

**Economic Regulation Group**



# **CAA Passenger Survey Report 2004**

**Survey of passengers at Gatwick, Heathrow, Luton, Manchester & Stansted Airports**

# Contents

## PREFACE

Chapter 1	Introduction
Chapter 2	Gatwick Airport
Chapter 3	Heathrow Airport
Chapter 4	Luton Airport
Chapter 5	Manchester Airport
Chapter 6	Stansted Airport

## London Summary

## North West Summary

Appendix A	Tables and Charts
Appendix B	Sampling Techniques
Appendix C	Weighting Techniques
Appendix D	Definitions
Appendix E	Past origin/destination surveys and data availability

## Contacts

# Preface

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

This year we have increased the coverage of this publication and hope that readers will find it of interest. It is possible to produce tailor-made reports from the survey that examine the market down to an individual route level.

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

## The Role of ERG

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

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

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

We would like to thank them for the assistance they gave towards the smooth running of the 2004 survey.

# **Chapter 1**

## **Introduction**

This report covers the airports Gatwick, Heathrow, Luton, Manchester and Stansted. Definitions of all terms used throughout this report appear in the Appendix section.

### **In the Beginning**

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

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

### **Continuous Surveys**

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

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

### **2004 Survey**

In planning the 2004 survey of air passengers, a principal concern was to derive maximum value from the information collected, but at the same time to minimize passenger inconvenience. Therefore, in order to cause as little disruption to passenger flow as possible, it was necessary to impose a constraint on questionnaire length and content. To cause minimum inconvenience, most passengers were interviewed whilst waiting to board their aircraft.

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

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

Sample questionnaires used throughout the survey are reproduced in the Appendices

# Chapter 2

## Gatwick Airport

### Introduction

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

### Traffic Patterns <sup>(T1-T2)</sup>

Gatwick Airport handled just over 30.8 million passengers in 2004, 12.5% on domestic and 87.5% on international services. This compares with the 29.2 million reported during 2003, which comprised of 13% domestic and 87% international.

### Passenger Profile <sup>(T3-T5)</sup>

86% of passengers using Gatwick were terminating in 2004 compared with the 84% reported in 2003.

Leisure traffic continued to dominate Gatwick, with around 84% of all passengers travelling in 2004 reporting they were flying for leisure purposes, a slight increase from the 83% recorded the year before.

Business traffic accounted for the remaining 16% in 2004.

### Surface Origin <sup>(T6-T8)</sup>

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

The majority of terminating passengers using Gatwick Airport begin their surface journey from the South East planning region. In fact the proportion of terminating passengers originating from the South East have only marginally changed from 82% in 2003 to 83% in 2004. The South West and East Anglia planning regions account for the majority of remaining terminating traffic.

### Surface Access Modes <sup>(T9)</sup>

Passengers travelling to Gatwick by surface means have a number of options available to them. The proportion of passengers electing to arrive by private car has remained largely unaltered since 2003 at around 51% as has taxi usage fixed at around 15%.

Use of the Gatwick Express has slightly increased since 2003 from 14.5% to 15% with a corresponding fall in bus usage.

### Trip Length <sup>(T15)</sup>

The average trip length of UK business passengers travelling on international scheduled services was just over 5 days, with around 8% having a trip length of 24 hours or less.

Over 37% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a fall from the 45% recorded during 2003.

Not surprisingly leisure passengers' trips were longer than their business counterparts, with over 50% of UK holiday makers travelling on scheduled international services being away between one and two weeks.

### **Income and Socio-Economic Group** <sup>(T16, T17)</sup>

Foreign business passengers on domestic trips had slightly higher average incomes (£72,049) than their UK counterparts (£61,173).

Just over 54% of UK business passengers using the airport came from socio-economic groups A/B and around 41% from the C1 group. For UK leisure passengers 36% came from the A/B socio-economic group with around 38% coming from the C1 group. Generally there proportions observed seem largely unaltered from 2003.

### **Family Make-Up** <sup>(T18)</sup>

Considering all UK leisure passengers, irrespective of the service they take, 25% reported that they had children under the age of 16 years.

### **Business Travel** <sup>(T19)</sup>

Around 36% of foreign business passengers were working in the production industries, this represents an increase from 31% recorded during 2003. The proportion of UK business passengers from this sector also increased this time from 24% in 2003 to 28% in 2004.

The proportion of UK passengers travelling in the public service sector rose from 17% in 2003 to 22% last year. There was a corresponding fall in those employed in the Transport & Communications sector, down from 22% to 13%.

### **Journey Purpose and Sex of Passenger** <sup>(T20, T21)</sup>

In 2003, travelling on international services, 74% of foreign passengers were travelling on leisure and 26% on business. By 2004 the proportion of foreign passengers travelling on business (domestic and international) had increased slightly from 38% to 39% with a corresponding change in leisure passengers.

### **Age** <sup>(T23)</sup>

The average age of UK leisure passengers was 42 as were their foreign leisure counterparts.

The average age of UK business passengers was just under 42 while their foreign business counterparts were slightly above 42. As was reported in 2003, UK business passengers in the "35-44" age group continued to dominate, accounting for just over 31%.

### ***First Time Fliers*** <sup>(T34)</sup>

The highest proportion of first time fliers at Gatwick could be found in charter Inclusive tour services, with slightly over 1% of traffic flying for the first time.



# Chapter 3

## Heathrow Airport

### Introduction

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

### Traffic Patterns <sup>(T1-T2)</sup>

Heathrow Airport handled just over 66.9 million passengers in 2004, 10.3% on domestic and 89.7% on international services. This compares with the 63 million reported during 2003, which comprised of 10.5% domestic and 89.5% international.

### Passenger Profile <sup>(T3-T5)</sup>

65% of passengers using Heathrow were terminating in 2004 compared with the 64% recorded in 2003.

Of the Continuous London Airports, Heathrow catered for the largest proportion of business traffic, with around 36% of all passengers travelling in 2004 reporting they were flying for business purposes, a small increase from the 35% recorded in 2003.

### Surface Origin <sup>(T6-T8)</sup>

Heathrow Airport is served directly by the M25 and M4, which in turn both have arterial connections to a number of motorways and A class roads.

The majority of terminating passengers using Heathrow Airport begin their surface journey from the South East planning region. In fact the proportion of terminating passengers originating from the South East have only marginally changed from 82% in 2003 to 83% in 2004. The South West and East Midlands planning regions account for the majority of remaining terminating traffic.

### Surface Access Modes <sup>(T9)</sup>

Private car usage appears to have fallen slightly since 2003 from 36% to the 35% reported during 2004. This in turn has been offset by a marginal increase in the proportion of passengers using Taxi/Minicab and the Heathrow Express.

The proportion of Piccadilly Line users seem largely unaltered at 14%.

### Trip Length <sup>(T15)</sup>

The average trip length of UK business passengers travelling on international scheduled services was just under 6 days, with around 15% having a trip length of 24 hours or less.

Around half of UK business passengers travelling on domestic services were taking trips of 24 hours or less, on a par with the figure recorded during 2003.

Foreign passengers using Heathrow seem to have recorded longer trips during 2004 than the proceeding year. Those travelling on domestic services throughout the UK for business have increased their average trip length from 3.5 days to 7.3 days. While those travelling on scheduled international services for leisure purposes trip lengths have increased from 13.6 to 15.0 days.

### **Income and Socio-Economic Group** <sup>(T16, T17)</sup>

Foreign business passengers on domestic trips had slightly higher average incomes (£82,752) than their UK counterparts (£72,648).

Just under 69% of UK business passengers using the airport came from socio-economic groups A/B and increase from the 66% recorded during 2003. Since 2003, there has been a marginal decrease in the proportion of C1/C2 passengers recorded but with a slight increase in the proportion of D/E's.

Considering leisure passengers, there appears to be a marked increase in the proportion of A/B's, up from 40% to 46%.

### **Family Make-Up** <sup>(T18)</sup>

Considering all UK leisure passengers, irrespective of the service they take, 17% reported that they had children under the age of 16 years.

### **Business Travel** <sup>(T19)</sup>

Around 33% of foreign business passengers were working in the production industries, this represents a small increase from 32% recorded during 2003. The proportion of UK business passengers from this sector also increased this time from 29% in 2003 to 30% in 2004.

The proportion of UK passengers travelling in the public service sector fell slightly from 18% in 2003 to 17% last year. There was a corresponding rise in the proportion of UK passengers engaged in Banking & Finance, up from 26% to 27%.

### ***Journey Purpose and Sex of Passenger*** <sup>(T20, T21)</sup>

In 2003, travelling on international services, 66% of foreign passengers were travelling on leisure and 34% on business. By 2004 the proportion of foreign passengers travelling on business (domestic and international) had dropped slightly from 54% to 52% with a corresponding change in leisure passengers.

### **Age** <sup>(T23)</sup>

The average age of UK leisure passengers was 41 as were their foreign leisure counterparts.

The average age of UK business passengers was just over 41 as was their foreign counterparts. As was reported in 2003, UK business passengers in the "35-44" age group continued to dominate, accounting for just over 35%.

### ***First Time Fliers*** <sup>(T34)</sup>

First time fliers at Heathrow during 2004 all appeared to be travelling for leisure purposes.

# Chapter 4

## Luton Airport

### Introduction

Luton Airport, operated by TBI, is situated about 25 miles to the north of London.

### Traffic Patterns <sup>(T1-T2)</sup>

Luton Airport handled just over 7.4 million passengers in 2004, 21.7% on domestic and 78.3% on international services. This compares with the 6.8 million reported during 2003, which comprised of 25% on domestic and 75% on international services.

### Passenger Profile <sup>(T3)</sup>

95% of passengers using Luton were terminating in 2004 compared with the 93% reported in 2003.

Leisure traffic continued to dominate Luton, with around 77% of all passengers travelling in 2004 reporting they were flying for leisure purposes, an increase from the 76% recorded the year before. This would tend to imply that the traffic increase observed at Luton between 2003 and 2004 was primarily leisure terminating passengers.

Business traffic accounted for the remaining 23% in 2004.

### Surface Origin <sup>(T6-T8)</sup>

Luton Airport is served directly from the M1, which in turn has arterial connections to a number of other motorways.

The majority of terminating passengers using Luton Airport begin their surface journey from the South East planning region. In fact the proportion of terminating passengers originating from the South East has increased from 77% in 2003 to 79% in 2004. The Midlands continued to supply the majority of remaining terminating passengers, accounting for 13% in 2004.

### Surface Access Modes <sup>(T9)</sup>

The proportional share of modes of transport used seems largely unchanged from 2003, with private car still dominating at around 60%. Rail usage at Luton has increased over the years, and accounts for around 1 in 4 passengers in 2004.

### Trip Length <sup>(T15)</sup>

The average trip length of UK business passengers travelling on international scheduled services was just under 3 days, with around 33% having a trip length of 24 hours or less.

Just over 48% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, an increase from the 48% recorded during 2003.

#### **Income and Socio-Economic Group** <sup>(T16, T17)</sup>

Foreign business passengers on domestic trips had significantly higher average incomes (£74,709) than their UK counterparts (£54,382).

Just over 50% of UK business passengers using the airport came from socio-economic groups A/B and around 42% from the C1 group. For UK leisure passengers 34% came from the A/B socio-economic group with around 41% coming from the C1 group.

#### **Family Make-Up** <sup>(T18)</sup>

Considering all UK leisure passengers, irrespective of the service they take, around 19% reported that they had children under the age of 16 years.

#### **Business Travel** <sup>(T19)</sup>

Around 47% of foreign business passengers were working in the production industries, this represents an increase from 45% recorded during 2003. The proportion of UK business passengers from this sector has remained more constant, with only a small fall being recorded from 28% in 2003 to 27% in 2004.

The proportion of UK passengers travelling in the public service sector fell slightly from 18% in 2003 to 17% in 2004. On the other hand there was a noticeable shift in the proportion of UK passengers involving in the Banking sector, up from 17% in 2003 to 21% in 2004.

#### **Journey Purpose and Sex of Passenger** <sup>(T20, T21)</sup>

In 2003, travelling on international services, 71% of foreign passengers were travelling on leisure and 29% on business. By 2004 the proportion of foreign passengers travelling on business (domestic and international) had dropped slightly from 26% to 24% with a corresponding change in leisure passengers.

#### **Age** <sup>(T23)</sup>

The average age of UK leisure passengers was 43 while foreign leisure passengers on average were a little younger at 37.

The average age of UK business passengers was just under 41 again with foreign business passengers being younger on average at 38. As was reported in 2003, UK business passengers in the "35-44" age group continued to dominate, though the share has risen from 32% in 2003 to accounting for just over 35% in 2004.

#### **First Time Fliers** <sup>(T34)</sup>

Out of all the airports surveyed during 2004, Luton appears to attract the highest proportion of first time fliers. The most significant share could be found in charter Inclusive Tour services with slightly over 2% of traffic flying for the first time. Scheduled flights also attracted new users, with just over 1% flying for the first time.

# Chapter 5

## Manchester Airport

### Introduction

Manchester Airport, operated by the Manchester Airport Group Ltd, is situated about 15 miles to the South West of Manchester.

### Traffic Patterns <sup>(T1-T2)</sup>

Manchester Airport handled just over 21 million passengers in 2004, 16% on domestic and 84% on international services. This compares with the 18.6 million reported during 2003, which comprised of 16% on domestic and 84% on international services.

### Passenger Profile <sup>(T3)</sup>

96.7% of passengers using Manchester were terminating in 2004. A similar proportion was recorded during 2003.

Leisure traffic continued to dominate Manchester, with around 80% of all passengers travelling in 2004 reporting they were flying for leisure purposes, similar to 2003.

Business traffic accounted for the remaining 20% of traffic in 2004.

### Surface Origin <sup>(T6-T8)</sup>

Manchester Airport is in close proximity to the M6, which in turn has arterial connections to a number of other motorways.

The majority of terminating passengers using Manchester Airport begin their surface journey from the North West planning region. The proportion of terminating passengers originating from the North West appears to have fallen from 67% in 2003 to around 60% in 2004. This in turn has been offset by an increase in the proportion of surface traffic from the Yorkshire & Humberside, up from 17% in 2003 to nearly 20% last year.

### Surface Access Modes <sup>(T9)</sup>

Passengers travelling to Manchester by surface means have a number of options available to them. The proportional use of private car seems to have increased slightly over the last few years, up from 57% in 2003 to nearly 60% in 2004. This in part may be explained by the greater amount of surface traffic from the Yorkshire & Humberside region.

Rail usage and taxi/minicab usage seem largely unaltered, but there has been a slight fall in the proportion of traffic using buses and coaches, down from 3.6% to around 2%.

### **Trip Length** <sup>(T15)</sup>

The average trip length of UK business passengers travelling on international scheduled services was just over 5 days, with around 13% of foreign business having a trip length of 24 hours or less.

Over 51% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, a slight fall from the 55% recorded during 2003.

Not surprisingly leisure passengers' trips were longer than their business counterparts, with over 29% of UK holiday makers travelling on scheduled international services being away between one and two weeks.

### **Income and Socio-Economic Group** <sup>(T16, T17)</sup>

Foreign business passengers on domestic trips had slightly lower average incomes (£59,301) than their UK counterparts (£59,970).

Just under 68% of UK business passengers using the airport came from socio-economic groups A/B and around 28% from the C1 group. For UK leisure passengers 32% came from the A/B socio-economic group with around 35% coming from the C1 group. Generally proportions observed seem largely unaltered from 2003.

### **Family Make-Up** <sup>(T18)</sup>

Considering all UK leisure passengers, irrespective of the service they take, 21% reported that they had children under the age of 16 years.

### **Business Travel** <sup>(T19)</sup>

Around 55% of foreign business passengers were working in the production industries, this represents a slight fall from the 56% recorded during 2003. The proportion of UK business passengers from this sector also fell slightly, this time from 40% in 2003 to 38% in 2004.

The proportion of UK passengers travelling in the public service sector fell from 19% in 2003 to 17% in 2004. There was a corresponding increase in the proportion recorded employed in the Banking sector, up from 16% in 2003 to 19% in 2004.

### **Journey Purpose and Sex of Passenger** <sup>(T20, T21)</sup>

In 2003, travelling on international services, 60% of foreign passengers were travelling on leisure and 40% on business. By 2004 the proportion of foreign passengers travelling on business (domestic and international) had increased slightly from 28% to 29% with a corresponding change in leisure passengers.

### **Age** <sup>(T23)</sup>

The average age of UK leisure passengers was 42 as it was for their foreign leisure counterparts.

The average age of UK business passengers was just under 41.4 while their foreign business counterparts were slightly younger at 41. As was reported in 2003, UK

business passengers in the “35-44” age group continued to dominate, accounting for just over 34% in 2004.

***First Time Fliers*** <sup>(T34)</sup>

Around 1% of passengers using Manchester Airport in 2004 were flying for the first time. Charter services appeared to attract the highest proportion of first time fliers.



# Chapter 6

## Stansted Airport

### Introduction

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

### Traffic Patterns <sup>(T1-T2)</sup>

Stansted Airport handled just over 20.9 millions passengers in 2004, 13% on domestic and 87% on international services. This compares with the 18.7 million reported during 2003, which comprised of 14.4% domestic and 85.6% international.

### Passenger Profile <sup>(T3)</sup>

87% of passengers using Stansted were terminating in 2004 compared with the 86% reported in 2003.

Leisure traffic continued to dominate Stansted, with around 82% of all passengers travelling in 2004 reporting they were flying for leisure purposes. A similar proportion was recorded during 2003.

Business traffic accounted for the remaining 18% of traffic in 2004.

### Surface Origin <sup>(T6-T8)</sup>

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

The majority of terminating passengers using Stansted Airport begin their surface journey from the South East planning region. The proportion of terminating passengers originating from the South East has increased from 71% in 2003 to 74% in 2004. East Anglia continue to provide the majority of remaining surface traffic, falling slightly from 14% in 2003 to around 12% in 2004.

### Surface Access Modes <sup>(T9)</sup>

The use of private car travel to Stansted Airport has slightly fallen from 2003 where around 50% of passengers used this mode, to nearer 48% that was recorded during 2004.

The proportion of passengers electing to use rail seems largely unaltered over the last few years, continuing to account for around 29% of use. The use of buses and coaches has slightly increased since 2003, up from 10.2% to 11.4%

### Trip Length <sup>(T15)</sup>

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

Over 42% of UK business passengers travelling on domestic services were taking trips of 24 hours or less, an increase from the 40% recorded during 2003.

Not surprisingly leisure passengers' trips were longer than their business counterparts. UK leisure passengers, travelling on scheduled international flights, tended to have shorter trips than similar groups of passengers using the other London airports.

### **Income and Socio-Economic Group** <sup>(T16, T17)</sup>

Foreign business passengers on domestic trips had slightly higher average incomes (£58,219) than their UK counterparts (£57,252).

Around 46% of UK business passengers using the airport came from socio-economic groups A/B and around 51% from the C1 group. For UK leisure passengers 37% came from the A/B socio-economic group with around 43% coming from the C1 group.

### **Family Make-Up** <sup>(T18)</sup>

Considering all UK leisure passengers, irrespective of the service they take, 17% reported that they had children under the age of 16 years.

### **Business Travel** <sup>(T19)</sup>

Around 32% of foreign business passengers were working in the production industries, this represents a fall from the 35% recorded during 2003. The proportion of UK business passengers from this sector has remained fairly stable at 30% over the last few years.

The proportion of UK passengers travelling in the public service sector has hardly changed over the last few years, staying at around 22%. There has been a noticeable increase in the proportion of UK business traffic employed in the Transport & Communications sector, up from 13% to 19%.

### ***Journey Purpose and Sex of Passenger*** <sup>(T20, T21)</sup>

In 2003, travelling on international services, 85% of foreign passengers were travelling on leisure and 15% on business. By 2004 the proportion of foreign passengers travelling on business (domestic and international) had increased from 29% to 34% with a corresponding change in leisure passengers.

### **Age** <sup>(T23)</sup>

The average age of UK leisure passengers was 42 with their foreign leisure counterparts being somewhat younger on average at 38. A similar pattern was observed in 2003.

The average age of UK business passengers was just under 41 while their foreign business counterparts were again a little younger at 39. As was reported in 2003, UK business passengers in the "35-44" age group continued to dominate, accounting for just over 32% in 2004.

### ***First Time Fliers*** <sup>(T34)</sup>

Less than 1% of passengers using Stansted Airport in 2004 were flying for the first time. Charter services appeared to attract the highest proportion of first time fliers.

# SUMMARY

## LONDON

This executive summary deals with the London<sup>1</sup> airports, Gatwick, Heathrow, Luton and Stansted. Gatwick and Heathrow Airports have been part of the London Continuous Airport survey since 1997. In 2000 Luton and Stansted joined as Continuous Airports.

London City Airport was not included in the 2004 Survey, last being surveyed in 2003 and 2001.

### Overall Market

In 2004, the London airports handled just under 127 million passengers, accounting for 58% of all passengers using UK airports. Closer examination of the underlying make-up of the type of traffic revealed that the relative strength of the market share of the London airports which is assisted by the level of interlining.

Just over 90% of traffic using London is scheduled, of which 87% represents international travel, with the balance being domestic. The proportion of domestic passengers has remained at around 13%.

Both Gatwick and Stansted have experienced a decline in the proportion of domestic traffic, down from 13% to 12% at Gatwick and from 14% to 13% at Stansted.

There have been fewer changes at Heathrow Airport with 10% domestic and 90% international over this period, similar to the proportions observed during 2003. At Luton Airport, the proportion of international passengers continues to increase, up from 75% observed during 2003 to 78%, a trend that seems to have begun back in 2000.

The proportion of non-UK residents using the London area airports was 38% in 2004. At Gatwick, the overall proportion of non-UK residents fell from 38% in 2002 to 24% in 2004. Heathrow was far more stable, falling slightly from 56% to 55%. Both Stansted and Luton experienced a growth in the proportion of non-UK residents, up at Stansted from 27% to 36% while at Luton it was up from 19% to 22%.

### Transfer Market

Around 24% of traffic using the London area airports was connecting from another service, while the balance of 76% was terminating. This represents a slight fall in the proportion of connecting traffic, down from the 26% recorded during 2002.

Around one in three passengers continued to change flights in 2004 at Heathrow, at Gatwick 14% of passengers changed planes whilst at Stansted the proportion continued to increase between 2002 and 2004 from 9% to 12%, though this represents a slight fall in proportion from the 15% recorded during 2003.

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<sup>1</sup> The London area airports constitute Gatwick, Heathrow, London City, Luton and Stansted. London City Airport was not surveyed in either 2004 or 2002. For this reason, comments relating to London area airports will use 2002 as the base year for comparable purposes.

Of those passengers connecting at London, 16% were flying on to a domestic point with the remaining 84% joining an international service.

The proportion of non-UK residents connecting at the London Airports has slightly fallen from 79% in 2000 to 77% in 2004. This is clearest at Gatwick, with a fall from 72% in 2000 to 53% in 2004, up from the 50% recorded during 2003, which may partially be explained by the transfer of British Airways services to Heathrow. The proportion of non-UK residents connecting at Heathrow has remained fairly constant over this period, despite the world terrorist experiences of 2001, at around 83%, slightly up from the 82% recorded during 2003. Stansted has experienced a growth in this market, up from 55% in 2000 to 65% in 2004.

Of those passengers connecting, 26% were travelling for business purposes, a decline from the 30% recorded during 2000. This decline in the proportion of connecting business traffic can be seen at each of the three main London Airports, Stansted (17% to 13%), Gatwick (29% to 24%) and Heathrow (30% to 28%).

The proportion of passengers interlining at Luton has fallen from 6.6% in 2003 to 4.6% in 2004.

### **Terminating Market**

The London terminating market represents around 95.5 million passengers in 2004.

There has been a slight increase since 2002 in the proportion of foreign passengers terminating at the London Airports, up from 30% to 31%.

At Heathrow the proportion of foreign terminating residents decreased from 40% in 2002 to 39% in 2004. At Gatwick, Luton and Stansted the reverse was true, with the proportion of foreign residents increasing at Gatwick from 19% to 20%, at Luton from 14% to 21% and finally at Stansted 27% to 32%, up from 29% recorded during 2003.

Around 32% of the scheduled terminating market was made up of business traffic consistent with the proportion was observed in 2002, though this does represent a fall from the 37% reported in 2000. Heathrow still continued to meet the demand of the majority of this market, with around 40% of its traffic being scheduled terminating business, around 17.5 million passengers in 2004.

At Gatwick, the proportion of terminating passengers that travel on scheduled services for business has fallen slightly since 2000 from 29% to 25% in 2002 and then again to 23% last year. A more noticeable change can be seen at Stansted, from 22% in 2002 to around 20% in 2004. Luton has also seen a downturn in the proportion of terminating business passengers carried on scheduled services, down from 30% in 2002 to 26% in 2004.

Charter traffic has traditionally suggested trips for non-business purposes. The London area airports are no exception, with over 99% of all charter flights serving the UK leisure market. Non-UK residents make up only 3% of this market, although this does represent a fall from the 5% recorded during 2000.

There are no significant charter operations at Heathrow Airport.

### **Ground Origins**

The London terminating market represents around 95.5 million passengers in 2004.

Around 11% of these passengers were travelling on domestic services, with 89% international flights. Around 70% of terminating passengers were UK residents, a similar proportion was recorded during 2002.

Considering initially the scheduled market, the proportion of passengers using the London Airports that started their journey from outside the South East is around 18% a similar proportion was observed during 2002.

Clearly the vast majority of passengers using the London airports continue to live or work in the South East. The South West and East Anglia continue to be the two regions predominantly generating terminating passengers from outside the South East. They accounted for around 10% of the scheduled terminating market, again a similar proportion was observed during the 2002 survey.

Looking at the London terminating market as a whole, Heathrow continues to meet the demands of most scheduled passengers with 52% share of the market, though it should be appreciated that this represents a fall from 2000, when it had over 60% of this market. The other three surveyed London airports remain similar to that observed during 2003, Gatwick and Stansted at 19% and Luton at 7%.

The charter market appears to have a wider sphere of influence, with around 23% of terminating passengers travelling from points outside the South East, a slight drop from that recorded during 2003. As for the distribution of this traffic, there has been little change since 2000, with around 6.5% of traffic from the South West, down from 8% in 2003, 8% from East Anglia and 6% from the Midlands.

Gatwick continues to dominate the charter market, increasing its share of London from 81% in 2000 to 84% in 2004, a slight drop from the 85% recorded last year. Luton's share has slipped from 2000 from 10% to 7% as was observed last year. On the other hand Stansted's market share remains stable at 9% of the London charter market.

As was observed last year, the fact that the London Area Airports circle the London conurbation suggest that surface passengers travelling from outside the South East have an element of choice regarding which airport they use. Looking at the scheduled and charter market together, passengers from East Anglia tend to favour the use of Stansted Airport (48%), followed by Heathrow (22%) and Gatwick at (22%, up from the 17% recorded in 2003) in that order.

Traffic from the South West seem clearly seem to make their way towards either Heathrow (54%) or Gatwick (33%) in the same way as was observed during 2003. Traffic from the Midlands looking for scheduled services tend to favour Heathrow or Stansted predominately, however if a charter service is required then Gatwick becomes first choice.

## **Surface Access**

Of the 95 million terminating passengers using the London Airports by surface, over 35% used public transport, this represents a slight increase from the 34% recorded during 2003. The overall use of private car has increased from 42% in 2000 up to 44% in 2004. The use of hire vehicles has remained largely unaltered at 3% of the terminating market. The decline in taxi/minicab usage observed in 2003 seems to have levelled at 18%, down from the 21% recorded four years ago.

At Gatwick the use of private cars increased from 50% in 2003 to 51% in 2004. The relative use of taxis and minicabs remain unchanged at 14.5%. At Heathrow there was little change with 35% of passengers recorded using private cars, a small decline from the 36% recorded in 2003. The number of passengers using public transport at Heathrow rose slightly from 35% to 36%.

The decline in the proportion of passengers using private car at Stansted continued, falling from 50% in 2003 to 48% in 2004. The proportion of terminating passengers using rail services at Stansted remained largely unaltered from 2003 at 29%. Coach and bus usage was however slightly up on the levels observed in 2003 from 10% to 11%.

The rail station at Luton Parkway continues to meet the demand of about one passenger in four, with passengers using the courtesy bus services to reach the terminal building. The proportion of passengers using taxi or minicabs remains stable at around 12%.

## **Business Travel**

Business travel is still of key importance to the London Airports, with under 27 million passengers travelling through London each year for business purposes. UK residents accounted for around 64% of business travel through London airports, an increase in the 53% recorded during 2003.

Production industries accounted for just less than 31% of business traffic through the London Airports, with the remaining 69% coming from the non-production sectors. Banking and Finance dominated this sector with 22% of the business market followed by 19% Government and 14% Communications.

## **Socio-economic Group**

Around 61% of terminating UK business passengers using the London Area Airports were from socio-economic groups A or B as was observed during 2003. The proportion of UK leisure passengers from the A/B group rose from 35% in 2003 to 40% in 2004.

Over 68% of UK business passengers at Heathrow Airport were from socio-economic groups A or B, this compares with the 66% observed during 2003. The proportion of UK business passengers from these groups at Gatwick remain largely unaltered at 55%, while Luton was up from 48% to 50% and Stansted down from 48% to 46%.

The proportion of UK leisure passengers from socio economic groups A or B was 46% at Heathrow, up from the 40% recorded during 2003. The proportion observed at Luton remained at around 33% however at Gatwick and Stansted the proportion rose from the 33% observed in 2003 to 37%.

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

The majority of terminating passengers using the London Area Airports were travelling alone (52%).

Considering the London Airports as a whole, UK business passengers on international services were away on average 4 days, while foreign business passengers slightly longer at 4.5 days.

UK residents on international business trips tended to involve at least one overnight stay with less than 15% of passengers at Gatwick, Heathrow or Stansted being away for less than 24 hours.

The proportion of business passengers that were women at Heathrow remained at 23% as observed during 2003.

Considering just terminating traffic, more men than women travelled for both business and non-business reasons (76% male), though the differential was very much less when only non-business traffic was considered (50% male).

As observed in 2003, UK residents, taking leisure breaks, tended to take slightly longer trips when using Gatwick as opposed to Stansted. When an international scheduled flight was taken, the average holiday length was 7 days at Stansted but 10 days at Gatwick.



## **Income Profile**

The average UK salary recorded at the London area airports was £57,500, slightly up on the £55,500 recorded in 2003, with the average foreign salary being higher but consistent with 2003 at £62,000.

The average UK business individual income recorded at the London Airports was £74,500, with non-UK business residents earning slightly more at £79,000. The average UK leisure household income was £51,000, with their non-UK counterparts earning around £52,000.

UK residents travelling on international business trips and using Heathrow tended to earn more than their counterparts at Gatwick, £88,000 verses £66,000. Foreign business passengers travelling on domestic services from Luton tended to earn on average more than their UK counterparts at the other London Airports, with the exception of Heathrow.

## **Age Profile**

At the London Airports, the average age of UK business passengers was found to be around 41 years as observed in 2003. UK leisure passengers tended to be slightly older, with an average of 42 years being recorded.

There was little variation in the average age UK passengers at the London airports, with Heathrow recording the youngest passengers 41 years and Luton the oldest at 42 years.

# SUMMARY

## NORTH WEST

The 2004 origin/destination survey conducted at Manchester Airport forms part of the Continuous Survey that has been run since 1997.

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

In 2004, Manchester handled under 21 million passengers, accounting for around 10% of all passengers using UK airports. A little over 3% of passengers change flights in 2004 at Manchester.

The proportion of passengers using domestic services at Manchester has remained constant since 2003 at around 16%. The scheduled market continued to grow at Manchester, with the share of international flights increasing from 43% last year to 48% in 2004.

The proportion of foreign residents using the airport remained similar to the 2003 level at around 15%.

The market share of business passengers at Manchester remained at 20%.

### **Surface Origin/Destination**

The pattern of surface origin/destination at Manchester has changed with 40% of terminating passengers travelling to or from points outside the North West region in 2004 as opposed to 33% in 2003.

There has been an increase in the proportion of UK scheduled flights from 52% in 2003 to 56% in 2004.

### **Surface Access**

The number of passengers recorded using private cars at Manchester slightly increased from 58% in 2003 to 60% in 2004. There was a decrease in the number of passengers using public transport, down from 10% to 9%, with the share of passengers using buses/coaches falling from 4% in 2003 to 2% in 2004.

The demand for taxis remained unchanged at 29%, as did the use of rail at 7%.

### **Business Travel**

The proportion of UK business passengers from the non-production industries has increased from 44% in 2003 to 62% in 2004. Banking and finance was the predominant business sector in 2004 with almost 20% of UK business passengers falling into this category, compared with 17% in 2003.

### **Socio-economic Group**

The highest proportion of UK business passengers at Manchester was from socio-economic groups A and B at 68%, a slight increase from the 68% recorded in 2003. The proportion of UK leisure passengers from socio-economic groups A/B is 32%. The percentage of UK leisure passengers is highest in socio-economic group C1 at 35%.

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

The proportion of women travelling on business in 2004 increased slightly to 12% at Manchester from 11% in 2003. For UK scheduled international business passengers, 16% at Manchester were away for 24 hours or less, with the highest proportion of passengers at 20% were away for 1 to 2 days.

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

The average age of UK business passengers rose from 40 years in 2003 to 42 years in 2004. A similar increase was observed in the average age of UK leisure passengers up from 38 years to 41 years.

The proportion of UK leisure passengers with no children under 16 years living in the household was 79% at Manchester, an increase from the 74% recorded in 2003.

### **Income**

UK business passengers on international journeys earned on average £60,000, up from the £55,000 recorded during 2003. The average household income of their UK leisure counterparts was more consistent, rising from £36,000 in 2003 to nearer £37,000 in 2004.

# Appendix A

## Tables and Charts

Table 1	Terminal passengers (millions) and UK market share (%) at 2004 survey airports.
Table 2	Type of terminal passengers by flight and route at the 2004 survey Airports.
Table 3	Type of passengers using the 2004 survey airports.
Table 4	Characteristics of terminating passengers at the 2004 survey airports.
Table 5	Characteristics of terminal passengers at the 2004 survey airports.
Table 6	Origin/destination of terminating scheduled passengers at the 2004 survey airports.
Table 7	Scheduled origin/destination patterns of terminating passengers at the 2004 survey airports.
Table 8	Charter origin/destination patterns of terminating passengers at the 2004 survey airports.
Table 9	Modes of transport used at the 2004 survey airports.
Table 10	Modes of transport by passenger type used at the 2004 survey airports.
Table 11	Mode of transport by origin / destination at the 2004 survey airports.
Table 12	Average journey time by mode at the 2004 survey airports.
Table 13	Proportion of passengers travelling alone at the 2004 survey airports.

Table 14	Group size of terminating air travellers at the 2004 survey airports.
Table 15	Trip length of terminating passengers at the 2004 survey airports.
Table 16	Income of UK and foreign passengers at the 2004 survey airports.
Table 17	Socio-economic group of UK passengers by journey purpose at the 2004 survey airports.
Table 18	Family make-up of UK leisure passengers at the 2004 survey airports.
Table 19	Main business of business passengers at the 2004 survey airports.
Table 20	Journey purpose by route and country of residence at the 2004 survey airports.
Table 21	Journey purpose by sex at the 2004 survey airports.
Table 22	Journey purpose and country of residence by month at the survey airports in 2004.
Table 23	Age distribution of UK and foreign passengers at the 2004 survey airports.
Table 24	2004 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 25	2004 International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 26	2004 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 27	2004 International scheduled Foreign business passenger movements between planning regions and airports by surface modes of transport and domestic air services.

Table 28	2004 International scheduled Foreign Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 29	2004 International charter passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 30	2004 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 31	2004 International charter UK non-inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services.
Table 32	Final air destination of passengers on major gateway routes at the 2004 survey airports.
Table 33	Passenger profile for scheduled international routes broken down by country of destination at the 2004 survey airports.
Table 34	Proportion of first time flyers on international routes at the 2004 survey airports.

**Table 1**

Terminal passengers (millions) and UK market share (%) at 2004 survey airports

Year	Gatwick %	Heathrow %	Luton %	Manchester %	Stansted %	Other %	Total (M)
2004	14.4	30.8	3.4	9.6	9.6	32.2	218.1
2003	14.8	31.2	3.4	9.6	9.2	31.7	202.3
2002	15.4	33.0	3.4	9.7	8.4	30.0	191.1
2001	16.9	32.9	3.6	10.4	7.4	28.8	183.7
2000	17.5	35.2	3.4	10.1	6.5	27.3	182.5
1999	17.8	36.3	3.1	10.2	5.5	27.2	170.9
1998	18.0	37.4	2.5	10.7	4.2	27.2	161.5
1997	17.9	38.8	2.2	10.5	3.6	27.0	149.3
1996	17.4	40.3	1.7	10.5	3.5	26.6	138.4
1995	17.0	41.1	1.4	11.0	2.9	26.6	131.8
1994	16.9	41.2	1.4	11.5	2.6	26.4	124.6
1993	17.5	41.5	1.6	11.2	2.3	25.9	114.7
1992	18.3	41.4	1.8	10.8	2.1	25.6	108.6
1991	19.0	41.0	2.0	10.3	1.7	26.0	98.2
1990	20.0	40.5	2.5	9.6	1.1	26.2	105.2
1989	20.9	39.0	2.8	9.9	1.3	26.1	101.4
1988	21.6	39.1	2.9	9.9	1.1	25.4	95.9
1987	21.9	39.2	2.9	9.7	0.8	25.5	88.6
1986	21.1	40.4	2.5	9.7	0.7	25.6	77.5

**Table 2.1**

Type of terminal passengers by flight and route at Gatwick Airport in 2004.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2004	55.4	32.1	87.5	12.5	0.0	12.5	31,392
2003	52.0	35.0	86.9	13.0	0.0	13.1	29,893
2002	50.9	37.5	88.4	11.6	0.0	11.6	29,518
2001	54.8	35.6	90.4	9.6	0.0	9.6	31,096
2000	56.5	34.2	90.7	9.1	0.2	9.3	31,952
1999	54.9	35.9	90.7	9.1	0.1	9.3	30,398
1998	52.9	37.4	90.3	9.6	0.2	9.7	29,033
1997	51.6	38.9	90.5	9.2	0.4	9.5	26,808
1996	50.5	40.5	90.9	8.7	0.3	9.1	24,103
1995	46.6	44.9	91.5	8.0	0.4	8.5	22,389
1994	44.8	46.9	91.7	7.8	0.4	8.3	21,049
1993	47.5	44.8	92.3	7.1	0.6	7.7	20,065
1992	49.2	44.5	93.7	5.9	0.4	6.3	19,846
1991	49.6	44.4	94.0	5.7	0.3	6.0	18,703
1990	51.2	41.6	92.8	6.8	0.3	7.2	21,033
1989	45.0	47.9	92.9	6.7	0.4	7.1	21,170
1988	39.4	54.2	93.6	6.1	0.3	6.4	20,782
1987	37.1	56.5	93.7	5.9	0.4	6.3	19,423
1986	35.7	57.0	92.8	6.8	0.4	7.2	16,336

Source: CAA airport statistics



**Table 2.2**

Type of terminal passengers by flight and route at Heathrow Airport in 2004.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2004	89.5	0.1	89.7	10.3	0.0	10.3	67,110
2003	89.3	0.1	89.5	10.5	0.0	10.5	63,207
2002	89.2	0.2	89.4	10.6	0.0	10.6	63,035
2001	88.8	0.2	89.0	11.0	0.0	11.0	60,453
2000	88.2	0.2	88.5	11.5	0.0	11.5	64,289
1999	88.2	0.2	88.4	11.6	0.0	11.6	61,983
1998	87.9	0.2	88.1	11.9	0.0	11.9	60,362
1997	87.3	0.2	87.5	12.5	0.0	12.5	57,855
1996	86.4	0.2	86.6	13.4	0.0	13.4	55,732
1995	86.3	0.2	86.5	13.5	0.0	13.5	54,139
1994	85.8	0.3	86.2	13.8	0.0	13.8	51,382
1993	85.4	0.4	85.8	14.2	0.0	14.2	47,608
1992	84.6	0.5	85.1	14.9	0.0	14.9	44,978
1991	83.0	0.3	83.3	16.7	0.0	16.7	40,253
1990	82.6	0.1	82.7	17.2	0.0	17.3	42,641
1989	81.9	0.1	82.0	18.0	0.0	18.0	39,584
1988	81.5	0.1	81.7	18.3	0.0	18.3	37,489
1987	82.1	0.2	82.3	17.7	0.0	17.7	34,766
1986	81.9	0.2	82.1	17.9	0.0	17.9	31,309

Source: CAA airport statistics

**Table 2.3**

Type of terminal passengers by flight and route at Luton Airport in 2004.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2004	66.7	11.6	78.3	21.7	0.0	21.7	7,520
2003	61.8	13.1	74.9	25.0	0.1	25.1	6,786
2002	56.6	16.4	73.0	26.9	0.1	27.0	6,474
2001	51.7	21.5	73.1	26.8	0.1	26.9	6,540
2000	50.2	21.8	72.1	27.9	0.1	27.9	6,164
1999	48.9	26.1	75.0	24.9	0.1	25.0	5,248
1998	45.9	33.5	79.3	20.6	0.1	20.7	4,114
1997	39.7	37.3	77.1	22.5	0.4	22.9	3,221
1996	31.2	49.9	81.1	18.7	0.2	18.9	2,410
1995	24.0	68.7	92.7	6.7	0.6	7.3	1,805
1994	21.0	71.9	92.9	6.1	1.1	7.1	1,795
1993	16.9	71.8	88.6	10.6	0.8	11.4	1,843
1992	13.7	74.8	88.6	10.6	0.9	11.4	1,945
1991	17.8	69.6	87.4	12.1	0.5	12.6	1,953
1990	28.7	61.2	89.8	9.2	1.0	10.2	2,674
1989	28.1	67.5	95.6	3.8	0.6	4.4	2,832
1988	27.0	70.4	97.4	1.9	0.7	2.6	2,797
1987	18.8	79.9	98.8	0.6	0.6	1.2	2,573
1986	6.1	92.3	98.4	0.8	0.8	1.6	1,962

Source: CAA airport statistics

**Table 2.4**

Type of terminal passengers by flight and route at Manchester Airport in 2004.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2004	41.1	43.3	84.4	15.5	0.1	15.6	20,970
2003	36.3	48.0	84.3	15.6	0.1	15.7	19,520
2002	34.7	50.6	85.3	14.6	0.1	14.7	18,618
2001	34.6	50.6	85.2	14.7	0.1	14.8	19,082
2000	34.0	49.6	83.5	15.7	0.8	16.5	18,321
1999	30.8	52.8	83.6	15.4	1.0	16.4	17,408
1998	29.9	53.7	83.6	15.3	1.1	16.4	17,188
1997	30.4	53.1	83.5	15.5	1.0	16.5	15,725
1996	29.2	52.4	81.7	16.9	1.5	18.3	14,483
1995	26.1	56.4	82.5	16.4	1.2	17.5	14,529
1994	25.1	57.8	83.0	16.0	1.1	17.0	14,328
1993	24.7	57.9	82.6	16.2	1.1	17.4	12,821
1992	24.2	58.1	82.3	16.7	1.0	17.7	11,666
1991	24.5	55.9	80.4	18.6	0.9	19.6	10,095
1990	25.8	52.4	78.2	20.8	0.9	21.8	10,152
1989	21.3	58.4	79.7	19.2	1.1	20.3	10,109
1988	19.6	60.4	80.0	18.8	1.2	20.0	9,501
1987	17.0	63.4	80.4	18.7	0.9	19.6	8,647
1986	15.7	63.6	79.3	19.7	1.0	20.7	7,508

Source: CAA airport statistics

**Table 2.5**

Type of terminal passengers by flight and route at Stansted Airport in 2004.

Year	International			Domestic			Total
	Scheduled %	Charter %	Total %	Scheduled %	Charter %	Total %	Passengers 000's
2004	81.6	5.3	86.9	13.1	0.0	13.1	20,909
2003	79.3	6.3	85.6	14.4	0.0	14.4	18,714
2002	77.4	7.3	84.6	15.3	0.1	15.4	16,009
2001	76.9	8.3	85.2	14.7	0.1	14.8	13,603
2000	77.4	10.6	88.0	11.9	0.1	12.0	11,856
1999	70.8	13.6	84.3	15.6	0.1	15.7	9,409
1998	60.2	21.6	81.8	18.1	0.2	18.2	6,829
1997	53.5	24.5	78.0	21.8	0.3	22.0	5,355
1996	53.9	23.7	77.6	22.2	0.3	22.4	4,811
1995	55.7	22.9	78.6	21.0	0.4	21.4	3,885
1994	56.3	28.8	85.1	14.7	0.2	14.9	3,250
1993	58.0	29.2	87.2	12.5	0.3	12.8	2,667
1992	57.2	30.2	87.4	12.3	0.2	12.6	2,330
1991	43.4	40.6	84.0	15.8	0.2	16.0	1,683
1990	21.2	65.9	87.1	12.3	0.6	12.9	1,149
1989	16.9	74.0	91.0	7.6	1.4	9.0	1,309
1988	17.8	72.3	90.1	8.5	1.4	9.9	1,032
1987	16.2	68.6	84.8	14.3	1.0	15.2	0,703
1986	15.1	73.0	88.1	9.2	2.7	11.9	0,539

Source: CAA airport statistics

**Table 3**

Type of terminal passengers using the 2004 survey airports.

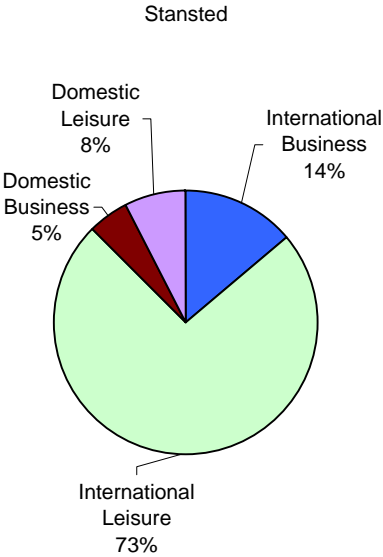
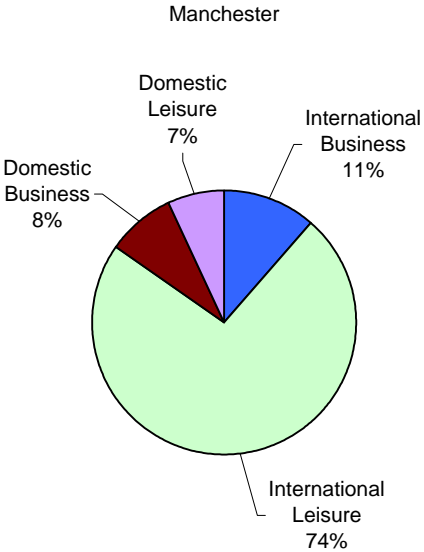
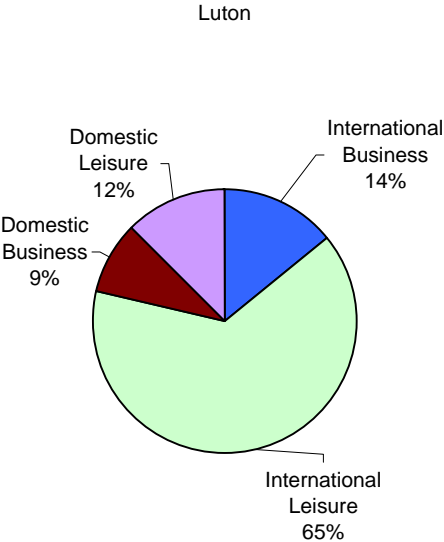
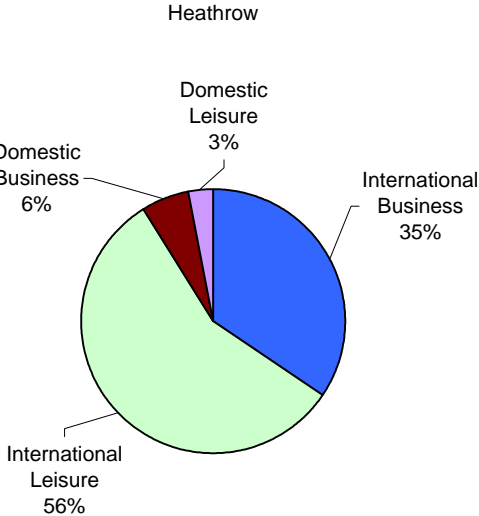
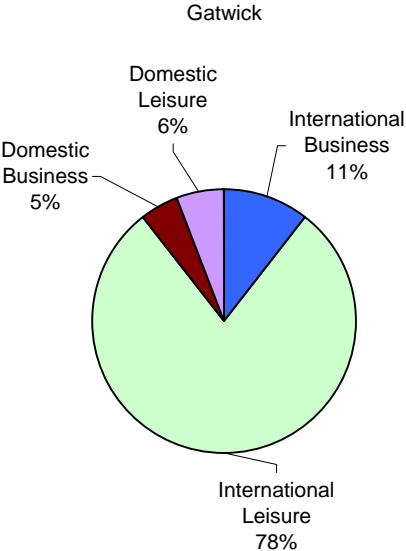
Airport	Terminate				Connect				Total	
	International		Domestic		International		Domestic			
	000's	%	000's	%	000's	%	000's	%	000's	%
Gatwick	23,759	77.1	2,777	9.0	3,184	10.3	1,114	3.6	30,833	100.0
Heathrow	39,742	59.4	3,872	5.8	20,238	30.3	3,044	4.6	66,896	100.0
Luton	5,545	75.0	1,508	20.4	0,240	3.2	0,105	1.4	7,398	100.0
Manchester	16,470	81.8	2,992	14.9	0,428	2.1	0,240	1.2	20,130	100.0
Stansted	16,022	76.7	2,261	10.8	2,128	10.2	0,473	2.3	20,885	100.0

**Table 4**

Characteristics of terminating passengers at the 2004 survey airports.

Airport	International Business				International Leisure				Domestic Business				Domestic Leisure				Total	
	UK		Foreign		UK		Foreign		UK		Foreign		UK		Foreign			
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
Gatwick	1,556	5.9	1,247	4.7	17,098	64.4	3,862	14.6	1,180	4.4	0,035	0.1	1,469	5.5	0,088	0.3	26,536	100.0
Heathrow	8,164	18.7	6,905	15.8	14,791	33.9	9,879	22.6	2,425	5.6	0,109	0.2	1,220	2.8	0,123	0.3	43,615	100.0
Luton	0,648	9.2	0,351	5.0	3,533	50.1	1,010	14.3	0,620	8.8	0,018	0.3	0,805	11.4	0,068	1.0	7,053	100.0
Manchester	1,373	7.1	0,846	4.3	12,748	65.5	1,499	7.7	1,448	7.4	0,175	0.9	1,175	6.0	0,197	1.0	19,462	100.0
Stansted	1,503	8.2	1,033	5.6	8,885	48.6	4,599	25.2	0,855	4.7	0,027	0.1	1,289	7.1	0,092	0.5	18,283	100.0
Total Terminating Passengers	13,244	11.5	10,381	9.0	57,061	49.6	20,845	18.1	6,528	5.7	0,364	0.3	5,958	5.2	0,569	0.5	114,948	100.0

**Table 4 Charts**  
Characteristics of terminating passengers at the 2004 survey airports.



**Table 5**

Characteristics of terminal passengers at the 2004 survey airports.

Airport	International Business				International Leisure				Domestic Business				Domestic Leisure				Total	
	UK		Foreign		UK		Foreign		UK		Foreign		UK		Foreign			
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
Gatwick	1,739	5.6	1,858	6.0	18,053	58.5	5,298	17.2	1,339	4.3	0,107	0.3	2,166	7.0	0,274	0.9	30,833	100
Heathrow	8,778	13.1	11,980	17.9	16,380	24.5	22,839	34.1	2,802	4.2	0,479	0.7	2,632	3.9	1,007	1.5	66,896	100
Luton	0,667	9.0	0,379	5.1	3,637	49.2	1,098	14.8	0,632	8.5	0,020	0.3	0,850	11.5	0,114	1.5	7,398	100
Manchester	1,393	6.9	0,961	4.8	12,871	63.9	1,670	8.3	1,484	7.4	0,227	1.1	1,263	6.3	0,261	1.3	20,130	100
Stansted	1,583	7.6	1,252	6.0	9,380	44.9	5,937	28.4	0,892	4.3	0,043	0.2	1,585	7.6	0,214	1.0	20,885	100
Total Terminal Passengers	14,159	9.7	16,429	11.2	60,321	41.3	36,842	25.2	7,149	4.9	0,876	0.6	8,496	5.8	8,496	5.8	146,142	100



**Table 6.1**

Origin/destination of terminating scheduled passengers at the 2004 survey airports.

Region	Gatwick		Heathrow		Luton		Manchester		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,434	2.6	1,014	2.3	0,289	4.6	0,007	0.1	2,058	11.9	3,801	4.0
East Midlands	0,341	2.0	1,142	2.6	0,542	8.7	0,363	3.3	0,786	4.6	3,174	3.3
North West	0,085	0.5	0,209	0.5	0,022	0.4	7,184	65.3	0,129	0.7	7,629	8.0
Northern	0,044	0.3	0,116	0.3	0,008	0.1	0,368	3.4	0,064	0.4	0,600	0.6
Northern Ireland	0,017	0.1	0,005	0.0	0,007	0.1	0,025	0.2	0,000	0.0	0,054	0.1
Scotland	0,031	0.2	0,060	0.1	0,021	0.3	0,090	0.8	0,026	0.2	0,229	0.2
South East	14,493	86.0	36,338	83.4	5,018	80.1	0,036	0.3	12,789	74.2	68,675	72.3
South West	0,894	5.3	2,557	5.9	0,098	1.6	0,013	0.1	0,475	2.8	4,038	4.3
Wales	0,140	0.8	0,674	1.5	0,037	0.6	0,414	3.8	0,137	0.8	1,403	1.5
West Midlands	0,275	1.6	1,086	2.5	0,179	2.9	0,505	4.6	0,388	2.3	2,433	2.6
Yorkshire & Humberside	0,097	0.6	0,384	0.9	0,043	0.7	1,989	18.1	0,390	2.3	2,903	3.1
Total Terminating Passengers	16,851	100	43,586	100	6,265	100	10,994	100	17,242	100	94,938	100

**Table 6.2**

Origin/destination of terminating charter passengers at the 2004 survey airports.

Region	Gatwick		Heathrow		Luton		Manchester		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	0,581	6.0	0,000	0.0	0,073	9.3	0,005	0.1	0,224	21.5	0,884	4.4
East Midlands	0,305	3.2	0,000	0.0	0,158	20.1	0,381	4.5	0,054	5.2	0,899	4.5
North West	0,048	0.5	0,000	0.0	0,001	0.1	4,427	52.3	0,008	0.8	4,484	22.4
Northern	0,019	0.2	0,000	0.0	0,001	0.1	0,381	4.5	0,000	0.0	0,401	2.0
Northern Ireland	0,000	0.0	0,000	0.0	0,000	0.0	0,001	0.0	0,000	0.0	0,001	0.0
Scotland	0,024	0.2	0,000	0.0	0,000	0.0	0,110	1.3	0,000	0.0	0,134	0.7
South East	7,585	78.3	0,021	71.8	0,518	65.7	0,043	0.5	0,729	70.1	8,895	44.5
South West	0,713	7.4	0,005	17.8	0,013	1.7	0,047	0.6	0,008	0.8	0,786	3.9
Wales	0,190	2.0	0,000	0.0	0,004	0.5	0,449	5.3	0,001	0.1	0,644	3.2
West Midlands	0,164	1.7	0,003	10.4	0,014	1.8	0,766	9.1	0,009	0.9	0,957	4.8
Yorkshire & Humberside	0,054	0.6	0,000	0.0	0,005	0.6	1,852	21.9	0,007	0.7	1,917	9.6
Total Terminating Passengers	9,685	100	0,029	100	0,788	100	8,468	100	1,041	100	20,010	100

**Table 6.3**

Origin/destination of all terminating passengers at the 2004 survey airports.

Region	Gatwick		Heathrow		Luton		Manchester		Stansted		Total	
	000's	%	000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	1,015	3.8	1014	2.3	362	5.1	12	0.1	2,282	12.5	4,685	4.1
East Midlands	646	2.4	1,142	2.6	701	9.9	744	3.8	0,840	4.6	4,072	3.5
North West	133	0.5	209	0.5	23	0.3	11,611	59.7	137	0.7	12,112	10.5
Northern	63	0.2	116	0.3	9	0.1	749	3.8	64	0.3	1,001	0.9
Northern Ireland	17	0.1	5	0.0	7	0.1	26	0.1	0	0.0	55	0.0
Scotland	56	0.2	60	0.1	21	0.3	200	1.0	0,026	0.1	363	0.3
South East	22,078	83.2	36,359	83.4	5,536	78.5	79	0.4	13,518	73.9	77,570	67.5
South West	1,607	6.1	2,562	5.9	111	1.6	60	0.3	483	2.6	4,824	4.2
Wales	331	1.2	674	1.5	41	0.6	862	4.4	138	0.8	2,047	1.8
West Midlands	439	1.7	1,089	2.5	193	2.7	1,271	6.5	397	2.2	3,390	2.9
Yorkshire & Humberside	151	0.6	384	0.9	48	0.7	3,841	19.7	397	2.2	4,820	4.2
Total Terminating Passengers	26,536	100	43,615	100	7,053	100	19,462	100	18,283	100	114,948	100

**Table 7.1**

Scheduled origin/destination patterns of terminating passengers at Gatwick Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	21.5	0.8	87.5	0.9	11.4	0.9	22.3	0.6	142.8	0.8
	Norfolk	25.6	1.0	78.7	0.8	3.1	0.2	5.2	0.1	112.5	0.7
	Suffolk	31.6	1.2	101.4	1.1	7.1	0.6	38.7	1.1	178.7	1.1
East Midlands	Derbyshire	0.8	0.0	21.0	0.2	4.8	0.4	10.5	0.3	37.2	0.2
	Leicestershire	6.3	0.2	39.9	0.4	3.0	0.2	0.9	0.0	50.1	0.3
	Lincolnshire	6.5	0.2	29.5	0.3	6.0	0.5	14.9	0.4	56.8	0.3
	Northamptonshire	5.2	0.2	110.8	1.2	6.7	0.5	22.1	0.6	144.9	0.9
	Nottinghamshire	8.6	0.3	29.8	0.3	0.1	0.0	13.9	0.4	52.4	0.3
North West	Cheshire	0.0	0.0	19.7	0.2	0.0	0.0	5.7	0.2	25.3	0.2
	Greater Manchester	4.7	0.2	4.7	0.1	1.4	0.1	20.1	0.6	31.0	0.2
	Lancashire	0.0	0.0	9.7	0.1	0.0	0.0	0.5	0.0	10.2	0.1
	Merseyside	0.0	0.0	2.8	0.0	0.0	0.0	15.5	0.4	18.3	0.1
Northern	Cleveland	0.0	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.9	0.0
	Cumbria	0.0	0.0	5.5	0.1	0.0	0.0	0.0	0.0	5.5	0.0
	Durham	2.4	0.1	7.1	0.1	0.0	0.0	5.5	0.2	15.0	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	2.3	0.1	9.2	0.1	0.0	0.0	11.0	0.3	22.5	0.1
South East	Bedfordshire	9.3	0.4	57.6	0.6	20.2	1.6	26.3	0.7	113.4	0.7
	Berkshire	71.1	2.7	279.0	3.0	26.8	2.2	79.8	2.2	456.7	2.7
	Buckinghamshire	30.2	1.1	207.3	2.2	4.2	0.3	9.2	0.3	251.0	1.5
	East Sussex	137.3	5.2	703.9	7.5	38.7	3.1	188.0	5.3	1067.9	6.3
	Essex	65.8	2.5	415.0	4.4	11.1	0.9	35.6	1.0	527.3	3.1
	Greater London	982.0	37.2	3251.4	34.6	715.8	58.1	2136.5	59.8	7086.0	42.1
	Hampshire	74.2	2.8	436.0	4.6	55.5	4.5	123.9	3.5	689.6	4.1
	Hertfordshire	42.5	1.6	154.2	1.6	10.3	0.8	28.9	0.8	235.9	1.4
	Kent	230.9	8.7	705.9	7.5	42.1	3.4	120.7	3.4	1099.7	6.5
	Isle of Wight	3.3	0.1	21.3	0.2	0.6	0.0	5.2	0.1	30.4	0.2
	Oxfordshire	57.7	2.2	156.3	1.7	20.7	1.7	68.0	1.9	302.8	1.8
	Surrey	282.7	10.7	722.0	7.7	66.2	5.4	186.7	5.2	1257.7	7.5
	West Sussex	387.7	14.7	719.9	7.7	123.6	10.0	140.3	3.9	1371.6	8.1
South West	Avon	22.4	0.8	109.3	1.2	12.8	1.0	34.8	1.0	179.3	1.1
	Cornwall	2.6	0.1	32.7	0.3	0.0	0.0	10.6	0.3	45.9	0.3
	Devon	2.8	0.1	162.7	1.7	1.2	0.1	21.9	0.6	188.6	1.1
	Dorset	22.6	0.9	106.3	1.1	4.0	0.3	49.8	1.4	182.8	1.1
	Gloucestershire	4.6	0.2	43.0	0.5	4.4	0.4	10.2	0.3	62.1	0.4
	Somerset	5.7	0.2	47.4	0.5	4.2	0.3	8.4	0.2	65.8	0.4
	Wiltshire	35.3	1.3	109.1	1.2	3.4	0.3	22.9	0.6	170.8	1.0
West Midlands	Hereford & Worcs	6.6	0.3	40.4	0.4	0.0	0.0	0.0	0.0	47.1	0.3
	Shropshire	3.3	0.1	5.8	0.1	0.0	0.0	0.0	0.0	9.2	0.1
	Staffordshire	3.2	0.1	21.8	0.2	0.0	0.0	0.0	0.0	25.0	0.1
	Warwickshire	9.5	0.4	30.1	0.3	6.0	0.5	2.6	0.1	48.3	0.3
	West Midlands	8.7	0.3	115.3	1.2	3.1	0.3	18.6	0.5	145.8	0.9
Yorkshire & Humberside	Humberside	0.0	0.0	7.6	0.1	0.0	0.0	8.8	0.2	16.3	0.1
	North Yorkshire	0.0	0.0	16.2	0.2	0.0	0.0	9.6	0.3	25.8	0.2
	South Yorkshire	0.4	0.0	22.3	0.2	1.3	0.1	0.8	0.0	24.7	0.1
	West Yorkshire	3.4	0.1	25.4	0.3	0.0	0.0	1.3	0.0	30.1	0.2
Wales	Clwyd	0.0	0.0	0.1	0.0	0.7	0.1	0.0	0.0	0.8	0.0
	Dyfed	0.0	0.0	26.1	0.3	0.0	0.0	0.0	0.0	26.1	0.2
	Gwent	1.2	0.0	16.5	0.2	5.0	0.4	5.9	0.2	28.5	0.2
	Gwynedd	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.9	0.0
	Mid Glamorgan	3.1	0.1	15.6	0.2	0.0	0.0	0.0	0.0	18.7	0.1
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	6.8	0.3	29.1	0.3	1.7	0.1	3.9	0.1	41.4	0.2
	West Glamorgan	1.7	0.1	11.4	0.1	0.0	0.0	9.2	0.3	22.3	0.1
Scotland		4.6	0.2	5.9	0.1	4.1	0.3	16.9	0.5	31.4	0.2
Total Terminating Passengers		2639.0	100	9390.3	100	1231.6	100	3572.2	100	16834.0	100

**Table 7.2**

Scheduled origin/destination patterns of terminating passengers at Heathrow Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	134.4	1.3	197.3	1.2	74.6	1.1	96.4	1.0	502.8	1.2
	Norfolk	37.6	0.4	154.6	1.0	25.1	0.4	31.1	0.3	248.4	0.6
	Suffolk	46.1	0.4	124.5	0.8	40.8	0.6	36.5	0.4	248.0	0.6
East Midlands	Derbyshire	30.1	0.3	113.9	0.7	9.7	0.1	15.4	0.2	169.1	0.4
	Leicestershire	51.2	0.5	117.6	0.7	19.5	0.3	40.7	0.4	229.0	0.5
	Lincolnshire	31.0	0.3	105.3	0.7	15.7	0.2	14.9	0.1	166.8	0.4
	Northamptonshire	91.0	0.9	152.5	1.0	31.2	0.4	33.8	0.3	308.4	0.7
	Nottinghamshire	48.1	0.5	170.0	1.1	15.4	0.2	37.0	0.4	270.5	0.6
North West	Cheshire	0.0	0.0	18.6	0.1	2.1	0.0	5.2	0.1	25.9	0.1
	Greater Manchester	1.6	0.0	74.2	0.5	13.0	0.2	18.5	0.2	107.3	0.2
	Lancashire	3.7	0.0	40.3	0.3	0.0	0.0	1.3	0.0	45.2	0.1
	Merseyside	0.0	0.0	16.8	0.1	8.5	0.1	5.5	0.1	30.8	0.1
Northern	Cleveland	0.0	0.0	11.2	0.1	1.0	0.0	0.0	0.0	12.2	0.0
	Cumbria	1.7	0.0	21.9	0.1	0.0	0.0	7.9	0.1	31.5	0.1
	Durham	1.4	0.0	12.1	0.1	4.8	0.1	4.5	0.0	22.8	0.1
	Northumberland	0.0	0.0	8.3	0.1	0.8	0.0	1.2	0.0	10.3	0.0
	Tyne and Wear	0.0	0.0	22.2	0.1	0.5	0.0	16.7	0.2	39.4	0.1
South East	Bedfordshire	118.9	1.1	159.2	1.0	50.4	0.7	73.9	0.7	402.3	0.9
	Berkshire	910.5	8.6	760.6	4.8	460.0	6.6	242.6	2.4	2373.6	5.4
	Buckinghamshire	389.7	3.7	360.4	2.3	96.6	1.4	128.2	1.3	974.9	2.2
	East Sussex	95.7	0.9	164.9	1.0	59.4	0.8	104.9	1.0	424.9	1.0
	Essex	150.1	1.4	348.3	2.2	62.4	0.9	175.8	1.8	736.6	1.7
	Greater London	4949.2	46.8	6982.8	43.7	4443.5	63.3	6642.8	66.5	23018.4	52.8
	Hampshire	518.9	4.9	812.7	5.1	183.4	2.6	228.0	2.3	1743.0	4.0
	Hertfordshire	347.0	3.3	462.5	2.9	156.0	2.2	163.8	1.6	1129.4	2.6
	Kent	229.7	2.2	393.5	2.5	89.4	1.3	149.3	1.5	861.8	2.0
	Isle of Wight	5.4	0.1	44.1	0.3	8.6	0.1	12.9	0.1	71.0	0.2
	Oxfordshire	361.3	3.4	404.3	2.5	169.1	2.4	230.5	2.3	1165.3	2.7
	Surrey	937.3	8.9	943.1	5.9	271.5	3.9	277.0	2.8	2428.9	5.6
	West Sussex	181.1	1.7	255.6	1.6	238.4	3.4	338.4	3.4	1013.5	2.3
South West	Avon	117.5	1.1	270.7	1.7	64.1	0.9	113.2	1.1	565.5	1.3
	Cornwall	17.9	0.2	59.2	0.4	19.1	0.3	26.0	0.3	122.2	0.3
	Devon	73.1	0.7	246.0	1.5	34.5	0.5	75.6	0.8	429.2	1.0
	Dorset	59.0	0.6	207.3	1.3	22.9	0.3	119.2	1.2	408.4	0.9
	Gloucestershire	70.6	0.7	149.7	0.9	28.7	0.4	58.2	0.6	307.3	0.7
	Somerset	43.2	0.4	121.2	0.8	12.1	0.2	47.1	0.5	223.6	0.5
	Wiltshire	145.5	1.4	211.3	1.3	88.1	1.3	60.1	0.6	505.0	1.2
West Midlands	Hereford & Worcs	70.7	0.7	124.1	0.8	18.6	0.3	18.3	0.2	231.7	0.5
	Shropshire	18.3	0.2	31.9	0.2	4.3	0.1	3.9	0.0	58.4	0.1
	Staffordshire	13.8	0.1	68.8	0.4	14.0	0.2	10.2	0.1	106.8	0.2
	Warwickshire	49.4	0.5	77.3	0.5	19.0	0.3	41.1	0.4	186.7	0.4
	West Midlands	95.1	0.9	274.5	1.7	54.7	0.8	78.6	0.8	502.9	1.2
Yorkshire & Humberside	Humberside	6.1	0.1	48.4	0.3	3.9	0.1	13.8	0.1	72.1	0.2
	North Yorkshire	6.3	0.1	57.8	0.4	5.7	0.1	15.7	0.2	85.5	0.2
	South Yorkshire	15.5	0.1	77.5	0.5	7.3	0.1	12.7	0.1	113.1	0.3
	West Yorkshire	7.1	0.1	77.0	0.5	14.3	0.2	16.1	0.2	114.4	0.3
Wales	Clwyd	0.2	0.0	6.7	0.0	0.0	0.0	2.2	0.0	9.2	0.0
	Dyfed	4.2	0.0	61.0	0.4	3.3	0.0	9.9	0.1	78.4	0.2
	Gwent	18.9	0.2	50.3	0.3	6.8	0.1	13.2	0.1	89.2	0.2
	Gwynedd	0.9	0.0	4.7	0.0	0.0	0.0	1.3	0.0	6.8	0.0
	Mid Glamorgan	21.9	0.2	86.4	0.5	0.1	0.0	2.2	0.0	110.6	0.3
	Powys	0.0	0.0	20.5	0.1	0.0	0.0	2.8	0.0	23.2	0.1
	South Glamorgan	37.8	0.4	122.3	0.8	35.6	0.5	39.5	0.4	235.2	0.5
	West Glamorgan	18.1	0.2	52.3	0.3	8.7	0.1	43.9	0.4	123.1	0.3
Scotland		0.0	0.0	23.6	0.1	3.9	0.1	32.8	0.3	60.3	0.1
Total Terminating Passengers		10583.9	100	15983.9	100	7021.1	100	9992.1	100	43581.0	100

**Table 7.3**

Scheduled origin/destination patterns of terminating passengers at Luton Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	36.9	2.9	107.2	3.0	25.6	7.0	25.7	2.4	195.3	3.1
	Norfolk	15.0	1.2	23.8	0.7	4.3	1.2	2.5	0.2	45.6	0.7
	Suffolk	8.5	0.7	22.4	0.6	1.4	0.4	16.4	1.5	48.7	0.8
East Midlands	Derbyshire	8.4	0.7	18.6	0.5	0.8	0.2	2.8	0.3	30.6	0.5
	Leicestershire	22.9	1.8	68.9	1.9	9.6	2.6	9.1	0.9	110.5	1.8
	Lincolnshire	1.5	0.1	42.0	1.2	5.6	1.5	1.6	0.2	50.8	0.8
	Northamptonshire	68.8	5.4	189.7	5.3	9.9	2.7	22.3	2.1	290.7	4.6
	Nottinghamshire	8.7	0.7	45.7	1.3	2.4	0.6	4.2	0.4	61.1	1.0
North West	Cheshire	4.0	0.3	3.8	0.1	0.0	0.0	0.0	0.0	7.8	0.1
	Greater Manchester	2.3	0.2	4.2	0.1	0.0	0.0	0.0	0.0	6.5	0.1
	Lancashire	0.0	0.0	3.4	0.1	0.0	0.0	0.2	0.0	3.6	0.1
	Merseyside	0.0	0.0	2.9	0.1	0.0	0.0	0.0	0.0	2.9	0.0
Northern	Cleveland	0.0	0.0	6.0	0.2	0.0	0.0	0.0	0.0	6.0	0.1
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0
South East	Bedfordshire	107.0	8.4	517.0	14.5	58.3	15.9	128.3	12.0	810.6	13.0
	Berkshire	40.1	3.2	103.0	2.9	13.5	3.7	11.5	1.1	168.0	2.7
	Buckinghamshire	182.6	14.4	277.8	7.8	17.1	4.7	37.8	3.5	515.2	8.2
	East Sussex	2.2	0.2	11.5	0.3	0.5	0.1	7.4	0.7	21.6	0.3
	Essex	23.1	1.8	66.4	1.9	12.3	3.4	16.2	1.5	118.1	1.9
	Greater London	347.4	27.4	998.4	28.1	131.4	35.8	531.7	49.8	2008.9	32.1
	Hampshire	23.0	1.8	35.8	1.0	0.4	0.1	3.0	0.3	62.2	1.0
	Hertfordshire	234.2	18.5	595.5	16.7	42.1	11.5	120.0	11.2	991.8	15.8
	Kent	4.6	0.4	38.9	1.1	2.7	0.7	5.7	0.5	51.8	0.8
	Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	45.2	3.6	74.2	2.1	1.1	0.3	22.0	2.1	142.5	2.3
	Surrey	14.9	1.2	56.9	1.6	0.6	0.2	25.0	2.3	97.5	1.6
	West Sussex	0.3	0.0	15.3	0.4	2.1	0.6	10.5	1.0	28.3	0.5
South West	Avon	1.9	0.2	11.7	0.3	2.1	0.6	5.7	0.5	21.4	0.3
	Cornwall	0.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0
	Devon	1.8	0.1	9.4	0.3	1.0	0.3	4.1	0.4	16.4	0.3
	Dorset	0.8	0.1	11.7	0.3	0.4	0.1	5.2	0.5	18.0	0.3
	Gloucestershire	0.0	0.0	11.5	0.3	4.5	1.2	2.1	0.2	18.1	0.3
	Somerset	0.4	0.0	7.4	0.2	0.0	0.0	0.4	0.0	8.2	0.1
	Wiltshire	2.1	0.2	12.6	0.4	0.3	0.1	0.0	0.0	14.9	0.2
West Midlands	Hereford & Worcs	1.5	0.1	6.5	0.2	1.6	0.4	0.2	0.0	9.7	0.2
	Shropshire	0.2	0.0	9.1	0.3	1.4	0.4	3.9	0.4	14.6	0.2
	Staffordshire	8.1	0.6	13.7	0.4	0.0	0.0	0.8	0.1	22.6	0.4
	Warwickshire	15.7	1.2	31.7	0.9	4.5	1.2	1.0	0.1	52.9	0.8
	West Midlands	16.8	1.3	39.9	1.1	7.5	2.0	15.5	1.4	79.6	1.3
Yorkshire & Humberside	Humberside	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8	0.0
	North Yorkshire	0.6	0.0	3.9	0.1	0.0	0.0	0.3	0.0	4.8	0.1
	South Yorkshire	2.2	0.2	19.9	0.6	2.0	0.5	5.9	0.6	30.1	0.5
	West Yorkshire	1.7	0.1	3.6	0.1	0.0	0.0	1.4	0.1	6.7	0.1
Wales	Clwyd	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0
	Dyfed	0.0	0.0	5.8	0.2	0.0	0.0	0.2	0.0	6.0	0.1
	Gwent	0.3	0.0	1.7	0.0	0.0	0.0	3.8	0.4	5.8	0.1
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	4.2	0.3	5.5	0.2	0.0	0.0	0.8	0.1	10.5	0.2
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	6.7	0.2	0.0	0.0	4.5	0.4	11.2	0.2
	West Glamorgan	0.0	0.0	2.2	0.1	0.0	0.0	1.0	0.1	3.2	0.1
Scotland		6.8	0.5	6.6	0.2	0.0	0.0	7.5	0.7	21.0	0.3
Total Terminating Passengers		1267.0	100	3555.4	100	367.0	100	1068.2	100	6257.6	100

**Table 7.4**

Scheduled origin/destination patterns of terminating passengers at Manchester Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0.5	0.0	3.3	0.1	0.0	0.0	0.0	0.0	3.8	0.0
	Norfolk	0.4	0.0	0.3	0.0	0.0	0.0	0.8	0.1	1.5	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1	1.2	0.0
East Midlands	Derbyshire	46.3	1.7	158.2	2.8	13.5	1.3	29.6	2.0	247.6	2.3
	Leicestershire	1.7	0.1	6.9	0.1	2.1	0.2	2.6	0.2	13.3	0.1
	Lincolnshire	1.6	0.1	18.1	0.3	0.6	0.1	1.2	0.1	21.4	0.2
	Northamptonshire	0.8	0.0	6.8	0.1	0.0	0.0	0.7	0.0	8.3	0.1
	Nottinghamshire	16.4	0.6	49.5	0.9	3.6	0.4	3.4	0.2	73.0	0.7
North West	Cheshire	498.8	18.2	566.2	9.9	122.1	12.0	143.2	9.6	1330.3	12.1
	Greater Manchester	1131.4	41.3	1895.9	33.1	439.7	43.1	541.0	36.4	4008.1	36.5
	Lancashire	214.2	7.8	552.5	9.6	77.8	7.6	130.1	8.8	974.5	8.9
	Merseyside	192.4	7.0	470.2	8.2	82.8	8.1	121.6	8.2	867.0	7.9
Northern	Cleveland	5.9	0.2	26.5	0.5	3.4	0.3	31.2	2.1	67.0	0.6
	Cumbria	38.8	1.4	143.9	2.5	20.5	2.0	30.4	2.0	233.6	2.1
	Durham	5.2	0.2	20.6	0.4	0.2	0.0	5.8	0.4	31.8	0.3
	Northumberland	2.0	0.1	0.9	0.0	0.0	0.0	0.9	0.1	3.8	0.0
	Tyne and Wear	6.1	0.2	17.7	0.3	5.5	0.5	3.9	0.3	33.1	0.3
South East	Bedfordshire	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.8	0.0	1.4	0.0	0.0	0.0	0.0	0.0	2.2	0.0
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	5.6	0.2	8.3	0.1	1.9	0.2	11.8	0.8	27.6	0.3
	Hampshire	0.0	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.8	0.0
	Hertfordshire	0.1	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	0.0
	Kent	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.7	0.0
	Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.7	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Sussex	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0
South West	Avon	2.6	0.1	0.6	0.0	0.2	0.0	1.5	0.1	4.9	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1	0.0
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.1	0.0	1.0	0.0	0.2	0.0	0.1	0.0	1.4	0.0
	Somerset	0.0	0.0	0.7	0.0	0.0	0.0	1.8	0.1	2.4	0.0
	Wiltshire	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.4	0.0
West Midlands	Hereford & Worcs	3.9	0.1	15.2	0.3	0.0	0.0	0.7	0.0	19.9	0.2
	Shropshire	17.7	0.6	60.5	1.1	8.3	0.8	26.5	1.8	113.1	1.0
	Staffordshire	50.8	1.9	163.8	2.9	30.3	3.0	28.0	1.9	272.9	2.5
	Warwickshire	0.5	0.0	1.7	0.0	2.2	0.2	0.0	0.0	4.3	0.0
	West Midlands	12.1	0.4	51.1	0.9	11.9	1.2	18.3	1.2	93.4	0.9
Yorkshire & Humberside	Humberside	32.4	1.2	114.3	2.0	10.0	1.0	23.6	1.6	180.3	1.6
	North Yorkshire	67.3	2.5	173.0	3.0	47.5	4.7	87.6	5.9	375.5	3.4
	South Yorkshire	87.6	3.2	283.0	4.9	41.7	4.1	69.1	4.6	481.4	4.4
	West Yorkshire	177.4	6.5	621.4	10.9	61.6	6.0	95.5	6.4	955.9	8.7
Wales	Clwyd	90.9	3.3	177.0	3.1	22.9	2.2	29.8	2.0	320.6	2.9
	Dyfed	0.0	0.0	8.6	0.2	1.0	0.1	9.7	0.7	19.3	0.2
	Gwent	0.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.3	0.0
	Gwynedd	8.7	0.3	33.1	0.6	4.6	0.5	14.7	1.0	61.2	0.6
	Mid Glamorgan	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Powys	0.7	0.0	7.5	0.1	0.0	0.0	2.2	0.2	10.5	0.1
	South Glamorgan	0.3	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.9	0.0
	West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.1	0.8	0.0
Scotland		12.8	0.5	58.8	1.0	2.1	0.2	17.0	1.1	90.6	0.8
Total Terminating Passengers		2736.6	100	5726.4	100	1019.1	100	1486.8	100	10969.0	100

**Table 7.5**

Scheduled origin/destination patterns of terminating passengers at Stansted Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	202.3	8.6	524.9	5.7	96.8	9.1	236.9	5.1	1060.9	6.2
	Norfolk	65.7	2.8	277.4	3.0	23.4	2.2	63.6	1.4	430.1	2.5
	Suffolk	151.2	6.4	277.1	3.0	59.4	5.6	78.6	1.7	566.3	3.3
East Midlands	Derbyshire	10.7	0.5	45.8	0.5	0.9	0.1	2.3	0.1	59.8	0.3
	Leicestershire	45.1	1.9	107.0	1.2	8.9	0.8	28.3	0.6	189.3	1.1
	Lincolnshire	48.8	2.1	84.3	0.9	18.6	1.8	25.4	0.5	177.1	1.0
	Northamptonshire	27.0	1.1	148.9	1.6	23.5	2.2	22.0	0.5	221.4	1.3
	Nottinghamshire	18.1	0.8	104.8	1.1	8.5	0.8	9.3	0.2	140.8	0.8
North West	Cheshire	8.5	0.4	19.9	0.2	1.6	0.2	7.0	0.2	37.1	0.2
	Greater Manchester	1.6	0.1	44.6	0.5	3.0	0.3	5.9	0.1	55.2	0.3
	Lancashire	0.9	0.0	19.7	0.2	0.0	0.0	4.5	0.1	25.1	0.1
	Merseyside	0.3	0.0	7.7	0.1	1.1	0.1	3.1	0.1	12.2	0.1
Northern	Cleveland	0.9	0.0	18.0	0.2	0.0	0.0	0.2	0.0	19.2	0.1
	Cumbria	0.0	0.0	6.7	0.1	0.0	0.0	2.4	0.1	9.0	0.1
	Durham	0.0	0.0	8.0	0.1	6.7	0.6	0.0	0.0	14.8	0.1
	Northumberland	0.0	0.0	0.0	0.0	0.8	0.1	0.0	0.0	0.8	0.0
	Tyne and Wear	0.6	0.0	17.3	0.2	0.4	0.0	1.6	0.0	20.0	0.1
South East	Bedfordshire	36.8	1.6	106.0	1.2	19.9	1.9	38.5	0.8	201.2	1.2
	Berkshire	33.8	1.4	107.4	1.2	13.0	1.2	60.0	1.3	214.2	1.2
	Buckinghamshire	43.8	1.9	166.5	1.8	23.0	2.2	54.8	1.2	288.1	1.7
	East Sussex	4.9	0.2	91.1	1.0	6.6	0.6	71.0	1.5	173.5	1.0
	Essex	381.1	16.2	1023.4	11.2	81.5	7.7	300.2	6.4	1786.2	10.4
	Greater London	712.9	30.3	3584.0	39.2	479.3	45.2	2832.8	60.6	7609.0	44.1
	Hampshire	26.4	1.1	160.9	1.8	16.8	1.6	48.7	1.0	252.8	1.5
	Hertfordshire	149.6	6.4	619.2	6.8	62.9	5.9	153.9	3.3	985.5	5.7
	Kent	107.0	4.5	395.1	4.3	15.7	1.5	128.8	2.8	646.5	3.7
	Isle of Wight	0.9	0.0	14.9	0.2	0.0	0.0	6.3	0.1	22.1	0.1
	Oxfordshire	24.8	1.1	124.1	1.4	10.8	1.0	59.7	1.3	219.4	1.3
	Surrey	47.6	2.0	119.0	1.3	10.2	1.0	57.9	1.2	234.6	1.4
	West Sussex	11.8	0.5	74.1	0.8	6.2	0.6	61.3	1.3	153.4	0.9
South West	Avon	26.8	1.1	39.1	0.4	5.7	0.5	32.6	0.7	104.1	0.6
	Cornwall	0.6	0.0	13.7	0.2	13.1	1.2	6.3	0.1	33.7	0.2
	Devon	14.6	0.6	59.0	0.6	3.4	0.3	26.0	0.6	103.0	0.6
	Dorset	6.3	0.3	33.3	0.4	0.5	0.0	12.9	0.3	53.0	0.3
	Gloucestershire	13.4	0.6	34.7	0.4	0.0	0.0	27.9	0.6	76.0	0.4
	Somerset	7.9	0.3	28.8	0.3	3.4	0.3	7.3	0.2	47.4	0.3
	Wiltshire	4.7	0.2	42.7	0.5	3.8	0.4	7.2	0.2	58.3	0.3
West Midlands	Hereford & Worcs	8.8	0.4	72.6	0.8	0.0	0.0	10.9	0.2	92.4	0.5
	Shropshire	7.1	0.3	13.0	0.1	0.0	0.0	4.8	0.1	24.9	0.1
	Staffordshire	19.3	0.8	24.3	0.3	0.0	0.0	1.5	0.0	45.2	0.3
	Warwickshire	14.7	0.6	38.0	0.4	2.3	0.2	9.4	0.2	64.3	0.4
	West Midlands	26.1	1.1	72.3	0.8	10.9	1.0	49.7	1.1	159.1	0.9
Yorkshire & Humberside	Humberside	0.7	0.0	72.0	0.8	6.4	0.6	5.7	0.1	84.8	0.5
	North Yorkshire	3.9	0.2	56.0	0.6	3.9	0.4	35.4	0.8	99.2	0.6
	South Yorkshire	9.6	0.4	69.8	0.8	4.9	0.5	9.2	0.2	93.6	0.5
	West Yorkshire	16.1	0.7	74.8	0.8	0.0	0.0	23.0	0.5	113.9	0.7
Wales	Clwyd	0.0	0.0	8.9	0.1	0.0	0.0	1.7	0.0	10.7	0.1
	Dyfed	0.0	0.0	9.0	0.1	0.0	0.0	11.6	0.2	20.6	0.1
	Gwent	1.7	0.1	8.4	0.1	0.0	0.0	0.9	0.0	11.0	0.1
	Gwynedd	2.7	0.1	3.3	0.0	0.0	0.0	0.0	0.0	6.0	0.0
	Mid Glamorgan	0.0	0.0	23.9	0.3	0.0	0.0	1.1	0.0	25.0	0.1
	Powys	1.4	0.1	2.2	0.0	0.0	0.0	5.9	0.1	9.5	0.1
	South Glamorgan	0.0	0.0	14.8	0.2	2.2	0.2	12.0	0.3	29.0	0.2
	West Glamorgan	1.7	0.1	24.2	0.3	0.0	0.0	0.0	0.0	25.9	0.2
Scotland		0.9	0.0	17.1	0.2	0.0	0.0	8.3	0.2	26.4	0.2
Total Terminating Passengers		2351.9	100	9153.9	100	1059.9	100	4676.7	100	17242.4	100



**Table 8.1**

Charter origin/destination patterns of terminating passengers at Gatwick Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0.0	0.0	169.7	1.9	0.0	0.0	0.2	0.1	169.9	1.8
	Norfolk	0.3	0.4	211.8	2.3	0.0	0.0	3.3	0.9	215.5	2.2
	Suffolk	0.0	0.0	195.2	2.1	0.0	0.0	1.0	0.3	196.2	2.0
East Midlands	Derbyshire	0.0	0.0	39.7	0.4	0.0	0.0	0.0	0.0	39.7	0.4
	Leicestershire	0.1	0.1	58.8	0.6	0.0	0.0	0.0	0.0	58.9	0.6
	Lincolnshire	0.0	0.0	84.1	0.9	0.0	0.0	0.0	0.0	84.1	0.9
	Northamptonshire	5.0	5.2	91.7	1.0	0.0	0.0	2.2	0.6	98.9	1.0
	Nottinghamshire	0.0	0.0	23.4	0.3	0.0	0.0	0.2	0.1	23.7	0.2
North West	Cheshire	0.0	0.0	18.3	0.2	0.0	0.0	0.0	0.0	18.3	0.2
	Greater Manchester	0.0	0.0	18.0	0.2	0.0	0.0	0.0	0.0	18.0	0.2
	Lancashire	2.8	2.9	7.4	0.1	0.0	0.0	0.0	0.0	10.2	0.1
	Merseyside	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	0.0
Northern	Cleveland	0.0	0.0	8.7	0.1	0.0	0.0	0.0	0.0	8.7	0.1
	Cumbria	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7	0.0
	Durham	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.4	0.0
South East	Bedfordshire	0.0	0.0	81.0	0.9	0.0	0.0	1.5	0.4	82.5	0.9
	Berkshire	0.0	0.0	393.2	4.3	0.0	0.0	6.5	1.7	399.7	4.1
	Buckinghamshire	1.6	1.7	136.1	1.5	0.0	0.0	0.0	0.0	137.7	1.4
	East Sussex	20.2	21.1	385.6	4.2	0.6	1.0	64.4	17.2	470.8	4.9
	Essex	2.3	2.4	479.3	5.2	0.0	0.0	21.3	5.7	502.9	5.2
	Greater London	24.0	25.0	2392.4	26.1	41.6	66.9	194.4	51.8	2652.4	27.4
	Hampshire	3.6	3.8	712.6	7.8	0.0	0.0	8.4	2.2	724.6	7.5
	Hertfordshire	5.4	5.7	356.6	3.9	0.0	0.0	0.3	0.1	362.3	3.7
	Kent	22.0	23.0	850.6	9.3	0.0	0.0	10.0	2.7	882.6	9.1
	Isle of Wight	0.0	0.0	73.2	0.8	0.0	0.0	0.0	0.0	73.2	0.8
	Oxfordshire	0.0	0.0	195.0	2.1	0.0	0.0	3.5	0.9	198.5	2.0
	Surrey	0.2	0.3	589.0	6.4	0.3	0.5	33.0	8.8	622.6	6.4
	West Sussex	2.6	2.8	463.6	5.1	0.6	1.0	10.5	2.8	477.4	4.9
South West	Avon	0.0	0.0	94.3	1.0	0.0	0.0	0.3	0.1	94.5	1.0
	Cornwall	0.0	0.0	43.6	0.5	0.0	0.0	0.0	0.0	43.6	0.4
	Devon	0.0	0.0	122.8	1.3	0.6	0.9	0.0	0.0	123.4	1.3
	Dorset	0.0	0.0	149.3	1.6	0.0	0.0	6.4	1.7	155.7	1.6
	Gloucestershire	0.0	0.0	67.9	0.7	18.5	29.7	0.0	0.0	86.4	0.9
	Somerset	0.0	0.0	62.7	0.7	0.0	0.0	0.0	0.0	62.7	0.6
	Wiltshire	0.0	0.0	139.3	1.5	0.0	0.0	6.3	1.7	145.6	1.5
West Midlands	Hereford & Worcs	0.0	0.0	37.6	0.4	0.0	0.0	0.0	0.0	37.6	0.4
	Shropshire	0.0	0.0	10.9	0.1	0.0	0.0	0.0	0.0	10.9	0.1
	Staffordshire	0.0	0.0	13.0	0.1	0.0	0.0	0.4	0.1	13.4	0.1
	Warwickshire	0.0	0.0	13.4	0.1	0.0	0.0	0.3	0.1	13.7	0.1
	West Midlands	2.7	2.8	85.8	0.9	0.0	0.0	0.0	0.0	88.5	0.9
Yorkshire & Humberside	Humberside	0.0	0.0	12.5	0.1	0.0	0.0	0.7	0.2	13.2	0.1
	North Yorkshire	0.0	0.0	5.6	0.1	0.0	0.0	0.0	0.0	5.6	0.1
	South Yorkshire	0.0	0.0	15.1	0.2	0.0	0.0	0.0	0.0	15.1	0.2
	West Yorkshire	0.0	0.0	19.8	0.2	0.0	0.0	0.0	0.0	19.8	0.2
Wales	Clwyd	0.0	0.0	9.0	0.1	0.0	0.0	0.0	0.0	9.0	0.1
	Dyfed	1.2	1.2	16.9	0.2	0.0	0.0	0.0	0.0	18.1	0.2
	Gwent	0.0	0.0	40.7	0.4	0.0	0.0	0.0	0.0	40.7	0.4
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	16.8	0.2	0.0	0.0	0.0	0.0	16.8	0.2
	Powys	0.0	0.0	5.3	0.1	0.0	0.0	0.0	0.0	5.3	0.1
	South Glamorgan	1.6	1.7	57.9	0.6	0.0	0.0	0.0	0.0	59.5	0.6
	West Glamorgan	0.0	0.0	40.9	0.4	0.0	0.0	0.0	0.0	40.9	0.4
Scotland		0.0	0.0	24.2	0.3	0.0	0.0	0.0	0.0	24.2	0.3
Total Terminating Passengers		95.7	100	9152.0	100	62.2	100	375.3	100	9685.2	100

**Table 8.2**

Charter origin/destination patterns of terminating passengers at Heathrow Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lincolnshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northamptonshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Nottinghamshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buckinghamshire	0.0	0.0	2.6	12.4	0.0	0.0	0.0	0.0	2.6	9.2
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater London	0.0	0.0	8.9	42.1	0.0	0.0	6.4	100.0	15.3	53.4
	Hampshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	2.6	12.4	0.0	0.0	0.0	0.0	2.6	9.2
	Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Surrey	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South West	Avon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Somerset	0.0	0.0	2.6	12.4	0.0	0.0	0.0	0.0	2.6	9.2
	Wiltshire	0.0	0.0	2.5	11.7	0.0	0.0	0.0	0.0	2.5	8.6
West Midlands	Hereford & Worcs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Warwickshire	1.1	100.0	1.9	8.9	0.0	0.0	0.0	0.0	3.0	10.4
	West Midlands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yorkshire & Humberside	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Terminating Passengers		1.1	100	21.2	100	0.0	0	6.4	100	28.7	100

**Table 8.3**

Charter origin/destination patterns of terminating passengers at Luton Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0.0	0.0	51.3	6.6	0.0	0.0	0.0	0.0	51.3	6.5
	Norfolk	0.0	0.0	12.3	1.6	0.0	0.0	0.0	0.0	12.3	1.6
	Suffolk	0.0	0.0	6.9	0.9	0.0	0.0	3.0	48.0	9.8	1.2
East Midlands	Derbyshire	0.0	0.0	5.4	0.7	0.0	0.0	0.0	0.0	5.4	0.7
	Leicestershire	0.0	0.0	62.1	8.0	0.0	0.0	0.0	0.0	62.1	7.9
	Lincolnshire	0.0	0.0	9.6	1.2	0.0	0.0	0.0	0.0	9.6	1.2
	Northamptonshire	0.0	0.0	79.9	10.2	0.0	0.0	0.7	10.6	80.5	10.2
	Nottinghamshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
North West	Cheshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Greater Manchester	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	1.1	0.1
South East	Bedfordshire	0.0	0.0	94.1	12.1	0.0	0.0	0.0	0.0	94.1	11.9
	Berkshire	0.0	0.0	16.2	2.1	0.0	0.0	0.0	0.0	16.2	2.1
	Buckinghamshire	0.6	100.0	55.6	7.1	0.0	0.0	0.0	0.0	56.1	7.1
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	33.8	4.3	0.0	0.0	0.0	0.0	33.8	4.3
	Greater London	0.0	0.0	122.5	15.7	0.0	0.0	0.0	0.0	122.5	15.5
	Hampshire	0.0	0.0	10.7	1.4	0.0	0.0	0.0	0.0	10.7	1.4
	Hertfordshire	0.0	0.0	150.0	19.2	0.0	0.0	1.2	18.6	151.1	19.2
	Kent	0.0	0.0	19.6	2.5	0.0	0.0	0.0	0.0	19.6	2.5
	Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	5.8	0.7	0.0	0.0	0.0	0.0	5.8	0.7
	Surrey	0.0	0.0	8.1	1.0	0.0	0.0	0.0	0.0	8.1	1.0
	West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South West	Avon	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.5	0.1
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dorset	0.0	0.0	0.0	0.0	1.2	100.0	0.0	0.0	1.2	0.2
	Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Somerset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Wiltshire	0.0	0.0	11.5	1.5	0.0	0.0	0.0	0.0	11.5	1.5
West Midlands	Hereford & Worcs	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	Shropshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Staffordshire	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	Warwickshire	0.0	0.0	5.1	0.6	0.0	0.0	1.4	22.8	6.5	0.8
	West Midlands	0.0	0.0	6.3	0.8	0.0	0.0	0.0	0.0	6.3	0.8
Yorkshire & Humberside	Humberside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	4.0	0.5	0.0	0.0	0.0	0.0	4.0	0.5
	West Yorkshire	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.1
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	4.3	0.6	0.0	0.0	0.0	0.0	4.3	0.5
	West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Terminating Passengers		0.6	100	780.0	100	1.2	100	6.2	100	788.0	100

**Table 8.4**

Charter origin/destination patterns of terminating passengers at Manchester Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0.0	0.0	5.1	0.1	0.0	0.0	0.0	0.0	5.1	0.1
	Norfolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Suffolk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Midlands	Derbyshire	0.0	0.0	135.3	1.7	0.0	0.0	1.5	0.8	136.7	1.6
	Leicestershire	0.0	0.0	34.3	0.4	0.0	0.0	0.0	0.0	34.3	0.4
	Lincolnshire	0.0	0.0	62.3	0.8	0.0	0.0	0.0	0.0	62.3	0.7
	Northamptonshire	0.0	0.0	4.9	0.1	0.0	0.0	0.0	0.0	4.9	0.1
	Nottinghamshire	0.5	0.6	142.6	1.7	0.0	0.0	0.1	0.0	143.2	1.7
North West	Cheshire	2.4	2.7	583.6	7.1	0.0	0.0	4.7	2.5	590.6	7.0
	Greater Manchester	2.3	2.7	1869.1	22.8	1.0	52.1	32.3	17.3	1904.7	22.5
	Lancashire	0.0	0.0	1141.1	13.9	0.0	0.0	9.6	5.1	1150.6	13.6
	Merseyside	2.9	3.4	735.0	9.0	0.7	36.4	45.9	24.6	784.5	9.3
Northern	Cleveland	0.0	0.0	61.0	0.7	0.0	0.0	0.0	0.0	61.0	0.7
	Cumbria	29.2	33.9	166.3	2.0	0.0	0.0	1.6	0.9	197.1	2.3
	Durham	0.0	0.0	34.9	0.4	0.0	0.0	0.0	0.0	34.9	0.4
	Northumberland	0.0	0.0	7.7	0.1	0.0	0.0	0.0	0.0	7.7	0.1
	Tyne and Wear	1.1	1.3	78.8	1.0	0.0	0.0	0.4	0.2	80.3	0.9
South East	Bedfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Berkshire	0.0	0.0	4.2	0.1	0.0	0.0	0.0	0.0	4.2	0.0
	Buckinghamshire	0.0	0.0	22.8	0.3	0.0	0.0	0.0	0.0	22.8	0.3
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Greater London	0.0	0.0	9.8	0.1	0.0	0.0	0.0	0.0	9.8	0.1
	Hampshire	1.6	1.9	0.1	0.0	0.0	0.0	0.0	0.0	1.7	0.0
	Hertfordshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.4	0.0
	Surrey	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0
	West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South West	Avon	0.0	0.0	5.1	0.1	0.0	0.0	0.0	0.0	5.1	0.1
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	24.0	0.3	0.0	0.0	0.0	0.0	24.0	0.3
	Dorset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gloucestershire	0.0	0.0	13.4	0.2	0.0	0.0	0.0	0.0	13.4	0.2
	Somerset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Wiltshire	0.0	0.0	4.6	0.1	0.0	0.0	0.0	0.0	4.6	0.1
West Midlands	Hereford & Worcs	0.0	0.0	61.8	0.8	0.0	0.0	0.0	0.0	61.8	0.7
	Shropshire	0.0	0.0	118.2	1.4	0.0	0.0	0.0	0.0	118.2	1.4
	Staffordshire	0.0	0.0	346.8	4.2	0.0	0.0	0.0	0.0	346.8	4.1
	Warwickshire	0.0	0.0	26.9	0.3	0.0	0.0	0.0	0.0	26.9	0.3
	West Midlands	0.0	0.0	210.5	2.6	0.0	0.0	2.8	1.5	213.4	2.5
Yorkshire & Humberside	Humberside	18.5	21.5	209.7	2.6	0.0	0.0	54.2	29.1	282.4	3.3
	North Yorkshire	23.1	26.8	275.7	3.4	0.0	0.0	19.2	10.3	317.9	3.8
	South Yorkshire	0.3	0.3	516.4	6.3	0.0	0.0	0.9	0.5	517.5	6.1
	West Yorkshire	0.6	0.7	721.9	8.8	0.2	11.5	12.4	6.6	735.1	8.7
Wales	Clwyd	3.6	4.2	256.8	3.1	0.0	0.0	0.4	0.2	260.8	3.1
	Dyfed	0.0	0.0	17.2	0.2	0.0	0.0	0.0	0.0	17.2	0.2
	Gwent	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7	0.0
	Gwynedd	0.0	0.0	132.9	1.6	0.0	0.0	0.0	0.0	132.9	1.6
	Mid Glamorgan	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.4	0.0
	Powys	0.0	0.0	12.6	0.2	0.0	0.0	0.0	0.0	12.6	0.1
	South Glamorgan	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	0.0
	West Glamorgan	0.0	0.0	18.9	0.2	0.0	0.0	0.0	0.0	18.9	0.2
Scotland		0.0	0.0	109.6	1.3	0.0	0.0	0.4	0.2	110.0	1.3
Total Terminating Passengers		85.9	100	8192.6	100	1.9	100	186.4	100	8466.8	100

**Table 8.5**

Charter origin/destination patterns of terminating passengers at Stansted Airport in 2004

Region	County	UK				Foreign				Grand Total	
		Business		Leisure		Business		Leisure			
		000's	%	000's	%	000's	%	000's	%	000's	%
East Anglia	Cambridgeshire	0.1	2.0	96.8	9.5	0.0	0.0	4.8	30.0	101.7	9.8
	Norfolk	0.0	0.0	46.7	4.6	0.0	0.0	2.4	14.8	49.1	4.7
	Suffolk	0.0	0.0	72.1	7.1	0.0	0.0	1.2	7.8	73.3	7.0
East Midlands	Derbyshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Leicestershire	0.0	0.0	4.1	0.4	0.0	0.0	1.5	9.5	5.6	0.5
	Lincolnshire	0.0	0.0	20.2	2.0	0.0	0.0	0.0	0.0	20.2	1.9
	Northamptonshire	0.0	0.0	21.5	2.1	0.0	0.0	0.0	0.0	21.5	2.1
	Nottinghamshire	0.0	0.0	6.7	0.7	0.0	0.0	0.0	0.0	6.7	0.6
North West	Cheshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	Greater Manchester	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Lancashire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Merseyside	0.0	0.0	7.0	0.7	0.0	0.0	0.0	0.0	7.0	0.7
Northern	Cleveland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cumbria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Durham	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0
	Northumberland	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tyne and Wear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South East	Bedfordshire	0.0	0.0	40.3	4.0	0.0	0.0	0.0	0.0	40.3	3.9
	Berkshire	0.2	2.5	9.8	1.0	0.0	0.0	0.0	0.0	10.0	1.0
	Buckinghamshire	0.0	0.0	4.9	0.5	0.0	0.0	0.0	0.0	4.9	0.5
	East Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Essex	0.7	11.7	308.1	30.3	0.0	0.0	3.6	22.5	312.5	30.0
	Greater London	2.0	30.9	175.5	17.2	0.0	0.0	2.4	15.4	179.9	17.3
	Hampshire	1.0	15.7	2.6	0.3	0.0	0.0	0.0	0.0	3.6	0.3
	Hertfordshire	1.2	19.4	142.5	14.0	0.0	0.0	0.0	0.0	143.8	13.8
	Kent	0.0	0.0	27.3	2.7	0.0	0.0	0.0	0.0	27.3	2.6
	Isle of Wight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Oxfordshire	0.0	0.0	1.2	0.1	0.0	0.0	0.0	0.0	1.2	0.1
	Surrey	1.1	17.8	4.6	0.4	0.0	0.0	0.0	0.0	5.7	0.5
	West Sussex	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South West	Avon	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cornwall	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Devon	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Dorset	0.0	0.0	4.8	0.5	0.0	0.0	0.0	0.0	4.8	0.5
	Gloucestershire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Somerset	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Wiltshire	0.0	0.0	3.2	0.3	0.0	0.0	0.0	0.0	3.2	0.3
West Midlands	Hereford & Worcs	0.0	0.0	2.4	0.2	0.0	0.0	0.0	0.0	2.4	0.2
	Shropshire	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.9	0.1
	Staffordshire	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	1.1	0.1
	Warwickshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Midlands	0.0	0.0	4.7	0.5	0.0	0.0	0.0	0.0	4.7	0.5
Yorkshire & Humberside	Humberside	0.0	0.0	3.9	0.4	0.0	0.0	0.0	0.0	3.9	0.4
	North Yorkshire	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Yorkshire	0.0	0.0	2.4	0.2	0.0	0.0	0.0	0.0	2.4	0.2
	West Yorkshire	0.0	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.1
Wales	Clwyd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Dyfed	0.0	0.0	1.0	0.1	0.0	0.0	0.0	0.0	1.0	0.1
	Gwent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Gwynedd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Mid Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Powys	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	South Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	West Glamorgan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scotland		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Terminating Passengers		6.4	100	1018.4	100	0.0	0	15.9	100	1040.6	100

**Table 9**

Modes of transport used at the 2004 survey airports.\*\*

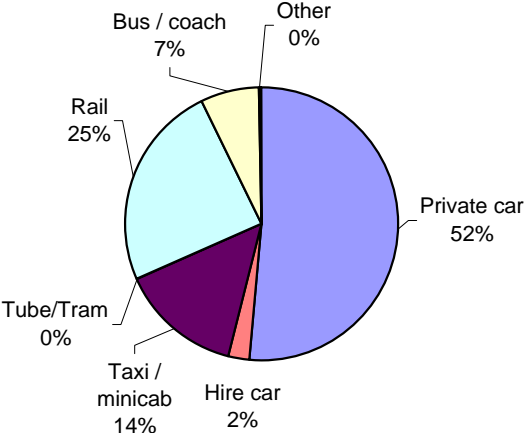
	Gatwick %	Heathrow %	Luton %	Manchester %	Stansted %
Private car	51.4	35.0	59.7	59.7	48.4
Hire car	2.4	2.8	2.6	2.3	3.4
Taxi / minicab	14.5	25.9	12.0	28.6	7.7
Tube/Tram	0.0	14.2	0.0	0.0	0.0
Rail	24.5	9.3	0.7	6.7	28.8
Bus / coach *	6.8	12.4	24.1	2.2	11.4
Other	0.2	0.3	0.8	0.7	0.3
Total	100	100	100	100	100
Total Terminating Passengers (000s)	26,536	43,615	7,053	19,462	18,283

\* Includes courtesy bus from Parkway Station to Luton Airport

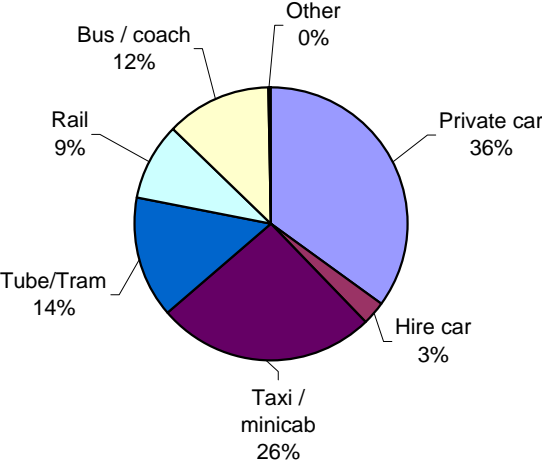
\*\* These results are based on a departure survey only. The assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics.

**Table 9 Charts**  
Modes of transport used at the 2004 survey airports.

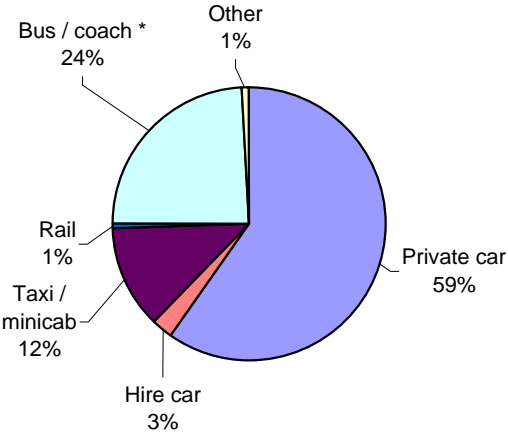
**Gatwick**



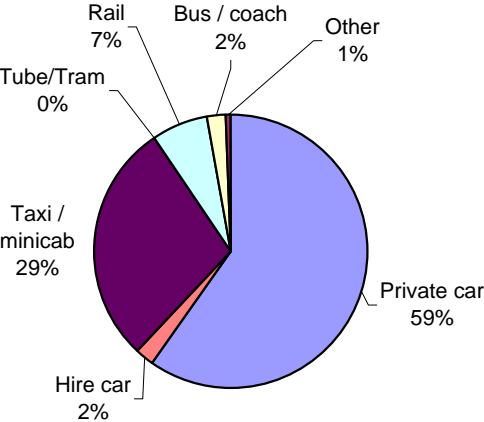
**Heathrow**



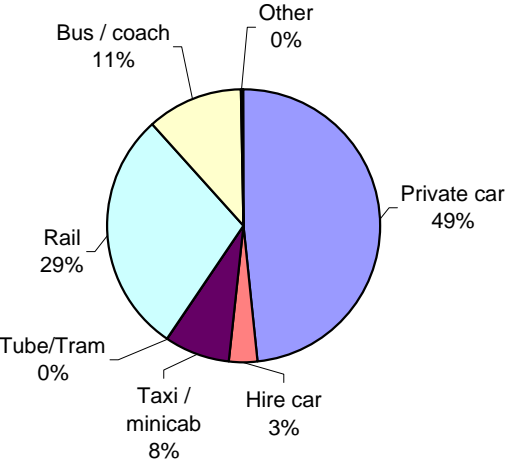
**Luton**



**Manchester**



**Stansted**



**Table 10.1**

Modes of transport by passenger type used at Gatwick Airport in 2004

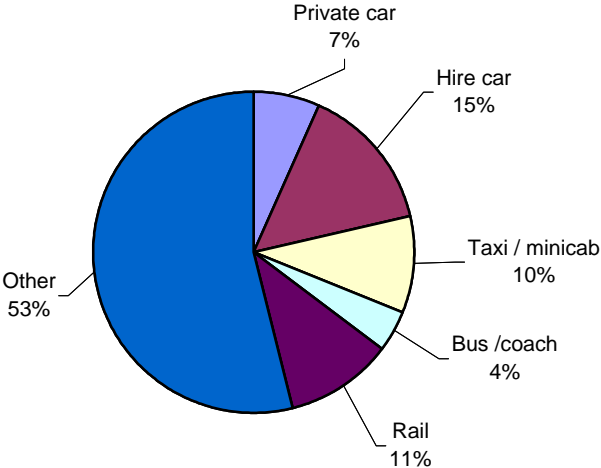
Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	8.3	18.1	12.3	5.2	13.3	67.1	10.3
UK Leisure	83.1	20.0	71.3	52.3	52.1	16.7	70.0
Foreign Business	1.4	19.7	5.4	10.9	8.6	7.6	4.9
Foreign Leisure	7.1	42.2	11.0	31.6	26.0	8.6	14.8
Total	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	13,651	0,631	3,841	6,531	1,816	0,066	26,536

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

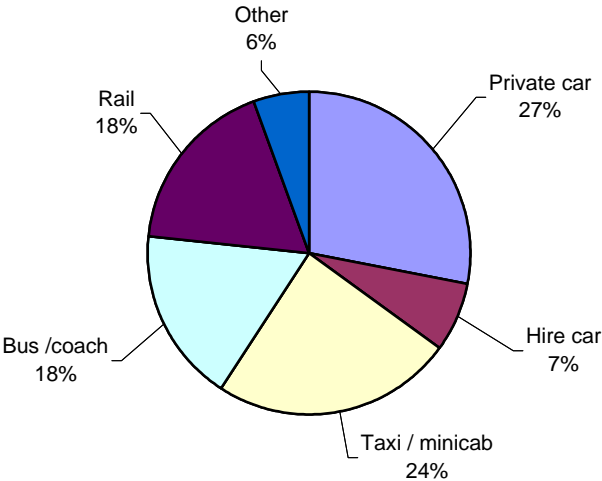


**Table 10.1 Charts**  
Modes of transport by passenger type used at Gatwick Airport in 2004

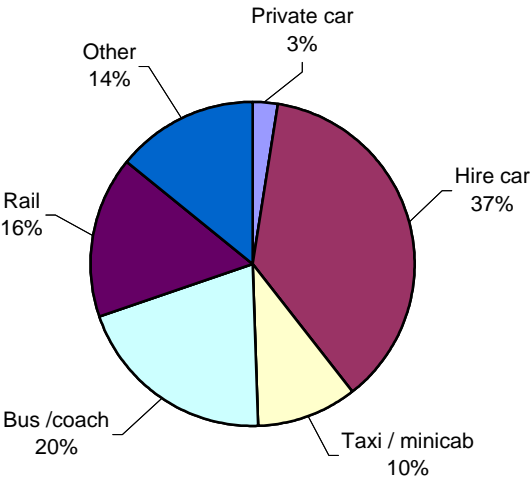
UK Business



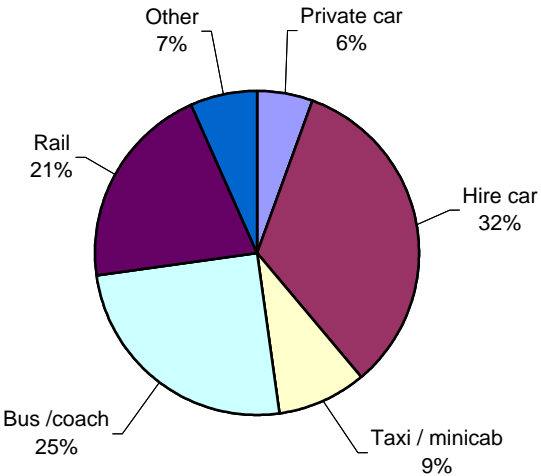
UK Leisure



Foreign Business



Foreign Leisure



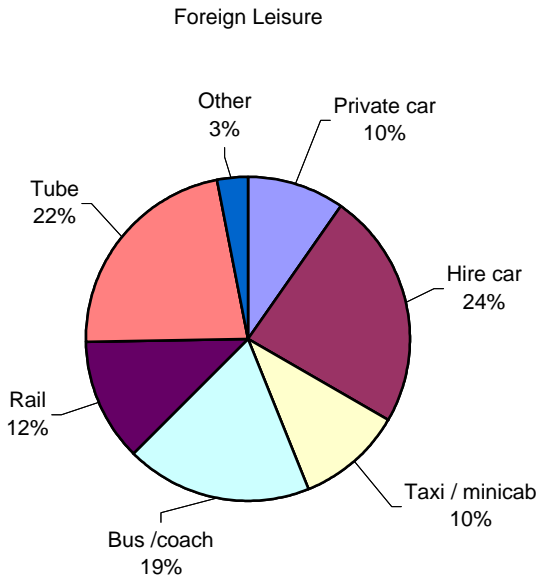
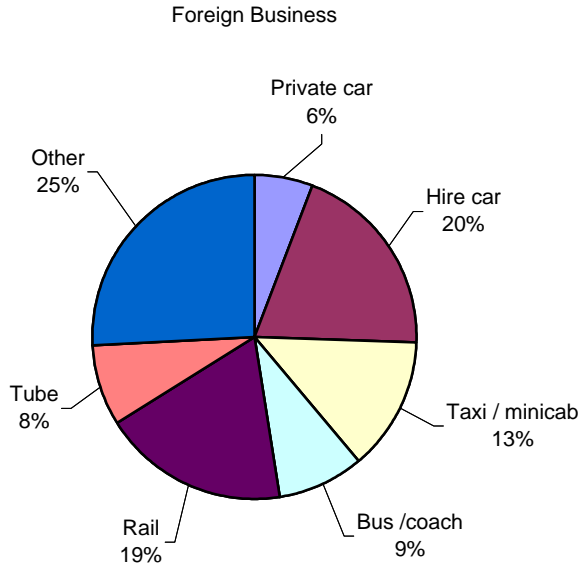
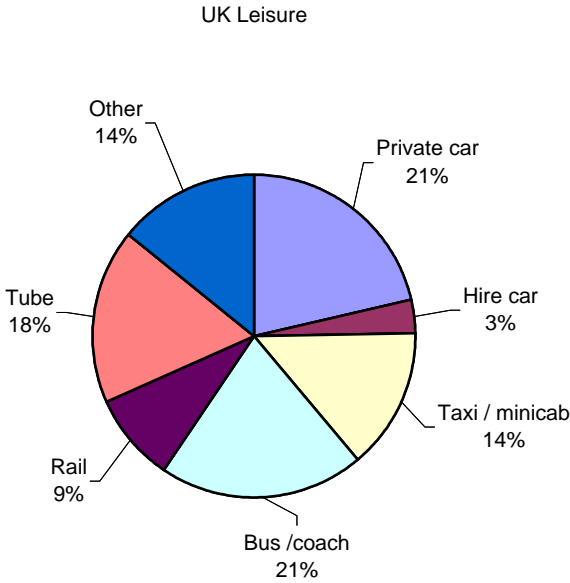
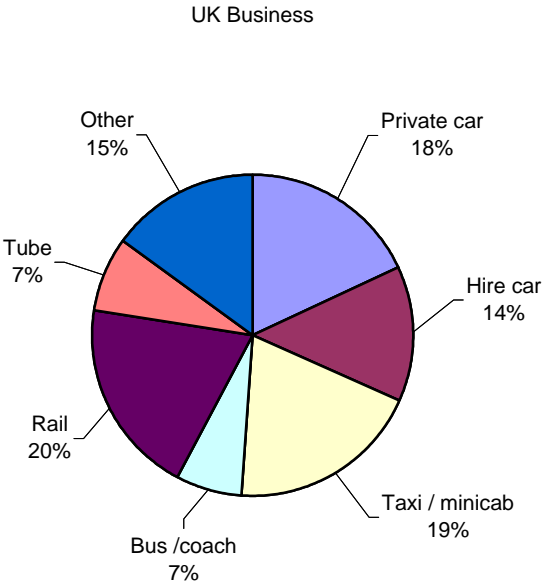
**Table 10.2**

Modes of transport by passenger type used at Heathrow Airport in 2004

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Tube %	Other %	Grand Total %
UK Business	28.3	21.2	30.2	10.6	30.6	11.7	23.5	24.2
UK Leisure	45.9	6.9	30.5	43.8	19.0	37.5	30.0	36.8
Foreign Business	9.1	31.5	21.4	13.7	29.6	13.0	41.2	16.1
Foreign Leisure	16.7	40.5	17.9	31.9	20.9	37.8	5.3	22.9
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	15,277	1,237	11,282	6,187	4,077	5,407	0,148	43,615

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

**Table 10.2 Charts**  
Modes of transport by passenger type used at Heathrow Airport in 2004



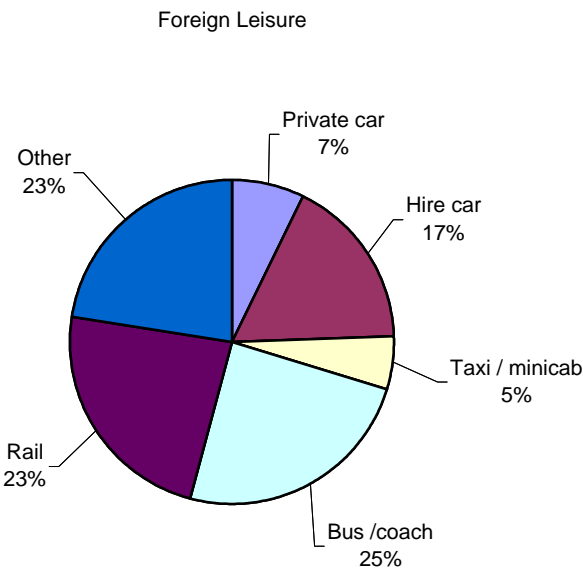
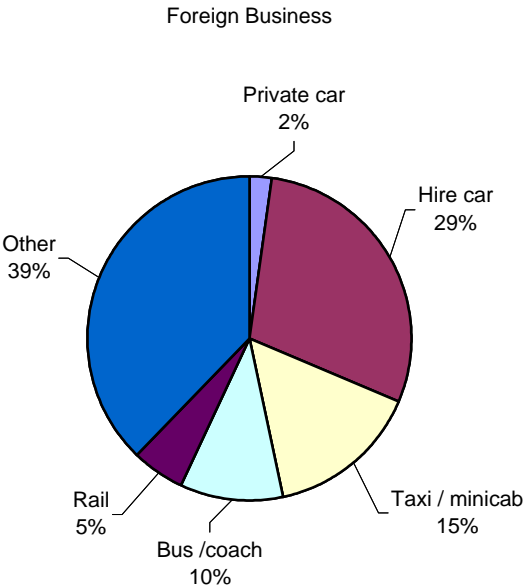
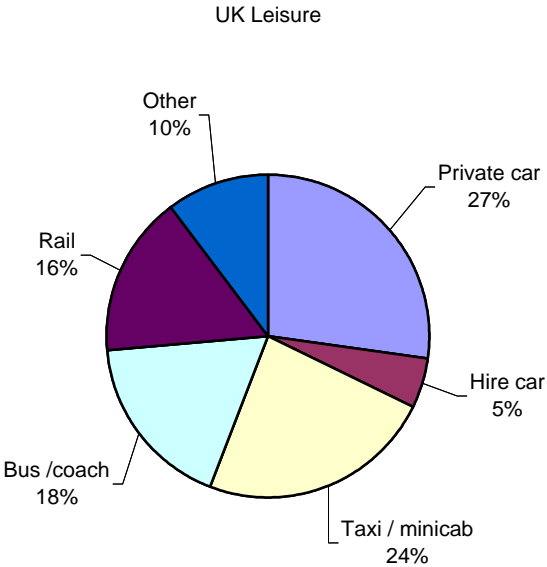
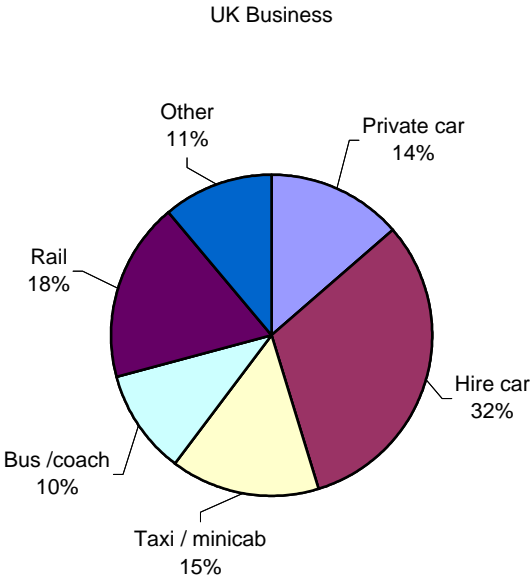
**Table 10.3**

Modes of transport by passenger type used at Luton Airport in 2004

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	18.3	42.7	20.2	14.1	24.2	15.0	18.2
UK Leisure	70.5	12.5	61.2	46.4	41.7	26.4	61.5
Foreign Business	1.8	22.8	11.8	8.0	4.1	29.5	5.3
Foreign Leisure	9.4	22.1	6.8	31.4	30.0	29.1	15.0
Total	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	4,211	0,183	0,845	0,055	1,700	0,059	7,053

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

**Table 10.3 Charts**  
Modes of transport by passenger type used at Luton Airport in 2004



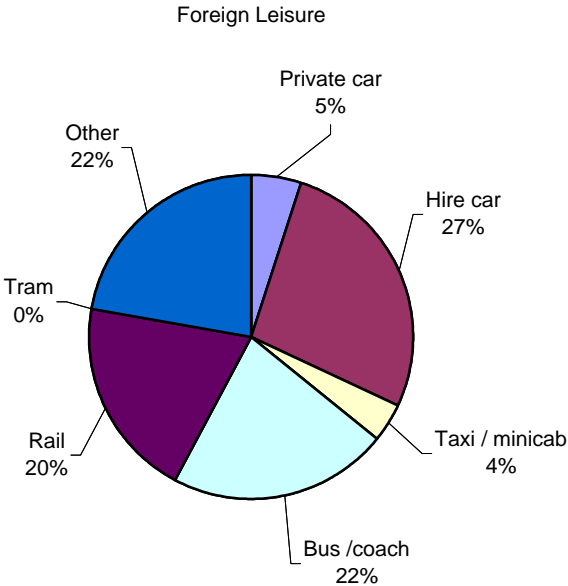
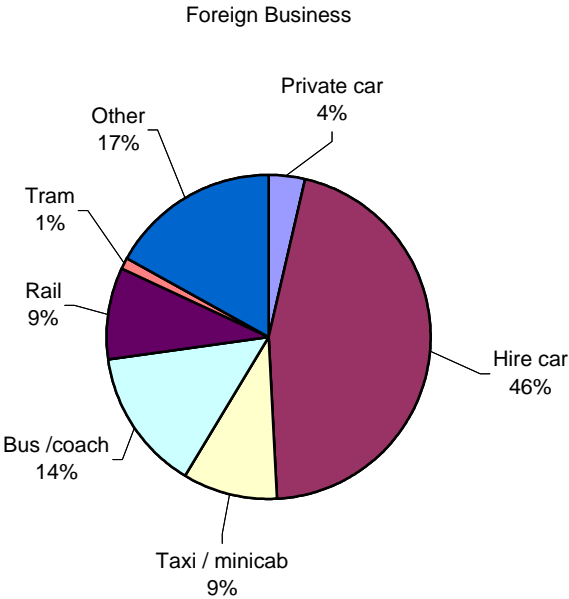
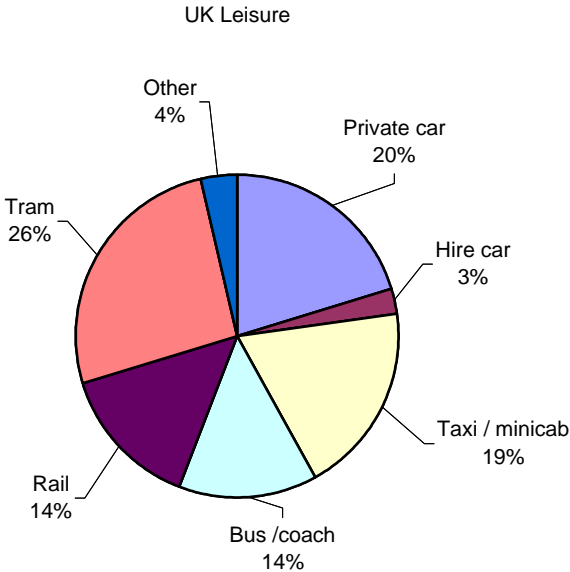
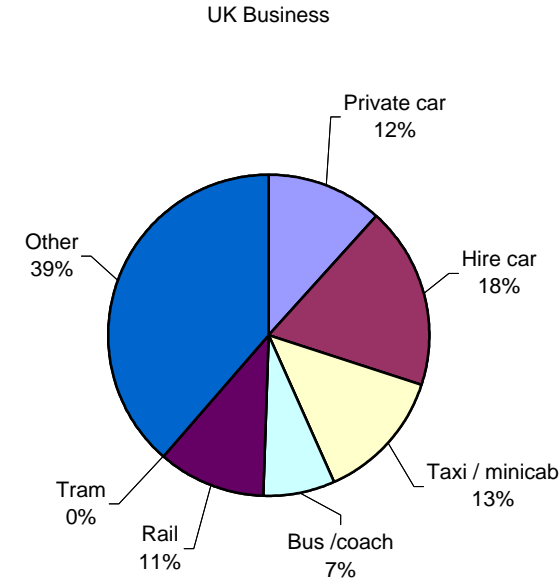
**Table 10.4**

Modes of transport by passenger type used at Manchester Airport in 2004

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Tram	Other %	Grand Total %
UK Business	13.7	21.2	15.7	8.5	12.7	0.0	45.0	14.5
UK Leisure	76.9	9.4	72.1	51.9	54.6	99.1	13.3	71.6
Foreign Business	2.8	34.2	7.1	10.7	6.7	0.9	12.8	5.2
Foreign Leisure	6.6	35.1	5.1	28.8	26.0	0.0	29.0	8.7
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	11,614	0,441	5,569	0,010	1,282	0,419	0,127	19,462

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

**Table 10.4 Charts**  
Modes of transport by passenger type used at Manchester Airport in 2004



**Table 10.5**

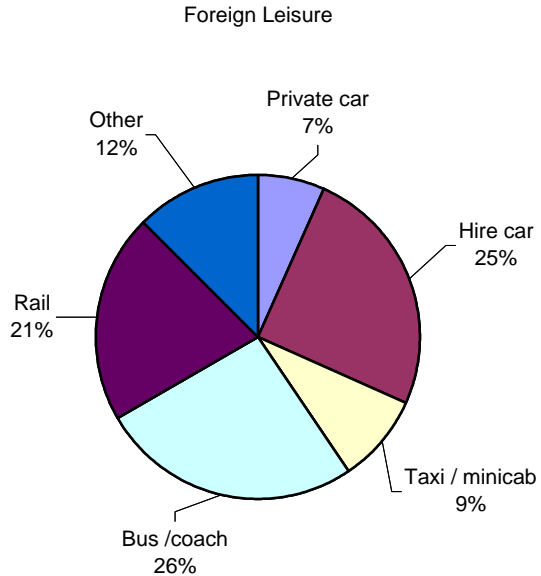
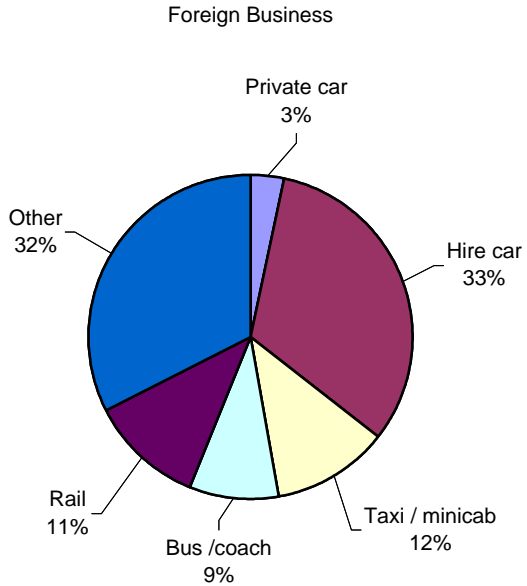
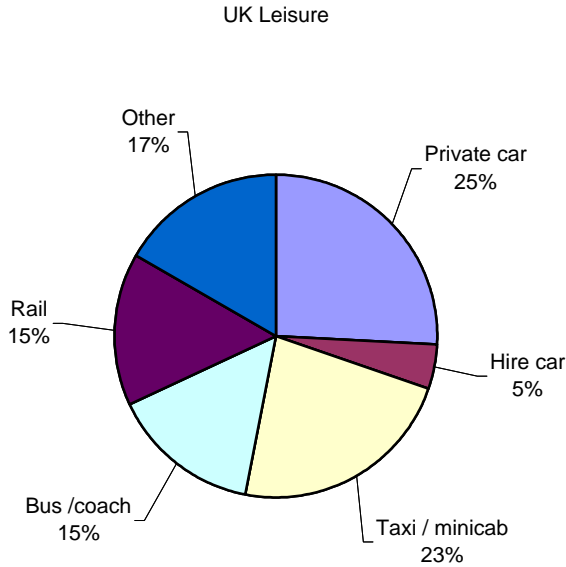
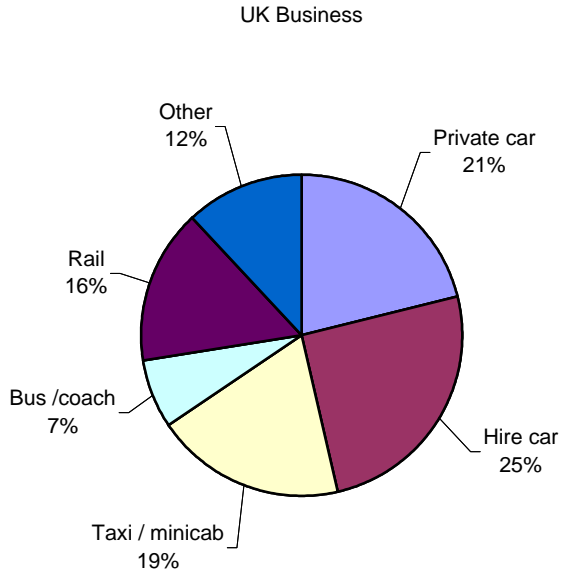
Modes of transport by passenger type used at Stansted Airport in 2004

Passenger Type	Private car %	Hire car %	Taxi / minicab %	Bus /coach %	Rail %	Other %	Grand Total %
UK Business	15.3	18.2	14.0	5.0	11.2	8.7	12.9
UK Leisure	70.0	12.3	61.2	40.4	41.8	44.9	55.7
Foreign Business	2.4	23.3	8.5	6.5	8.2	23.5	5.8
Foreign Leisure	12.3	46.2	16.3	48.1	38.7	22.9	25.5
Total	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	8,843	0,624	1,408	5,272	2,082	0,053	18,283

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



**Table 10.5 Charts**  
Modes of transport by passenger type used at Stansted Airport in 2004



**Table 11.1**

Arriving mode of transport by origin at Gatwick Airport in 2004 \*

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	5.5	2.5	5.9	3.9	1.0	0.0
East Midlands	3.1	1.0	2.5	4.8	1.2	0.0
North West	0.5	0.3	0.8	1.2	0.3	0.0
Northern	0.1	0.2	0.3	0.6	0.4	0.0
Scotland	0.0	0.0	1.0	0.7	0.4	0.0
South East	79.3	90.3	69.9	67.4	92.8	94.8
South West	7.4	4.3	12.9	10.8	2.5	0.0
Wales	1.2	0.3	2.6	5.8	0.5	0.0
West Midlands	2.1	0.8	2.6	3.9	0.5	0.0
Yorkshire/Humberside	0.7	0.1	1.5	0.8	0.4	5.2
Total	100	100	100	100	100	100
Total Terminating Passengers (000s)	13,651	0,631	3,841	6,531	1,816	0,066

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

**Table 11.2**

Arriving mode of transport by origin at Heathrow Airport in 2004 \*

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Tube	Other
	%	%	%	%	%	%	%
East Anglia	5.5	2.5	5.9	3.9	1.0	0.0	0.0
East Midlands	3.1	1.0	2.5	4.8	1.2	6.7	0.0
North West	0.5	0.3	0.8	1.2	0.3	0.0	0.0
Northern	0.1	0.2	0.3	0.6	0.4	0.0	0.0
Scotland	0.0	0.0	1.0	0.7	0.4	0.0	0.0
South East	79.3	90.3	69.9	67.4	92.8	93.3	94.8
South West	7.4	4.3	12.9	10.8	2.5	0.0	0.0
Wales	1.2	0.3	2.6	5.8	0.5	0.0	0.0
West Midlands	2.1	0.8	2.6	3.9	0.5	0.0	0.0
Yorkshire/Humberside	0.7	0.1	1.5	0.8	0.4	0.0	5.2
Total	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	15,277	1,237	11,282	6,187	4,077	5,407	0,148

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

**Table 11.3**

Arriving mode of transport by origin at Luton Airport in 2004 \*

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	6.0	2.5	24.3	2.8	0.0	0.0
East Midlands	12.7	4.8	19.9	5.0	12.4	0.0
North West	0.5	0.0	0.0	0.1	0.0	0.0
Northern	0.2	0.0	0.0	0.0	0.0	0.0
Scotland	0.2	0.0	0.0	0.3	0.4	12.8
South East	73.7	91.5	46.1	87.2	81.2	81.1
South West	1.8	0.5	3.6	1.3	0.0	6.1
Wales	0.5	0.0	3.6	0.8	0.0	0.0
West Midlands	3.7	0.4	2.5	1.9	0.7	0.0
Yorkshire/Humberside	0.7	0.4	0.0	0.7	5.3	0.0
Total	100	100	100	100	100	100
Total Terminating Passengers (000s)	4,211	0,183	0,845	0,055	1,700	0,059

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

**Table 11.4**

Arriving mode of transport by origin at Manchester Airport in 2004 \*

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Tram	Other
	%	%	%	%	%	%	%
East Anglia	0.1	0.0	0.2	0.0	0.0	0.0	0.0
East Midlands	4.6	2.8	3.3	5.6	1.9	0.7	0.2
North West	56.6	71.5	55.9	56.0	36.7	93.8	92.2
Northern	4.5	1.2	7.8	8.4	6.7	0.0	0.0
Scotland	1.2	0.2	1.3	4.3	1.8	0.0	2.7
South East	0.5	0.0	0.7	0.7	1.1	0.0	0.0
South West	0.4	0.0	0.5	0.7	0.2	0.0	0.0
Wales	5.1	3.5	5.7	2.7	2.7	0.0	0.2
West Midlands	7.1	5.4	7.7	8.3	5.7	0.0	0.0
Yorkshire/Humberside	19.8	15.3	17.0	13.2	43.2	5.6	4.7
Total	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	11,614	0,441	5,569	0,010	1,282	0,419	0,127

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

**Table 11.5**

Arriving mode of transport by origin at Stansted Airport in 2004 \*

Planning Region	Private car	Taxi/Minicab	Hire Car	Bus/Coach	Rail	Other
	%	%	%	%	%	%
East Anglia	16.5	11.3	22.2	9.9	6.3	0.0
East Midlands	6.8	2.0	6.5	2.7	2.0	13.6
North West	0.9	0.1	2.3	0.7	0.6	0.0
Northern	0.3	0.1	0.9	0.4	0.5	0.0
Scotland	0.2	0.0	0.0	0.1	0.2	0.0
South East	66.6	82.8	52.9	75.7	85.5	86.4
South West	2.8	1.4	4.0	4.5	1.9	0.0
Wales	0.8	1.1	1.5	1.1	0.3	0.0
West Midlands	2.6	0.6	4.5	3.6	0.9	0.0
Yorkshire/Humberside	2.6	0.7	5.2	1.4	1.8	0.0
Total	100	100	100	100	100	100
Total Terminating Passengers (000s)	8,843	0,624	1,408	5,272	2,082	0,053

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

**Table 12.1**

Average surface journey times in minutes between London area and the London airports in 2004

Greater London	Average Journey time by Private Car from Greater London			
	Gatwick	Heathrow	Luton	Stansted
Barking	64	87	40	43
Barnet	83	53	42	54
Bexley	54	85	100	65
Brent	89	48	34	74
Bromley	46	75	93	68
Camden	83	55	56	60
City Of London	74	56	113	75
City Of Westminster	81	40	50	76
Croydon	32	67	101	71
Ealing	66	30	57	82
Enfield	90	60	44	43
Glc Unspec	66	47	60	83
Greenwich	53	87	70	68
Hackney	79	74	60	54
Hammersmith	86	35	66	85
Harringay	71	55	45	55
Harrow	74	43	48	73
Havering	84	92	62	44
Heathrow	81	8	42	124
Hillingdon	65	22	57	76
Hounslow	69	25	46	99
Islington	82	55	43	79
Kensington & Chelsea	88	36	55	86
Kingston Upon Thames	47	40	90	85
Lambeth	53	61	68	77
Lewisham	59	75	32	59
Merton	51	48	105	96
Newham	69	74	89	38
Redbridge	76	75	81	44
Richmond	54	28	55	96
Southwark	77	59	113	62
Sutton	33	52	102	104
Tower Hamlets	82	62	75	44
Waltham Forest	91	79	50	38
Wandsworth	59	44	77	90

**Table 12.2**

Average surface journey times in minutes between London area and the London airports in 2004

Greater London	Average Journey time by Taxi from Greater London			
	Gatwick	Heathrow	Luton	Stansted
Barking	68	101	No Sample	37
Barnet	80	47	42	46
Bexley	75	86	No Sample	64
Brent	83	42	67	55
Bromley	42	73	No Sample	67
Camden	88	46	51	65
City Of London	79	57	45	55
City Of Westminster	68	41	63	69
Croydon	32	63	No Sample	No Sample
Ealing	77	27	46	94
Enfield	96	53	36	38
Greenwich	53	71	75	43
Hackney	71	75	No Sample	54
Hammersmith	57	28	90	52
Harringay	58	50	40	46
Harrow	74	35	36	45
Havering	61	77	75	41
Heathrow	63	12	75	168
Hillingdon	52	19	41	69
Hounslow	46	20	50	65
Islington	76	50	No Sample	56
Kensington & Chelsea	65	33	90	84
Kings Cross Station	60	No Sample	No Sample	No Sample
Kingston Upon Thames	34	37	No Sample	90
Lambeth	51	47	67	79
Lewisham	52	69	80	57
Merton	44	43	No Sample	85
Newham	83	77	75	33
Paddington	No Sample	50	No Sample	No Sample
Redbridge	68	74	57	38
Sutton	32	52	90	No Sample
Tower Hamlets	68	56	60	51
Waltham Forest	83	56	No Sample	33
Wandsworth	55	40	No Sample	72
Waterloo	No Sample	62	No Sample	No Sample



**Table 12.3**

Average surface journey times in minutes between London area and the London airports in 2004

Greater London	Average Journey time by Public Transport from Greater London			
	Gatwick	Heathrow	Luton	Stansted
Barking	89	83	180	104
Barnet	81	91	76	90
Bexley	55	116	No Sample	90
Brent	69	70	82	101
Bromley	68	121	91	127
Camden	72	59	62	85
City Of London	59	56	59	61
City Of Westminster	56	46	72	83
Croydon	38	98	112	116
Ealing	78	38	73	105
Enfield	90	82	106	65
Glc Unspec	72	54	81	88
Greenwich	66	83	90	103
Hackney	78	72	64	74
Hammersmith	58	46	105	101
Harringay	78	74	85	70
Harrow	108	56	58	115
Havering	77	98	No Sample	97
Heathrow	66	21	109	104
Hillingdon	83	19	145	91
Hounslow	95	28	102	121
Islington	72	63	65	77
Kensington & Chelsea	60	44	80	93
Kingston Upon Thames	77	65	No Sample	130
Lambeth	59	69	87	103
Lewisham	65	105	92	100
Liverpool St Station	No Sample	62	No Sample	No Sample
London City Airport	No Sample	60	No Sample	No Sample
Merton	64	70	113	113
Newham	75	83	106	95
Paddington	No Sample	27	No Sample	No Sample
Redbridge	116	109	130	88
Richmond	72	51	133	125
Southwark	58	68	81	94
Sutton	107	83	106	123
Tower Hamlets	75	72	79	78
Victoria	60	No Sample	No Sample	No Sample
Waltham Forest	97	89	105	66
Wandsworth	56	67	103	97
Waterloo	60	66	No Sample	No Sample

**Table 13.1**

Group size of terminating air travellers at Gatwick Airport in 2004

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	86.1	22.5	78.4	45.6	35.1
Travelling with one other	10.6	47.7	15.5	39.0	41.1
Travelling with two others	1.6	10.1	1.4	5.6	8.2
Travelling with three others	0.6	12.3	0.6	4.8	9.4
Travelling with four others	0.2	4.3	0.8	1.6	3.3
Travelling with five or more	0.9	3.2	3.2	3.4	3.0
Total	100	100	100	100	100
Total Passengers (000s)	2,736	18,556	1,294	3,949	26,536

**Table 13.2**

Group size of terminating air travellers at Heathrow Airport in 2004

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	90.0	48.0	81.0	52.4	64.3
Travelling with one other	7.0	36.7	13.1	31.8	24.7
Travelling with two others	1.8	5.7	2.6	6.6	4.5
Travelling with three others	0.4	6.0	1.2	4.9	3.6
Travelling with four others	0.2	1.5	0.5	1.1	1.0
Travelling with five or more	0.6	2.0	1.6	3.2	1.9
Total	100	100	100	100	100
Total Passengers (000s)	10,586	16,007	7,022	10,000	43,615

**Table 13.3**

Group size of terminating air travellers at Luton Airport in 2004

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	88.2	37.3	82.0	53.4	50.6
Travelling with one other	8.5	42.4	11.8	30.3	33.3
Travelling with two others	1.3	9.1	4.0	7.2	7.2
Travelling with three others	0.9	7.6	0.0	4.7	5.7
Travelling with four others	0.7	2.5	1.4	2.1	2.0
Travelling with five or more	0.4	1.2	0.8	2.4	1.2
Total	100	100	100	100	100
Total Passengers (000s)	1,269	4,341	368	1,075	7,053

**Table 13.4**

Group size of terminating air travellers at Manchester Airport in 2004

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	87.6	19.7	79.6	56.3	35.7
Travelling with one other	8.5	52.7	13.5	30.7	42.4
Travelling with two others	2.9	10.2	2.6	5.5	8.4
Travelling with three others	0.5	11.6	1.2	3.3	8.7
Travelling with four others	0.1	2.7	0.5	0.6	2.0
Travelling with five or more	0.4	3.2	2.5	3.7	2.8
Total	100	100	100	100	100
Total Passengers (000s)	2,825	13,940	1,022	1,675	19,462

**Table 13.5**

Group size of terminating air travellers at Stansted Airport in 2004

Group size	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All Passengers
	%	%	%	%	%
Travelling alone	90.0	47.1	78.0	53.7	56.2
Travelling with one other	6.9	39.1	13.8	30.8	31.4
Travelling with two others	1.4	5.8	2.1	7.5	5.4
Travelling with three others	0.4	5.8	0.4	4.4	4.4
Travelling with four others	0.1	1.5	1.1	1.3	1.3
Travelling with five or more	1.2	0.7	4.5	2.3	1.4
Total	100	100	100	100	100
Total Passengers (000s)	2,358	10,174	1,060	4,692	18,283

**Table 14**

Proportion of terminating passengers travelling alone in 2004

Travelling alone	UK Business	UK Leisure	Foreign Business	Foreign Leisure	All passengers	Total
	%	%	%	%	%	(000's)
Gatwick	86.1	22.5	78.4	45.6	35.1	26,536
Heathrow	90.0	48.0	81.0	52.4	64.3	43,615
Luton	88.2	37.3	82.0	53.4	50.6	7,053
Manchester	87.6	19.7	79.6	56.3	35.7	19,462
Stansted	90.0	47.1	78.0	53.7	56.2	18,283

**Table 15.1**

Trip length of terminating passengers at Gatwick Airport in 2004.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	5.0	0.1	5.4	0.2	0.0	0.0	0.0	0.0	24.7	2.2	11.6	1.0
Over 12 hrs to 1 day	3.3	0.3	8.5	0.6	2.2	0.1	9.2	0.0	12.6	4.9	1.6	0.0
Over 1 day to 2	17.0	1.8	8.9	5.3	0.3	0.0	12.1	0.5	21.2	8.2	11.9	6.6
Over 2 days to 3	26.2	9.0	15.0	10.0	12.3	0.3	13.9	2.4	17.1	23.2	21.9	25.3
Over 3 days to 4	11.6	8.4	10.6	10.7	6.6	1.0	2.5	3.3	10.5	15.3	6.4	29.4
Over 4 days to 5	9.6	6.9	10.1	8.8	0.0	0.6	22.0	5.9	5.1	13.0	8.3	4.1
Over 5 days to 6	1.8	2.2	4.7	3.7	0.0	0.3	0.0	0.3	0.2	4.4	0.0	3.9
Over 6 days to 1 week	8.6	18.1	13.2	15.2	48.3	44.6	1.9	20.6	2.9	11.1	0.0	6.6
Over 1 week to 2	11.5	34.7	14.2	23.7	29.3	44.5	0.0	38.5	3.7	11.4	5.0	18.0
Over 2 weeks to 3	2.2	11.2	2.2	10.5	0.0	6.9	0.0	14.4	1.3	3.0	0.0	0.7
Over 3 weeks to 4	1.3	3.8	1.2	4.3	0.4	1.1	0.0	7.5	0.3	1.8	0.0	2.3
Over 4 weeks	1.8	3.4	6.0	7.1	0.5	0.4	38.3	6.5	0.4	1.5	33.4	2.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,460	7,936	1,196	3,486	95	9,154	62	376	1,180	1,469	35	88
Mean Trip Length (days)	5.3	10.4	7.7	11.2	7.1	9.4	20.6	13.4	2.6	5.8	18.2	6.2



**Table 15.2**

Trip length of terminating passengers at Heathrow Airport in 2004.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	8.2	0.2	8.0	0.4	0.0	0.0	0.0	0.0	34.6	3.6	13.9	4.5
Over 12 hrs to 1 day	6.7	0.4	6.8	0.6	0.0	0.0	0.0	0.0	14.4	4.0	16.2	2.0
Over 1 day to 2	17.1	2.2	14.1	3.4	0.0	0.0	0.0	0.0	23.6	14.5	16.2	32.1
Over 2 days to 3	16.0	6.7	16.0	7.9	0.0	0.0	0.0	0.0	11.8	23.5	15.6	11.3
Over 3 days to 4	11.6	8.2	11.0	8.6	0.0	0.0	0.0	82.4	5.6	16.1	6.6	6.4
Over 4 days to 5	8.6	5.0	7.7	6.7	0.0	0.0	0.0	0.0	4.5	10.8	3.8	13.2
Over 5 days to 6	2.9	2.0	3.5	2.2	0.0	0.0	0.0	0.0	0.8	2.8	0.0	7.9
Over 6 days to 1 week	9.8	12.2	10.5	12.9	100.0	100.0	0.0	17.6	2.3	11.4	4.8	10.3
Over 1 week to 2	12.1	32.1	12.3	24.8	0.0	0.0	0.0	0.0	1.9	10.8	8.8	6.6
Over 2 weeks to 3	2.2	15.5	3.2	11.8	0.0	0.0	0.0	0.0	0.3	0.9	5.1	1.9
Over 3 weeks to 4	1.8	7.2	2.5	6.8	0.0	0.0	0.0	0.0	0.1	0.7	1.9	0.6
Over 4 weeks	3.0	8.4	4.4	14.0	0.0	0.0	0.0	0.0	0.2	1.0	7.2	3.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	8,161	14,766	6,914	9,870	1	21	0	6	2,424	1,219	109	124
Mean Trip Length (days)	5.9	13.6	6.9	15.0	6.5	6.5	0.0	4.0	1.8	4.7	7.3	5.4

**Table 15.3**

Trip length of terminating passengers at Luton Airport in 2004.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	4.6	1.2	13.0	1.2	0.0	0.0	0.0	0.0	29.1	2.6	6.1	0.0
Over 12 hrs to 1 day	28.0	1.4	26.1	0.5	0.0	0.7	0.0	0.0	19.3	2.7	24.5	1.7
Over 1 day to 2	18.8	5.9	14.8	7.0	0.0	0.0	0.0	0.0	16.8	13.2	19.9	0.6
Over 2 days to 3	19.0	12.0	17.9	19.5	100.0	0.0	0.0	0.0	13.8	14.9	0.0	15.6
Over 3 days to 4	13.6	14.4	9.4	21.2	0.0	1.2	0.0	0.0	9.5	20.8	15.0	2.4
Over 4 days to 5	4.7	12.0	2.1	11.2	0.0	0.0	0.0	0.0	7.8	15.8	9.1	23.5
Over 5 days to 6	2.1	4.3	3.7	2.3	0.0	0.0	0.0	0.0	0.3	4.2	0.0	0.0
Over 6 days to 1 week	2.8	21.0	8.3	16.3	0.0	50.2	0.0	10.6	1.3	11.2	0.0	52.1
Over 1 week to 2	5.7	19.0	3.2	13.4	0.0	44.6	0.0	41.4	1.6	9.4	25.4	1.7
Over 2 weeks to 3	0.2	4.1	0.2	2.5	0.0	2.7	0.0	48.0	0.3	2.3	0.0	0.0
Over 3 weeks to 4	0.2	2.7	0.3	0.9	0.0	0.5	0.0	0.0	0.0	2.4	0.0	0.0
Over 4 weeks	0.3	2.1	0.9	4.0	0.0	0.0	0.0	0.0	0.1	0.5	0.0	2.5
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	648	2,751	349	1,003	1	782	0	6	620	805	18	68
Mean Trip Length (days)	2.8	7.4	3.0	7.1	2.5	8.6	0.0	13.5	1.9	5.3	4.1	6.4

**Table 15.4**

Trip length of terminating passengers at Manchester Airport in 2004.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	3.2	0.1	10.2	0.6	0.0	0.0	0.0	0.0	39.1	3.1	3.6	1.9
Over 12 hrs to 1 day	10.1	0.3	11.4	3.0	1.3	0.0	0.0	0.0	12.6	4.1	0.5	0.1
Over 1 day to 2	19.9	2.3	18.0	6.0	3.0	0.0	0.0	0.5	17.4	12.7	22.7	3.8
Over 2 days to 3	18.2	8.4	16.2	13.9	0.0	0.1	0.0	3.6	9.8	10.6	12.7	11.4
Over 3 days to 4	12.6	10.4	10.6	8.9	4.4	0.5	0.0	0.5	6.5	8.9	5.4	5.3
Over 4 days to 5	10.0	6.7	7.4	8.0	83.3	0.7	52.1	0.9	3.9	6.6	2.5	4.3
Over 5 days to 6	3.6	2.3	4.7	2.9	0.0	0.2	0.0	0.3	2.4	2.0	5.0	4.7
Over 6 days to 1 week	5.8	11.0	5.2	10.6	0.0	44.4	0.0	29.1	1.9	8.2	8.5	13.9
Over 1 week to 2	9.5	29.1	8.2	21.0	7.9	43.6	47.9	39.8	3.4	21.6	17.5	22.1
Over 2 weeks to 3	2.7	14.1	4.0	8.9	0.0	9.0	0.0	5.9	1.6	11.8	17.5	14.1
Over 3 weeks to 4	1.7	7.6	1.6	7.4	0.0	0.8	0.0	15.8	0.8	3.9	0.0	7.4
Over 4 weeks	2.8	7.6	2.4	8.8	0.0	0.6	0.0	3.6	0.6	6.4	4.0	10.9
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,287	4,559	844	1,313	86	8,190	2	187	1,448	1,175	175	198
Mean Trip Length (days)	5.6	12.9	5.3	11.9	4.8	9.6	7.4	12.9	2.5	10.2	8.7	13.9

**Table 15.5**

Trip length of terminating passengers at Stansted Airport in 2004.

	International Scheduled				International Charter				Domestic			
	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure	UK Business	UK Leisure	Foreign Business	Foreign Leisure
	%	%	%	%	%	%	%	%	%	%	%	%
Up to 12 hrs	3.3	0.2	10.3	1.6	0.0	0.0	0.0	0.0	30.1	3.8	37.3	4.4
Over 12 hrs to 1 day	11.0	0.8	10.5	2.0	0.0	0.3	0.0	0.0	12.4	4.5	6.1	3.7
Over 1 day to 2	28.2	5.4	19.5	6.2	39.4	0.1	0.0	3.2	26.7	14.5	1.4	3.3
Over 2 days to 3	19.1	13.8	16.8	13.2	8.6	0.7	0.0	0.0	12.9	23.7	16.4	10.8
Over 3 days to 4	13.8	19.6	16.6	24.6	5.1	0.4	0.0	0.0	9.0	21.3	33.1	13.2
Over 4 days to 5	7.6	10.2	6.1	13.3	0.0	0.9	0.0	1.1	3.0	8.0	3.4	5.3
Over 5 days to 6	1.6	4.2	1.4	5.9	0.0	0.2	0.0	0.0	1.9	4.4	0.0	0.8
Over 6 days to 1 week	4.6	18.6	5.7	14.1	46.9	59.7	0.0	65.6	1.8	10.5	2.3	35.1
Over 1 week to 2	8.1	20.9	5.5	11.0	0.0	36.1	0.0	0.0	1.1	5.9	0.0	18.2
Over 2 weeks to 3	1.9	3.5	1.7	4.2	0.0	0.6	0.0	0.0	1.0	1.6	0.0	4.1
Over 3 weeks to 4	0.2	1.4	2.3	1.5	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0
Over 4 weeks	0.5	1.4	3.7	2.4	0.0	0.2	0.0	30.1	0.1	1.5	0.0	1.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,497	7,864	1,033	4,583	6	1,021	0	16	855	1,289	27	92
Mean Trip Length (days)	3.7	6.9	5.4	6.6	4.1	8.2	0.0	19.1	1.9	4.6	2.0	6.6

**Table 16.1**

Income of UK and foreign passengers at Gatwick Airport in 2004.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.3	0.4	2.1	4.4	0.8	14.7	5.4	2.4
£5,750-£8,624	0.8	0.2	2.1	1.6	4.1	0.0	4.3	3.6
£8,625-£11,499	0.8	0.0	2.5	3.2	0.8	0.0	2.8	11.6
£11,500-£14,374	0.9	1.4	3.5	3.7	1.2	0.0	4.2	0.6
£14,375-£17,249	1.6	0.9	4.2	5.7	1.6	3.5	5.8	2.7
£17,250-£22,999	5.4	6.4	6.8	8.1	3.5	7.2	9.0	3.4
£23,000-£28,749	7.9	7.6	12.1	9.0	5.7	2.2	11.5	7.7
£28,750-£34,499	6.6	12.3	10.0	11.9	7.2	7.3	10.3	12.8
£34,500-£40,249	15.2	16.0	10.9	10.7	10.6	5.8	9.4	4.8
£40,250-£45,999	7.0	9.0	10.5	7.5	7.0	8.0	4.9	14.4
£46,000-£57,499	12.8	15.1	11.1	6.2	14.0	4.3	9.0	8.8
£57,500-80,499	17.8	11.2	12.6	14.9	17.0	5.5	8.6	19.8
£80,500-£114,999	10.6	10.7	5.7	6.0	13.6	25.9	8.1	1.8
£115,000-£172,999	7.8	4.5	3.5	4.7	4.2	3.0	3.7	2.1
£173,000-£229,999	2.6	1.8	0.9	0.9	2.7	12.7	0.8	1.5
Over £230,000	2.0	2.6	1.5	1.5	6.0	0.0	2.2	1.9
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,555	1,180	17,090	1,469	1,258	35	3,861	88
Mean income	£65,997	£61,173	£49,181	£49,319	£73,979	£72,049	£47,994	£48,597

**Table 16.2**

Income of UK and foreign passengers at Heathrow Airport in 2004.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.4	0.1	6.3	3.4	1.3	0.0	5.5	2.6
£5,750-£8,624	0.2	0.1	2.1	1.8	0.9	0.0	3.1	0.7
£8,625-£11,499	0.4	0.1	2.1	2.3	0.8	1.4	3.0	0.0
£11,500-£14,374	0.3	0.6	2.8	2.2	1.3	3.9	2.8	1.6
£14,375-£17,249	0.6	1.5	4.1	2.7	1.6	2.0	4.0	3.9
£17,250-£22,999	3.0	3.0	8.1	8.5	4.0	3.6	7.3	7.5
£23,000-£28,749	4.6	7.9	9.7	9.5	6.5	1.2	8.2	3.9
£28,750-£34,499	7.7	10.4	9.3	9.9	6.3	7.5	9.2	17.1
£34,500-£40,249	8.9	12.6	8.9	7.8	7.7	2.8	7.5	10.5
£40,250-£45,999	8.7	8.5	7.6	6.4	9.2	10.4	10.4	5.5
£46,000-£57,499	12.4	12.8	9.5	10.6	10.8	6.7	9.7	20.1
£57,500-80,499	18.2	16.5	11.9	12.5	16.8	23.9	10.7	4.4
£80,500-£114,999	13.7	11.9	8.7	11.3	13.0	19.6	7.8	4.6
£115,000-£172,999	9.4	6.7	4.7	6.1	8.1	7.3	5.1	14.1
£173,000-£229,999	3.5	3.1	1.6	1.5	2.6	6.1	2.4	3.0
Over £230,000	8.0	4.2	2.4	3.4	9.1	3.6	3.4	0.5
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	8,162	2,424	14,787	1,219	6,914	109	9,876	124
Mean income	£88,358	£72,648	£54,306	£61,329	£86,032	£82,752	£57,734	£61,030

**Table 16.3**

Income of UK and foreign passengers at Luton Airport in 2004.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	0.8	0.1	6.0	6.5	1.2	3.7	13.6	15.8
£5,750-£8,624	0.7	0.7	2.4	2.4	0.0	0.0	3.0	3.8
£8,625-£11,499	0.0	0.9	2.9	4.4	0.2	0.0	5.8	0.0
£11,500-£14,374	0.9	0.3	3.2	1.6	4.0	0.0	4.9	2.7
£14,375-£17,249	1.2	3.3	3.1	7.8	1.3	17.2	3.1	0.0
£17,250-£22,999	1.1	3.8	7.2	8.2	4.3	6.7	9.5	2.7
£23,000-£28,749	13.9	10.5	7.0	9.7	9.6	0.0	10.1	7.6
£28,750-£34,499	8.2	11.3	10.4	9.8	14.6	3.2	10.4	0.0
£34,500-£40,249	10.5	12.6	10.7	8.0	9.7	26.9	4.3	19.2
£40,250-£45,999	10.7	14.5	9.7	8.9	18.6	12.8	10.8	3.7
£46,000-£57,499	13.1	16.3	9.0	11.3	10.6	0.0	4.7	1.4
£57,500-80,499	19.3	12.6	12.9	13.6	15.4	7.4	11.4	7.1
£80,500-£114,999	13.1	7.2	8.5	5.3	4.0	0.0	3.0	31.0
£115,000-£172,999	3.2	3.2	4.9	1.8	2.6	11.2	2.4	0.8
£173,000-£229,999	2.3	1.5	0.9	0.3	1.9	0.0	1.2	4.2
Over £230,000	1.0	1.3	1.2	0.5	2.0	10.9	1.6	0.0
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	648	620	3,533	805	351	18	1,010	68
Mean income	£60,492	£54,382	£50,618	£41,435	£54,062	£74,709	£40,510	£57,868

**Table 16.4**

Income of UK and foreign passengers at Manchester Airport in 2004.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	3.8	0.2	2.7	3.8	0.8	0.0	3.9	1.2
£5,750-£8,624	0.2	0.1	2.8	2.9	1.2	2.1	1.5	0.0
£8,625-£11,499	0.1	0.4	2.4	2.1	1.2	0.2	1.9	0.4
£11,500-£14,374	0.5	0.6	5.1	3.4	0.7	0.6	12.1	2.3
£14,375-£17,249	1.7	1.7	6.5	3.5	2.7	0.7	4.4	1.7
£17,250-£22,999	5.2	4.7	13.4	11.9	5.1	4.0	8.5	10.0
£23,000-£28,749	9.9	10.5	10.5	9.7	9.4	23.0	10.5	4.3
£28,750-£34,499	10.2	10.0	13.0	10.5	8.3	7.7	7.2	8.0
£34,500-£40,249	11.3	10.3	12.7	11.7	13.0	9.2	11.2	8.1
£40,250-£45,999	11.7	7.5	9.5	9.4	12.3	9.4	10.0	18.7
£46,000-£57,499	12.2	19.8	8.6	7.5	11.3	8.9	7.8	7.3
£57,500-80,499	15.3	17.7	8.6	11.4	16.5	12.4	9.6	8.8
£80,500-£114,999	7.1	9.9	2.5	7.2	9.9	11.8	6.8	5.5
£115,000-£172,999	5.7	3.3	1.2	3.4	4.1	5.9	2.4	19.5
£173,000-£229,999	3.2	1.3	0.5	0.6	1.8	3.6	0.6	0.4
Over £230,000	1.8	2.1	0.3	1.0	1.7	0.6	1.5	3.7
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,373	1,448	12,748	1,175	846	175	1,499	198
Mean income	£60,320	£59,970	£36,807	£45,889	£58,444	£59,301	£44,445	£72,795



**Table 16.5**

Income of UK and foreign passengers at Stansted Airport in 2004.

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %
Under £5,750	1.1	0.1	5.4	3.3	3.2	0.0	10.0	7.7
£5,750-£8,624	0.5	0.4	2.0	2.4	1.4	0.0	4.1	2.1
£8,625-£11,499	1.9	1.0	2.7	3.8	3.3	27.0	2.8	4.5
£11,500-£14,374	0.9	0.8	4.3	2.6	3.2	0.0	4.1	0.0
£14,375-£17,249	3.4	1.4	4.0	3.8	5.1	1.6	5.3	7.3
£17,250-£22,999	6.2	5.6	6.3	9.2	5.5	13.5	8.4	18.5
£23,000-£28,749	9.6	11.5	9.6	10.8	11.8	0.0	10.3	4.6
£28,750-£34,499	10.2	12.0	8.7	11.9	10.0	20.0	7.1	7.2
£34,500-£40,249	13.2	18.4	12.4	6.7	11.6	0.0	8.7	6.5
£40,250-£45,999	9.6	8.8	7.8	7.3	10.1	3.6	6.6	6.6
£46,000-£57,499	12.8	10.7	9.8	8.5	7.4	19.2	8.1	22.6
£57,500-80,499	14.0	12.5	13.6	16.8	12.3	3.8	10.3	11.2
£80,500-£114,999	7.7	8.3	6.6	7.9	8.3	1.0	7.4	0.0
£115,000-£172,999	6.6	5.3	4.1	2.6	4.1	0.0	3.2	1.2
£173,000-£229,999	0.7	1.9	1.2	2.2	0.1	0.0	0.4	0.0
Over £230,000	1.6	1.6	1.5	0.2	2.8	10.4	3.0	0.0
Total	100	100	100	100	100	100	100	100
Total Terminating Passengers (000s)	1,503	855	8,885	1,289	1,033	27	4,599	92
Mean income	£56,470	£57,252	£49,991	£48,150	£52,647	£58,219	£47,977	£35,559

**Table 17**

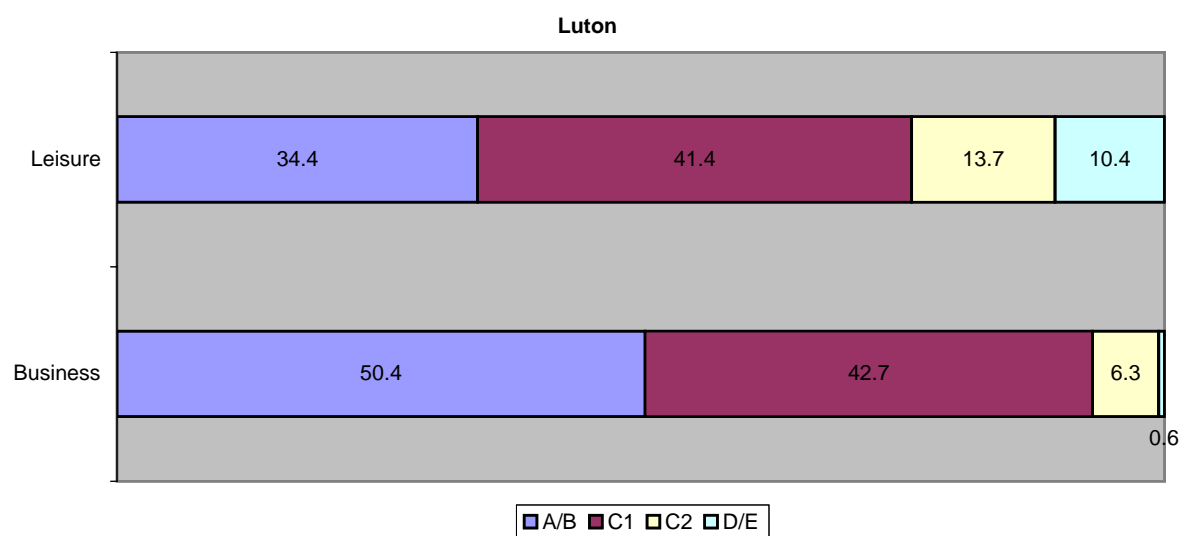
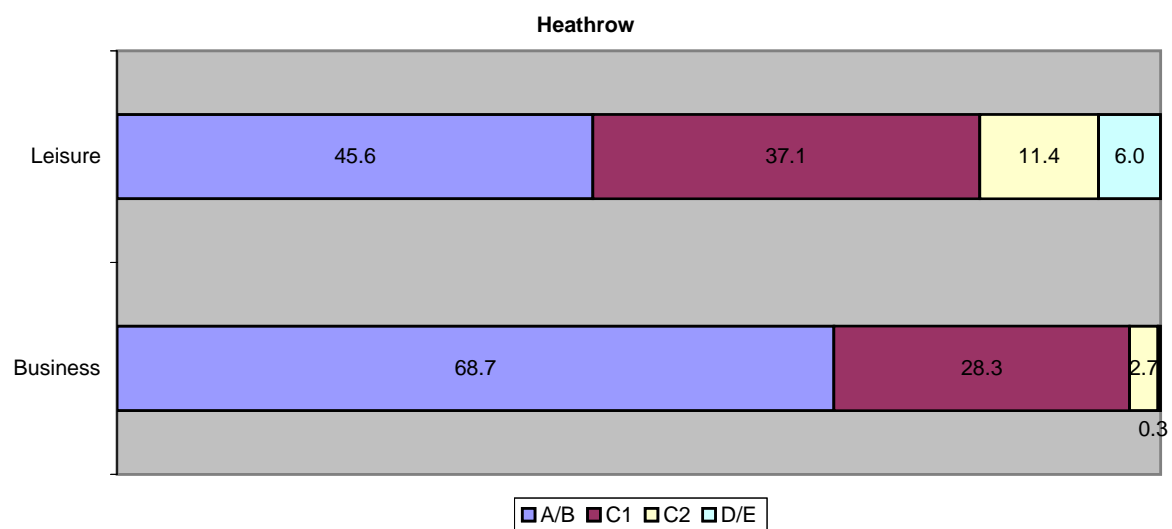
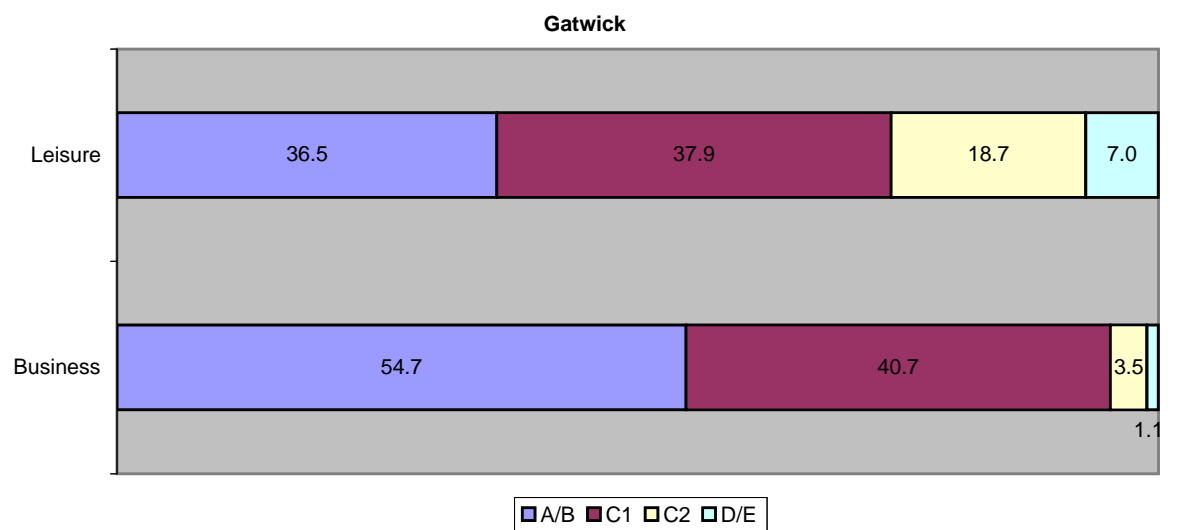
Socio-economic group of UK passengers by journey purpose in 2004.

Socio-economic Group	Business				
	Gatwick	Heathrow	Luton	Manchester	Stansted
A/B	54.7	68.7	50.4	67.7	45.7
C1	40.7	28.3	42.7	27.6	51.0
C2	3.5	2.7	6.3	4.4	2.7
D/E	1.1	0.3	0.6	0.4	0.7
Total	100	100	100	100	100
Total Terminating Passengers (000s)	2,736	10,589	1,268	2,821	2,358

Socio-economic Group	Leisure				
	Gatwick	Heathrow	Luton	Manchester	Stansted
A/B	36.5	45.6	34.4	31.8	37.1
C1	37.9	37.1	41.4	35.1	43.1
C2	18.7	11.4	13.7	22.0	10.8
D/E	7.0	6.0	10.4	11.1	8.9
Total	100	100	100	100	100
Total Terminating Passengers (000s)	18,567	16,010	4,339	13,923	10,174

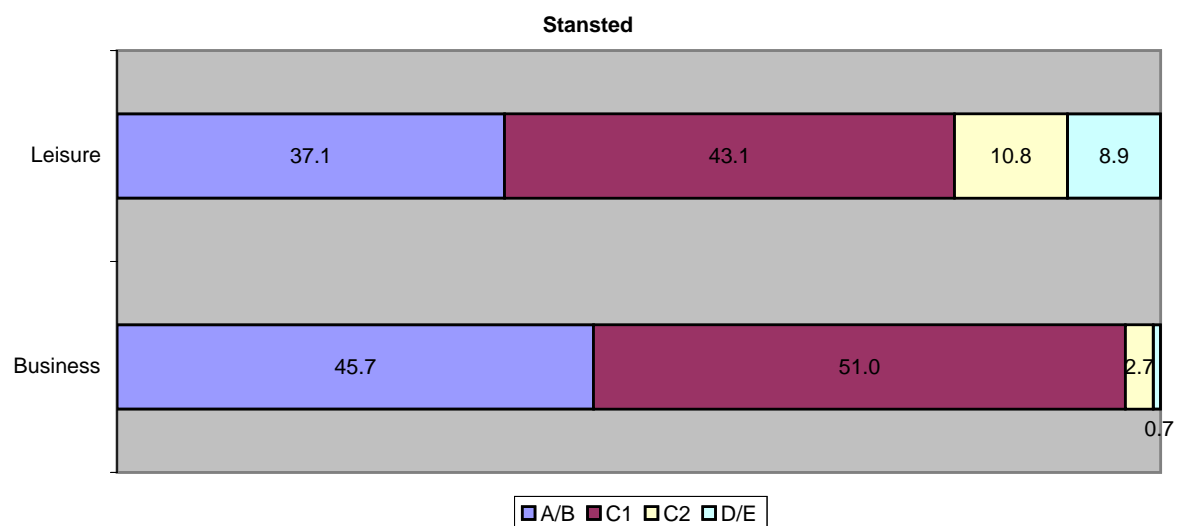
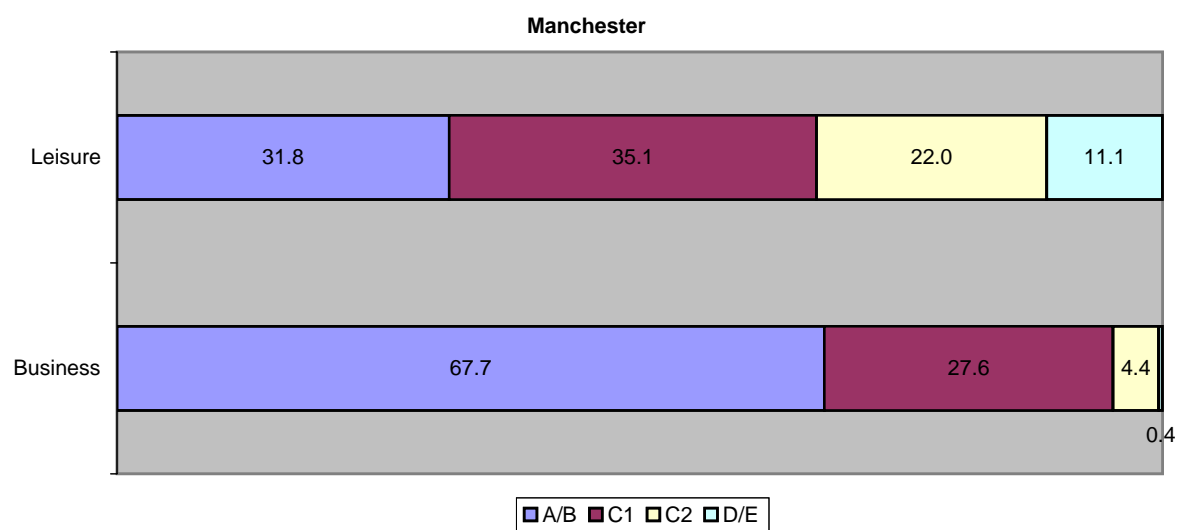
**Table 17 Charts**

Socio-economic group of UK passengers by journey purpose in 2004.



**Table 17 Charts**

Socio-economic group of UK passengers by journey purpose in 2004.



**Table 18.1**

Family make-up of UK Inclusive Tour leisure passengers

Family make up	Gatwick	Heathrow	Luton	Manchester	Stansted
No children under 16	72.9	85.4	73.8	79.0	81.9
Children under 16	27.1	14.6	26.2	21.0	18.1
Total	100	100	100	100	100
Total Passengers (000's)	9,899	4,051	1,161	8,514	1,198

**Table 18.2**

Family make-up of UK leisure other passengers

Family make up	Gatwick	Heathrow	Luton	Manchester	Stansted
No children under 16	76.0	82.5	83.2	77.9	82.7
Children under 16	24.0	17.5	16.8	22.1	17.3
Total	100	100	100	100	100
Total Passengers (000's)	10,320	14,960	3,326	5,620	9,767

**Table 18.3**

Family make-up of UK leisure passengers

Family make up	Gatwick	Heathrow	Luton	Manchester	Stansted
No children under 16	74.5	83.1	81.3	78.6	82.6
Children under 16	25.5	16.9	18.7	21.4	17.4
Total	100	100	100	100	100
Total Passengers (000's)	20,219	19,012	4,487	14,135	10,965

**Table 19.1**

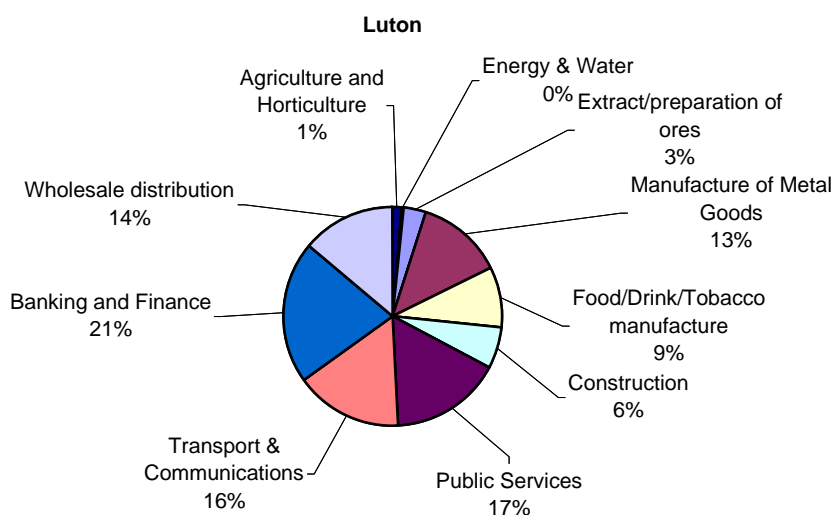
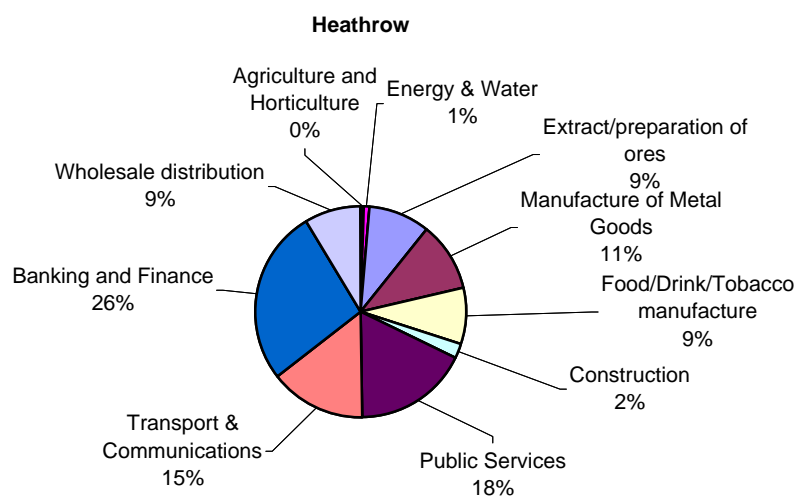
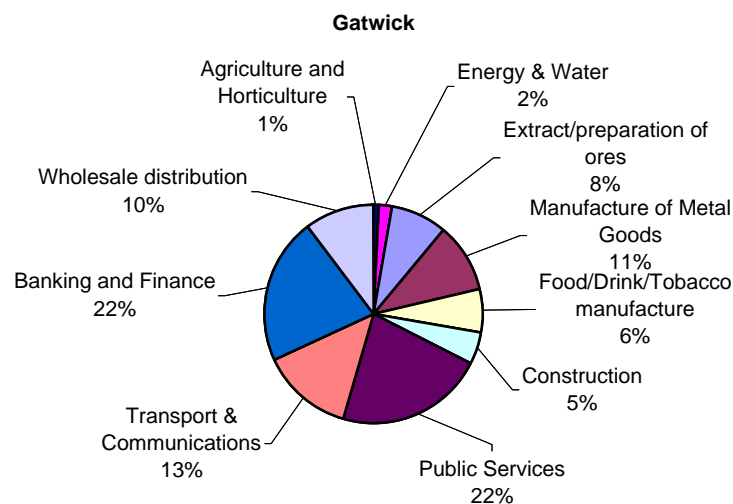
Main business of UK business passengers at the 2004 survey airports

Main Business	Gatwick	Heathrow	Luton	Manchester	Stansted
	%	%	%	%	%
<b>Production industries</b>					
Agriculture and Horticulture	0.8	0.5	1.3	0.4	1.1
Energy & Water	2.1	0.9	0.4	0.8	0.6
Extract/preparation of ores	8.1	9.3	3.3	13.8	5.2
Manufacture of Metal Goods	10.5	10.8	12.9	14.5	13.7
Food/Drink/Tobacco manufacture	6.3	8.6	8.9	8.9	9.5
<b>Total production industries</b>	<b>27.8</b>	<b>30.1</b>	<b>26.7</b>	<b>38.5</b>	<b>30.1</b>
<b>Non-production industries</b>					
Construction	4.6	2.1	6.0	4.1	3.0
Public Services	22.1	17.5	16.6	17.3	22.5
Transport & Communications	13.4	14.7	15.8	14.0	19.5
Banking and Finance	21.9	26.9	21.1	19.5	18.6
Wholesale distribution	10.1	8.6	13.9	6.5	6.2
<b>Total non-production industries</b>	<b>72.2</b>	<b>69.9</b>	<b>73.3</b>	<b>61.5</b>	<b>69.9</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Passengers (000's)</b>	<b>2,736</b>	<b>10,589</b>	<b>1,268</b>	<b>2,821</b>	<b>2,358</b>



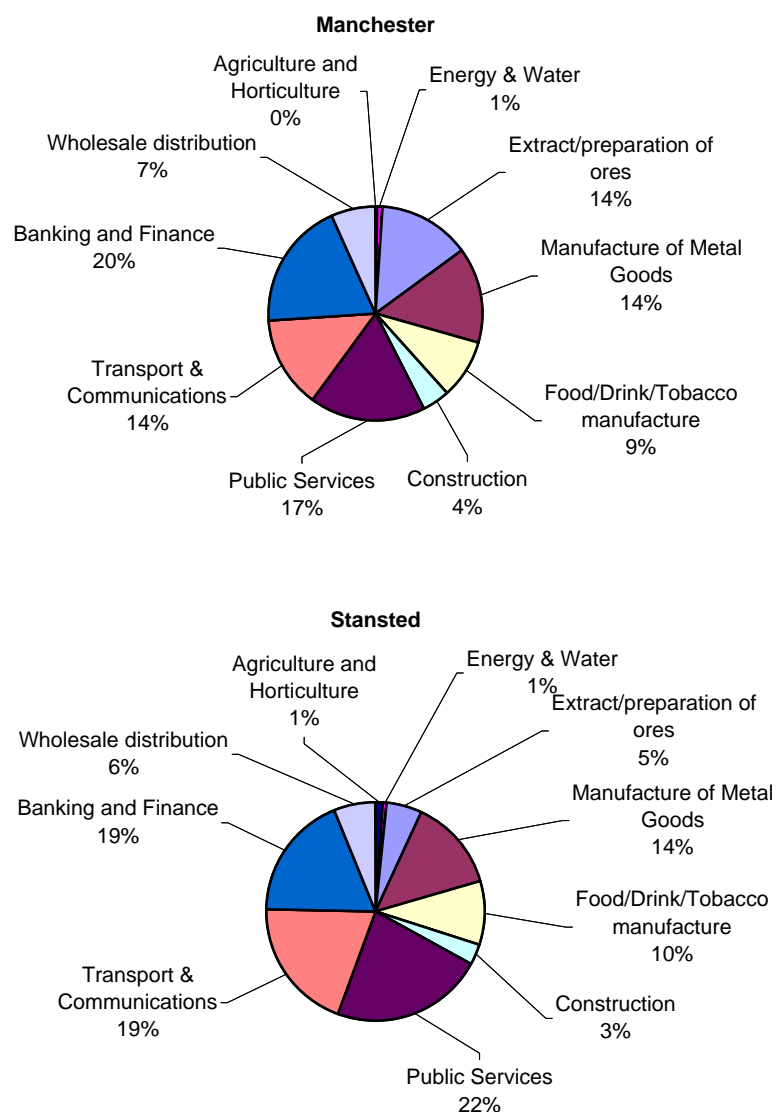
**Table 19.1 Charts**

Main business of UK business passengers at the 2004 survey airports.



**Table 19.1 Charts**

Main business of UK business passengers at the 2004 survey airports.



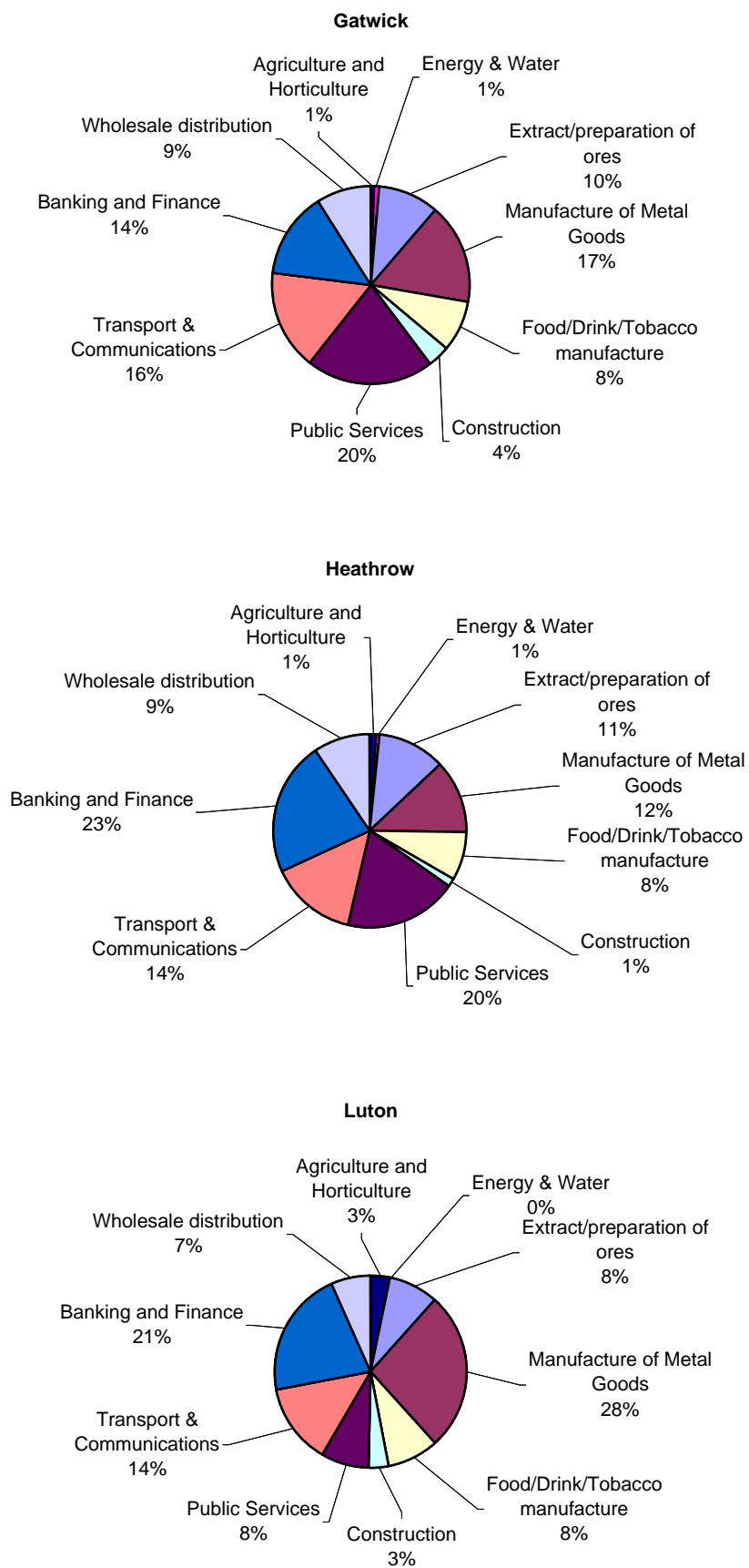
**Table 19.2**

Main business of Foreign business passengers at the 2004 survey airports

Main Business	Gatwick	Heathrow	Luton	Manchester	Stansted
	%	%	%	%	%
<b>Production industries</b>					
Agriculture and Horticulture	0.5	1.0	3.2	0.5	2.3
Energy & Water	0.8	0.6	0.0	1.2	0.6
Extract/preparation of ores	9.9	11.4	8.4	18.2	5.9
Manufacture of Metal Goods	16.6	12.2	26.8	22.3	12.8
Food/Drink/Tobacco manufacture	8.3	8.0	8.4	13.0	10.1
<b>Total production industries</b>	<b>36.2</b>	<b>33.2</b>	<b>46.8</b>	<b>55.1</b>	<b>31.6</b>
<b>Non-production industries</b>					
Construction	3.7	1.5	3.4	2.9	2.2
Public Services	20.6	19.0	8.1	15.3	27.7
Transport & Communications	16.4	14.5	13.7	10.8	13.3
Banking and Finance	14.1	22.4	21.3	13.1	15.8
Wholesale distribution	9.0	9.5	6.7	2.7	9.4
<b>Total non-production industries</b>	<b>63.8</b>	<b>66.8</b>	<b>53.2</b>	<b>44.9</b>	<b>68.4</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Passengers (000's)</b>	<b>1,283</b>	<b>7,013</b>	<b>0,368</b>	<b>1,021</b>	<b>1,060</b>

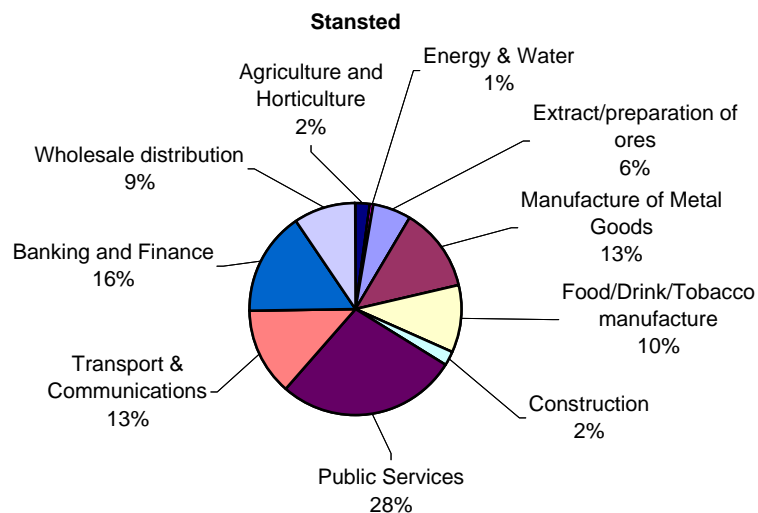
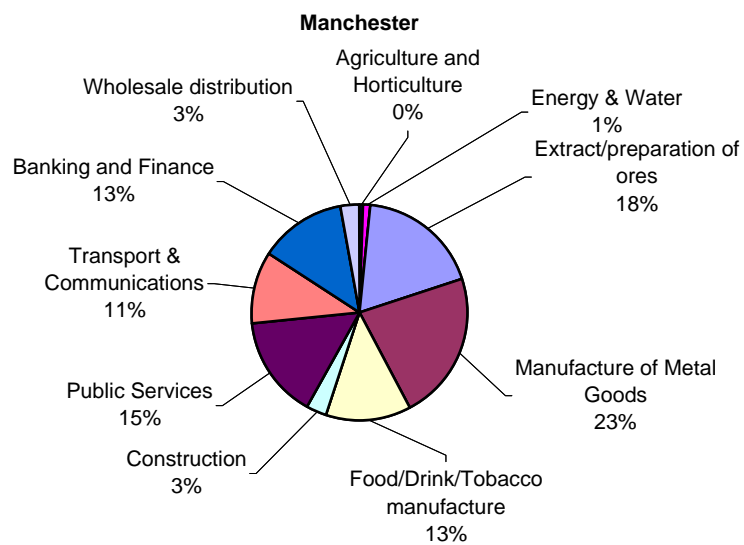
**Table 19.2 Charts**

Main business of Foreign business passengers at the 2004 survey airports.



**Table 19.2 Charts**

Main business of Foreign business passengers at the 2004 survey airports.



**Table 20.1**

Journey purpose by route and country of residence at Gatwick Airport in 2004.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
<b>Business</b>				
Business	1.9	2.4	0.6	1.3
Attending Internal Company Business	17.3	11.6	3.3	9.6
Meetings with Customers	14.1	8.0	3.0	8.5
Conference/Congress	2.2	0.2	0.9	2.7
Trade Fair/Exhibition	0.5	1.8	0.3	0.8
Armed Services	0.4	0.9	0.2	0.3
Airline Staff (Positioning)	0.7	0.0	0.1	0.1
Contract Home Leave	0.4	0.0	0.0	0.7
Overseas Employment < 12 months	0.1	1.9	0.2	1.1
Overseas Employment >= 12 months	0.0	0.2	0.0	0.4
Studies - formal	0.2	0.0	0.1	0.1
Studies paid by employer - other	0.3	0.2	0.0	0.2
Au pair	0.0	1.0	0.0	0.1
<b>Total business</b>	<b>38.2</b>	<b>28.0</b>	<b>8.8</b>	<b>25.8</b>
<b>Leisure</b>				
Cultural/sports	0.7	0.0	0.3	0.9
Holiday fare paid separately	14.5	15.7	23.2	19.8
Holiday fare paid separately - Ski	0.1	0.0	0.6	0.0
Holiday IT package - Cruise	0.5	0.0	1.6	0.9
Holiday IT/Package - Hotel	6.4	7.9	33.9	7.0
Holiday IT/Package - Hotel - Ski	0.0	0.0	2.2	0.1
Holiday IT/Package - Self Catering	0.7	0.0	10.4	0.5
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.5	0.0
Migration	0.0	0.0	0.4	0.1
Studies private/grants - formal	0.1	0.1	0.3	1.7
Studies private/grants - other	0.2	0.0	0.1	0.7
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	34.5	48.0	17.5	41.6
Other	4.0	0.2	0.1	0.8
<b>Total leisure</b>	<b>61.8</b>	<b>72.0</b>	<b>91.2</b>	<b>74.2</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>3,505</b>	<b>381</b>	<b>19,791</b>	<b>7,156</b>

**Table 20.2**

Journey purpose by route and country of residence at Heathrow Airport in 2004.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
<b>Business</b>				
Business	6.2	6.3	4.4	6.4
Attending Internal Company Business	23.6	7.2	12.4	10.5
Meetings with Customers	14.4	6.2	12.3	9.0
Conference/Congress	3.6	4.0	2.8	3.9
Trade Fair/Exhibition	0.6	0.4	0.8	0.9
Armed Services	0.3	0.7	0.3	0.7
Airline Staff (Positioning)	1.2	0.5	0.2	0.4
Contract Home Leave	1.0	2.8	0.3	1.0
Overseas Employment < 12 months	0.3	0.9	0.7	0.9
Overseas Employment >= 12 months	0.0	1.8	0.5	0.2
Studies - formal	0.0	0.5	0.1	0.2
Studies paid by employer - other	0.4	0.7	0.0	0.3
Au pair	0.0	0.0	0.0	0.0
<b>Total business</b>	<b>51.5</b>	<b>32.2</b>	<b>34.9</b>	<b>34.4</b>
<b>Leisure</b>				
Cultural/sports	0.7	1.8	0.4	0.8
Holiday fare paid separately	12.6	13.7	17.6	18.5
Holiday fare paid separately - Ski	0.1	0.0	0.3	0.1
Holiday IT package - Cruise	1.4	0.1	1.2	0.6
Holiday IT/Package - Hotel	7.1	9.3	12.6	8.8
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.0	0.0
Holiday IT/Package - Self Catering	0.2	0.0	0.2	0.2
Holiday IT/Package - Self Catering - Ski	0.1	0.0	0.0	0.0
Migration	0.0	0.5	0.5	0.5
Studies private/grants - formal	0.4	4.6	1.3	1.3
Studies private/grants - other	0.3	1.1	0.2	1.0
Unaccompanied school children	0.0	0.1	0.0	0.0
Visiting friends and relatives	24.5	36.4	30.6	33.5
Other	0.8	0.1	0.1	0.5
<b>Total leisure</b>	<b>48.3</b>	<b>67.8</b>	<b>65.0</b>	<b>65.6</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>5,419</b>	<b>1,497</b>	<b>25,111</b>	<b>34,869</b>

**Table 20.3**

Journey purpose by route and country of residence at Luton Airport in 2004.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
<b>Business</b>				
Business	4.8	3.3	2.0	6.0
Attending Internal Company Business	15.0	4.4	4.1	6.0
Meetings with Customers	16.6	4.3	5.9	10.1
Conference/Congress	3.0	1.2	2.1	2.3
Trade Fair/Exhibition	0.7	0.0	0.8	0.3
Armed Services	1.1	0.9	0.0	0.0
Airline Staff (Positioning)	0.0	0.4	0.3	0.3
Contract Home Leave	0.8	0.7	0.0	0.3
Overseas Employment < 12 months	0.0	0.0	0.1	0.4
Overseas Employment >= 12 months	0.0	0.0	0.2	0.0
Studies - formal	0.5	0.0	0.0	0.1
Studies paid by employer - other	0.2	0.0	0.0	0.0
Au pair	0.0	0.0	0.0	0.0
<b>Total business</b>	<b>42.6</b>	<b>15.2</b>	<b>15.5</b>	<b>25.7</b>
<b>Leisure</b>				
Cultural/sports	0.2	0.0	0.5	0.0
Holiday fare paid separately	11.1	19.1	34.1	22.0
Holiday fare paid separately - Ski	0.1	0.0	2.0	0.0
Holiday IT package - Cruise	0.0	0.0	0.0	0.0
Holiday IT/Package - Hotel	4.9	7.2	20.1	8.9
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.1	0.0
Holiday IT/Package - Self Catering	0.0	0.0	5.1	0.0
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.0	0.6	0.1	0.0
Studies private/grants - formal	0.3	2.2	0.3	0.1
Studies private/grants - other	0.1	0.0	0.1	0.4
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	40.5	55.5	21.7	42.6
Other	0.3	0.2	0.4	0.3
<b>Total leisure</b>	<b>57.4</b>	<b>84.8</b>	<b>84.5</b>	<b>74.3</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>1,478</b>	<b>135</b>	<b>4,297</b>	<b>1,488</b>



**Table 20.4**

Journey purpose by route and country of residence at Manchester Airport in 2004.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
<b>Business</b>				
Business	4.3	4.1	1.0	3.9
Attending Internal Company Business	25.6	16.0	3.8	14.3
Meetings with Customers	18.0	21.7	3.4	13.9
Conference/Congress	3.4	1.2	0.7	2.0
Trade Fair/Exhibition	0.4	0.0	0.2	0.3
Armed Services	0.2	0.0	0.1	0.1
Airline Staff (Positioning)	1.5	0.9	0.0	0.2
Contract Home Leave	0.1	1.4	0.0	0.7
Overseas Employment < 12 months	0.2	0.2	0.5	0.5
Overseas Employment >= 12 months	0.1	0.3	0.1	0.0
Studies - formal	0.1	0.3	0.0	0.3
Studies paid by employer - other	0.0	0.2	0.1	0.1
Au pair	0.0	0.0	0.0	0.0
<b>Total business</b>	<b>54.0</b>	<b>46.5</b>	<b>9.8</b>	<b>36.5</b>
<b>Leisure</b>				
Cultural/sports	0.2	0.3	0.2	0.5
Holiday fare paid separately	10.8	9.3	19.3	9.9
Holiday fare paid separately - Ski	0.0	0.0	0.4	0.0
Holiday IT package - Cruise	1.2	0.0	1.7	0.0
Holiday IT/Package - Hotel	7.1	1.8	36.0	5.9
Holiday IT/Package - Hotel - Ski	0.0	0.0	1.0	0.0
Holiday IT/Package - Self Catering	0.7	0.0	19.2	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.0	0.0
Migration	0.0	0.1	0.2	0.4
Studies private/grants - formal	0.2	1.4	0.2	1.7
Studies private/grants - other	0.0	0.7	0.0	0.5
Unaccompanied school children	0.0	0.0	0.0	0.0
Visiting friends and relatives	23.1	39.4	11.9	43.6
Other	2.7	0.6	0.1	0.8
<b>Total leisure</b>	<b>46.0</b>	<b>53.5</b>	<b>90.2</b>	<b>63.5</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>2,745</b>	<b>487</b>	<b>14,266</b>	<b>2,632</b>

**Table 20.5**

Journey purpose by route and country of residence at Stansted Airport in 2004.

Journey Purpose	Domestic		International	
	UK	Foreign	UK	Foreign
	%	%	%	%
<b>Business</b>				
Business	5.5	5.1	3.0	4.6
Attending Internal Company Business	11.5	2.0	3.5	3.9
Meetings with Customers	13.6	5.8	5.1	4.9
Conference/Congress	2.1	1.5	1.6	1.4
Trade Fair/Exhibition	0.7	0.3	0.6	1.1
Armed Services	1.0	0.3	0.1	0.1
Airline Staff (Positioning)	0.4	0.6	0.1	0.0
Contract Home Leave	0.6	0.0	0.1	0.2
Overseas Employment < 12 months	0.0	0.0	0.2	0.4
Overseas Employment >= 12 months	0.0	0.5	0.0	0.0
Studies - formal	0.2	0.6	0.0	0.1
Studies paid by employer - other	0.2	0.0	0.1	0.3
Au pair	0.0	0.0	0.0	0.1
<b>Total business</b>	<b>35.7</b>	<b>16.7</b>	<b>14.4</b>	<b>17.4</b>
<b>Leisure</b>				
Cultural/sports	0.2	0.0	0.5	0.7
Holiday fare paid separately	23.7	28.3	40.7	31.5
Holiday fare paid separately - Ski	0.1	0.0	0.4	0.1
Holiday IT package - Cruise	0.0	0.0	0.4	0.1
Holiday IT/Package - Hotel	0.9	0.0	6.8	0.6
Holiday IT/Package - Hotel - Ski	0.0	0.0	0.3	0.0
Holiday IT/Package - Self Catering	0.0	0.0	3.0	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0	0.1	0.0
Migration	0.0	0.0	0.5	0.1
Studies private/grants - formal	0.1	1.6	0.3	1.8
Studies private/grants - other	0.1	1.4	0.2	0.9
Unaccompanied school children	0.0	0.0	0.1	0.0
Visiting friends and relatives	38.3	50.9	32.0	46.2
Other	0.7	1.1	0.1	0.5
<b>Total leisure</b>	<b>64.3</b>	<b>83.3</b>	<b>85.6</b>	<b>82.6</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>2,470</b>	<b>265</b>	<b>10,944</b>	<b>7,206</b>

**Table 21.1**

Journey purpose by sex at Gatwick Airport in 2004.

Journey Purpose	Sex	
	Male	Female
	%	%
<b>Business</b>		
Business	1.2	0.5
Attending Internal Company Business	8.5	3.7
Meetings with Customers	8.0	2.2
Conference/Congress	1.6	0.9
Trade Fair/Exhibition	0.6	0.2
Armed Services	0.5	0.0
Airline Staff (Positioning)	0.2	0.2
Contract Home Leave	0.2	0.1
Overseas Employment < 12 months	0.5	0.2
Overseas Employment >= 12 months	0.1	0.1
Studies - formal	0.1	0.1
Studies paid by employer - other	0.1	0.1
Au pair	0.0	0.1
<b>Total business</b>	<b>21.7</b>	<b>8.1</b>
<b>Leisure</b>		
Cultural/sports	0.6	0.2
Holiday fare paid separately	20.4	21.7
Holiday fare paid separately - Ski	0.5	0.2
Holiday IT package - Cruise	1.4	1.1
Holiday IT/Package - Hotel	23.9	26.5
Holiday IT/Package - Hotel - Ski	1.8	1.3
Holiday IT/Package - Self Catering	7.3	7.3
Holiday IT/Package - Self Catering - Ski	0.4	0.3
Migration	0.2	0.5
Studies private/grants - formal	0.5	0.7
Studies private/grants - other	0.2	0.3
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	20.4	30.8
Other	0.7	0.9
<b>Total leisure</b>	<b>78.3</b>	<b>91.9</b>
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>17,223</b>	<b>13,610</b>

**Table 21.2**

Journey purpose by sex at Heathrow Airport in 2004.

Journey Purpose	Sex	
	Male	Female
	%	%
<b>Business</b>		
Business	6.1	3.5
Attending Internal Company Business	18.6	8.9
Meetings with Customers	17.5	5.7
Conference/Congress	4.1	2.8
Trade Fair/Exhibition	1.2	0.6
Armed Services	0.5	0.1
Airline Staff (Positioning)	0.6	0.4
Contract Home Leave	0.9	0.2
Overseas Employment < 12 months	0.7	0.4
Overseas Employment >= 12 months	0.3	0.3
Studies - formal	0.2	0.1
Studies paid by employer - other	0.2	0.2
Au pair	0.0	0.0
<b>Total business</b>	<b>50.9</b>	<b>23.4</b>
<b>Leisure</b>		
Cultural/sports	0.4	0.4
Holiday fare paid separately	14.8	19.6
Holiday fare paid separately - Ski	0.2	0.1
Holiday IT package - Cruise	0.5	1.2
Holiday IT/Package - Hotel	6.8	10.4
Holiday IT/Package - Hotel - Ski	0.1	0.1
Holiday IT/Package - Self Catering	0.1	0.2
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.2	0.5
Studies private/grants - formal	1.0	1.4
Studies private/grants - other	0.3	0.8
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	24.3	41.5
Other	0.3	0.4
<b>Total leisure</b>	<b>49.1</b>	<b>76.6</b>
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>40,587</b>	<b>26,310</b>

**Table 21.3**

Journey purpose by sex at Luton Airport in 2004.

Journey Purpose	Sex	
	Male	Female
	%	%
<b>Business</b>		
Business	5.0	1.7
Attending Internal Company Business	8.8	4.3
Meetings with Customers	13.7	3.7
Conference/Congress	2.7	1.9
Trade Fair/Exhibition	0.7	0.6
Armed Services	0.4	0.1
Airline Staff (Positioning)	0.2	0.3
Contract Home Leave	0.4	0.0
Overseas Employment < 12 months	0.1	0.2
Overseas Employment >= 12 months	0.1	0.0
Studies - formal	0.1	0.1
Studies paid by employer - other	0.1	0.0
Au pair	0.0	0.0
<b>Total business</b>	<b>32.3</b>	<b>12.9</b>
<b>Leisure</b>		
Cultural/sports	0.3	0.3
Holiday fare paid separately	26.8	26.8
Holiday fare paid separately - Ski	1.6	0.8
Holiday IT package - Cruise	0.0	0.0
Holiday IT/Package - Hotel	13.7	15.6
Holiday IT/Package - Hotel - Ski	0.0	0.1
Holiday IT/Package - Self Catering	3.1	2.8
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.1	0.1
Studies private/grants - formal	0.2	0.3
Studies private/grants - other	0.0	0.3
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	21.3	39.8
Other	0.6	0.1
<b>Total leisure</b>	<b>67.7</b>	<b>87.1</b>
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>3,839</b>	<b>3,559</b>

**Table 21.4**

Journey purpose by sex at Manchester Airport in 2004.

Journey Purpose	Sex	
	Male	Female
	%	%
<b>Business</b>		
Business	2.6	0.8
Attending Internal Company Business	10.8	5.4
Meetings with Customers	10.0	3.2
Conference/Congress	1.3	1.1
Trade Fair/Exhibition	0.3	0.2
Armed Services	0.1	0.0
Airline Staff (Positioning)	0.3	0.2
Contract Home Leave	0.2	0.1
Overseas Employment < 12 months	0.4	0.4
Overseas Employment >= 12 months	0.1	0.1
Studies - formal	0.1	0.1
Studies paid by employer - other	0.1	0.0
Au pair	0.0	0.0
<b>Total business</b>	<b>26.3</b>	<b>11.6</b>
<b>Leisure</b>		
Cultural/sports	0.3	0.1
Holiday fare paid separately	16.5	16.7
Holiday fare paid separately - Ski	0.2	0.1
Holiday IT package - Cruise	1.0	1.9
Holiday IT/Package - Hotel	25.7	30.0
Holiday IT/Package - Hotel - Ski	0.9	0.5
Holiday IT/Package - Self Catering	13.5	14.6
Holiday IT/Package - Self Catering - Ski	0.0	0.0
Migration	0.1	0.4
Studies private/grants - formal	0.2	0.6
Studies private/grants - other	0.1	0.1
Unaccompanied school children	0.0	0.0
Visiting friends and relatives	14.7	22.6
Other	0.5	0.7
<b>Total leisure</b>	<b>73.7</b>	<b>88.4</b>
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>11,342</b>	<b>8,788</b>

**Table 21.5**

Journey purpose by sex at Stansted Airport in 2004.

Journey Purpose	Sex	
	Male	Female
	%	%
<b>Business</b>		
Business	5.3	2.3
Attending Internal Company Business	6.5	2.4
Meetings with Customers	9.4	2.4
Conference/Congress	2.1	1.1
Trade Fair/Exhibition	1.0	0.5
Armed Services	0.4	0.0
Airline Staff (Positioning)	0.1	0.1
Contract Home Leave	0.3	0.0
Overseas Employment < 12 months	0.2	0.2
Overseas Employment >= 12 months	0.0	0.0
Studies - formal	0.0	0.2
Studies paid by employer - other	0.2	0.1
Au pair	0.0	0.1
<b>Total business</b>	<b>25.9</b>	<b>9.5</b>
<b>Leisure</b>		
Cultural/sports	0.8	0.3
Holiday fare paid separately	35.0	35.9
Holiday fare paid separately - Ski	0.3	0.1
Holiday IT package - Cruise	0.3	0.2
Holiday IT/Package - Hotel	3.4	4.4
Holiday IT/Package - Hotel - Ski	0.2	0.1
Holiday IT/Package - Self Catering	1.6	1.7
Holiday IT/Package - Self Catering - Ski	0.1	0.0
Migration	0.3	0.2
Studies private/grants - formal	0.6	1.0
Studies private/grants - other	0.4	0.5
Unaccompanied school children	0.0	0.1
Visiting friends and relatives	30.8	45.5
Other	0.3	0.4
<b>Total leisure</b>	<b>74.1</b>	<b>90.5</b>
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Total terminal passengers (000s)</b>	<b>10,851</b>	<b>10,034</b>

**Table 22.1**

Journey purpose and country of residence by month at Gatwick Airport in 2004.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	12.7	11.6	14.9	12.5	9.1	9.4	7.0	4.8	9.7	9.6	14.9	11.1
UK Leisure	58.3	68.0	61.6	60.5	69.4	64.0	70.5	75.3	61.7	67.8	58.6	57.1
Foreign Business	11.3	6.6	7.4	7.3	6.2	5.0	4.0	3.1	8.7	6.7	7.7	6.7
Foreign Leisure	17.6	13.8	16.1	19.8	15.2	21.6	18.5	16.7	19.9	16.0	18.8	25.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Terminal Passengers (000s)	1,753	2,086	2,519	1,924	2,780	2,759	3,706	3,904	2,887	2,690	2,013	1,814



**Table 22.2**

Journey purpose and country of residence by month at Heathrow Airport in 2004.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	21.1	19.3	21.2	18.0	15.3	18.4	14.5	10.3	18.2	19.5	20.6	13.6
UK Leisure	26.4	30.0	28.2	32.9	27.9	21.2	28.0	30.9	27.1	27.9	25.3	35.6
Foreign Business	20.4	20.2	20.5	17.2	21.2	20.5	15.3	12.7	19.4	18.3	21.6	17.6
Foreign Leisure	32.1	30.5	30.1	32.0	35.6	39.8	42.3	46.1	35.3	34.3	32.4	33.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Terminal Passengers (000s)	4,771	4,915	5,323	5,651	5,636	5,821	6,481	6,244	5,966	5,739	5,157	5,193

**Table 22.3**

Journey purpose and country of residence by month at Luton Airport in 2004.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	28.3	21.0	13.8	10.8	13.7	18.6	17.1	13.3	16.8	25.0	25.3	10.6
UK Leisure	49.6	51.1	61.5	67.5	69.4	66.1	63.8	66.9	65.9	52.1	49.8	54.4
Foreign Business	6.9	7.7	5.9	4.4	6.9	2.2	4.5	3.0	6.5	7.8	6.3	4.8
Foreign Leisure	15.3	20.3	18.8	17.4	10.0	13.2	14.7	16.9	10.7	15.1	18.7	30.1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Terminal Passengers (000s)	413	518	538	538	581	677	750	861	771	641	582	530

**Table 22.4**

Journey purpose and country of residence by month at Manchester Airport in 2004.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	20.5	14.9	23.6	22.9	20.3	12.8	11.3	7.8	11.3	10.1	17.7	18.2
UK Leisure	63.3	65.6	57.7	53.7	61.5	75.7	77.2	77.9	75.1	74.6	65.3	62.3
Foreign Business	7.6	8.8	7.5	12.8	6.7	4.4	4.5	3.6	5.1	4.7	6.8	6.8
Foreign Leisure	8.6	10.8	11.2	10.6	11.4	7.1	7.0	10.7	8.6	10.5	10.2	12.7
Total	100	100	100	100	100	100	100	100	100	100	100	100
Terminal Passengers (000s)	1,233	1,378	1,209	838	1,248	2,189	2,460	2,638	2,500	1,955	1,450	1,031

**Table 22.5**

Journey purpose and country of residence by month at Stansted Airport in 2004.

Passenger Type	January %	February %	March %	April %	May %	June %	July %	August %	September %	October %	November %	December %
UK Business	13.0	12.8	14.7	12.7	11.9	14.2	9.9	7.5	13.1	11.6	11.8	11.0
UK Leisure	46.7	50.4	49.3	54.1	54.5	51.9	60.7	54.6	58.1	48.0	46.1	49.8
Foreign Business	8.2	6.7	3.9	3.9	7.1	5.3	5.6	4.0	7.8	8.5	7.3	6.8
Foreign Leisure	32.1	30.1	32.1	29.3	26.5	28.6	23.8	33.9	21.0	31.9	34.9	32.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Terminal Passengers (000s)	1,368	1,304	1,556	1,779	1,817	1,789	2,100	2,186	1,997	1,872	1,539	1,577

**Table 23.1**

Age distribution of UK and foreign passengers at Gatwick Airport in 2004.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	5.7	0.0	1.9
12-14	0.0	3.0	0.0	1.0
15-19	0.4	1.9	0.6	4.5
20-24	3.1	6.5	2.9	10.8
25-34	24.1	16.6	23.4	22.2
35-44	31.5	20.2	27.5	17.7
45-54	25.6	18.9	31.1	14.7
55-59	10.0	9.3	8.3	10.6
60-64	3.9	7.8	4.4	7.3
65-74	1.3	8.5	1.8	7.2
Over 74	0.0	1.6	0.1	2.1
Total	100	100	100	100
Terminating Passengers (000s)	2,646	123	18,630	5,115
Mean age (yrs)	41.7	41.9	42.4	41.3

**Table 23.2**

Age distribution of UK and foreign passengers at Heathrow Airport in 2004.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.0	4.4	0.0	3.1
12-14	0.0	1.6	0.0	1.8
15-19	0.3	2.8	0.3	3.8
20-24	2.1	8.3	2.0	10.6
25-34	24.7	23.6	23.3	21.6
35-44	35.2	16.4	35.7	15.6
45-54	25.7	17.3	26.5	17.2
55-59	7.7	8.8	7.6	10.2
60-64	3.1	7.5	3.6	8.6
65-74	1.1	7.0	0.9	6.3
Over 74	0.0	2.2	0.1	1.2
Total	100	100	100	100
Passengers (000s)	3,637	232	22,907	16,759
Mean age (yrs)	41.3	40.9	41.6	40.8

**Table 23.3**

Age distribution of UK and foreign passengers at Luton Airport in 2004.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.3	4.3	0.0	4.1
12-14	0.0	1.2	0.0	1.1
15-19	0.7	2.6	1.3	3.2
20-24	4.8	7.2	1.9	18.0
25-34	21.8	19.7	33.4	25.3
35-44	35.3	17.9	37.4	14.6
45-54	26.9	17.0	18.5	14.1
55-59	6.2	10.7	4.7	6.3
60-64	2.8	8.7	2.5	5.3
65-74	1.0	7.9	0.2	6.8
Over 74	0.3	2.8	0.0	1.2
Total	100	100	100	100
Passengers (000s)	1,422	86	4,172	1,357
Mean age (yrs)	40.7	42.8	38.5	37.5

**Table 23.4**

Age distribution of UK and foreign passengers at Manchester Airport in 2004.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.1	5.6	0.1	1.4
12-14	0.1	4.6	0.0	2.2
15-19	0.1	2.4	0.2	3.0
20-24	3.4	5.7	3.0	8.1
25-34	20.3	15.7	20.3	23.5
35-44	34.0	18.6	36.6	19.9
45-54	26.9	20.4	30.0	15.7
55-59	10.1	10.1	7.1	12.6
60-64	3.4	7.7	1.9	5.8
65-74	1.3	7.9	0.6	6.1
Over 74	0.1	1.3	0.0	1.9
Total	100	100	100	100
Passengers (000s)	2,619	372	14,101	2,342
Mean age (yrs)	42.2	41.6	41.4	41.4



**Table 23.5**

Age distribution of UK and foreign passengers at Stansted Airport in 2004.

Age	UK		Foreign	
	Business	Leisure	Business	Leisure
	%	%	%	%
2-11	0.1	3.8	0.0	2.0
12-14	0.0	0.7	0.0	1.0
15-19	0.7	2.5	0.6	3.6
20-24	5.8	8.1	8.8	17.5
25-34	23.6	21.3	26.0	25.7
35-44	32.4	18.8	33.8	14.9
45-54	23.7	17.0	21.5	17.0
55-59	8.0	10.5	5.2	7.6
60-64	4.2	8.1	3.7	5.2
65-74	1.5	7.3	0.6	5.0
Over 74	0.0	1.8	0.0	0.4
Total	100	100	100	100
Passengers (000s)	2,136	119	10,347	5,610
Mean age (yrs)	40.8	42.0	39.0	37.9

**Table 24**

2004 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	2.6	0.1	1.3	0.0	15.1	0.2	0.0	0.0	479.3	7.8	1.9	0.0	0.7	0.0	0.7	0.0	0.0	0.0	4.6	0.1	506.2	0.5
Birmingham	20.3	0.6	681.0	14.1	44.1	0.6	66.8	2.5	77.9	1.3	147.0	0.2	195.4	2.9	67.6	3.0	2924.4	51.6	88.8	1.9	4313.2	4.1
Bournemouth	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.2	0.1	105.7	1.6	0.2	0.0	0.2	0.0	0.0	0.0	177.6	0.2
Bristol	3.9	0.1	2.4	0.1	0.0	0.0	3.1	0.1	6.0	0.1	30.7	0.1	1810.6	27.2	186.5	8.3	33.4	0.6	1.6	0.0	2078.2	2.0
Cardiff	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	48.5	0.7	566.5	25.2	6.4	0.1	0.1	0.0	623.0	0.6
East Midlands	8.6	0.3	1132.4	23.5	72.4	0.9	23.3	0.9	14.3	0.2	33.0	0.1	10.2	0.2	19.1	0.8	312.2	5.5	298.0	6.5	1923.6	1.8
Edinburgh	0.0	0.0	0.0	0.0	2.8	0.0	17.5	0.6	1626.4	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.2	1655.5	1.6
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	96.7	1.5	0.0	0.0	0.0	0.0	0.0	0.0	97.1	0.1
Gatwick	390.5	11.4	331.5	6.9	275.8	3.4	118.5	4.4	605.6	9.8	11793.6	19.6	1113.1	16.7	140.3	6.2	266.0	4.7	94.5	2.1	15129.6	14.5
Glasgow	0.0	0.0	0.7	0.0	3.6	0.0	11.9	0.4	1248.5	20.3	1.6	0.0	2.5	0.0	0.0	0.0	0.5	0.0	1.1	0.0	1270.5	1.2
Heathrow	986.8	28.9	1132.9	23.5	964.0	12.0	410.7	15.2	1506.0	24.4	32501.6	54.0	2588.0	38.9	656.9	29.2	1082.2	19.1	462.4	10.1	42291.5	40.5
Humberside	0.0	0.0	23.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	117.1	2.6	141.2	0.1
Leeds Bradford	0.0	0.0	11.7	0.2	19.0	0.2	23.5	0.9	1.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	7.1	0.1	1197.8	26.1	1263.2	1.2
Liverpool	0.3	0.0	8.9	0.2	1563.0	19.5	85.9	3.2	33.7	0.5	2.2	0.0	3.3	0.0	113.6	5.1	69.9	1.2	142.2	3.1	2023.1	1.9
London City	37.5	1.1	8.1	0.2	2.0	0.0	0.7	0.0	3.9	0.1	887.8	1.5	9.0	0.1	1.0	0.0	4.1	0.1	2.4	0.1	956.3	0.9
Luton	245.0	7.2	433.1	9.0	20.7	0.3	7.8	0.3	140.5	2.3	3673.8	6.1	92.2	1.4	33.7	1.5	164.7	2.9	43.2	0.9	4854.8	4.6
Manchester	6.5	0.2	300.4	6.2	4838.4	60.4	294.1	10.9	114.8	1.9	46.9	0.1	41.3	0.6	324.1	14.4	414.8	7.3	1654.9	36.1	8036.2	7.7
Newcastle	0.4	0.0	2.3	0.0	4.3	0.1	1176.2	43.5	40.7	0.7	3.7	0.0	0.5	0.0	0.1	0.0	1.0	0.0	23.6	0.5	1252.8	1.2
Norwich	122.2	3.6	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.8	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.2	0.0	123.6	0.1
Stansted	1591.2	46.6	753.6	15.6	181.3	2.3	195.5	7.2	264.9	4.3	10980.8	18.2	534.2	8.0	137.1	6.1	381.7	6.7	389.7	8.5	15409.9	14.8
Teesside	0.2	0.0	0.2	0.0	0.2	0.0	266.2	9.9	0.6	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	53.2	1.2	322.0	0.3
Grand Total	3416.2	100	4824.9	100	8006.6	100	2701.5	100	6164.8	100	60182.3	100	6652.0	100	2247.4	100	5669.1	100	4584.4	100	104449.1	100

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

**Table 25**

2004 International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.3	0.1	1.3	0.2	15.1	1.2	0.0	0.0	182.0	18.0	1.0	0.0	0.7	0.1	0.7	0.2	0.0	0.0	1.0	0.2	202.2	1.2
Birmingham	11.4	1.9	151.0	19.2	1.1	0.1	58.2	8.8	11.9	1.2	25.3	0.3	49.8	4.8	10.6	3.4	500.8	49.9	10.6	2.2	830.7	4.8
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.1	7.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	13.1	0.1
Bristol	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.2	0.5	0.1	1.3	0.0	250.3	23.9	29.0	9.3	5.8	0.6	0.0	0.0	288.4	1.7
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	8.4	0.8	76.2	24.3	0.2	0.0	0.0	0.0	84.8	0.5
East Midlands	0.9	0.1	111.3	14.1	2.6	0.2	2.7	0.4	0.6	0.1	2.3	0.0	0.7	0.1	0.6	0.2	35.4	3.5	31.5	6.5	188.6	1.1
Edinburgh	0.0	0.0	0.0	0.0	1.6	0.1	1.6	0.2	281.0	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	284.2	1.6
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	14.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.1
Gatwick	68.3	11.2	27.5	3.5	48.6	3.9	24.0	3.6	72.8	7.2	1209.5	12.3	122.9	11.7	12.7	4.0	29.1	2.9	0.0	0.0	1618.7	9.4
Glasgow	0.0	0.0	0.7	0.1	0.0	0.0	1.5	0.2	190.8	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	193.1	1.1
Heathrow	212.4	34.8	246.6	31.3	179.5	14.4	57.3	8.7	186.7	18.5	6815.5	69.5	500.2	47.8	93.5	29.8	244.5	24.4	0.0	0.0	8587.4	49.6
Humberside	0.0	0.0	9.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	44.8	9.3	54.7	0.3
Leeds Bradford	0.0	0.0	2.0	0.3	4.3	0.3	5.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	357.3	74.1	368.7	2.1
Liverpool	0.0	0.0	0.6	0.1	174.6	14.0	9.4	1.4	17.2	1.7	0.0	0.0	0.0	0.0	15.7	5.0	10.0	1.0	12.9	2.7	240.4	1.4
London City	18.5	3.0	2.6	0.3	1.4	0.1	0.4	0.1	1.4	0.1	293.5	3.0	2.1	0.2	0.0	0.0	0.5	0.1	1.0	0.2	321.5	1.9
Luton	38.3	6.3	66.7	8.5	6.3	0.5	0.0	0.0	16.8	1.7	481.5	4.9	3.6	0.3	2.0	0.6	40.6	4.1	0.0	0.0	660.4	3.8
Manchester	0.6	0.1	44.0	5.6	801.2	64.2	38.4	5.8	18.8	1.9	7.5	0.1	7.2	0.7	64.8	20.7	62.6	6.2	0.0	0.0	1293.9	7.5
Newcastle	0.0	0.0	1.2	0.1	0.5	0.0	369.8	55.9	5.3	0.5	0.4	0.0	0.5	0.0	0.0	0.0	0.0	0.0	7.0	1.4	384.6	2.2
Norwich	45.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	46.0	0.3
Stansted	214.6	35.1	121.8	15.5	11.3	0.9	20.9	3.2	23.0	2.3	960.8	9.8	78.1	7.5	7.5	2.4	73.2	7.3	0.0	0.0	1541.0	8.9
Teesside	0.2	0.0	0.0	0.0	0.0	0.0	70.9	10.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2	3.3	88.1	0.5
Grand Total	610.9	100	787.1	100	1248.2	100	661.5	100	1008.9	100	9805.6	100	1046.7	100	313.5	100	1002.7	100	482.3	100	17305.2	100

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

**Table 26**

2004 International scheduled UK leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	136.5	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.1	140.1	0.3
Birmingham	6.1	0.4	381.5	12.2	34.0	0.7	6.9	0.6	48.1	1.8	96.2	0.4	99.2	2.5	42.7	3.0	1653.5	49.8	68.0	2.6	2436.2	4.9
Bournemouth	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	51.3	0.2	73.0	1.9	0.0	0.0	0.2	0.0	0.0	0.0	124.8	0.2
Bristol	0.0	0.0	2.4	0.1	0.0	0.0	0.9	0.1	3.0	0.1	21.9	0.1	1209.8	30.9	126.5	8.7	20.5	0.6	1.6	0.1	1386.7	2.8
Cardiff	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	32.9	0.8	393.2	27.2	6.1	0.2	0.1	0.0	433.8	0.9
East Midlands	7.0	0.4	849.3	27.1	66.4	1.4	18.2	1.5	10.6	0.4	29.7	0.1	9.1	0.2	17.2	1.2	245.4	7.4	246.2	9.5	1499.1	3.0
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.6	610.7	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.3	626.6	1.3
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	61.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	61.7	0.1
Gatwick	234.6	13.4	221.1	7.1	168.4	3.7	53.7	4.4	322.5	12.0	6433.7	25.4	753.7	19.2	101.5	7.0	206.4	6.2	68.9	2.7	8564.5	17.1
Glasgow	0.0	0.0	0.0	0.0	3.1	0.1	7.7	0.6	542.8	20.3	0.2	0.0	1.6	0.0	0.0	0.0	0.2	0.0	0.0	0.0	555.6	1.1
Heathrow	472.0	27.1	656.6	20.9	555.8	12.1	268.0	21.8	677.7	25.3	10884.9	42.9	1295.0	33.1	399.9	27.6	575.5	17.3	295.1	11.4	16080.5	32.1
Humberside	0.0	0.0	8.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	37.5	1.4	46.4	0.1
Leeds Bradford	0.0	0.0	8.1	0.3	5.4	0.1	9.8	0.8	0.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1.3	0.0	439.3	16.9	466.9	0.9
Liverpool	0.3	0.0	5.5	0.2	980.0	21.3	52.9	4.3	8.8	0.3	1.3	0.0	3.3	0.1	64.9	4.5	50.2	1.5	80.3	3.1	1247.6	2.5
London City	8.0	0.5	2.8	0.1	0.1	0.0	0.0	0.0	0.5	0.0	214.2	0.8	4.2	0.1	0.5	0.0	0.6	0.0	1.0	0.0	231.8	0.5
Luton	134.6	7.7	302.0	9.6	14.2	0.3	7.8	0.6	86.6	3.2	2069.7	8.2	62.4	1.6	21.5	1.5	90.9	2.7	29.1	1.1	2818.8	5.6
Manchester	3.7	0.2	211.2	6.7	2650.9	57.5	164.4	13.3	66.1	2.5	19.2	0.1	18.1	0.5	184.9	12.8	249.0	7.5	1011.7	39.0	4579.1	9.2
Newcastle	0.4	0.0	1.0	0.0	1.4	0.0	385.8	31.3	20.2	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.3	416.8	0.8
Norwich	43.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	44.1	0.1
Stansted	834.5	47.8	484.7	15.5	129.6	2.8	121.9	9.9	144.8	5.4	5523.6	21.8	293.2	7.5	94.3	6.5	219.3	6.6	271.5	10.5	8117.6	16.2
Teesside	0.0	0.0	0.0	0.0	0.2	0.0	127.0	10.3	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	24.2	0.9	151.9	0.3
Grand Total	1745.0	100	3135.5	100	4609.5	100	1232.2	100	2679.5	100	25350.9	100	3917.0	100	1447.1	100	3319.6	100	2594.2	100	50030.4	100

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

**Table 27**

2004 International scheduled Foreign business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	2.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	105.0	15.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	108.1	0.9
Birmingham	2.0	0.5	63.4	18.3	2.2	0.3	0.9	0.2	5.3	0.8	13.2	0.2	14.1	2.7	3.7	2.7	379.5	63.7	4.1	0.9	488.4	3.9
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	6.6	1.3	0.2	0.2	0.0	0.0	0.0	0.0	9.7	0.1
Bristol	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.3	4.2	0.1	113.4	21.8	9.7	7.2	2.0	0.3	0.0	0.0	131.3	1.0
Cardiff	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.4	29.5	21.8	0.0	0.0	0.0	0.0	31.5	0.2
East Midlands	0.4	0.1	65.0	18.7	0.5	0.1	0.5	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	8.6	1.4	3.5	0.8	78.9	0.6
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.3	186.4	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	187.4	1.5
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	7.1	1.4	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.1
Gatwick	21.5	5.4	20.7	6.0	6.1	0.8	8.0	2.0	64.1	9.2	1092.0	13.2	42.3	8.1	7.1	5.3	9.1	1.5	1.7	0.4	1272.7	10.1
Glasgow	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	123.0	17.6	0.6	0.0	0.9	0.2	0.0	0.0	0.2	0.0	0.0	0.0	125.1	1.0
Heathrow	139.9	35.3	88.2	25.4	87.7	10.8	37.8	9.4	170.6	24.4	6165.7	74.5	281.8	54.3	52.0	38.5	110.4	18.5	43.6	9.4	7177.6	56.8
Humberside	0.0	0.0	3.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	5.5	28.4	0.2
Leeds Bradford	0.0	0.0	0.4	0.1	4.2	0.5	1.6	0.4	0.6	0.1	0.2	0.0	0.0	0.0	0.0	0.0	5.8	1.0	219.6	47.2	232.5	1.8
Liverpool	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
London City	0.0	0.0	1.4	0.4	120.0	14.8	13.7	3.4	0.0	0.0	0.8	0.0	0.0	0.0	7.0	5.2	1.5	0.3	4.2	0.9	148.7	1.2
Luton	30.6	7.7	25.7	7.4	0.0	0.0	0.0	0.0	4.9	0.7	267.0	3.2	8.3	1.6	0.0	0.0	14.7	2.5	2.0	0.4	353.2	2.8
Manchester	0.3	0.1	18.9	5.4	583.7	72.0	26.6	6.6	9.6	1.4	6.3	0.1	7.6	1.5	23.6	17.5	49.8	8.4	134.9	29.0	861.3	6.8
Newcastle	0.0	0.0	0.2	0.1	0.7	0.1	260.8	64.6	5.2	0.7	1.6	0.0	0.0	0.0	0.0	0.0	1.0	0.2	5.8	1.2	275.4	2.2
Norwich	22.1	5.6	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0.2
Stansted	177.1	44.7	60.1	17.3	5.7	0.7	9.1	2.3	22.7	3.2	717.8	8.7	34.9	6.7	2.2	1.6	13.1	2.2	15.1	3.2	1057.7	8.4
Teesside	0.0	0.0	0.0	0.0	0.0	0.0	43.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	1.2	48.8	0.4
Grand Total	396.1	100	346.9	100	810.9	100	403.6	100	699.5	100	8273.8	100	519.1	100	134.9	100	595.7	100	465.7	100	12646.3	100

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

**Table 28**

2004 International scheduled Foreign Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.8	0.2
Birmingham	0.8	0.1	85.2	15.4	6.9	0.5	0.7	0.2	12.5	0.7	12.3	0.1	32.3	2.8	10.6	3.0	390.7	52.0	6.1	0.9	558.1	2.3
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7	0.1	18.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0	30.1	0.1
Bristol	3.9	0.6	0.0	0.0	0.0	0.0	0.7	0.2	0.5	0.0	3.3	0.0	237.1	20.3	21.2	6.0	5.1	0.7	0.0	0.0	271.9	1.1
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	5.2	0.4	67.7	19.2	0.0	0.0	0.0	0.0	72.8	0.3
East Midlands	0.5	0.1	106.8	19.3	2.9	0.2	1.7	0.4	3.0	0.2	0.6	0.0	0.4	0.0	1.3	0.4	22.9	3.0	16.8	2.4	157.0	0.6
Edinburgh	0.0	0.0	0.0	0.0	1.2	0.1	7.8	1.9	548.3	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	557.3	2.3
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	13.4	0.1
Gatwick	66.1	10.1	62.3	11.2	52.7	3.9	32.7	8.1	146.3	8.2	3058.5	18.5	194.2	16.6	19.0	5.4	21.3	2.8	20.4	2.9	3673.6	15.1
Glasgow	0.0	0.0	0.0	0.0	0.5	0.0	2.2	0.5	391.9	22.1	0.8	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.1	0.2	396.7	1.6
Heathrow	162.5	24.7	141.6	25.6	141.0	10.5	47.6	11.8	471.0	26.5	8635.5	52.2	511.0	43.7	111.6	31.7	151.8	20.2	72.5	10.3	10446.1	43.0
Humberside	0.0	0.0	2.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	1.3	11.7	0.0
Leeds Bradford	0.0	0.0	1.1	0.2	5.0	0.4	7.1	1.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	181.6	25.8	195.1	0.8
Liverpool	0.0	0.0	1.4	0.3	290.3	21.7	10.2	2.5	7.8	0.4	0.1	0.0	0.0	0.0	26.1	7.4	8.3	1.1	44.9	6.4	389.0	1.6
London City	4.9	0.8	0.7	0.1	0.5	0.0	0.0	0.0	1.1	0.1	185.8	1.1	2.2	0.2	0.5	0.1	2.9	0.4	0.3	0.0	198.9	0.8
Luton	41.5	6.3	38.7	7.0	0.2	0.0	0.0	0.0	32.3	1.8	855.5	5.2	17.9	1.5	10.2	2.9	18.4	2.5	7.7	1.1	1022.4	4.2
Manchester	2.0	0.3	26.4	4.8	802.5	59.9	64.7	16.0	20.3	1.1	13.8	0.1	8.5	0.7	50.8	14.4	53.4	7.1	259.5	36.8	1301.9	5.4
Newcastle	0.0	0.0	0.0	0.0	1.6	0.1	159.9	39.6	10.0	0.6	0.9	0.0	0.0	0.0	0.1	0.0	0.0	0.0	3.5	0.5	176.0	0.7
Norwich	10.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	11.2	0.0
Stansted	365.0	55.5	87.0	15.7	34.7	2.6	43.5	10.8	74.5	4.2	3778.6	22.8	127.9	10.9	33.1	9.4	76.1	10.1	73.1	10.4	4693.6	19.3
Teesside	0.0	0.0	0.2	0.0	0.0	0.0	25.2	6.2	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	1.0	33.2	0.1
Grand Total	658.0	100	553.4	100	1340.1	100	404.2	100	1776.1	100	16557.8	100	1168.6	100	352.1	100	751.1	100	704.4	100	24265.7	100

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

**Table 29**

2004 International charter passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1	69.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.9	0.2
Birmingham	8.9	0.8	515.5	21.1	28.9	0.6	19.1	0.9	4.0	0.1	61.2	0.7	151.8	5.9	69.2	4.0	1812.6	59.1	84.4	2.7	2755.6	8.3
Bournemouth	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	53.4	0.6	117.9	4.6	0.1	0.0	0.5	0.0	0.1	0.0	172.4	0.5
Bristol	0.0	0.0	1.6	0.1	0.6	0.0	0.0	0.0	1.8	0.1	7.4	0.1	982.8	38.4	205.4	11.8	14.1	0.5	0.5	0.0	1214.0	3.7
Cardiff	0.0	0.0	1.3	0.1	1.6	0.0	0.0	0.0	0.9	0.0	2.7	0.0	83.4	3.3	788.3	45.4	9.4	0.3	0.8	0.0	888.5	2.7
East Midlands	6.3	0.6	961.7	39.3	3.5	0.1	4.4	0.2	1.9	0.1	11.3	0.1	11.6	0.5	10.4	0.6	257.6	8.4	292.8	9.4	1561.5	4.7
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	378.6	12.1	5.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	384.5	1.2
Exeter	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.2	0.0	1.0	0.0	281.6	11.0	2.0	0.1	0.1	0.0	0.0	0.0	285.5	0.9
Gatwick	581.4	53.0	305.1	12.5	65.0	1.3	37.9	1.7	118.2	3.8	7580.6	83.8	795.8	31.1	190.2	10.9	164.1	5.4	53.7	1.7	9891.9	29.8
Glasgow	0.0	0.0	0.7	0.0	11.2	0.2	50.2	2.3	2212.6	70.7	1.7	0.0	0.7	0.0	0.3	0.0	3.8	0.1	4.2	0.1	2285.4	6.9
Heathrow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	20.6	0.2	5.1	0.2	0.0	0.0	3.0	0.1	0.0	0.0	31.7	0.1
Humberside	1.2	0.1	50.6	2.1	2.6	0.1	2.5	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.9	0.0	300.5	9.6	358.6	1.1
Leeds Bradford	0.7	0.1	9.9	0.4	20.8	0.4	25.6	1.2	1.2	0.0	1.2	0.0	0.0	0.0	0.9	0.0	1.0	0.0	412.6	13.2	473.9	1.4
Liverpool	0.1	0.0	0.2	0.0	301.8	6.2	7.2	0.3	2.1	0.1	0.4	0.0	0.8	0.0	18.7	1.1	5.9	0.2	13.3	0.4	350.3	1.1
Luton	73.4	6.7	158.4	6.5	0.9	0.0	1.1	0.1	6.1	0.2	518.0	5.7	13.2	0.5	4.3	0.2	14.1	0.5	4.5	0.1	794.0	2.4
Manchester	5.1	0.5	381.1	15.6	4421.2	90.8	380.8	17.5	112.5	3.6	43.3	0.5	104.4	4.1	444.8	25.6	766.5	25.0	1851.6	59.4	8511.4	25.6
Newcastle	0.0	0.0	2.0	0.1	4.7	0.1	1422.6	65.5	198.3	6.3	2.8	0.0	0.0	0.0	1.1	0.1	3.4	0.1	65.3	2.1	1700.4	5.1
Norwich	198.1	18.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	201.4	0.6
Stansted	222.4	20.3	54.0	2.2	8.0	0.2	0.5	0.0	12.7	0.4	728.9	8.1	8.2	0.3	1.0	0.1	9.1	0.3	6.9	0.2	1051.6	3.2
Teesside	0.0	0.0	3.0	0.1	0.4	0.0	217.8	10.0	4.0	0.1	0.2	0.0	0.2	0.0	0.1	0.0	0.0	0.0	27.0	0.9	252.7	0.8
Grand Total	1097.5	100	2446.6	100	4871.2	100	2171.4	100	3127.6	100	9042.6	100	2557.5	100	1736.9	100	3066.0	100	3118.6	100	33236.0	100

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

**Table 30**

2004 International charter UK inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.8	0.2
Birmingham	5.1	0.6	414.8	20.7	12.5	0.3	10.2	0.6	0.0	0.0	41.6	0.6	118.4	5.9	50.9	3.0	1471.3	59.3	74.6	2.7	2199.4	8.3
Bournemouth	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	36.5	0.6	83.5	4.1	0.1	0.0	0.5	0.0	0.1	0.0	121.0	0.5
Bristol	0.0	0.0	0.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	5.4	0.1	803.5	39.9	173.9	10.3	11.7	0.5	0.5	0.0	996.4	3.7
Cardiff	0.0	0.0	1.0	0.0	1.6	0.0	0.0	0.0	0.9	0.0	2.6	0.0	64.3	3.2	682.2	40.4	6.5	0.3	0.7	0.0	759.7	2.9
East Midlands	6.1	0.7	820.5	40.9	3.0	0.1	3.3	0.2	1.5	0.1	9.3	0.1	7.5	0.4	4.0	0.2	215.7	8.7	264.8	9.4	1335.6	5.0
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	289.2	11.5	3.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	293.0	1.1
Exeter	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.9	0.0	223.8	11.1	1.6	0.1	0.1	0.0	0.0	0.0	227.0	0.9
Gatwick	476.6	55.2	220.5	11.0	52.8	1.3	28.8	1.8	93.5	3.7	5465.6	82.7	626.2	31.1	154.8	9.2	136.2	5.5	39.0	1.4	7294.1	27.4
Glasgow	0.0	0.0	0.7	0.0	11.0	0.3	41.8	2.6	1806.2	71.7	1.2	0.0	0.7	0.0	0.0	0.0	3.8	0.2	3.4	0.1	1868.9	7.0
Humberside	0.1	0.0	29.4	1.5	0.1	0.0	9.0	0.6	1.7	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	209.2	7.4	249.9	0.9
Leeds Bradford	0.0	0.0	9.5	0.5	23.5	0.6	27.2	1.7	2.5	0.1	0.7	0.0	0.0	0.0	264.8	15.7	0.0	0.0	643.6	22.9	971.9	3.7
Liverpool	0.0	0.0	0.2	0.0	274.3	6.9	6.9	0.4	1.1	0.0	0.4	0.0	0.8	0.0	17.4	1.0	5.5	0.2	12.0	0.4	318.5	1.2
Luton	55.5	6.4	137.4	6.8	0.9	0.0	1.1	0.1	0.7	0.0	395.4	6.0	10.6	0.5	4.3	0.3	11.5	0.5	4.5	0.2	621.9	2.3
Manchester	5.1	0.6	321.6	16.0	3601.4	90.3	313.9	19.5	103.3	4.1	36.6	0.6	73.1	3.6	332.8	19.7	609.2	24.5	1452.4	51.7	6849.4	25.8
Newcastle	1.1	0.1	3.0	0.1	2.9	0.1	854.3	53.2	142.9	5.7	2.2	0.0	0.2	0.0	0.0	0.0	0.1	0.0	58.3	2.1	1065.0	4.0
Norwich	137.5	15.9	0.4	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.5	0.0	140.8	0.5
Stansted	176.0	20.4	46.2	2.3	1.6	0.0	0.0	0.0	10.1	0.4	605.1	9.2	3.2	0.2	1.0	0.1	6.9	0.3	5.8	0.2	855.7	3.2
Teesside	0.0	0.0	1.8	0.1	0.2	0.0	309.9	19.3	6.3	0.3	1.3	0.0	0.0	0.0	0.0	0.0	1.4	0.1	40.3	1.4	361.3	1.4
Grand Total	863.1	100	2008.1	100	3986.8	100	1606.9	100	2520.1	100	6610.0	100	2015.6	100	1687.7	100	2481.4	100	2809.6	100	26589.3	100

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



**Table 31**

2004 International charter UK non inclusive tour passenger movements between planning regions and airports by surface modes of transport and domestic air services

	East Anglia		East Midlands		North West		Northern		Scotland		South East		South West		Wales		West Midlands		Yorks/Humberside		Total	
	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%	(000's)	%
Aberdeen	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.1
Birmingham	3.8	1.9	94.6	24.2	15.4	2.0	0.3	0.1	0.5	0.1	17.2	0.9	32.0	6.7	9.2	3.3	292.9	56.9	8.1	1.8	474.2	8.3
Bournemouth	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2	0.8	32.6	6.8	0.0	0.0	0.0	0.0	0.0	0.0	48.9	0.9
Bristol	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0	1.8	0.4	2.0	0.1	166.7	34.9	29.1	10.4	2.0	0.4	0.0	0.0	202.4	3.5
Cardiff	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	18.3	3.8	97.9	34.9	1.6	0.3	0.2	0.0	118.2	2.1
East Midlands	0.2	0.1	125.6	32.1	0.4	0.0	0.6	0.3	0.3	0.1	1.7	0.1	1.9	0.4	1.3	0.5	34.9	6.8	27.5	6.2	194.4	3.4
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0	14.1	2.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.1	1.2
Exeter	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	50.5	10.6	0.4	0.1	0.0	0.0	0.0	0.0	51.1	0.9
Gatwick	99.8	49.9	77.0	19.7	9.4	1.2	8.8	3.7	23.7	4.9	1637.0	85.4	137.5	28.8	32.6	11.6	24.5	4.8	14.0	3.2	2064.3	36.1
Glasgow	0.0	0.0	0.0	0.0	0.0	0.0	8.4	3.5	337.1	69.8	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	345.8	6.0
Humberside	0.1	0.1	7.8	2.0	0.0	0.0	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	32.9	7.5	41.9	0.7
Leeds Bradford	0.7	0.4	0.6	0.2	4.6	0.6	5.4	2.3	0.6	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.6	0.1	69.6	15.8	82.6	1.4
Liverpool	0.1	0.0	0.0	0.0	25.5	3.3	0.1	0.1	1.0	0.2	0.0	0.0	0.0	0.0	0.8	0.3	0.3	0.1	1.3	0.3	29.1	0.5
Luton	15.0	7.5	20.4	5.2	0.0	0.0	0.0	0.0	5.4	1.1	120.9	6.3	1.4	0.3	0.0	0.0	1.2	0.2	0.0	0.0	164.2	2.9
Manchester	0.0	0.0	57.6	14.7	718.2	92.0	34.6	14.5	8.8	1.8	5.1	0.3	31.3	6.6	107.9	38.5	154.4	30.0	270.0	61.2	1388.0	24.3
Newcastle	0.0	0.0	0.5	0.1	0.6	0.1	154.3	64.7	26.8	5.5	0.8	0.0	0.0	0.0	0.8	0.3	0.0	0.0	10.5	2.4	194.4	3.4
Norwich	42.1	21.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.3	0.8
Stansted	38.1	19.0	6.3	1.6	6.3	0.8	0.5	0.2	2.6	0.5	111.7	5.8	5.0	1.0	0.0	0.0	2.3	0.4	1.1	0.3	173.9	3.0
Teesside	0.0	0.0	0.0	0.0	0.0	0.0	24.6	10.3	1.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	1.3	31.7	0.6
Grand Total	199.9	100	391.6	100	780.4	100	238.5	100	482.7	100	1916.3	100	477.2	100	280.3	100	515.2	100	441.0	100	5723.1	100

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

**Table 32.1**

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

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	New York	Zurich
	%	%	%	%	%	%	%
Not flying on	98.7	90.9	97.5	99.8	92.6	41.1	100.0
Western Europe	0.2	0.0	1.8	0.0	0.0	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	9.1	0.1	0.0	3.2	0.0	0.0
North America	0.0	0.0	0.0	0.0	0.0	56.6	0.0
South & Central America	0.0	0.0	0.0	0.2	4.2	1.9	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	1.0	0.0	0.7	0.0	0.0	0.4	0.0
Total	100	100	100	100	100	100	100

**Table 32.2**

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

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	New York	Zurich
	%	%	%	%	%	%	%
Not flying on	76.5	99.4	79.7	69.1	80.6	91.8	88.2
Western Europe	2.9	0.5	3.6	7.8	0.1	0.1	2.5
Eastern Europe	2.6	0.1	0.8	3.0	0.0	0.0	0.5
Africa	6.6	0.0	5.5	3.9	6.4	0.0	5.0
North America	1.8	0.0	1.7	2.4	0.5	7.1	1.5
South & Central America	2.2	0.0	2.8	2.4	12.3	0.8	0.3
Middle East	0.7	0.0	0.6	1.1	0.0	0.0	0.4
Asia/Oceania	6.5	0.0	5.3	10.3	0.0	0.2	1.6
Total	100	100	100	100	100	100	100

**Table 32.3**

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

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	New York	Zurich
	%	%	%	%	%	%	%
Not flying on	99.0	95.4	99.3	99.3	98.0	0.0	0.0
Western Europe	1.0	3.5	0.0	0.0	1.4	0.0	0.0
Eastern Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.1	0.0	0.0	0.0	0.0	0.0
North America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South & Central America	0.0	0.6	0.7	0.0	0.3	0.0	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.4	0.0	0.7	0.2	0.0	0.0
Total	100	100	100	100	100	100	100

**Table 32.4**

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

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	New York	Zurich
	%	%	%	%	%	%	%
Not flying on	43.4	93.1	64.0	48.5	82.2	67.1	78.6
Western Europe	12.9	5.9	11.4	14.7	1.4	0.4	5.2
Eastern Europe	4.2	0.0	1.3	9.4	0.0	0.0	4.9
Africa	5.3	0.0	7.3	5.7	10.4	0.0	2.9
North America	12.0	0.0	5.0	1.8	2.3	31.7	1.3
South & Central America	2.3	0.0	1.7	1.0	3.6	0.3	0.1
Middle East	4.1	0.0	1.4	0.9	0.0	0.0	0.0
Asia/Oceania	15.7	1.0	7.9	17.9	0.0	0.5	7.1
Total	100	100	100	100	100	100	100

**Table 32.5**

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

Final air destination	Airport of current flight						
	Amsterdam	Brussels	Paris	Frankfurt	Madrid	New York	Zurich
	%	%	%	%	%	%	%
Not flying on	99.9	99.9	0.0	0.0	0.0	0.0	0.0
Western Europe	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Eastern Europe	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South & Central America	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle East	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Asia/Oceania	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100

**Table 33.1**

Passenger profile at Gatwick for scheduled routes broken down by country of destination in 2004.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United Kingdom	34.5	55.7	90.2	2.8	7.1	9.8	37.3	62.7	3,874,752
United States	7.6	45.1	52.7	12.2	35.1	47.3	19.8	80.2	3,659,376
Spain	7.2	68.5	75.7	4.2	20.1	24.3	11.5	88.5	3,013,284
France	15.2	47.2	62.4	11.7	26.0	37.6	26.8	73.2	1,585,445
Italy	12.2	50.7	62.9	12.6	24.5	37.1	24.8	75.2	1,451,506
Ireland	11.8	34.0	45.8	10.7	43.5	54.2	22.5	77.5	702,903
Netherlands	17.9	32.1	50.0	17.6	32.4	50.0	35.5	64.5	644,012
Switzerland	10.6	50.6	61.3	9.4	29.3	38.7	20.1	79.9	551,506
Germany	17.2	24.3	41.5	19.8	38.8	58.5	37.0	63.0	471,608
Portugal	2.4	75.3	77.7	8.8	13.5	22.3	11.2	88.8	377,875
Portugal & Madeira	15.1	50.0	65.2	9.2	25.6	34.8	24.4	75.6	339,237
Barbados	5.8	79.3	85.2	5.6	9.2	14.8	11.4	88.6	326,049
Denmark	7.0	17.7	24.7	23.3	52.0	75.3	30.3	69.7	295,508
Soviet Union	13.1	20.1	33.2	20.9	45.9	66.8	34.0	66.0	257,763
Malta	6.5	68.8	75.2	5.0	19.8	24.8	11.5	88.5	239,976
Czech Republic	6.1	56.8	62.8	7.4	29.8	37.2	13.4	86.6	236,742
Greece	0.6	64.1	64.7	1.9	33.4	35.3	2.5	97.5	176,476
Antigua & Barbuda	4.4	86.3	90.7	2.5	6.8	9.3	6.9	93.1	170,266
Gibraltar	14.4	51.6	66.0	16.5	17.6	34.0	30.8	69.2	163,950
Yugoslavia	8.4	56.4	64.8	13.4	21.8	35.2	21.8	78.2	155,893
United Arab Emirates	14.7	43.2	57.9	19.4	22.7	42.1	34.2	65.8	151,537
Cyprus	0.0	77.8	77.8	0.6	21.6	22.2	0.6	99.4	149,788
Canada	0.0	36.2	36.2	12.4	51.5	63.8	12.4	87.6	134,104
St. Lucia	0.0	72.4	72.4	2.7	25.0	27.6	2.7	97.3	133,336
India	16.1	18.5	34.5	12.9	52.5	65.5	29.0	71.0	103,940
Poland	29.5	39.3	68.8	4.3	26.9	31.2	33.8	66.2	99,576
Jamaica	0.1	71.6	71.7	8.4	20.0	28.3	8.4	91.6	83,672
Bermuda	11.0	20.3	31.3	16.6	52.1	68.7	27.6	72.4	79,029
Norway	2.4	22.4	24.8	11.3	63.9	75.2	13.8	86.2	73,101
Bulgaria	15.5	25.3	40.8	4.4	54.8	59.2	20.0	80.0	69,562
South Africa	3.2	25.3	28.5	6.6	64.8	71.5	9.8	90.2	67,519
Hungary	3.7	68.8	72.5	6.3	21.2	27.5	10.1	89.9	62,187
Grenada	0.0	75.0	75.0	6.8	18.2	25.0	6.8	93.2	55,922
Belgium	54.1	9.6	63.7	31.5	4.8	36.3	85.5	14.5	54,690
Zimbabwe	4.1	33.2	37.3	14.7	47.9	62.7	18.9	81.1	54,648
Trinidad & Tobago	0.6	89.5	90.1	7.0	2.9	9.9	7.7	92.3	52,255
Mexico	11.2	32.8	44.0	6.2	49.8	56.0	17.5	82.5	50,030
Australia	5.6	71.6	77.2	3.9	18.9	22.8	9.5	90.5	47,449
Thailand	0.0	88.3	88.3	2.9	8.8	11.7	2.9	97.1	46,510
Morocco	8.7	77.2	85.9	6.8	7.2	14.1	15.6	84.4	44,471
Tunisia	7.4	77.7	85.1	10.1	4.8	14.9	17.5	82.5	43,816

**Table 33.2**

Passenger profile at Heathrow for scheduled routes broken down by country of destination in 2004.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United States	12.3	25.1	37.4	18.4	44.2	62.6	30.6	69.4	11,321,972
United Kingdom	40.4	38.1	78.6	7.0	14.5	21.4	47.4	52.6	6,937,072
Germany	25.4	13.6	39.1	28.7	32.2	60.9	54.1	45.9	4,025,345
Ireland	16.8	22.2	38.9	20.8	40.2	61.1	37.6	62.4	2,884,005
Spain	11.8	35.1	47.0	14.4	38.6	53.0	26.3	73.7	2,627,827
France	19.4	21.8	41.3	24.3	34.4	58.7	43.8	56.2	2,493,690
Canada	5.6	21.0	26.6	17.2	56.2	73.4	22.8	77.2	2,407,422
Italy	17.0	25.7	42.7	17.6	39.8	57.3	34.5	65.5	2,291,609
Australia	4.5	38.4	42.9	10.3	46.8	57.1	14.9	85.1	1,986,616
Netherlands	23.8	16.3	40.1	29.9	30.0	59.9	53.7	46.3	1,649,958
Switzerland	24.8	20.4	45.3	25.5	29.2	54.7	50.3	49.7	1,634,567
South Africa	8.3	35.2	43.6	19.5	36.9	56.4	27.9	72.1	1,630,020
India	11.6	31.5	43.0	16.9	40.1	57.0	28.4	71.6	1,356,973
Japan	12.6	14.4	27.1	21.4	51.5	72.9	34.1	65.9	1,148,120
Sweden	17.7	14.3	32.0	29.1	38.8	68.0	46.9	53.1	966,985
Hong Kong	16.8	31.7	48.5	19.2	32.3	51.5	36.0	64.0	936,405
Soviet Union	19.8	23.0	42.7	28.0	29.3	57.3	47.8	52.2	901,523
Belgium	32.9	8.3	41.2	25.2	33.6	58.8	58.1	41.9	842,634
United Arab Emirates	15.2	37.0	52.2	18.8	29.0	47.8	34.0	66.0	815,677
Portugal & Madeira	17.5	35.8	53.3	15.4	31.3	46.7	32.9	67.1	797,840
Thailand	6.6	63.2	69.7	5.2	25.0	30.3	11.8	88.2	778,519
Denmark	18.0	11.7	29.7	27.2	43.1	70.3	45.2	54.8	741,400
Norway	19.1	10.9	30.0	26.6	43.5	70.0	45.6	54.4	701,342
Greece	19.0	34.2	53.2	11.5	35.3	46.8	30.5	69.5	697,231
Austria	18.5	22.3	40.9	20.6	38.6	59.1	39.1	60.9	607,514
Cyprus	5.4	63.0	68.4	9.8	21.8	31.6	15.2	84.8	559,199
Nigeria	11.1	19.9	31.0	27.8	41.2	69.0	38.9	61.1	539,438
Pakistan	2.6	34.9	37.5	12.4	50.1	62.5	14.9	85.1	520,370
Israel	4.7	19.8	24.5	23.7	51.7	75.5	28.4	71.6	520,091
New Zealand	3.6	52.1	55.7	6.7	37.6	44.3	10.3	89.7	502,087
Turkey	28.4	28.6	56.9	20.2	22.9	43.1	48.6	51.4	501,830
Poland	12.0	36.5	48.6	20.2	31.2	51.4	32.2	67.8	491,109
Czech Republic	14.4	41.9	56.3	19.2	24.5	43.7	33.6	66.4	487,095
China	22.9	43.1	66.0	17.6	16.4	34.0	40.5	59.5	477,863
Finland	17.0	22.0	39.0	22.6	38.4	61.0	39.6	60.4	452,038
Kenya	5.6	33.0	38.7	15.1	46.3	61.3	20.7	79.3	418,110
Malaysia	16.7	31.2	47.9	23.3	28.8	52.1	40.0	60.0	412,744
Singapore	16.7	33.6	50.3	14.4	35.3	49.7	31.1	68.9	409,417
Egypt	12.9	45.8	58.7	11.4	29.9	41.3	24.3	75.7	397,769
Hungary	19.1	39.2	58.3	13.5	28.2	41.7	32.5	67.5	322,161
Sri Lanka	3.3	61.5	64.7	8.2	27.1	35.3	11.4	88.6	291,876



**Table 33.3**

Passenger profile at Luton for scheduled routes broken down by country of destination in 2004.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United Kingdom	39.1	52.6	91.7	1.3	7.1	8.3	40.4	59.6	1,611,037
Spain	7.3	73.9	81.2	3.4	15.5	18.8	10.6	89.4	1,410,959
France	20.8	50.6	71.4	9.6	18.9	28.6	30.5	69.5	716,758
Switzerland	17.1	45.3	62.4	13.3	24.3	37.6	30.4	69.6	658,690
Ireland	22.2	46.9	69.1	4.7	26.3	30.9	26.8	73.2	485,988
Netherlands	19.8	43.8	63.6	17.5	18.9	36.4	37.3	62.7	430,865
Italy	7.0	43.8	50.8	6.3	43.0	49.2	13.2	86.8	233,061
Germany	16.1	44.0	60.1	12.4	27.5	39.9	28.5	71.5	203,842
Greece	13.2	54.5	67.7	6.6	25.7	32.3	19.8	80.2	185,246
Poland	1.9	66.4	68.3	4.7	27.1	31.7	6.5	93.5	169,894
Portugal	5.3	78.1	83.4	0.4	16.2	16.6	5.7	94.3	163,655
Hungary	6.6	42.4	49.0	6.4	44.6	51.0	13.0	87.0	115,788
Gibraltar	9.2	56.0	65.1	5.2	29.6	34.9	14.4	85.6	95,404
Cyprus	3.6	88.7	92.3	2.1	5.6	7.7	5.6	94.4	88,278
Czech Republic	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	5,065
French Guiana	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	2,155
Singapore	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1,612
Brazil	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	1,599
Venezuela	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	1,390
Australia	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0,839
Turkey	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0,649
Reunion Islands	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0,623
United States	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0,533
Tunisia	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0,510
South Africa	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	0,482

**Table 33.4**

Passenger profile at Manchester for scheduled routes broken down by country of destination in 2004.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
United Kingdom	57.4	33.0	90.4	5.3	4.3	9.6	62.7	37.3	2,298,697
United States	11.1	64.9	76.0	7.3	16.7	24.0	18.4	81.6	1,524,071
Spain	6.2	85.5	91.6	2.0	6.3	8.4	8.2	91.8	1,184,099
Ireland	19.6	33.1	52.6	17.2	30.2	47.4	36.7	63.3	838,737
Germany	32.0	20.9	53.0	25.0	22.1	47.0	57.0	43.0	654,576
France	20.0	45.1	65.0	18.0	17.0	35.0	38.0	62.0	548,194
Italy	22.1	53.2	75.3	14.4	10.3	24.7	36.5	63.5	340,544
Australia	3.6	69.6	73.2	1.1	25.7	26.8	4.7	95.3	295,201
Pakistan	4.2	70.0	74.2	1.5	24.3	25.8	5.7	94.3	236,813
Netherlands	26.3	33.9	60.3	26.7	13.0	39.7	53.0	47.0	228,545
Belgium	36.4	20.2	56.5	25.7	17.7	43.5	62.1	37.9	196,419
Czech Republic	12.7	79.8	92.5	3.7	3.8	7.5	16.3	83.7	186,540
Switzerland	24.0	41.3	65.3	19.1	15.6	34.7	43.1	56.9	172,028
Denmark	18.6	26.9	45.4	28.6	25.9	54.6	47.2	52.8	166,621
Canada	4.7	40.9	45.6	10.9	43.6	54.4	15.5	84.5	155,902
Cyprus	0.0	96.0	96.0	1.2	2.8	4.0	1.2	98.8	147,429
Sweden	24.7	13.4	38.1	36.4	25.5	61.9	61.1	38.9	133,542
United Arab Emirates	13.4	53.9	67.3	8.3	24.3	32.7	21.7	78.3	130,265
Malta	3.1	92.9	96.0	0.3	3.7	4.0	3.4	96.6	129,619
Thailand	9.8	81.0	90.8	0.7	8.6	9.2	10.4	89.6	123,978
South Africa	9.7	57.5	67.2	7.1	25.7	32.8	16.8	83.2	110,611
Portugal	13.5	76.3	89.8	2.5	7.7	10.2	16.0	84.0	106,334
India	23.1	51.9	74.9	7.6	17.4	25.1	30.7	69.3	95,586
Norway	19.4	17.6	37.0	23.7	39.3	63.0	43.1	56.9	94,442
Hong Kong	19.1	49.8	69.0	4.5	26.5	31.0	23.6	76.4	78,602
Portugal & Madeira	40.0	41.0	81.0	13.4	5.5	19.0	53.4	46.6	69,597
China	23.9	61.7	85.6	8.1	6.3	14.4	32.0	68.0	67,722
Greece	9.4	63.3	72.7	3.6	23.8	27.3	13.0	87.0	63,709
New Zealand	1.6	75.2	76.8	0.7	22.5	23.2	2.3	97.7	59,894
Soviet Union	29.3	34.2	63.4	28.5	8.1	36.6	57.8	42.2	54,733
Gibraltar	21.2	48.9	70.1	23.6	6.3	29.9	44.8	55.2	52,039
Austria	41.8	30.8	72.6	12.5	15.0	27.4	54.3	45.7	50,330
Yugoslavia	9.5	74.6	84.1	12.0	3.9	15.9	21.5	78.5	49,892
Turkey	7.3	71.8	79.1	5.0	15.9	20.9	12.3	87.7	49,432
Malaysia	10.4	73.7	84.1	0.1	15.8	15.9	10.5	89.5	46,203
Hungary	19.4	67.7	87.1	9.9	3.0	12.9	29.3	70.7	44,328
Finland	18.1	4.5	22.7	50.4	26.9	77.3	68.5	31.5	43,795
Japan	28.8	17.4	46.2	6.4	47.4	53.8	35.2	64.8	40,475
Singapore	11.4	68.3	79.7	3.4	16.9	20.3	14.8	85.2	39,207
Jamaica	1.1	84.7	85.7	1.0	13.3	14.3	2.0	98.0	36,160
Qatar	5.3	11.2	16.5	4.0	79.5	83.5	9.3	90.7	32,072

**Table 33.5**

Passenger profile at Stansted for scheduled routes broken down by country of destination in 2004.

Country	UK business %	UK leisure %	UK Total %	Foreign business %	Foreign leisure %	Foreign Total %	Total business %	Total leisure %	Pax 000's
Italy	9.4	55.8	65.2	6.5	28.2	34.8	15.9	84.1	3,707,198
United Kingdom	32.7	58.1	90.7	1.6	7.7	9.3	34.2	65.8	2,714,131
Germany	12.8	32.6	45.4	11.2	43.5	54.6	24.0	76.0	2,576,516
Spain	4.7	71.2	75.9	2.5	21.6	24.1	7.2	92.8	2,340,117
Ireland	9.1	42.7	51.9	6.3	41.9	48.1	15.4	84.6	2,066,935
France	6.3	66.1	72.4	4.4	23.2	27.6	10.7	89.3	1,757,582
Sweden	6.6	22.9	29.6	13.9	56.5	70.4	20.5	79.5	929,944
Netherlands	13.3	27.7	41.0	16.9	42.1	59.0	30.2	69.8	565,382
Austria	8.6	43.3	51.9	6.3	41.8	48.1	14.9	85.1	514,275
Denmark	20.4	20.8	41.2	8.5	50.2	58.8	29.0	71.0	509,355
Norway	15.6	22.9	38.5	4.9	56.6	61.5	20.5	79.5	454,043
Czech Republic	11.3	55.1	66.4	8.4	25.2	33.6	19.7	80.3	416,403
Cyprus	0.4	85.0	85.4	1.9	12.7	14.6	2.3	97.7	157,089
Poland	5.4	53.6	59.0	8.8	32.1	41.0	14.2	85.8	152,080
Portugal	1.4	75.9	77.3	6.0	16.7	22.7	7.4	92.6	150,806
Iceland	11.5	27.1	38.6	11.5	50.0	61.4	22.9	77.1	122,036
Finland	2.9	41.7	44.6	13.5	41.8	55.4	16.5	83.5	118,152
Hungary	11.7	37.8	49.5	18.0	32.5	50.5	29.7	70.3	97,448
Belgium	4.7	56.2	60.9	14.4	24.7	39.1	19.1	80.9	73,060
Yugoslavia	28.7	52.1	80.8	5.2	14.0	19.2	34.0	66.0	67,129
Switzerland	17.2	28.0	45.2	4.7	50.1	54.8	21.9	78.1	65,092
Turkey	0.0	73.9	73.9	0.0	26.1	26.1	0.0	100.0	55,273
Malta	0.0	98.8	98.8	0.0	1.2	1.2	0.0	100.0	32,918
Israel	0.0	56.1	56.1	0.0	43.9	43.9	0.0	100.0	28,621
Soviet Union	16.3	44.5	60.8	0.0	39.2	39.2	16.3	83.7	26,888
Australia	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	6,916
Canada	0.0	74.0	74.0	0.0	26.0	26.0	0.0	100.0	4,558
India	0.0	0.0	0.0	55.1	44.9	100.0	55.1	44.9	2,411
Bahamas	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	2,339

**Table 34**

Proportion of first time fliers on any route at the survey airports in 2004.

Passenger type	Gatwick	Heathrow	Luton	Manchester	Stansted
	%	%	%	%	%
Scheduled business	0.2	0.0	0.1	0.1	0.5
Scheduled leisure	0.5	0.5	1.3	1.2	0.8
Charter leisure IT	1.1	0.0	2.1	1.5	1.1
Charter leisure other	0.7	0.0	0.0	0.2	1.2
Total % first time fliers	0.6	0.3	1.0	1.0	0.7

# **Appendix B**

## **Sampling Techniques & Questionnaire**

The Continuous survey ran between January and December 2004 at Gatwick, Heathrow, London City, Luton, Manchester and Stansted. Shifts were selected so that during each sub period, each shift (e.g. Monday am) was sampled approximately the same number of times.

### **Primary Sampling Technique**

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

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

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

It was assumed that those passengers who were candidates for an interview, but who for one of a variety of reasons could not be interviewed, had the same characteristics as those who were successfully interviewed. The overall interviewing success rate for the 2004 survey was 95%.

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

### **Alternative Sampling Technique**

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

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

The interviewing area should be divided into a number of virtual areas, dependent upon the number of team members available to interview. If there are 4 team

members, the interviewing area should be divided into quarters, where there are only three team members, then the area should be divided into thirds and so on.

An interviewer will then be assigned an area. It will then be that interviewer's responsibility to sample passengers who move into their area.

It is of key importance that interviewers do not avoid certain passengers and show any bias or favouritism to any other groups of passengers. The sampling technique demands that a representative group of passengers be sampled.

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

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

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

Civil Aviation Authority CAA House Surveys, Room K4 45-59 Kingsway London WC2B 6TE Tel 0207 453 6279	2004 CAA PASSENGER SURVEY HEATHROW AIRPORT Terminal 1 International 011	
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Date  Time  Scheduled ...1 Male .....1 Positive .....1  
 Charter.....2 Female.....2 Refusal.....2  
 ID  Shift  Flight Number  Gate  Ineligible.....3  
 Time.....4  
 Language (Q1).....5

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

**UK & Irish Passengers**

**Q2** Where is your home in the UK/Ireland?

Town

County/District/Borough

**Q3** What is your postcode?

**ALL Passengers**

**Q4** Have you arrived at HEATHROW Airport by air within the last 24 hours?

Yes .....1 **Q5**

No ..... 2 **Q12**

**Q5** Did you come to HEATHROW Airport just to change planes or did you have another reason for coming here?

*Change Planes ...1 **Q6***

*Other Reason ... 2 **Q12***

**Q6** Have you been through customs control at HEATHROW Airport?

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

**Q7** Which airport did you fly from?

**Q8** What airline did you use?

**Q9** Did you start your air journey from (Airport Q7)?

Yes ...1 **Q11** No ... 2 **Q10**

**Q10** At which airport did you start your air journey?

**Q11** Why did you choose to transfer through this airport?

**Go to Q19 (LGW/STN/LTN go to Q14)**

**Q12** In the UK, where did you start your journey to catch this flight?

Town

District/Borough

County

Postcode

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

**Q13** May I just check, was this a transit stop or did you have a reason for being in (place in Q12)?

Home .....1

Business ..... 2

Leisure .....3

Other (write in)... 4

72hrs

**If transit, go back and ask Q12 again unless transit from LGW/STN/LTN Airport then go to Q7**

**Go to Q14**

**Q14** Could you tell me in detail how you travelled from (*Q12*) to HEATHROW Airport today?

<b>Car</b>	Private car - driven away	1	<b>Buses/Coaches</b>	Hotel bus	16
	Private car - short term car park	2		Charter coach	17
<b>Courtesy Bus</b>	Private car - valet service	3		RailAir Bus ( <i>Reading/Woking/Feltham</i> )	18
<b>&amp; Valet Services</b>	Private car - airport long term car park bus	4		National/Regional coach service	19
	Private car - private long term car park bus	5		Airbus	20
	Private car – business car park bus	6		Gatwick/HEATHROW coach service	21
	Private car - staff car park bus	7		London bus companies	22
	Private car - hotel car park bus	8		Local bus companies	23
	Private car - type of car park unknown	9		Bus/coach company unknown	24
<b>Hire Car</b>	Rental car - driven away	10	<b>Tube</b>	Tube	25
	Rental car - short term car park	11	<b>Train</b>	National railways	26
	Rental car - hire car courtesy bus	12		HEATHROW Express ( <i>Paddington Train</i> )	27
<b>Airline Car</b>	Courtesy car	13	<b>Other</b>	Boat	28
<b>Taxi/Minicab</b>	Taxi	14		<i>Other (write in)</i>	29
	Minicab	15			

1<sup>st</sup> Mode  2<sup>nd</sup> Mode  3<sup>rd</sup> Mode

Q15 How long did your journey take from (*place in Q12*)?  hours  minutes

Q16a Including yourself, how many people are travelling in your immediate group?

Q16b How many people came into the terminal to see you off today?

Q17 Is this your outward or return journey?  **Outward, Return or Single**

Q18 How long *will/have* you *be/been* away?  Weeks  Days  Hours



## All Passengers – PURPOSE CARD

**Q19** What is the chief purpose of your present trip?

<b>BUSINESS</b>		<b>NON BUSINESS</b>		
<b>ACCOMPANYING</b> passenger on business	1	<b>ACCOMPANYING</b> passenger on business	15	SKI
(Company ticket)	with	(Own ticket)	with	
Attending internal company business	3	Holiday Fare paid separately	16	27
Meetings with customers/others external to the company	4	Holiday IT/Package -Hotel	17	28
Conference/Congress	5	Holiday IT/Package -Self catering	18	29
Trade Fair/Exhibition	6	Holiday IT/Package -Cruise	19	
Business	2	Visiting friends and relatives	20	
Armed services	7	Migration	21	
Airline Staff	8	Studies private/grants -formal academic course	22	
Contract Home Leave	9	Studies private/grants -other course	23	
Overseas Employment - less than 12 months	10	Cultural/Sports	24	
Overseas Employment - 12 months or more	11	Unaccompanied school children	25	
Studies paid by employer - formal academic course	12	Other ( <i>write in</i> )	26	
Studies paid by employer - other course	13			
Au pair	14			

**Q20** Which airport are you travelling to on the flight you are now boarding?

**Q21** Which airline are you flying with?

**Q22** What is your flight number?

**Q23** Are you flying there just to change planes or are you completing your air journey at (Q20)?

*Completing...1 (Q26) Change Planes...2 (Q24)*

**Q24** At which airport will you complete your air journey?

**Q25** Which airline will you use to fly from (*airport in Q20*)?

## All Passengers – TICKET CARD

**Q26** What type of ticket do you have?

**Purchased Online** Yes No

First	1	Economy Other	4	Staff ticket	7
Business/club	2	Inclusive/package tour	5	Frequent flier scheme	8
Economy (flexible)	3	Charter seat only	6	Other	9

*Single sector non IT passengers only*

**Q27** How much was paid for your ticket including tax?

**Cost**

**Currency**

**Ticket Type** Single...1 Return...2

## North American, Domestic, Irish and Western European Destinations Only - MAPS

**Q28** Where is your main destination?

Town/City  
District/State  
Country

## All Passengers

**Q29** How many times have you flown in the last 12 months: - on any route?

- this route?

Have you flown before this trip?

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

**All Passengers – AGE CARD**

Q30 Which of these age groups do you come into?

*If groups 1 - 2, end interview***ALL Passengers – LOW COST AIRLINE CARD**Q31 How many times have you flown using (*airline*) from this airport in the last 12 months?

<i>Airline</i>	<i>Route</i>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>

**Business Passengers**

Q32 What is the main business of your firm or organisation?

*Manufacture*  
*Sales*  
*Other*

*Company***Leisure Passengers**

Q34 Including yourself, how many people live in your household?

Q35 How many are children under 16?

**UK Business Passengers**

Q33 What is your occupation and job title?

*Job Title**Qualifications**Size**dept**responsible***UK Leisure Passengers**

Q36 What is the occupation of the chief income earner in your household?

*Job Title**Qualifications**Size**dept**responsible**Business***Business Passengers – INCOME CARD**

Q37a Can you indicate from this card, which ANNUAL income group applies to you BEFORE tax and other deductions?

**Leisure Passengers – INCOME CARD**

Q37b Can you indicate from this card the total ANNUAL income of ALL people living in your household BEFORE tax and other deductions?

# Appendix C

## Weighting Techniques

The sampling and weighting of the 2004 survey was conducted on a route-by-route basis at each of the survey airports.

The first stage was to list all scheduled routes operated in and out of the airports by airline and flight number and list all charter routes by airline and destination. The various airport authorities then provided uplift/discharge figures for each month of the survey. The routes were initially broken down by airlines into single sector and multi sector groups.

For single sector routes the number of passengers interviewed were added together and divided into the respective monthly figures to obtain the weights. On multiple sector routes, weighting was undertaken by departing flight number. If flights took different routes on different days as well they were weighted by final destination of the aircraft. Where multi sector and single sector flights were in operation on the same routes they were divided into separate categories.

In the majority of cases multi sector routes were unique and therefore weighted separately and when multi sector routes were combined they were usually for flights stopping at the same points.

As some flights operated at times when shifts were not run e.g. diversions and most domestic charter flights, the weighted survey totals were different from those published in 2004 annual statistics as described earlier.

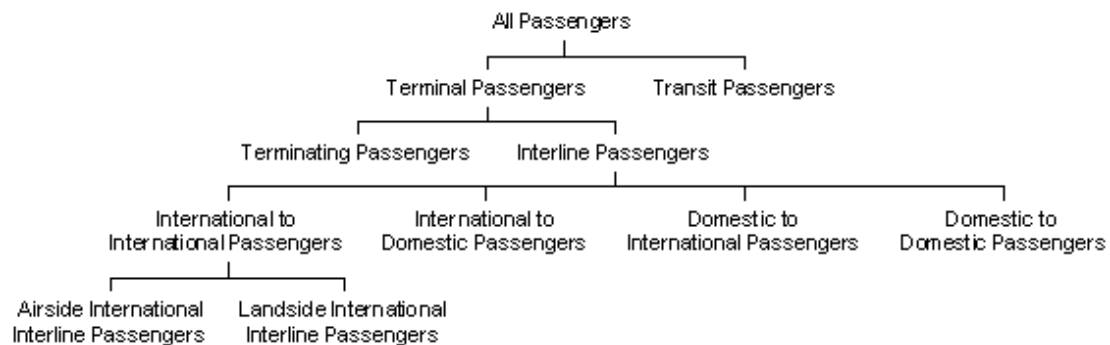
# Appendix D

## Definitions

### Passengers' use of airport

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

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



### Origin/destination

Where a journey has been broken for a reason other than transit, it is considered to restart or finish at that point. The following examples illustrate the definition.

*"Passenger A leaves home in Swansea, travels to Reading, has lunch and then flies out from Heathrow Airport."*

This passenger's origin would be Swansea as their reason for being in Reading was transit.

*"Passenger B, from Watford, travels to Amersham, has a business engagement, then goes onto Gatwick Airport and flies to Paris."*

This passenger's origin is classified as Amersham as her journey has been broken for a reason other than transit. A transit stop is defined as the point at which a passenger chooses to break his journey to the airport, the main reason for doing so being to rest, e.g. using airport hotels prior to early morning flights, calling in on or staying with relatives etc.

For the purpose of analysing the origins and destinations within the United Kingdom of terminating passengers, regions, areas and zones have been defined in terms of boundaries of, respectively, economic planning regions, counties and district council areas. The area of residence of UK residents was recorded using the same zonal system.

## **UK and foreign passengers**

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

## **Business and leisure passengers**

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

### **Business**

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

### **Leisure**

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

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

## **Domestic and international passengers**

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

## **Modes of transport**

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

## **Socio-economic group**

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

## **Main Business**

The SIC classification is used to code this information.

## **Tabular Means**

In three of the tables that can be found in this report means have been calculated to represent mean trip length (days), mean income (GBP) & mean age (yrs). The mean category limits used to create these tables were trip length (49 days) for trips over 4 weeks, income (GBP 300,000) for income greater than £230,000 and age (80 yrs) for passengers older than 74 years.

# Appendix E

## History

Although a brief outline of the survey history can be found in the introduction a list of the surveys that have been conducted during 1996 - 2003 can be found below. If you would require any further information about any of these surveys, please feel free to contact us.

Airport	1996	1997	1998	1999	2000	2001	2002	2003	2004
Aberdeen									
Belfast City									
Belfast Int.									
Birmingham									
Bournemouth									
Bristol									
Cardiff									
Edinburgh									
Exeter									
Gatwick									
Glasgow									
Heathrow									
Humberside									
Inverness									
Leeds Bradford									
Liverpool									
London City									
Luton									
Manchester									
Newcastle									
Norwich									
Southampton									
Stansted									
Teesside									
Price	£180	£50	£30	£100	£50	£55	£60	£100	£70

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