7	28.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	286	234	354	390	483	438	464	554	449	410	300	316

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Birmingham	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	27.9	28.3	26.2	30.0	14.2	18.6	19.2	12.3	18.9	22.8	37.3	30.5
UK Leisure	48.7	47.6	46.6	43.5	64.6	61.0	60.2	70.6	61.8	55.8	38.8	47.1
Foreign Business	12.6	17.3	14.3	13.3	9.5	11.5	7.8	5.3	12.9	10.9	15.3	13.4
Foreign Leisure	10.9	6.8	12.9	13.3	11.6	8.9	12.8	11.8	6.3	10.5	8.7	9.0
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	343	348	389	364	527	589	534	612	529	490	347	309

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December
Manchester	%	%	%	%	%	%	%	%	%	%	%	%
UK Business	26.5	19.8	19.2	18.8	15.8	13.5	10.9	7.5	13.4	14.1	21.0	14.8
UK Leisure	57.1	63.2	65.7	66.5	71.3	74.5	76.4	78.3	72.6	71.3	58.1	61.8
Foreign Business	7.1	9.3	6.6	7.9	6.6	5.2	4.3	5.0	4.7	7.0	6.5	8.1
Foreign Leisure	9.3	7.7	8.5	6.8	6.2	6.8	8.4	9.3	9.3	7.6	14.4	15.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Passengers (000s)	812	858	1,000	975	1,346	1,574	1,479	1,664	1,639	1,326	857	840

Table 82

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

Business

Age	UK business passengers										Foreign business passengers							UK(1) population %
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %				
2-4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	6.4			
5-9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.5	0.0	0.0	6.6			
10-14	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	6.2			
15-19	0.9	0.5	0.1	1.1	0.1	0.3	0.3	0.7	0.6	0.2	0.0	1.4	0.3	0.3	6.0			
20-24	4.5	4.5	1.9	5.2	2.5	3.0	3.3	5.9	3.9	2.0	5.6	5.6	2.4	0.3	6.0			
25-29	10.9	12.5	12.8	13.1	10.4	11.8	11.4	10.6	12.2	9.1	15.1	10.2	2.4	2.6	7.1			
30-39	33.5	35.0	40.8	35.4	32.6	32.5	32.8	29.9	33.0	38.3	38.7	32.1	9.5	8.9	7.1			
40-49	30.4	29.4	27.7	24.4	31.4	33.9	32.9	28.7	30.1	30.8	19.7	32.1	37.8	36.6	13.3			
50-59	16.4	14.6	13.3	18.5	20.2	16.8	17.0	19.5	16.1	16.9	17.7	15.9	31.4	31.4	13.3			
60-64	2.4	2.5	1.8	1.4	2.2	1.0	1.5	3.2	2.6	1.6	2.0	1.3	17.1	17.4	4.7			
65-69	0.5	0.6	1.1	0.4	0.4	0.3	0.5	1.1	0.8	0.8	1.2	0.5	1.4	2.3	4.7			
70-79	0.3	0.3	0.7	0.3	0.2	0.1	0.1	0.3	0.4	0.2	0.0	0.4	0.0	0.6	4.7			
80-84	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	8.8			
Over 85	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	8.8			
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
Total (000s)	1,987	10,490	192	273	960	1,203	2,169	2,175	11,463	254	63	339	615	890	58782			
Average age	40.1	39.7	39.8	39.4	41.4	40.2	40.5	40.9	40.3	40.7	39.1	39.7	40.4	40.9				

(1) source OPCS

Table 83
Age distribution of UK and foreign leisure passengers in 1996 and the UK population.

Leisure

Age	UK leisure passengers						Foreign leisure passengers						UK(1) population %		
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %	Gatwick %	Heathrow %	City %	Luton %	Stansted %		Birmingham %	Manchester %
2-4	2.4	0.8	0.9	2.9	2.2	0.5	1.0	1.0	0.7	1.2	0.8	1.4	0.1	0.3	6.4
5-9	6.0	2.3	0.7	5.4	3.6	1.6	3.8	3.8	1.8	1.1	1.6	1.2	0.5	1.1	6.6
10-14	5.3	3.1	0.8	5.8	3.8	1.6	4.7	4.7	3.4	2.9	3.8	5.4	0.7	1.5	6.2
15-19	4.9	4.6	1.6	5.0	3.9	1.8	2.8	2.8	6.7	4.2	4.3	10.7	2.7	4.7	6.0
20 - 24	7.8	10.0	9.7	7.8	9.1	6.8	6.3	6.3	11.7	9.4	12.8	16.3	14.3	11.2	7.1
25 - 29	11.0	13.5	19.9	9.9	12.8	8.9	9.2	9.2	13.9	20.1	20.0	15.0	13.4	12.7	7.1
30 - 39	17.2	19.1	31.6	16.3	17.1	19.0	18.1	18.1	19.3	23.3	17.1	16.9	21.9	18.9	13.3
40 - 49	16.6	15.7	15.0	17.8	15.0	25.3	21.3	21.3	16.7	15.9	15.1	11.9	17.4	19.0	13.3
50 - 59	15.1	14.8	9.1	15.4	15.2	21.5	17.1	17.1	13.6	11.5	13.1	12.2	17.7	14.5	13.3
60 - 64	5.8	6.1	4.5	6.0	7.2	6.2	5.8	5.8	5.1	3.7	4.7	3.7	5.5	6.3	4.7
65 - 69	3.9	5.1	3.1	4.1	4.6	4.5	6.1	6.1	3.7	3.2	3.7	2.7	3.9	6.6	4.7
70 - 79	3.5	4.0	2.7	3.1	4.8	2.3	3.5	3.5	2.8	2.3	2.7	2.4	2.0	3.0	4.7
80 - 84	0.5	0.5	0.4	0.5	0.7	0.0	0.3	0.3	0.4	0.0	0.3	0.3	0.1	0.2	4.7
Over 85	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	1.1	0.0	0.0	0.1	0.0	4.7
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total (000s)	13,134	13,178	106	1,723	2,189	2,995	10,006	10,006	20,358	170	255	1,265	540	1,135	58,782
Average age	37.0	39.1	37.3	37.1	38.8	42.6	40.5	40.5	37.3	36.2	36.7	33.8	39.7	40.3	

(1) source OPCS

Table 84
Family make-up of UK leisure passengers.

Family make up	International inclusive tour holiday						International other leisure							
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %
No children under 16	78.4	87.5	85.9	74.3	78.3	74.6	75.8	77.8	79.7	83.0	80.1	83.1	82.0	78.0
Children under 16	21.6	12.5	14.1	25.7	21.7	25.4	24.2	22.2	20.3	17.0	19.9	16.9	18.0	22.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total UK leisure passengers (000s)	7,475	2,053	4	905	569	1,772	6,728	4,664	8,547	94	560	1,150	877	2,451

Family make up	Domestic leisure						
	Gatwick %	Heathrow %	City %	Luton %	Stansted %	Birmingham %	Manchester %
No children under 16	81.9	79.9	71.6	74.5	86.4	82.8	82.6
Children under 16	18.1	20.1	28.4	25.5	13.6	17.2	17.4
Total	100	100	100	100	100	100	100
Total UK leisure passengers (000s)	994	2,578	7	258	470	346	827

Table 85

Fare types of terminating single sector scheduled passengers.

Fare Type	International						Domestic							
	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester
	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Business/First/Club	14.6	23.5	40.1	1.2	1.2	22.0	18.3	66.8	69.2	40.0	17.6	28.1	81.4	86.2
Economy - full fare	46.7	37.4	27.7	32.3	27.4	59.7	57.8	30.4	24.5	40.2	81.8	69.7	15.8	10.0
Economy - discount	33.4	35.5	28.6	65.7	69.0	16.1	21.7	2.8	6.2	19.9	0.6	2.2	2.8	3.9
Other	5.4	3.6	3.6	0.8	2.5	2.2	2.3							
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Table 86

Method of payment used by passengers.

Method of Payment	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester
	%	%	%	%	%	%	%
Company Account	21	36	58	8	23	45	36
Credit Card	29	27	14	23	34	21	25
Cheque/Cash	47	35	23	68	42	32	38
Other	3	2	5	1	1	2	1
Total	100	100	100	100	100	100	100

Table 87

Decision maker for ticket purchase

Decision maker	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester
	%	%	%	%	%	%	%
Self	56.1	48.7	45.8	69.4	68.2	59.9	56.8
Company	22.3	30.9	36.6	10.6	9.8	26.4	26.1
Spouse	6.2	5.1	3.2	5.5	6.8	1.9	3.8
Other Relative	6.8	5.5	3.0	7.0	6.1	3.5	6.7
Secretary	2.9	5.3	6.4	1.1	1.9	4.8	2.9
Friend	3.7	2.2	2.4	5.3	4.6	1.7	2.3
Colleague	0.7	0.8	1.5	0.6	0.7	1.0	0.6
Other	1.4	1.6	1.1	0.6	2.0	0.8	0.9
Total	100	100	100	100	100	100	100

Table 88

Ticket place of purchase

Place of purchase	Gatwick	Heathrow	City	Luton	Stansted	Birmingham	Manchester
	%	%	%	%	%	%	%
Travel Agent (High Street)	64.4	66.2	58.2	34.7	72.6	75.3	73.8
Direct Airline (Airport)	9.6	11.8	19.5	58.8	12.8	9.6	6.3
Company Travel Department	6.0	6.5	10.7	0.5	4.9	2.8	4.0
Ticket Agency	9.4	4.6	2.7	3.5	2.0	5.5	6.6
Corporate/Company Implant	2.3	5.1	5.2	0.1	3.7	4.4	3.7
Direct Airline (High Street)	4.0	3.7	2.9	1.5	1.1	1.2	2.5
Direct Tour Operator	2.7	0.7	0.3	0.7	0.7	0.3	1.5
Phoned/Ticket Posted	0.7	0.6	0.2	0.1	1.4	0.6	0.5
Travel Agent (Airport)	0.8	0.7	0.3	0.1	0.8	0.4	1.1
Internet	0.0	0.1	0.0	0.0	0.0	0.1	0.1
Total	100	100	100	100	100	100	100

Table 89

Passengers on domestic routes at Gatwick in 1996.

Route	Terminating		Interline (two way flow)												Total		Grand total			
	Passengers 000s	%	UK		Europe		Africa		Near & Mid East		Asia/Oceania		North America		C&S America		Passengers 000s	%	Passengers 000s	%
			Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%				
Aberdeen*	105	61.4	1	0.6	33	19.3	4	2.3	1	0.6	2	1.2	21	12.3	4	2.3	66	38.6	171	100
Belfast	159	71.9	7	3.2	24	10.9	3	1.4	2	0.9	2	0.9	20	9.0	5	2.3	63	28.5	221	100
Edinburgh*	176	57.1	2	0.6	58	18.8	6	1.9	6	1.9	4	1.3	44	14.3	12	3.9	132	42.9	308	100
Guernsey	166	81.0	4	2.0	26	12.7	0	0.0	0	0.0	0	0.0	6	2.9	2	1.0	40	19.5	205	100
Glasgow*	159	62.8	2	0.8	27	10.7	3	1.2	4	1.6	2	0.8	48	19.0	9	3.6	93	36.8	253	100
Jersey	297	82.7	3	0.8	39	10.9	3	0.8	0	0.0	1	0.3	13	3.6	4	1.1	62	17.3	359	100
Leeds/Bradford	21	48.8	1	2.3	8	18.6	3	7.0	0	0.0	2	4.7	6	14.0	3	7.0	22	51.2	43	100
Manchester*	166	44.4	2	0.5	71	19.0	16	4.3	4	1.1	14	3.7	75	20.1	27	7.2	208	55.6	374	100
Newcastle	65	56.0	3	2.6	22	19.0	5	4.3	2	1.7	2	1.7	13	11.2	4	3.4	51	44.0	116	100
Total	1,314	64.1	25	1.2	308	15.0	43	2.1	19	0.9	29	1.4	246	12.0	70	3.4	737	36	2,050	100

* Based on survey results at both ends of route

Table 90

Passengers on domestic routes at Heathrow in 1996.

Route	Terminating		Interline (two way flow)												Grand total					
	Passengers 000s	%	UK		Europe		Africa		Near & Mid East		Asia/Oceania		North America		C&S America		Total		Passengers	
			Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%	Passengers 000s	%
Aberdeen*	330	64.5	4	0.7	91	17.8	7	1.4	8	1.6	26	5.1	41	8.0	4	0.8	181	35.4	512	100
Belfast	757	66.9	3	0.3	154	13.6	16	1.4	12	1.1	60	5.3	127	11.2	3	0.3	374	33.1	1,131	100
Edinburgh*	998	62.4	7	0.4	306	19.1	21	1.3	22	1.4	109	6.8	127	7.9	9	0.6	601	37.6	1,599	100
Guernsey	62	63.3	6	6.1	18	18.4	2	2.0	1	1.0	6	6.1	4	4.1	0	0.0	36	36.7	98	100
Glasgow*	997	65.4	6	0.4	218	14.3	17	1.1	27	1.8	97	6.4	153	10.0	8	0.5	527	34.6	1,524	100
Inverness*	142	66.7	3	1.4	37	17.4	2	0.9	2	0.9	10	4.7	15	7.0	1	0.5	71	33.3	213	100
Isle of Man	94	77.7	2	1.7	14	11.6	2	1.7	1	0.8	3	2.5	5	4.1	1	0.8	27	22.3	121	100
Jersey	161	63.9	13	5.2	37	14.7	5	2.0	1	0.4	11	4.4	23	9.1	2	0.8	91	36.1	252	100
Leeds/Bradford	61	31.6	2	1.0	48	24.9	3	1.6	9	4.7	31	16.1	37	19.2	1	0.5	132	68.4	193	100
Manchester*	379	35.2	7	0.6	194	18.0	51	4.7	49	4.5	173	16.1	209	19.4	15	1.4	697	64.7	1,077	100
Teesside	70	37.2	2	1.1	46	24.5	7	3.7	7	3.7	25	13.3	30	16.0	1	0.5	118	62.8	188	100
Newcastle	161	36.7	3	0.7	104	23.7	11	2.5	20	4.6	74	16.9	65	14.8	2	0.5	278	63.3	439	100
Newquay	13	27.1	5	10.4	17	35.4	0	0.0	2	4.2	3	6.3	8	16.7	0	0.0	35	72.9	48	100
Plymouth	8	13.6	7	11.9	19	32.2	2	3.4	2	3.4	3	5.1	19	32.2	1	1.7	51	86.4	59	100
Total	4,233	56.8	70	0.9	1,303	17.5	146	2.0	163	2.2	631	8.5	863	11.6	48	0.6	3,219	43.2	7,454	100

* Based on survey results at both ends of route

Table 91

Journey purpose and country of residence for Gatwick scheduled international routes broken down by country of destination.

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total passengers	
	%	%	%	%	%	%	%	%	%	%	%	(000s)
Antigua & Barbuda	0.0	35.4	28.2	63.6	2.4	17.2	16.8	36.4	2.4	97.6	100	67
Austria	5.1	2.8	16.3	24.2	11.7	17.6	46.5	75.8	16.8	83.2	100	224
Bahamas	6.0	42.1	23.1	71.2	6.8	5.5	16.5	28.8	12.8	87.2	100	22
Barbados	5.0	36.8	23.7	65.4	7.4	9.2	18.0	34.6	12.3	87.7	100	134
Belgium	24.9	0.9	9.4	35.2	25.2	12.7	26.9	64.8	50.1	49.9	100	180
Bermuda	3.0	15.0	31.9	49.9	9.6	4.9	35.7	50.1	12.6	87.4	100	60
Bulgaria	18.7	0.0	7.0	25.6	41.8	0.3	32.3	74.4	60.5	39.5	100	28
Cayman Islands	12.7	17.1	12.5	42.3	9.6	5.2	42.9	57.7	22.4	77.6	100	24
Cyprus	1.2	82.0	10.3	93.5	0.4	2.1	4.0	6.5	1.7	98.3	100	227
Denmark	7.9	1.0	12.2	21.1	20.7	15.0	43.2	78.9	28.6	71.4	100	309
Finland	4.1	1.7	9.9	15.6	26.0	6.3	52.2	84.4	30.0	70.0	100	24
France	13.5	5.1	25.4	44.0	17.4	6.8	31.8	56.0	30.9	69.1	100	1000
Germany	12.5	0.8	12.3	25.6	16.6	14.1	43.7	74.4	29.1	70.9	100	586
Ghana	11.1	0.0	18.4	29.5	30.4	0.3	39.8	70.5	41.6	58.4	100	43
Gibraltar	5.3	28.2	26.7	60.3	12.8	1.9	25.1	39.7	18.0	82.0	100	80
Greece	12.4	9.5	23.4	45.3	6.1	13.9	34.7	54.7	18.5	81.5	100	108
Grenada	0.0	31.9	32.9	64.8	0.2	5.5	29.5	35.2	0.2	99.8	100	20
Indonesia	3.5	10.2	39.7	53.4	5.1	7.3	34.1	46.6	8.6	91.4	100	37
Ireland	12.5	3.2	26.0	41.6	14.0	4.3	40.1	58.4	26.5	73.5	100	573
Israel	16.4	3.6	12.5	32.5	25.0	17.4	25.0	67.5	41.5	58.5	100	69
Italy	9.4	15.9	16.8	42.0	14.4	10.9	32.7	58.0	23.8	76.2	100	870
Jamaica	3.6	11.2	42.5	57.3	12.0	10.0	20.7	42.7	15.6	84.4	100	126
Kenya	15.1	7.2	9.4	31.7	15.5	18.5	34.3	68.3	30.6	69.4	100	139
Malta	4.9	36.3	18.4	59.7	9.3	5.0	26.0	40.3	14.2	85.8	100	117
Mauritius	4.9	27.1	18.6	50.5	5.2	12.8	31.5	49.5	10.1	89.9	100	50
Nepal	23.1	14.8	16.0	54.0	16.0	1.9	28.0	46.0	39.1	60.9	100	14
Netherlands	15.9	5.6	16.9	38.4	25.0	10.0	26.6	61.6	40.9	59.1	100	466
Nigeria	6.2	0.0	13.6	19.9	41.5	0.0	38.6	80.1	47.7	52.3	100	174
Norway	4.0	2.7	8.7	15.4	21.6	22.2	40.8	84.6	25.6	74.4	100	265
Pakistan	10.8	0.5	11.5	22.8	22.0	0.4	54.9	77.2	32.7	67.3	100	26
Philippines	0.0	0.0	31.9	31.9	8.5	0.0	59.6	68.1	8.5	91.5	100	30
Portugal & Madeira	4.8	17.1	43.4	65.4	3.9	7.7	23.1	34.6	8.7	91.3	100	180
Puerto Rico	10.5	25.4	7.3	43.1	12.4	15.2	29.2	56.9	22.9	77.1	100	18
Qatar	1.5	12.8	25.2	39.4	1.8	0.9	57.9	60.6	3.3	96.7	100	31
Romania	29.0	0.0	2.6	31.5	38.6	2.4	27.4	68.5	67.6	32.4	100	41
Seychelles	8.0	21.6	17.7	47.3	6.6	13.4	32.6	52.7	14.6	85.4	100	40
Spain & Canary Islands	7.6	10.0	30.8	48.3	11.0	8.4	32.3	51.7	18.5	81.5	100	699
Sri Lanka	0.3	24.4	2.3	27.0	24.4	15.1	33.5	73.0	24.7	75.3	100	36
St. Lucia	2.7	55.6	14.2	72.5	0.8	8.6	18.1	27.5	3.5	96.5	100	60
Sweden	6.3	0.2	11.2	17.8	25.5	11.0	45.8	82.2	31.8	68.2	100	206
Switzerland	11.4	4.3	17.3	33.0	12.2	14.1	40.7	67.0	23.6	76.4	100	227
Tanzania	6.4	0.0	12.5	18.9	26.8	5.3	49.0	81.1	33.3	66.7	100	19
Tunisia	20.6	34.2	6.5	61.3	12.6	11.4	14.8	38.7	33.2	66.8	100	23
Uganda	4.2	0.6	4.0	8.8	48.1	2.8	40.4	91.2	52.3	47.7	100	25
United Arab Emirates	18.8	4.8	21.3	44.9	14.3	0.3	40.5	55.1	33.1	66.9	100	100
United States	7.4	12.1	19.5	39.0	15.8	11.0	34.2	61.0	23.2	76.8	100	3992
Zambia	5.1	0.9	8.3	14.4	40.9	0.6	44.1	85.6	46.0	54.0	100	36
Zimbabwe	4.3	9.9	22.3	36.5	14.8	4.5	44.1	63.5	19.1	80.9	100	122

Table 92

Journey purpose and country of residence for Heathrow scheduled international routes broken down by country of destination.

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total passengers	
	%	%	%	%	%	%	%	%	%	%	%	(000s)
Argentina	8.8	1.7	10.5	21.0	20.2	8.8	50.0	79.0	29.0	71.0	100	110
Australia	8.0	2.6	26.1	36.7	19.4	4.3	39.6	63.3	27.4	72.6	100	518
Austria	24.1	3.4	11.2	38.7	20.9	8.5	31.9	61.3	45.0	55.0	100	573
Bahrain	12.4	0.8	19.9	33.0	28.0	0.8	38.2	67.0	40.4	59.6	100	241
Bangladesh	3.2	1.1	59.8	64.1	17.3	0.1	18.6	35.9	20.5	79.5	100	98
Belgium	29.3	0.3	10.1	39.8	35.3	3.3	21.6	60.2	64.6	35.4	100	1007
Brazil	19.3	2.1	15.5	36.9	22.2	3.4	37.6	63.1	41.5	58.5	100	164
Brunei Darussalam	6.2	0.5	50.7	57.5	3.8	4.7	34.1	42.5	10.0	90.0	100	54
Canada	5.8	7.7	17.3	30.9	17.0	6.4	45.6	69.1	22.9	77.1	100	1837
China	10.8	35.2	16.3	62.2	15.8	13.0	8.9	37.8	26.6	73.4	100	93
Cyprus	17.8	14.0	35.8	67.5	8.4	3.6	20.5	32.5	26.1	73.9	100	371
Denmark	17.8	0.9	11.4	30.1	32.4	6.2	31.3	69.9	50.2	49.8	100	780
Egypt	8.9	24.9	13.8	47.7	15.0	15.0	22.4	52.3	23.9	76.1	100	323
Ethiopia	8.0	8.3	9.8	26.1	16.2	4.2	53.6	73.9	24.1	75.9	100	52
Finland	22.1	0.0	11.8	33.9	31.7	7.2	27.2	66.1	53.8	46.2	100	355
France	20.6	3.0	16.4	39.9	25.2	9.6	25.2	60.1	45.8	54.2	100	3188
Germany	21.3	0.7	12.9	34.8	26.9	6.9	31.3	65.2	48.2	51.8	100	4707
Ghana	4.0	1.4	43.8	49.3	25.0	0.0	25.8	50.7	29.0	71.0	100	53
Gibraltar	22.4	6.3	28.0	56.6	18.0	1.5	23.9	43.4	40.3	59.7	100	61
Greece	11.2	2.9	27.5	41.5	14.0	10.6	33.8	58.5	25.1	74.9	100	629
Hong Kong	16.1	7.1	22.0	45.3	16.7	11.1	27.0	54.7	32.7	67.3	100	917
Hungary	28.6	3.0	16.4	48.0	23.3	4.2	24.5	52.0	51.8	48.2	100	313
Iceland	7.3	13.8	13.8	34.9	28.8	6.5	29.9	65.1	36.1	63.9	100	98
India	8.8	3.5	22.5	34.7	23.5	3.0	38.7	65.3	32.3	67.7	100	870
Indonesia	14.8	15.5	7.8	38.1	20.3	13.2	28.4	61.9	35.1	64.9	100	61
Iran	11.4	1.6	40.7	53.7	12.7	0.0	33.6	46.3	24.1	75.9	100	73
Ireland	10.6	0.6	19.3	30.5	23.5	5.2	40.7	69.5	34.2	65.8	100	2357
Israel	7.2	15.5	17.1	39.9	14.0	13.1	33.0	60.1	21.2	78.8	100	482
Italy	15.7	6.4	15.3	37.3	19.1	18.8	24.8	62.7	34.8	65.2	100	2372
Japan	10.7	0.4	10.2	21.4	15.6	34.7	28.3	78.6	26.3	73.7	100	1327
Jordan	11.5	13.6	25.7	50.9	16.0	5.4	27.8	49.1	27.5	72.5	100	114
Kenya	7.5	23.2	15.8	46.5	12.7	10.7	30.1	53.5	20.2	79.8	100	130
Korea Republic	13.3	0.0	8.1	21.4	24.5	13.6	40.6	78.6	37.8	62.2	100	187
Kuwait	10.3	0.2	28.8	39.2	22.7	2.2	35.8	60.8	33.0	67.0	100	175
Lebanon	7.2	0.3	9.5	17.0	21.7	0.6	60.7	83.0	28.9	71.1	100	113
Luxembourg	31.5	0.4	12.1	44.0	32.1	5.1	18.7	56.0	63.6	36.4	100	136
Malaysia	13.5	6.4	21.9	41.9	17.1	5.5	35.5	58.1	30.6	69.4	100	505
Malta	13.2	7.6	17.3	38.2	16.1	8.5	37.2	61.8	29.4	70.6	100	163
Mexico	3.5	0.9	20.5	24.9	7.6	13.0	54.4	75.1	11.0	89.0	100	86
Morocco	18.7	13.4	27.7	59.8	13.8	7.1	19.3	40.2	32.5	67.5	100	98
Netherlands	20.9	2.2	15.1	38.2	28.3	8.0	25.4	61.8	49.2	50.8	100	2015
New Zealand	5.1	4.6	55.9	65.6	5.2	1.9	27.3	34.4	10.3	89.7	100	105
Norway	17.4	0.8	11.4	29.7	33.6	6.5	30.1	70.3	51.1	48.9	100	696
Oman	9.7	1.5	30.8	42.0	20.2	1.4	36.3	58.0	29.9	70.1	100	110
Pakistan	5.0	2.7	56.9	64.6	8.3	2.0	25.1	35.4	13.3	86.7	100	179
Philippines	15.7	0.0	19.0	34.6	25.0	2.0	38.4	65.4	40.6	59.4	100	59
Poland	21.8	2.9	15.2	39.8	32.3	1.9	26.0	60.2	54.1	45.9	100	295
Portugal & Madeira	18.8	8.3	20.9	48.1	18.0	9.5	24.4	51.9	36.8	63.2	100	812
Qatar	24.6	0.0	15.9	40.4	31.5	0.0	28.1	59.6	56.1	43.9	100	53
Romania	17.2	3.5	19.0	39.8	23.4	0.9	35.9	60.2	40.6	59.4	100	63
Saudi Arabia	11.4	0.1	12.2	23.8	40.9	2.3	33.1	76.2	52.3	47.7	100	354
Singapore	13.5	6.3	24.1	43.9	14.2	5.3	36.6	56.1	27.7	72.3	100	752
South Africa	8.9	3.8	21.6	34.3	21.6	8.4	35.8	65.7	30.5	69.5	100	835
Spain & Canary Islands	17.8	6.2	24.7	48.7	18.0	7.5	25.8	51.3	35.8	64.2	100	1854
Sri Lanka	2.9	40.3	22.2	65.4	9.4	6.8	18.4	34.6	12.4	87.6	100	67
Sweden	23.3	0.2	7.8	31.3	31.5	4.6	32.6	68.7	54.8	45.2	100	975
Switzerland	24.1	4.6	13.8	42.5	22.2	6.2	29.2	57.5	46.2	53.8	100	1907
Syrian Arab Republic	5.3	3.3	38.2	46.8	11.1	2.6	39.5	53.2	16.4	83.6	100	57
Taiwan	4.7	0.0	17.5	22.2	8.0	19.9	50.0	77.8	12.7	87.3	100	76
Thailand	10.8	13.3	31.4	55.5	11.2	8.5	24.8	44.5	22.1	77.9	100	429
Trinidad & Tobago	8.2	6.6	40.2	55.1	18.3	1.1	25.5	44.9	26.5	73.5	100	54
Turkey	17.7	11.4	20.3	49.5	18.5	9.3	22.8	50.5	36.2	63.8	100	389
United Arab Emirates	15.2	3.7	24.6	43.5	27.3	1.8	27.5	56.5	42.4	57.6	100	508
United States	11.9	4.4	18.3	34.5	19.9	8.1	37.5	65.5	31.8	68.2	100	8118
Venezuela	9.1	4.8	18.9	32.9	13.3	9.2	44.6	67.1	22.4	77.6	100	55
Yugoslavia	15.1	3.7	18.4	37.2	27.0	4.7	31.1	62.8	42.1	57.9	100	136

Table 93
Journey purpose and country of residence for scheduled international routes at London City and Luton Airports broken down by country of destination.

London City

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total passengers
	%	%	%	%	%	%	%	%	%	%	(000s)
Belgium	28.0	0.2	11.7	39.9	35.4	4.0	20.7	60.1	63.4	36.6	100
France	39.9	0.0	2.8	42.7	55.1	0.9	1.2	57.3	95.0	5.0	77
Germany	22.3	0.0	6.7	29.0	38.9	5.7	26.4	71.0	61.2	38.8	103
Ireland	20.1	1.2	28.4	49.7	30.0	1.0	19.3	50.3	50.1	49.9	148
Netherlands	27.2	0.1	10.2	37.5	36.6	3.3	22.6	62.5	63.8	36.2	132
Sweden	4.1	0.0	20.6	24.6	33.6	8.0	33.8	75.4	37.7	62.3	14
Switzerland	24.2	1.8	12.0	37.9	30.2	8.8	23.1	62.1	54.4	45.6	125

Luton

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total passengers
	%	%	%	%	%	%	%	%	%	%	(000s)
Denmark	16.4	0.0	27.0	43.4	30.1	2.2	24.4	56.6	46.4	53.6	11
France	17.4	1.0	58.9	77.3	9.6	0.3	12.8	22.7	27.1	72.9	68
Germany	37.5	0.0	23.7	61.1	21.0	1.0	16.9	38.9	58.5	41.5	39
Ireland	10.9	1.3	52.5	64.7	5.5	0.1	29.8	35.3	16.4	83.6	225
Netherlands	29.0	1.4	30.2	60.5	14.8	0.3	24.4	39.5	43.8	56.2	105
Spain	4.9	9.9	63.8	78.6	2.8	2.8	15.9	21.4	7.7	92.3	297

Table 94
Journey purpose and country of residence for scheduled international routes at Stansted and Birmingham Airports broken down by country of destination.

Stansted

Country of Destination	UK business		UK leisure		UK Total		Foreign business		Foreign leisure		Foreign Total		Total business		Total leisure		Total passengers	
	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)
Belgium	48.9	2.6	12.2	63.8	27.8	0.6	7.8	36.2	76.7	23.3	100	60						
Cuba	4.7	61.6	4.7	70.9	26.1	3.0	0.0	29.1	30.8	69.2	100	19						
Denmark	17.9	1.3	29.1	48.3	11.9	5.4	34.3	51.7	29.8	70.2	100	81						
Finland	0.0	0.0	0.0	0.0	9.2	77.6	13.2	100.0	9.2	90.8	100	35						
France	20.7	8.7	31.1	60.5	15.0	4.1	20.3	39.5	35.8	64.2	100	177						
Germany	21.2	0.6	27.5	49.4	14.5	4.7	31.4	50.6	35.7	64.3	100	320						
Ireland	11.4	0.8	49.3	61.5	7.8	2.0	28.7	38.5	19.2	80.8	100	1214						
Israel	2.8	0.5	19.9	23.1	5.4	4.4	67.0	76.9	8.2	91.8	100	30						
Italy	25.3	8.3	27.8	61.3	9.6	3.7	25.4	38.7	34.9	65.1	100	147						
Luxembourg	46.0	0.0	0.0	46.0	43.7	10.2	0.0	54.0	89.8	10.2	100	19						
Netherlands	29.7	2.7	19.2	51.6	21.2	8.2	19.0	48.4	50.9	49.1	100	292						
Spain	13.0	10.8	26.5	50.3	9.6	6.3	33.8	49.7	22.6	77.4	100	65						
Switzerland	20.1	9.7	21.6	51.5	11.3	10.5	26.8	48.5	31.4	68.6	100	69						
United States	69.4	1.3	1.3	71.9	0.0	0.0	28.1	28.1	69.4	30.6	100	10						

Birmingham

Country of Destination	UK business		UK leisure		UK Total		Foreign business		Foreign leisure		Foreign Total		Total business		Total leisure		Total passengers	
	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)
Belgium	50.5	2.4	9.2	62.1	31.0	0.0	7.0	37.9	81.5	18.5	100	129						
Canada	29.3	0.0	31.9	61.2	24.6	0.0	14.3	38.8	53.8	46.2	100	8						
Cyprus	1.5	50.7	46.0	98.2	0.5	0.0	1.3	1.8	2.0	98.0	100	57						
Denmark	53.0	3.0	16.0	72.0	25.0	0.0	2.9	28.0	78.1	21.9	100	57						
France	29.5	8.6	24.8	62.9	24.3	0.9	11.9	37.1	53.8	46.2	100	389						
Germany	34.2	0.4	17.2	51.8	25.9	1.4	20.9	48.2	60.1	39.9	100	508						
Ireland	22.5	1.9	31.9	56.3	20.4	0.7	22.7	43.7	42.9	57.1	100	579						
Italy	39.2	5.6	12.8	57.6	37.5	0.3	4.5	42.4	76.7	23.3	100	58						
Malta	1.1	52.2	29.8	83.1	15.7	0.0	1.1	16.9	16.9	83.1	100	12						
Netherlands	32.1	3.3	17.9	53.4	34.3	0.6	11.7	46.6	66.5	33.5	100	265						
Spain	20.4	13.4	49.5	83.2	5.3	1.6	9.8	16.8	25.7	74.3	100	67						
Switzerland	33.2	6.9	4.3	44.4	43.7	0.8	11.0	55.6	76.9	23.1	100	49						
United States	23.3	7.5	27.5	58.3	18.9	2.1	20.7	41.7	42.3	57.7	100	165						

Table 95
Journey purpose and country of residence for scheduled international routes at Manchester Airport broken down by country of destination.

Manchester

Country of Destination	UK business	UK leisure IT	UK leisure other	UK Total	Foreign business	Foreign leisure IT	Foreign leisure other	Foreign Total	Total business	Total leisure	Total passengers
	%	%	%	%	%	%	%	%	%	%	(000s)
Austria	13.0	2.2	19.2	34.4	42.2	0.0	23.3	65.6	55.3	44.7	100
Belgium	35.0	3.3	14.4	52.7	28.5	0.3	18.5	47.3	63.4	36.6	100
Canada	14.5	6.7	45.4	66.6	5.3	1.5	26.6	33.4	19.8	80.2	100
Cyprus	1.1	45.9	36.8	83.7	7.4	0.4	8.5	16.3	8.5	91.5	100
Denmark	41.6	0.9	13.9	56.4	30.7	0.2	12.7	43.6	72.2	27.8	100
Finland	24.6	8.0	28.0	60.6	28.0	0.4	10.9	39.4	52.7	47.3	100
France	25.1	15.3	25.0	65.4	17.3	1.3	16.0	34.6	42.4	57.6	100
Germany	29.4	1.8	25.5	56.7	23.3	0.5	19.5	43.3	52.7	47.3	100
Gibraltar	4.6	30.9	29.5	65.0	4.5	8.8	21.7	35.0	9.1	90.9	100
Hong Kong	27.4	18.7	31.1	77.3	3.1	0.5	19.1	22.7	30.5	69.5	100
India	6.4	0.0	74.5	81.0	7.5	0.0	11.5	19.0	13.9	86.1	100
Ireland	15.5	3.4	34.7	53.5	11.8	2.5	32.2	46.5	27.3	72.7	100
Israel	4.8	42.2	31.7	78.6	0.0	0.0	21.4	21.4	4.8	95.2	100
Italy	29.1	15.6	19.2	63.9	24.5	0.1	11.5	36.1	53.6	46.4	100
Luxembourg	21.8	0.0	30.0	51.8	30.9	0.0	17.4	48.2	52.7	47.3	100
Malta	0.5	29.6	37.3	67.5	1.6	0.0	30.8	32.5	2.2	97.8	100
Mauritius	7.7	59.5	17.5	84.7	7.7	0.0	7.7	15.3	15.3	84.7	100
Netherlands	30.5	10.1	23.4	64.0	17.9	1.5	16.6	36.0	48.4	51.6	100
Norway	22.1	14.8	14.9	51.8	23.0	1.0	24.1	48.2	45.1	54.9	100
Pakistan	3.6	0.0	81.6	85.1	4.6	0.0	10.3	14.9	8.2	91.8	100
Seychelles	23.6	2.9	31.3	57.8	2.9	33.5	5.8	42.2	26.5	73.5	100
Singapore	5.2	8.0	59.6	72.9	5.2	0.0	21.9	27.1	10.5	89.5	100
Spain	19.0	18.7	31.9	69.5	11.3	0.7	18.4	30.5	30.3	69.7	100
Sweden	24.0	3.5	4.8	32.3	32.4	2.0	33.2	67.7	56.4	43.6	100
Switzerland	19.9	17.7	33.8	71.5	13.4	0.6	14.6	28.5	33.3	66.7	100
United Arab Emirates	13.9	13.5	57.3	84.7	7.7	0.9	6.7	15.3	21.6	78.4	100
United States	12.8	25.5	33.9	72.2	8.7	1.0	18.2	27.8	21.4	78.6	100

Table 96
World Area by journey purpose and country of residence for international scheduled passengers.

Gatwick

Destination	UK Business		UK Leisure		All UK		Foreign Business		Foreign Leisure		All Foreign		All Business		All Leisure		Total Passengers (000s)	
	%	IT	Other	%	%	IT	Other	%	%	IT	Other	%	%	%	%	%	%	
Europe	10.7	9.6	19.4	39.7	16.3	9.8	34.2	60.3	27.0	73.0	100	6,568						
Africa	8.5	6.1	14.4	29.0	27.2	6.0	37.8	71.0	35.6	64.4	100	604						
Middle East	14.9	6.4	18.6	40.0	15.9	6.2	37.9	60.0	30.8	69.2	100	208						
Far East	5.2	14.2	20.4	39.8	12.4	8.8	39.0	60.2	17.6	82.4	100	267						
North America	7.4	12.1	19.5	39.0	15.8	11.0	34.2	61.0	23.2	76.8	100	3,992						
Caribbean and South America	3.8	28.8	28.0	60.7	7.5	9.6	22.1	39.3	11.4	88.6	100	548						

Heathrow

Destination	UK Business		UK Leisure		All UK		Foreign Business		Foreign Leisure		All Foreign		All Business		All Leisure		Total Passengers (000s)	
	%	IT	Other	%	%	IT	Other	%	%	IT	Other	%	%	%	%	%	%	
Europe	19.5	3.2	16.1	38.8	24.5	8.0	28.7	61.2	44.0	56.0	100	7,674						
Africa	9.1	10.6	20.1	39.7	19.8	8.5	31.9	60.3	28.8	71.2	100	548						
Middle East	11.2	5.1	21.2	37.6	24.3	4.2	33.9	62.4	35.6	64.4	100	773						
Far East	12.2	5.4	21.1	38.6	17.4	13.1	30.9	61.4	29.6	70.4	100	1,881						
Australasia	7.5	2.9	31.2	41.6	17.0	3.9	37.5	58.4	24.5	75.5	100	234						
North America	10.7	5.0	18.1	33.9	19.4	7.8	39.0	66.1	30.1	69.9	100	3,880						
Caribbean and South America	9.4	6.6	21.0	37.0	15.8	6.3	40.9	63.0	25.1	74.9	100	270						

Manchester

Destination	UK Business		UK Leisure		All UK		Foreign Business		Foreign Leisure		All Foreign		All Business		All Leisure		Total Passengers (000s)	
	%	IT	Other	%	%	IT	Other	%	%	IT	Other	%	%	%	%	%	%	
Europe	24.4	9.1	26.5	60.1	18.4	1.2	20.4	39.9	42.8	57.2	100	3,085						
Middle East	11.3	21.6	50.0	83.0	5.5	0.6	10.9	17.0	16.8	83.2	100	98						
Far East	11.9	8.3	59.6	79.8	4.5	0.4	15.3	20.2	16.4	83.6	100	338						
Australasia	24.1	7.8	29.8	61.6	27.4	0.4	10.7	38.4	51.4	48.6	100	30						
North America	12.9	23.7	35.0	71.6	8.3	1.0	19.0	28.4	21.3	78.7	100	724						

Table 97

Growth of scheduled passengers at Gatwick, Heathrow and Manchester between 1991 and 1996.

World Area	Gatwick			Heathrow			Manchester			All three airports		
	1991 Passengers (000s)	1996 Passengers (000s)	Growth %	1991 Passengers (000s)	1996 Passengers (000s)	Growth %	1991 Passengers (000s)	1996 Passengers (000s)	Growth %	1991 Passengers (000s)	1996 Passengers (000s)	Growth %
Africa	330	604	83	1,335	1,709	28	17	1	-95	1,665	2,218	33
Europe	3,849	6,586	71	21,149	27,062	28	1,866	3,088	66	28,087	33,713	20
Far East	809	269	-67	2,852	5,654	98	149	346	133	4,007	6,056	51
Middle & Near East	134	215	61	1,355	2,277	68	37	112	204	1,600	2,696	68
Australasia	113	0	-100	592	794	34	25	0	-100	704	694	-1
North America	3,663	3,992	9	5,755	9,384	73	414	725	75	10,143	14,052	39
South America/Caribbean	442	538	22	386	697	81	3	0	-100	827	1,135	37
Total	9,339	12,205	31	33,424	48,176	44	2,510	4,272	70	47,034	60,563	29

Table 98

Market share of scheduled passengers in 1991 and 1996.

World Area	Gatwick		Heathrow		Manchester	
	1991 %	1996 %	1991 %	1996 %	1991 %	1996 %
Africa	19.6	26.1	79.4	73.8	1.0	0.0
Europe	14.3	17.9	78.7	73.7	6.9	8.4
Far East	21.2	4.3	74.9	90.2	3.9	5.5
Middle & Near East	8.8	8.3	88.8	87.4	2.4	4.3
Australasia	15.5	0.0	81.1	100.0	3.4	0.0
North America	37.3	27.2	58.5	67.9	4.2	4.9
South America/Caribbean	53.2	43.5	46.4	56.5	0.4	0.0
Total	20.6	18.9	73.8	74.5	5.5	6.6

Table 99
Final air destination of passengers on major gateway routes at Birmingham Airport.

Final air destination	Airport of current flight				
	Amsterdam	Paris	Frankfurt	Munich	Brussels
	%	%	%		%
Not flying on	60.2	76.1	80.1	90.3	83.4
Europe	20.9	14.9	14.2	9.2	15.1
North America	6.8	2.3	0.2	0.0	0.0
Indian Sub-Continent & Far East	6.0	4.3	2.6	0.5	0.1
Middle/Near East	0.2	0.0	0.0	0.0	0.0
Africa	2.2	1.6	1.9	0.0	0.2
Australasia	1.7	0.2	0.5	0.0	1.1
UK	0.0	0.0	0.0	0.0	0.0
South & Central America	1.9	0.6	0.6	0.0	0.1
Total	100	100	100	100	100
Total terminal passengers (000s)	257	336	173	73	129

Table 100
Final air destination of passengers on major gateway routes at Manchester Airport.

Final air destination	Airport of current flight						
	Heathrow*	Gatwick*	Amsterdam	Paris	Zurich	Frankfurt	Brussels
	%	%	%	%		%	%
Not flying on	34.4	43.9	70.2	74.6	76.5	68.0	75.9
Europe	17.8	18.6	10.4	12.6	11.6	12.8	20.0
North America	19.0	20.2	8.9	4.4	0.0	0.7	1.1
Indian Sub-Continent & Far East	11.4	2.7	6.3	3.6	6.3	9.5	0.0
Australasia	5.3	1.1	0.5	0.9	0.0	0.0	0.0
Middle East	4.7	0.9	2.2	2.8	5.6	3.6	3.0
Africa	5.1	4.6	1.3	0.2	0.0	4.1	0.1
South & Central America	1.7	7.6	0.0	0.0	0.0	0.0	0.0
UK	0.6	0.4	0.2	0.9	0.0	1.3	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)	1,114	384	396	386	81	250	144

Based on results of surveys at both ends of trunk routes

Table 101
Interlining at Birmingham and Manchester Airports.

Airport	Passengers interlining (000s)
Birmingham	484
Manchester	335

Table 102

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	231,413	6.8	231,413	0.4
Birmingham	6,135	0.5	29,255	1.5	24,022	0.6	1,408,096	48.7	405,056	20.1	11,391	0.7	82,833	0.2	100,334	3.2	29,834	2.9	700	0.0	2,097,657	3.5
Bristol	136	0.0	0	0.0	254	0.0	947	0.0	621	0.0	135	0.0	3,199	0.0	245,756	7.8	18,381	1.8	0	0.0	269,429	0.5
Cardiff	0	0.0	0	0.0	0	0.0	530	0.0	0	0.0	0	0.0	631	0.0	1,634	0.1	159,873	15.4	0	0.0	162,669	0.3
East Midlands	79	0.0	37,117	1.9	1,224	0.0	18,888	0.7	301,706	15.0	1,279	0.1	2,757	0.0	784	0.0	247	0.0	0	0.0	364,081	0.6
Edinburgh	3,728	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	516,352	15.2	520,079	0.9
Exeter	0	0.0	0	0.0	87	0.0	4	0.0	0	0.0	15	0.0	2	0.0	9,099	0.3	8	0.0	0	0.0	9,214	0.0
Gatwick	79,223	6.7	112,518	5.8	245,965	6.0	226,797	7.8	197,559	9.8	280,339	17.7	7,439,211	19.6	546,519	17.4	125,345	12.1	334,305	9.9	9,587,781	16.2
Glasgow	5,072	0.4	424	0.0	625	0.0	0	0.0	331	0.0	0	0.0	69	0.0	0	0.0	330	0.0	700,681	20.7	707,532	1.2
Heathrow	530,890	44.6	517,017	26.8	1,002,890	24.6	979,016	33.8	808,104	40.2	742,794	47.0	27,180,029	71.6	2,171,494	69.1	525,054	50.6	1,542,937	45.5	36,000,225	60.8
Humberside	272	0.0	73,909	3.8	218	0.0	0	0.0	13,478	0.7	77	0.0	95	0.0	193	0.0	0	0.0	0	0.0	88,242	0.1
Leeds/Bradford	6,491	0.5	311,790	16.2	6,448	0.2	509	0.0	1,499	0.1	705	0.0	0	0.0	0	0.0	240	0.0	0	0.0	327,684	0.6
Liverpool	2,757	0.2	2,518	0.1	147,801	3.6	0	0.0	425	0.0	0	0.0	425	0.0	0	0.0	3,446	0.3	0	0.0	157,372	0.3
London City	297	0.0	364	0.0	272	0.0	1,203	0.0	1,382	0.1	11,726	0.7	670,937	1.8	4,884	0.2	534	0.1	572	0.0	692,171	1.2
Luton	5,849	0.5	7,928	0.4	6,667	0.2	21,165	0.7	56,336	2.8	36,131	2.3	573,641	1.5	16,620	0.5	6,799	0.7	999	0.0	732,134	1.2
Manchester	129,843	10.9	796,736	41.3	2,623,735	64.4	212,246	7.3	140,885	7.0	6,561	0.4	15,564	0.0	10,329	0.3	159,298	15.3	38,943	1.1	4,134,141	7.0
Newcastle	368,063	30.9	14,899	0.8	3,673	0.1	1,450	0.1	1,513	0.1	473	0.0	894	0.0	199	0.0	212	0.0	17,315	0.5	408,691	0.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	206	0.0	94,535	6.0	724	0.0	98	0.0	0	0.0	0	0.0	95,564	0.2
Southampton	0	0.0	0	0.0	353	0.0	0	0.0	0	0.0	192	0.0	77,187	0.2	16,414	0.5	173	0.0	0	0.0	94,319	0.2
Stansted	3,700	0.3	18,265	0.9	7,185	0.2	21,404	0.7	82,942	4.1	393,912	24.9	1,893,924	5.0	18,705	0.6	8,333	0.8	4,274	0.1	2,452,645	4.1
Tees-side	47,332	4.0	6,038	0.3	0	0.0	129	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	53,499	0.1
Total	1,189,867	100	1,928,780	100	4,071,420	100	2,892,385	100	2,012,044	100	1,590,267	100	37,942,122	100	3,143,063	100	1,038,106	100	3,388,489	100	59,186,543	100

Table 103

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	73,166	12.8	73,166	0.6
Birmingham	2,862	1.0	9,452	2.1	5,976	0.7	374,585	56.6	174,544	31.8	4,431	1.2	38,663	0.5	38,690	5.8	10,239	4.5	0	0.0	659,441	5.6
Bristol	0	0.0	0	0.0	254	0.0	504	0.1	0	0.0	36	0.0	418	0.0	70,710	10.5	5,705	2.5	0	0.0	77,627	0.7
Cardiff	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	50,137	22.1	0	0.0	50,137	0.4
East Midlands	0	0.0	8,175	1.8	631	0.1	5,896	0.9	80,750	14.7	0	0.0	1,193	0.0	157	0.0	0	0.0	0	0.0	96,802	0.8
Edinburgh	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	94,079	0.8
Exeter	0	0.0	0	0.0	87	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2,172	0.3	0	0.0	0	0.0	2,258	0.0
Gatwick	11,829	4.2	17,836	4.0	48,301	5.5	27,793	4.2	27,152	5.0	38,207	10.7	833,192	11.7	55,030	8.2	13,781	6.1	35,497	6.2	1,108,619	9.4
Glasgow	656	0.2	0	0.0	119	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	120,555	21.1	121,330	1.0
Heathrow	107,540	38.5	100,240	22.3	227,884	26.0	192,967	29.2	211,276	38.5	168,140	47.3	5,637,933	79.4	492,663	73.5	103,146	45.4	243,234	42.6	7,485,023	63.8
Humberside	272	0.1	21,378	4.8	68	0.0	0	0.0	5,678	1.0	0	0.0	95	0.0	68	0.0	0	0.0	0	0.0	27,559	0.2
Leeds/Bradford	930	0.3	107,250	23.9	159	0.0	147	0.0	1,176	0.2	705	0.2	0	0.0	0	0.0	0	0.0	0	0.0	110,367	0.9
Liverpool	0	0.0	893	0.2	19,174	2.2	0	0.0	425	0.1	0	0.0	425	0.0	0	0.0	0	0.0	571	0.3	0	0.0
London City	0	0.0	67	0.0	63	0.0	0	0.0	791	0.1	6,162	1.7	169,509	2.4	1,071	0.2	172	0.1	72	0.0	21,468	0.2
Luton	1,088	0.4	558	0.1	1,212	0.1	3,063	0.5	10,447	1.9	3,925	1.1	73,211	1.0	1,714	0.3	591	0.3	0	0.0	177,908	1.5
Manchester	20,142	7.2	174,258	38.8	570,649	65.2	54,661	8.3	22,488	4.1	1,359	0.4	1,837	0.0	978	0.1	40,650	17.9	3,520	0.6	95,809	0.8
Newcastle	115,872	41.5	2,924	0.7	337	0.0	0	0.0	742	0.1	0	0.0	357	0.0	0	0.0	0	0.0	1,502	0.3	890,541	7.6
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24,187	6.8	125	0.0	0	0.0	0	0.0	0	0.0	121,733	1.0
Southampton	0	0.0	0	0.0	83	0.0	0	0.0	0	0.0	192	0.1	25,304	0.4	5,724	0.9	173	0.1	0	0.0	24,312	0.2
Stansted	207	0.1	3,598	0.8	550	0.1	1,784	0.3	12,935	2.4	108,360	30.5	315,170	4.4	1,601	0.2	2,094	0.9	0	0.0	31,476	0.3
Tees-side	17,902	6.4	2,879	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	446,298	3.8
Total	279,299	100	449,507	100	875,546	100	661,401	100	548,403	100	355,702	100	7,097,432	100	670,578	100	227,260	100	571,825	100	11,736,754	100

Table 104 1996 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	76,977	6.5	76,977	0.4
Birmingham	1,424	0.3	12,758	1.5	11,420	0.7	412,530	35.2	115,669	13.4	1,194	0.2	21,637	2.2	29,002	2.2	10,424	2.4	700	0.1	616,759	3.2
Bristol	0	0.0	0	0.0	0	0.0	88	0.0	309	0.0	0	0.0	1,085	0.0	78,260	5.9	5,203	1.2	0	0.0	84,944	0.4
Cardiff	0	0.0	0	0.0	0	0.0	103	0.0	0	0.0	0	0.0	0	0.0	675	0.1	44,962	10.4	0	0.0	45,740	0.2
East Midlands	79	0.0	16,559	2.0	353	0.0	7,115	0.6	77,483	9.0	1,200	0.2	1,088	0.0	628	0.0	247	0.1	0	0.0	104,751	0.5
Edinburgh	1,911	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	166,296	14.1	168,207	0.9
Exeter	0	0.0	0	0.0	0	0.0	4	0.0	0	0.0	0	0.0	2	0.0	4,154	0.3	4	0.0	0	0.0	4,163	0.0
Gatwick	46,763	11.2	70,318	8.3	133,716	8.0	126,388	10.8	109,313	12.7	146,188	23.9	2,638,538	24.2	306,519	23.0	62,876	14.5	163,792	13.9	3,804,411	19.6
Glasgow	2,525	0.6	424	0.1	460	0.0	0	0.0	238	0.0	0	0.0	0	0.0	0	0.0	330	0.1	245,670	20.8	249,647	1.3
Heathrow	157,678	37.6	233,001	27.7	433,885	25.9	484,422	41.4	375,435	43.5	272,370	44.5	7,032,485	64.6	879,443	66.1	233,248	53.8	493,107	41.8	10,595,073	54.6
Humber-side	0	0.0	12,050	1.4	0	0.0	0	0.0	2,862	0.3	0	0.0	0	0.0	63	0.0	0	0.0	0	0.0	14,975	0.1
Leeds/Bradford	2,946	0.7	81,573	9.7	3,456	0.2	159	0.0	37	0.0	0	0.0	0	0.0	0	0.0	240	0.1	0	0.0	88,411	0.5
Liverpool	512	0.1	600	0.1	59,725	3.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,728	0.4	0	0.0	62,565	0.3
London City	297	0.1	211	0.0	0	0.0	121	0.0	0	0.0	871	0.1	96,893	0.9	243	0.0	0	0.0	0	0.0	98,636	0.5
Luton	4,581	1.1	4,118	0.5	4,066	0.2	12,136	1.0	38,585	4.5	26,124	4.3	318,616	2.9	10,581	0.8	4,059	0.9	0	0.0	422,866	2.2
Manchester	72,846	17.4	392,528	46.6	1,021,926	61.0	119,487	10.2	93,258	10.8	4,456	0.7	6,098	0.1	8,245	0.6	66,204	15.3	22,607	1.9	1,807,655	9.3
Newcastle	112,578	26.9	8,096	1.0	2,253	0.1	0	0.0	720	0.1	473	0.1	538	0.0	199	0.0	0	0.0	7,783	0.7	132,640	0.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	89	0.0	22,383	3.7	0	0.0	0	0.0	0	0.0	0	0.0	22,472	0.1
Southampton	0	0.0	0	0.0	43	0.0	0	0.0	0	0.0	0	0.0	13,214	0.1	3,368	0.3	0	0.0	0	0.0	16,625	0.1
Stansted	757	0.2	8,777	1.0	4,924	0.3	8,640	0.7	48,127	5.6	136,386	22.3	754,135	6.9	9,814	0.7	4,147	1.0	2,103	0.2	977,808	5.0
Tees-side	14,247	3.4	1,597	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15,844	0.1
Total	419,144	100	842,611	100	1,676,228	100	1,171,192	100	862,123	100	611,644	100	10,884,328	100	1,331,191	100	433,672	100	1,179,034	100	19,411,168	100

Table 105

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	38,567	7.0	38,567	0.4
Birmingham	987	0.4	5,148	1.6	5,282	0.8	68,660	24.4	3,982	1.6	16,945	0.2	16,814	4.3	4,530	3.2	0	0.0	533,576	0.0	533,576	5.0
Bristol	136	0.1	0	0.0	0	0.0	238	0.1	99	0.0	1,504	0.0	49,383	12.7	3,064	2.2	0	0.0	0	0.0	54,736	0.5
Cardiff	0	0.0	0	0.0	0	0.0	171	0.0	0	0.0	631	0.0	854	0.2	41,108	29.1	0	0.0	0	0.0	42,763	0.4
East Midlands	0	0.0	9,280	2.9	0	0.0	4,222	0.7	79	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	107,637	1.0
Edinburgh	1,495	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	93,271	16.8	94,766	0.9
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1,002	0.0
Gatwick	7,009	2.6	7,617	2.4	29,962	4.5	25,569	4.3	22,337	8.7	1,098,890	15.2	32,382	8.3	8,691	6.2	0	0.0	37,270	6.7	1,287,277	12.0
Glasgow	169	0.1	0	0.0	46	0.0	0	0.0	0	0.0	0	0.0	69	0.0	0	0.0	0	0.0	88,593	16.0	88,766	0.8
Heathrow	148,504	54.6	86,926	27.3	168,638	25.2	124,853	21.1	125,807	49.2	5,596,580	77.5	280,009	72.1	58,408	41.4	0	0.0	288,722	52.1	6,956,668	65.0
Humberside	0	0.0	28,431	8.9	150	0.0	0	0.0	77	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	30,734	0.3
Leeds/Bradford	1,368	0.5	70,366	22.1	1,557	0.2	203	0.0	2,076	0.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	73,781	0.7
Liverpool	634	0.2	425	0.1	16,949	2.5	0	0.0	287	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19,155	0.2
London City	0	0.0	0	0.0	0	0.0	553	0.1	3,322	1.3	242,115	3.4	1,639	0.4	180	0.1	0	0.0	0	0.0	248,042	2.3
Luton	0	0.0	1,776	0.6	874	0.1	2,735	0.5	1,699	0.7	41,012	0.6	1,376	0.4	583	0.4	0	0.0	0	0.0	52,068	0.5
Manchester	14,636	5.4	102,052	32.1	443,735	66.3	16,901	2.9	747	0.3	2,993	0.0	718	0.2	23,142	16.4	0	0.0	2,799	0.5	617,174	5.8
Newcastle	82,983	30.5	2,398	0.8	799	0.1	1,450	0.2	12	0.0	0	0.0	0	0.0	212	0.2	4,738	40.9	92,592	0.9	92,592	0.9
Norwich	0	0.0	0	0.0	0	0.0	59	0.0	23,983	9.4	300	0.0	49	0.0	0	0.0	0	0.0	0	0.0	24,390	0.2
Southampton	0	0.0	0	0.0	227	0.0	0	0.0	0	0.0	0	0.0	2,827	0.7	0	0.0	0	0.0	0	0.0	30,269	0.3
Stansted	1,913	0.7	2,554	0.8	694	0.1	3,875	0.7	73,602	28.8	196,717	2.7	1,517	0.4	0	0.0	0	0.0	0	0.0	288,856	2.7
Tees-side	12,037	4.4	1,083	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13,120	0.1
Total	271,869	100	318,055	100	668,915	100	591,998	100	280,915	100	255,733	100	7,224,971	100	388,568	100	141,065	100	553,960	100	10,696,049	100

Table 106

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	42,703	3.9	42,703	0.2
Birmingham	863	0.4	1,898	0.6	1,343	0.2	209,754	44.8	46,183	14.4	1,785	0.5	5,588	0.0	15,827	2.1	4,640	2.0	0	0.0	287,881	1.7
Bristol	0	0.0	0	0.0	0	0.0	117	0.0	0	0.0	0	0.0	193	0.0	47,403	6.3	4,408	1.9	0	0.0	52,121	0.3
Cardiff	0	0.0	0	0.0	0	0.0	257	0.1	0	0.0	0	0.0	0	0.0	106	0.0	23,666	10.0	0	0.0	24,029	0.1
East Midlands	0	0.0	3,103	1.0	240	0.0	1,655	0.4	49,419	15.4	0	0.0	476	0.0	0	0.0	0	0.0	0	0.0	54,893	0.3
Edinburgh	322	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	162,706	15.0	163,028	0.9
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15	0.0	0	0.0	1,771	0.2	4	0.0	0	0.0	1,790	0.0
Gatwick	13,622	6.2	16,747	5.3	33,985	4.0	47,046	10.1	43,544	13.6	73,607	20.6	2,868,591	22.5	152,569	20.3	39,997	16.9	97,746	9.0	3,387,473	19.5
Glasgow	1,722	0.8	0	0.0	0	0.0	0	0.0	94	0.0	0	0.0	0	0.0	0	0.0	0	0.0	245,863	22.7	247,679	1.4
Heathrow	117,168	53.4	96,851	30.4	172,484	20.3	176,774	37.8	143,171	44.7	176,478	49.4	8,913,031	70.0	519,380	69.0	130,251	55.2	517,874	47.8	10,963,463	63.2
Humberside	0	0.0	12,050	3.8	0	0.0	0	0.0	2,862	0.9	0	0.0	0	0.0	63	0.0	0	0.0	0	0.0	14,975	0.1
Leeds/Bradford	1,247	0.6	52,601	16.5	1,276	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	55,125	0.3
Liverpool	1,611	0.7	600	0.2	51,951	6.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	54,162	0.3
London City	0	0.0	85	0.0	209	0.0	529	0.1	358	0.1	1,372	0.4	162,420	1.3	1,931	0.3	182	0.1	500	0.0	167,585	1.0
Luton	180	0.1	1,476	0.5	514	0.1	3,231	0.7	5,292	1.7	4,383	1.2	140,801	1.1	2,949	0.4	1,566	0.7	999	0.1	161,391	0.9
Manchester	22,219	10.1	127,898	40.1	587,426	69.0	21,197	4.5	15,688	4.9	0	0.0	4,635	0.0	389	0.1	29,302	12.4	10,016	0.9	818,771	4.7
Newcastle	56,630	25.8	1,481	0.5	284	0.0	0	0.0	39	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3,292	0.3	61,726	0.4
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	59	0.0	23,983	6.7	300	0.0	49	0.0	0	0.0	0	0.0	24,390	0.1
Southampton	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	11,454	0.1	4,495	0.6	0	0.0	0	0.0	15,949	0.1
Stansted	825	0.4	3,336	1.0	1,017	0.1	7,106	1.5	13,896	4.3	75,565	21.2	627,902	4.9	5,773	0.8	2,091	0.9	2,172	0.2	739,682	4.3
Tees-side	3,147	1.4	479	0.2	0	0.0	129	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3,754	0.0
Total	219,555	100	318,606	100	850,729	100	467,793	100	320,604	100	357,187	100	12,735,390	100	752,726	100	236,109	100	1,083,871	100	17,342,571	100

Table 107

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	160	0.0	286	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	76,806	3.2	77,537	0.3
Birmingham	4,524	0.3	96,429	3.4	43,050	1.1	1,262,776	52.2	350,173	16.2	14,935	1.8	77,676	0.9	124,138	6.6	55,365	4.0	2,175	0.1	2,031,243	7.1
Bristol	2,913	0.2	668	0.0	887	0.0	15,638	0.6	480	0.0	98	0.0	20,878	0.2	683,200	36.1	115,494	8.2	0	0.0	840,256	2.9
Cardiff	217	0.0	1,123	0.0	392	0.0	9,494	0.4	356	0.0	74	0.0	4,918	0.1	76,475	4.0	642,522	45.9	1,010	0.0	736,580	2.6
East Midlands	15,641	1.0	315,830	11.0	13,760	0.3	178,140	7.4	983,881	45.5	9,087	1.1	12,295	0.1	5,695	0.3	2,688	0.2	11,356	0.5	1,548,374	5.4
Edinburgh	3,100	0.2	178	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	247,542	10.2	250,821	0.9
Exeter	0	0.0	12	0.0	832	0.0	1,087	0.0	0	0.0	0	0.0	1,674	0.0	94,631	5.0	912	0.1	0	0.0	99,147	0.3
Gatwick	51,691	3.3	99,743	3.5	87,164	2.1	196,548	8.1	273,675	12.6	388,333	46.3	7,369,232	81.0	840,513	44.5	185,679	13.3	37,426	1.5	9,530,004	33.1
Glasgow	20,560	1.3	2,404	0.1	1,698	0.0	492	0.0	160	0.0	0	0.0	528	0.0	158	0.0	0	0.0	1,652,677	68.0	1,678,677	5.8
Humberside	4,275	0.3	111,375	3.9	171	0.0	254	0.0	16,248	0.8	45	0.0	69	0.0	0	0.0	0	0.0	818	0.0	133,255	0.5
Leeds/Bradford	19,463	1.3	394,052	13.7	13,745	0.3	554	0.0	8,159	0.4	0	0.0	1,088	0.0	378	0.0	51	0.0	1,546	0.1	499,037	1.5
Liverpool	528	0.0	3,742	0.1	167,597	4.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20,490	1.5	0	0.0	192,357	0.7
Luton	5,743	0.4	21,159	0.7	5,250	0.1	47,425	2.0	148,033	6.8	127,740	15.2	732,026	8.0	27,728	1.5	3,617	0.3	2,355	0.1	1,121,076	3.9
Manchester	364,217	23.4	1,748,873	60.8	3,745,128	91.6	699,150	28.9	347,962	16.1	9,313	1.1	58,561	0.6	25,425	1.3	367,788	26.3	239,424	9.8	7,605,841	26.4
Newcastle	960,089	61.7	63,969	2.2	3,824	0.1	355	0.0	2,954	0.1	1,404	0.2	2,978	0.0	153	0.0	348	0.0	156,243	6.4	1,192,317	4.1
Norwich	0	0.0	350	0.0	124	0.0	431	0.0	463	0.0	91,355	10.9	858	0.0	0	0.0	0	0.0	124	0.0	93,706	0.3
Stansted	1,424	0.1	4,384	0.2	2,455	0.1	8,149	0.3	30,431	1.4	196,355	23.4	818,397	9.0	11,755	0.6	5,203	0.4	0	0.0	1,078,553	3.7
Teesside	102,253	6.6	13,634	0.5	481	0.0	407	0.0	942	0.0	0	0.0	390	0.0	0	0.0	0	0.0	1,909	0.1	120,016	0.4
Total	1,556,799	100	2,878,211	100	4,086,844	100	2,420,900	100	2,163,917	100	838,739	100	9,101,567	100	1,890,251	100	1,400,156	100	2,431,412	100	28,768,796	100

Table 108

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

	Northern		Yorks/Humber-side		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	22	0.0	286	0.0	286	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	65,634	3.5	66,428	0.3
Birmingham	3,961	0.3	82,835	3.5	19,599	0.6	1,013,256	53.2	300,556	17.0	13,299	2.1	59,440	1.1	106,017	7.5	46,864	4.1	1,481	0.1	1,647,308	7.7
Bristol	2,913	0.2	668	0.0	447	0.0	11,652	0.6	480	0.0	98	0.0	17,979	0.3	573,149	40.8	96,436	8.5	0	0.0	703,822	3.3
Cardiff	159	0.0	991	0.0	235	0.0	6,490	0.3	356	0.0	74	0.0	2,149	0.0	59,333	4.2	532,609	46.7	0	0.0	602,396	2.8
East Midlands	14,914	1.1	269,163	11.2	2,009	0.1	153,148	8.0	823,317	46.5	8,726	1.4	9,688	0.2	3,354	0.2	2,173	0.2	5,319	0.3	1,291,811	6.1
Edinburgh	2,542	0.2	178	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	175,644	9.3	178,364	0.8
Exeter	0	0.0	0	0.0	832	0.0	923	0.0	0	0.0	0	0.0	901	0.0	75,331	5.4	719	0.1	0	0.0	78,706	0.4
Gatwick	21,842	1.7	67,705	2.8	46,894	1.5	121,901	6.4	204,089	11.5	286,517	44.9	4,597,129	81.9	537,001	38.2	127,535	11.2	18,023	1.0	6,028,635	28.3
Glasgow	17,805	1.4	2,175	0.1	943	0.0	492	0.0	160	0.0	0	0.0	528	0.0	158	0.0	0	0.0	1,291,131	68.1	1,313,392	6.2
Humber-side	4,275	0.3	99,312	4.1	57	0.0	157	0.0	13,942	0.8	45	0.0	69	0.0	0	0.0	0	0.0	818	0.0	118,675	0.6
Leeds/Bradford	14,369	1.1	339,526	14.2	12,415	0.4	0	0.0	5,016	0.3	0	0.0	373	0.0	0	0.0	51	0.0	1,308	0.1	373,057	1.8
Liverpool	528	0.0	3,742	0.2	126,213	3.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15,932	1.4	0	0.0	146,415	0.7
Luton	4,051	0.3	17,826	0.7	4,566	0.1	32,523	1.7	121,228	6.8	108,818	17.0	652,564	9.8	22,692	1.6	3,161	0.3	1,710	0.1	869,139	4.1
Manchester	297,113	22.8	1,443,604	60.2	3,016,132	93.3	563,216	29.5	275,849	15.6	7,858	1.2	44,763	0.8	23,803	1.7	311,303	27.3	194,562	10.3	6,178,204	29.0
Newcastle	823,141	63.2	56,200	2.3	2,809	0.1	56	0.0	2,866	0.2	1,107	0.2	2,160	0.0	153	0.0	0	0.0	137,660	7.3	1,026,152	4.8
Norwich	0	0.0	283	0.0	124	0.0	431	0.0	213	0.0	80,925	12.7	791	0.0	0	0.0	0	0.0	124	0.0	82,891	0.4
Stansted	929	0.1	2,467	0.1	0	0.0	1,744	0.1	23,402	1.3	131,303	20.6	324,038	5.8	3,339	0.2	2,758	0.2	0	0.0	489,980	2.3
Tees-side	93,143	7.2	12,099	0.5	75	0.0	407	0.0	552	0.0	0	0.0	390	0.0	0	0.0	0	0.0	1,909	0.1	108,575	0.5
Total	1,301,708	100	2,399,062	100	3,233,635	100	1,906,395	100	1,772,025	100	638,768	100	5,612,962	100	1,404,330	100	1,139,541	100	1,895,522	100	21,303,949	100

Table 109

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	137	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	8,262	2.0	8,399	0.2
Birmingham	435	0.2	12,009	3.1	18,491	2.8	205,176	52.5	43,137	12.6	0	0.0	12,207	0.6	16,507	4.2	7,101	3.4	695	0.2	315,768	6.0
Bristol	0	0.0	0	0.0	248	0.0	3,979	1.0	0	0.0	0	0.0	1,414	0.1	101,122	25.9	17,587	8.4	0	0.0	124,350	2.4
Cardiff	58	0.0	132	0.0	0	0.0	2,875	0.7	0	0.0	0	0.0	2,613	0.1	15,947	4.1	99,455	47.3	759	0.2	121,838	2.3
East Midlands	727	0.3	40,888	10.5	11,751	1.8	20,051	5.1	148,560	43.4	359	0.3	2,365	0.1	2,339	0.6	515	0.2	6,036	1.4	233,593	4.5
Edinburgh	469	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39,974	9.5	40,443	0.8
Exeter	0	0.0	12	0.0	0	0.0	0	0.0	0	0.0	0	0.0	648	0.0	17,109	4.4	193	0.1	0	0.0	17,961	0.3
Gatwick	22,104	10.1	21,224	5.5	31,406	4.7	44,176	11.3	55,676	16.3	65,100	46.1	1,744,283	84.9	229,114	58.7	39,092	18.6	11,681	2.8	2,263,857	43.3
Glasgow	2,363	1.1	229	0.1	207	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	298,649	71.3	301,447	5.8
Humberside	0	0.0	9,013	2.3	114	0.0	96	0.0	2,079	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	11,303	0.2
Leeds/Bradford	5,094	2.3	44,653	11.5	992	0.1	0	0.0	1,900	0.6	0	0.0	0	0.0	378	0.1	0	0.0	0	0.0	53,018	1.0
Liverpool	0	0.0	0	0.0	41,384	6.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4,393	2.1	0	0.0	45,777	0.9
Luton	1,692	0.8	2,998	0.8	456	0.1	4,877	1.2	24,077	7.0	15,983	11.3	113,933	5.5	2,629	0.7	456	0.2	0	0.0	167,100	3.2
Manchester	51,006	23.3	245,919	63.4	561,671	84.0	103,741	26.6	60,192	17.6	1,455	1.0	12,388	0.6	1,607	0.4	41,116	19.5	36,679	8.8	1,115,775	21.4
Newcastle	125,832	57.5	7,387	1.9	1,015	0.2	299	0.1	0	0.0	0	0.0	818	0.0	0	0.0	0	0.0	16,269	3.9	151,619	2.9
Norwich	0	0.0	67	0.0	0	0.0	0	0.0	250	0.1	9,204	6.5	67	0.0	0	0.0	0	0.0	0	0.0	9,568	0.2
Stansted	495	0.2	1,698	0.4	380	0.1	5,172	1.3	5,730	1.7	48,980	34.7	163,762	8.0	3,411	0.9	411	0.2	0	0.0	230,040	4.4
Tees-side	8,437	3.9	1,535	0.4	407	0.1	0	0.0	390	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10,769	0.2
Total	218,852	100	387,762	100	668,521	100	390,442	100	341,992	100	141,082	100	2,054,499	100	390,162	100	210,318	100	419,003	100	5,222,634	100

Table 110

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

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total			
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%		
Aberdeen	927	0.1	832	0.1	326	0.0	155	0.0	427	0.1	1,726	0.0	430	0.1	201	0.1	1,222,254	16.6	1,227,278	6.0				
Birmingham	2,480	0.2	4,770	0.6	10,104	0.5	514,182	78.3	5,777	1.8	47,358	0.7	50,287	7.5	14,890	5.7		0.0	757,036	3.7				
Bristol	0	0.0	0	0.0	394	0.0	2,252	0.3	0	0.0	2,292	0.0	223,215	33.2	24,928	9.6	0	0.0	253,081	1.2				
Cardiff	0	0.0	0	0.0	0	0.0	327	0.0	0	0.0	0	0.0	2,706	0.4	86,722	33.4	0	0.0	89,755	0.4				
East Midlands	556	0.1	24,868	3.1	478	0.0	19,893	3.0	2,426	0.8	5,106	0.1	469	0.1	180	0.1	2,954,645	40.2	364,583	1.8				
Edinburgh	9,547	0.9	1,992	0.3	0	0.0	0	0.0	373	0.1	1,788	0.0	80,946	12.1	921	0.4	40	0.0	87,235	0.4				
Exeter	122	0.0	0	0.0	67	0.0	531	0.1	425	0.1	3,953	0.1	19,417	2.9	2,261	0.9	2,481	0.0	1,338,220	6.6				
Gatwick	2,149	0.2	5,721	0.7	5,532	0.3	7,223	1.1	16,505	5.2	1,269,469	18.9	1,189	0.2	336	0.1	2,888,137	39.3	2,897,767	14.2				
Glasgow	1,863	0.2	446	0.1	1,542	0.1	952	0.1	207	0.1	3,074	0.0	182,371	27.2	22,108	8.5	2,577	0.0	4,140,476	20.3				
Heathrow	1,826	0.2	3,690	0.5	9,432	0.5	11,942	1.8	24,071	7.5	3,866,292	57.7	58	0.0	0	0.0	231	0.0	25,856	0.1				
Humberside	114	0.0	19,533	2.5	0	0.0	0	0.0	5,895	1.1	25	0.0	0	0.0	0	0.0	278,004	3.8	278,004	1.4				
Inverness	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	475,115	2.3				
Leeds/Bradford	4,541	0.4	458,794	57.8	5,647	0.3	249	0.0	114	0.0	1,130	0.0	1,444	0.0	8,251	3.2	127	0.0	259,342	1.3				
Liverpool	435	0.0	1,564	0.2	242,694	11.9	2,060	0.3	142	0.0	21,963	0.3	64	0.0	0	0.0	64	0.0	22,217	0.1				
London City	0	0.0	0	0.0	0	0.0	0	0.0	126	0.0	376,229	5.6	7,840	1.2	1,894	0.7	214	0.0	431,872	2.1				
Luton	0	0.0	0	0.0	0	0.0	7,366	1.1	16,842	5.3	3,416	0.1	314	0.0	89,272	34.3	3,222	0.0	2,258,537	11.1				
Manchester	48,866	4.6	225,639	28.4	1,762,192	86.3	81,639	12.4	43,978	8.2	9,345	2.9	275	0.0	71	0.0	238	0.0	802,374	3.9				
Newcastle	781,928	73.8	10,167	1.3	0	0.0	69	0.0	281	0.1	64,795	20.3	197	0.0	0	0.0	0	0.0	65,186	0.3				
Norwich	0	0.0	0	0.0	63	0.0	0	0.0	131	0.0	5,043	1.6	326,297	4.9	4,794	1.8	2,799	0.0	449,208	2.2				
Southampton	292	0.0	2,395	0.3	2,827	0.1	6,871	1.0	3,338	0.6	173,452	54.2	773,589	11.5	6,615	1.0	1,033	0.0	970,786	4.8				
Stansted	610	0.1	0	0.0	0	0.0	770	0.1	11,695	2.2	0	0.0	133	0.0	68	0.0	56	0.0	237,164	1.2				
Teesside	202,795	19.1	33,671	4.2	43	0.0	0	0.0	45	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0				
Total	1,059,069	100	794,083	100	2,041,340	100	656,481	100	534,964	100	319,755	100	6,705,758	100	671,345	100	259,911	100	7,357,200	100	20,399,905	100		

Table 111
Propensity to fly for UK international passengers by planning region and passenger type in 1996.

Planning region	1995 UK (1) Population (000s)	International UK passengers										Propensity to fly (2)			
		Scheduled business		Scheduled leisure		Charter inclusive tour		Charter leisure other		Total international		1987	1990	1991	1996
		Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	Passengers (000s)	Percentage of population	1987	1990
East Anglia	2,123	356	16.8	612	28.8	639	30.1	141	6.6	1,747	82.3	0.56	0.58	0.59	0.82
East Midlands	4,124	548	13.3	862	20.9	1,772	43.0	342	8.3	3,525	85.5	0.53	0.53	0.52	0.85
North West	6,410	876	13.7	1,676	26.1	3,234	50.4	669	10.4	6,454	100.7	0.65	0.74	0.75	1.01
Northern	3,095	279	9.0	419	13.5	1,302	42.1	219	7.1	2,219	71.7	0.48	0.50	0.50	0.72
Scotland	5,137	572	11.1	1,179	23.0	1,896	36.9	419	8.2	4,066	79.1	0.48	0.54	0.54	0.79
South East	17,989	7,097	39.5	10,884	60.5	5,613	31.2	2,055	11.4	25,649	142.6	1.08	1.17	1.15	1.45
South West	4,827	671	13.9	1,331	27.6	1,404	29.1	390	8.1	3,796	78.6	0.55	0.57	0.55	0.79
Wales	2,917	227	7.8	434	14.9	1,140	39.1	210	7.2	2,011	68.9	0.46	0.46	0.43	0.69
West Midlands	5,306	661	12.5	1,171	22.1	1,906	35.9	390	7.4	4,129	77.8	0.52	0.58	0.57	0.78
Yorks/Humber-side	5,029	450	8.9	843	16.8	2,399	47.7	388	7.7	4,079	81.1	0.54	0.56	0.55	0.81
Total	56,957	11,738	20.6	19,411	34.1	21,304	37.4	5,223	9.2	57,675	101.3	0.71	0.76	0.75	1.01

(1) Source OPCS, Mid year 1995

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

Table 112
UK international scheduled passengers by planning region and passenger type in 1987, 1991 and 1996.

Planning region	1995 UK (1) population (000s)	International UK passengers (2)									
		Scheduled business			Scheduled leisure			Total international scheduled			
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	
East Anglia	2,123	192	271	356	269	416	612	461	687	967	
East Midlands	4,124	255	350	348	375	550	862	630	900	1,411	
North West	6,410	454	640	876	732	1,101	1,676	1,186	1,741	2,552	
Northern	3,095	131	180	279	197	284	419	328	464	698	
Scotland	5,137	287	396	572	483	783	1,179	770	1,179	1,751	
South East	17,989	4,198	5,504	7,097	6,219	8,399	10,884	10,417	13,903	17,982	
South West	4,827	344	469	671	712	938	1,331	1,056	1,407	2,002	
Wales	2,917	97	120	227	222	307	454	319	427	661	
West Midlands	5,306	332	480	661	538	815	1,171	870	1,295	1,833	
Yorks/Humberside	5,029	186	251	450	396	573	843	582	824	1,292	
Total	56,957	6,476	8,661	11,738	10,143	14,166	19,411	16,619	22,827	31,148	

(1) Source OPCS Mid year 1995

(2) Includes passengers connecting on domestic flights

Table 113

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

Planning region	1995 UK (1) population (000s)	International UK passengers											
		Charter inclusive tour			Charter leisure other			Total charter leisure					
		1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)	1987 Passengers (000s)	1991 Passengers (000s)	1996 Passengers (000s)			
East Anglia	2,123	374	639	138	153	141	659	527	780				
East Midlands	4,124	935	1,772	238	260	342	1,455	1,195	2,114				
North West	6,410	2,502	3,234	513	537	669	2,971	3,039	3,902				
Northern	3,095	855	1,302	231	220	219	1,137	1,075	1,521				
Scotland	5,137	1,242	1,896	321	307	419	1,707	1,549	2,313				
South East	17,989	4,030	5,613	1,924	2,185	2,055	8,212	6,215	7,668				
South West	4,827	849	1,404	278	329	390	1,454	1,178	1,795				
Wales	2,917	640	1,110	167	178	210	983	818	1,350				
West Midlands	5,306	1,269	1,906	386	409	390	1,855	1,678	2,297				
Yorks/Humberside	5,029	1,597	2,399	309	305	388	2,071	1,902	2,787				
Total	56,957	14,293	21,304	4,505	4,883	5,223	22,504	19,176	26,527				

(1) Source OPCS Mid year 1995

Table 11.4

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

UK scheduled business

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

UK scheduled leisure

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

UK charter non inclusive tour leisure

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

UK charter inclusive tour

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

UK scheduled total

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

UK charter total

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

UK total

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

Table 115
Market Share of International Passengers in 1987, 1991 and 1996.

Passenger Type	Gatwick			Heathrow			Manchester			Other Airports		
	1987	1991	1996	1987	1991	1996	1987	1991	1996	1987	1991	1996
	%	%	%	%	%	%	%	%	%	%	%	%
International Scheduled												
UK Business	14	11	9	72	69	64	6	7	8	8	13	19
UK Leisure	22	26	20	65	55	55	3	8	10	10	11	13
Foreign business	14	12	12	76	73	65	3	5	6	7	10	17
Foreign Leisure	20	23	20	71	64	63	3	4	5	6	9	12
International Charter												
UK Inclusive Tour	40	32	28	0	0	0	25	33	29	35	35	43
UK Leisure Other	46	53	43	0	0	0	19	18	21	35	29	36

Appendix B

Sampling Techniques

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

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

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

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

It was assumed that those passengers who were candidates for an interview, but who for one of a variety of reasons were not able to be interviewed, had the same characteristics as those who were successfully interviewed. Table B.2 shows the number and proportion of passengers interviewed at each of the airports during the survey period. Overall the success rate was 95%.

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

Table B1 Summary of Sampling Procedure

<i>Airport</i>	<i>When Sampled</i>	<i>Shift Times</i>	<i>Team Sizes</i>
Birmingham			
Eurohub	1 shift per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts.	5
Main	1 shift per week		5
Gatwick			
North	2 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	7
South	2 shifts per week		7
Domestic	2 shifts per week		4
Heathrow			
Terminal 1 Domestic	2.5 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts.	6
Terminal 1 International	2.5 shifts per week		6
Terminal 2	2.5 shifts per week	8 am shifts, 6 pm shifts 10 am shifts, 8 pm shifts	6
Terminal 3	2.5 shifts per week		
Terminal 4	2.5 shifts per week		
London City	1 shift per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	4
Luton	1 shift per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	4
Manchester			
T1	1 shift per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts.	6
T2	1 shift per week		6
Domestic	1 shift per week		4
Stansted	1 shift per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	4

Table B2 Summary of Sample Sizes and Success Rates

<i>Airport</i>	<i>Total Contacts</i>	<i>Interviews</i>	<i>Negative Contacts</i>	<i>Success Rate</i>
Birmingham	14,608	13,791	817	94.4%
Gatwick	108,229	103,634	4,595	95.8%
Heathrow	211,677	201,216	10,461	95.1%
London City	5,336	4,787	549	89.7%
Luton	7,885	7,588	297	96.2%
Manchester	26,859	25,030	1,829	96.2%
Stansted	9,438	8,168	1,270	86.5%
Total	384,032	364,214	19,818	94.8%



SURVEYS

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

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

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

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

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



Civil Aviation Authority,
CAA House
Surveys, Room T415
45-59 Kingsway
LONDON WC2B 6TE
Tel 0171 832 6352
Fax 0171 240 1153

1996 AIRPORT SURVEY

HEATHROW AIRPORT
TERMINAL 2 INTERNATIONAL
January - December 1996

0 1 2

--	--	--	--	--

Date

--	--	--	--	--

ROUTE
Domestic..... 1
International..... 2

SEX
Male..... 1
Female..... 2

OUTCOME
Positive..... 1
Negative..... 2... Refusal
3... Ineligible
4... No Time
5... No English (Go to Q1)
6... Other

Time

--	--	--	--	--

FLIGHT TYPE
Scheduled..... 1
Charter..... 2

Flight Number

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

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

If UK/WESTERN EUROPE at Q1 go to Q2. If FOREIGN go to Q3
Where is your HOME ?

SHOW CARDS 1-4 FOR WESTERN EUROPE

Town.....

--	--	--	--	--

District Council/London Borough.....

County/District.....

UK Passengers only
And can you please tell me your postcode ?

--	--	--	--	--	--	--	--

ALL PASSENGERS

2 Have you arrived at this airport BY AIR within the last 24 hours ?
YES.....1 Go to Q4
NO.....2 Go to Q14

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

Change planes.....1 Go to Q5
Other reason.....2 Go to Q14

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

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

5 Which AIRPORT did you fly from ?

6 Which AIRLINE did you fly with ?

7 At which TERMINAL did you arrive ?

Heathrow Gatwick
1 2 3 4 5 (S) 6 (N)

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

Yes.....1 Go to Q11
No.....2 Go to Q10

9 At which AIRPORT did you start your air journey ?

.....(country/state)
Airport in Q6, UK Airports Go to Q27, Other Go to Q11
INTERNATIONAL - INTERNATIONAL INTERLINERS ONLY

11 Did you stay OVERNIGHT in the UK ? Yes.....1 Go to Q12
No.....2 Go to Q27

12 Where did you STAY?

13 Would you have stayed overnight IF a SAMEDAY flight had been available ?
Yes.....1
No.....2

Go to Q27 (LGW/STN/LTN Go to Q18)

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

Town.....

District Council/London Borough.....

County.....

Postcode

--	--	--	--	--

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

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

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

IF TRANSIT, go back and ask Q14 AGAIN unless transit from LGW/STN/LTN AIRPORT then go to Q6

SHOW CARD 5 ASK ALL NON UK RESIDENTS

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

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

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

.....

Go to Q18

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

Mode used	From.....	To.....	To.....	To.....	Driven Away
CAR	Private Car	01	01	01	
	Hire	02	02	02	
	Parked Short Term Car Park	03	03	03	
	Parked Business Car Park	04	04	04	
	Parked Staff Car Park	05	05	05	
COURTESY BUS	Business Car Park Bus	06	06	06	
	Airport Long Term Car Park Bus	07	07	07	
	Private Long Term Car Park Bus	08	08	08	
	Staff Car Park Bus	09	09	09	
	Hire Car Bus	10	10	10	
	Hotel Car Park Bus	11	11	11	
	Hotel Bus	12	12	12	
TAXIS	Courtesy Car (Airlines)	13	13	13	
	Taxi	15	15	15	
MINICAB	Minicab	16	16	16	
	BUS COACHES	Charter Coach	17	17	17
Rail/Air Bus (Reading/Woking)		19	19	19	
National/Regional Coach Service		20	20	20	
London Transport Airbus		21	21	21	
Gatwick/Heathrow Coach Service		24	24	24	
London Bus Companies		25	25	25	
Local Bus Companies		26	26	26	
TRAINS	Tube	30	30	30	
	National Railways	36	36	36	
OTHER	Boat	37	37	37	
	Write in.....	38	38	38	

FARE PAYING PASSENGERS ONLY (MODES 11-38)

19 HOW MUCH did it cost you to travel to the airport?

£ p Group Size

 Single.....1
 Return.....2

ALL SURFACE PASSENGERS

20 HOW LONG did your journey take from (place in Q14)?

Hours Minutes

21 Why did you CHOOSE to travel to the airport today by (final mode in Q18)?

.....

22 Including yourself, how many people are TRAVELLING in your immediate group?

23 What TIME did you ENTER the terminal building today?

24 Is this your OUTWARD or RETURN journey?

Outward.....1 Go to Q25
 Return.....2 Go to Q26
 Single.....3 Go to Q27

25 How long WILL you be away?

OR

26 How long HAVE you been away?

Weeks Days Hours

ALL PASSENGERS

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

.....

28 What is your FLIGHT NUMBER?

.....

29 Are you flying there just to CHANGE planes or are you COMPLETING your air journey at (airport in Q27)?

Complete.....1 Go to Q33
 Change.....2 Go to Q30

30 At which airport will you COMPLETE your air journey?

.....(country/state)

31 Which AIRLINE will you use to fly from (airport in Q27)?

.....

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

33 Where is your MAIN DESTINATION ? Town/City.....
Country/State.....

--	--	--	--

34 What mode of TRANSPORT will you use to leave (airport in Q27 or Q30)?

Circle mode Private Car...1 Hire...2 Taxi...3 Bus/coach...4 Train...5 Other...6 Don't Know...7

WESTERN CONTINENTAL EUROPEAN DESTINATIONS ONLY

35 What is the nearest airport to your MAIN destination ?.....(1st destination for side trip)

SHOW CARD 7

36 What is the CHIEF PURPOSE of your present trip?

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

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

SKIING
UK Residents
Go to Q40

UK RESIDENTS ONLY

37 What is your OCCUPATION ?
Job title.....
Qualifications.....
Size site/dept..... responsible for.....

UK IT PASSENGERS ONLY

40 WHO booked your holiday ? Self.....1
Other.....2
Don't Know.....3

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

ALL BUSINESS PASSENGERS

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

ALL NON BUSINESS PASSENGERS SHOW CARD 8

42 Which of these AGE groups do you come into ?

--	--

If groups 1-4 end interview

SHOW CARD 8

39 Which of these AGE groups do you come into ?

--	--

If groups 1-4 end interview

UK RESIDENTS ONLY

43 What is the occupation of the chief INCOME earner in your household?
Job title.....
Qualifications.....
Size site/dept..... responsible for.....

ALL NON BUSINESS PASSENGERS

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

--	--

45 How many are CHILDREN under 16 ?

--	--

Go to Q46

Go to Q46

46: Have you FLOWN BEFORE ?

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

Single sector

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

OR

Multi sector

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

RECORD SINGLE TRIPS
 DO NOT COUNT CURRENT TRIP

12 Months	1 Month

SHOW CARD 9: ASK ALL PASSENGERS

48: Why did you choose to fly from HEATHROW Airport today ?.....

WESTERN EUROPE ONLY

49: Have you used EUROSTAR ? Yes.....1 Go to Q50 Brussels Lille Paris
 No.....2 Go to Q50

50: Why did you NOT use EUROSTAR for this trip?.....

NON-BUSINESS PASSENGERS ONLY CURRENT SECTOR ONLY SHOW CARD 10

51: What TYPE of ticket do you have ?

- First.....1
- Business/Club.....2
- Economy - Full fare.....3
- Economy - Discount.....4
- Economy - don't know.....5
- Charter seat only.....6
- Standby.....7
- Staff - discount.....8
- Airmiles.....9
- Frequent Flyer (other scheme).....10
- Other (write in).....11

52: Is your ticket SINGLE or RETURN?

- Single.....1 Go to Q53
- Return.....2 Go to Q53

CURRENT SECTOR ONLY

53: How much did your ticket COST ? CURRENCY

SHOW CARD 11

54: WHO purchased your ticket?.....

55: WHERE was your ticket purchased?.....

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

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

ALL BUSINESS PASSENGERS SHOW CARD 12

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

--	--

ALL NON BUSINESS PASSENGERS SHOW CARD 12

57b: Can you indicate from this card the total ANNUAL INCOME OF ALL your family living in your home BEFORE tax and other deductions ?

--	--

THANK YOU VERY MUCH FOR YOUR HELP

7/97

BUSINESS

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

NON BUSINESS

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

Appendix C

Weighting Techniques

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

As some flights only operated at times when shifts were not run e.g. rugby charter flights to Dublin when England played Ireland, and diversions and most domestic charter flights were not generally covered, the weighted survey totals were different from those published in 1996 annual statistics as described earlier in Table A2.

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

Appendix D

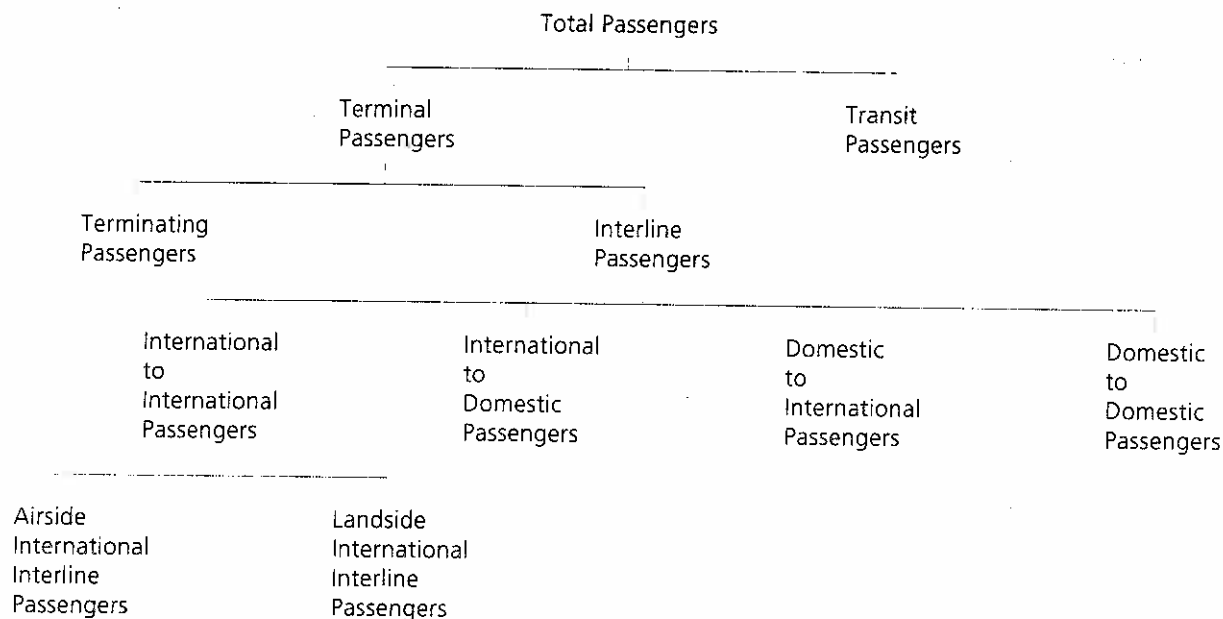
Definitions

Passengers' use of airport

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

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

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



Origin/destination

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

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

UK and foreign passengers

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

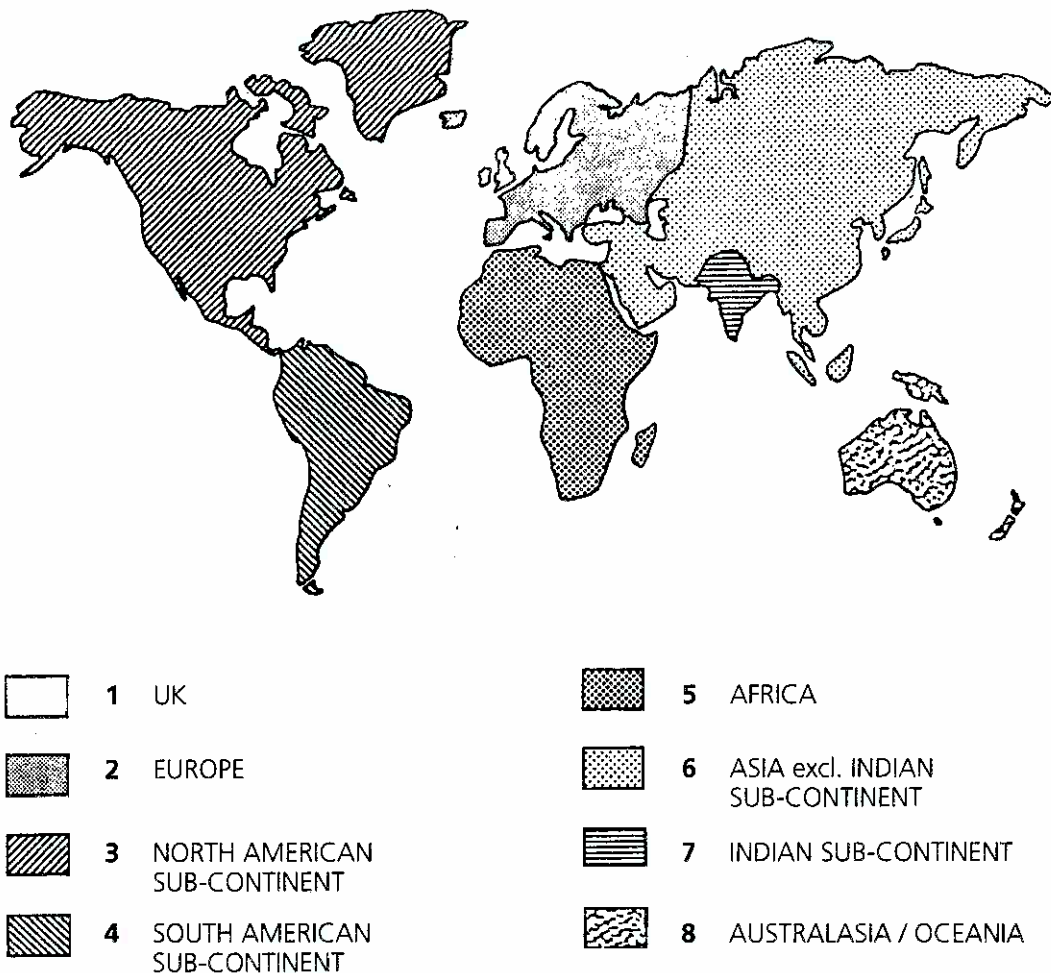


Figure D1 Illustrates the definition of passengers' country of residence

Business and leisure passengers

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

Business

Business	
Attending internal company business	
Meetings with customers/others	
Conference/Congress	
Trade Fair/Exhibition	
Armed Services	
Airline Staff	
Contract Home Leave	
Overseas Employment	- Less than 12 months
	- 12 months or more
Studies paid by employer	- Formal academic course
	- Other
Au Pair	

Leisure	
Holiday – Fare paid separately	
Holiday – IT/Package	- Hotel
	- Self Catering
	- ruise
Visiting friends and relatives	
Migration	
Studies (private/grants)	- Formal academic course
	- Other
Cultural/sports	
Unaccompanied school children	
Other	

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

Domestic and international passengers

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

Modes of transport

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

Socio-economic group

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

Table D1 Planning regions

NORTHERN PLANNING REGION

CUMBRIA

Carlisle
Allerdale
Copeland
Eden
South Lakeland
Barrow-in-Furness

NORTHUMBERLAND

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

TYNE & WEAR

Newcastle-upon-Tyne
Gateshead
Sunderland
South Tyneside
North Tyneside

DURHAM

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

CLEVELAND

Hartlepool
Stockton-on-Tees
Langbaugh
Middlesbrough

YORKSHIRE AND HUMBERSIDE PLANNING REGION

HUMBERSIDE

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

SOUTH YORKSHIRE

Sheffield
Rotherham
Doncaster
Barnsley

WEST YORKSHIRE

Wakefield
Kirklees
Calderdale
Bradford
Leeds

NORTH YORKSHIRE

Richmondshire
Craven
Harrogate
Hambleton
Ryedale

York
Selby
Scarborough

EAST MIDLANDS PLANNING REGION

DERBYSHIRE

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

NOTTINGHAMSHIRE

Bassetlaw
Newark
Ashfield
Gedling
Mansfield
Rushcliffe
Broxtowe
Nottingham

LINCOLNSHIRE

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

LEICESTERSHIRE

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

NORTHAMPTONSHIRE

Corby
Kettering
Daventry
East Northamptonshire
Northampton
Wellingborough
South Northamptonshire

EAST ANGLIA PLANNING REGION

CAMBRIDGESHIRE

Peterborough
Fenland
East Cambridgeshire
Cambridge
South Cambridgeshire
Huntingdon

NORFOLK

West Norfolk
Breckland
North Norfolk
Broadland
Norwich
South Norfolk
Great Yarmouth

SUFFOLK

Forest Heath
St Edmundsbury
Mid Suffolk
Babergh
Suffolk Coastal
Ipswich
Waveney

SOUTH EAST PLANNING REGION

GLC

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

SURREY

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

KENT

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

ESSEX

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

HERTFORDSHIRE

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

WEST SUSSEX

Chichester
Horsham
Crawley
Mid Sussex
Adur
Worthing
Arun

EAST SUSSEX

Hove
Brighton
Lewes
Wealden
Eastbourne
Rother
Hastings

BERKSHIRE

Newbury
Reading
Wokingham
Bracknell
Windsor and Maidenhead
Slough

BEDFORDSHIRE

South Bedfordshire
Luton
Mid Bedfordshire
North Bedfordshire

BUCKINGHAMSHIRE

Milton Keynes
Aylesbury Vale
Chiltern
Wycombe
Beaconsfield

HAMPSHIRE

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

Portsmouth
Gosport
Southampton
New Forest

OXFORDSHIRE
Cherwell
West Oxfordshire
Oxford
South Oxford
Vale of White Horse

ISLE OF WIGHT
Medina
South Wight

**SOUTH WESTERN
PLANNING REGION**

CORNWALL
Penrith
Kerrier
Carrick
Restormel
Caradon
North Cornwall

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

SOMERSET
West Somerset
Taunton Deane
Yeovil
Mendip
Sedgemoor

AVON
Northavon
Kingswood
Bristol
Woodspring
Bath
Wansdyke

GLOUCESTERSHIRE
Forest of Dean
Gloucester
Tewkesbury
Cheltenham
Cotswold
Stroud

WILTSHIRE
North Wiltshire
Thamesdown
Kennet
West Wiltshire
Salisbury

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

SCILLY ISLES

CHANNEL ISLES

WALES PLANNING REGION

SOUTH GLAMORGAN
Cardiff
Vale of Glamorgan

WEST GLAMORGAN
Swansea
Lliw Valley
Neath
Afan

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

GWENT
Newport
Monmouth
Torfaen
Blaenau Gwent
Islwyn

POWYS
Montgomery
Radnor
Brecknock

DYFED
Ceredigion
Dinefwr
Carmarthen
Llanelli
South Pembrokeshire
Preseli

CLWYD
Colwyn
Glyndwr
Wrexham Maclor
Delyn
Alyn and Deeside
Rhuddlan

GWYNEDD
Isle of Anglesey
Arfon
Aberconwy
Dwyfor
Meirionnydd

**WEST MIDLANDS
PLANNING REGION**

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

WEST MIDLANDS
Wolverhampton
Sandwell
Dudley
Birmingham
Solihull
Coventry
Walsall

WARWICKSHIRE
North Warwickshire
Nuneaton
Rugby
Warwick
Stratford-on-Avon

HEREFORD AND WORCESTER

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

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

**NORTH WESTERN
PLANNING REGION**

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

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

GREATER MANCHESTER

Manchester
Salford
Stockport
Rochdale
Wigan
Bury
Bolton
Tameside
Trafford
Oldham

MERSEYSIDE

Liverpool
Wirral
Sefton
Knowsley
St Helens

ISLE OF MAN

**SCOTLAND PLANNING
REGION**

HIGHLAND REGION

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

GRAMPIAN REGION

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

TAYSIDE

Perth and Kinross
Angus
City of Dundee

CENTRAL REGION

Stirling
Clackmannan
Falkirk

FIFE REGION

North East Fife
Kirkcaldy
Dunfermline

LOTHIAN REGION

City of Edinburgh
West Lothian
Midlothian
East Lothian

STRATHCLYDE REGION

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

BORDERS REGION

Berwickshire
Tweeddale
Ettrick and Lauderdale
Roxburgh

**DUMFRIES AND GALLOWAY
REGION**

Wigtown
Stewarty
Nithsdale
Annandale and Eskdale

ISLANDS AUTHORITIES

Orkneys
Shetland
Western Isles

Appendix E

Past origin/destination surveys and availability of more detailed information

Table E1

Large scale origin/destination surveys conducted since 1968

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

<i>Year</i>	<i>Airports surveyed</i>	<i>Interviews obtained</i>	<i>Fieldwork contractor</i>	<i>Data processing</i>	<i>Report details</i>
1983	Birmingham East Midlands Liverpool Manchester	40000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 515
1984	Gatwick Heathrow Luton Stansted	118000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 556
1985	Belfast Bristol Cardiff Leeds/Bradford Newcastle Southampton Teesside	44000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 557
1987	Gatwick Heathrow Luton Manchester Stansted	532000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 560
1990	Aberdeen Edinburgh Glasgow Inverness Prestwick	50500	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 598
1991	Gatwick Heathrow London City Luton Stansted	267000	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 610
1992/93	Birmingham East Midlands Leeds/Bradford Manchester	52000	BIA/CAA	CAA Surveys	Civil Aviation Authority CAP 618
1994/5	Humberside Newcastle Norwich Teesside	21000	CAA	CAA Surveys	Civil Aviation Authority CAP 656
1994/5	Bristol Cardiff Exeter Southampton	20000	CAA	CAA Surveys	Civil Aviation Authority CAP 657
1994/5	Belfast City Belfast International	7000 10000	CAA	CAA Surveys	Civil Aviation Authority CAP 665
1996	Birmingham Gatwick Heathrow London City Luton Manchester Stansted	364000	BAA/BIA/CAA	CAA Surveys	Civil Aviation Authority CAP 677
1996	Aberdeen Edinburgh Glasgow Inverness	46,400	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 678

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UK passengers

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