CAA
CIVIL AVIATION AUTHORITY

Bristol

Cardiff

Exeter

Southampton

CAP 657

PASSENGERS AT AIRPORTS IN WALES AND IN THE SOUTH AND SOUTH WEST OF ENGLAND IN 1994 / 95

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CIVIL AVIATION AUTHORITY LONDON DECEMBER 1995

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Preface

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

'It shall also be the duty of the Authority –

(a)   to consider what aerodromes are in its opinion likely to be required from time to time in the United Kingdom in addition to or in place of or by way of alteration of existing aerodromes; and

(b)   to make recommendations to the Secretary of State arising out of its consideration of the matter, ...'

Surveys, such as the one whose results are described in this report, help the Authority to meet this requirement. The success or failure of an air passenger survey depends to a large extent on the help and co-operation of the people on the spot. This involves not only the expertise of the interviewer and the willingness of the passenger to be interviewed, but also the attitude of airport staff, airline staff, immigration officers, customs officials and others towards the presence of interviewers within or near their own working areas. We would like to thank them for the assistance they gave towards the smooth running of the 1994/5 survey.

Summary

The 1994/5 origin/destination survey was conducted at four Airports in the South and Southwest of England and Wales – Bristol, Cardiff, Exeter and Southampton – between February 1994 and January 1995. Bristol, Cardiff and Southampton had been surveyed before in 1985 whereas Exeter was being included for the first time. The survey was run during a year of economic expansion though the depressed housing market is thought to have dampened consumer confidence.

Traffic Levels and Type of Passengers

In 1994/5, the four airports handled just under three million passengers, accounting for 2.4% of total UK passenger throughput. The majority of passengers (60%) were on international charter flights, 14% on international scheduled flights and 26% travelling on domestic routes. Whilst there were some similarities in the markets served by the four airports there were also significant differences. Southampton largely catered for the domestic market, dominated by the Channel Island routes, with only 20% of passengers at the airport using international flights. Until 1990/91, Bristol and Cardiff Airports had similar traffic mixes with over nine in ten passengers on international flights and the large majority of these using charter flights. Following the introduction of a hubbing operation by Brymon Airways at Bristol in 1991, the proportion of domestic passengers using the airport effectively doubled to just under 18%. Cardiff Airport on the other hand, continued to serve the same mix of passengers. Exeter Airport was more evenly balanced with 61% of passengers using international services and 39% domestic services.

Since 1985, traffic at the four airports has grown by 154% compared with the national average of 76%. The expansion in the range and frequency of scheduled routes from the four airports, led by Bristol Airport, was directly reflected by the 397% growth of international scheduled traffic, an average increase of just under 20% per annum. The international charter market has also grown by 86% over the last ten years, compared with the national average of 64% and the domestic market by 77% compared with 51% for the UK as a whole.
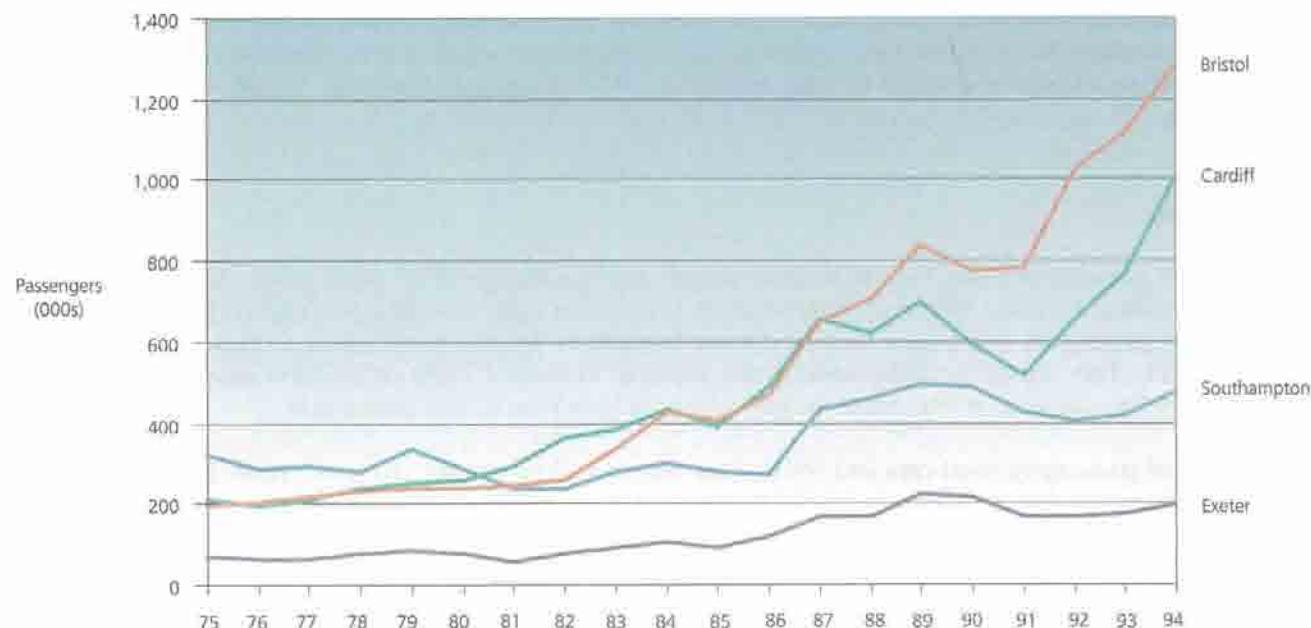
Figure 1   Terminal passengers at Bristol, Cardiff, Exeter and Southampton Airports 1975–1994

At all four airports, the arrival of the economic recession in 1990 and the impact of the Gulf War in 1991 caused traffic levels to fall back, though growth resumed again in 1992.

At **Bristol**, 835,000 passengers were on international charter flights, 223,000 on scheduled international flights and 221,000 on domestic flights. The expansion of domestic flights, and to a lesser extent international scheduled flights, following the introduction of the Brymon hubbing operation may further encourage demand for scheduled flights, particularly from business passengers who over the last ten years have increased market share from 7% to 18%. Just under one in ten of the passengers using the airport was based overseas.

At **Cardiff** over the last ten years, charter international passengers have continued to dominate with 826,000 passengers (83%) using the airport in 1994/5. At the same time there has been steady growth, albeit from a low base, in the international scheduled market from 3% (12,000 passengers) in 1985 to 10% (100,000 passengers) in 1994/5. This has been balanced by a decline in the proportion of scheduled domestic passengers who lost market share from 19% to 7%. Business passengers increased market share between 1985 and 1994/5 from 6% to 9% and foreign passengers more modestly from 5% to 6%.

In 1994/5 just under 200,000 passengers used **Exeter** Airport. Over the last 5 years there has been a steady increase in the proportion of passengers using international services at the airport, rising from 42% in 1990 to 61% in 1994/5. Part of this growth has been generated by an increased programme of charter flights but more recently in 1993 and 1994 has been brought about by the introduction of new scheduled international services. The domestic market, led by services to and from the Channel Islands, lost market share to stand at 38%. Just under 16% of passengers were travelling for business reasons and 84% for leisure purposes. The great majority of passengers (94%) at the airport were UK residents with only 6% based overseas.

In the first half of the 1980s, traffic levels varied at **Southampton** Airport between 235,000 and 299,000 passengers. From 1987 to 1989 passenger levels grew significantly to reach 492,000 but then dropped back to just over 400,000 in 1992. Growth resumed in 1993 and 1994 and, with the opening of the new terminal in December 1994, passenger levels may pass the half a million level for the first time in 1995. The airport is still dominated by domestic passengers with eight in ten travelling to airports within the UK, most notably to the Channel Islands, but there has been consistent growth in the market share of international passengers over the last ten years rising from 9% in 1985 to 20% in 1994. There has been a change of emphasis on journey purpose as 40% of passengers were travelling for business reasons compared with only 18% in 1985.

Surface Origin/Destination

The four airports generally served their local populations with the great majority of passengers at Cardiff and Exeter Airports travelling to points in Wales and the South West, respectively. There was some evidence to show that the expansion of services at Bristol Airport had widened the catchment area to points further away in the South West peninsula. The reverse had happened at Southampton where the contraction of the UK leisure market to the Channel Islands resulted in a lower proportion of passengers travelling outside the South East or the South West

Surface Access

The number of passengers using cars at Bristol, Cardiff and Southampton Airports more than doubled from 819,000 to 2.1 million between 1985 and 1994/5 but the proportion using cars dropped slightly from 78% to 77%. The number of passengers using taxis increased from 113,000 to 359,000 passengers, a market share increase from 11% to 13%. This change probably reflects the increase in market share of business passengers, and to a lesser extent, foreign passengers who make far greater use of taxis than leisure passengers.

At Exeter 84% of passengers used cars and 9% taxis or minicabs. The market share of British Rail continued its decline at Southampton Airport, down from 14% in 1985 to 10% in 1994/5.

Average journey time to the four airports reflected the different sizes of the catchment areas and the type of road links available to the airports. Average car journeys took 51 minutes at Southampton, 52 minutes at Exeter, 57 minutes at Cardiff and 64 minutes at Bristol.

Business Travel

The proportion of the UK population working in the production industries fell from 30% to 23% between 1985 and 1994 and this was paralleled by a lesser decline in the proportion of business passengers at Bristol, Cardiff and Southampton travelling in connection with those same industries, down from 39% to 37%. Passengers from the production industries still had the greatest propensity to fly, with the energy and water supply sector generating the most trips per head of population.

The decline in the manufacturing base in the areas served by the airports may have now bottomed out as sectors such as the metal goods and other manufacturing industries recorded rises compared with 1985, which would seem to reflect the recent manufacturing expansion currently being led by foreign companies setting up in Wales and the South West.

For the non-production industries, the banking and finance and public services sectors showed the biggest growth between 1985 and 1994/5, increasing market share from 25% to 42%.

Income and Socio-economic Group

UK and leisure passengers had lower average incomes than foreign and business passengers, respectively. Analysis of socio-economic group indicated that Cardiff Airport had a wider social mix than the other three airports with 42% of UK leisure passengers coming from groups C2, D or E compared with 24% to 36% at Bristol, Exeter and Southampton.

Comparisons with the 1985 results showed that there had been an increase in the proportion of UK business passengers in the A/B group from 49% to 54% and in the proportion of passengers from the C1 group from 39% to 41%. For UK leisure passengers, the most significant change at the three airports was the increase in the proportion of passengers from the C1 group up from 32% to 40%, matched by a corresponding fall in the proportion of passengers from the C2 group from 25% to 16%.

Sex and Trip Length

Females travelled more for business reasons than ever before in 1994/5 with 18% on business trips compared with 14% in 1985. Females remained in a small majority for non-business trips in line with UK population statistics.

Trip lengths varied from airport to airport. UK business passengers had average trips of 3–4 days on international flights and 2–4 days for domestic flights. At Cardiff, two thirds of UK passengers on inclusive tour holidays went for two weeks and just under a third for one week. The majority of passengers at Bristol (59%) and Exeter (54%) also went on two week holidays. Bristol Airport appeared to offer a more varied charter programme as 16% of passengers were going on holidays of less than a week or more than two weeks.

Age and Family Make-up

The UK continues to have an ageing population and this, coupled with a degree of consumer wariness from certain sections of the population such as those affected by negative equity, has resulted in an increase in the average age of leisure passengers. In 1985, the average age of UK leisure passengers was 41 at Bristol, Cardiff and Southampton compared with 48.5 in 1994/5. The proportion of passengers from the 20–29 age group was down from 20% to 16%.

UK National Picture

The updated national picture for 1994/5 shows that the biggest increase in demand from UK passengers for international scheduled flights over the last twelve months had been from the Northern planning region and East Anglia, with rises of 28% and 25%, respectively. For international charter flights passengers from Wales and Scotland increased demand by 33% and 29%, respectively, with the South East recording the lowest annual

increase of just over 12%. Whilst 1994/5 has seen a recovery in the number of UK charter passengers, overall the total market is only 16% higher than in 1987 with the South East still generating over 20% fewer passengers.

UK international passengers from the South East continued to have the greatest propensity to fly and generated twice as many trips per head of population as passengers from all other planning regions, apart from the North West who generated two trips for every three trips generated by the South East.

Chapter 1
Introduction

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

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

The 1994/5 survey was the fourth and final round of surveys in the current 1990–1995 cycle and included four airports in the South and Southwest of England and Wales – Bristol, Cardiff, Exeter and Southampton.

In planning the 1994/5 survey of air passengers, a principal concern was to derive maximum value from the information collected, but at the same time to minimise passenger inconvenience. With this in mind it was necessary to impose a constraint on questionnaire length and content, in order to cause as little disruption as possible to passenger flow. So as to cause the minimum of inconvenience most passengers were interviewed whilst waiting to board their aircraft.

The Authority used BAA interviewers at Southampton and recruited its own interviewers at Bristol, Cardiff and Exeter. The survey ran from February 1994 to January 1995, with shifts in each month carefully structured so that all scheduled routes and in most cases all flights within a route were regularly sampled. The sampling procedure, which was usually a form of systematic random sampling, is fully described in Appendix B.

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

The most interesting results are discussed for each of the airports in the main body of the report. The four survey airports are also considered together to enable comparisons to be made between them. The 1994/5 survey data has also been combined with available information for other major UK airports so as to present a comprehensive picture of national passenger behaviour. Detailed tables are shown in Appendix A. Definitions of all terms used throughout this report appear in Appendix D including a classification of planning regions, areas and districts.

Further information and analyses are available as described at the end of Appendix E.

Chapter 2
Bristol Airport

Traffic Levels

Since the last survey in 1985, Bristol Airport has become the main hub for operations of Brymon Airways, a BA subsidiary. This has impacted not only on the number of passengers using the airport and the services operated but also the demand on facilities at the airport.

Passenger traffic grew consistently throughout the 1980s, dipped in 1990 when the economic recession began but from 1991 has grown steadily year on year. Traffic has more than trebled over the last ten years from 402,000 in 1985 to 1.3 million passengers in 1994/5. The range of services has expanded significantly in this period with scheduled services available to fourteen destinations in 1995 compared with only five in 1985.

The traffic mix has varied over the last ten years. In 1991, the year the new Brymon hubbing operation began, the market share of scheduled domestic passengers doubled from 9% to 18% and has remained at that level over the last four years. Against this background, the international charter market share dropped back significantly in 1990 and 1991 from 80% to 60% but strong recent growth in this sector with traffic levels almost doubling between 1991 and 1994/5 from 476,000 to 835,000 passengers, has increased market share to 65%.
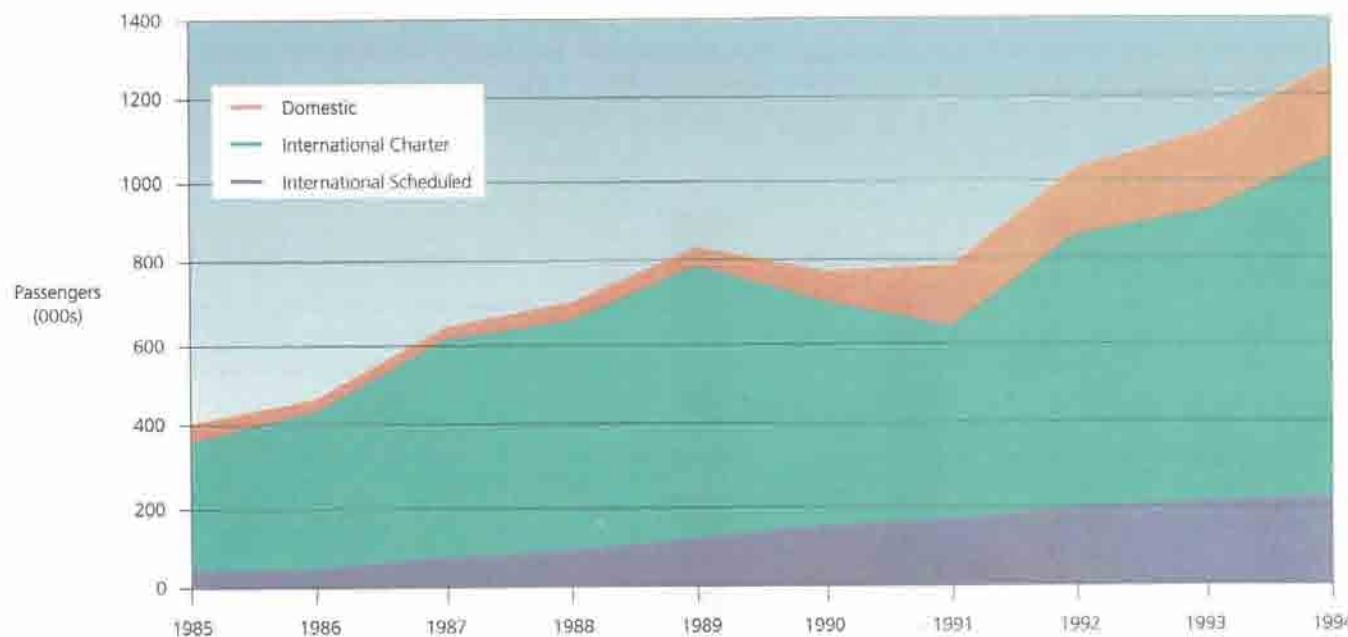
Figure 2 Terminal passengers by flight type at Bristol Airport 1985–1994

Type and Characteristics of Passengers

The development of scheduled international and domestic services stimulated business demand at the airport with the proportion of business passengers increasing from 7% in 1985 to 18% in 1994/5. UK international leisure passengers still dominated the airport accounting for 71% of all passengers. The proportion of foreign passengers remained at around 8%.
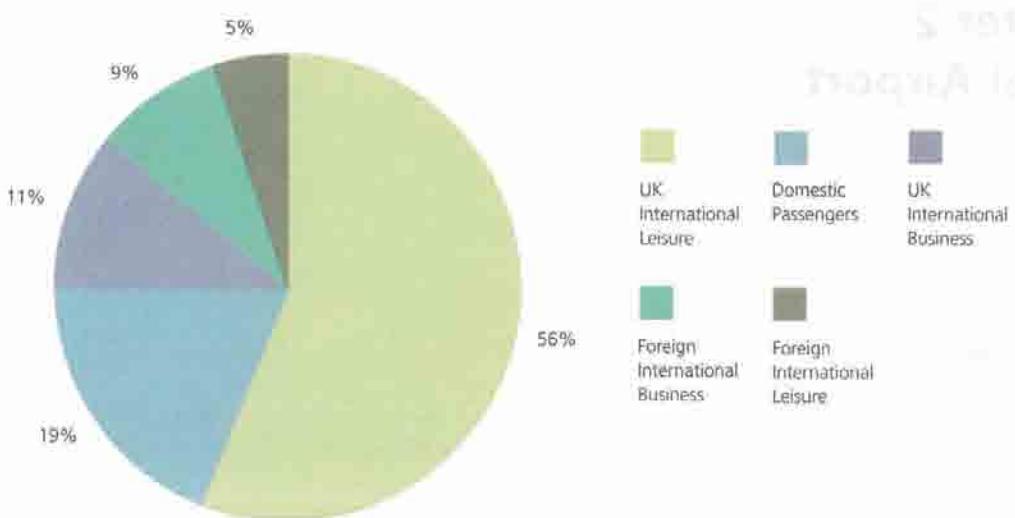
Figure 3 Type of passengers using Bristol Airport

Surface Origin/Destination

The airport widened its catchment area within the South West region in 1994/5 largely as a result of the expansion of international charter services. Avon, with a population of just under a million people, was still the main destination of passengers with 37% of international and 55% of domestic passengers travelling to points in that area; slightly higher proportions of passengers were travelling to and from Somerset, Devon, Cornwall, Gloucestershire and Wiltshire compared with 1985.

A lower proportion of international passengers were travelling to and from Wales but the expansion of domestic services at the airport attracted 10% of domestic passengers from Wales, compared with only 3% in 1985.
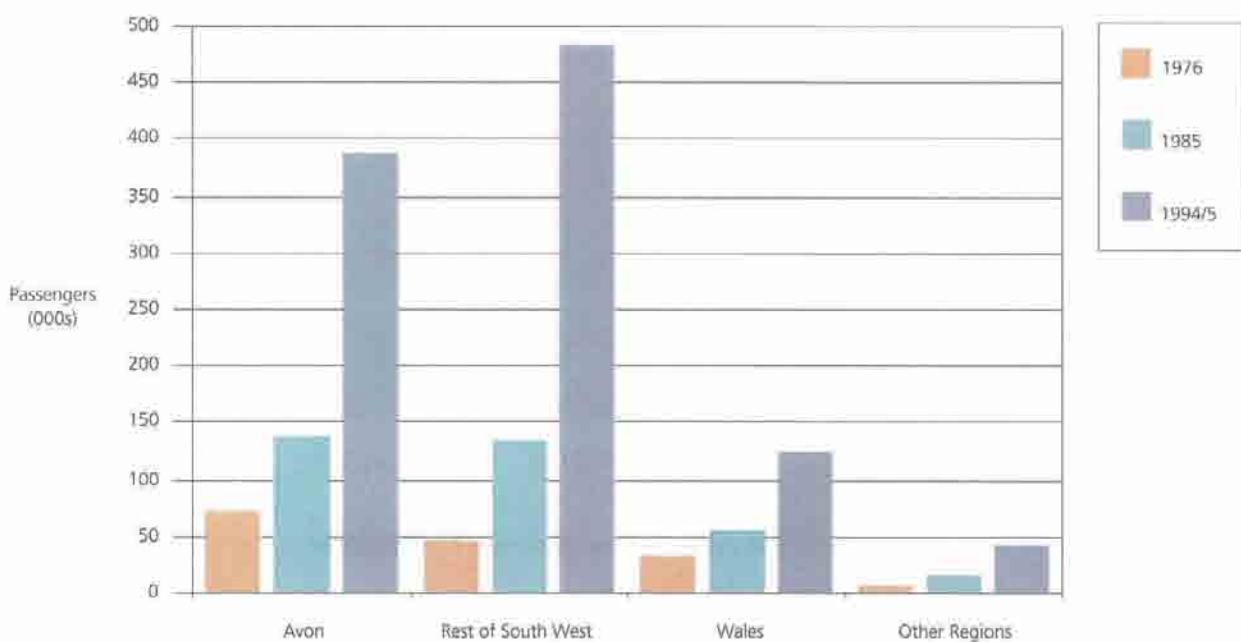
Figure 4 Origin/destination of international passengers at Bristol Airport 1976–1994/5

Home in the UK

81% of UK business and 85% of UK leisure international passengers at Bristol Airport lived in the South West region.

The great majority (98%) of UK international leisure passengers and 70% of international business passengers were travelling to and from home. The remaining business passengers were travelling to or from business locations.

Interlining

The impact of the Brymon hubbing operation at the airport was clearly reflected by the number of passengers interlining. In 1994, 20,000 passengers were connecting between flights compared with less than a thousand passengers in 1985.

Choice of airport

Just over 73% of business passengers and 65% of leisure passengers flew from Bristol Airport because it was nearest to their home, business or leisure destination. One in six business passengers (16%) mentioned the range or timing of flights as their main reason for choice of airport. For leisure passengers, just over one in five (22%) chose the airport because of the flights available.

Surface access

The airport is situated 7 miles southwest of Bristol on the A38 and 7 miles from the M5. A limited bus service operates to the centre of Bristol.

81% of passengers used private cars for their journey to and from the airport, slightly lower than in 1985 when 83% used cars. The increased market share of business passengers at the airport is thought to have contributed to the rise in the use of taxis (14% compared with 11%) and hired cars (3% compared with 1%).

The average journey time for passengers using cars was one hour four minutes, reflecting the wide catchment area of the airport and the distance of the closest motorway links. Practically all passengers (99%) used only one mode of transport for their journey to the airport.

Business passengers who were travelling greater distances had a preference for hire cars and leisure passengers with long journeys relied on buses or coaches more than those passengers living close to the airport.
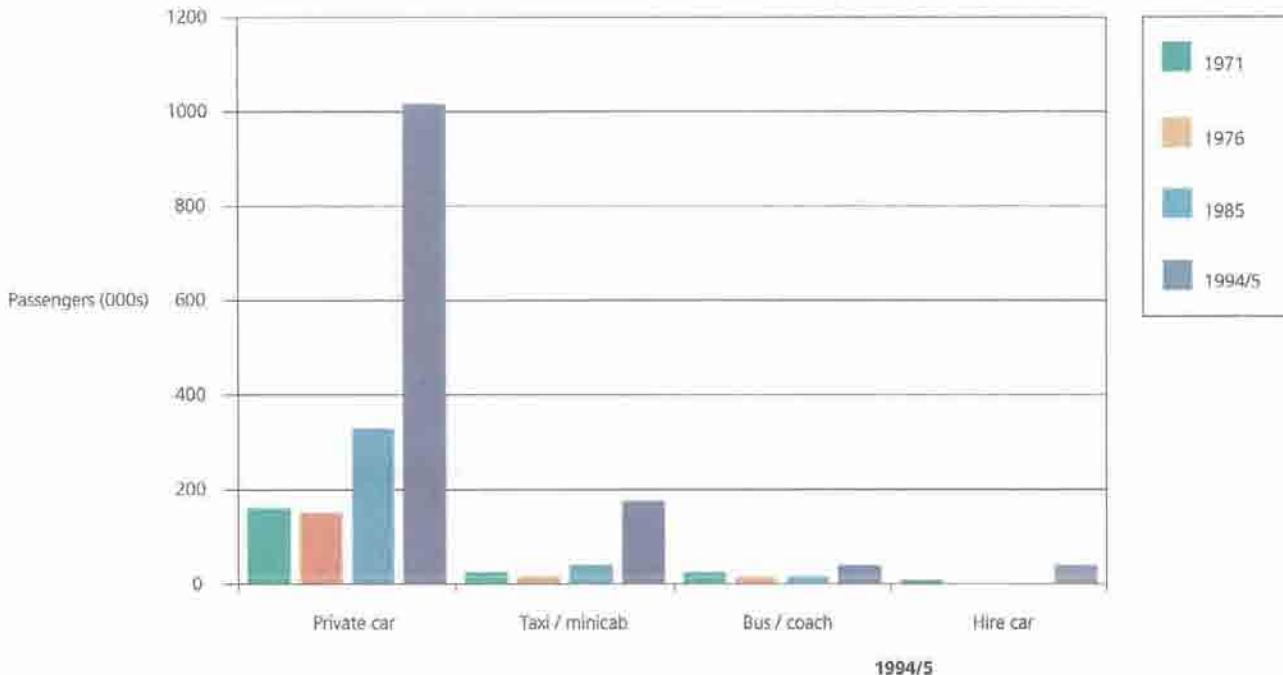
Figure 5   Mode of transport used by passengers at Bristol Airport 1971–1994/5

Number of trips and trip length

As expected, business travellers flew more often from Bristol than leisure passengers averaging 1.8 trips per year on the route they were travelling on, compared with 1.4 trips for charter passengers.

The average trip length for business passengers was in the 2–4 day range although half of international business passengers and two thirds of domestic business passengers had trips of two days or less.

60% of UK inclusive tour passengers on charter flights took two week holidays and 25% took one week. For leisure passengers on other holidays, 44% took two weeks and 30% one week.

Experience of flying

First time flyers were most in evidence on international charter flights where 3% were taking their first flights. Less than one in a hundred business passengers at the airport were flying for the first time.

Income and socio-economic group

Business and foreign passengers using Bristol generally had higher incomes than leisure or UK passengers respectively. The average income of UK business passengers on international flights was £38,000 compared with £42,000 for their foreign counterparts.

Just under 53% of UK business passengers came from socio-economic groups A and B compared with a quarter of UK leisure passengers. Around 40% of both business and leisure UK passengers came from the C1 group. The influence of the new scheduled services could be seen at Bristol as overall, 70% of UK passengers came from the A,B,C1 groups compared with 61% in 1985.
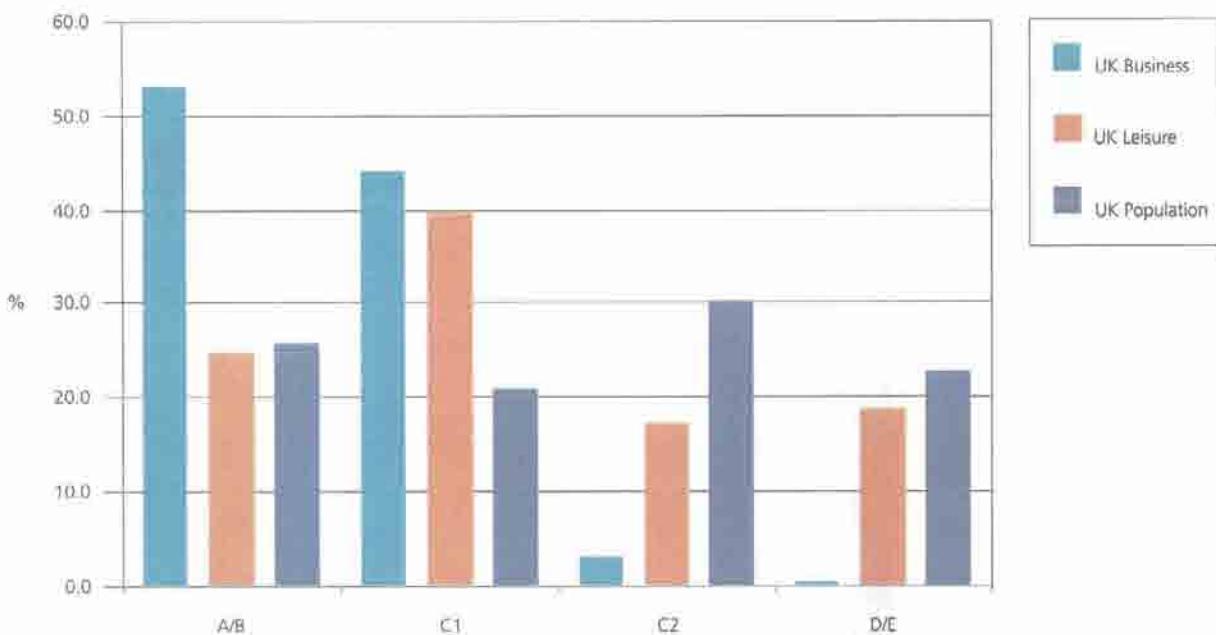
Figure 6   Socio-economic group of UK passengers at Bristol Airport and the UK population

Business travel

The production industries generated 39% of all business travel undertaken by UK passengers at Bristol compared with 47% in 1985. The banking/finance and public sector recorded the biggest gains accounting for 45% of business travel, over double the level recorded in 1985. For foreign business passengers a similar picture emerged with 51% of trips generated by passengers from the production industries compared with 56% in 1985.
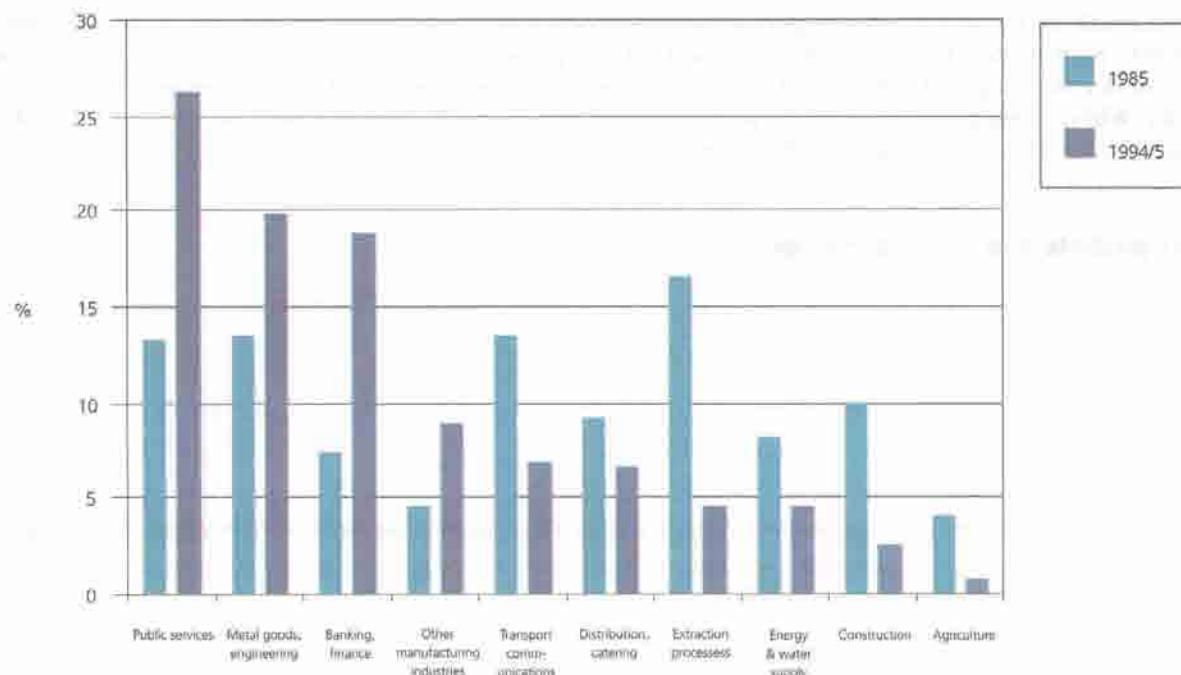
Figure 7   Main business of UK business passengers at Bristol Airport

Age and family make-up

The average age of business and leisure passengers was very similar. UK passengers had an average age of just under 50 and foreign passengers 47, for their respective groups.

Passengers in the 40 to 59 age range generated two thirds of business travel whilst UK passengers in the 40 to 64 range generated half of leisure travel.
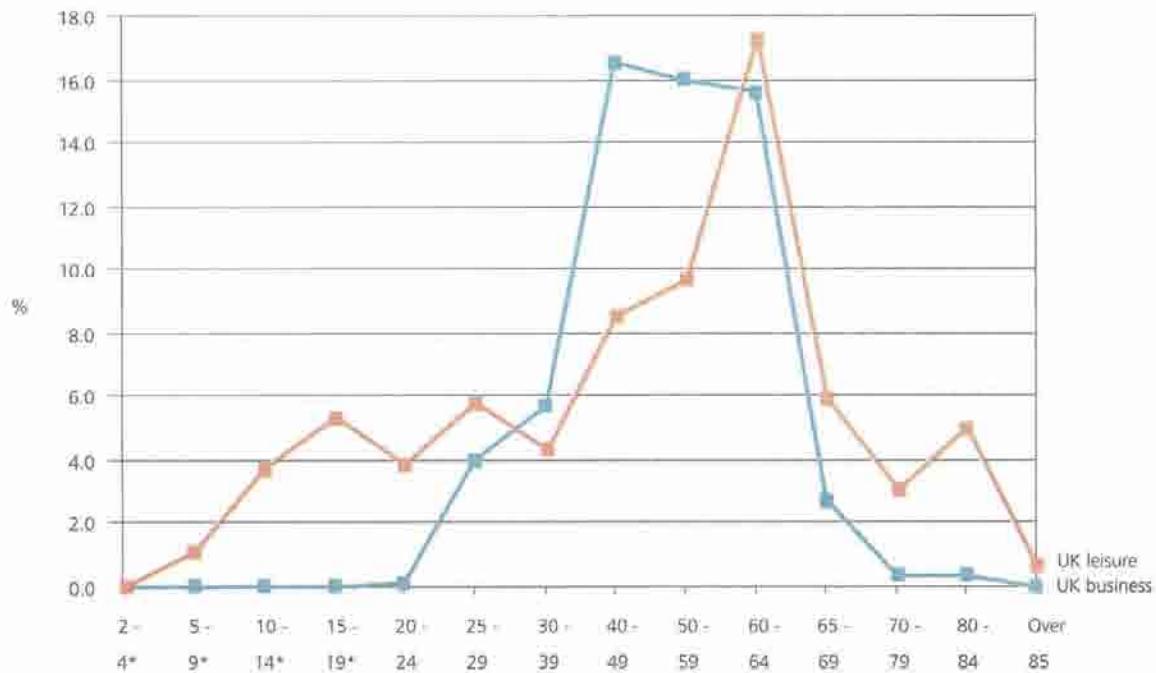
Figure 8   Age of UK business and leisure passengers at Bristol Airport

Just under half of UK leisure passengers came from households with two people and around a third from households with three or four people. One in four UK passengers travelling on inclusive tour holidays had children under 16 living in the household. For UK passengers travelling on other holidays only 16% had children under 16. When comparisons are made with the 1985 results there was evidence to suggest that UK leisure passengers in 1994/5 were less likely to have children in the household.

Journey purpose and sex of passenger

Around 4% of passengers travelling for business purposes were attending conferences, congresses, trade fairs and exhibitions.

Nearly all leisure passengers on scheduled flights were travelling on independent holidays or visiting friends and relatives.

UK passengers on international charter flights favoured inclusive tour holidays involving hotel accommodation. 44% of passengers travelling to summer destinations stayed in hotels compared with 37% who used self catering accommodation. For the much smaller winter ski market, passengers again slightly favoured hotels in preference to self catering accommodation.

The proportion of female business passengers was 15%, slightly higher than the level recorded in 1985. Women continued to be in the majority for leisure travel accounting for 53% of all trips, the same proportion as in 1985.

Route characteristics

Amsterdam was the preferred interline route for passengers connecting to international destinations. 17,000 passengers (30%) were flying on to other points compared with 10,000 passengers (34%) for Brussels and 8,000 passengers (13%) for Paris.

The five most requested new business routes were Dusseldorf, Manchester, Munich, Orly and Milan. Leisure passengers were keen to fly to holiday destinations in the US.
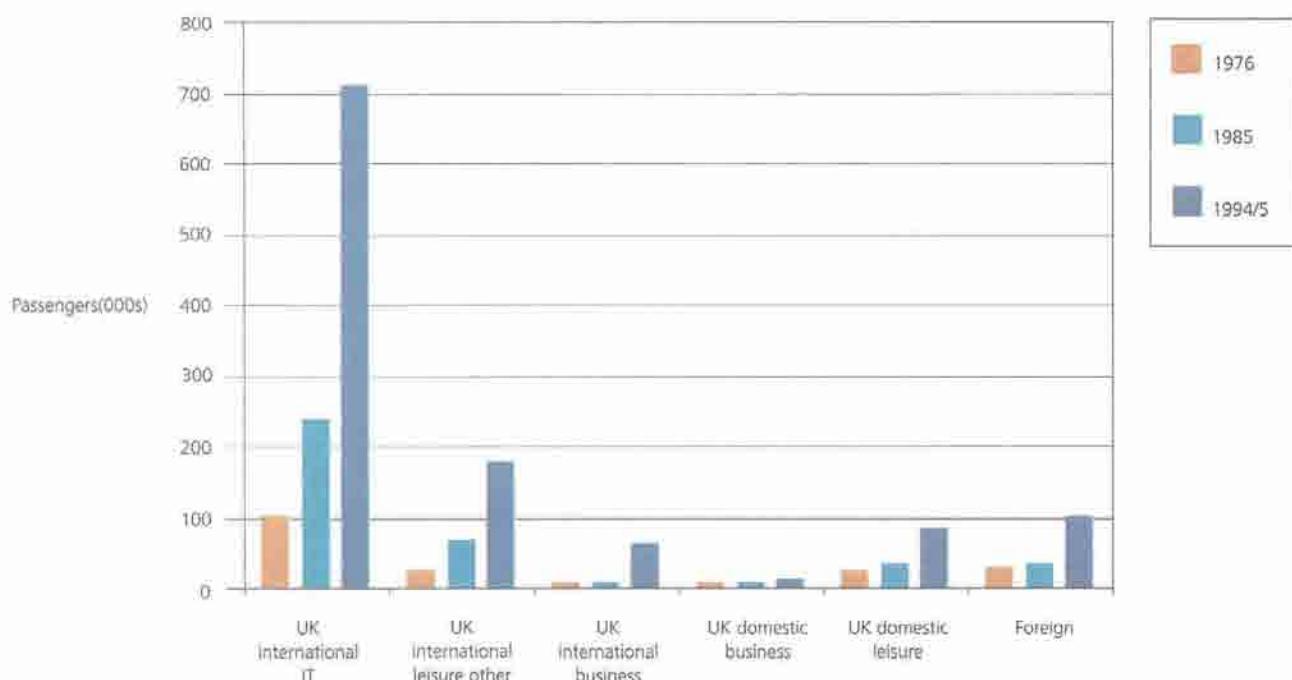
Figure 9   Journey purpose of terminating passengers at Bristol Airport

Chapter 3
Cardiff Airport

Traffic Levels

Traffic at Cardiff grew steadily throughout the 1980s to reach 700,000 passengers by 1989. It then declined in 1990 and 1991 as a reaction to the world recession and Gulf war. However, passenger levels picked up in 1992 and showed strong growth of 17% in 1993 and 30% in 1994 to stand at one million passengers for the year ending January 1995.

Analysis of the traffic mix using Cardiff showed that over the last ten years charter passengers have dominated but at the same time there has been steady growth, albeit from a low base, in the international scheduled market from 3% in 1985 to 10% in 1994/5. This has been balanced by a decline in the proportion of scheduled domestic passengers, who lost market share from 19% to 7% .
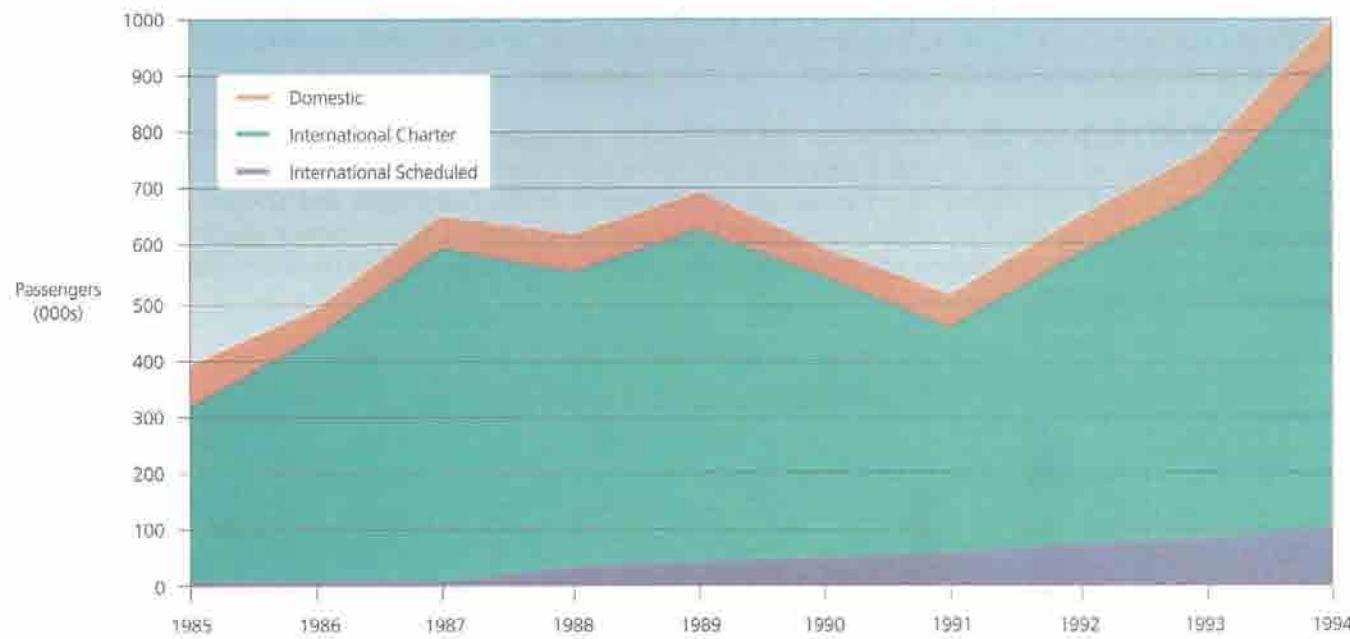
Figure 10   Terminal passengers by flight type at Cardiff Airport 1985–1994

Type and Characteristics of Passengers

There was little or no interlining at Cardiff with practically all passengers leaving the airport by surface modes of transport. As a result of the expansion of international services and decline of domestic services, increases of market share for both business and foreign passengers were recorded at the airport when compared with the 1985 results. Business passengers increased market share from 6% to 9% and foreign passengers more modestly from 5% to 6%.
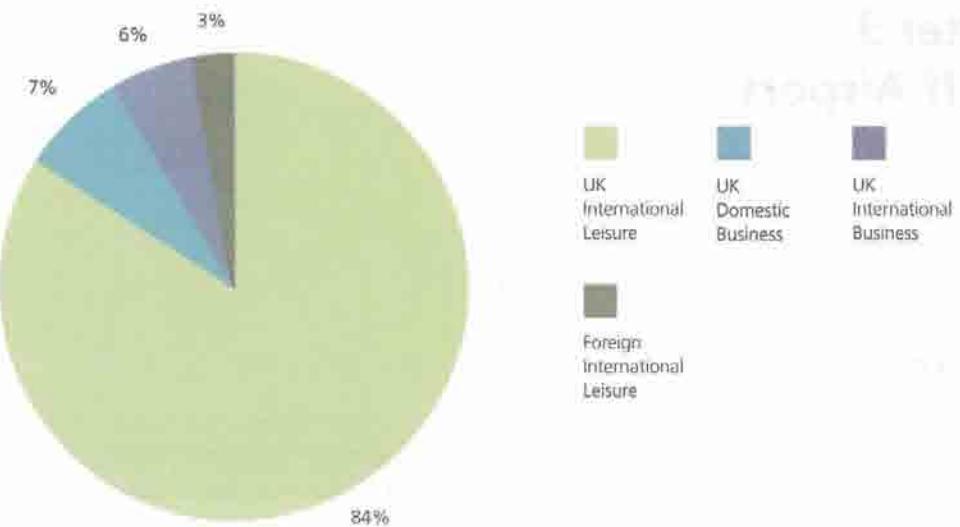
Figure 11   Type of passengers using Cardiff Airport

Surface origin/destination

The great majority of international passengers (89%) and nearly all domestic passengers were travelling to and from points in Wales. The four areas closest to the airport – West Glamorgan, South Glamorgan, Mid Glamorgan and Gwent are home to 1.7 million people (61% of the population of Wales). 80% of international and 89% of domestic passengers using Cardiff Airport were from these four areas.

Since 1985 there has been some variation in the distribution of origin/destination for international passengers between the areas within Wales with proportionally more passengers travelling to points in West and Mid Glamorgan and Dyfed and slightly fewer passengers travelling to South Glamorgan and Gwent. Around 11% of passengers continued to travel to or from points in other planning regions. For domestic passengers there has been a tightening of the catchment area with only 3% of passengers travelling from other regions in 1994/5 compared with 8% in 1985.
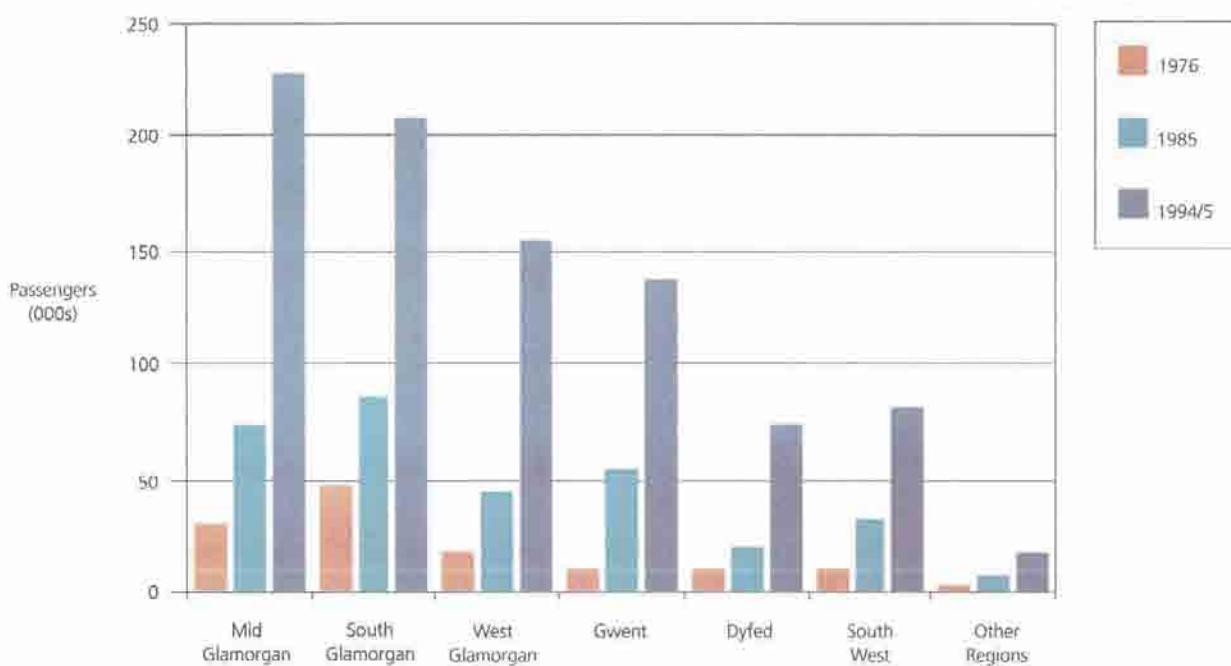
Figure 12   Origin/destination of international passengers at Cardiff Airport 1976–1994/5

Home in the UK

Nearly all UK passengers on international flights lived in Wales or the South West region. 71% of business passengers and the great majority of leisure passengers were travelling to and from home.

Choice of airport

The large majority of business passengers (86%) and leisure passengers (85%) chose Cardiff Airport because it was nearest to their home or destination.

Surface access

The airport is situated 9 miles from Cardiff and 10 miles from the M4. There is a limited bus service at the airport and a British Rail connection at nearby Barry.

Most passengers (78%) used private cars for their journey to and from the airport compared with 81% in 1985. The rapid expansion of charter services resulted in growth in the market share of bus/coach, up from 6% to 11%, as special services were available from various points in South Wales. Around one in ten passengers continued to use taxis or minicabs and as expected a higher proportion of business and foreign passengers used taxis compared with leisure and UK passengers, respectively.

The average journey time to and from the airport was just under an hour although a third of private car users had journeys of 30 minutes or less. The relatively long journey times for passengers travelling from the main areas of South Wales perhaps reflects the limitations of the immediate access roads to and from the airport.

The great majority of passengers (99%) used only one mode of transport for their journey to the airport.
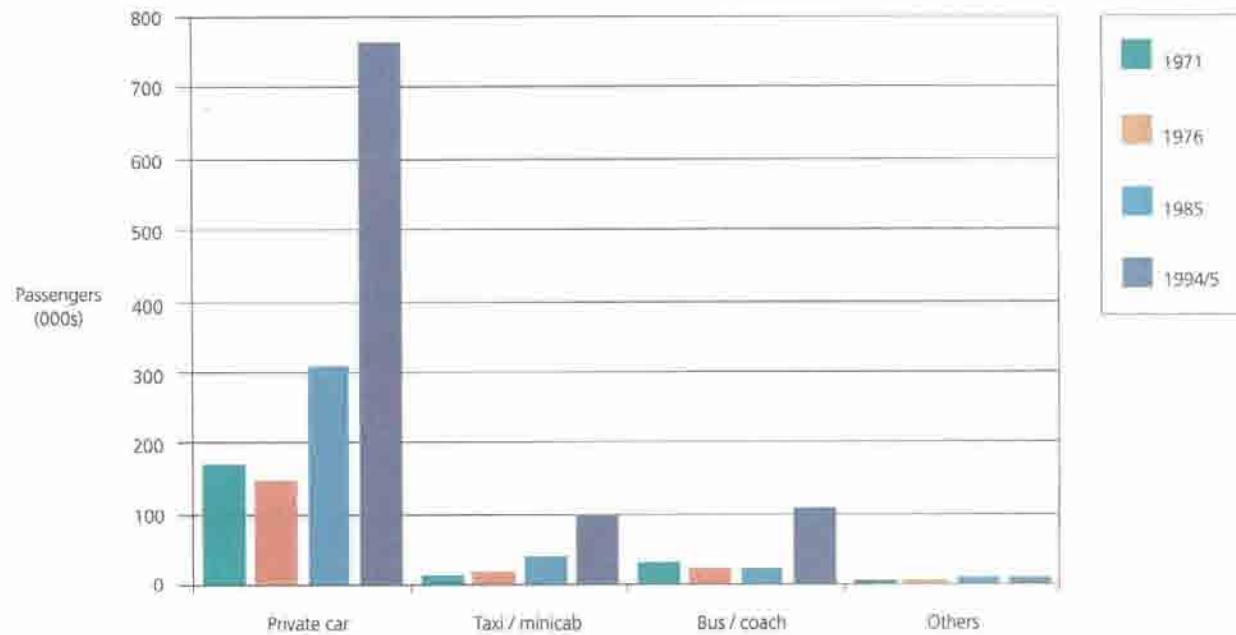
Figure 13   Mode of transport used by passengers at Cardiff Airport 1971–1994/5

Experience of flying

Between 2% and 4% of UK leisure passengers were flying for the first time, though, as expected, less than one in a hundred UK business passengers had not flown before.

Number of trips and trip length

Business passengers on international scheduled routes were the most frequent travellers averaging 1.7 trips on the route they were currently using. Leisure passengers averaged between 1.1 and 1.2 trips per year.

The average trip length for business passengers was just over four days and for leisure passengers nine to ten days. Two thirds of UK charter passengers went on inclusive tour holidays for two weeks and 30% for one week.

Income and socio-economic group

The average income of UK business passengers on international flights was just under £36,000 compared with £23,000 for UK leisure passengers. Foreign passengers using the airport tended to have higher incomes than their UK counterparts.

Cardiff attracted higher proportions of business passengers from the AB socio-economic groups (62%) than Bristol, Exeter or Southampton but conversely attracted more UK leisure passengers from the C2, D and E groups than the other three airports.

The expansion of leisure services since 1985 has stimulated most demand from the C1 group who accounted for 38% of all passengers in 1994/5 compared with 31% in 1985. Demand from the C2 group fell from 29% to 23%.
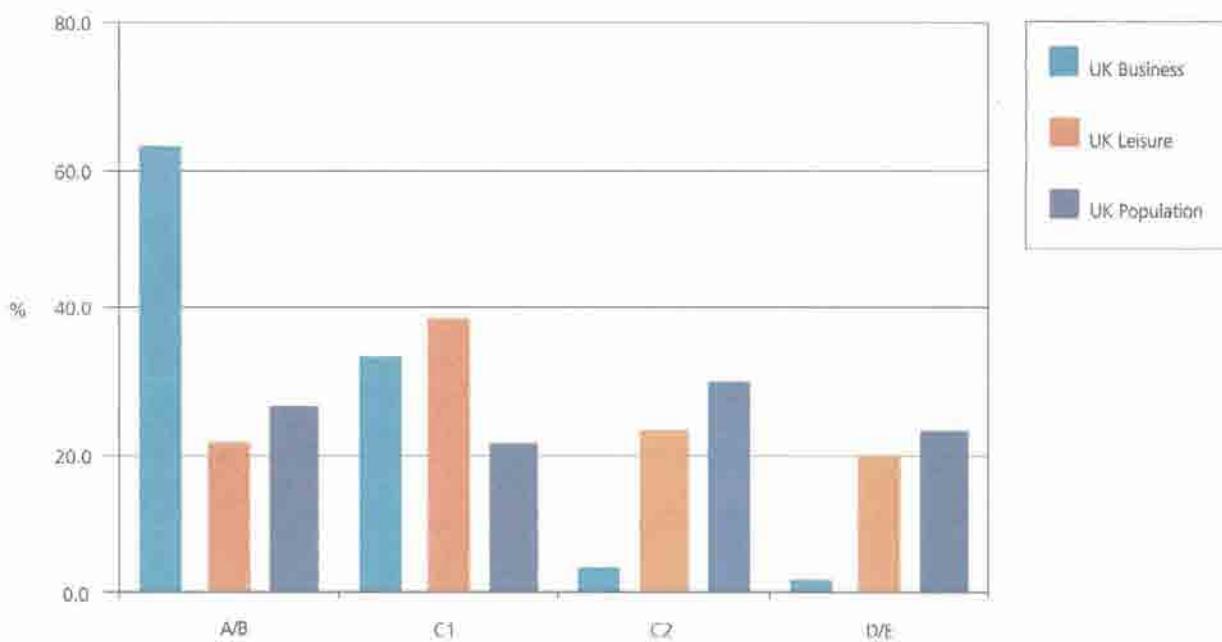
Figure 14   Socio-economic group of UK passengers at Cardiff Airport and the UK population

Business Travel

Just over one in three UK business passengers (38%) were from the production industries compared with 44% in 1985. The influence of new manufacturing industries was seen with 17% of travel generated by the metal goods and engineering sector compared with 7% in 1985.

This was also reflected in the business travel patterns of foreign passengers where 28% of trips were connected with the metal goods and engineering sector compared with 7% in 1985. For non-production sectors the public sector recorded the largest growth, accounting for 33% of UK business passengers and 24% of foreign business passengers compared with 16% and 15%, respectively, in 1985.
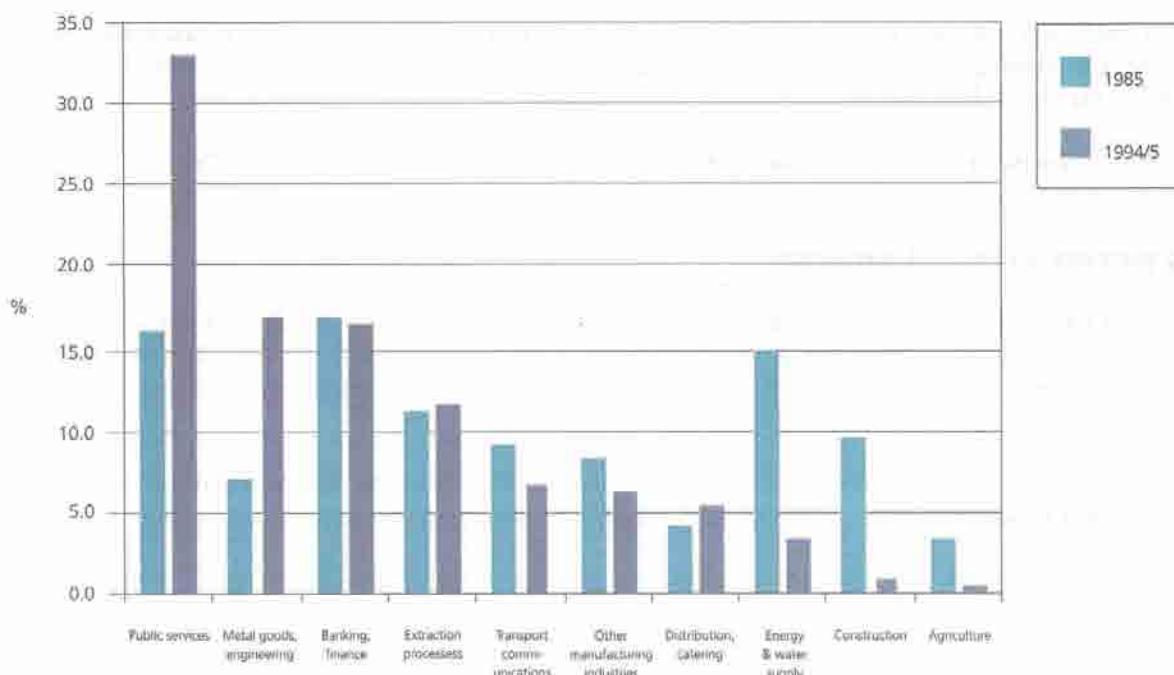
Figure 15   Main business of UK business passengers at Cardiff Airport

Age and family make up

As expected business passengers in the 40 to 59 age group dominated the airport accounting for just under two thirds of passengers.

The average age (48) of leisure passengers was similar to business passengers but the distribution of ages was much wider. The 40 to 59 age group accounted for about one third of leisure passengers as did the over 60 group. One in ten leisure UK passengers were aged between 20 and 29.
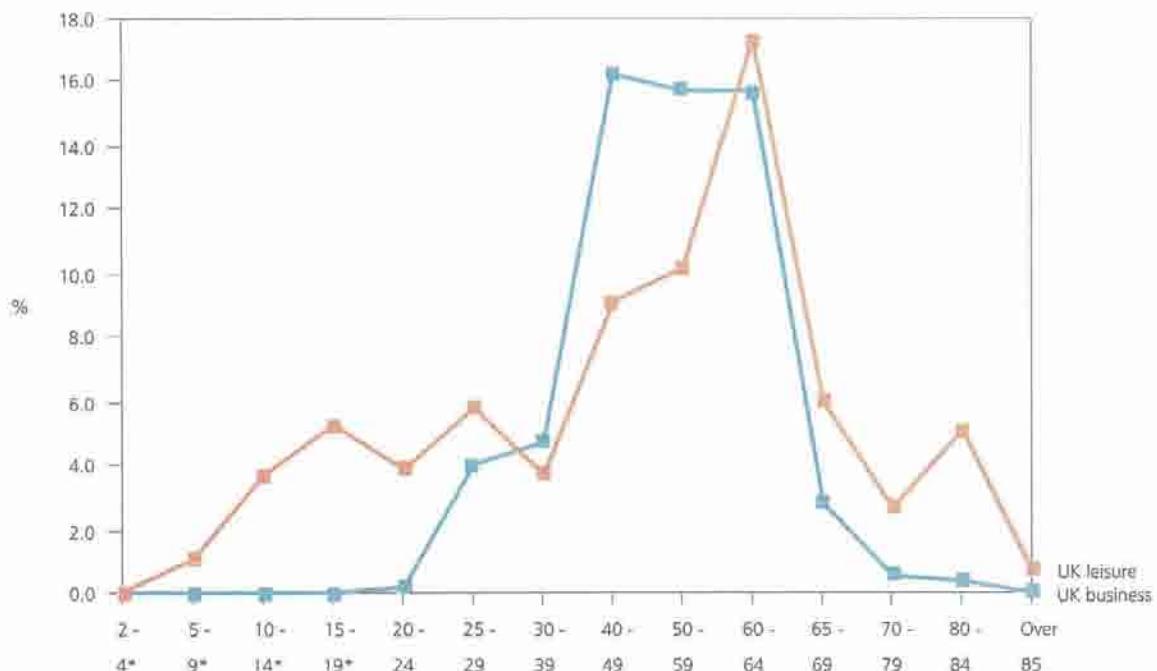
Figure 16   Age of UK business and leisure passengers at Cardiff Airport

Just under half (48%) of UK leisure passengers on inclusive tour holidays came from households with three or four people. UK passengers on other holidays tended to come from smaller households with 53% coming from households with two or less people.

Around 70% of passengers came from households with no children, little changed from 1985.

Journey purpose and sex of passenger

Around 6% of passengers on scheduled flights were visiting conferences and exhibitions and a further 4% were travelling as part of contract – home leave or the beginning or end of a contract. Around one in ten UK passengers were using scheduled flights for inclusive tour holidays but most leisure passengers were travelling independently or visiting friends and relatives.

44% of UK passengers on international charter flights were on inclusive tour holidays with self catering facilities whilst 40% stayed in hotels.

The proportion of women travelling for business reasons increased significantly from 7% in 1985 to 17% in 1994/1995. The expansion of scheduled services at the airport together with the continuing decline in the proportion of trips generated by the production industries, where men historically have dominated, are thought to be the main reason for this change.

There was little difference in leisure travel with 53% of trips still being generated by females and 47% by males.

Route characteristics

Amsterdam was by far the most attractive route for passengers wishing to connect to other international airports. Just over half (53%) of the 57,000 passengers using the route made onward connections. 1000 passengers used Brussels and 2,000 passengers Paris for onward travel.

Business passengers gave Frankfurt, New York, Heathrow, Stavanger and Dusseldorf as the new routes most needed from the airport. Leisure passengers wanted routes to the US and the Canaries.
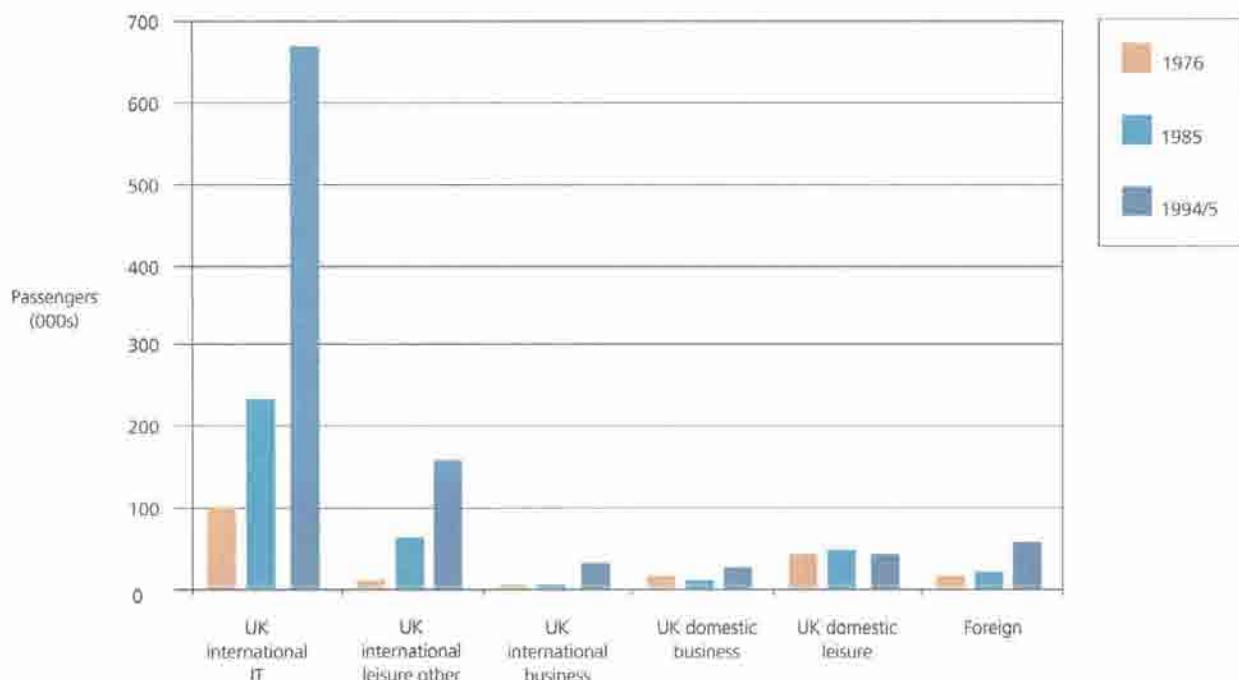
Figure 17   Journey purpose of terminating passengers at Cardiff Airport

Chapter 4
Exeter Airport

Traffic levels

Traffic peaked at Exeter in 1989 when 220,000 passengers used the airport. The worsening recession and Gulf war caused passenger levels to slump by 25% to 164,000 in 1991. Traffic picked up again in 1993 and 1994 to stand at just under 200,000.

Over the last 5 years there has been a steady increase in the proportion of passengers using international services, rising from 42% in 1990 to 61% in 1994/5. Part of this growth has been generated by an increased programme of charter flights but more recently in 1993 and 1994 it has been stimulated by the introduction of new scheduled international services. The domestic market, led by services to and from the Channel Islands, has lost market share to stand at 38%.
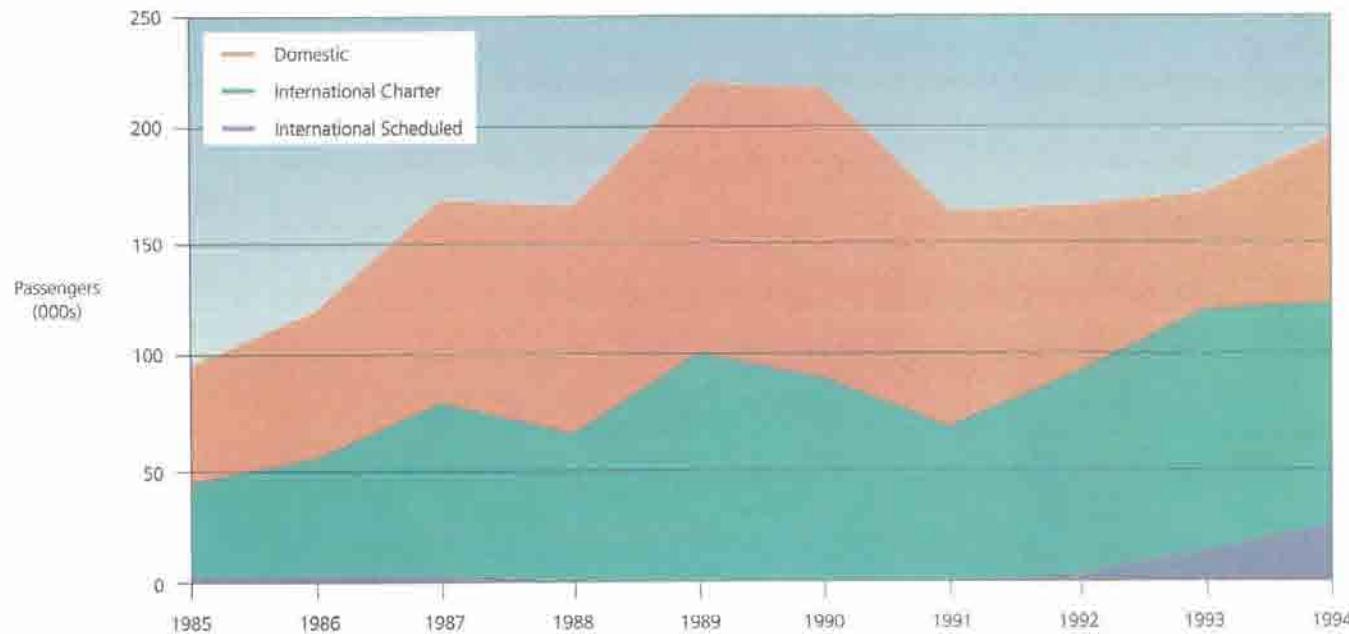
Figure 18   Terminal passengers by flight type at Exeter Airport 1985–1994

Type and Characteristics of Passengers

Little or no interlining took place at the airport. Just under 16% of passengers were travelling for business reasons and 84% for leisure purposes. The great majority of passengers (94%) at the airport were UK residents with only 6% based overseas.
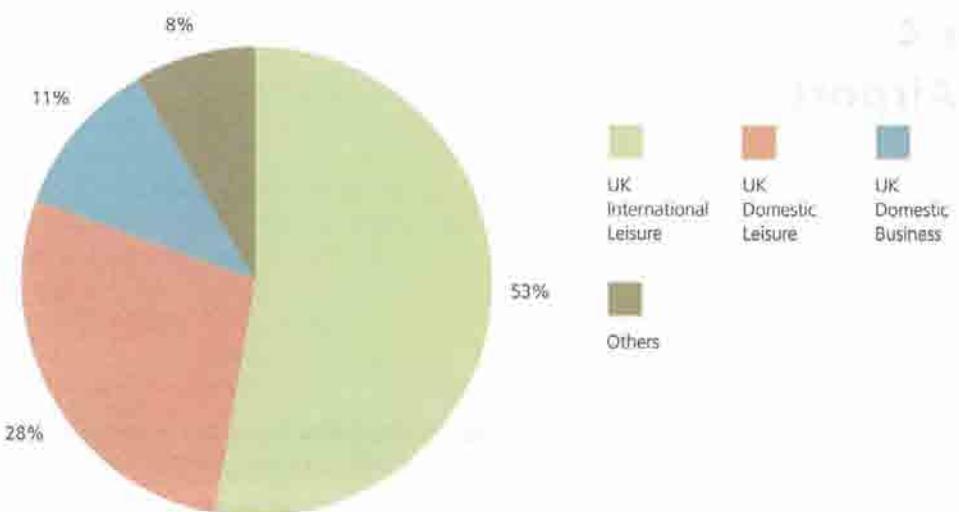
Figure 19   Type of passengers using Exeter Airport

Surface origin/destination

The airport is situated 5 miles east of Exeter and is close to the A30. The nearest motorway links with the M5 are 2 miles away.

Most international passengers (96%) and domestic passengers (93%) were travelling to and from points in the South West. As expected, over 70% had origin/destination in Devon with the three largest conurbations Exeter, Plymouth and Torbay, which account for 46% of the population of the county, attracting most passengers.
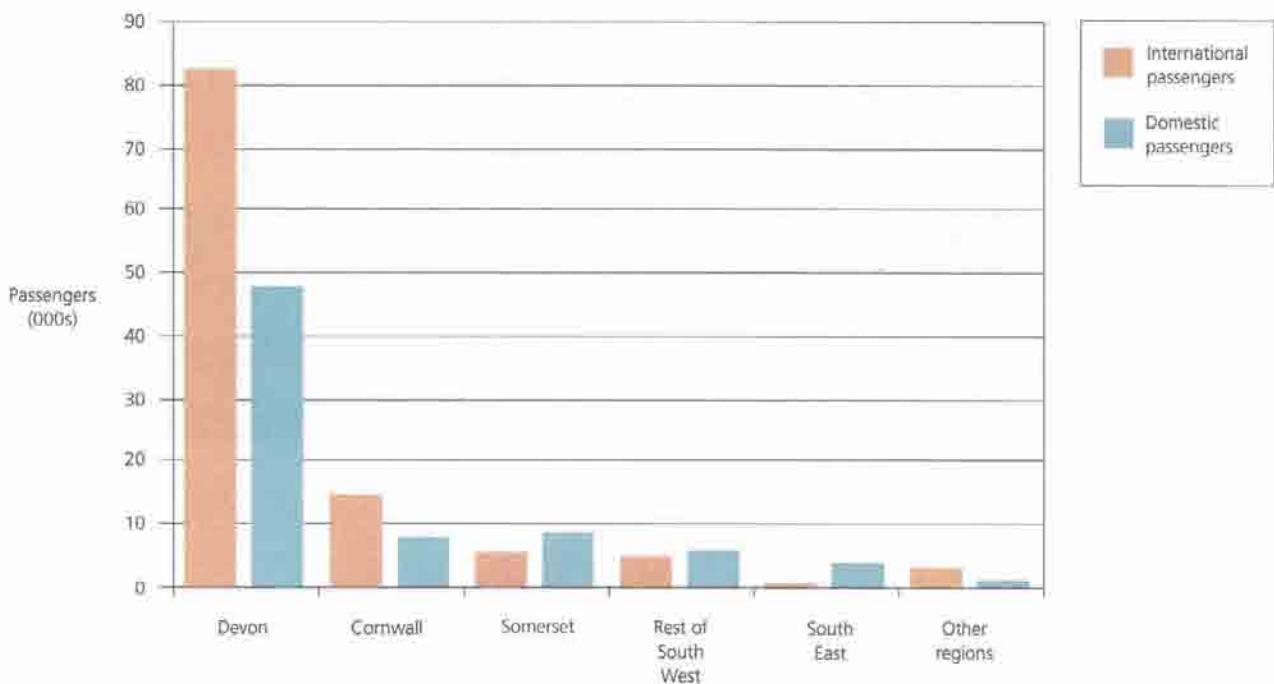
Figure 20   Origin/destination of passengers at Exeter Airport in 1994/5

Home in the UK

95% of UK international passengers had homes in the South West region. The great majority (88%) of UK leisure passengers were travelling to or from their homes compared with 45% for business passengers. Other business passengers were travelling to or from business locations.

Choice of airport

Just over two thirds (70%) of business passengers and 81% of leisure passengers used Exeter Airport because it was closest to their home or destination. The flights available or the timing of flights was mentioned by one in five business passengers (21%).

Surface access

84% of passengers had used private cars for their journey to and from the airport and 9% taxis or minicabs.

UK business passengers and foreign passengers made greater use of taxis and hire cars than UK leisure passengers.

The average journey time to the airport was 52 minutes and was lower than the average times recorded at Bristol and Cardiff Airports, reflecting the relatively small size of the catchment area. Just over one in three passengers using cars and 55% using taxis had journey times of 30 minutes or less.

The great majority (97%) of passengers used only one mode of transport for their journey to or from the airport.
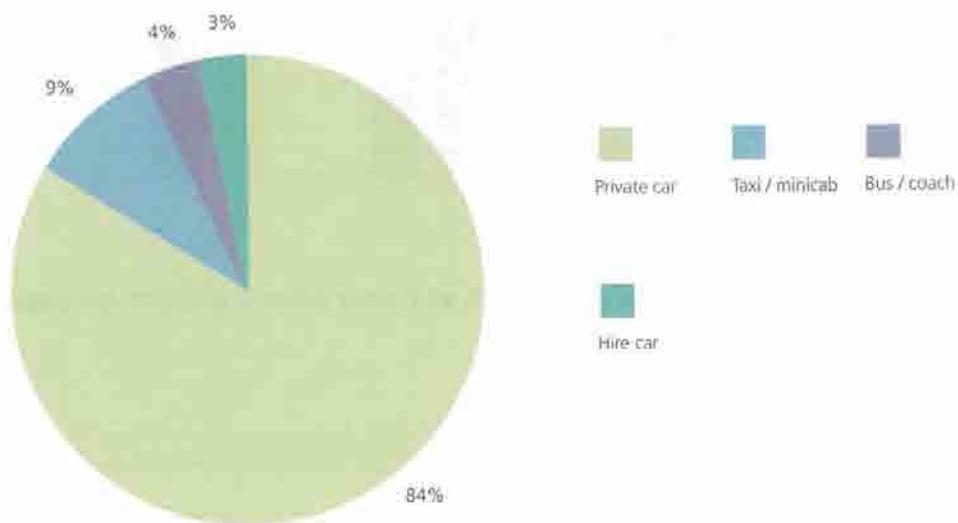
Figure 21   Mode of transport used by passengers at Exeter Airport

Number of trips and trip length

Domestic business passengers were the most regular users of the airport making on average 1.8 trips per year on the route they were currently travelling on. Other types of passengers made between 1.1 and 1.2 trips per year.

Foreign business passengers on international scheduled flights took shorter trips than their UK counterparts. For charter flights, 41% of inclusive tour passengers took a one week holiday and 54% a two week holiday.

Business passengers generally took shorter duration trips on domestic flights than leisure passengers with 35% of business passengers returning within 24 hours.

Experience of flying

UK passengers using Exeter were the least experienced air travellers at the four southern airports. Around 5% of leisure passengers on international flights were flying for the first time.

Income and socio-economic group

The average income of UK passengers varied from £26,000 to £40,000 compared with £41,000 to £62,000 for foreign passengers. As expected, business passengers generally had higher incomes than leisure passengers.

Just over half of UK business passengers were from socio economic groups A/B with 40% from the C1 group. UK leisure passengers came from a wide economic background with 34% of passengers in the C2, D or E groups.
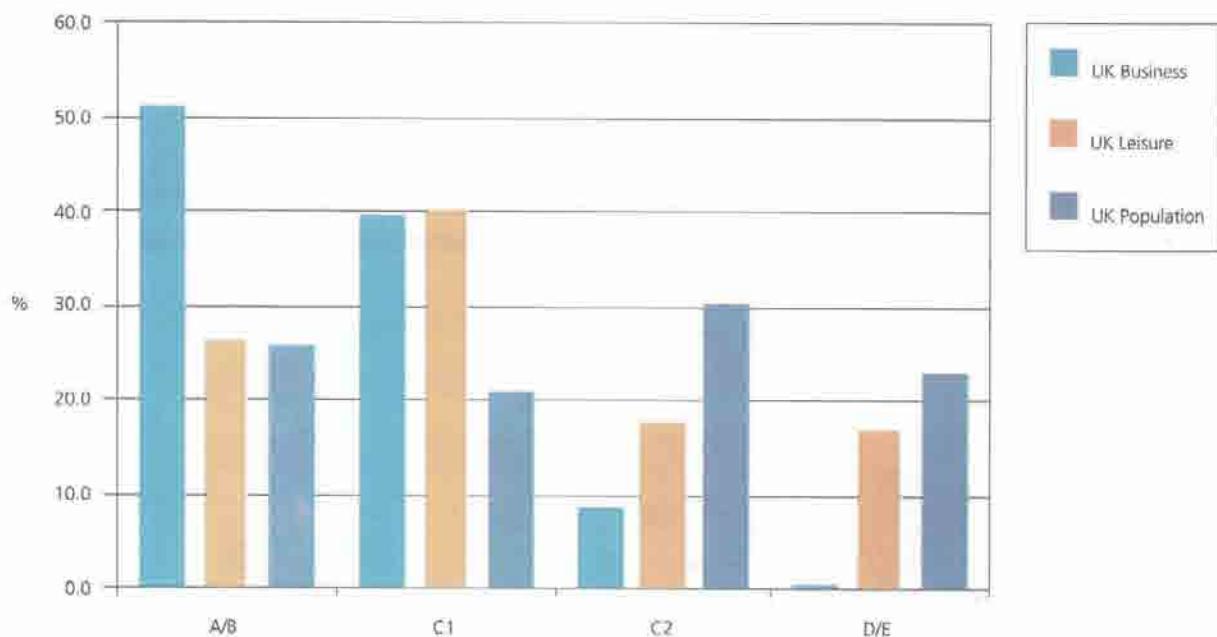
Figure 22   Socio-economic group of UK passengers at Exeter Airport and the UK population

Business travel

Only one in five UK business passengers and one in three foreign business passengers were from the production industries reflecting the low concentrations of such industries in the south west peninsula. Most business travel was
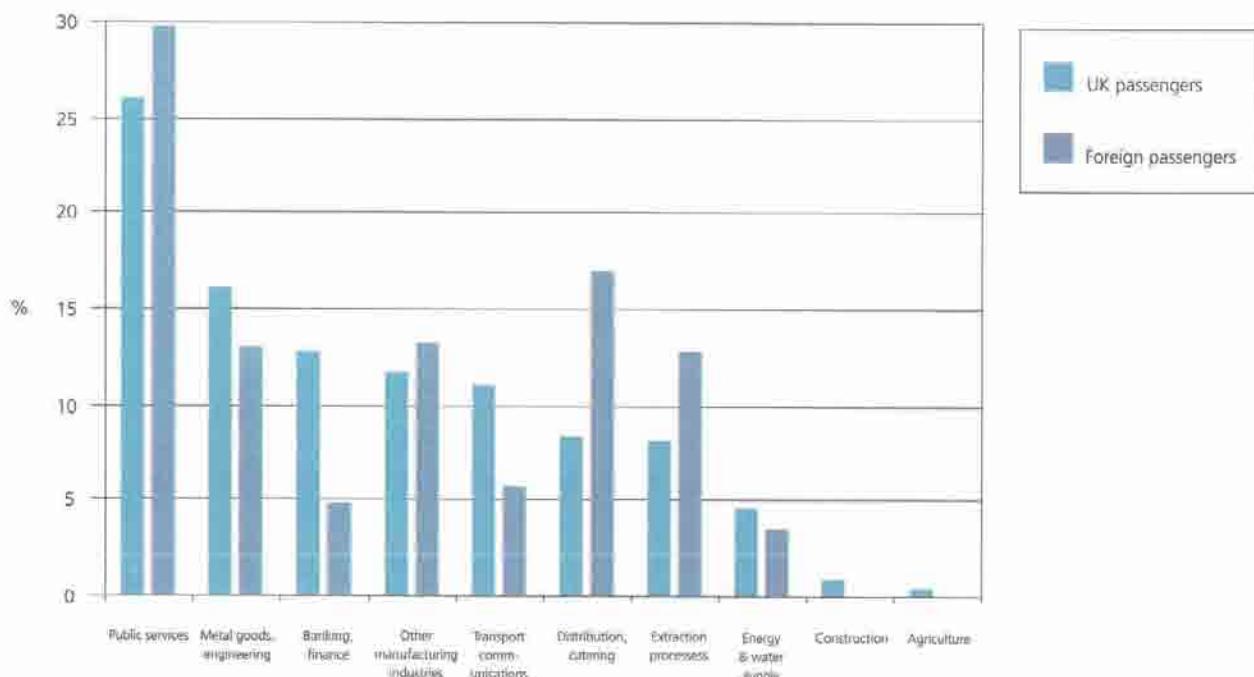
Figure 23   Main business of business passengers at Exeter Airport

18

generated by passengers working in the public sector, accounting for 26% of trips made by UK business passengers and 30% of trips made by foreign business passengers. The banking and finance sector also featured strongly.

Age and family make up

Exeter Airport attracted passengers with a higher average age than the other three survey airports in the south. Indeed, Exeter was the only airport of the four where the average age of leisure passengers (52/53) was higher than the average age of business passengers (48/50). One of the most likely explanations is the limited range of services available and the concentration of flights to the Channel Islands which historically have attracted older passengers and the fact that the South West is home for higher proportions of retired people than other regions in the UK.

Half of passengers on inclusive tour holidays and 59% of passengers on other holidays lived in households of one or two people. The majority of international passengers (71%) had no children under 16 living in their household as did passengers on other holidays (81%).
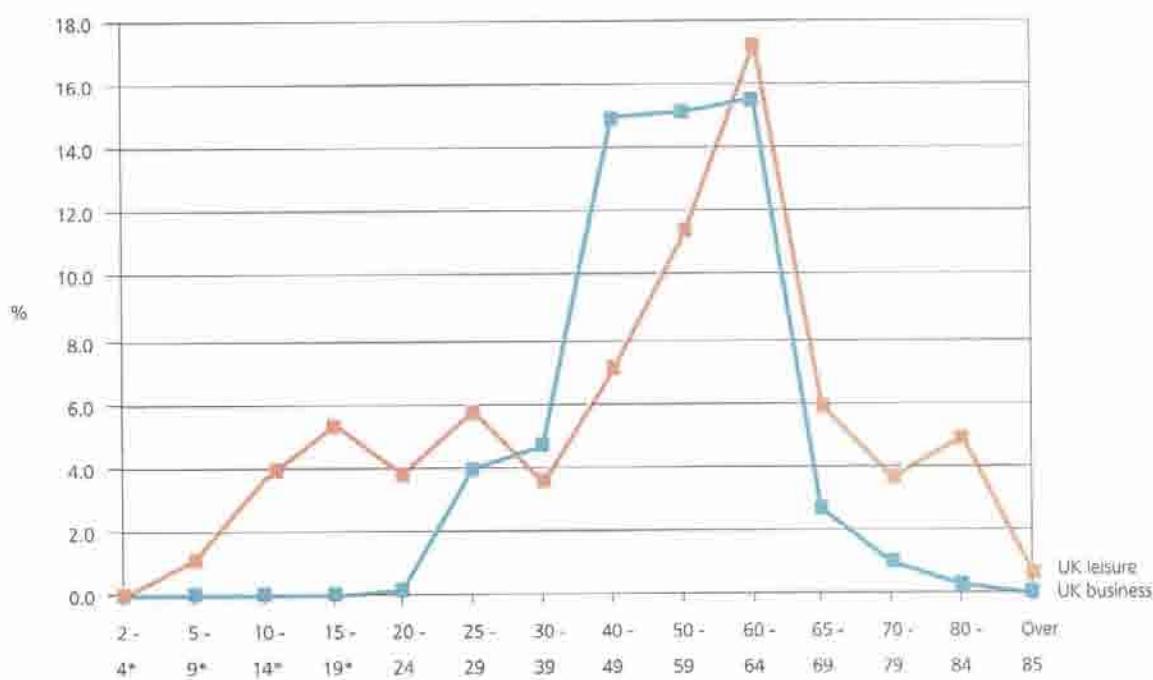
Figure 24   Age of UK business and leisure passengers at Exeter Airport

Journey purpose and sex of passenger

Just under one in three domestic passengers and just over one in three international passengers on scheduled flights were travelling for business reasons.

The effect of the Channel Islands market could be measured by the fact that just under one in eight domestic passengers were travelling on inclusive tour holidays though the majority of leisure passengers were taking independent holidays or visiting friends and relatives.

UK passengers on international charter flights were evenly distributed between self catering and hotel holiday inclusive tours, with around 40% opting for both types of holiday. The remaining passengers were either on day trips or fare only tickets.

Four in five business passengers at Exeter Airport were male and one in five female. For leisure travel, women predominated accounting for 57% of all trips undertaken.

Route characteristics

The three scheduled international services operating to Amsterdam, Paris and Brussels attracted low proportions of passengers wishing to transfer to other international points. 6% of Amsterdam and 4% of Paris passengers were flying on to other European points.

Business passengers requested new services to Rennes, which is twinned with Exeter, and to Dusseldorf, Gatwick, Heathrow and Guernsey and leisure passengers suggested services to various points in Greece and Spain.

Chapter 5
Southampton Airport

Traffic Levels

In the first half of the 1980s, traffic varied at Southampton Airport between 235,000 and 299,000 passengers. From 1987 to 1989 passenger levels grew significantly to reach 492,000 but then were adversely affected by the worsening recession and Gulf war dropping to just over 400,000 in 1992. Growth resumed in 1993 and 1994 and with the opening of the new terminal in December passenger levels may pass the half a million for the first time in 1995.

The airport is still dominated by domestic passengers with eight in ten travelling to airports within the UK, most notably to the Channel Islands, but there has been consistent growth in the market share of international passengers over the last ten years rising from 9% in 1985 to 20% in 1994.
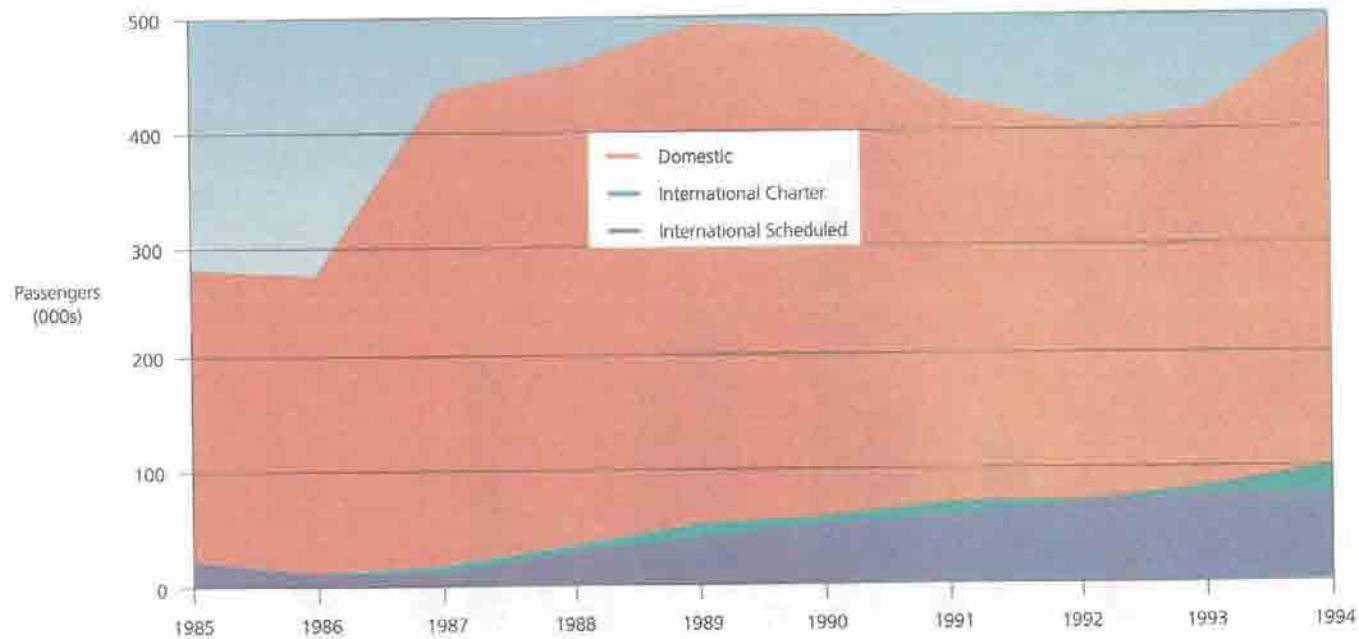
Figure 25   Terminal passengers by flight type at Southampton Airport 1985–1994

Type and Characteristics of Passengers

No interlining took place at the airport with all passengers arriving at the airport by surface transport. Significant changes have taken place in the type of passengers using the airport. In 1994/5, 43% of passengers were travelling for business reasons compared with only 18% in 1985. The limited expansion of the Channel Islands holiday market, coupled with the wide range of international charter holidays, available at rival airports such as Gatwick and Bristol Airports, have thought to have contributed to this change in journey purpose patterns.
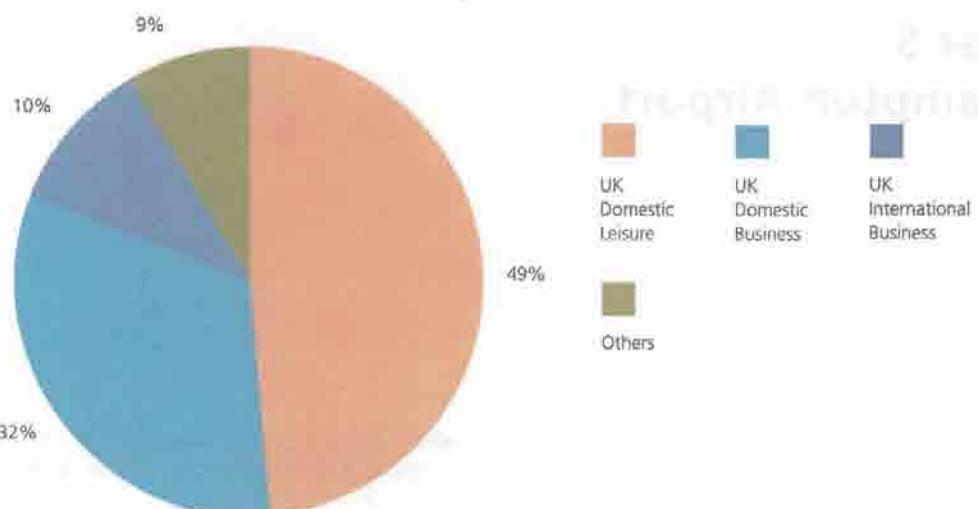
Figure 26   Type of passengers using Southampton Airport

Surface Origin/Destination

The relative decline in the domestic leisure market share resulted in lower proportions of passengers travelling from regions outside the South East. In 1994/5 half of domestic passengers (52%) came from the Hampshire area compared with 41% in 1985.
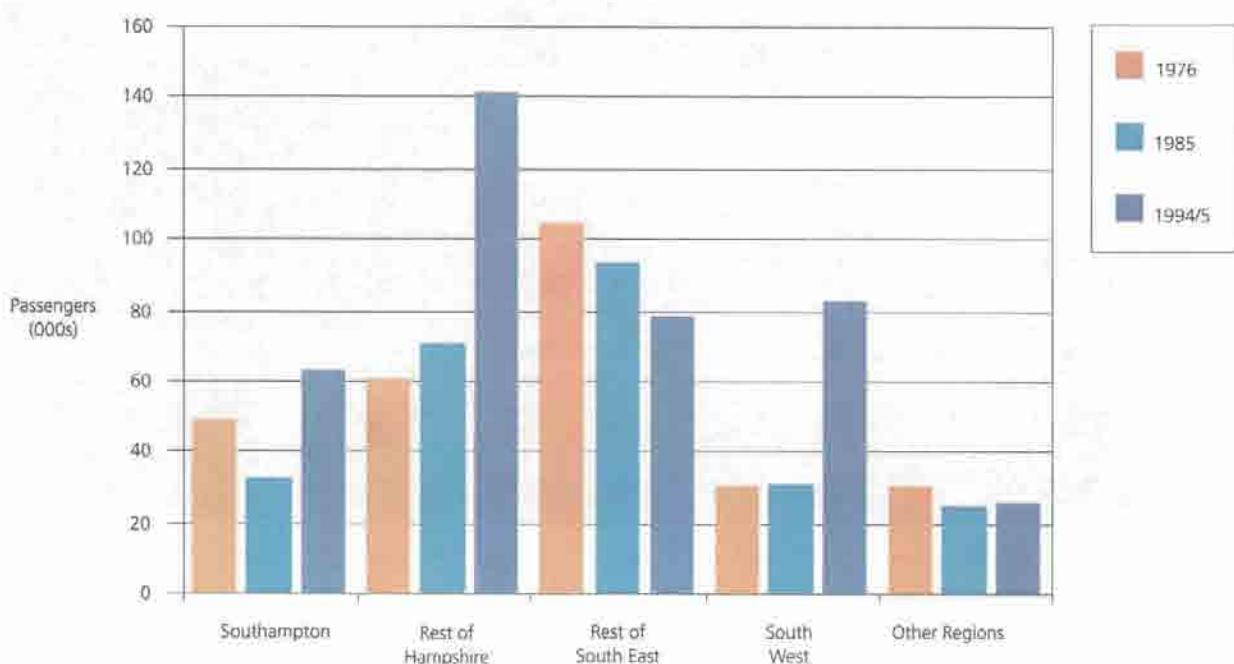
Figure 27   Origin/destination of domestic passengers at Southampton Airport

Home in the UK

Just over three quarters of business passengers at Southampton had homes in the South East region. 24% of leisure passengers and 18% of business passengers had homes in the South West.

Just under two thirds of international leisure passengers were travelling to or from home from the airport with the remainder travelling to business or leisure destinations.

Surface Access

Changes have taken place at Southampton since the last survey in the usage of mode of transport. The proportion of passengers using British Rail has further declined to 10% and more surprisingly the proportion of passengers using private cars went down from 67% in 1985 to 63% in 1994/5.

The proportion of passengers using hire cars was up a couple of percentage points to 7% but the largest gain was recorded for taxis, used by 18% of passengers compared with only 10% in 1985.

Reasons for these changes are thought to relate to the changing traffic mix at the airport. The slow growth of the Channel Islands market will have depressed the demand for British Rail services whilst the large increase in the proportion of business passengers will have stimulated demand for hire cars, taxis and mini cabs.

British Rail was used by 13% of UK leisure passengers, 9% of foreign passengers and only 6% of business passengers. Taxis on the other hand, were used by 39% of foreign passengers and 16% of UK passengers.

The average journey time to and from the airport was 52 minutes, reflecting the relatively small catchment area. In fact, half of car users and 78% of taxi users had journeys of 30 minutes or less.

8% of passengers using British Rail were from regions outside the South East and South West. As expected, passengers with longer journeys preferred private cars and hire cars to passengers who had destinations close to the airport.
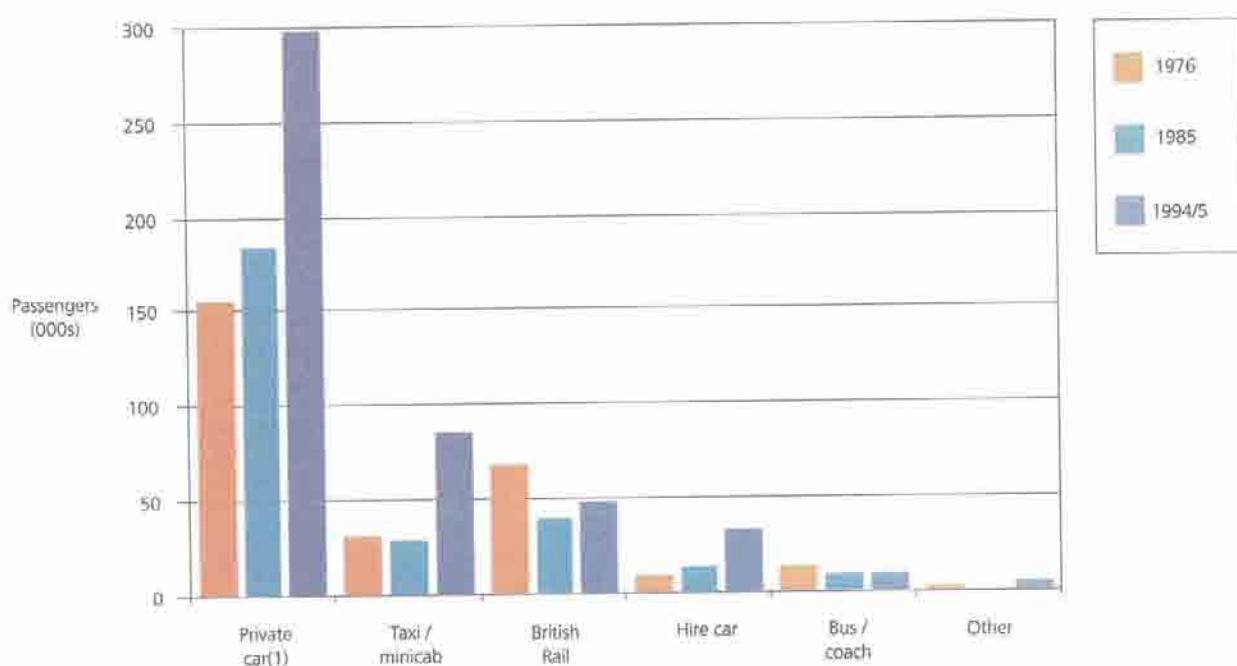
Figure 28   Mode of transport used by passengers at Southampton Airport 1976–1994/5

Experience of flying

Very few passengers were flying for the first time at Southampton. Passengers on services to the Channel Islands were the least experienced but even then only 2% were travelling by air for the first time.

Income and Socio-Economic Group

Business and foreign passengers at Southampton generally had higher incomes than leisure or UK passengers, respectively. The average income of UK business passengers on international flights was £36,000 compared with £48,000 for their foreign counterparts. Similarly, UK international leisure passengers' average income at £24,000 was three quarters the average income of the £32,000 recorded for foreign passengers.

The influence of the new international scheduled routes could be seen with a rise in the proportion of business passengers from socio economic groups A and B from 47% in 1985 to 52% in 1994/5. A smaller rise from 31% to 34% was recorded for leisure passengers in the AB group while the C1 group comprised 41% in 1994/5 compared with 32% in 1985.
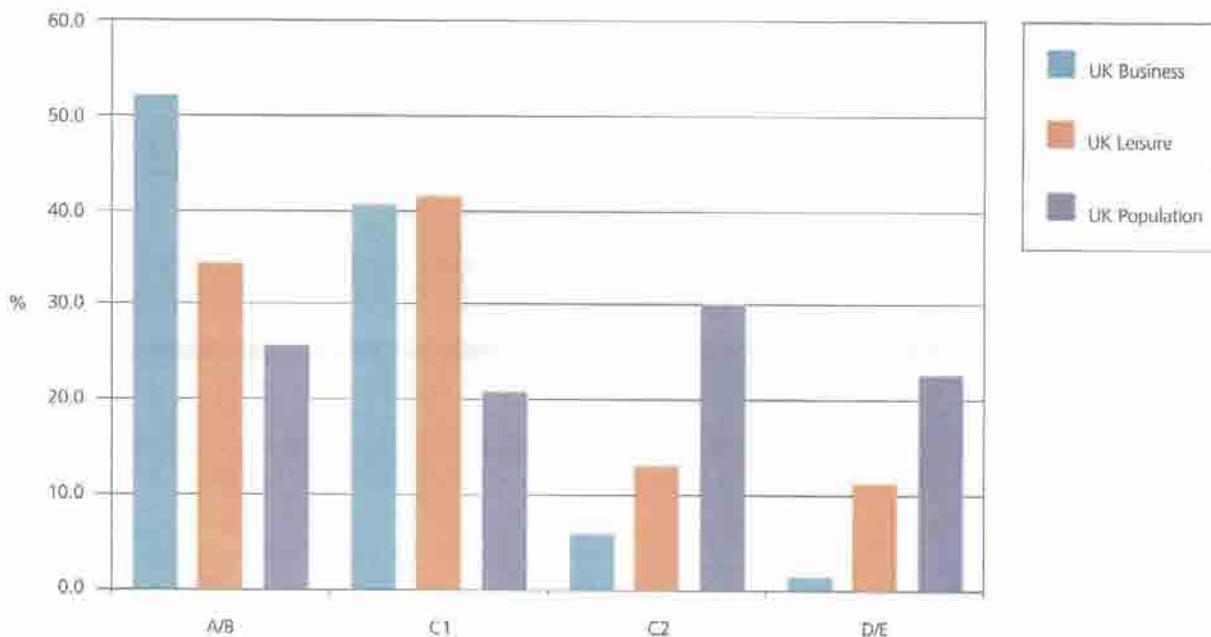
Figure 29   Socio-economic group of UK passengers at Southampton Airport and the UK population

Business Travel

Just under 28% of UK business passengers were from the production industries, little changed from 1985. Trips related to the metal goods sector had increased market share whilst trips connected with extraction processes had lost market share.

For the non production sectors the banking , finance and public sectors increased market share with corresponding falls for the construction, distribution and transport sectors.

Foreign passengers showed a similar pattern.
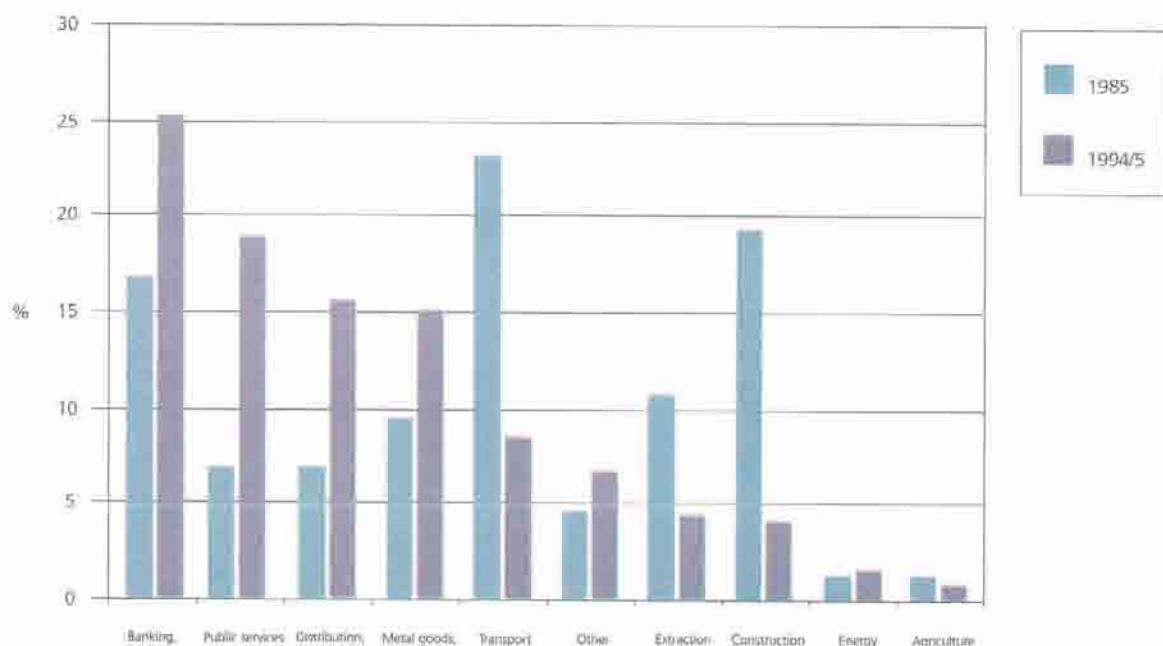
Figure 30   Main Business of UK business passengers at Southampton Airport

Journey Purpose, Sex of Passenger

Just under two in three international passengers were travelling for business reasons with one in ten of these attending conferences or exhibitions.

The wide range of services to the Channel Islands was reflected by the fact that 16% of UK domestic passengers were travelling on inclusive tour holidays. For scheduled flights, the majority of leisure passengers were travelling independently or visiting friends and relatives.

No questions were asked at Southampton on the self catering market for international charter flights but 29% of UK passengers were on inclusive tour holidays which included hotel accommodation.

The proportion of women travelling on business increased from 15% in 1985 to 21% in 1994/5. The greater emphasis on business trips related to the non-production industries, together with the general expansion of scheduled services at Southampton are thought to have influenced this change.

For leisure travel, females were in the majority accounting for 54% of all trips little changed from 1985 levels.

Age

UK passengers were generally older than foreign passengers, as were business passengers compared with leisure passengers.
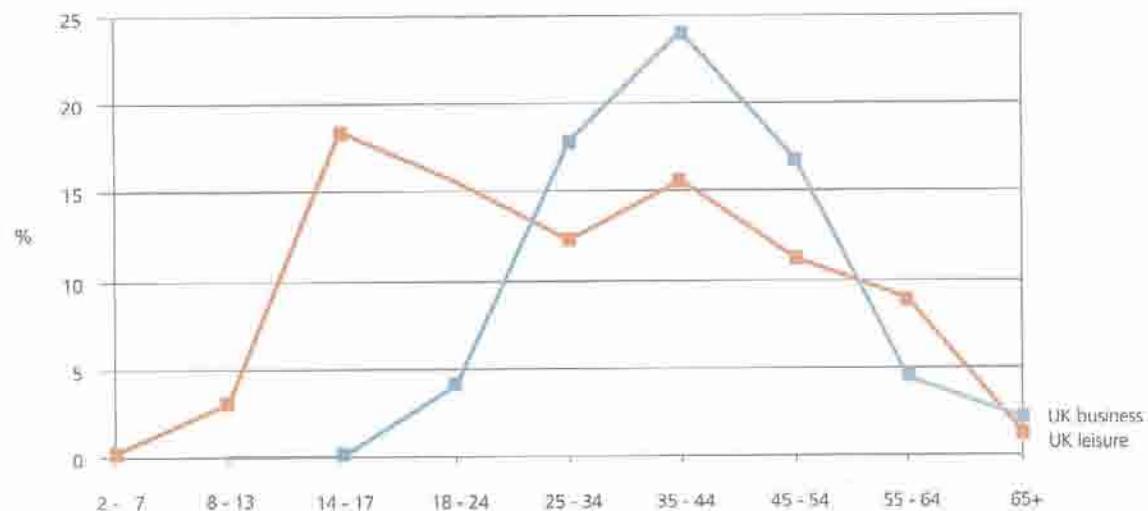
Figure 31 Age of UK passengers at Southampton Airport

Route Characteristics

Three scheduled gateway routes operated from Southampton to Amsterdam, Paris and Brussels. The large majority of passengers connecting to other international points used Amsterdam (14,000) in preference to Paris (2,000) or Brussels (1,000).
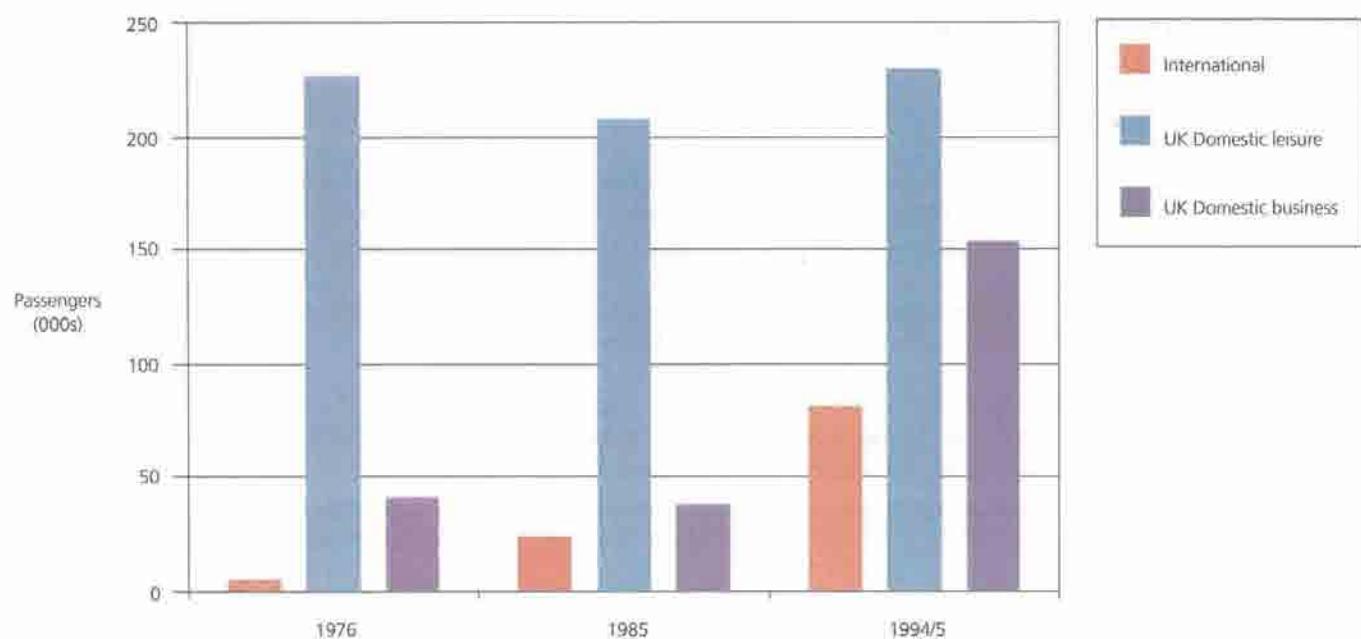
Figure 32 Journey purpose of terminating passengers at Southampton Airport 1976–1994/5

Chapter 6
Airports in the South and Southwest of England and Wales

The four airports covered in the 1994/5 survey have been examined together in order to gain an insight into any trends or patterns which have developed in the area as a whole. The survey was run during a year of economic expansion though the depressed housing market and other factors somewhat dampened consumer confidence.

Over the last ten years, the population of the South West has increased by 8% to 4.7m, the population of Wales by 5% to 2.9m and the population of the South East by 7% to 17.8m. At the same time the proportion of the population in work in these three regions has fluctuated: unemployment fell between 1986 and 1990, then rose again with the onset of the recession, peaked in 1993 and started falling again in 1994. Unemployment levels in 1994 stood at 8% in the South West, 9% in Wales and 10% in the South East.

There were just under three million terminal passenger movements at the survey airports in 1994/5, representing 155% growth since 1985; this compares favourably with the average increase for all UK airports of 74% over the same period. Apart from a blip in 1990, the four airports have increased market share every year since 1985 to reach 2.4% of all UK traffic in 1994/5. A more detailed examination of the three main types of passenger using the airports revealed that over the last ten years international scheduled traffic has grown at twice the rate of international charter traffic (390% compared within 172%). In the same period domestic traffic grew by a more modest 76%.

Survey information collected on country of residence and journey purpose enabled further comparisons to be made on growth rates of terminating passengers at the three airports that were covered in the 1985 survey. The expansion of international scheduled services at the airports, particularly from Bristol and Cardiff, was reflected by the average annual growth rate in excess of 21% for UK business, 19% for foreign business and 12% for UK leisure passengers.
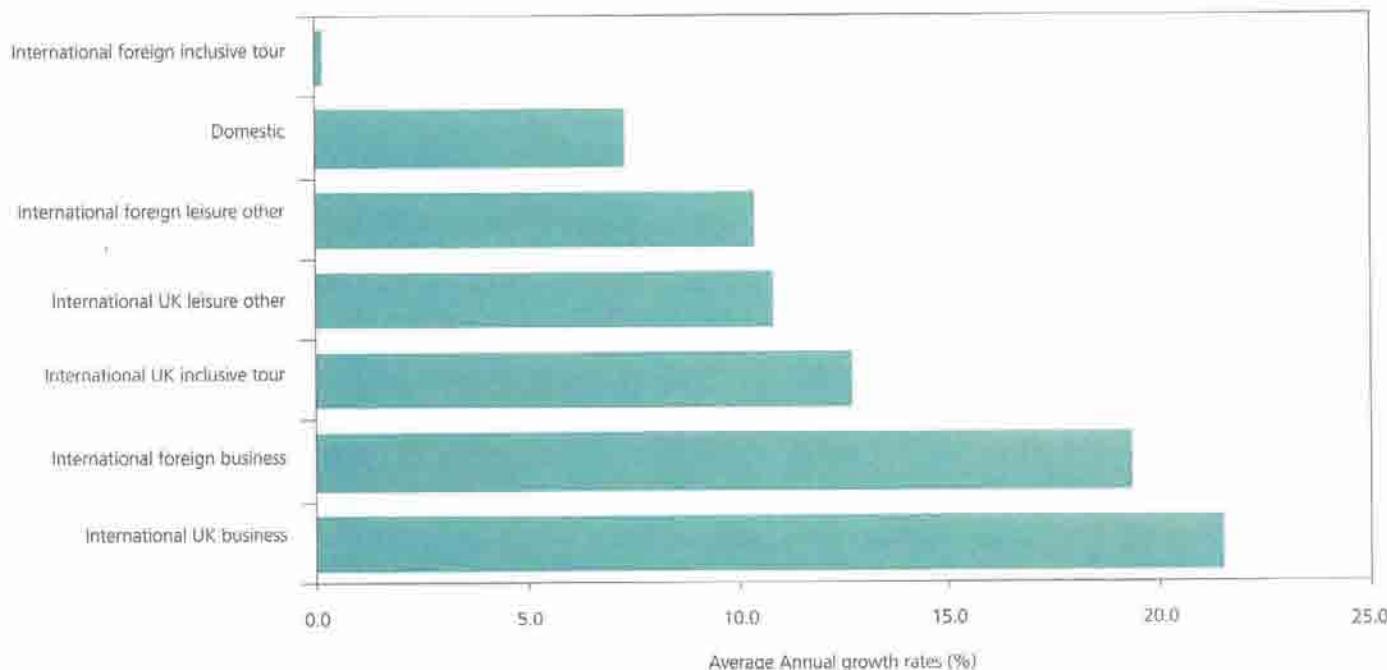
Figure 33 Average annual growth rates at Bristol, Cardiff and Southampton Airports between 1985 and 1994/5

The catchment area of the four western airports is difficult to measure as generally passengers' choice of airport is based on such factors as availability and timing of flights, ease of surface access, journey time and flight costs. As well as being in competition with each other, the four airports are also directly competing against the London airports and Birmingham. The only common scheduled routes to mainland Europe were to Amsterdam and Paris. The origins/destinations of passengers on these two routes have been used as an approximate guide to the role the four airports play in the South, the South West and Wales.

The distribution of passengers using the Amsterdam service at the four airports mirrored closely the number of seats on offer with Cardiff taking 36% of the market, Bristol 35% , Southampton 27% and Exeter 2%.
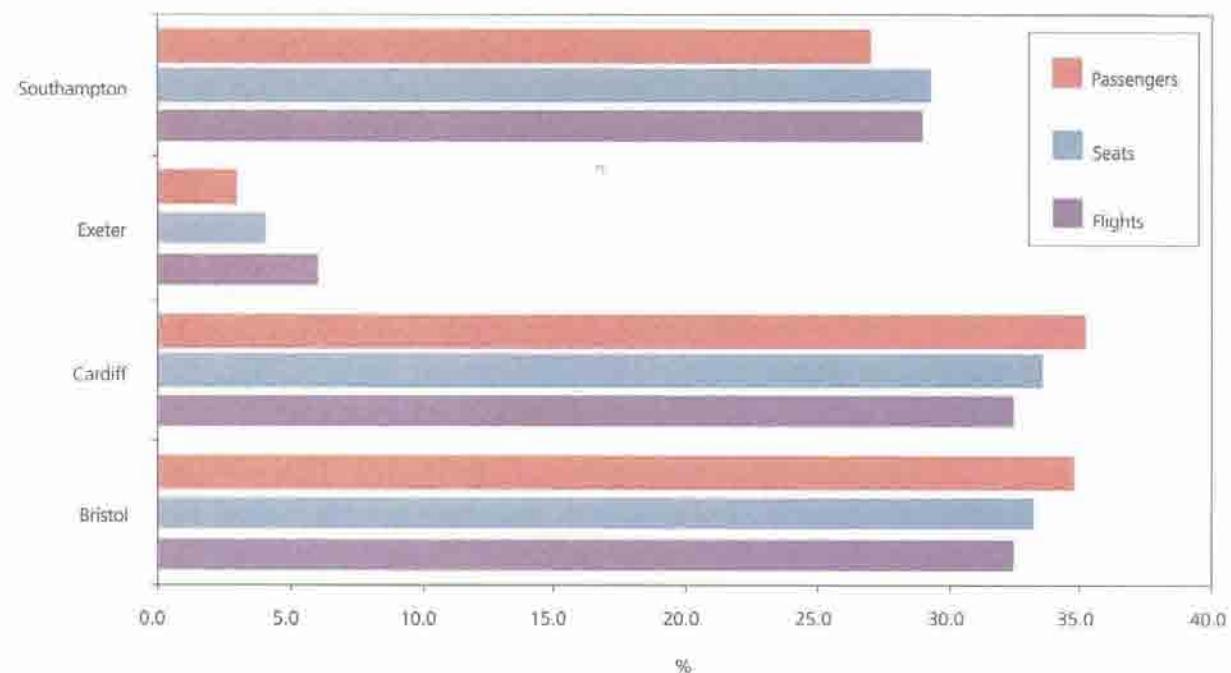
Figure 34   Market share of flights, seats and passengers between the Western airports and Amsterdam

Bristol and Cardiff operated very similar services to Amsterdam, offering the same numbers of seats and carrying the same numbers of passengers. Figure 35 shows that for this route the border between England and Wales effectively defined the border of the catchment areas of Bristol and Cardiff Airports. There is no reason to assume that the catchment areas would be different for any other scheduled or charter service provided the frequency and number of seats on offer were similar and that there were no significant differentials in fares at the two airports.

Southampton and Bristol also had expected catchment borders for the Amsterdam route, with the great majority of passengers using the airport that involved the shortest surface journey time. Exeter claimed the majority of passengers from East Devon and the City of Exeter but generally lost passengers from other areas in the South West to Bristol.

For Paris, the dominant airports were Bristol and Southampton each accounting for 38% of the seats on offer but Bristol took 51% of the passengers compared with only 26% for Southampton. Cardiff and Exeter had seat and passenger market share of 21% and 3%, respectively .

As a consequence of its domination on the Paris route, Bristol's catchment area encroached into Wales and South Wiltshire, compared with the catchment area for the Amsterdam route. Exeter again lost out to Bristol, apart from the areas immediately around the airport.
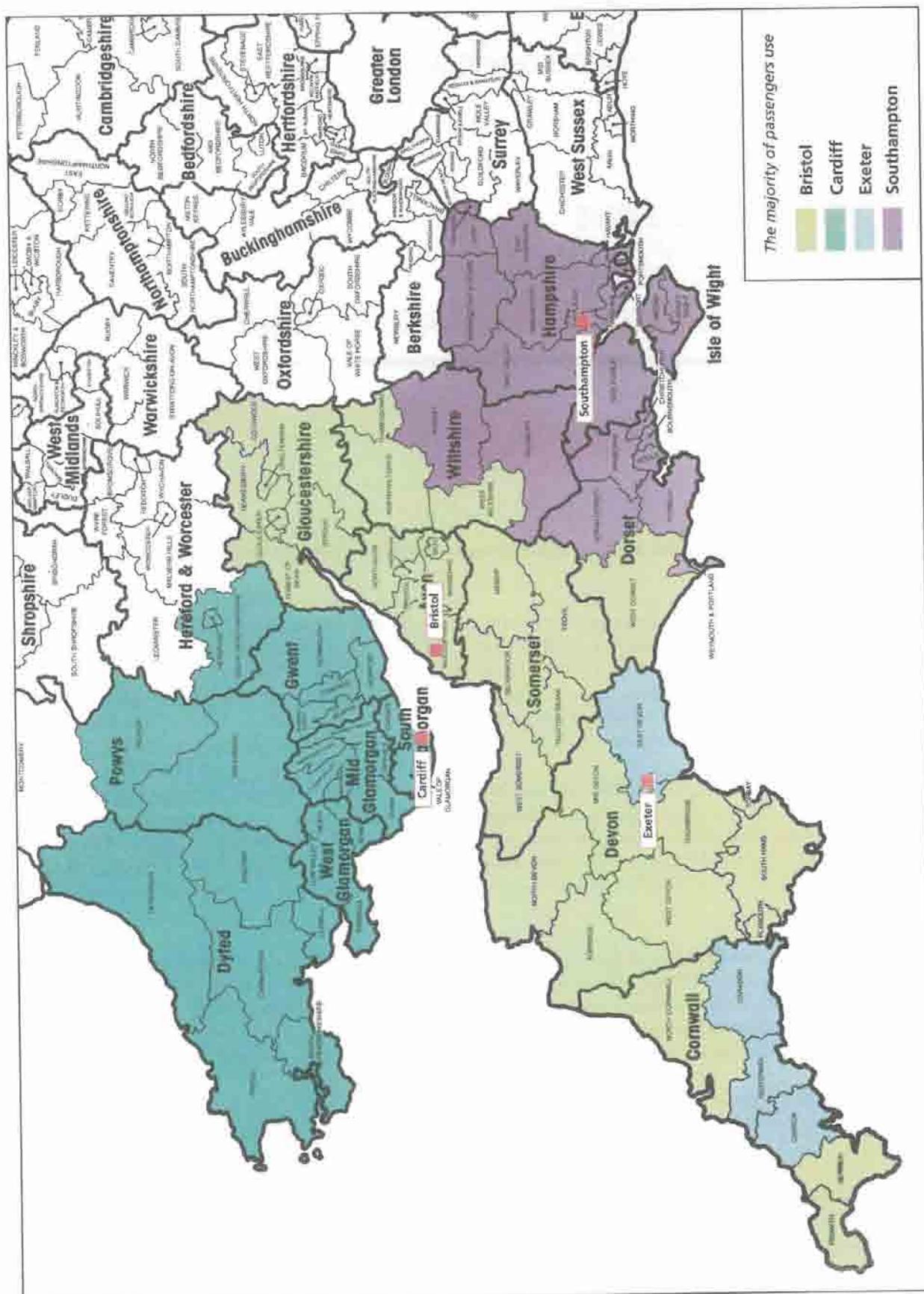
Figure 35   Surface origin/destination of passengers travelling to or from Amsterdam
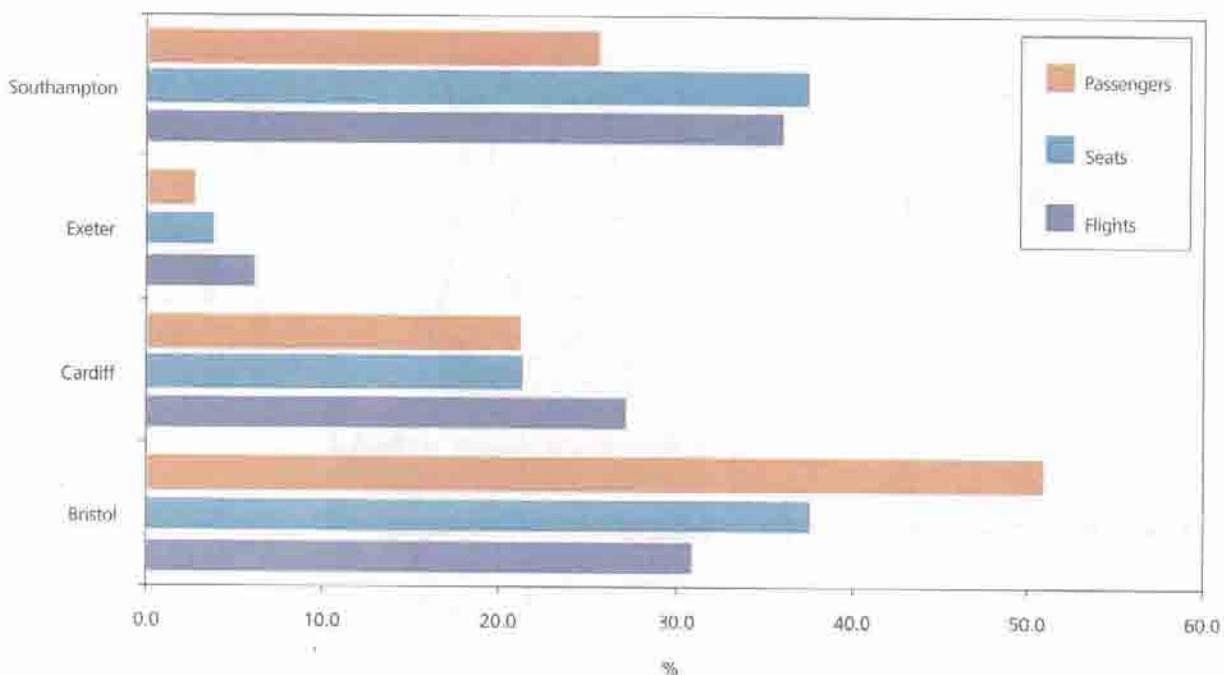
Figure 36   Market share of flights, seats and passengers between the Western airports and Paris

Passengers wanted to fly from their nearest airport. When asked why they chose to fly from the four airports, 86% of both business and leisure passengers at Cardiff said it was because it was the closest to their home or destination compared with 70% and 81% at Exeter Airport and 65% and 73% at Bristol Airport, respectively. The lower figure at Bristol Airport reflected the wider catchment area of the airport as 9% of business passengers and 22% of leisure passengers gave their reasons for using the airport as the flights available. This was not surprising as Bristol offered a wider range of scheduled and charter services than the other airports.

Most passengers from the South West, Wales or Hampshire, however, did not use their local airports. When earlier survey data from the London airports and Birmingham are taken into consideration and reweighted to 1994/5 levels the results show that of international passengers originating in the South West only 14% used Bristol and 2% Exeter. Cardiff Airport fared a little better, accounting for a third of international passengers travelling to or from Wales, but Southampton only carried 2% of international passengers with origin in Hampshire.

Of course many routes are not available at the four survey airports but even for Amsterdam, which is served by all four western airports, only 40% of South West passengers used Bristol or Exeter with the majority of passengers travelling longer distances to the London airports or Birmingham. Cardiff Airport was more successful and captured 71% of Amsterdam passengers with origin/destination in Wales. Southampton took 39% of the Hampshire market for Amsterdam but the majority of passengers still chose Heathrow or Gatwick.

The western airports were more dominant for the Jersey domestic market with Bristol, Exeter and Southampton accounting for 88% of South West passengers; similarly Cardiff took 66% of Jersey passengers with origin in Wales.

The largest charter route common to Bristol, Exeter and Cardiff was Tenerife. Bristol and Exeter took 45% of South West passengers on the route, Birmingham 27% and Gatwick 23%. Cardiff Airport captured 58% of passengers travelling to Tenerife with origin in Wales.

An examination of passenger profile on the three common scheduled routes revealed some variation between the four airports in the markets served. As expected, given the similar levels of service at Bristol and Cardiff, the type of passengers travelling to Amsterdam generally had the same profile, with 54% on business and 60% based in the UK.
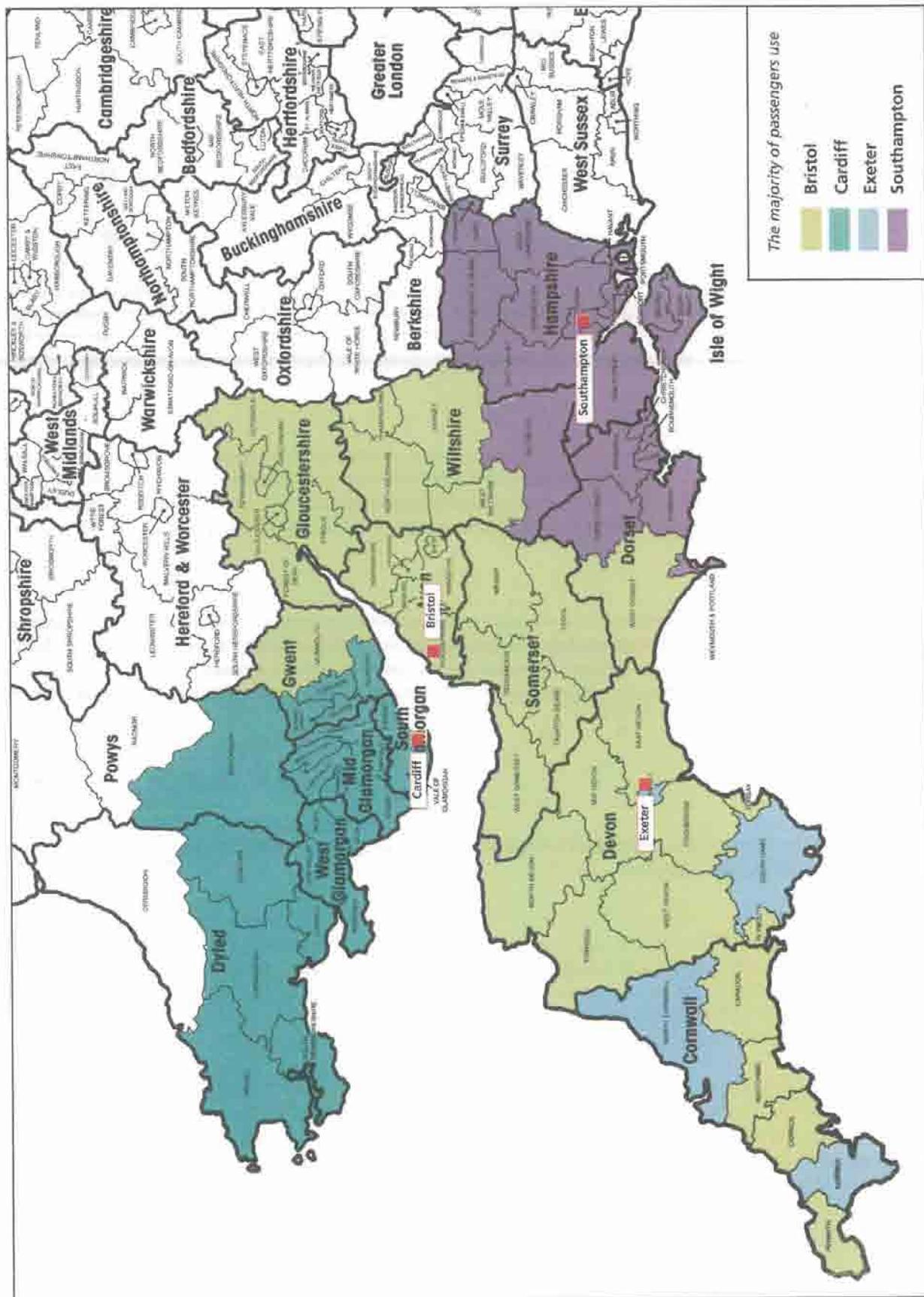
Figure 37   Surface origin/destination of passengers travelling to or from Paris

The dominant market position of Bristol on the Paris route seems to have been underpinned by demand from UK leisure passengers as 37% of passengers were from that group compared with 27% at Cardiff and 23% at Southampton. Exeter attracted higher proportions of UK leisure passengers than the other airports for both Amsterdam and Paris.

The leisure market dominated on the Jersey route from both Bristol and Cardiff with business passengers from the South West preferring to use the well established services from Exeter and Southampton.
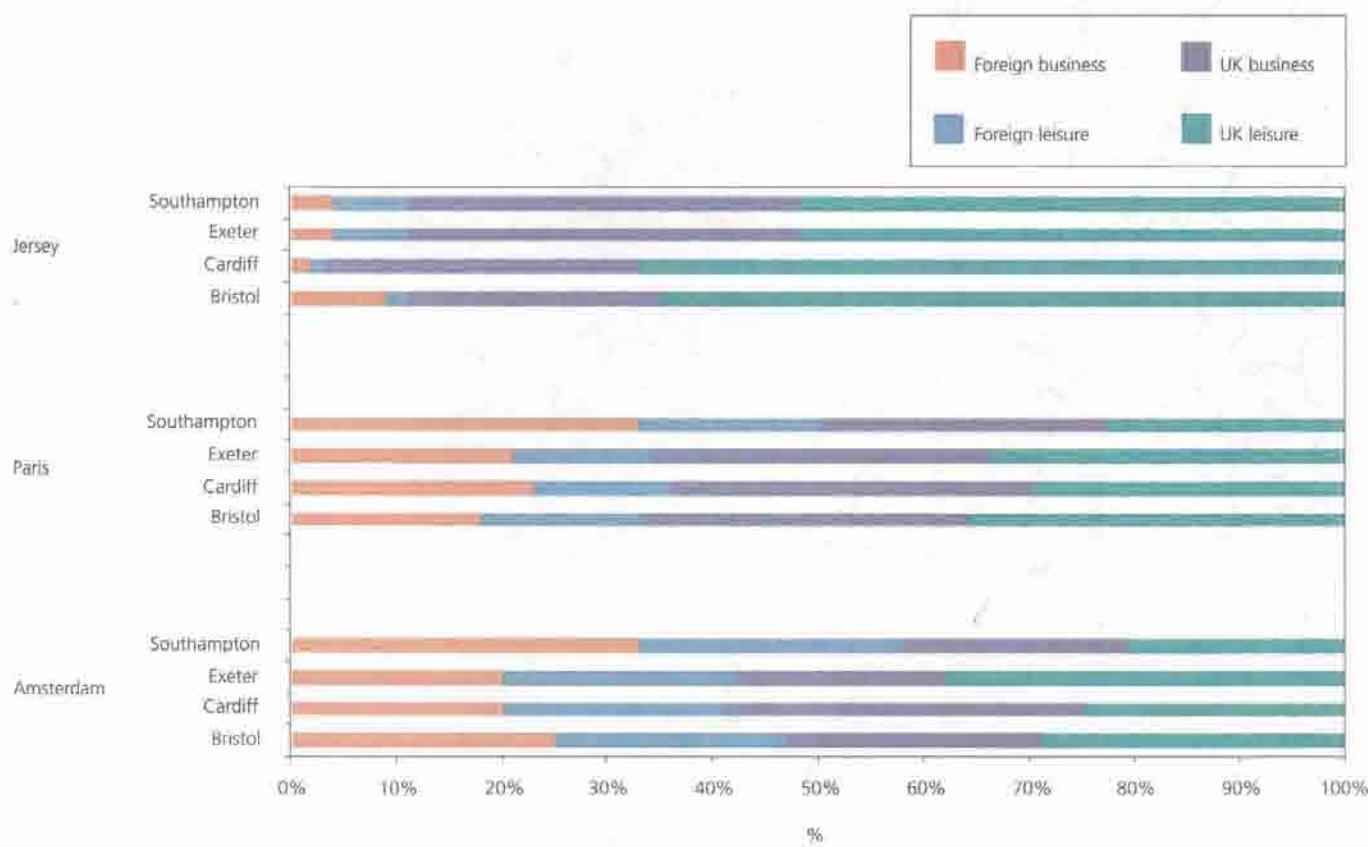
Figure 38   Journey purpose and country of residence of passengers on common scheduled routes from the Western airports

An examination of the distribution of UK international passengers with origin/destination in the South West, Wales and parts of the South East against population levels revealed variations by area in propensity to fly for international passengers. As Figure 39 shows, international passengers from the conurbations of Bath, Bristol, Cardiff, Cheltenham and Southampton generated the most air travel per head of population with the population of the more rural areas in the South West and Wales having the lowest propensity to fly.

The number of passengers using cars for their journey to or from Bristol, Cardiff and Southampton more than doubled between 1985 and 1994/5 from 800,000 to 2.1 million passengers but the market share in the usage of private car declined slightly from 78% to 77% in the same period. The proportion of passengers using buses or coaches dropped at Bristol and Southampton but increased at Cardiff, following the introduction of special coach services for passengers on charter flights. The only mode of transport to show an increase in market share at all three airports was taxi/minicab, up from 11% to 13% with the number of passengers using them increasing from 113,000 to 359,000.

The reason for this trend from car to taxi usage is directly related to the increase of business and foreign passengers at the airports and these passengers have a greater preference for taxis and minicabs than leisure passengers. Using vehicle occupancy information from previous surveys, it is estimated that at Bristol between 300,000 and 350,000 vehicles arrived at or left the airport during the course of the year compared with 230,00–280,000 vehicles at Cardiff, 80,000–120,000 vehicles at Southampton and 40,000–60,000 vehicles at Exeter.
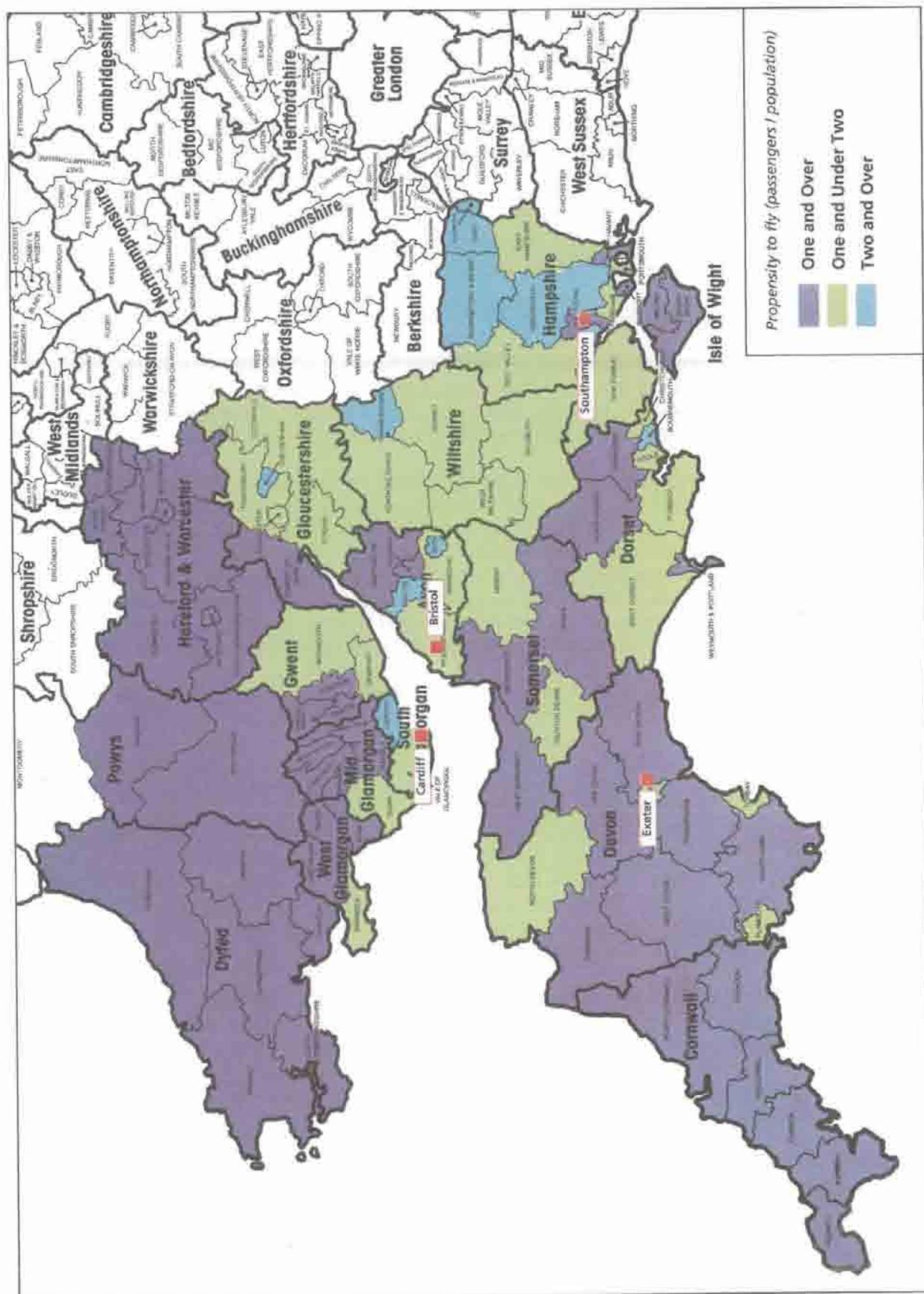
Figure 39   Propensity to fly for UK international passengers using the Western Airports

Since 1985, the proportion of the UK population working in the production industries declined further from 30% to 23% and this was matched by a parallel but lesser decline in the proportion of business passengers at Bristol, Cardiff and Southampton travelling in connection with those same industries, down from 39% to 37%. Passengers from the production industries still have the greatest propensity to fly, with the energy and water supply sector generating the most trips per head of population.

The decline in the manufacturing base in the areas served by the airports may have now bottomed out as sectors such as the metal goods and other manufacturing industries recorded rises compared with 1985, which would seem to reflect the recent manufacturing expansion currently being led by foreign companies setting up in Wales and the South West.

For the non-production industries, the banking and finance and public services sectors showed the biggest growth between 1985 and 1994/5 increasing market share from 25% to 42%.

At Bristol and Cardiff Airports, the average age of UK leisure passengers was lower than for UK business passengers but the margin of difference was not great. At Exeter, the reverse was true reflecting the higher proportions of passengers of retirement age living in Devon and Cornwall compared with other regions of the UK. The age distribution of leisure passengers was more spread out than business passengers who not surprisingly were concentrated in the 30 – 64 range. When compared with the UK population, passengers in the 60–64 age group had the greatest propensity to fly for both business and leisure purposes.

The UK continues to have an ageing population and this coupled with the lack of the so called feel good factor is thought to have impacted on demand for leisure air travel. The average age of UK leisure passengers was much higher in 1994/5 at 48 compared with 41 in 1985. The group perceived to be suffering the most in lack of confidence are those people who have been trapped into negative equity following the collapse of the housing market post 1988. An analysis of the 15–29 age group, who are thought to be most affected, showed that they accounted for 24% of the UK population in 1985 and 22% in 1994. The demand for leisure air travel from UK passengers in those same age bands changed radically in the same period at both Bristol and Cardiff Airports. In 1985, 24% of Cardiff passengers and 21% of Bristol UK leisure passengers were aged 16–30 but in 1994/5 this had dropped to 16% at both airports.

UK and leisure passengers had lower average incomes than foreign and business passengers, respectively. Comparison of average income across the three airports for individual passenger types was inconclusive.

Analysis of socio-economic group indicated that Cardiff Airport drew relatively more passengers from the less affluent parts of the UK population with 42% of UK leisure passengers coming from groups C2, D or E compared with 24% to 36% at the other three airports. Comparisons with 1985 showed that there had been an increase in the proportion of UK A/B group business passengers from 49% to 54% and in the C1 group from 39% to 41%.

For UK leisure passengers the proportion from the A/B group dropped slightly to 28% balanced by an increase in the proportion from the D/E group who increased market share to 16%. However, the more significant change was in the two middle groups with the proportion of passengers from the C2 group dropping from 25% to 16% whilst the C1 group jumped ahead from 32% to 40%.

Females travelled more for business reasons than ever before in 1994/5 with 18% on business trips compared with 14% in 1985. Two factors are thought to have influenced this change. Firstly there has been a general decline in the proportion of business passengers working in the production industries and historically the proportion of women working in these same industries has been lower than for the non production industries and secondly there has been a rise in the proportion of business passengers from socio-economic group C1. As Figure 40 shows more women travel for business purposes in this group than in any of the others.

Females remained in a small majority for non-business trips in line with UK population statistics. There was also evidence from previous surveys to suggest that women travel on holiday together far more readily than their male counterparts.

The proportion of leisure passengers with no children living in the household also increased in the same period from 65% to 68%, as did the the proportion of passengers from households with one or two people, again in line with the ageing population using the airports.

An examination of interlining through the three European gateways available from the survey airports, showed that 85,000 passengers transferred to international flights, with 72% of these passengers using Amsterdam, 15% Brussels and 13% Paris to make their onward connections.
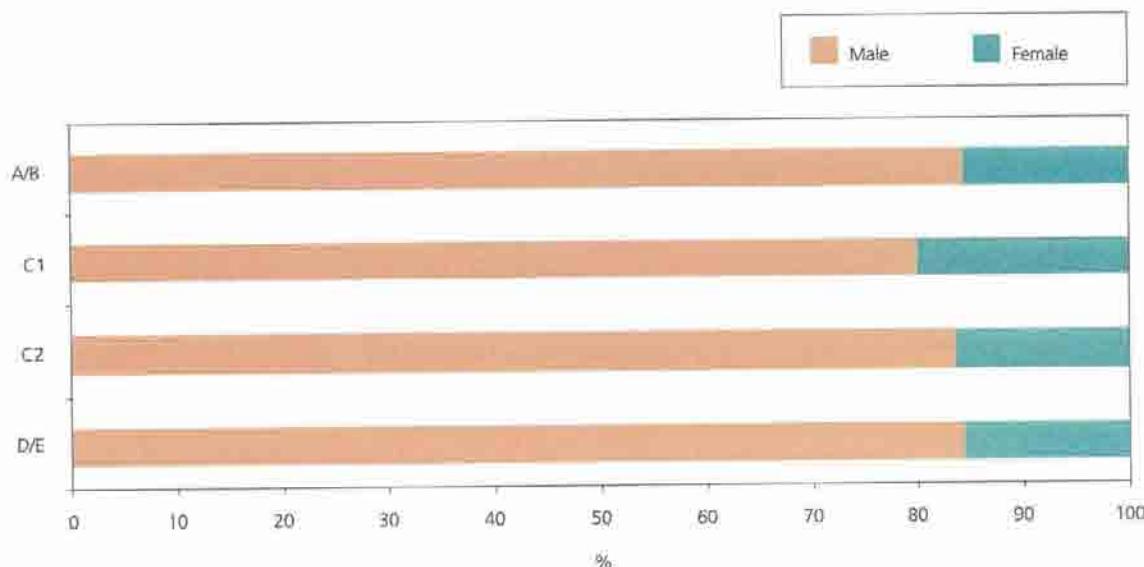
Figure 40   Socio-economic group of UK business passengers by sex

Chapter 7
The National Picture

The 1994/5 survey results have been combined with reweighted results of earlier surveys at other airports to present a national picture of movements between planning regions and major UK airports. Details of the reweighting techniques are shown in Appendix C.

There continued to be great variation in the type of markets served by UK airports and the market penetration of those same airports. The London airports still dominated in 1994/5, accounting for 61% of the 123 million terminal passengers using UK airports, continuing the general decline in market share since 1977. The four western airports took 2.4% of the UK market and Bristol and Cardiff Airports were the 12th and 14th largest UK airports, respectively.
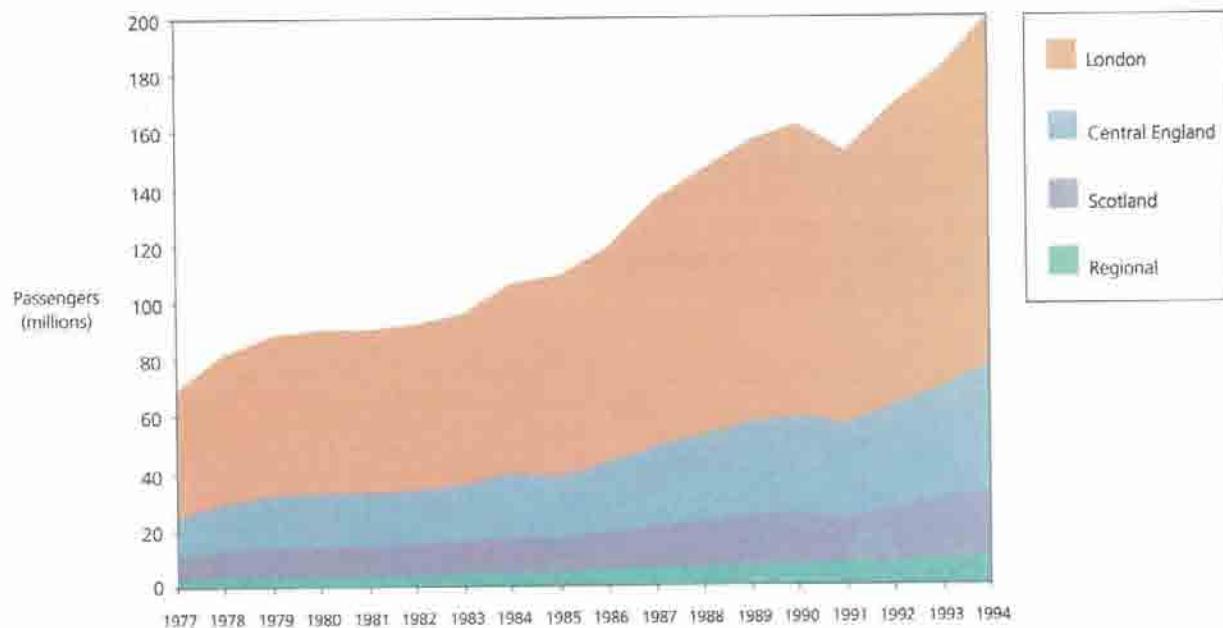
Figure 41   Growth of passenger traffic between 1977 and 1994 by broad region

An analysis of international passengers travelling to or from points outside the planning region of the airport showed that, as to be expected, airports situated close to planning region borders, with good motorway connections or public transport links and high concentrations of charter passengers, tended to attract the highest proportions from other planning regions. Five airports stood out; 47% of passengers at Manchester Airport were travelling outside the North West planning region, just over a third of passengers at Luton and Stansted were travelling outside the South East, and a third of passengers at Birmingham and East Midlands were travelling outside the West and East Midlands, respectively.
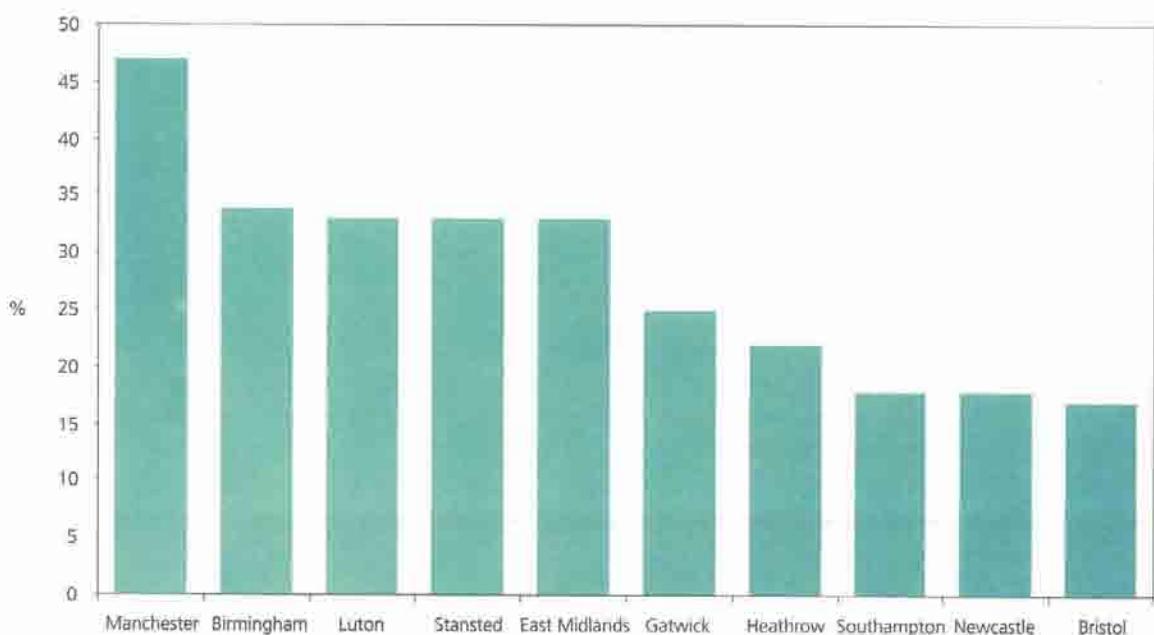
Figure 42 **Proportion of international passengers in 1994/5 travelling by surface or domestic flights to or from points outside the planning region of the airport**

Another measure of an airport's market penetration is the proportion of international passengers using airports located in the same planning region as their surface origin/destination. Figure 44 shows that the South East airports took practically all international scheduled passengers (99%) who were travelling to or from points in the South East and 68% of North West passengers used Manchester or Liverpool. In comparison Cardiff attracted 10% of passengers originating from Wales, and Bristol and Exeter combined attracted less than 10% of international scheduled passengers from the South West region.
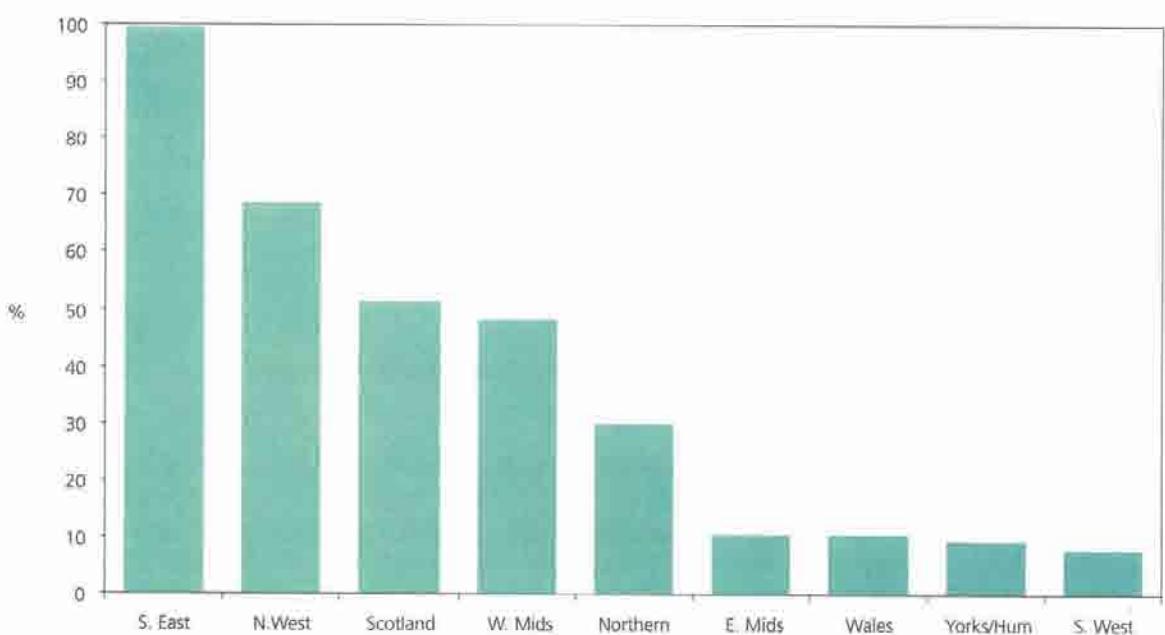
Figure 43 **Market penetration measured by the proportion of international scheduled passengers from each planning region who used airports located in the same planning region**

Figure 44 Distribution of international/domestic, business/leisure, UK/foreign and charter/scheduled passengers in 1994/95

39

Shaded area shows percentage of passengers travelling by surface rather than air. eg. 18% of Scottish originating passengers connecting to international flights from Gatwick or Heathrow travelled by surface.

TOTAL Number of passengers (000s) starting or finishing their journey in the planning region and using international flights from Heathrow or Gatwick e.g. 1.03 million in Scotland.

1120

18%

1289

SCOTLAND

49%

578

NORTHERN

86%

716

NORTH WEST

1067

YORKS HUMBERSIDE

42%

973

WALES

1075

100%

100%

EAST MIDLANDS

EAST ANGLIA

100%

1090

100%

WEST MIDLANDS

100%

635

SOUTH WEST

HEATHROW & GATWICK

92%

2505

TO/FROM INTERNATIONAL DESTINATIONS

Figure 45   International passengers using Heathrow and Gatwick Airports by planning region of airport used

KEY

%
YYYY

% of international passengers with origin/destination in the planning region of the airport
Number of international passengers using the airport in thousands, in 1994/95

ABERDEEN

100%
286

EDINBURGH

99%
641

NEWCASTLE

82%
1700

TEESSIDE

86%
105

LEEDS/ BRADFORD

92%
421

HUMBERSIDE

84%
195

EAST MIDLANDS

67%
1314

NORWICH

98
142

LUTON

67%
1566

STANSTED

67%
2748

LONDON CITY

96%
477

78%
36029

HEATHROW

GLASGOW

99%
2862

MANCHESTER

53%
11872

LIVERPOOL

93%
216

BIRMINGHAM

66%
3940

CARDIFF

88%
909

83%
1048

BRISTOL

96%
113

EXETER

82%
74

SOUTHAMPTON

75%
18530

GATWICK

SCOTLAND

NORTHERN

YORK & HUMBER

NW

E MID

W MID

E ANGLIA

WALES

SE

SW

Figure 46   Proportion of international passengers with origin/destination within planning region of airport used

41

When passengers connecting between domestic and international flights at Gatwick and Heathrow were included with those passengers travelling by surface, and the different types of passengers were examined in detail then variations in UK traffic growth appeared. The London airports and Manchester continued to dominate the market for several important passenger groups, though the regional airports have steadily increased market share of total scheduled international passengers since 1987 from 9% to 15%. Manchester was the leading airport for charter inclusive tour holidays in 1994/5 accounting for 31% of the total UK market, the same level as in 1992. Gatwick continued to decline accounting for 27% of the total UK inclusive tour market compared with the peak of 40% reached in 1987. The regional airports, on the other hand, continued to expand market share to 42%.

An examination of the propensity to fly by planning region of origin and UK international scheduled passenger type revealed widely differing levels of demand. As expected, UK passengers from the South East showed the greatest propensity to fly overall, followed by passengers from the North West. The propensity to fly in the other regions was similar except for Wales where it was significantly lower. For both business and leisure scheduled flights, UK passenger demand from the South East was over twice as great per head of population than for the other planning regions.

For international charter passengers on inclusive tours it was those from the North West that had the greatest propensity to fly, followed by passengers from the Northern and Yorkshire/Humberside planning regions.

UK international passengers from the South East continued to have the greatest propensity to fly and generated twice as many trips per head of population as passengers from all other planning regions, apart from the North West who generated two trips for every three trips generated by the South East.
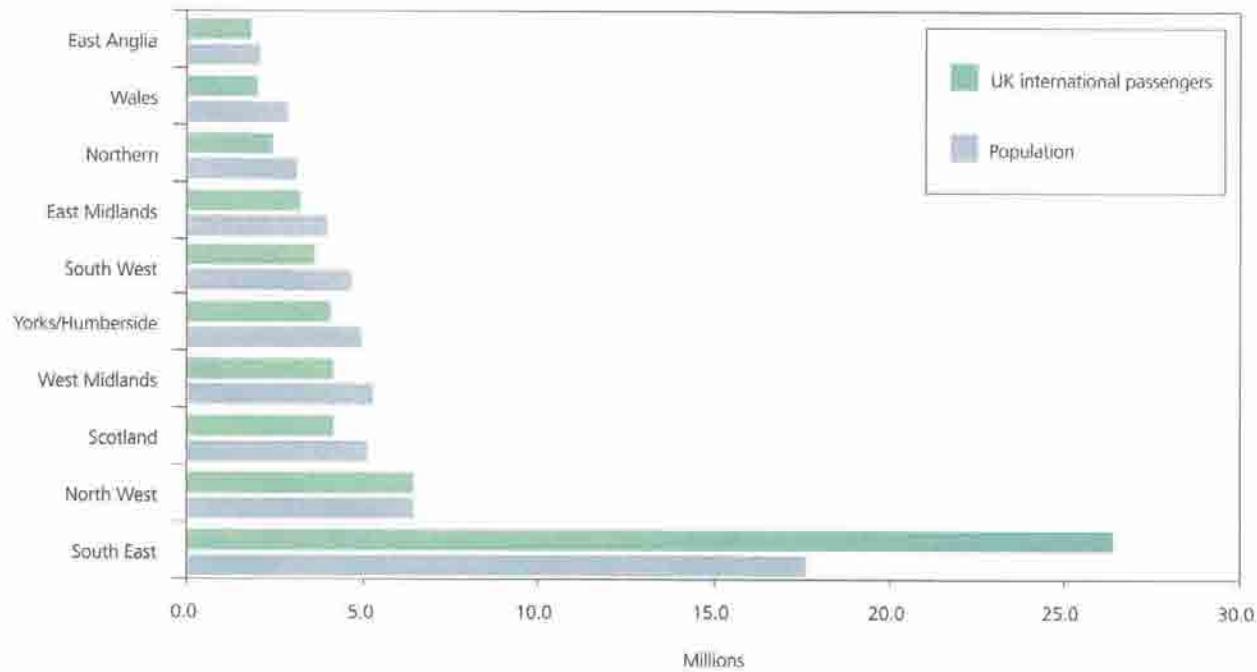
Figure 47   Propensity to fly by planning region

Demand from the residents of the South East for inclusive tours was still well below 1987 levels indicating perhaps that the effects of the recession are lingering more in the South of England than the rest of the country. The overhang of negative equity in the South East is thought to be a dominant factor in the very slow recovery of the inclusive tour market. Demand from East Anglia was the same in 1994/5 as 1987 whilst all the other regions increased demand between 17% and 56% with the greatest increase in demand being recorded by residents of Scotland and the Northern Region.

UK international scheduled passengers from the Northern and East Anglian region recorded the largest growth (25%–28%) between 1992 and 1994/5. For East Anglia, the increase was business led and thought to be partly related to the expansion of services from Stansted following the opening of the new terminal. Scheduled business growth was lowest in Scotland and the South West and scheduled leisure growth lowest in the South East and South West.

When all UK international passenger types are considered together it is perhaps surprising to find that overall, the lowest growth between 1987 and 1994/5 was recorded by passengers resident in the North West and South East regions who increased demand by 41% and 46% respectively, compared with 53% – 69% for the other regions.
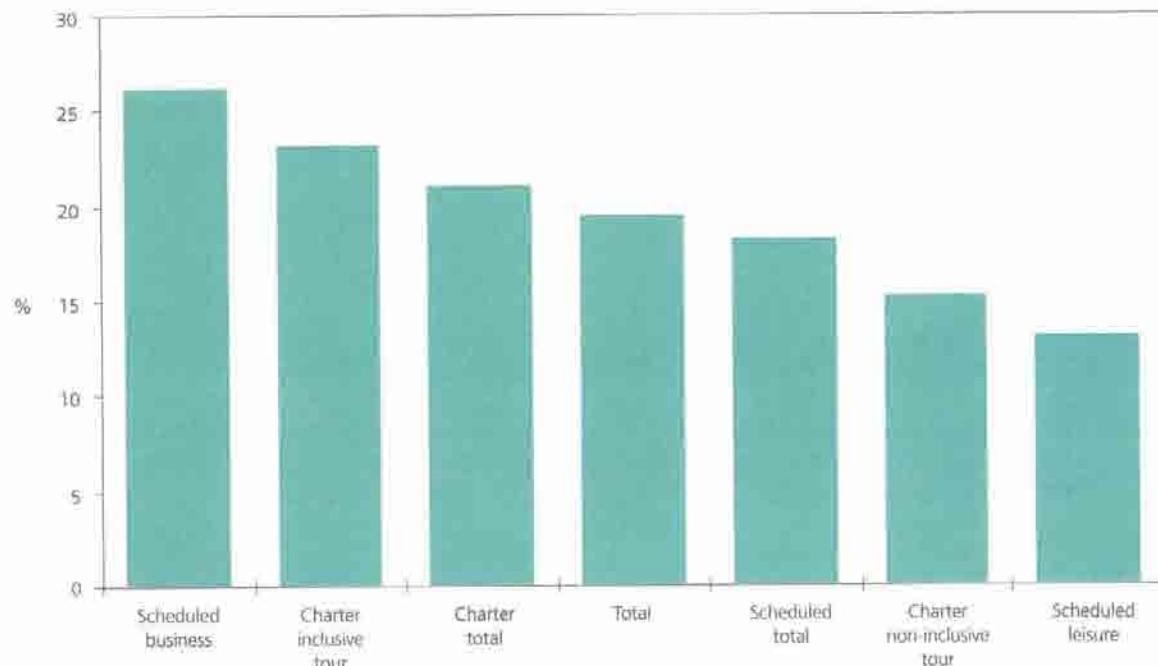
Figure 48   Growth rates of UK international passengers by region between 1992 and 1994/5

Appendix A
Tables

Where only a limited sample size is taken, care should be exercised in the interpretation of figures when used in disaggregated form. In the 1994/95 survey although over 52,000 passengers were interviewed representing an average contact rate of 1 in 347, on some tables caution should be used when the population totals are small.

Airport	Sample	Passengers (000s)	Contact Rate
Bristol	14,471	3,882	1 in 268
Cardiff	4,936	1,282	1 in 260
Exeter	5,042	696	1 in 138
Southampton	27,573	12,173	1 in 441
Total	52,022	18,033	1 in 347

For all tables, mode of transport refers to the mode used to arrive at or leave the airports.

For income tables, personal income was used for business passengers and household income for leisure passengers. Foreign passengers who gave income in their own currency were converted at the exchange rate in operation at the time of interview.

A return journey is counted as a trip and a single journey as a movement.

Table 1
Terminal passengers at the survey airports and UK market share 1974-1994/5.

Year	Terminal passengers and market share						All UK Airports (1)
	Bristol	Cardiff	Exeter	Southampton	Four airports		
	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	Passengers (000s)	%	Passengers (m)
1974	184	230	75	309	798	2.0	40
1975	195	209	69	319	792	1.9	42
1976	205	192	65	283	745	1.7	45
1977	219	209	61	291	780	1.7	46
1978	233	234	76	282	825	1.6	53
1979	238	254	86	331	909	1.6	57
1980	239	261	79	286	865	1.5	58
1981	243	294	55	236	828	1.4	58
1982	261	360	74	235	930	1.6	59
1983	331	383	88	276	1,078	1.8	61
1984	423	429	101	299	1,252	1.9	68
1985	402	387	94	282	1,165	1.7	70
1986	469	487	121	271	1,348	1.8	75
1987	645	652	167	435	1,899	2.2	86
1988	705	619	165	457	1,946	2.1	93
1989	838	696	220	492	2,246	2.3	99
1990	774	593	217	489	2,073	2.0	102
1991	783	513	164	428	1,888	2.0	96
1992	1,026	653	167	404	2,250	2.1	106
1993	1,112	767	174	418	2,471	2.2	112
1994	1,276	997	197	474	2,944	2.4	122
1994/95	1,284	1 001	198	478	2,961	2.4	123

(1) Excluding the Channel Islands

Table 2
Passengers using all UK airports 1985-1994/5

Year	International scheduled	International charter	International total	Domestic scheduled	Total	Total passengers(1)
	%	%	%	%	%	(m)
1985	48.3	27.5	75.8	24.2	100	70
1986	46.3	30.8	77.0	23.0	100	75
1987	46.7	31.2	78.0	22.0	100	85
1988	47.9	29.4	77.3	22.7	100	92
1989	49.3	27.4	76.7	23.3	100	98
1990	52.7	23.5	76.2	23.8	100	102
1991	52.6	24.0	76.6	23.4	100	95
1992	53.5	25.2	78.7	21.3	100	106
1993	53.7	25.4	79.1	20.9	100	111
1994	53.3	25.9	79.2	20.8	100	122
1994/95	53.4	25.8	79.2	20.3	100	123

(1) Excluding the Channel Islands

Table 3

Passengers using Bristol, Cardiff, Exeter and Southampton Airports 1985-1994/5.

Bristol Airport

Year	International scheduled %	International charter %	International total %	Domestic scheduled %	Domestic charter %	Total %	Total passengers (000s)
1985	12.2	75.4	87.6	11.5	0.9	100	402
1986	10.5	80.5	91.0	8.4	0.5	100	469
1987	11.2	83.5	94.7	5.0	0.3	100	645
1988	12.3	81.6	93.9	5.7	0.3	100	705
1989	14.0	80.1	94.1	5.8	0.1	100	838
1990	18.8	71.9	90.7	8.6	0.6	100	774
1991	21.1	60.8	81.9	17.4	0.7	100	783
1992	18.3	66.4	84.7	15.1	0.1	100	1,026
1993	18.4	65.0	83.4	16.6	0.1	100	1,112
1994	17.3	65.2	82.5	17.0	0.4	100	1,276
1994/5	17.4	65.0	82.4	17.2	0.4	100	1,284

Cardiff Airport

Year	International scheduled %	International charter %	International total %	Domestic scheduled %	Domestic charter %	Total %	Total passengers (000s)
1985	3.2	77.5	80.7	18.5	0.8	100	387
1986	1.6	88.1	89.7	9.5	0.7	100	487
1987	1.3	90.1	91.4	7.7	0.9	100	652
1988	5.3	84.5	89.8	9.3	1.0	100	619
1989	5.4	84.9	90.3	8.3	1.3	100	696
1990	8.3	83.7	92.0	5.6	2.4	100	593
1991	11.8	77.3	89.1	7.8	3.1	100	513
1992	11.6	78.6	90.2	7.9	1.9	100	653
1993	11.0	80.0	91.0	7.8	1.2	100	767
1994	10.0	82.6	92.6	7.2	0.3	100	997
1994/5	10.0	82.5	92.5	7.2	0.3	100	1,001

Exeter Airport

Year	International scheduled %	International charter %	International total %	Domestic scheduled %	Domestic charter %	Total %	Total passengers (000s)
1985	1.8	43.6	45.4	52.4	2.2	100	94
1986	2.5	42.1	44.6	53.8	1.5	100	121
1987	1.0	46.9	47.9	51.3	0.9	100	167
1988	0.0	38.9	38.9	60.5	0.6	100	165
1989	0.1	45.0	45.1	53.9	1.0	100	220
1990	0.4	41.3	41.7	57.3	1.1	100	217
1991	0.7	41.3	42.0	56.7	1.3	100	164
1992	1.3	53.3	54.6	42.8	2.6	100	167
1993	7.4	61.9	69.3	29.6	1.0	100	172
1994	11.8	49.8	61.6	37.9	0.5	100	197
1994/5	12.3	48.8	61.1	38.5	0.4	100	198

Southampton Airport

Year	International scheduled %	International charter %	International total %	Domestic scheduled %	Domestic charter %	Total %	Total passengers (000s)
1985	8.1	0.7	8.8	89.5	1.7	100	282
1986	4.4	0.7	5.1	93.7	1.2	100	271
1987	3.1	0.7	3.8	95.3	0.9	100	435
1988	6.1	2.0	8.1	90.9	1.0	100	457
1989	8.1	2.7	10.8	88.3	0.9	100	492
1990	10.4	1.3	11.7	87.0	1.4	100	489
1991	14.4	1.7	16.1	83.1	0.7	100	428
1992	17.1	1.2	18.3	77.9	3.8	100	404
1993	18.4	2.2	20.6	77.3	2.1	100	418
1994	16.6	4.8	21.4	79.0	2.6	103	474
1994/5	16.5	1.8	18.3	79.1	2.6	100	478

Table 4
Type of passengers using Bristol, Cardiff, Exeter and Southampton Airports 1976-1994/5.

Passenger Group	Bristol			Cardiff			Exeter	Southampton		
	1976	1985	1994/95	1976	1985	1994/95	1994/95	1976	1985	1994/95
	%	%	%	%	%	%	%	%	%	%
Terminating										
International	65.4	83.4	80.7	58.1	78.1	89.4	57.6	1.9	8.2	16.7
Domestic	15.6	10.7	15.9	29.8	14.9	7.1	38.8	95.9	90.7	81.2
Total Terminating	81.0	94.2	96.6	87.9	93.0	96.5	96.4	97.8	99.0	97.9
Interline	0.4	0.2	1.6	0.5	0.4	0.0	0.1	1.1	0.3	0.0
Transit	18.6	5.6	1.8	11.6	6.6	3.5	3.5	1.0	0.7	2.1
Total	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	243	418	1,298	217	416	1,017	196	286	277	483

Table 5
Characteristics of terminating passengers at Bristol, Cardiff, Exeter and Southampton Airports between 1971 and 1994/5.

Passenger Group	Bristol				Cardiff				Exeter	Southampton		
	1971	1976	1985	1994/95	1971	1976	1985	1994/95	1994/95	1976	1985	1994/95
	%	%	%	%	%	%	%	%	%	%	%	%
International leisure												
UK	58.7	63.8	78.0	70.7	55.8	58.5	78.0	84.1	52.8	0.3	1.7	4.0
Foreign	8.6	10.8	5.9	4.0	3.8	4.4	3.1	2.7	2.8	0.9	2.1	2.7
International business												
UK	3.2	3.5	2.4	5.2	1.5	1.9	1.5	3.2	2.8	0.3	2.2	5.3
Foreign	1.4	2.8	2.2	3.7	0.9	1.4	1.1	2.7	1.3	0.2	2.4	5.1
Domestic leisure												
UK	20.9	13.9	9.0	6.7	30.8	23.3	12.8	4.0	27.7	81.3	75.5	48.5
Foreign	1.2	0.8	0.5	0.2	0.5	2.3	0.4	0.1	0.9	2.1	1.9	1.5
Domestic business												
UK	5.8	4.5	1.7	9.2	6.4	7.3	2.5	2.9	11.3	14.6	13.7	32.4
Foreign	0.3	0.0	0.3	0.3	0.3	1.0	0.6	0.3	0.4	0.3	1	0.6
Total	100	100	100	100	100	100	100	100	100	100	100.0	100
Total terminating passengers (000s)	206	197	395	1,254	218	191	379	981	188	279	275	472

Table 6

Types of terminating passengers at Bristol, Cardiff and Southampton Airports 1976-1994/5 and relative growth rates.

Bristol		1976		1985		1994/5		Growth (%)		Average annual growth %	
		Number (000s)	%	Number (000s)	%	Number (000s)	%	1985-1976	1994-1985	1985-1976	1994-1985
International											
Business	UK	7	3.5	10	2.4	65	5.2	+40	+587	+4	+23
	Foreign	6	2.8	9	2.2	46	3.7	+56	+433	+5	+20
Leisure IT	UK	102	51.8	238	60.4	709	56.5	+133	+198	+10	+13
	Foreign	2	1.2	4	0.9	2	0.2	+46	-43	+8	-10
Leisure other	UK	24	12.0	70	17.8	178	14.2	+197	+154	+13	+11
	Foreign	19	9.5	19	4.9	48	3.8	+3	+147	+0	+11
Domestic		38	19.2	45	11.4	206	16.4	+18	+359	+2	+19
Total		197	100	394	100	1,254	100	+100	+219	+8	+14

Cardiff		1976		1985		1994/5		Growth (%)		Average annual growth %	
		Number (000s)	%	Number (000s)	%	Number (000s)	%	1985-1976	1994-1985	1985-1976	1994-1985
International											
Business	UK	4	1.9	6	1.5	31	3.3	+56	+459	+5	+20
	Foreign	3	1.4	4	1.2	26	2.8	+69	+495	+3	+23
Leisure IT	UK	100	53.5	231	62.0	668	70.3	+130	+189	+10	+13
	Foreign	1	0.4	2	0.5	3	0.3	+171	+47	+8	+5
Leisure other	UK	11	6.1	65	17.4	157	16.6	+468	+143	+22	+10
	Foreign	8	4.1	10	2.6	24	2.5	+29	+143	+3	+10
Domestic		65	34.6	60	16.2	72	7.6	-7	+20	-1	+2
Total		187	100	372	100	950	100	+99	+155	+8	+11

Southampton		1985		1994/5		Growth (%)	Average annual growth (%)
		Number (000s)	%	Number (000s)	%	1994-1985	1994-1985
International							
Business	UK	6	2.2	25	5.6	319	+17
	Foreign	7	2.4	24	5.4	266	+15
Leisure IT	UK	1	0.3	2	0.5	133	+8
	Foreign	0	0.0	1	0.2	700	+29
Leisure other	UK	4	1.5	11	2.5	182	+12
	Foreign	6	2.0	12	2.7	113	+8
Domestic		252	93.7	392	88.8	56	+5
Total		269	100	441	100	64	+6

Table 7
Origin/destination of terminating passengers at Bristol Airport in 1976, 1985 and 1994/5.

Origin/destination	International			Domestic		
	1976	1985	1994/5	1976	1985	1994/5
	%	%	%	%	%	%
South West Region						
Avon	45.7	40.3	36.9	63.3	58.6	55.3
Somerset	7.5	9.4	11.4	9.6	9.8	10.7
Wiltshire	4.5	4.6	6.2	5.0	6.2	8.4
Devon & Cornwall	11.4	16.7	19.3	4.5	4.2	9.2
Gloucestershire	5.0	5.7	6.7	8.2	10.2	3.1
Rest of South West	1.3	2.0	2.8	1.6	1.1	1.6
Total South West	75.4	78.7	83.4	92.2	90.0	88.2
Wales	20.5	16.5	12.3	5.5	3.1	9.9
Other Regions	4.0	4.8	4.3	2.1	7.1	2.0
Total	100	100	100	100	100	100
Total passengers(000s)	159	349	1,048	38	45	206

Table 8
Origin/destination of terminating passengers at Cardiff Airport in 1976, 1985 and 1994/5.

Origin/destination	International			Domestic		
	1976	1985	1994/5	1976	1985	1994/5
	%	%	%	%	%	%
Wales						
South Glamorgan	36.6	27.1	23.0	44.8	32.0	36.9
West Glamorgan	14.4	14.3	16.6	14.8	11.4	14.1
Mid Glamorgan	23.7	23.0	24.6	21.9	19.2	24.8
Gwent	7.8	17.1	14.9	7.3	18.2	13.0
Dyfed	6.8	5.9	8.4	7.3	9.8	6.3
Rest of Wales	0.9	0.9	0.9	1.2	2.2	1.6
Total Wales	90.2	88.3	88.4	97.3	92.8	96.6
West Midlands	0.8	1.2	1.2	0.6	2.6	0.4
South West	7.6	9.8	9.4	1.7	4.5	3.0
Other Regions	1.4	0.8	1.0	0.3	–	–
Total	100	100	100	100	100	100
Total Passengers (000s)	126	318	909	65	60	72

Table 9
Origin/destination of terminating passengers at Exeter Airport in 1994/5.

Origin/destination	International 1994/5	Domestic 1994/5
	%	%
South West Region		
Devon	72.7	63.4
Cornwall	13.2	10.5
Somerest	5.0	11.1
Dorset	2.9	2.0
Rest of South West	2.0	5.8
Total South West	96.0	92.8
South East	1.4	4.5
Other Regions	2.6	2.7
Total	100	100
Total passengers (000s)	113	76

Table 10
Origin/destination of terminating passengers at Southampton Airport in 1976, 1985 and 1994/5.

Origin/destination	International 1994/5	Domestic		
		1976	1985	1994/5
	%	%	%	%
South East Region				
Southampton	26.2	17.6	13.1	16.4
Portsmouth	10.3	5.1	5.1	6.2
Eastleigh	9.5	2.1	3.3	6.2
New Forest	8.0	0.9	3.9	4.9
Rest of Hampshire	20.5	14.1	16.0	18.7
Total Hampshire	74.5	39.8	41.4	52.3
Rest of South East	7.3	38.4	36.8	20.3
Total South East	81.8	78.1	78.2	72.6
South West	17.4	10.6	12.1	21.0
Other Regions	0.8	11.3	9.7	6.3
Total	100	100	100	100
Total passengers(000s)	74	274	252	392

Table 11
Origin/destination of terminating passengers
Bristol Airport

1994/95 annual international scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH WEST REGION														
Avon														
Bath	3229	5.2	2114	4.8	772	5.9	0	0.0	4449	8.0	3756	9.0	14320	6.6
Bristol	12916	20.7	22046	49.9	4882	37.1	0	0.0	12762	23.0	15019	35.9	67625	31.1
Bristol Airport	124	0.2	0	0.0	0	0.0	67	32.7	0	0.0	0	0.0	191	0.1
Kingswood	1007	1.6	86	0.2	165	1.3	0	0.0	1568	2.8	216	0.5	3042	1.4
North Avon	6206	9.9	1737	3.9	498	3.8	0	0.0	3806	6.9	912	2.2	13159	6.1
Wansdyke	2368	3.8	75	0.2	214	1.6	0	0.0	1851	3.3	516	1.2	5024	2.3
Woodspring	6807	10.9	1979	4.5	456	3.5	0	0.0	5129	9.3	2432	5.8	16803	7.7
Avon Sub-total	32657	52.2	28037	63.5	6987	53.1	67	32.7	29565	53.4	22851	54.7	120164	55.3
Somerset														
Mendip	4336	6.9	2801	6.3	584	4.4	0	0.0	2190	4.0	1550	3.7	11461	5.3
Sedgemoor	1555	2.5	730	1.7	797	6.1	0	0.0	1017	1.8	1222	2.9	5321	2.4
Taunton Deane	2177	3.5	432	1.0	262	2.0	0	0.0	1865	3.4	784	1.9	5520	2.5
West Somerset	66	0.1	181	0.4	0	0.0	0	0.0	285	0.5	533	1.3	1065	0.5
Yeovil	1475	2.4	439	1.0	259	2.0	0	0.0	2123	3.8	998	2.4	5294	2.4
Somerset Sub-total	9609	15.4	4583	10.4	1902	14.5	0	0.0	7480	13.5	5087	12.2	28661	13.2
Gloucestershire														
Cheltenham	264	0.4	290	0.7	61	0.5	0	0.0	312	0.6	241	0.6	1168	0.5
Cotswold	296	0.5	0	0.0	0	0.0	0	0.0	309	0.6	305	0.7	910	0.4
Forest of Dean	550	0.9	337	0.8	67	0.5	0	0.0	108	0.2	78	0.2	1140	0.5
Gloucester	134	0.2	177	0.4	131	1.0	0	0.0	423	0.8	155	0.4	1020	0.5
Stroud	1939	3.1	303	0.7	126	1.0	0	0.0	1477	2.7	655	1.6	4500	2.1
Tewkesbury	0	0.0	82	0.2	186	1.4	0	0.0	229	0.4	0	0.0	497	0.2
Glouc. Unspecified	86	0.1	0	0.0	0	0.0	0	0.0	0	0.0	58	0.1	144	0.1
Gloucestershire Sub-total	3183	5.1	1189	2.7	571	4.3	0	0.0	2858	5.2	1434	3.4	9235	4.3
Cornwall	1478	2.4	0	0.0	107	0.8	0	0.0	1974	3.6	2039	4.9	5598	2.6
Devon	7350	11.8	4650	10.5	1531	11.6	138	67.3	5823	10.5	4780	11.4	24272	11.2
Dorset	414	0.7	100	0.2	67	0.5	0	0.0	933	1.7	812	1.9	2326	1.1
Wiltshire	2268	3.6	1284	2.9	1132	8.6	0	0.0	2212	4.0	978	2.3	7874	3.6
South West Sub-total	56959	91.1	39843	90.2	12297	93.4	205	100	50845	91.8	37981	90.9	198130	91.2
Wales														
Gwent	1818	2.9	1131	2.6	0	0.0	0	0.0	1071	1.9	552	1.3	4572	2.1
Mid Glamorgan	739	1.2	83	0.2	283	2.2	0	0.0	632	1.1	614	1.5	2351	1.1
South Glamorgan	1177	1.9	906	2.1	254	1.9	0	0.0	1247	2.3	1504	3.6	5088	2.3
West Glamorgan	717	1.1	260	0.6	61	0.5	0	0.0	296	0.5	447	1.1	1781	0.8
Rest of Wales	152	0.2	93	0.2	203	1.5	0	0.0	151	0.3	439	1.1	1038	0.5
Wales Sub-total	4603	7.4	2473	5.6	801	6.1	0	0.0	3397	6.1	3556	8.5	14830	6.8
Other Regions														
East Anglia	29	0.0	80	0.2	0	0.0	0	0.0	0	0.0	0	0.0	109	0.1
East Midlands	0	0.0	252	0.6	61	0.5	0	0.0	189	0.3	0	0.0	502	0.2
North West	205	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	205	0.1
Northern	0	0.0	110	0.2	0	0.0	0	0.0	0	0.0	0	0.0	110	0.1
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South East	337	0.5	1213	2.7	0	0.0	0	0.0	875	1.6	156	0.4	2581	1.2
West Midlands	407	0.7	192	0.4	0	0.0	0	0.0	71	0.1	94	0.2	764	0.4
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	978	1.6	1847	4.2	61	0.5	0	0.0	1135	2.0	250	0.6	4271	2.0
Total	62540	100	44163	100	13159	100	205	100	55377	100	41787	100	217231	100

Table 12
Origin/destination of terminating passengers
Bristol Airport

1994/95 annual international charter passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH WEST REGION														
Avon														
Bath	774	29.5	0	0.0	11952	1.7	0	0.0	1787	1.5	593	10.1	15106	1.8
Bristol	0	0.0	46	2.8	84911	12.2	86	4.8	13144	10.7	3034	51.6	101221	12.2
Kingswood	0	0.0	0	0.0	22870	3.3	0	0.0	3195	2.6	200	3.4	26265	3.2
North Avon	0	0.0	0	0.0	30394	4.4	0	0.0	7104	5.8	0	0.0	37498	4.5
Wansdyke	0	0.0	0	0.0	23067	3.3	0	0.0	4195	3.4	0	0.0	27262	3.3
Woodspring	176	6.7	0	0.0	45474	6.5	0	0.0	13699	11.1	120	2.0	59469	7.2
Avon Sub-total	950	36.1	46	2.8	218668	31.4	86	4.8	43124	35.1	3947	67.1	266821	32.1
Somerset														
Mendip	0	0.0	0	0.0	18694	2.7	0	0.0	4402	3.6	0	0.0	23096	2.8
Sedgemoor	0	0.0	0	0.0	14674	2.1	0	0.0	3309	2.7	246	4.2	18229	2.2
Taunton Deane	0	0.0	299	18.3	18741	2.7	0	0.0	2747	2.2	54	0.9	21841	2.6
West Somerset	0	0.0	0	0.0	1508	0.2	0	0.0	1670	1.4	0	0.0	3178	0.4
Yeovil	0	0.0	7	0.4	18920	2.7	0	0.0	5624	4.6	304	5.2	24855	3.0
Somerset Sub-total	0	0.0	306	18.7	72537	10.4	0	0.0	17752	14.4	604	10.3	91199	11.0
Gloucestershire														
Cheltenham	0	0.0	0	0.0	8942	1.3	0	0.0	524	0.4	0	0.0	9466	1.1
Cotswold	0	0.0	0	0.0	2353	0.3	0	0.0	188	0.2	0	0.0	2541	0.3
Forest of Dean	0	0.0	0	0.0	14133	2.0	0	0.0	867	0.7	0	0.0	15000	1.8
Gloucester	0	0.0	0	0.0	8646	1.2	0	0.0	269	0.2	0	0.0	8915	1.1
Stroud	0	0.0	0	0.0	14457	2.1	0	0.0	5981	4.9	0	0.0	20438	2.5
Tewkesbury	0	0.0	0	0.0	3671	0.5	500	27.7	0	0.0	0	0.0	4171	0.5
Gloucester Unspec.	0	0.0	0	0.0	0	0.0	0	0.0	299	0.2	0	0.0	299	0.0
Gloucestershire Sub-total	0	0.0	0	0.0	52202	7.5	500	27.7	8128	6.6	0	0.0	60830	7.3
Cornwall	120	4.6	0	0.0	41035	5.9	0	0.0	8520	6.9	86	1.5	49761	6.0
Devon	467	17.8	0	0.0	105687	15.2	225	12.5	15754	12.8	166	2.8	122299	14.7
Dorset	0	0.0	0	0.0	25324	3.6	299	16.6	1680	1.4	0	0.0	27303	3.3
Wiltshire	355	13.5	39	2.4	51110	7.3	495	27.4	5002	4.1	135	2.3	57136	6.9
South West Sub-total	1892	72.0	391	23.9	566563	81.4	1605	88.9	99960	81.3	4938	84.0	675349	81.3
Wales														
Gwent	511	19.4	0	0.0	22800	3.3	0	0.0	3635	3.0	349	5.9	27295	3.3
Mid Glamorgan	0	0.0	0	0.0	29004	4.2	0	0.0	4713	3.8	0	0.0	33717	4.1
South Glamorgan	0	0.0	0	0.0	16997	2.4	27	1.5	1781	1.4	0	0.0	18805	2.3
West Glamorgan	0	0.0	0	0.0	16811	2.4	0	0.0	5393	4.4	0	0.0	22204	2.7
Rest of Wales	0	0.0	0	0.0	9717	1.4	173	9.6	1862	1.5	394	6.7	12146	1.5
Wales Sub-total	511	19.4	0	0.0	95329	13.7	200	11.1	17384	14.1	743	12.6	114167	13.7
Other Regions														
East Anglia	0	0.0	0	0.0	97	0.0	0	0.0	0	0.0	0	0.0	97	0.0
East Midlands	0	0.0	0	0.0	474	0.1	0	0.0	0	0.0	0	0.0	474	0.1
North West	0	0.0	0	0.0	442	0.1	0	0.0	245	0.2	190	3.2	877	0.1
Northern	0	0.0	0	0.0	2880	0.4	0	0.0	0	0.0	0	0.0	2880	0.3
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South East	225	8.6	1243	76.1	17772	2.6	0	0.0	1398	1.1	0	0.0	20638	2.5
West Midlands	0	0.0	0	0.0	11518	1.7	0	0.0	3933	3.2	7	0.1	15458	1.9
Yorkshire/Humberside	0	0.0	0	0.0	660	0.1	0	0.0	0	0.0	0	0.0	660	0.1
Other Regions Sub-total	225	8.6	1243	76.1	33843	4.9	0	0.0	5576	4.5	197	3.4	41084	4.9
Total	2628	100	1634	100	695735	100	1805	100	122920	100	5878	100	830600	100

Table 13
Origin/destination of terminating passengers
Bristol Airport

1994/95 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH WEST REGION														
Avon														
Bath	11569	10.0	572	16.3	334	5.3	0	0.0	4891	6.2	93	4.5	17459	8.5
Bristol	34279	29.5	717	20.4	1610	25.6	0	0.0	20943	26.7	643	30.9	58192	28.2
Bristol Airport	317	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	317	0.2
Kingswood	2532	2.2	0	0.0	305	4.8	0	0.0	1039	1.3	0	0.0	3876	1.9
North Avon	6232	5.4	201	5.7	501	8.0	0	0.0	2448	3.1	149	7.2	9531	4.6
Wansdyke	4883	4.2	110	3.1	207	3.3	0	0.0	2443	3.1	0	0.0	7643	3.7
Woodspring	8706	7.5	0	0.0	589	9.4	0	0.0	7259	9.3	46	2.2	16600	8.0
Avon Unspec	529	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	529	0.3
Avon Sub-total	69047	59.5	1600	45.6	3546	56.3	0	0.0	39023	49.8	931	44.7	114147	55.3
Somerset														
Mendip	3221	2.8	0	0.0	69	1.1	0	0.0	3745	4.8	75	3.6	7110	3.4
Sedgemoor	1752	1.5	0	0.0	775	12.3	0	0.0	2293	2.9	40	1.9	4860	2.4
Taunton Deane	3244	2.8	137	3.9	95	1.5	0	0.0	1162	1.5	0	0.0	4638	2.2
West Somerset	497	0.4	0	0.0	37	0.6	0	0.0	521	0.7	0	0.0	1055	0.5
Yeovil	2348	2.0	211	6.0	0	0.0	0	0.0	1789	2.3	0	0.0	4348	2.1
Somerset Sub-total	11062	9.5	348	9.9	976	15.5	0	0.0	9510	12.1	115	5.5	22011	10.7
Gloucestershire														
Cheltenham	292	0.3	204	5.8	93	1.5	0	0.0	876	1.1	0	0.0	1465	0.7
Cotswold	219	0.2	0	0.0	108	1.7	0	0.0	248	0.3	0	0.0	575	0.3
Forest of Dean	505	0.4	0	0.0	0	0.0	0	0.0	178	0.2	0	0.0	683	0.3
Gloucester	683	0.6	0	0.0	206	3.3	0	0.0	321	0.4	0	0.0	1210	0.6
Stroud	1354	1.2	0	0.0	75	1.2	0	0.0	607	0.8	0	0.0	2036	1.0
Tewkesbury	290	0.2	0	0.0	0	0.0	0	0.0	67	0.1	0	0.0	357	0.2
Gloucestershire Sub-total	3343	2.9	204	5.8	482	7.7	0	0.0	2297	2.9	0	0.0	6326	3.1
Cornwall	1256	1.1	46	1.3	0	0.0	0	0.0	1297	1.7	0	0.0	2599	1.3
Devon	8008	6.9	116	3.3	0	0.0	0	0.0	7501	9.6	655	31.5	16280	7.9
Dorset	1052	0.9	0	0.0	0	0.0	0	0.0	2168	2.8	0	0.0	3220	1.6
Wiltshire	10195	8.8	771	22.0	720	11.4	0	0.0	5363	6.8	282	13.5	17331	8.4
South West Sub-total	103963	89.6	3085	87.8	5724	90.9	0	0.0	67159	85.7	1983	95.2	181914	88.2
Wales														
Gwent	3127	2.7	0	0.0	28	0.4	0	0.0	3568	4.6	0	0.0	6723	3.3
Mid Glamorgan	1766	1.5	0	0.0	0	0.0	0	0.0	1506	1.9	0	0.0	3272	1.6
South Glamorgan	4628	4.0	46	1.3	0	0.0	0	0.0	2508	3.2	99	4.8	7281	3.5
West Glamorgan	799	0.7	0	0.0	66	1.0	0	0.0	604	0.8	0	0.0	1469	0.7
Rest of Wales	597	0.5	288	8.2	0	0.0	0	0.0	688	0.9	0	0.0	1573	0.8
Wales Sub-total	10917	9.4	334	9.5	94	1.5	0	0.0	8874	11.3	99	4.8	20318	9.9
Other Regions														
East Anglia	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
East Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North West	46	0.0	0	0.0	0	0.0	0	0.0	275	0.4	0	0.0	321	0.2
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South East	834	0.7	0	0.0	0	0.0	0	0.0	1034	1.3	0	0.0	1868	0.9
West Midlands	252	0.2	93	2.6	481	7.6	0	0.0	1009	1.3	0	0.0	1835	0.9
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	1132	1.0	93	2.6	481	7.6	0	0.0	2318	3.0	0	0.0	4024	2.0
Total	116012	100	3512	100	6299	100	0	0	78351	100	2082	100	206256	100

Table 14
Origin/destination of terminating passengers
Cardiff - Wales Airport

1994/95 annual international scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
WALES														
South Glamorgan														
Cardiff	12102	40.0	11880	46.0	1272	29.0	73	22.1	6792	29.3	5746	40.6	37865	38.6
Cardiff Airport	70	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	70	0.1
Vale of Glamorgan	3283	10.9	1483	5.7	1022	23.3	0	0.0	2755	11.9	683	4.8	9226	9.4
South Glamorgan Sub-total	15455	51.1	13363	51.8	2294	52.3	73	22.1	9547	41.1	6429	45.4	47161	48.0
West Glamorgan														
Afan	538	1.8	331	1.3	0	0.0	0	0.0	565	2.4	529	3.7	1963	2.0
Lliw Valley	338	1.1	165	0.6	0	0.0	0	0.0	974	4.2	173	1.2	1650	1.7
Neath	258	0.9	92	0.4	150	3.4	0	0.0	189	0.8	0	0.0	689	0.7
Swansea	3195	10.6	3158	12.2	440	10.0	257	77.9	1754	7.6	1544	10.9	10348	10.5
West Glamorgan Sub-total	4329	14.3	3746	14.5	590	13.4	257	77.9	3482	15.0	2246	15.9	14650	14.9
Mid Glamorgan														
Cynon Valley	81	0.3	91	0.4	0	0.0	0	0.0	464	2.0	0	0.0	636	0.6
Merthyr Tydfil	411	1.4	323	1.3	0	0.0	0	0.0	750	3.2	0	0.0	1484	1.5
Ogwr	1638	5.4	1647	6.4	161	3.7	0	0.0	2339	10.1	457	3.2	6242	6.4
Rhondda	230	0.8	0	0.0	0	0.0	0	0.0	479	2.1	24	0.2	733	0.7
Rhymney Valley	647	2.1	684	2.7	168	3.8	0	0.0	360	1.6	366	2.6	2225	2.3
Taff-Ely	1682	5.6	522	2.0	332	7.6	0	0.0	970	4.2	857	6.0	4363	4.4
Mid Glamorgan Unspec	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Mid Glamorgan Sub-total	4689	15.5	3267	12.7	661	15.1	0	0.0	5362	23.1	1704	12.0	15683	16.0
Gwent														
Blaenau Gwent	775	2.6	52	0.2	0	0.0	0	0.0	198	0.9	53	0.4	1078	1.1
Islwyn	237	0.8	143	0.6	200	4.6	0	0.0	337	1.5	120	0.8	1037	1.1
Monmouth	1063	3.5	0	0.0	48	1.1	0	0.0	521	2.2	354	2.5	1986	2.0
Newport	1155	3.8	2141	8.3	62	1.4	0	0.0	738	3.2	585	4.1	4681	4.8
Torfaen	625	2.1	826	3.2	0	0.0	0	0.0	190	0.8	42	0.3	1683	1.7
Gwent Unspec	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Gwent Sub-total	3855	12.7	3162	12.3	310	7.1	0	0.0	1984	8.5	1154	8.1	10465	10.7
Powys														
Brecknock	190	0.6	57	0.2	0	0.0	0	0.0	163	0.7	106	0.7	516	0.5
Radnor	45	0.1	70	0.3	0	0.0	0	0.0	0	0.0	0	0.0	115	0.1
Powys Sub-total	235	0.8	127	0.5	0	0.0	0	0.0	163	0.7	106	0.7	631	0.6
Dyfed														
Carmarthen	142	0.5	0	0.0	45	1.0	0	0.0	565	2.4	94	0.7	846	0.9
Ceredigion	492	1.6	58	0.2	0	0.0	0	0.0	618	2.7	1059	7.5	2227	2.3
Dinefwr	146	0.5	45	0.2	0	0.0	0	0.0	421	1.8	523	3.7	1135	1.2
Llanelli	425	1.4	410	1.6	213	4.9	0	0.0	256	1.1	83	0.6	1387	1.4
Preseli	161	0.5	329	1.3	45	1.0	0	0.0	251	1.1	193	1.4	979	1.0
South Pembrokeshire	322	1.1	295	1.1	76	1.7	0	0.0	249	1.1	275	1.9	1217	1.2
Dyfed Sub-total	1688	5.6	1137	4.4	379	8.6	0	0.0	2360	10.2	2227	15.7	7791	7.9
Gwynedd														
Meirionnyd	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	83	0.6	83	0.1
Gwynedd Sub-Total	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	83	0.6	83	0.1
Wales Sub-total	30251	100	24802	96.1	4234	96.4	330	100	22898	98.7	13949	98.5	96464	98.3
Other Regions														
East Anglia	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
East Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North West	0	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	0.0
South East	0	0.0	381	1.5	0	0.0	0	0.0	0	0.0	0	0.0	381	0.4
South West	0	0.0	515	2.0	156	3.6	0	0.0	251	1.1	64	0.5	986	1.0
West Midlands	0	0.0	103	0.4	0	0.0	0	0.0	62	0.3	155	1.1	320	0.3
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	0	0.0	999	3.9	156	3.6	0	0.0	313	1.3	219	1.5	1687	1.7
Total	30251	100	25801	100	4390	100	330	100	23211	100	14168	100	98151	100

Table 15
Origin/destination of terminating passengers
Cardiff -Wales Airport

1994/95 annual international charter passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
WALES														
South Glamorgan														
Cardiff	0	0.0	82	20.9	84019	12.7	81	3.3	18500	13.8	6828	70.7	109510	13.5
Vale of Glamorgan	0	0.0	0	0.0	41423	6.2	534	21.5	10365	7.7	493	5.1	52815	6.5
South Glamorgan Sub-total	0	0.0	82	20.9	125442	18.9	615	24.7	28865	21.5	7321	75.8	162325	20.0
West Glamorgan														
Afan	0	0.0	0	0.0	21096	3.2	0	0.0	3112	2.3	0	0.0	24208	3.0
Lliw Valley	36	3.4	0	0.0	53353	8.0	169	6.8	15506	11.6	202	2.1	69266	8.5
Neath	0	0.0	0	0.0	20193	3.0	0	0.0	3843	2.9	0	0.0	24036	3.0
Swansea	0	0.0	0	0.0	244	0.0	0	0.0	0	0.0	0	0.0	244	0.0
W Glamorgan Unspec	0	0.0	0	0.0	14890	2.2	0	0.0	3489	2.6	0	0.0	18379	2.3
West Glamorgan Sub-total	36	3.4	0	0.0	109776	16.6	169	6.8	25950	19.3	202	2.1	136133	16.8
Mid Glamorgan														
Cynon Valley	0	0.0	0	0.0	14151	2.1	0	0.0	1944	1.4	206	2.1	16301	2.0
Merthyr Tydfil	0	0.0	0	0.0	20693	3.1	0	0.0	4319	3.2	0	0.0	25012	3.1
Ogwr	213	20.4	0	0.0	45201	6.8	1079	43.4	8788	6.6	0	0.0	55281	6.8
Rhondda	0	0.0	0	0.0	36521	5.5	0	0.0	3305	2.5	0	0.0	39826	4.9
Rhymney Valley	0	0.0	0	0.0	33419	5.0	0	0.0	3848	2.9	0	0.0	37267	4.6
Taff-Ely	102	9.8	107	27.3	30079	4.5	0	0.0	4128	3.1	57	0.6	34473	4.3
Mid Glamorgan Unspec	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Mid Glamorgan Sub-total	315	30.2	107	27.3	180064	27.2	1079	43.4	26332	19.6	263	2.7	208160	25.7
Gwent														
Blaenau Gwent	0	0.0	0	0.0	20856	3.1	0	0.0	803	0.6	0	0.0	21659	2.7
Islwyn	0	0.0	61	15.6	15573	2.3	0	0.0	3827	2.9	0	0.0	19461	2.4
Monmouth	0	0.0	0	0.0	9992	1.5	399	16.0	1908	1.4	0	0.0	12299	1.5
Newport	0	0.0	0	0.0	38571	5.8	0	0.0	5584	4.2	0	0.0	44155	5.4
Torfaen	0	0.0	0	0.0	25327	3.8	0	0.0	1568	1.2	170	1.8	27065	3.3
Gwent Unspec	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Gwent Sub-total	0	0.0	61	15.6	110319	16.6	399	16.0	13690	10.2	170	1.8	124639	15.4
Powys														
Brecknock	0	0.0	0	0.0	4941	0.7	0	0.0	767	0.6	0	0.0	5708	0.7
Radnor	0	0.0	0	0.0	1077	0.2	0	0.0	0	0.0	0	0.0	1077	0.1
Montgomery	0	0.0	0	0.0	86	0.0	0	0.0	0	0.0	0	0.0	86	0.0
Powys Sub-total	0	0.0	0	0.0	6104	0.9	0	0.0	767	0.6	0	0.0	6871	0.8
Dyfed														
Carmarthen	0	0.0	0	0.0	6416	1.0	0	0.0	2027	1.5	0	0.0	8443	1.0
Ceredigion	0	0.0	0	0.0	304	0.0	0	0.0	0	0.0	0	0.0	304	0.0
Dinefwr	0	0.0	0	0.0	7180	1.1	0	0.0	1701	1.3	0	0.0	8881	1.1
Llanelli	0	0.0	0	0.0	6108	0.9	0	0.0	2361	1.8	0	0.0	8469	1.0
Preseli	0	0.0	0	0.0	3650	0.6	0	0.0	2170	1.6	0	0.0	5820	0.7
South Pembrokeshire	0	0.0	0	0.0	21315	3.2	224	9.0	2934	2.2	401	4.1	24874	3.1
Dyfed Unspecified	0	0.0	0	0.0	9588	1.4	0	0.0	2340	1.7	64	0.7	11992	1.5
Dyfed Sub-total	0	0.0	0	0.0	54561	8.2	224	9.0	13533	10.1	465	4.8	68783	8.5
Gwynedd	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Clwyd														
Glyndwr	0	0.0	0	0.0	0	0.0	0	0.0	341	0.3	0	0.0	341	0.0
Clwyd Sub-Total	0	0.0	0	0.0	0	0.0	0	0.0	341	0.3	0	0.0	341	0.0
Wales Sub-total	351	33.6	250	63.8	586266	88.4	2486	100	109478	81.6	8421	87.1	707252	87.2
Other Regions														
East Anglia	0	0.0	0	0.0	81	0.0	0	0.0	0	0.0	0	0.0	81	0.0
East Midlands	0	0.0	0	0.0	392	0.1	0	0.0	0	0.0	0	0.0	392	0.0
North West	172	16.5	0	0.0	259	0.0	0	0.0	0	0.0	0	0.0	431	0.1
Northern	0	0.0	0	0.0	175	0.0	0	0.0	64	0.0	0	0.0	239	0.0
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	835	0.6	277	2.9	1112	0.1
South East	172	16.5	0	0.0	2365	0.4	0	0.0	2876	2.1	0	0.0	5413	0.7
South West	349	33.4	0	0.0	65311	9.8	0	0.0	17554	13.1	965	10.0	84179	10.4
West Midlands	0	0.0	142	36.2	7144	1.1	0	0.0	3165	2.4	0	0.0	10451	1.3
Yorkshire/Humberside	0	0.0	0	0.0	1091	0.2	0	0.0	145	0.1	0	0.0	1236	0.2
Other Regions Sub-total	693	66.4	142	36.2	76818	11.6	0	0.0	24639	18.4	1242	12.9	103534	12.8
Total	1044	100	392	100	663084	100	2486	100	134117	100	9663	100	810786	100

Table 16
Origin/destination of terminating passengers
Cardiff -Wales Airport

1994/95 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
WALES														
South Glamorgan														
Cardiff	9293	32.2	1540	58.6	1221	14.3	0	0.0	6943	22.2	388	40.8	19385	26.8
Cardiff Airport	161	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	161	0.2
Vale of Glamorgan	3458	12.0	0	0.0	935	11.0	0	0.0	2529	8.1	177	18.6	7099	9.8
South Glamorgan Sub-total	12912	44.7	1540	58.6	2156	25.3	0	0.0	9472	30.4	565	59.3	26645	36.9
West Glamorgan														
Afan	443	1.5	0	0.0	191	2.2	0	0.0	633	2.0	0	0.0	1267	1.8
Lliw Valley	223	0.8	0	0.0	241	2.8	0	0.0	526	1.7	0	0.0	990	1.4
Neath	415	1.4	205	7.8	542	6.4	0	0.0	856	2.7	0	0.0	2018	2.8
Swansea	2384	8.3	230	8.8	320	3.8	0	0.0	2832	9.1	0	0.0	5766	8.0
W Glamorgan Unspec	0	0.0	0	0.0	0	0.0	0	0.0	121	0.4	0	0.0	121	0.2
West Glamorgan Sub-total	3465	12.0	435	16.6	1294	15.2	0	0.0	4968	15.9	0	0.0	10162	14.1
Mid Glamorgan														
Cynon Valley	210	0.7	0	0.0	117	1.4	0	0.0	358	1.1	0	0.0	685	0.9
Merthyr Tydfil	765	2.6	0	0.0	98	1.1	0	0.0	629	2.0	0	0.0	1492	2.1
Ogwr	1822	6.3	0	0.0	990	11.6	0	0.0	2040	6.5	0	0.0	4852	6.7
Rhondda	892	3.1	0	0.0	119	1.4	0	0.0	1138	3.6	0	0.0	2149	3.0
Rhymney Valley	455	1.6	82	3.1	659	7.7	0	0.0	1781	5.7	0	0.0	2977	4.1
Taff-Ely	988	3.4	0	0.0	880	10.3	0	0.0	3629	11.6	250	26.3	5747	8.0
Mid Glamorgan Unspec	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Mid Glamorgan Sub-total	5132	17.8	82	3.1	2863	33.6	0	0.0	9575	30.7	250	26.3	17902	24.8
Gwent														
Blaenau Gwent	247	0.9	0	0.0	117	1.4	0	0.0	96	0.3	0	0.0	460	0.6
Islwyn	0	0.0	0	0.0	0	0.0	0	0.0	173	0.6	0	0.0	173	0.2
Monmouth	416	1.4	0	0.0	179	2.1	0	0.0	1139	3.6	35	3.7	1769	2.5
Newport	1664	5.8	0	0.0	366	4.3	0	0.0	995	3.2	0	0.0	3025	4.2
Torfaen	1687	5.8	313	11.9	363	4.3	0	0.0	912	2.9	0	0.0	3275	4.5
Gwent Unspec	0	0.0	0	0.0	0	0.0	0	0.0	669	2.1	0	0.0	669	0.9
Gwent Sub-total	4014	13.9	313	11.9	1025	12.0	0	0.0	3984	12.8	35	3.7	9371	13.0
Powys														
Brecknock	1115	3.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1115	1.5
Radnor	0	0.0	0	0.0	0	0.0	0	0.0	30	0.1	0	0.0	30	0.0
Powys Sub-total	1115	3.9	0	0.0	0	0.0	0	0.0	30	0.1	0	0.0	1145	1.6
Dyfed														
Carmarthen	575	2.0	0	0.0	209	2.4	0	0.0	248	0.8	102	10.7	1134	1.6
Ceredigion	84	0.3	0	0.0	66	0.8	0	0.0	184	0.6	0	0.0	334	0.5
Dinefwr	0	0.0	0	0.0	0	0.0	0	0.0	387	1.2	0	0.0	387	0.5
Llanelli	43	0.1	43	1.6	0	0.0	0	0.0	322	1.0	0	0.0	408	0.6
Preseli	102	0.4	215	8.2	0	0.0	0	0.0	503	1.6	0	0.0	820	1.1
South Pembrokeshire	406	1.4	0	0.0	527	6.2	0	0.0	521	1.7	0	0.0	1454	2.0
Dyfed Sub-total	1210	4.2	258	9.8	802	9.4	0	0.0	2165	6.9	102	10.7	4537	6.3
Gwynedd	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Wales Sub-total	27848	96.4	2628	100	8140	95.4	0	0.0	30194	96.8	952	100	69762	96.6
Other Regions														
East Anglia	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
East Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North West	0	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	0.0
South East	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South West	1036	3.6	0	0.0	212	2.5	0	0.0	929	3.0	0	0.0	2177	3.0
West Midlands	0	0.0	0	0.0	179	2.1	0	0.0	84	0.3	0	0.0	263	0.4
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	1036	3.6	0	0.0	391	4.6	0	0.0	1013	3.2	0	0.0	2440	3.4
Total	28884	100	2628	100	8531	100	0	0	31207	100	952	100	72202	100

Table 17
Origin/destination of terminating passengers
Exeter Airport

1994/95 annual international scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH WEST REGION														
Devon														
East Devon	698	14.6	35	1.6	79	15.3	0	0.0	964	11.6	596	16.0	2372	12.2
Exeter	966	20.2	840	39.6	68	13.1	0	0.0	1588	19.2	717	19.3	4179	21.4
Mid Devon	161	3.4	0	0.0	0	0.0	0	0.0	327	3.9	86	2.3	574	2.9
North Devon	170	3.6	0	0.0	38	7.3	0	0.0	682	8.2	89	2.4	979	5.0
Plymouth	313	6.6	215	10.1	62	12.0	0	0.0	453	5.5	417	11.2	1460	7.5
South Hams	414	8.7	52	2.5	0	0.0	68	100	573	6.9	131	3.5	1238	6.4
Teignbridge	355	7.4	167	7.9	51	9.8	0	0.0	842	10.2	273	7.3	1688	8.7
Torbay	297	6.2	296	13.9	55	10.6	0	0.0	619	7.5	920	24.7	2187	11.2
Torridge	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	84	2.3	84	0.4
West Devon	17	0.4	35	1.6	88	17.0	0	0.0	207	2.5	133	3.6	480	2.5
Devon subtotal	3391	71.0	1640	77.3	441	85.1	68	100	6255	75.5	3446	92.7	15241	78.2
Cornwall														
Caradon	66	1.4	38	1.8	0	0.0	0	0.0	95	1.1	97	2.6	296	1.5
Carrick	60	1.3	74	3.5	0	0.0	0	0.0	370	4.5	0	0.0	504	2.6
Kerrier	35	0.7	0	0.0	0	0.0	0	0.0	249	3.0	61	1.6	345	1.8
North Cornwall	176	3.7	76	3.6	0	0.0	0	0.0	180	2.2	0	0.0	432	2.2
Penwith	0	0.0	0	0.0	0	0.0	0	0.0	40	0.5	16	0.4	56	0.3
Restormel	132	2.8	162	7.6	0	0.0	0	0.0	213	2.6	38	1.0	545	2.8
Cornwall subtotal	469	9.8	350	16.5	0	0.0	0	0.0	1147	13.8	212	5.7	2178	11.2
Dorset														
Bournemouth	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Christchurch	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North Dorset	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Poole	61	1.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	61	0.3
Purbeck	0	0.0	0	0.0	0	0.0	0	0.0	4	0.0	0	0.0	4	0.0
West Dorset	139	2.9	0	0.0	26	5.0	0	0.0	512	6.2	0	0.0	677	3.5
Weymouth and Portland	0	0.0	0	0.0	51	9.8	0	0.0	0	0.0	0	0.0	51	0.3
Wimborne	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Dorset subtotal	200	4.2	0	0.0	77	14.9	0	0.0	516	6.2	0	0.0	793	4.1
Somerset														
Mendip	66	1.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	66	0.3
Sedgemoor	0	0.0	132	6.2	0	0.0	0	0.0	16	0.2	0	0.0	148	0.8
Taunton Deane	183	3.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	183	0.9
West Somerset	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20	0.5	20	0.1
Yeovil	51	1.1	0	0.0	0	0.0	0	0.0	144	1.7	0	0.0	195	1.0
Somerset Sub-total	300	6.3	132	6.2	0	0.0	0	0.0	160	1.9	20	0.5	612	3.1
Avon	233	4.9	0	0.0	0	0.0	0	0.0	145	1.8	0	0.0	378	1.9
Gloucestershire	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Wiltshire	0	0.0	0	0.0	0	0.0	0	0.0	41	0.5	0	0.0	41	0.2
South West Sub-total	4593	96.2	2122	100	518	100	68	100	8264	99.8	3678	98.9	19243	98.8
Other Regions														
East Anglia	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	31	0.8	31	0.2
East Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North West	183	3.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	183	0.9
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South East	0	0.0	0	0.0	0	0.0	0	0.0	4	0.0	0	0.0	4	0.0
Wales	0	0.0	0	0.0	0	0.0	0	0.0	8	0.1	9	0.2	17	0.1
West Midlands	0	0.0	0	0.0	0	0.0	0	0.0	8	0.1	0	0.0	8	0.0
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	183	3.8	0	0.0	0	0.0	0	0.0	20	0.2	40	1.1	243	1.2
Total	4776	100	2122	100	518	100	68	100	8284	100	3718	100	19486	100

Table 18
Origin/destination of terminating passengers
Exeter Airport

1994/95 annual international charter passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH WEST REGION														
Devon														
East Devon	0	0.0	0	0.0	7540	10.2	0	0.0	1405	8.3	60	5.0	9005	9.7
Exeter	0	0.0	65	18.1	8904	12.1	0	0.0	645	3.8	431	35.8	10045	10.8
Mid Devon	0	0.0	0	0.0	2595	3.5	46	23.0	571	3.4	0	0.0	3212	3.5
North Devon	0	0.0	0	0.0	1970	2.7	0	0.0	895	5.3	14	1.2	2879	3.1
Plymouth	201	35.6	136	37.8	15194	20.6	0	0.0	2653	15.7	42	3.5	18226	19.6
South Hams	0	0.0	0	0.0	4181	5.7	0	0.0	1314	7.8	0	0.0	5495	5.9
Teignbridge	201	35.6	0	0.0	4894	6.6	0	0.0	1574	9.3	0	0.0	6669	7.2
Torbay	0	0.0	52	14.4	6615	9.0	0	0.0	1442	8.6	28	2.3	8137	8.7
Torridge	0	0.0	0	0.0	1314	1.8	0	0.0	208	1.2	0	0.0	1522	1.6
West Devon	0	0.0	0	0.0	1123	1.5	0	0.0	306	1.8	12	1.0	1441	1.5
Devon subtotal	402	71.2	253	70.3	54330	73.5	46	23.0	11013	65.3	587	48.8	66631	71.6
Cornwall														
Caradon	0	0.0	0	0.0	3462	4.7	0	0.0	1208	7.2	28	2.3	4698	5.0
Carrick	0	0.0	0	0.0	1174	1.6	0	0.0	469	2.8	230	19.1	1873	2.0
Kerrier	0	0.0	0	0.0	697	0.9	0	0.0	415	2.5	0	0.0	1112	1.2
North Cornwall	0	0.0	0	0.0	500	0.7	0	0.0	260	1.5	0	0.0	760	0.8
Penwith	0	0.0	0	0.0	1589	2.2	0	0.0	161	1.0	0	0.0	1750	1.9
Restormel	0	0.0	0	0.0	1818	2.5	0	0.0	705	4.2	0	0.0	2523	2.7
Cornwall subtotal	0	0.0	0	0.0	9240	12.5	0	0.0	3218	19.1	258	21.4	12716	13.7
Dorset														
Bournemouth	0	0.0	0	0.0	154	0.2	0	0.0	0	0.0	0	0.0	154	0.2
Christchurch	0	0.0	0	0.0	135	0.2	0	0.0	0	0.0	0	0.0	135	0.1
North Dorset	0	0.0	0	0.0	66	0.1	0	0.0	0	0.0	0	0.0	66	0.1
Poole	0	0.0	0	0.0	165	0.2	0	0.0	46	0.3	0	0.0	211	0.2
Purbeck	0	0.0	0	0.0	0	0.0	0	0.0	66	0.4	0	0.0	66	0.1
West Dorset	0	0.0	0	0.0	489	0.7	0	0.0	254	1.5	107	8.9	850	0.9
Weymouth and Portland	0	0.0	0	0.0	669	0.9	0	0.0	247	1.5	0	0.0	916	1.0
Wimborne	0	0.0	0	0.0	104	0.1	0	0.0	22	0.1	0	0.0	126	0.1
Dorset subtotal	0	0.0	0	0.0	1782	2.4	0	0.0	635	3.8	107	8.9	2524	2.7
Somerset														
Mendip	0	0.0	0	0.0	379	0.5	0	0.0	125	0.7	0	0.0	504	0.5
Sedgemoor	0	0.0	0	0.0	973	1.3	0	0.0	125	0.7	28	2.3	1126	1.2
Taunton Deane	0	0.0	0	0.0	1580	2.1	46	23.0	73	0.4	28	2.3	1727	1.9
West Somerset	0	0.0	0	0.0	218	0.3	0	0.0	123	0.7	46	3.8	387	0.4
Yeovil	0	0.0	107	29.7	923	1.2	0	0.0	293	1.7	0	0.0	1323	1.4
Somerset Sub-total	0	0.0	107	29.7	4073	5.5	46	23.0	739	4.4	102	8.5	5067	5.4
Avon	0	0.0	0	0.0	1021	1.4	0	0.0	453	2.7	149	12.4	1623	1.7
Gloucestershire	0	0.0	0	0.0	103	0.1	0	0.0	0	0.0	0	0.0	103	0.1
Wiltshire	0	0.0	0	0.0	156	0.2	0	0.0	0	0.0	0	0.0	156	0.2
South West Sub-total	402	71.2	360	100	70705	95.7	92	46.0	16058	95.3	1203	100	88820	95.4
Other Regions														
East Anglia	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
East Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North West	0	0.0	0	0.0	781	1.1	0	0.0	0	0.0	0	0.0	781	0.8
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
South East	9	1.6	0	0.0	846	1.1	108	54.0	608	3.6	0	0.0	1571	1.7
Wales	0	0.0	0	0.0	675	0.9	0	0.0	181	1.1	0	0.0	856	0.9
West Midlands	154	27.3	0	0.0	866	1.2	0	0.0	0	0.0	0	0.0	1020	1.1
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	11	0.1	0	0.0	11	0.0
Other Regions Sub-total	163	28.8	0	0.0	3168	4.3	108	54.0	800	4.7	0	0.0	4239	4.6
Total	565	100	360	100	73873	100	200	100	16858	100	1203	100	93059	100

Table 19
Origin/destination of terminating passengers
Exeter Airport

1994/95 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH WEST REGION														
Devon														
East Devon	2117	10.0	99	14.9	1565	14.0	93	31.5	4139	10.1	242	17.2	8255	10.9
Exeter	3769	17.7	215	32.3	1822	16.3	0	0.0	4817	11.7	96	6.8	10719	14.1
Exeter Airport	289	1.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	289	0.4
Mid Devon	702	3.3	0	0.0	268	2.4	0	0.0	1350	3.3	0	0.0	2320	3.1
North Devon	511	2.4	0	0.0	278	2.5	0	0.0	1788	4.3	0	0.0	2577	3.4
Plymouth	3192	15.0	153	23.0	989	8.9	0	0.0	2910	7.1	109	7.8	7353	9.7
South Hams	646	3.0	0	0.0	278	2.5	0	0.0	1447	3.5	64	4.6	2435	3.2
Teignbridge	1765	8.3	0	0.0	1217	10.9	0	0.0	2910	7.1	0	0.0	5892	7.8
Torbay	2073	9.8	0	0.0	478	4.3	0	0.0	3927	9.5	0	0.0	6478	8.5
Torridge	0	0.0	0	0.0	0	0.0	0	0.0	214	0.5	0	0.0	214	0.3
West Devon	268	1.3	0	0.0	160	1.4	122	41.4	884	2.1	40	2.8	1474	1.9
Devon Unspecified	0	0.0	0	0.0	0	0.0	0	0.0	112	0.3	0	0.0	112	0.1
Devon subtotal	15332	72.2	467	70.1	7055	63.3	215	72.9	24498	59.6	551	39.2	48118	63.4
Cornwall														
Caradon	509	2.4	0	0.0	77	0.7	0	0.0	1094	2.7	0	0.0	1680	2.2
Carrick	469	2.2	0	0.0	629	5.6	0	0.0	1193	2.9	0	0.0	2291	3.0
Kerrier	170	0.8	0	0.0	192	1.7	0	0.0	805	2.0	0	0.0	1167	1.5
North Cornwall	179	0.8	36	5.4	232	2.1	0	0.0	590	1.4	0	0.0	1037	1.4
Penwith	0	0.0	0	0.0	0	0.0	0	0.0	293	0.7	0	0.0	293	0.4
Restormel	397	1.9	0	0.0	201	1.8	0	0.0	920	2.2	0	0.0	1518	2.0
Cornwall subtotal	1724	8.1	36	5.4	1331	11.9	0	0.0	4895	11.9	0	0.0	7986	10.5
Dorset														
Bournemouth	57	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	57	0.1
Christchurch	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North Dorset	162	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	162	0.2
Poole	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Purbeck	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
West Dorset	175	0.8	0	0.0	113	1.0	0	0.0	759	1.8	0	0.0	1047	1.4
Weymouth and Portland	23	0.1	0	0.0	0	0.0	0	0.0	147	0.4	0	0.0	170	0.2
Wimborne	66	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	66	0.1
Dorset subtotal	483	2.3	0	0.0	113	1.0	0	0.0	906	2.2	0	0.0	1502	2.0
Somerset														
Mendip	167	0.8	0	0.0	0	0.0	0	0.0	75	0.2	0	0.0	242	0.3
Sedgemoor	0	0.0	0	0.0	483	4.3	0	0.0	1571	3.8	41	2.9	2095	2.8
Taunton Deane	1032	4.9	19	2.9	533	4.8	0	0.0	1201	2.9	381	27.1	3166	4.2
West Somerset	0	0.0	0	0.0	0	0.0	0	0.0	282	0.7	0	0.0	282	0.4
Yeovil	663	3.1	0	0.0	393	3.5	80	27.1	1520	3.7	0	0.0	2656	3.5
Somerset Sub-total	1862	8.8	19	2.9	1409	12.6	80	27.1	4649	11.3	422	30.0	8441	11.1
Avon	1116	5.3	0	0.0	310	2.8	0	0.0	1568	3.8	99	7.0	3093	4.1
Gloucestershire	283	1.3	0	0.0	0	0.0	0	0.0	595	1.4	0	0.0	878	1.2
Wiltshire	0	0.0	79	11.9	64	0.6	0	0.0	259	0.6	0	0.0	402	0.5
South West Sub-total	20800	97.9	601	90.2	10282	92.2	295	100	37370	90.9	1072	76.2	70420	92.8
Other Regions														
East Anglia	0	0.0	0	0.0	0	0.0	0	0.0	370	0.9	0	0.0	370	0.5
East Midlands	0	0.0	0	0.0	57	0.5	0	0.0	143	0.3	0	0.0	200	0.3
North West	0	0.0	0	0.0	0	0.0	0	0.0	58	0.1	0	0.0	58	0.1
Northern	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	106	7.5	106	0.1
Scotland	0	0.0	0	0.0	0	0.0	0	0.0	35	0.1	0	0.0	35	0.0
South East	284	1.3	0	0.0	679	6.1	0	0.0	2248	5.5	228	16.2	3439	4.5
Wales	111	0.5	65	9.8	66	0.6	0	0.0	559	1.4	0	0.0	801	1.1
West Midlands	51	0.2	0	0.0	68	0.6	0	0.0	343	0.8	0	0.0	462	0.6
Yorkshire/Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	446	2.1	65	9.8	870	7.8	0	0.0	3756	9.1	334	23.8	5471	7.2
Total	21246	100	666	100	11152	100	295	100	41126	100	1406	100	75891	100

Table 20
Origin/destination of terminating passengers
Southampton Airport

1994/95 annual international passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH EAST REGION														
Hampshire														
Basingstoke and Dene	64	0.3	43	0.2	0	0.0	0	0.0	117	1.1	0	0.0	224	0.3
East Hampshire	395	1.6	144	0.6	91	4.4	0	0.0	127	1.2	136	1.2	893	1.2
Eastleigh	3797	15.3	1596	6.7	210	10.1	0	0.0	1012	9.2	449	3.8	7064	9.5
Fareham	1315	5.3	1678	7.0	217	10.5	0	0.0	230	2.1	660	5.6	4100	5.5
Gosport	66	0.3	1091	4.6	64	3.1	0	0.0	278	2.5	241	2.1	1740	2.3
Hart	0	0.0	71	0.3	19	0.9	0	0.0	0	0.0	0	0.0	90	0.1
Havant	777	3.1	267	1.1	0	0.0	0	0.0	574	5.2	0	0.0	1618	2.2
New Forest	3309	13.4	1053	4.4	200	9.7	0	0.0	814	7.4	581	5.0	5957	8.0
Portsmouth	829	3.3	4780	20.1	0	0.0	0	0.0	1078	9.8	956	8.2	7643	10.3
Rushmoor	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Southampton	4857	19.6	7996	33.6	539	26.0	0	0.0	2203	20.0	3872	33.1	19467	26.2
Southampton Airport	0	0.0	259	1.1	0	0.0	54	6.5	0	0.0	0	0.0	313	0.4
Test Valley	1703	6.9	440	1.8	0	0.0	0	0.0	211	1.9	24	0.2	2378	3.2
Winchester	1820	7.3	300	1.3	184	8.9	212	25.4	767	7.0	454	3.9	3737	5.0
Hampshire Unspec	0	0.0	93	0.4	0	0.0	0	0.0	0	0.0	0	0.0	93	0.1
Hampshire Sub-total	18932	76.4	19811	83.2	1524	73.6	266	31.8	7411	67.3	7373	62.9	55317	74.5
Bedfordshire	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Berkshire	106	0.4	0	0.0	0	0.0	0	0.0	0	0.0	28	0.2	134	0.2
Buckinghamshire	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
East Sussex	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	31	0.3	31	0.0
Essex	0	0.0	0	0.0	0	0.0	0	0.0	6	0.1	0	0.0	6	0.0
Greater London	148	0.6	773	3.2	39	1.9	0	0.0	372	3.4	0	0.0	1332	1.8
Hertfordshire	0	0.0	0	0.0	6	0.3	0	0.0	0	0.0	0	0.0	6	0.0
Isle of Wight	316	1.3	330	1.4	0	0.0	239	28.6	635	5.8	844	7.2	2364	3.2
Kent	0	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	170	1.5	0	0.0	170	0.2
Surrey	0	0.0	0	0.0	0	0.0	0	0.0	186	1.7	19	0.2	205	0.3
West Sussex	407	1.6	501	2.1	0	0.0	0	0.0	48	0.4	213	1.8	1169	1.6
South East Sub-total	19909	80.4	21415	89.9	1569	75.7	505	60.4	8828	80.2	8508	72.6	60734	81.8
Other Regions														
East Anglia	151	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	151	0.2
East Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
North West	65	0.3	179	0.8	0	0.0	0	0.0	34	0.3	0	0.0	278	0.4
Northern	0	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	0.0
South West	4504	18.2	2224	9.3	503	24.3	331	39.6	2147	19.5	3206	27.4	12915	17.4
Wales	136	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	136	0.2
West Midlands	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Yorkshire-Humberside	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Other Regions Sub-total	4856	19.6	2403	10.1	503	24.3	331	39.6	2181	19.8	3206	27.4	13480	18.2
Total	24765	100	23818	100	2072	100	836	100	11009	100	11714	100	74214	100

Table 21
Origin/destination of terminating passengers
Southampton Airport

1994/95 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
SOUTH EAST REGION														
Hampshire														
Basingstoke and Dene	2005	1.3	0	0.0	4426	6.5	0	0.0	1901	1.2	0	0.0	8332	2.1
East Hampshire	2565	1.7	0	0.0	727	1.1	0	0.0	1757	1.1	56	0.9	5105	1.3
Eastleigh	13055	8.5	104	3.8	3129	4.6	78	13.2	7477	4.7	345	5.4	24188	6.2
Fareham	8920	5.8	0	0.0	1200	1.8	0	0.0	3974	2.5	0	0.0	14094	3.6
Gosport	2031	1.3	0	0.0	691	1.0	0	0.0	1603	1.0	0	0.0	4325	1.1
Hart	361	0.2	0	0.0	520	0.8	0	0.0	732	0.5	109	1.7	1722	0.4
Havant	4640	3.0	0	0.0	1263	1.8	0	0.0	947	0.6	47	0.7	6897	1.8
New Forest	7737	5.1	167	6.1	2651	3.9	0	0.0	7713	4.8	806	12.7	19074	4.9
Portsmouth	10698	7.0	139	5.1	1988	2.9	0	0.0	11511	7.2	71	1.1	24407	6.2
Rushmoor	811	0.5	0	0.0	515	0.8	0	0.0	970	0.6	0	0.0	2296	0.6
Southampton	28888	18.9	810	29.6	5321	7.8	39	6.6	27980	17.4	1201	18.9	64239	16.4
Southampton Airport	213	0.1	225	8.2	0	0.0	0	0.0	71	0.0	380	6.0	889	0.2
Test Valley	5142	3.4	0	0.0	1791	2.6	82	13.8	3955	2.5	232	3.7	11202	2.9
Winchester	8794	5.7	0	0.0	3130	4.6	0	0.0	5707	3.6	422	6.6	18053	4.6
Hampshire Unspec	0	0.0	0	0.0	0	0.0	0	0.0	189	0.1	0	0.0	189	0.0
Hampshire Sub-total	95860	62.6	1445	52.9	27352	39.9	199	33.6	76487	47.6	3669	57.8	205012	52.3
Bedfordshire	165	0.1	0	0.0	332	0.5	0	0.0	448	0.3	0	0.0	945	0.2
Berkshire	4631	3.0	0	0.0	3587	5.2	0	0.0	4282	2.7	61	1.0	12561	3.2
Buckinghamshire	402	0.3	0	0.0	352	0.5	0	0.0	1105	0.7	45	0.7	1904	0.5
East Sussex	414	0.3	0	0.0	1125	1.6	43	7.3	1724	1.1	0	0.0	3306	0.8
Essex	219	0.1	0	0.0	416	0.6	0	0.0	396	0.2	0	0.0	1031	0.3
Greater London	3152	2.1	469	17.2	2675	3.9	27	4.6	9499	5.9	369	5.8	16191	4.1
Hertfordshire	764	0.5	0	0.0	852	1.2	0	0.0	1400	0.9	0	0.0	3016	0.8
Isle of Wight	2634	1.7	73	2.7	519	0.8	0	0.0	4735	2.9	0	0.0	7961	2.0
Kent	79	0.1	0	0.0	737	1.1	0	0.0	737	0.5	0	0.0	1553	0.4
Oxfordshire	997	0.7	0	0.0	2746	4.0	70	11.8	3785	2.4	0	0.0	7598	1.9
Surrey	2622	1.7	95	3.5	2832	4.1	0	0.0	4039	2.5	444	7.0	10032	2.6
West Sussex	4207	2.7	0	0.0	4218	6.2	0	0.0	4752	3.0	262	4.1	13439	3.4
South East Sub-total	116146	75.9	2082	76.2	47743	69.7	339	57.2	113389	70.6	4850	76.4	284549	72.6
Other Regions														
East Anglia	492	0.3	0	0.0	1326	1.9	0	0.0	2580	1.6	0	0.0	4398	1.1
East Midlands	596	0.4	0	0.0	1133	1.7	33	5.6	1061	0.7	88	1.4	2911	0.7
North West	48	0.0	0	0.0	1158	1.7	0	0.0	1259	0.8	0	0.0	2465	0.6
Northern	112	0.1	0	0.0	0	0.0	0	0.0	143	0.1	0	0.0	255	0.1
Scotland	103	0.1	0	0.0	1376	2.0	0	0.0	962	0.6	0	0.0	2441	0.6
South West	34394	22.5	651	23.8	11618	17.0	221	37.3	34279	21.4	1290	20.3	82453	21.0
Wales	126	0.1	0	0.0	1742	2.5	0	0.0	2313	1.4	0	0.0	4181	1.1
West Midlands	457	0.3	0	0.0	1591	2.3	0	0.0	3823	2.4	121	1.9	5992	1.5
Yorkshire-Humberside	562	0.4	0	0.0	780	1.1	0	0.0	747	0.5	0	0.0	2089	0.5
Other Regions Sub-total	36890	24.1	651	23.8	20724	30.3	254	42.8	47167	29.4	1499	23.6	107185	27.4
Total	153036	100	2733	100	68467	100	593	100	160556	100	6349	100	391734	100

Table 22

Main reason for choice of airport.

Reason for choice of airport	Bristol		Cardiff		Exeter	
	Business	Leisure	Business	Leisure	Business	Leisure
	%	%	%	%	%	%
Nearest to home	44	60	43	82	45	70
Flights available	9	22	3	5	14	9
Nearest to business destination	27	0	40	0	20	0
Nearest to leisure destination	2	5	3	3	5	11
Decision made by someone else	3	2	6	1	3	1
Timing of flights	7	3	2	2	7	1
More economic / cheaper	1	2	1	2	2	2
Better surface connections	1	1	1	1	0	0
Prefer airport	1	2	1	2	0	1
Connecting flights at airport	5	3	0	2	0	0
Other	0	0	0	0	4	5
Total	100	100	100	100	100	100
Total passengers (000s)	231	1,024	89	892	30	159

Table 23

Proportion of UK international passengers travelling to or from home.

Airport	Home is origin		Home is not origin	
	Business	Leisure	Business	Leisure
	%	%	%	%
Bristol	70	98	30	2
Cardiff	71	96	29	4
Exeter	45	88	55	12
Southampton	61	64	39	36

Table 24
Home of UK international passengers by planning region and journey purpose at the Western Airports.

Bristol

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
West Midlands	0.8	1.6	2.2	1.7
East Midlands	0.0	0.1	0.1	0.1
South West	84.8	80.9	83.5	81.7
Yorkshire/Humberside	0.9	0.2	0.0	0.2
South East	1.5	2.7	1.4	2.4
Wales	6.7	13.6	11.6	12.7
North West	0.3	0.0	0.1	0.1
Northern	0.2	0.4	0.0	0.3
Scotland	4.5	0.0	0.9	0.5
East Anglia	0.2	0.2	0.0	0.1
Northern Ireland	0.1	0.2	0.1	0.2
Total	100	100	100	100
Total passengers (000s)	72	708	182	962

Cardiff

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
East Midlands	0.5	0.1	0.2	0.1
Yorkshire/Humberside	0.3	0.2	0.1	0.2
West Midlands	0.0	1.1	2.1	1.3
Northern	0.1	0.0	0.0	0.0
North West	0.6	0.2	0.1	0.2
Scotland	0.6	0.0	0.5	0.1
South East	1.7	0.6	1.9	0.8
East Anglia	0.6	0.0	0.0	0.0
South West	1.8	9.9	11.6	9.9
Wales	93.5	88.0	83.4	87.4
Northern Ireland	0.2	0.0	0.1	0.0
Total	100	100	100	100
Total passengers (000s)	31	666	157	854

Exeter

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
Yorkshire/Humberside	0.6	0.0	0.1	0.1
Northern	0.0	0.0	0.0	0.0
North West	3.4	1.1	0.1	0.9
East Midlands	0.0	0.0	0.0	0.0
Scotland	0.0	0.0	0.0	0.0
West Midlands	2.9	1.5	0.3	1.2
South West	92.9	95.1	95.9	95.2
South East	0.2	1.4	2.6	1.6
Wales	0.0	1.0	1.0	0.9
East Anglia	0.0	0.0	0.0	0.0
Total	100	100	100	100
Total passengers (000s)	5	74	25	105

Southampton

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
North West	1.0	0.0	0.2	0.6
Yorkshire/Humberside	0.1	0.0	0.0	0.1
West Midlands	0.3	0.0	0.0	0.2
Northern	0.0	0.0	0.0	0.0
East Midlands	0.2	0.0	0.0	0.1
Wales	0.7	0.0	0.0	0.4
Scotland	0.0	0.0	0.0	0.0
South East	78.9	75.2	75.9	77.5
South West	18.2	24.1	23.9	20.7
East Anglia	0.6	0.7	0.0	0.4
Total	100	100	100	100
Total passengers (000s)	25	4	15	44

Table 25
Home of UK domestic passengers by planning region and journey purpose at the Western Airports.

Bristol

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
West Midlands	0.4	7.2	1.1	0.9
East Midlands	0.1	0.0	0.0	0.0
South West	60.2	83.8	59.8	60.8
Yorkshire/Humberside	0.0	0.0	0.2	0.1
South East	1.9	0.0	0.7	1.3
Wales	5.6	1.4	8.5	6.6
North West	0.0	0.0	0.9	0.4
Northern	2.8	0.0	2.3	2.5
Scotland	22.6	6.0	16.9	19.8
East Anglia	0.0	0.0	0.0	0.0
Northern Ireland	6.3	1.7	9.6	7.5
Total	100	100	100	100
Total passengers (000s)	120	7	81	207

Cardiff

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
East Midlands	1.2	0.0	0.2	0.6
Yorkshire/Humberside	1.2	0.0	0.0	0.5
West Midlands	0.3	2.1	0.3	0.5
Northern	0.4	0.0	0.0	0.2
North West	9.3	0.0	2.7	5.2
Scotland	21.0	0.0	15.2	15.7
South East	0.0	0.8	0.0	0.1
East Anglia	0.0	0.0	0.0	0.0
South West	2.6	2.1	13.2	7.3
Wales	56.3	95.0	60.8	63.2
Northern Ireland	7.7	0.0	7.6	6.7
Total	100	100	100	100
Total passengers (000s)	29	9	31	69

Exeter

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
Yorkshire/Humberside	0.6	0.0	0.0	0.2
Northern	0.2	0.0	0.0	0.1
North West	4.0	0.0	0.6	1.5
East Midlands	0.0	0.5	0.3	0.3
Scotland	0.3	1.6	0.1	0.4
West Midlands	1.2	1.2	1.2	1.2
South West	86.6	88.2	73.6	79.6
South East	2.7	6.7	6.3	5.3
Wales	0.3	0.6	1.6	1.1
Northern Island	4.1	1.2	15.0	9.8
East Anglia	0.0	0.0	1.2	0.6
Total	100	100	100	100
Total passengers (000s)	21	11	41	74

Southampton

Planning region of home	Business %	Leisure IT %	Leisure other %	Total %
North West	3.1	1.8	1.6	2.2
Yorkshire/Humberside	2.4	1.6	0.3	1.4
West Midlands	0.7	2.3	1.6	1.4
Northern	1.0	0.1	1.1	0.9
East Midlands	0.5	1.8	0.6	0.8
Wales	0.3	2.5	0.7	0.9
Scotland	8.3	2.0	3.3	5.1
South East	48.2	65.9	33.3	45.1
South West	34.5	20.0	53.2	39.8
Northern Ireland	0.7	0.0	2.8	1.5
East Anglia	0.3	1.9	1.5	1.1
Total	100	100	100	100
Total passengers (000s)	153	68	161	382

Table 26
Final mode of transport used at Bristol, Cardiff, Exeter and Southampton Airports 1971-1994/5.

Mode of transport used at airport	Bristol				Cardiff				Exeter	Southampton		
	1971 %	1976 %	1985 %	1994/5 %	1971 %	1976 %	1985 %	1994/5 %	1994/5 %	1976 %	1985 %	1994/5 %
Private car (1)	77	77	83	81	78	77	81	78	84	56	67	63
Hire car	2	2	1	3	1	1	1	1	3	3	5	7
Taxi / minicab	10	10	11	14	6	10	11	10	9	11	10	18
British Rail	11	10	4	3	14	11	6	11	4	24	14	10
Bus / coach	0	1	0	0	1	1	0	0	0	5	3	2
Other										1	0	1
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total terminating passengers (000s)	206	197	395	1254	218	191	379	981	188	279	275	472

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Table 27
Final mode of transport by passenger type at Bristol Airport

Mode of transport	UK business	UK leisure IT	UK leisure other	UK leisure total	UK total	Foreign total	Total
	%	%	%	%	%	%	%
Private car (1)	73.3	84.1	85.3	84.4	82.7	59.8	81.2
Hire car	6.8	1.3	1.0	1.2	2.1	12.9	2.7
Taxi/minicab	18.3	12.5	10.6	12.0	13.0	21.4	13.5
Bus/coach	0.0	2.1	3.1	2.4	2.0	5.9	2.6
Other	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100
Total Passengers (000s)	181	715	257	972	1153	101	1254

(1) Including passengers using car park courtesy buses

Table 28
Final mode of transport by passenger type at Cardiff Airport

Mode of transport	UK business	UK leisure IT	UK leisure other	UK leisure total	UK total	Foreign total	Total
	%	%	%	%	%	%	%
Private car (1)	72.3	78.1	85.8	79.7	79.3	51.8	77.9
Hire car	3.3	0.1	0.6	0.2	0.4	7.4	0.7
Taxi/minicab	19.7	8.5	7.5	8.3	9.0	32.9	10.2
Bus/coach	4.1	13.2	6.1	11.7	11.2	7.8	11.1
Other	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100
Total Passengers (000s)	59	676	189	865	924	56	980

(1) Including passengers using car park courtesy buses

Table 29
Final mode of transport by passenger type at Exeter Airport

Mode of transport	UK business	UK leisure IT	UK leisure other	UK leisure total	UK total	Foreign total	Total
	%	%	%	%	%	%	%
Private car (1)	84.4	85.8	84.3	85.1	85.0	70.3	84.3
Hire car	3.7	0.4	3.6	1.8	2.1	9.7	2.5
Taxi/minicab	10.4	6.9	8.7	7.7	8.1	19.1	8.7
Bus/coach	0.3	6.8	3.3	5.2	4.5	0.9	4.4
Other	1.2	0.0	0.1	0.0	0.2	0.0	0.2
Total	100	100	100	100	100	100	100
Total Passengers (000s)	27	86	66	152	179	10	188

(1) Including passengers using car park courtesy buses

Table 30
Final mode of transport by passenger type at Southampton Airport

Mode of transport	UK business	UK leisure IT	UK leisure other	UK leisure total	UK total	Foreign total	Total
	%	%	%	%	%	%	%
Private car (1)	68.3	76.7	59.3	64.4	66.0	35.9	63.1
Hire car	6.6	0.8	7.8	5.8	6.1	13.1	6.8
Taxi/minicab	18.1	10.1	16.0	14.3	15.9	39.1	18.1
Bus/coach	0.4	6.5	1.0	2.6	1.7	0.0	1.5
Train	5.9	5.9	15.2	12.5	9.7	8.8	9.7
Other	0.7	0.0	0.8	0.6	0.6	3.0	0.8
Total	100	100	100	100	100	100	100
Total Passengers (000s)	178	72	176	248	426	46	472

(1) Including passengers using car park courtesy buses

Table 31
Journey time to airports

Bristol

Journey time	Car	Taxi	Public transport	Total
	%	%	%	%
5 mins or less	0.9	0.3	0.0	1.1
6 to 10 mins	4.1	4.4	1.6	6.1
11 to 15 mins	6.0	8.9	2.5	9.4
16 to 20 mins	12.9	17.9	6.0	2.7
21 to 25 mins	5.8	5.5	0.9	8.3
26 to 30 mins	13.8	15.9	10.7	3.9
31 to 45 mins	6.3	18.3	5.9	13.2
46 to 60 mins	5.5	7.3	23.5	10.3
61 to 75 mins	12.5	7.1	4.4	0.4
76 to 90 mins	3.1	4.8	8.6	6.0
91 to 105 mins	4.0	0.3	1.3	4.8
106 to 120 mins	11.7	4.2	4.7	15.1
121 to 150 mins	7.4	0.8	11.7	9.4
151 to 180 mins	3.1	1.6	3.4	4.3
181 to 240 mins	2.3	2.1	5.9	3.5
241 to 300 mins	0.5	0.3	5.2	0.9
over 301 mins	0.2	0.4	3.8	0.5
Total	100	100	100	100
Passengers (000s)	1,018	169	33	1,220

Cardiff

Journey time	Car	Taxi	Public transport	All modes
	%	%	%	%
5 mins or less	2.2	1.6	0.0	2.2
6 to 10 mins	5.6	4.9	0.3	5.4
11 to 15 mins	4.6	4.5	0.2	4.7
16 to 20 mins	14.1	18.1	2.8	15.2
21 to 25 mins	7.0	6.9	1.8	7.4
26 to 30 mins	1.1	22.1	11.5	7.4
31 to 45 mins	21.4	21.2	30.0	7.4
46 to 60 mins	7.1	8.8	29.3	13.4
61 to 75 mins	7.6	2.7	6.7	7.9
76 to 90 mins	11.2	5.8	4.7	11.0
91 to 105 mins	1.8	0.4	4.8	2.5
106 to 120 mins	6.4	1.1	3.5	6.1
121 to 150 mins	5.6	1.1	1.6	5.0
151 to 180 mins	1.7	0.4	1.4	1.7
181 to 240 mins	2.1	0.4	0.6	1.9
241 to 300 mins	0.4	0.1	0.3	0.4
over 301 mins	0.2	0.0	0.4	0.2
Total	100	100	100	100
Passengers (000s)	763	100	109	972

Exeter

Journey time	Car	Taxi	Public transport	Total
	%	%	%	%
5 mins or less	0.69	1.7	0.0	0.8
6 to 10 mins	5.61	6.2	1.2	5.5
11 to 15 mins	6.30	15.3	0.2	6.8
16 to 20 mins	8.43	10.7	1.4	8.2
21 to 25 mins	4.10	5.7	6.2	4.3
26 to 30 mins	11.92	15.3	1.5	11.6
31 to 45 mins	22.01	9.3	20.3	20.8
46 to 60 mins	15.15	9.9	36.1	16.0
61 to 75 mins	4.28	2.5	2.4	4.0
76 to 90 mins	9.43	4.3	12.4	9.2
91 to 105 mins	0.82	2.4	0.0	1.0
106 to 120 mins	5.85	4.4	7.1	5.8
121 to 150 mins	2.06	1.7	1.2	2.0
151 to 180 mins	0.71	2.5	2.8	1.0
181 to 240 mins	1.42	4.5	2.1	1.7
241 to 300 mins	0.90	2.7	0.7	1.0
over 301 mins	0.30	1.0	4.3	0.5
Total	100	100	100	100
Passengers (000s)	158	16	8	182

Southampton

Journey time	Car	Taxi	Public transport	Total
	%	%	%	%
5 mins or less	2.2	4.2	0.3	2.4
6 to 10 mins	8.9	11.6	3.1	8.6
11 to 15 mins	10.6	15.4	3.6	10.3
16 to 20 mins	11.9	23.4	2.1	12.8
21 to 25 mins	3.8	8.6	1.8	4.4
26 to 30 mins	11.8	14.8	5.7	11.6
31 to 45 mins	17.3	9.8	16.0	16.0
46 to 60 mins	10.3	5.6	19.0	10.0
61 to 75 mins	3.5	1.2	6.2	3.2
76 to 90 mins	6.1	2.9	9.8	6.2
91 to 105 mins	1.6	0.0	3.3	1.5
106 to 120 mins	3.5	0.6	10.1	4.2
121 to 150 mins	2.5	0.6	4.0	2.4
151 to 180 mins	1.7	0.2	5.0	1.9
181 to 240 mins	2.4	0.2	3.5	2.2
241 to 300 mins	0.8	0.4	2.0	0.9
over 301 mins	1.1	0.6	4.7	1.3
Total	100	100	100	100
Passengers (000s)	298	85	53	436

Table 32
Average surface journey times in minutes at the Western Airports.

Airport	Private car	Taxi	Public transport	All modes
Bristol	64	45	97	74
Cardiff	57	36	56	57
Exeter	52	58	76	54
Southampton	51	28	88	52

Table 33
Mode of transport by origin / destination at Bristol Airport.

Planning region	Mode of transport				
	Private car	Taxi / minicab	Hire car	Bus / coach	All
	%	%	%	%	%
East Anglia	0.0	0.0	0.0	0.0	0.0
East Midlands	0.0	0.1	0.0	0.4	0.1
Northern	0.3	0.0	0.0	0.0	0.2
North West	0.1	0.0	0.0	0.1	0.1
South East	2.2	0.3	0.7	4.0	2.0
South West	83.2	89.4	77.5	77.5	84.1
Wales	12.3	9.2	17.7	17.7	12.0
West Midlands	1.7	0.6	0.3	0.3	1.5
Yorks / Humberside	0.0	0.4	0.1	0.1	0.1
Total	100	100	96	100	100
Total (000s)	1,018	169	34	33	1,254

Table 34
Mode of transport by origin / destination at Cardiff Airport.

Planning region	Mode of transport				
	Private car	Taxi / minicab	Hire car	Bus / coach	Total
	%	%	%	%	%
East Midlands	0.1	0.0	0.0	0.0	0.0
Northern	0.0	0.0	0.0	0.0	0.0
North West	0.1	0.0	0.0	0.0	0.0
Scotland	0.0	0.0	0.0	0.3	0.0
South East	0.4	0.3	0.0	0.2	0.4
South West	10.4	1.6	4.7	4.9	8.9
Wales	87.8	96.6	90.2	94.1	89.4
West Midlands	1.1	1.5	1.8	0.6	1.1
Yorks / Humberside	0.1	0.0	3.3	0.0	0.1
Total	100	100	100	100	100
Total (000s)	763	100	7	109	980

Table 35
Mode of transport by origin / destination at Exeter Airport.

Planning region	Mode of transport				
	Private car	Taxi / minicab	Hire car	Bus / coach	All
	%	%	%	%	%
East Anglia	0.2	0.0	0.0	0.4	0.2
East Midlands	0.1	0.0	0.0	0.0	0.1
Northern	0.1	0.0	0.0	0.0	0.1
North West	0.4	0.0	0.0	0.0	0.4
Scotland	0.0	0.2	0.0	0.0	0.0
South East	2.4	4.5	0.0	2.8	2.6
South West	95.0	95.0	97.8	96.4	95.1
Wales	1.1	0.0	0.0	0.4	0.9
West Midlands	0.7	0.2	2.2	0.0	0.6
Yorks / Humberside	0.0	0.1	0.0	0.0	0.0
Total	100	100	100	100	100
Total (000s)	158	16	5	8	188

Table 36
Mode of transport by origin / destination at Southampton Airport.

Planning region	Mode of transport					
	Private car	Taxi / minicab	Hire car	British Rail	Bus / coach	All
	%	%	%	%	%	%
East Anglia	1.2	0.0	0.9	0.1	8.0	1.0
East Midlands	0.9	0.0	0.4	0.0	0.0	0.6
Northern	0.0	0.1	0.0	0.2	0.0	0.1
North West	0.3	0.3	1.0	1.1	11.4	0.6
Scotland	0.4	0.3	0.0	2.5	0.0	0.5
South East	72.7	92.5	68.9	51.4	66.7	74.0
South West	21.3	6.5	26.7	40.2	13.9	20.6
Wales	0.9	0.3	0.9	2.4	0.0	0.9
West Midlands	1.7	0.0	1.3	1.4	0.0	1.3
Yorks / Humberside	0.5	0.0	0.0	0.6	0.0	0.4
Total	100	100	100	100	100	100
Total (000s)	298	85	32	46	7	472

Table 37

Combinations of transport used at the Western Airports.

Bristol Airport

Method of transport	Passengers (000s)	%
Private car only	1,018	81.2
Taxi/minicab only	159	12.7
Hire car only	34	2.7
Bus/coach modes	24	1.9
Other modes	19	1.5
Total	1,254	100

Cardiff Airport

Method of transport	Passengers (000s)	%
Private car only	762	77.8
Taxi/minicab only	96	9.8
Charter coach only	100	10.2
Hire car only	7	0.7
Other modes	7	1.5
Total	980	100

Exeter

Method of transport	Passengers (000s)	%
Private car only	158	83.9
Taxi/minicab only	13	6.8
Hire car only	5	2.5
Other modes	13	6.8
Total	188	100

Table 38
Trip length of terminating passengers at Bristol Airport.

Trip length	International scheduled			
	UK business	UK leisure	Foreign business	Foreign leisure
	%	%	%	%
Up to 12 hrs	8.6	0.5	9.3	1.3
13 hrs to 1 day	20.4	0.6	29.9	1.9
Over 1 day to 2	23.8	3.6	18.7	6.0
Over 2 days to 3	16.3	20.0	12.5	13.1
Over 3 days to 4	10.3	11.6	7.8	9.5
Over 4 days to 5	6.5	10.9	2.7	7.1
Over 5 days to 6	3.2	4.3	3.5	4.8
Over 6 days to 1 week	3.5	10.0	3.6	17.6
Over 1 week to 2	2.0	20.9	4.3	23.0
Over 2 weeks to 3	3.1	9.7	3.5	6.9
Over 3 weeks to 4	0.3	3.6	1.7	3.5
Over 4 weeks	1.9	4.2	2.5	5.3
Total	100	100	100	100
Total passengers (000s)	63	69	44	42
Average trip length (days)	3.4	8.4	3.9	8.5

Trip length	International charter	
	UK inclusive tour	UK leisure other
	%	%
Up to 12 hrs	0.3	0.5
13 hrs to 1 day	0.0	0.0
Over 1 day to 2	0.1	0.0
Over 2 days to 3	0.0	0.0
Over 3 days to 4	0.0	0.0
Over 4 days to 5	0.0	0.0
Over 5 days to 6	0.0	0.0
Over 6 days to 1 week	24.8	29.4
Over 1 week to 2	59.0	44.1
Over 2 weeks to 3	14.6	22.8
Over 3 weeks to 4	0.6	1.9
Over 4 weeks	0.6	1.3
Total	100	100
Total passengers (000s)	696	123
Average trip length (days)	10.7	11.4

Trip length	Domestic		
	UK business	UK leisure	Foreign business
	%	%	%
Up to 12 hrs	19.3	1.5	36.9
13 hrs to 1 day	25.4	2.8	13.1
Over 1 day to 2	22.3	4.2	7.6
Over 2 days to 3	10.8	14.2	11.0
Over 3 days to 4	6.6	11.2	5.4
Over 4 days to 5	6.0	15.2	6.1
Over 5 days to 6	0.8	5.8	0.0
Over 6 days to 1 week	2.8	18.0	7.4
Over 1 week to 2	4.1	19.1	6.1
Over 2 weeks to 3	0.8	5.0	0.0
Over 3 weeks to 4	0.4	1.2	1.8
Over 4 weeks	0.9	1.8	4.5
Total	100	100	100
Total passengers (000s)	116	85	4
Average trip length (days)	2.5	6.7	3.9

Table 39
Trip Length of terminating passengers at Cardiff Airport.

Trip length	International scheduled			
	UK business	UK leisure	Foreign business	Foreign leisure
	%	%	%	%
Up to 12 hrs	4.3	1.5	9.7	5.8
Over 12 hrs to 1 day	12.6	0.0	13.0	0.0
Over 1 day to 2	36.5	3.3	24.4	5.5
Over 2 days to 3	11.4	12.8	13.8	14.2
Over 3 days to 4	6.2	11.4	10.0	9.9
Over 4 days to 5	7.0	6.0	4.6	10.0
Over 5 days to 6	2.4	4.5	1.2	5.2
Over 6 days to 1 week	4.8	11.5	11.0	10.1
Over 1 week to 2	10.1	21.9	3.1	22.1
Over 2 weeks to 3	1.3	12.5	1.6	3.0
Over 3 weeks to 4	0.9	9.4	1.5	4.7
Over 4 weeks	2.4	5.4	6.2	9.5
Total	100	100	100	100
Total passengers (000s)	30	28	26	14
Average trip length (days)	4.1	10.4	5.0	9.0

Trip length	International charter	
	UK inclusive tour	UK leisure other
	%	%
Up to 12 hrs	0.3	1.5
Over 12 hrs to 1 day	0.0	0.4
Over 1 day to 2	0.0	0.3
Over 2 days to 3	0.0	0.3
Over 3 days to 4	0.1	0.5
Over 4 days to 5	0.4	3.5
Over 5 days to 6	0.2	0.3
Over 6 days to 1 week	29.9	31.9
Over 1 week to 2	67.3	52.9
Over 2 weeks to 3	1.4	4.0
Over 3 weeks to 4	0.3	2.6
Over 4 weeks	0.1	1.7
Total	100	100
Total passengers (000s)	663	134
Average trip length (days)	9.4	9.7

Trip length	Domestic		
	UK business	UK leisure	Foreign business
	%	%	%
Up to 12 hrs	9.3	1.9	10.9
Over 12 hrs to 1 day	15.3	0.4	39.5
Over 1 day to 2	32.2	3.8	5.5
Over 2 days to 3	12.1	11.9	11.8
Over 3 days to 4	8.4	17.3	22.8
Over 4 days to 5	5.8	13.1	0.0
Over 5 days to 6	1.4	2.5	0.0
Over 6 days to 1 week	6.3	19.1	0.0
Over 1 week to 2	1.3	21.9	0.0
Over 2 weeks to 3	2.8	4.3	0.0
Over 3 weeks to 4	0.3	2.7	0.0
Over 4 weeks	4.8	1.1	9.5
Total	100	100	100
Total passengers (000s)	29	38	3
Average trip length (days)	4.1	7.0	4.3

Table 40
Trip length of terminating passengers at Exeter Airport.

Trip length	International scheduled			
	UK business	UK leisure	Foreign business	Foreign leisure
	%	%	%	%
Up to 12 hrs	9.1	0.8	24.4	0.0
Over 12 hrs to 1 day	21.5	1.2	8.5	0.8
Over 1 day to 2	22.3	6.2	39.8	5.5
Over 2 days to 3	11.3	9.3	8.5	9.6
Over 3 days to 4	10.2	16.5	7.7	10.6
Over 4 days to 5	11.4	12.4	0.0	9.7
Over 5 days to 6	3.8	7.7	4.0	4.0
Over 6 days to 1 week	0.9	12.7	1.9	20.9
Over 1 week to 2	1.7	27.6	2.9	19.7
Over 2 weeks to 3	0.7	3.7	0.0	6.3
Over 3 weeks to 4	2.8	0.9	2.4	1.0
Over 4 weeks	4.3	0.9	0.0	12.0
Total	100	100	100	100
Total passengers (000s)	5	9	2	4
Average trip length (days)	4.2	6.8	2.4	9.7

Trip length	International charter	
	UK inclusive tour	UK lesuire other
	%	%
Up to 12 hrs	0.1	0.3
Over 12 hrs to 1 day	0.0	0.0
Over 1 day to 2	0.0	0.0
Over 2 days to 3	0.0	0.0
Over 3 days to 4	0.0	2.7
Over 4 days to 5	2.7	2.0
Over 5 days to 6	0.0	0.0
Over 6 days to 1 week	41.0	22.1
Over 1 week to 2	54.3	61.2
Over 2 weeks to 3	1.6	2.5
Over 3 weeks to 4	0.3	3.5
Over 4 weeks	0.0	5.7
Total	100	100
Total passengers (000s)	74	17
Average trip length (days)	8.9	11.0

Trip length	Domestic	
	UK business	UK leisure
	%	%
Up to 12 hrs	13.6	0.7
Over 12 hrs to 1 day	21.5	1.6
Over 1 day to 2	24.7	4.6
Over 2 days to 3	16.6	10.5
Over 3 days to 4	6.3	15.7
Over 4 days to 5	4.7	11.3
Over 5 days to 6	1.2	5.1
Over 6 days to 1 week	6.1	22.7
Over 1 week to 2	1.9	20.5
Over 2 weeks to 3	0.2	5.1
Over 3 weeks to 4	1.7	1.5
Over 4 weeks	1.6	0.8
Total	100	100
Total passengers (000s)	21	52
Average trip length (days)	3.0	6.8

Table 41

Average number of trips made on current route in the last 12 months

Passenger type	Average number of trips in the last 12 months		
	Bristol	Cardiff	Exeter
Domestic			
Business	1.8	1.3	1.8
Leisure	1.2	1.2	1.2
International			
Scheduled business	1.7	1.7	1.2
Scheduled leisure	1.2	1.2	1.1
Charter leisure	1.4	1.1	1.1

Table 42

Proportion of UK first time flyers .

Passenger type	Bristol	Cardiff	Exeter	Southampton
	%	%	%	%
International				
Scheduled business	0.9	0.8	0.0	0.0
Scheduled leisure	0.7	3.0	5.0	0.4
Charter leisure IT	3.3	3.8	4.8	0.0
Charter leisure other	1.8	2.1	2.4	0.0
Domestic				
Business	0.8	0.9	2.4	0.4
Leisure	2.1	3.8	2.2	1.6
All UK passengers	2.5	3.3	3.4	1.0

Table 43

Income of UK and foreign passengers at Bristol Airport.

Income	UK passengers				Foreign passengers			
	Business		Leisure		Business		Leisure	
	Domestic	International	Domestic	International	Domestic	International	Domestic	International
	%	%	%	%	%	%	%	%
Under £5,400	0.4	0.3	14.7	6.6	0.0	0.3	0.0	9.9
£5,400-£8,099	0.3	0.5	6.5	4.0	0.0	0.0	0.0	1.4
£8,100-£10,799	0.9	0.4	4.4	5.4	7.9	5.3	34.7	3.5
£10,800-£13,499	3.8	1.1	5.3	6.1	0.0	0.8	15.4	5.4
£13,500-£16,199	5.9	4.1	7.8	12.4	0.0	1.5	0.0	4.7
£16,200-£21,599	15.4	12.5	10.2	16.0	16.6	8.8	22.2	16.4
£21,600-£26,999	18.3	20.1	12.2	13.9	2.6	12.5	4.1	6.0
£27,000-£32,399	18.3	13.9	10.8	11.4	12.1	13.5	0.0	8.3
£32,400-£37,799	10.8	9.7	9.0	8.1	16.0	16.8	6.8	12.5
£37,800-£43,199	7.8	13.6	10.4	6.7	5.2	12.9	0.0	8.6
£43,200-£53,999	6.5	9.7	2.8	5.6	6.4	12.9	11.6	9.0
£54,000-£75,599	7.6	7.0	2.8	2.1	17.1	4.7	0.0	6.4
£75,600-£107,999	2.0	4.9	1.3	1.1	7.2	5.3	0.0	5.2
£108,000-£161,999	1.7	1.6	1.1	0.3	0.0	3.2	0.0	1.4
£162,000 - 215,999	0.4	0.2	0.3	0.1	8.9	0.7	0.0	0.8
Over £216,000	0.0	0.3	0.5	0.0	0.0	0.7	5.2	0.5
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	120	73	88	891	4	47	2	50
Average income	£34,081	£38,241	£26,025	£24,686	£53,519	£42,132	£30,774	£34,707

Table 44

Income of UK and foreign passengers at Cardiff Airport.

Income	UK passengers				Foreign passengers			
	Business		Leisure		Business		Leisure	
	Domestic	International	Domestic	International	Domestic	International	Domestic	International
	%	%	%	%	%	%	%	%
Under £5,400	1.1	0.7	6.6	4.1	2.5	1.6	19.2	13.9
£5,400-£8,099	1.0	1.4	9.1	4.8	4.2	1.1	0.0	4.9
£8,100-£10,799	0.9	1.4	6.3	5.9	0.0	1.8	0.0	2.1
£10,800-£13,499	3.6	1.8	5.9	9.0	0.0	1.5	0.0	14.5
£13,500-£16,199	9.5	1.8	8.0	11.7	0.0	1.0	0.0	3.8
£16,200-£21,599	15.0	9.6	15.6	18.4	0.0	9.0	9.0	8.6
£21,600-£26,999	16.2	15.2	11.7	15.6	0.0	11.2	23.8	5.6
£27,000-£32,399	12.2	16.9	13.2	12.2	0.0	11.8	0.0	8.1
£32,400-£37,799	13.3	15.7	6.7	7.2	20.8	11.6	0.0	8.9
£37,800-£43,199	5.6	12.2	4.7	4.6	6.9	13.6	26.2	5.5
£43,200-£53,999	8.8	14.3	5.9	3.6	4.6	10.4	21.8	8.8
£54,000-£75,599	8.8	6.8	2.2	1.9	15.3	12.7	0.0	6.8
£75,600-£107,999	3.3	1.6	1.2	0.5	45.8	7.6	0.0	1.4
£108,000-£161,999	0.5	0.5	0.6	0.2	0.0	0.9	0.0	2.9
£162,000 - 215,999	0.0	0.0	0.3	0.1	0.0	1.2	0.0	3.6
Over £216,000	0.2	0.0	2.1	0.2	0.0	2.9	0.0	0.5
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	29	31	40	825	3	26	1	27
Average income	£33,615	£35,217	£28,920	£23,418	£64,569	£48,942	£29,194	£35,821

Table 45

Income of UK and foreign passengers at Exeter Airport.

Income	UK passengers				Foreign passengers			
	Business		Leisure		Business		Leisure	
	Domestic	International	Domestic	International	Domestic	International	Domestic	International
	%	%	%	%	%	%	%	%
Under £5,400	1.2	0.0	5.5	1.9	0.0	0.0	6.7	8.4
£5,400-£8,099	1.2	0.0	7.7	6.1	4.6	0.0	0.0	1.0
£8,100-£10,799	1.3	0.0	6.7	6.6	0.0	0.0	0.0	7.2
£10,800-£13,499	5.1	2.1	6.1	9.3	0.0	11.2	46.3	1.9
£13,500-£16,199	5.8	9.1	8.0	8.5	0.0	5.3	0.0	12.1
£16,200-£21,599	13.3	7.2	19.2	16.7	1.9	0.0	15.3	4.0
£21,600-£26,999	22.8	18.6	10.9	20.7	56.0	21.7	0.0	7.7
£27,000-£32,399	16.3	19.2	9.0	11.5	0.0	16.0	0.0	6.5
£32,400-£37,799	4.6	7.7	5.5	5.6	0.0	11.4	6.1	10.9
£37,800-£43,199	9.9	5.6	8.1	4.0	8.8	3.1	0.0	12.8
£43,200-£53,999	5.5	8.3	4.5	2.9	0.0	1.1	0.0	6.9
£54,000-£75,599	9.1	11.8	2.9	2.8	13.9	19.3	0.0	4.1
£75,600-£107,999	2.9	7.7	3.1	2.2	0.0	0.0	0.0	11.0
£108,000-£161,999	1.0	2.6	2.6	0.8	0.0	5.6	0.0	4.4
£162,000 - 215,999	0.0	0.0	0.2	0.0	3.3	5.3	20.3	0.0
Over £216,000	0.0	0.0	0.2	0.4	11.4	0.0	5.4	1.1
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	21	5	52	100	1	2	2	5
Average income	£32,785	£40,418	£28,472	£25,940	£60,644	£48,121	£61,996	£41,195

Table 46
Socio-economic group of UK passengers by journey purpose.

Socio-economic group	UK business						
	Bristol		Cardiff		Exeter	Southampton	
	1985	1994/5	1985	1994/5	1994/5	1985	1994/5
	%	%	%	%	%	%	%
A/B	62.1	52.9	53.9	61.9	51.2	46.9	52.0
C1	30.6	44.0	29.2	33.4	39.6	40.1	40.5
C2	6.4	2.8	15.8	3.8	8.5	11.9	5.9
D/E	1.0	0.3	1.1	0.9	0.6	1.0	1.6
Total	100	100	100	100	100	100	100
Total passengers (000s)	16	192	15	60	27	178	178

Socio-economic group	UK leisure						
	Bristol		Cardiff		Exeter	Southampton	
	1985	1994/5	1985	1994/5	1994/5	1985	1994/5
	%	%	%	%	%	%	%
A/B	29.4	24.7	24.2	20.7	26.0	31.4	34.3
C1	30.6	39.6	31.1	37.6	39.8	31.6	41.3
C2	24.9	17.1	29.2	22.6	17.4	25.1	13.0
D/E	15.0	18.5	15.4	19.3	16.8	11.8	11.3
Total	100	100	100	100	100	100	100
Total passengers (000s)	369	979	356	864	152	224	248

Socio-economic group	UK total							UK population	
	Bristol		Cardiff		Exeter	Southampton			
	1985	1994/5	1985	1994/5	1994/5	1985	1994/5	1985	1994/5
	%	%	%	%	%	%	%	%	%
A/B	30.9	29.9	25.2	23.6	30.0	34.2	42.3	25.6	25.9
C1	30.6	40.4	31.1	37.3	39.8	33.1	41.0	22.2	21.0
C2	24.0	14.5	28.7	21.2	16.0	22.7	9.8	25.8	30.3
D/E	14.4	15.2	15.0	17.9	14.2	9.9	7.0	26.5	22.8
Total	100	100	100	100	100	100	100	100	100
Total passengers (000s)	385	1171	371	904	179	402	426	56464	56057

(1) UK population : source OPCS 1991 Census

Table 47
Main business of business passengers at the Western Airports and the UK population.

Main business	UK business passengers								
	Bristol		Cardiff		Exeter	Southampton		Total	
	1985	1994/5	1985	1994/5	1994/5	1985	1994/5	1985	1994/5
	%	%	%	%	%	%	%	%	%
Agriculture	4.0	0.7	3.1	0.5	0.4	1.3	0.7	2.8	0.7
Energy & water supply	8.1	4.6	14.8	3.4	0.8	1.3	1.5	11.3	2.9
Extraction processes	16.4	4.7	11.0	11.5	4.7	10.6	4.2	10.9	5.4
Metal goods, engineering	13.6	19.9	7.1	16.8	8.2	9.5	15.0	11.1	16.8
Other manufacturing industries	4.7	9.0	8.3	6.2	8.4	4.6	6.5	7.7	7.6
									0.0
Total production industries	46.8	38.9	44.3	38.4	22.5	27.3	27.9	43.7	33.3
Construction	9.9	2.6	9.5	0.8	12.8	19.2	4.1	8.2	3.6
Distribution, catering	9.1	6.6	4.2	5.3	11.6	6.7	15.5	5.7	10.4
Transport, communications	13.4	6.8	9.0	6.4	11.1	23.1	8.3	9.5	7.6
Banking, finance	7.5	18.8	17.0	16.3	16.0	16.7	25.1	15.3	20.9
Public services	13.2	26.2	16.1	32.8	26.1	6.9	18.9	17.5	24.0
Total	100	100	100	100	100	100	100	100	100
Total business passengers (000s)	16	192	15	60	27	44	178	75	457

Main business	Foreign business passengers								
	Bristol		Cardiff		Exeter	Southampton		Total	
	1985	1994/5	1985	1994/5	1994/5	1985	1994/5	1985	1994/5
	%	%	%	%	%	%	%	%	%
Agriculture	3.9	0.7	4.1	0.7	0.0	5.9	0.6	4.6	0.7
Energy & water supply	5.4	4.7	16.0	3.8	0.0	7.1	2.4	8.6	3.6
Extraction processes	26.0	4.6	18.1	13.3	3.6	22.3	17.0	22.8	10.8
Metal goods, engineering	17.5	26.4	7.2	28.2	12.9	11.3	23.3	12.9	25.7
Other manufacturing industries	3.1	14.4	1.1	5.4	16.9	4.3	4.2	3.0	8.8
									0.0
Total production industries	55.9	50.8	46.5	51.4	33.4	50.8	47.5	51.9	49.6
Construction	8.1	1.1	5.3	2.1	4.9	12.5	2.3	8.9	1.8
Distribution, catering	5.7	10.3	14.5	5.9	13.2	8.2	10.7	8.7	9.2
Transport, communications	10.5	13.6	3.3	8.6	5.7	11.9	14.1	9.2	12.1
Banking, finance	8.3	10.1	15.4	8.3	13.0	9.7	10.9	10.5	9.9
Public services	11.5	14.2	15.0	23.7	29.7	6.9	14.6	10.8	17.4
Total	100	100	100	100	100	100	100	100	100
Total business passengers (000s)	10	51	6	29	3	8	27	24	110

Table 48

Sex of UK business passengers at the Western Airports.

Main business	UK business passengers							
	Bristol		Cardiff		Exeter		Southampton	
	Male	Female	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%	%	%
Agriculture	95	5	80	20	100	0	93	7
Energy & water supply	95	5	97	3	86	14	83	17
Extraction processes	89	11	86	14	82	18	75	25
Metal goods, engineering	95	5	100	0	98	2	85	15
Other manufacturing industries	82	18	91	9	83	17	80	20
Total production industries	91	9	94	6	89	11	83	17
Construction	88	12	100	0	99	1	94	6
Distribution, catering	90	10	79	21	78	22	70	30
Transport, communications	86	14	66	34	76	24	80	20
Banking, finance	84	16	86	14	91	9	81	19
Public services	80	20	68	32	68	32	69	31
Total	86	14	82	18	82	18	78	22

Table 49

Journey purpose by scheduled route and country of residence.

Journey purpose	Bristol				Cardiff				Exeter				Southampton[1]			
	Domestic		International		Domestic		International		Domestic		International		Domestic		International	
	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign	UK	Foreign
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Business																
Business	47.7	52.8	40.1	44.2	35.5	69.9	46.7	51.2	22.1	27.0	27.4	28.6	38.9	24.9	59.8	62.3
Conference/congress	4.1	1.7	3.8	3.9	3.1	1.2	3.2	5.6	1.7	0.8	3.7	1.9	1.9	3.4	4.8	2.4
Trade fair/exhibition	0.2	0.0	1.0	0.1	0.6	0.0	0.2	0.4	1.4	0.0	3.0	0.0	0.1	0	0.9	0.8
Armed services	3.2	4.2	1.4	0.2	3.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0	0	0	0
Airline staff	0.8	0.7	0.5	0.3	0.7	0.0	0.0	0.0	1.5	0.0	0.3	0.3	0	0	0	0
Contract home leave	0.8	4.6	0.4	1.1	0.2	0.0	0.5	4.1	0.1	0.0	0.0	2.4	0	0	0	0
Overseas employment < 12 months	0.0	0.0	1.5	0.8	0.2	2.3	1.1	1.6	0.2	0.0	0.6	0.9	0	0	0	0
Overseas employment >12 months	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.3	0.0	0	0	0	0
Company formal course studies	0.4	0.0	0.2	0.6	0.1	0.0	0.3	0.3	0.3	0.0	0.0	1.3	0	0	0	0
Company other studies	0.4	0.0	0.1	0.8	0.3	0.0	0.1	0.4	0.4	0.0	0.0	0.7	0	0	0	0
Au pair	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0	0	0	0
Total business	57.6	64.0	49.2	52.0	43.7	73.4	52.3	64.0	29.2	27.8	35.3	36.8	40.9	28.3	65.5	65.5
Leisure																
Holiday (separate fare)	8.7	1.9	13.2	6.5	7.2	0.0	12.2	3.1	24.1	20.9	21.0	8.0	7.9	11.6	4.8	4.1
Holiday (IT) hotel	3.3	0.0	8.9	0.2	12.9	0.0	7.6	0.8	14.6	12.3	3.8	1.2	15.7	6.1	5.4	2.3
Holiday (IT) self-catering	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.1	0.0
Holiday (IT) cruise	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	0.00
Visiting friends & relatives	27.9	32.4	25.9	36.0	36.0	24.5	22.2	27.0	28.9	35.2	38.7	47.4	25	48.1	20.2	21.6
Migration	0.0	0.0	0.1	0.0	0.3	0.0	1.1	0.0	0.5	2.7	0.0	0.6	0	0	0	0
Private formal course studies	0.2	1.8	0.4	2.0	0.0	2.1	0.1	1.1	0.3	0.0	0.0	0.4	0	0	0	0
Private other studies	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.4	0.3	0.0	1.0	0.0	0	0	0	0
Cultural, sports	1.0	0.0	0.9	1.5	0.0	0.0	4.5	2.2	0.9	1.2	0.1	1.5	0	0	0	0
Unaccompanied child	0.4	0.0	0.6	1.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	1.2	0	0	0	0
Other	0.8	0.0	0.5	0.6	0.0	0.0	0.1	0.6	0.9	0.0	0.7	1.8	9.8	5.9	4.1	6.5
Skiing (separate fare)	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
Skiing (IT) hotel	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
Skiing (IT) self catering	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
Total leisure	42.5	36.1	50.6	48.2	56.4	26.6	47.8	35.9	71.0	72.3	65.3	62.1	58.9	71.7	34.6	34.5
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	207	6	143	88	67	4	58	40	74	2	14	6	372	10	38	36

(1) Limited journey purpose categories obtained at Southampton

Table 50

Journey purpose by charter route for UK passengers

	Bristol	Cardiff	Exeter	Southampton(1)
	%	%	%	%
Business	0.3	0.1	0.6	1.8
Leisure				
Holiday (separate fare)	13.4	14.1	15.6	59.7
Holiday (IT) hotel	44.0	39.5	41.3	28.9
Holiday (IT) self-catering	36.8	43.5	39.7	—
Holiday (IT) cruise	0.1	0.0	0.0	—
Visiting friends & relatives	1.2	2.2	2.8	—
Other	0.2	0.6	0.0	9.6
Skiing (separate fare)	0.2	0.0	0.0	—
Skiing (IT) hotel	2.3	0.0	0.0	—
Skiing (IT) self catering	1.5	0.0	0.0	—
Total leisure	99.7	99.9	99.4	98.2
Total	100	100	100	100
Total terminal passengers (000s)	831	812	93	17

(1) Limited journey purpose codes

Table 51

Journey purpose by sex of passenger.

Journey purpose	Bristol		Cardiff		Exeter		Southampton	
	Male	Female	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%	%	%
Business								
Business	86.4	13.6	85.0	15.0	84.1	15.9	79.9	20.1
Conference/congress	84.4	15.6	64.0	36.0	58.0	42.0	69.8	30.2
Trade fair/exhibition	81.8	18.2	100	0.0	93.0	7.0	74.4	25.6
Armed services	91.1	8.9	71.0	29.0	0.0	100	–	–
Airline staff	57.6	42.4	25.8	74.2	73.7	26.3	–	–
Contract home leave	96.6	3.4	100	0.0	100	0.0	–	–
Overseas employment < 12 months	49.3	50.7	71.8	28.2	14.4	85.6	–	–
Overseas employment >12 months	69.5	30.5	39.8	60.2	100	0.0	–	–
Company formal course studies	67.0	33.0	88.3	11.7	50.0	50.0	–	–
Company other studies	75.5	24.5	57.9	42.1	26.8	73.2	–	–
Total business	85.2	14.8	82.9	17.1	80.4	19.6	79.3	20.7
Leisure								
Holiday (separate fare)	46.8	53.2	43.4	56.6	44.5	55.5	37.5	62.5
Holiday (IT) hotel	47.5	52.5	48.8	51.2	44.8	55.2	48.8	51.2
Holiday (IT) self-catering	47.5	52.5	46.9	53.1	41.6	58.4	52.5	47.5
Holiday (IT) cruise	–	–	37.9	62.1	–	–	–	–
Visiting friends & relatives	37.6	62.4	41.2	58.8	39.5	60.5	41.3	58.7
Private formal course studies	44.1	55.9	45.2	54.8	–	–	–	–
Private other studies	–	–	29.0	71.0	–	–	–	–
Cultural, sports	63.1	36.9	82.2	17.8	49.9	50.1	–	–
Unaccompanied child	–	–	55.6	44.4	–	–	–	–
Other	41.1	58.9	25.4	74.6	45.9	54.1	58	–
Total leisure	46.8	53.2	47.1	52.9	42.7	57.3	45.5	54.5
Total	54.2	45.8	50.4	49.6	48.7	51.3	60.3	39.7
Total terminal passengers (000s)	691	584	495	486	92	97	285	187

Table 52

Sex of passengers by journey purpose in 1976, 1985 and 1994/95.

Airport	Business						Leisure					
	1976		1985		1994/95		1976		1985		1994/95	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%
Bristol	90	10	86	14	85	15	44	56	47	53	47	53
Cardiff	92	8	89	11	83	17	45	55	48	52	47	53
Exeter(1)					80	20					43	57
Southampton	86	14	85	15	79	21	48	52	48	52	46	54

(1) Only available for 1994/95

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Table 53

Journey purpose and country of residence by month and airport.

Passenger type	1994											1995	
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	All
	%	%	%	%	%	%	%	%	%	%	%	%	%
Bristol													
UK business	16.1	20.8	23.5	8.0	14.5	9.5	6.5	14.3	16.6	27.6	27.3	22.3	15.1
UK leisure	76.2	69.7	66.4	85.7	78.6	83.1	86.1	79.6	75.7	57.9	61.7	68.0	76.8
Foreign business	5.0	4.7	5.9	3.0	3.0	2.9	2.6	3.8	4.4	7.1	5.9	4.9	4.0
Foreign leisure	2.7	4.8	4.3	3.3	3.9	4.5	4.8	2.3	3.2	7.4	5.1	4.9	4.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	80	89	76	128	124	143	176	155	110	62	62	70	1.275
Cardiff													
UK business	6.7	13.8	10.4	3.8	7.9	2.4	3.5	4.2	5.7	17.2	11.8	13.8	6.1
UK leisure	76.4	77.6	80.7	92.0	89.7	94.0	92.8	92.1	89.3	69.4	75.8	74.4	88.1
Foreign business	3.4	6.2	5.1	3.6	2.0	1.2	1.2	2.6	2.7	8.6	7.3	5.0	2.9
Foreign leisure	13.5	2.5	3.9	0.6	0.4	2.4	2.5	1.1	2.3	4.8	5.1	6.7	2.8
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	60	35	49	114	124	139	133	118	122	25	31	30	981
Exeter													
UK business	32.1	13.1	19.9	12.7	12.7	12.3	6.0	12.1	12.8	40.6	12.6	25.0	14.2
UK leisure	63.9	80.9	78.8	85.0	84.9	81.2	89.8	83.1	80.7	45.6	79.5	55.8	80.5
Foreign business	2.3	0.0	0.3	1.9	1.0	0.5	1.2	0.6	3.3	7.1	3.9	4.6	1.7
Foreign leisure	1.7	6.0	0.9	0.4	1.4	6.0	3.0	4.2	3.3	6.6	4.0	14.6	3.7
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	5	16	12	18	21	16	33	28	13	9	12	5	189
Southampton													
UK business	48.7	40.0	47.7	32.4	28.1	31.2	24.1	38.5	43.4	50.3	42.4	41.9	37.7
UK leisure	38.1	46.8	40.3	57.3	63.1	60.0	69.2	53.3	49.1	37.6	49.3	44.6	52.5
Foreign business	8.9	10.2	5.6	5.6	4.4	3.7	3.1	4.3	4.4	8.6	5.3	8.8	5.7
Foreign leisure	4.4	3.0	5.9	4.7	4.4	5.2	3.5	3.9	3.1	3.6	3.0	4.8	4.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	27	34	38	46	47	46	53	50	42	34	29	26	472

Table 54

Age distribution of UK and foreign passengers in 1994/5 and the UK population.

Business

Age	UK passengers			Foreign passengers			UK(1) population
	Bristol	Cardiff	Exeter	Bristol	Cardiff	Exeter	
	%	%	%	%	%	%	%
2 - 4*	0.0	0.0	0.0	0.0	0.0	0.0	6.7
5 - 9*	0.0	0.1	0.0	0.0	0.0	0.0	6.3
10 - 14*	0.1	0.2	0.0	0.0	0.0	0.0	6.0
15 - 19*	0.0	0.0	0.0	0.0	0.0	0.0	6.5
20 - 24	0.1	1.2	0.5	1.7	0.3	4.0	7.8
25 - 29	4.0	6.1	6.3	2.5	3.3	12.7	8.2
30 - 39	11.4	9.4	9.4	14.5	17.3	8.2	14.0
40 - 49	33.0	32.6	30.1	38.7	33.8	29.5	13.4
50 - 59	31.9	31.5	30.4	27.0	25.5	17.9	10.4
60 - 64	15.7	15.3	16.6	13.2	18.3	19.3	5.0
65 - 69	2.8	2.5	4.7	2.2	1.5	1.6	4.8
70 - 79	0.7	1.0	2.1	0.0	0.0	2.7	7.1
80 - 84	0.3	0.0	0.0	0.0	0.0	4.1	2.2
Over 85	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total	100	100	100	100	100	100	100
Total passengers (000s)	192	60	27	51	29	3	56m
Average age	49.5	48.8	50.0	47.7	48.2	48.4	38

(1) source 1991 census, (2 - 4 group includes all children under the age of 5).

Leisure

Age	UK passengers			Foreign passengers			UK(1) population
	Bristol	Cardiff	Exeter	Bristol	Cardiff	Exeter	
	%	%	%	%	%	%	%
2 - 4	0.0	0.0	0.0	0.0	0.0	0.0	6.7
5 - 9	1.1	1.3	0.3	1.1	0.7	0.0	6.3
10 - 14	3.7	3.7	1.9	4.3	7.2	1.0	6.0
15 - 19	5.3	5.9	3.6	4.0	1.6	0.9	6.5
20 - 24	3.9	4.1	4.1	4.5	2.6	10.2	7.8
25 - 29	5.8	6.4	5.6	7.9	13.7	8.7	8.2
30 - 39	8.7	7.3	7.1	14.5	6.9	8.8	14.0
40 - 49	17.1	18.3	14.1	21.0	18.9	12.1	13.4
50 - 59	19.3	20.3	22.6	11.2	15.1	18.2	10.4
60 - 64	17.3	16.9	15.6	10.2	7.8	17.3	5.0
65 - 69	5.9	6.6	8.1	6.3	6.5	4.1	4.8
70 - 79	6.2	5.1	7.4	5.1	2.5	4.5	7.1
80 - 84	5.0	3.8	7.7	7.3	14.0	5.8	2.2
Over 85	0.6	0.4	1.6	2.4	1.1	0.6	1.5
Total	100	100	100	100	100	100	100
Total passengers (000s)	979	865	152	52	28	7	56m
Average age	49.0	48.0	52.7	47.5	49.3	52.1	38

(1) source 1991 census, (2 - 4 group includes all children under the age of 5).

Table 55

Age distribution of UK and foreign passengers in 1994/5 at Southampton Airport.

Age	Business		Leisure	
	UK	Foreign	UK	Foreign
	%	%	%	%
2 - 7	0.2	0.0	0.2	0.0
8 - 13	0.0	0.0	2.5	5.8
14 - 17	0.0	0.8	9.2	19.4
18 - 24	4.1	32.3	15.6	27.0
25 - 34	26.7	28.5	18.3	16.4
35 - 44	36.2	33.3	23.5	14.9
45 - 54	25.3	5.0	16.8	9.7
55 - 64	6.5	0.0	13.4	6.7
65+	1.1	0.0	0.6	0.0
Total	100	100	100	100
Total passengers (000s)	178	27	248	19
Average age	49.5	40.4	45.7	37.6

Table 56

Family make-up of UK leisure passengers.

Family make up	International inclusive tour holiday			International other leisure		
	Bristol	Cardiff	Exeter	Bristol	Cardiff	Exeter
	%	%	%	%	%	%
No children under 16	76	68	71	84	73	81
Children under 16	24	32	29	16	27	19
Total	100	100	100	100	100	100
Total leisure passengers (000s)	711	668	75	230	366	30

Table 57

Household make-up of UK leisure passengers

Household make up	International inclusive tour holiday			International other leisure		
	Bristol	Cardiff	Exeter	Bristol	Cardiff	Exeter
	%	%	%	%	%	%
One	9	6	5	15	11	12
Two	47	38	44	50	42	47
Three	19	23	20	15	20	18
Four	19	25	23	15	20	17
Five	4	6	6	4	6	4
Six or more	2	1	2	1	1	2
Total	100	100	100	100	100	100
Total leisure passengers (000s)	711	668	75	230	366	30

Table 58

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

Final air destination	Amsterdam %	Paris %	Brussels %
Not flying on	70	87	66
Europe	15	11	29
North America	6	0	0
Indian Sub-Continent & Far East	5	0	0
Australasia	0	0	1
Middle East	1	0	0
Africa	2	2	3
South & Central America	1	0	0
Total	100	100	100
Total terminal passengers (000s)	56	60	30

Table 59

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

Final air destination	Amsterdam %	Brussels %	Paris %
Not flying on	47	93	91
Europe	28	7	20
North America	13	0	8
Indian Sub-Continent & Far East	3	0	2
Australasia	1	0	0
Middle East	4	0	3
Africa	3	0	2
South & Central America	2	0	2
Total	100	100	100
Total terminal passengers (000s)	57	12	20

Table 60

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

Final air destination	Amsterdam %	Paris %	Brussels %
Not flying on	94	96	100
Europe	6	4	0
North America	0	0	0
Indian Sub-Continent & Far East	0	0	0
Australasia	0	0	0
Middle East	0	0	0
Africa	0	0	0
South & Central America	0	0	0
Total	100	100	100
Total terminal passengers (000s)	6	4	2

Table 61

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

Final air destination	Amsterdam %	Paris %	Brussels %
Not flying on	67	91	90
Europe	23	8	10
North America	3	0	0
Indian Sub-Continent & Far East	4	0	0
Australasia	0	0	0
Middle East	1	0	0
Africa	2	1	0
South & Central America	0	0	0
Total	100	100	100
Total terminal passengers (000s)	42	22	11

Table 62

Most requested routes by UK passengers

Bristol		Cardiff		Exeter	
Business	Leisure	Business	Leisure	Business	Leisure
Dusseldorf	San Francisco	Frankfurt	New York	Rennes	Orlando
Manchester	Orlando	New York	Orlando	Dusseldorf	Malaga
Munich	Toronto	Heathrow	Arrecife	Gatwick	Athens
Orly	Fuerteventura	Stavanger	Fuerteventura	Heathrow	Corfu
Milan	Funchal	Dusseldorf	Rome	Guernsey	Miami

Table 63

Airport advertising awareness for passengers resident in the same planning region as the airport being used

Medium	Penetration levels		
	Bristol	Cardiff	Exeter
	%	%	%
TV	63	82	54
Radio	30	30	26
Papers/magazines	34	42	44
Leaflets	15	9	15
Posters	10	15	12
Other	1	1	2

Table 64

1994/95 International scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	203	0.0	69	0.0	0	0.0	0	0.0	0	0.0	0	0.0	203	0.0	0	0.0	0	0.0	197496	7.0	197971	0.4
Birmingham	4451	0.4	33540	1.9	24237	0.7	1225540	48.1	319201	19.0	3065	0.2	46185	0.1	60473	2.1	32187	3.5	1730	0.1	1750510	3.2
Bristol	110	0.0	0	0.0	205	0.0	764	0.0	501	0.0	109	0.0	2581	0.0	198270	7.0	14829	1.6	0	0.0	217369	0.4
Cardiff	0	0.0	0	0.0	0	0.0	320	0.0	0	0.0	0	0.0	381	0.0	986	0.0	96466	10.4	0	0.0	98153	0.2
East Midlands	46	0.0	21530	1.2	710	0.0	10956	0.4	175008	10.4	742	0.0	1599	0.0	455	0.0	143	0.0	0	0.0	211188	0.4
Edinburgh	1961	0.2	0	0.0	0	0.0	0	0.0	171	0.0	0	0.0	0	0.0	0	0.0	0	0.0	371326	13.2	373458	0.7
Exeter	0	0.0	0	0.0	183	0.0	8	0.0	0	0.0	31	0.0	4	0.0	19238	0.7	17	0.0	0	0.0	19481	0.0
Gatwick	92612	8.7	162009	9.4	232478	6.6	264153	10.4	210242	12.5	243326	14.8	6514725	17.7	500401	17.7	102957	11.1	259352	9.2	8582255	15.5
Glasgow	5883	0.6	4196	0.2	4766	0.1	581	0.0	610	0.0	0	0.0	1271	0.0	0	0.0	0	0.0	883193	31.3	900500	1.6
Heathrow	485000	45.5	554217	32.2	834610	23.7	811006	31.9	762940	45.3	847191	51.6	28168261	76.7	2004212	70.8	532083	57.6	1029465	36.5	36028986	64.9
Humberside	208	0.0	56606	3.3	167	0.0	0	0.0	10323	0.6	59	0.0	73	0.0	148	0.0	0	0.0	0	0.0	67584	0.1
Leeds/Bradford	3351	0.3	160965	9.3	3329	0.1	263	0.0	774	0.0	364	0.0	0	0.0	0	0.0	124	0.0	0	0.0	169171	0.3
Liverpool	3370	0.3	3078	0.2	1806559	5.1	0	0.0	519	0.0	0	0.0	519	0.0	0	0.0	4212	0.5	0	0.0	192358	0.3
London City	719	0.1	1038	0.1	0	0.0	2078	0.1	5151	0.3	6308	0.4	457489	1.2	2995	0.1	421	0.0	433	0.0	476632	0.9
Luton	750	0.1	783	0.0	1497	0.0	14611	0.6	31374	1.9	24312	1.5	295237	0.8	5316	0.2	1670	0.2	87	0.0	375636	0.7
Manchester	143115	13.4	699775	40.6	2227148	63.3	193415	7.6	97040	5.8	2926	0.2	16454	0.0	6516	0.2	128039	13.9	40384	1.4	3554811	6.4
Newcastle	282760	26.6	11446	0.7	2822	0.1	1114	0.0	1162	0.1	363	0.0	687	0.0	153	0.0	163	0.0	13302	0.5	313972	0.6
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	176	0.0	80771	4.9	619	0.0	84	0.0	0	0.0	0	0.0	81650	0.1
Southampton	0	0.0	0	0.0	278	0.0	0	0.0	0	0.0	151	0.0	60732	0.2	12915	0.5	136	0.0	0	0.0	74212	0.1
Stansted	5815	0.5	9695	0.6	6852	0.2	20577	0.8	68383	4.1	433326	26.4	1177157	3.2	18966	0.7	10646	1.2	20883	0.7	1772300	3.2
Tees-side	34522	3.2	4404	0.3	0	0.0	94	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39020	0.1
Total	1064875	100	1723351	100	3519941	100	2545480	100	1683575	100	1643045	100	36744178	100	2831129	100	924092	100	2817650	100	55497316	100

Table 65

1994/95   International scheduled UK business passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	71169	13.9	71169	0.6
Birmingham	382	0.2	10420	2.7	5378	0.6	325965	57.1	116139	25.5	1237	0.3	20476	0.3	23642	3.6	10352	5.3	244	0.0	514234	4.1
Bristol	0	0.0	0	0.0	205	0.0	407	0.1	0	0.0	29	0.0	337	0.0	57047	8.8	4603	2.4	0	0.0	62628	0.5
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	30252	15.6	0	0.0	30252	0.2
East Midlands	0	0.0	4742	1.2	366	0.0	3420	0.6	46840	10.3	0	0.0	692	0.0	91	0.0	0	0.0	0	0.0	56150	0.4
Edinburgh	1566	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	76550	14.9	78116	0.6
Exeter	0	0.0	0	0.0	183	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4592	0.7	0	0.0	0	0.0	4775	0.0
Gatwick	11110	4.5	12177	3.2	53844	6.4	24561	4.3	30573	6.7	32290	6.8	796958	9.7	45146	6.9	8414	4.3	30498	6.0	1045571	8.4
Glasgow	361	0.1	503	0.1	908	0.1	196	0.0	0	0.0	0	0.0	155	0.0	0	0.0	0	0.0	132402	25.8	134525	1.1
Heathrow	105000	42.7	120209	31.5	222540	26.6	171947	30.1	205141	45.1	264269	55.4	6831501	83.6	508981	78.2	102637	53.0	196864	38.4	8729090	69.8
Humberside	208	0.1	16373	4.3	52	0.0	0	0.0	4349	1.0	0	0.0	73	0.0	52	0.0	0	0.0	0	0.0	21107	0.2
Leeds/Bradford	480	0.2	55369	14.5	82	0.0	76	0.0	607	0.1	364	0.1	0	0.0	0	0.0	0	0.0	0	0.0	56978	0.5
Liverpool	0	0.0	1091	0.3	23437	2.8	0	0.0	519	0.1	0	0.0	519	0.0	0	0.0	698	0.4	0	0.0	26266	0.2
London City	0	0.0	135	0.0	0	0.0	743	0.1	3046	0.7	4198	0.9	212517	2.6	1873	0.3	0	0.0	0	0.0	222511	1.8
Luton	0	0.0	0	0.0	0	0.0	166	0.0	1225	0.3	3239	0.7	18461	0.2	299	0.0	71	0.0	0	0.0	23462	0.2
Manchester	24624	10.0	151961	39.8	528287	63.1	38976	6.8	20204	4.4	761	0.2	2210	0.0	1375	0.2	35705	18.4	2206	0.4	806310	6.5
Newcastle	89017	36.2	2246	0.6	259	0.0	0	0.0	570	0.1	0	0.0	274	0.0	0	0.0	0	0.0	1154	0.2	93520	0.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20665	4.3	107	0.0	0	0.0	0	0.0	0	0.0	20772	0.2
Southampton	0	0.0	0	0.0	65	0.0	0	0.0	0	0.0	151	0.0	19910	0.2	4504	0.7	136	0.1	0	0.0	24766	0.2
Stansted	0	0.0	4241	1.1	1834	0.2	4229	0.7	26000	5.7	149508	31.4	270827	3.3	3567	0.5	865	0.4	1338	0.3	462408	3.7
Tees-side	13057	5.3	2100	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15157	0.1
Total	245804	100	381566	100	837441	100	570685	100	455214	100	476711	100	8175018	100	651169	100	193733	100	512425	100	12499766	100

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Table 66

1994/95 International scheduled UK Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	47723	4.8	47723	0.3
Birmingham	2836	0.7	14714	1.9	13210	0.9	384424	35.9	102294	13.8	345	0.1	11225	0.1	18761	1.6	12144	3.0	1359	0.1	561312	3.1
Bristol	0	0.0	0	0.0	0	0.0	71	0.0	249	0.0	0	0.0	875	0.0	63138	5.3	4198	1.0	0	0.0	68531	0.4
Cardiff	0	0.0	0	0.0	0	0.0	62	0.0	0	0.0	0	0.0	0	0.0	407	0.0	27130	6.7	0	0.0	27599	0.2
East Midlands	46	0.0	9605	1.2	205	0.0	4127	0.4	44945	6.1	696	0.1	631	0.0	364	0.0	143	0.0	0	0.0	60761	0.3
Edinburgh	107	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	122006	12.2	122113	0.7
Exeter	0	0.0	0	0.0	0	0.0	8	0.0	0	0.0	0	0.0	4	0.0	8782	0.7	8	0.0	0	0.0	8802	0.0
Gatwick	55763	13.4	114445	14.4	118669	8.3	182726	17.0	138293	18.7	141683	24.1	2592758	24.6	317411	26.6	55765	13.9	120321	12.0	3837835	21.1
Glasgow	3040	0.7	2389	0.3	3602	0.3	384	0.0	107	0.0	0	0.0	408	0.0	0	0.0	0	0.0	373419	37.2	383350	2.1
Heathrow	184000	44.3	248099	31.2	332204	23.3	368856	34.4	349072	47.2	272068	46.3	7219357	68.5	765704	64.1	243265	60.5	296016	29.5	10278641	56.6
Humberside	0	0.0	9229	1.2	0	0.0	0	0.0	2192	0.3	0	0.0	0	0.0	48	0.0	0	0.0	0	0.0	11469	0.1
Leeds/Bradford	1521	0.4	42113	5.3	1784	0.1	82	0.0	19	0.0	0	0.0	0	0.0	0	0.0	124	0.0	0	0.0	45644	0.3
Liverpool	626	0.2	734	0.1	73003	5.1	0	0.0	0	0.0	0	0.0	0	0.0	576	0.0	2112	0.5	0	0.0	76475	0.4
London City	719	0.2	85	0.0	0	0.0	862	0.1	319	0.0	0	0.0	36343	0.3	3947	0.3	0	0.0	333	0.0	39237	0.2
Luton	660	0.2	647	0.1	1108	0.1	11063	1.0	25430	3.4	15429	2.6	169971	1.6	2809	0.2	1302	0.3	87	0.0	229643	1.3
Manchester	67120	16.2	341128	42.9	878832	61.6	106532	9.9	46948	6.3	1211	0.2	5693	0.1	153	0.0	48241	12.0	24927	2.5	1523442	8.4
Newcastle	86487	20.8	6220	0.8	1731	0.1	0	0.0	553	0.1	363	0.1	413	0.0	0	0.0	0	0.0	5979	0.6	101899	0.6
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	76	0.0	19124	3.3	0	0.0	0	0.0	0	0.0	0	0.0	19200	0.1
Southampton	0	0.0	0	0.0	34	0.0	0	0.0	0	0.0	0	0.0	10397	0.1	2650	0.2	0	0.0	0	0.0	13081	0.1
Stansted	2018	0.5	4609	0.6	2907	0.2	12546	1.2	28883	3.9	136145	23.2	485587	4.6	9806	0.8	7950	2.0	10909	1.1	701360	3.9
Tees-side	10391	2.5	1165	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	11556	0.1
Total	415333	100	795183	100	1427289	100	1071744	100	739380	100	587064	100	10533663	100	1194556	100	402382	100	1003079	100	18169673	100

Table 67

1994/95 International scheduled Foreign Business passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	0	0.0	69	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	45214	9.0	45282	0.4
Birmingham	234	0.1	5857	2.5	3774	0.7	340816	70.8	68586	28.8	1187	0.5	11321	0.2	10140	2.9	3951	2.8	0	0.0	445866	4.4
Bristol	110	0.1	0	0.0	0	0.0	192	0.0	252	0.1	80	0.0	1213	0.0	39841	11.4	2472	1.8	0	0.0	44160	0.4
Cardiff	0	0.0	0	0.0	0	0.0	103	0.0	0	0.0	0	0.0	381	0.0	515	0.1	24804	17.8	0	0.0	25803	0.3
East Midlands	0	0.0	5383	2.3	0	0.0	2449	0.5	54558	22.9	46	0.0	0	0.0	0	0.0	0	0.0	0	0.0	62437	0.6
Edinburgh	151	0.1	0	0.0	0	0.0	0	0.0	171	0.1	0	0.0	0	0.0	0	0.0	0	0.0	65484	13.1	65805	0.6
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2119	0.6	0	0.0	0	0.0	2119	0.0
Gatwick	4799	2.9	5485	2.4	19909	3.6	14471	3.0	7745	3.2	18937	7.3	840384	11.6	31444	9.0	6206	4.4	30942	6.2	980323	9.6
Glasgow	833	0.5	112	0.0	256	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	98497	19.7	99697	1.0
Heathrow	69000	41.0	72252	31.2	120377	21.7	95733	19.9	86173	36.2	129003	49.5	6020035	83.2	258456	74.2	80283	57.5	251385	50.2	7182696	70.7
Humberside	0	0.0	21775	9.4	115	0.0	0	0.0	1590	0.7	59	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23539	0.2
Leeds/Bradford	706	0.4	36327	15.7	804	0.1	105	0.0	148	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	38089	0.4
Liverpool	775	0.5	519	0.2	20717	3.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1402	1.0	0	0.0	23414	0.2
London City	0	0.0	818	0.4	0	0.0	474	0.1	1462	0.6	1915	0.7	177677	2.5	386	0.1	421	0.3	0	0.0	183152	1.8
Luton	0	0.0	49	0.0	0	0.0	263	0.1	1893	0.8	865	0.3	13054	0.2	297	0.1	296	0.2	0	0.0	16717	0.2
Manchester	18264	10.9	79736	34.5	386513	69.8	22885	4.8	8038	3.4	642	0.2	4567	0.1	969	0.3	19626	14.1	4135	0.8	545375	5.4
Newcastle	63751	37.9	1842	0.8	614	0.1	1114	0.2	9	0.0	0	0.0	256	0.0	0	0.0	163	0.1	3640	0.7	71133	0.7
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	50	0.0	20491	7.9	256	0.0	42	0.0	0	0.0	0	0.0	20839	0.2
Southampton	0	0.0	0	0.0	179	0.0	0	0.0	0	0.0	0	0.0	21413	0.3	2224	0.6	0	0.0	0	0.0	23816	0.2
Stansted	900	0.5	407	0.2	858	0.2	2819	0.6	7678	3.2	87494	33.6	146902	2.0	2079	0.6	0	0.0	1228	0.2	250365	2.5
Tees-side	8779	5.2	790	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	9569	0.1
Total	168302	100	231421	100	554116	100	481424	100	238352	100	260719	100	7237204	100	348513	100	139624	100	500524	100	10160198	100

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Table 68

1994/95 International scheduled Foreign Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	203	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	203	0.0	0	0.0	0	0.0	33390	4.2	33796	0.2
Birmingham	999	0.4	2549	0.8	1875	0.3	174336	41.3	32183	12.8	296	0.1	3164	0.0	7930	1.2	5739	3.0	127	0.0	229198	1.6
Bristol	0	0.0	0	0.0	0	0.0	94	0.0	0	0.0	0	0.0	156	0.0	38244	6.0	3556	1.9	0	0.0	42050	0.3
Cardiff	0	0.0	0	0.0	0	0.0	155	0.0	0	0.0	0	0.0	0	0.0	64	0.0	14280	7.6	0	0.0	14499	0.1
East Midlands	0	0.0	1800	0.6	139	0.0	960	0.2	28666	11.4	0	0.0	276	0.0	0	0.0	0	0.0	0	0.0	31840	0.2
Edinburgh	137	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	107286	13.4	107423	0.7
Exeter	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	31	0.0	0	0.0	3745	0.6	9	0.0	0	0.0	3785	0.0
Gatwick	20940	8.9	29902	9.5	40056	5.7	42395	10.1	33631	13.4	50416	15.8	2284625	21.2	106399	16.7	32571	17.3	77591	9.7	2718526	18.5
Glasgow	1649	0.7	1192	0.4	0	0.0	0	0.0	503	0.2	0	0.0	708	0.0	0	0.0	0	0.0	278875	34.8	282928	1.9
Heathrow	127000	53.9	113657	36.1	159489	22.7	174470	41.4	122554	48.9	181851	57.1	8097368	75.0	471072	74.0	105898	56.2	285200	35.6	9838558	67.1
Humberside	0	0.0	9229	2.9	0	0.0	0	0.0	2192	0.9	0	0.0	0	0.0	48	0.0	0	0.0	0	0.0	11469	0.1
Leeds/Bradford	644	0.3	27156	8.6	659	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	28459	0.2
Liverpool	1969	0.8	734	0.2	63501	9.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	66203	0.5
London City	0	0.0	0	0.0	0	0.0	0	0.0	324	0.1	196	0.1	30953	0.3	161	0.0	0	0.0	99	0.0	31733	0.2
Luton	90	0.0	87	0.0	390	0.1	3119	0.7	2826	1.1	4780	1.5	93751	0.9	773	0.1	0	0.0	9116	1.1	105813	0.7
Manchester	33107	14.1	126950	40.3	433516	61.8	25023	5.9	21850	8.7	313	0.1	3983	0.0	1362	0.2	24467	13.0	2529	0.3	679685	4.6
Newcastle	43505	18.5	1138	0.4	218	0.0	0	0.0	30	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	47420	0.3
Norwich	0	0.0	0	0.0	0	0.0	0	0.0	50	0.0	20491	6.4	256	0.0	42	0.0	0	0.0	0	0.0	20839	0.1
Southampton	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	9012	0.1	3537	0.6	0	0.0	0	0.0	12549	0.1
Stansted	2898	1.2	439	0.1	1253	0.2	983	0.2	5822	2.3	60178	18.9	273840	2.5	3515	0.6	1831	1.0	7408	0.9	358167	2.4
Tees-side	2295	1.0	349	0.1	0	0.0	94	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2738	0.0
Total	235436	100	315181	100	701095	100	421628	100	250629	100	318551	100	10798294	100	636891	100	188352	100	801622	100	14667679	100

Table 69

1994/5 International charter passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	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	87642	3.1	87642	0.3
Birmingham	21108	1.2	72499	2.5	24767	0.6	1389526	53.4	412419	19.8	7103	0.9	72697	0.8	101005	5.3	72015	4.9	15772	0.6	2188912	7.4
Bristol	2880	0.2	660	0.0	877	0.0	15458	0.6	474	0.0	97	0.0	20638	0.2	675349	35.6	114167	7.8	1112	0.0	830600	2.8
Cardiff	239	0.0	1236	0.0	431	0.0	10451	0.4	392	0.0	81	0.0	5413	0.1	84179	4.4	707252	48.2	0	0.0	810786	2.7
East Midlands	11142	0.6	224978	7.7	9802	0.2	126896	4.9	700856	33.7	6473	0.9	8758	0.1	4057	0.2	1915	0.1	8089	0.3	1102966	3.7
Edinburgh	1598	0.1	549	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	265359	9.3	267506	0.9
Exeter	0	0.0	11	0.0	781	0.0	1020	0.0	0	0.0	0	0.0	1571	0.0	88820	4.7	856	0.1	0	0.0	93059	0.3
Gatwick	56167	3.2	159743	5.4	106280	2.5	299367	11.5	361591	17.4	371492	49.6	7442429	82.4	857104	45.2	230573	15.7	62861	2.2	9947606	33.5
Glasgow	12142	0.7	0	0.0	0	0.0	190	0.0	1252	0.1	0	0.0	0	0.0	0	0.0	269	0.0	1947237	68.4	1961091	6.6
Humberside	4077	0.2	106221	3.6	163	0.0	242	0.0	15496	0.7	43	0.0	66	0.0	0	0.0	0	0.0	780	0.0	127088	0.4
Leeds/Bradford	11164	0.6	226027	7.7	7884	0.2	318	0.0	4680	0.2	0	0.0	624	0.0	217	0.0	29	0.0	887	0.0	251831	0.8
Liverpool	64	0.0	454	0.0	20334	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2486	0.2	0	0.0	23338	0.1
Luton	7792	0.4	29331	1.0	7501	0.2	69841	2.7	167276	8.0	102600	13.7	747838	8.3	37704	2.0	6642	0.5	13457	0.5	1189982	4.0
Manchester	474115	26.7	2016173	68.7	4107234	95.5	676988	26.0	357005	17.2	6596	0.9	76872	0.9	31589	1.7	318986	21.7	251429	8.8	8316987	28.0
Newcastle	1116381	62.8	74382	2.5	4446	0.1	413	0.0	3435	0.2	1632	0.2	3463	0.0	178	0.0	405	0.0	181678	6.4	1386413	4.7
Norwich	0	0.0	225	0.0	80	0.0	277	0.0	298	0.0	58760	7.8	552	0.0	0	0.0	0	0.0	80	0.0	60272	0.2
Stansted	2972	0.2	16806	0.6	10691	0.2	9208	0.4	54270	2.6	194049	25.9	652844	7.2	14594	0.8	11131	0.8	9320	0.3	975885	3.3
Tees-side	56090	3.2	7479	0.3	264	0.0	223	0.0	517	0.0	0	0.0	214	0.0	0	0.0	0	0.0	1047	0.0	65834	0.2
Total	1777931	100	2936775	100	4301534	100	2600418	100	2079961	100	748926	100	9033980	100	1894797	100	1466726	100	2846750	100	29687797	100

Table 70

1994/5 International charter IT UK passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	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	78500	3.6	78500	0.4
Birmingham	19848	1.4	63707	2.7	19501	0.6	1104943	55.6	346377	21.4	6704	1.3	57811	1.2	79939	5.8	58581	5.2	6238	0.3	1763650	8.5
Bristol	2880	0.2	660	0.0	442	0.0	11518	0.6	474	0.0	97	0.0	17772	0.4	566563	41.2	95328	8.5	0	0.0	695734	3.3
Cardiff	175	0.0	1091	0.0	259	0.0	7144	0.4	392	0.0	81	0.0	2365	0.0	65311	4.8	586266	52.1	0	0.0	663084	3.2
East Midlands	10624	0.8	191735	8.1	1431	0.0	109093	5.5	586480	36.3	6216	1.2	6901	0.1	2389	0.2	1548	0.1	3789	0.2	920208	4.4
Edinburgh	1598	0.1	549	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	205175	9.5	207322	1.0
Exeter	0	0.0	0	0.0	781	0.0	866	0.0	0	0.0	0	0.0	846	0.0	70705	5.1	675	0.1	0	0.0	73873	0.4
Gatwick	28574	2.0	94362	4.0	59422	1.8	154845	7.8	212288	13.1	235263	45.0	4052199	81.5	532800	38.8	132203	11.7	22242	1.0	5524198	26.5
Glasgow	7822	0.6	0	0.0	0	0.0	190	0.0	1252	0.1	0	0.0	161	0.0	0	0.0	0	0.0	1507495	69.6	1516921	7.3
Humberside	4077	0.3	94716	4.0	54	0.0	150	0.0	13297	0.8	43	0.0	66	0.0	0	0.0	0	0.0	780	0.0	113183	0.5
Leeds/Bradford	8242	0.6	194751	8.3	7121	0.2	0	0.0	2877	0.2	0	0.0	214	0.0	0	0.0	29	0.0	750	0.0	213984	1.0
Liverpool	64	0.0	454	0.0	15313	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1933	0.2	0	0.0	17764	0.1
Luton	2671	0.2	13478	0.6	1885	0.1	37123	1.9	125262	7.8	74506	14.2	468256	9.4	23406	1.7	2774	0.2	4502	0.2	753864	3.6
Manchester	316192	22.4	1622847	68.8	3167137	96.6	566747	28.0	277154	17.2	5482	1.0	50726	1.0	24279	1.8	239387	21.3	173570	8.0	6433522	30.9
Newcastle	957139	67.7	65349	2.8	3266	0.1	65	0.0	3332	0.2	1287	0.2	2512	0.1	178	0.0	0	0.0	160070	7.4	1193198	5.7
Norwich	0	0.0	182	0.0	80	0.0	277	0.0	137	0.0	52051	9.9	509	0.0	0	0.0	0	0.0	80	0.0	53316	0.3
Stansted	1917	0.1	8133	0.3	1191	0.0	5815	0.3	46153	2.9	141606	27.1	310265	6.2	8729	0.6	7537	0.7	291	0.0	531635	2.6
Tees-side	51093	3.6	6637	0.3	41	0.0	223	0.0	303	0.0	0	0.0	214	0.0	0	0.0	0	0.0	1047	0.0	59558	0.3
Total	1412916	100	2358650	100	3277924	100	1988999	100	1615778	100	523337	100	4970818	100	1374300	100	1126262	100	2164530	100	20813514	100

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Table 71

1994/5 International charter other UK passenger movements between planning regions and airports by surface modes of transport.

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	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	4411	0.9	4411	0.1
Birmingham	1260	0.4	8261	1.6	5205	0.6	258127	48.1	59065	14.3	398	0.2	9681	0.4	15931	3.7	13433	4.3	6536	1.3	377897	5.6
Bristol	0	0.0	0	0.0	245	0.0	3933	0.7	0	0.0	0	0.0	1398	0.1	99960	23.0	17385	5.6	0	0.0	122921	1.8
Cardiff	64	0.0	145	0.0	0	0.0	3165	0.6	0	0.0	0	0.0	2876	0.1	17554	4.0	109478	35.2	835	0.2	134117	2.0
East Midlands	518	0.2	29126	5.7	8371	1.0	14283	2.7	105825	25.7	256	0.1	1685	0.1	1666	0.4	367	0.1	4300	0.9	166396	2.5
Edinburgh	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39052	7.9	39052	0.6
Exeter	0	0.0	11	0.0	0	0.0	0	0.0	0	0.0	0	0.0	608	0.0	16058	3.7	181	0.1	0	0.0	16858	0.2
Gatwick	16415	4.9	52185	10.3	33138	3.8	119084	22.2	128469	31.1	117877	59.2	2297156	86.0	261144	60.2	86315	27.8	27296	5.5	3139079	46.3
Glasgow	3192	0.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	269	0.1	316742	63.8	320203	4.7
Humberside	0	0.0	8596	1.7	109	0.0	92	0.0	1983	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10780	0.2
Leeds/Bradford	2922	0.9	25613	5.0	569	0.1	0	0.0	1090	0.3	0	0.0	0	0.0	217	0.1	0	0.0	0	0.0	30412	0.4
Liverpool	0	0.0	0	0.0	5021	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	553	0.2	0	0.0	5574	0.1
Luton	4114	1.2	13707	2.7	4173	0.5	28276	5.3	38342	9.3	23261	11.7	196074	7.3	12210	2.8	3262	1.0	6986	1.4	330404	4.9
Manchester	155965	46.4	351917	69.3	811559	92.3	106815	19.9	71103	17.2	1113	0.6	22577	0.8	6862	1.6	77074	24.8	64176	12.9	1669161	24.6
Newcastle	146316	43.5	8589	1.7	1180	0.1	348	0.1	0	0.0	0	0.0	951	0.0	0	0.0	0	0.0	18917	3.8	176301	2.6
Norwich	0	0.0	43	0.0	0	0.0	0	0.0	161	0.0	5920	3.0	43	0.0	0	0.0	0	0.0	0	0.0	6167	0.1
Stansted	1055	0.3	8673	1.7	9214	1.0	2702	0.5	6281	1.5	50370	25.3	136765	5.1	2545	0.6	2454	0.8	7335	1.5	227395	3.4
Tees-side	4628	1.4	842	0.2	223	0.0	0	0.0	214	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	5907	0.1
Total	336449	100	507709	100	879007	100	536823	100	412533	100	199195	100	2669814	100	434147	100	310772	100	496585	100	6783034	100

Table 72

1994/5 Domestic scheduled passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humberside		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Total	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	0	0.0	2346	0.3	3842	0.2	128	0.0	2127	0.5	637	0.2	2515	0.0	0	0.0	0	0.0	981834	16.1	993428	5.4
Birmingham	421	0.0	7024	1.0	3063	0.2	574866	86.0	107166	25.4	4861	1.5	41654	0.6	37088	5.9	12156	5.1	2891	0.0	791190	4.3
Bristol	0	0.0	0	0.0	321	0.0	1835	0.3	0	0.0	0	0.0	1868	0.0	181914	29.0	20316	8.6	0	0.0	206254	1.1
Cardiff	0	0.0	0	0.0	0	0.0	263	0.0	0	0.0	0	0.0	0	0.0	2177	0.3	69762	29.4	0	0.0	72202	0.4
East Midlands	404	0.0	18063	2.7	347	0.0	14449	2.2	225805	53.6	1762	0.5	3709	0.1	0	0.0	131	0.1	146	0.0	264816	1.4
Edinburgh	6394	0.7	214	0.0	504	0.0	0	0.0	0	0.0	247	0.1	0	0.0	924	0.1	0	0.0	2335062	38.2	2343344	12.7
Exeter	106	0.0	0	0.0	58	0.0	462	0.1	200	0.0	370	0.1	3439	0.1	70420	11.2	801	0.3	35	0.0	75891	0.4
Gatwick	504	0.1	1931	0.3	2490	0.1	1793	0.3	2249	0.5	7432	2.3	1065084	16.2	7435	1.2	2427	1.0	456	0.0	1091800	5.9
Glasgow	6368	0.7	1704	0.3	505	0.0	289	0.0	138	0.0	0	0.0	1048	0.0	223	0.0	2900	1.2	2543906	41.6	2557081	13.8
Heathrow	1026	0.1	4949	0.7	7776	0.4	11448	1.7	13862	3.3	77703	23.7	4765958	72.4	238674	38.1	46130	19.5	144	0.0	5167671	28.0
Humberside	133	0.0	22866	3.4	0	0.0	0	0.0	6901	1.6	68	0.0	29	0.0	0	0.0	0	0.0	270	0.0	30267	0.2
Inverness	127	0.0	103	0.0	0	0.0	20	0.0	0	0.0	0	0.0	465	0.0	0	0.0	0	0.0	233969	3.8	234684	1.3
Leeds/Bradford	3626	0.4	366349	54.6	4509	0.2	199	0.0	3005	0.7	91	0.0	902	0.0	0	0.0	0	0.0	700	0.0	379380	2.1
Liverpool	355	0.0	1277	0.2	198140	10.4	1682	0.3	1673	0.4	116	0.0	1179	0.0	470	0.1	6736	2.8	104	0.0	211732	1.1
Luton	0	0.0	434	0.1	0	0.0	1959	0.3	8689	2.1	11751	3.6	80202	1.2	2097	0.3	306	0.1	129	0.0	105566	0.6
Manchester	45571	4.8	197843	29.5	1678770	88.2	52780	7.9	39073	9.3	142	0.0	1675	0.0	1927	0.3	71180	30.0	5504	0.1	2094464	11.3
Newcastle	670698	71.0	8721	1.3	0	0.0	59	0.0	241	0.1	8016	2.4	236	0.0	0	0.0	61	0.0	204	0.0	688236	3.7
Norwich	0	0.0	0	0.0	67	0.0	0	0.0	138	0.0	68429	20.8	208	0.0	0	0.0	0	0.0	0	0.0	68842	0.4
Southampton	255	0.0	2089	0.3	2465	0.1	5992	0.9	2911	0.7	4398	1.3	284549	4.3	82453	13.1	4181	1.8	2441	0.0	391734	2.1
Stansted	0	0.0	0	0.0	0	0.0	0	0.0	6983	1.7	142382	43.4	324799	4.9	965	0.2	0	0.0	0	0.0	475128	2.6
Tees-side	209147	22.1	34726	5.2	44	0.0	0	0.0	46	0.0	0	0.0	137	0.0	365	0.1	70	0.0	58	0.0	244593	1.3
Total	945134	100	670639	100	1902900	100	668224	100	421206	100	328403	100	6579655	100	627132	100	237157	100	6107852	100	18488304	100

Table 73

Propensity to fly for UK international passengers by planning region and passenger type in 1994/5.

Planning region	1991 UK (1) population (000s)	Scheduled business		Scheduled leisure		International UK passengers Charter inclusive tour		Charter leisure other		Total international	
		passengers (000s)	percentage of population	passengers (000s)	percentage of population	passengers (000s)	percentage of population	passengers (000s)	percentage of population	passengers (000s)	percentage of population
Scotland	5102	512	10.0	1003	19.7	2165	42.4	497	9.7	4177	81.9
Northern	3083	246	8.0	415	13.5	1413	45.8	336	10.9	2410	78.2
North West	6378	837	13.1	1427	22.4	3278	51.4	879	13.8	6421	100.7
Yorks/Humberside	4968	382	7.7	795	16.0	2359	47.5	508	10.2	4044	81.4
Wales	2884	194	6.7	402	13.9	1126	39.0	311	10.8	2033	70.5
West Midlands	5251	571	10.9	1072	20.4	1989	37.9	537	10.2	4169	79.4
East Midlands	4024	455	11.3	739	18.4	1616	40.2	413	10.3	3223	80.1
East Anglia	2076	477	23.0	587	28.3	523	25.2	199	9.6	1786	86.0
South West	4706	651	13.8	1195	25.4	1374	29.2	434	9.2	3654	77.6
South East	17585	8175	46.5	10534	59.9	4971	28.3	2670	15.2	26350	149.8
Total	56057	12500	22.3	18169	32.4	20814	37.1	6784	12.1	58267	103.9

(1) Source OPCS 1991 Census

Table 74

UK international scheduled passengers by planning region and passenger type in 1987, 1990, 1991, 1992/93 and 1994/95.

| Planning region | 1991 UK (1) population (000s) | International UK passengers | | | | | | | | | |
| | | Scheduled business | | | | | Scheduled leisure | | | | |
		1987 passengers (000s)	1990 passengers (000s)	1991 passengers (000s)	1992/3 passengers (000s)	1994/5 passengers (000s)	1987 passengers (000s)	1990 passengers (000s)	1991 passengers (000s)	1992/3 passengers (000s)	1994/5 passengers (000s)
Scotland	5,102	287	418	397	450	512	483	735	788	885	1003
Northern	3,083	131	185	180	201	246	197	278	284	315	415
North West	6,378	454	703	640	695	837	732	1147	1101	1199	1427
Yorks/Humberside	4,968	186	276	251	308	382	396	589	573	675	795
Wales	2,884	97	143	120	156	194	222	322	307	357	402
West Midlands	5,251	332	529	480	474	571	538	808	815	905	1072
East Midlands	4,024	255	368	350	377	455	375	516	550	640	739
East Anglia	2,076	192	257	271	351	477	269	362	416	498	587
South West	4,706	344	447	469	544	651	712	927	938	1081	1195
South East	17,585	4,198	5,408	5,485	6,351	8175	6219	8233	8377	9503	10534
Total	56,057	6,476	8,734	8,643	9,907	12,500	10,143	13,917	14,149	16,058	18,169

(1) Source: OPCS 1991 Census

Table 75

UK international charter passengers by planning region and passenger type in 1987, 1990, 1991, 1992/93 and 1994/95.

Planning region	1991 UK (1) population (000s)	Charter inclusive tour					Charter leisure other				
		1987 passengers (000s)	1990 passengers (000s)	1991 passengers (000s)	1992/3 passengers (000s)	1994/5 passengers (000s)	1987 passengers (000s)	1990 passengers (000s)	1991 passengers (000s)	1992/3 passengers (000s)	1994/5 passengers (000s)
Scotland	5,102	1,386	1,298	1,242	1,665	2165	321	302	307	403	497
Northern	3,083	906	866	855	1,142	1413	231	218	220	376	336
North West	6,378	2,458	2,364	2,502	2,710	3278	513	492	537	727	879
Yorks/Humberside	4,968	1,762	1,612	1,597	1,816	2359	309	280	305	413	508
Wales	2,884	816	719	640	822	1126	167	145	178	260	311
West Midlands	5,251	1,469	1,356	1,269	1,575	1989	386	356	409	440	537
East Midlands	4,024	1,217	1,040	935	1,288	1616	238	202	260	343	413
East Anglia	2,076	521	450	374	408	523	138	122	153	169	199
South West	4,706	1,176	1,029	849	1,044	1374	278	246	329	381	434
South East	17,585	6,288	5,121	4,030	4,435	4971	1,924	1,572	2,181	2,384	2670
Total	56,057	17,999	15,855	14,293	16,905	20,814	4,505	3,935	4,879	5,896	6,784

International UK passengers

(1) Source OPCS 1991 Census

Table 76

Market share of international passengers in 1987, 1991 1992/3 and 1994/5.

Passenger type	Gatwick				Heathrow				Manchester				Other airports			
	1987 %	1991 %	1992/3 %	1994/5 %	1987 %	1991 %	1992/3 %	1994/5 %	1987 %	1991 %	1992/3 %	1994/5 %	1987 %	1991 %	1992/3 %	1994/5 %
International scheduled																
UK business	14	11	11	8	72	69	69	70	6	7	7	7	8	13	13	15
UK leisure	22	26	25	21	65	55	56	57	3	8	8	8	10	11	11	14
Foreign business	14	12	12	10	76	73	72	71	3	5	5	5	7	10	11	14
Foreign leisure	20	23	22	19	71	64	65	67	3	4	4	5	6	9	9	10
International charter																
UK inclusive tour	40	32	29	27	0	0	0	0	25	33	31	31	35	35	40	42
UK leisure other	46	53	47	46	0	0	0	0	19	18	23	25	30	29	30	29

Table 77
UK international passenger growth between 1987, 1991, 1992 and 1994/5 by region.

UK scheduled business

Region	Growth		
	94/92	94/91	94/87
	%	%	%
East Anglia	35.9	76.0	148.4
South East	28.7	49.0	94.7
Wales	24.4	61.7	100.0
Yorks/Humberside	24.0	52.2	105.4
Northern	22.4	36.7	87.8
East Midlands	20.7	30.0	78.4
West Midlands	20.5	19.0	72.0
North West	20.4	30.8	84.4
South West	19.7	38.8	89.2
Scotland	13.8	29.0	78.4
All regions	26.2	44.6	93.0

UK scheduled leisure

Region	Growth		
	94/92	94/91	94/87
	%	%	%
Northern	31.7	46.1	110.7
North West	19.0	29.6	94.9
West Midlands	18.5	31.5	99.3
East Anglia	17.9	41.1	118.2
Yorks/Humberside	17.8	38.7	100.8
East Midlands	15.5	34.4	97.1
Scotland	13.3	27.3	107.7
Wales	12.6	30.9	81.1
South East	10.8	25.7	69.4
South West	10.5	27.4	67.8
All regions	13.1	28.4	79.1

UK charter non inclusive tour leisure

Region	Growth		
	94/92	94/91	94/87
	%	%	%
Scotland	23.3	61.9	54.8
Yorks/Humberside	23.0	66.6	64.4
West Midlands	22.0	31.3	39.1
North West	20.9	63.7	71.3
East Midlands	20.4	58.8	73.5
Wales	19.6	74.7	86.2
East Anglia	17.8	30.1	44.2
South West	13.9	31.9	56.1
South East	12.0	22.4	38.8
Northern	-10.6	52.7	45.5
All regions	15.1	39.0	50.6

UK charter inclusive tour

Region	Growth		
	94/92	94/91	94/87
	%	%	%
Wales	37.0	75.9	38.0
South West	31.6	61.8	16.8
Scotland	30.0	74.3	56.2
Yorks/Humberside	29.9	47.7	33.9
East Anglia	28.2	39.8	0.4
West Midlands	26.3	56.7	35.4
East Midlands	25.5	72.8	32.8
Northern	23.7	65.3	56.0
North West	21.0	31.0	33.4
South East	12.1	23.3	-20.9
All regions	23.1	45.6	15.6

UK scheduled total

Region	Growth		
	94/92	94/91	94/87
	%	%	%
Northern	28.1	42.5	101.5
East Anglia	25.3	54.9	130.8
Yorks/Humberside	19.7	42.8	102.2
North West	19.5	30.0	90.9
West Midlands	19.1	26.9	88.9
South East	18.0	35.0	79.6
East Midlands	17.4	32.7	89.5
Wales	16.2	39.6	86.8
South West	13.6	31.2	74.8
Scotland	13.5	27.8	96.8
All regions	18.1	34.6	84.5

UK charter total

Region	Growth		
	94/92	94/91	94/87
	%	%	%
Wales	32.8	75.7	46.2
Scotland	28.7	71.9	55.9
Yorks/Humberside	28.6	50.7	38.4
South West	26.9	53.5	24.3
West Midlands	25.4	50.5	36.2
East Anglia	25.1	37.0	9.6
East Midlands	24.4	69.8	39.5
North West	20.9	36.8	39.9
Northern	15.2	62.7	53.8
South East	12.1	23.0	-7.0
All regions	21.0	43.9	22.6

UK total

Region	Growth		
	94/92	94/91	94/87
	%	%	%
South West	22.7	52.8	56.1
Wales	18.5	56.6	64.5
East Anglia	20.4	34.3	54.6
Northern	25.9	48.3	68.6
Scotland	27.5	63.3	52.4
West Midlands	22.8	40.2	59.5
South East	21.7	53.8	45.6
Yorks/Humberside	25.2	47.1	53.0
East Midlands	19.8	41.4	54.5
North West	16.2	31.3	41.4
All regions	19.5	38.8	48.9

Appendix B
Sampling Techniques

The survey ran at Bristol, Cardiff, Exeter and Southampton between February 1994 and January 1995. It was divided into twelve month-long sub periods. Shifts were selected so that during each sub period, each shift (e.g. Monday am) was sampled approximately the same number of times. Table B.1 details the shift patterns at each of the airports.

At all four airports, international passengers were sampled after immigration and security controls at the entrance to the main international departure lounges. Domestic passengers at the three airports were sampled in the individual gate rooms.

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

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

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

It was assumed that those passengers who were candidates for an interview, but who for one of a variety of reasons were not able to be interviewed, had the same characteristics as those who were successfully interviewed. Table B.2 shows the number and proportion of passengers interviewed at each of the airports during the survey period. Overall the success rate was 96%.

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

Table B1   Summary of Sampling Procedure

Airport	When Sampled	Shift Times	Team Sizes
Bristol	1.5 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	4
Cardiff	1.5 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	4
Exeter	1 shift per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	4
Southampton	2 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	2

Table B2   Summary of Sample Sizes and Success Rates

Airport	Total Contacts	Interviews	Negative Contacts	Success Rate (%)
Bristol	7861	7472	389	95.1%
Cardiff	5980	5770	210	96.5%
Exeter	2586	2536	50	98.1%
Southampton	4627	4396	231	95.0%
Total	21054	20174	880	95.8%

CAA
CIVIL AVIATION AUTHORITY

SURVEYS

As you may know the Authority is the body responsible for many aspects of civil aviation including air traffic control, telecommunications, air safety and economic regulation.

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

We would like to ask you a few questions at your convenience as soon as an interviewer is available, in the meantime please could you keep this card visible so that our interviewer can recognise whom to interview.

Further information on this and other surveys may be obtained from CAA Surveys, Room T416, CAA House, 45–59 Kingsway, London WC2B 6TE.

CAA	Civil Aviation Authority. CAA House Surveys, Room T416 45-59 Kingsway LONDON WC2B 6TE Tel 071 832 6352 Fax 071 240 1153	REGIONAL AIRPORT SURVEY **BRISTOL AIRPORT** February 94 - January 95	0 6 7

Interviewer..

Date ☐ ☐ ☐ ☐

Time ☐ ☐ ☐

Flight no..

ROUTE		SEX		OUTCOME		
Domestic	1	Male	1	Positive	1	
International	2	Female	2	Negative	2	Refusal
					3	Ineligible
FLIGHT TYPE					4	No Time
Scheduled	1				5	No English *(Go to Q2)*
Charter	2				6	Other

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

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

2. And what nationality passport do you hold ?.....................................

If UK at Q1 go to Q3, if FOREIGN go to Q5

3. Where is your HOME in the UK ?

Town.....................................

District Council/London Borough.....................................

County.....................................

4. And can you please tell me your postcode ?

☐ ☐ ☐ ☐ ☐ ☐ ☐

ALL PASSENGERS

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

YES............1 *Go to Q6*   NO........2 *Go to Q11*

6. Did you come to BRISTOL Airport JUST to CHANGE planes or did you have another reason for coming here?

Change planes.......................1 *Go to Q7*
Other reason.......................2 *Go to Q11*

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

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

9. Did you start your AIR journey from *(airport in Q7)* ?

Yes.....................1 *Go to Q18*
No.....................2 *Go to Q10*

10. At which AIRPORT did you start your air journey ?

....

Go to Q18

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

Town.....................................

District Council/London Borough.....................................

County.....................................

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

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

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

IF TRANSIT, go back and ask Q11 AGAIN

Go to Q13

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13. Could you tell me in detail **HOW YOU TRAVELLED** from *(place in Q11)* to **BRISTOL** Airport ?

Mode used		To...............	To...............	To...............
CARS	Private Car	1	1	1
	Self Drive Hire Car	2	2	2
COURTESY BUSES	Airport Car Park Bus	3	3	3
	Hotel Bus	5	5	5
	Private Car Park Bus	6	6	6
TAXIS	Minicab	7	7	7
	Taxi	8	8	8
BUS/ COACHES	Charter Coach	9	9	9
	Public Bus/Coach	12	12	12
TRAIN	British Rail	17	17	17
OTHER	*(write in)*	19	19	19

14. **HOW LONG** did your journey take from *(place in Q11)* ?

Hours   Minutes

15. Is this your **OUTWARD** or **RETURN JOURNEY** ?

Outward..............1   *Go to Q16a*
Return.................2   *Go to Q16b*
Single.................3   *Go to Q17*

16a. How long **WILL** you be away ?

16b. How long **HAVE** you been away ?

Weeks   Days   Hours

17. Including yourself, how many people are **TRAVELLING** in your immediate group ?

Group

ALL PASSENGERS

18. Which **AIRPORT** are you travelling to on the flight you are now boarding ?...............

19. What is your **FLIGHT NUMBER?**...............

20. Are you **COMPLETING** your air journey at *(airport in Q18)* or are you flying there **JUST** to change planes ?

Completing................1 *Go to Q23*
Changing planes...........2 *Go to Q21*

21. At which airport will you **COMPLETE** your air journey ? ....

22. Which **AIRLINE** will you use to fly from *(airport in Q18)* ?...............

North American, Irish, Channel Island & Western European destinations only - SHOW MAP FOR EUROPE - others go to Q25

23. Where is your **MAIN DESTINATION** ?

Town...............

County/State...............

24. What mode of **TRANSPORT** will you use to leave *(airport in Q18 or Q21)* ?

Private car..........1 Hire car..........2 Taxi..........3 Bus/coach..........4 Train..........5 Other..........6 Don't know..........7

SHOW JOURNEY PURPOSE CARD

25. **What is the CHIEF PURPOSE of your present trip?**

BUSINESS

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

UK RESIDENTS GO TO Q26, FOREIGN RESIDENTS GO TO Q27

UK RESIDENTS ONLY

26. **What is your OCCUPATION ?**

Job Title..

Qualifications...

Size of establishment..

ALL BUSINESS PASSENGERS

27. **What is the MAIN BUSINESS of your firm or organisation ?**

....

SHOW AGE CARD

28. **Which of these AGE groups do you come into ?**

If groups 1-4 end interview

Go to Q35

NON BUSINESS

ACCOMPANYING passenger on business......	13		
(own ticket)	with		SKIING
Holiday Fare paid separately...........................	14	25	
Holiday IT/Package -Hotel........................	15	26	*UK Residents*
-Self catering............	16	27	*Go to Q29*
-Cruise......................	17		
Visiting friends and relatives...........................	18		
Migration...	19		
Studies private/grants -formal academic course	20		
-other........................	21		
Cultural/Sports..	22		
Unaccompanied school children.......................	23		
Other...	24		

UK RESIDENTS (NON IT) AND FOREIGN RESIDENTS GO TO Q31

UK RESIDENTS ON INCLUSIVE TOURS (15,16,17,26 & 27) ONLY

29. **Which TOUR COMPANY arranged your holiday ?**

....

29a. **Can I check, was the transport to the airport PART OF THE PACKAGE ?**

Yes..................1

No....................2

30. **When did you BOOK your holiday ?**

Month   Year

ALL NON BUSINESS PASSENGERS   SHOW AGE CARD

31. **Which of these AGE groups do you come into ?**

If groups 1-4 end interview
UK RESIDENTS ONLY

32. **What is the occupation of the chief INCOME earner in your household ?**

Job Title..

Qualifications...

Size of establishment..

ALL NON BUSINESS PASSENGERS

33. **INCLUDING YOURSELF , how many members of your family are living in your household ?**

34. **How many are CHILDREN under 15 ?**

Go to Q35

35. Have you ever FLOWN BEFORE ?

Yes....1 Go to Q36
No.....2 Go to Q40

36. *Excluding today*, how many INTERNATIONAL flights have you made *to/from* the UK in the LAST 12 months ? *(record single trips)*

Single sector

37. How many times have you flown just to *(airport in Q18)* in the last twelve months for *business/leisure* purposes ?
Multi sector
How many times have you flown to *(airport in Q21)* via *(airport in Q18)* in the last 12 months for *business/leisure* purposes ?

Business   *(Record single rather than return trips)*   Leisure

38. Does the CURRENT RANGE of *business/leisure* destinations from BRISTOL Airport meet your requirements ?

Yes.....1 Go to Q40
No......2 Go to Q39
Dk......3 Go to Q40

39. Which three *business/leisure* DESTINATIONS would you most like to see available from BRISTOL Airport ?

1...

2...

3...

ALL PASSENGERS

40. Why did you choose to fly from BRISTOL Airport today ?......................................

UK RESIDENTS ONLY - SHOW ADVERTISING CARD

41. Before today which, if any, of the following forms of advertising about BRISTOL Airport, had you seen or heard ?

Television	1
Radio	2
Newspapers & Magazines	3
Specific leaflets/timetables	4
Posters/Billboards	5
Other *(write in)*	6
None	7

NON IT PASSENGERS ONLY

42. WHO purchased your ticket ?..

SHOW TICKET PURCHASE CARD

43. WHERE was your ticket purchased ?...

ALL PASSENGERS   SHOW FARE CARD

44. What TYPE of ticket do you have ?

First	1
Business/club	2
Economy full fare	3
Economy discount	4
Economy don't know	5
Standby	6
Charter IT	7
Charter (seat only)	8
Staff (discount/free)	9
Airmiles/frequent flier scheme	10
Other *(write in)*	11

45. How was your ticket PAID for ?

Company account	1
Credit card	2
Cheque/cash	3
Free (job)	4
Free (airmiles)	5
Free (other)	6

ALL BUSINESS PASSENGERS SHOW INCOME CARD

46a. Can you indicate from this card which ANNUAL income group applies to you BEFORE tax and other deductions ?

ALL NON BUSINESS PASSENGERS SHOW INCOME CARD

46b. Can you indicate from this card the total ANNUAL INCOME OF ALL your family living in your home BEFORE tax and other deductions ?

THANK YOU VERY MUCH FOR YOUR HELP

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Civil Aviation Authority,
CAA House
Surveys, Room T416
45-59 Kingsway

LONDON WC2B 6TE

Tel 071 832 6352

Fax 071 240 1153

REGIONAL AIRPORT SURVEY

CARDIFF AIRPORT
February 94 - January 95

0	3	0

Interviewer..

Date

Time

Flight no...

ROUTE		SEX		OUTCOME		
Domestic............	1	Male.	1	Positive......	1	
International	2	Female	2	Negative....	2...	Refusal
					3...	Ineligible
FLIGHT TYPE					4...	No Time
Scheduled............	1				5...	No English *(Go to Q2)*
Charter	2				6...	Other....

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

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

2. And what nationality passport do you hold ?...

If UK at Q1 go to Q3, if FOREIGN go to Q5

3. Where is your HOME in the UK ?

Town..

District Council/London Borough..

County...

4. And can you please tell me your postcode ?

ALL PASSENGERS

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

YES............1   *Go to Q6*   NO.........2   *Go to Q11*

6. Did you come to CARDIFF Airport JUST to CHANGE planes or did you have another reason for coming here?

Change planes....................1   *Go to Q7*
Other reason......................2   *Go to Q11*

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

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

9. Did you start your AIR journey from *(airport in Q7)* ?

Yes.......................1   *Go to Q18*
No........................2   *Go to Q10*

10. At which AIRPORT did you start your air journey ?

....

Go to Q18

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

Town..

District Council/London Borough..

County..

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

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

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

IF TRANSIT, go back and ask Q11 AGAIN

Go to Q13

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13. Could you tell me in detail HOW YOU TRAVELLED from (place in Q11) to CARDIFF Airport ?

Mode used		To....................	To....................	To....................
CARS	Private Car	1	1	1
	Self Drive Hire Car	2	2	2
COURTESY BUSES	Airport Car Park Bus	3	3	3
	Hotel Bus	5	5	5
	Private Car Park Bus	6	6	6
TAXIS	Minicab	7	7	7
	Taxi	8	8	8
BUS/ COACHES	Charter Coach	9	9	9
	Public Bus/Coach	12	12	12
TRAIN	British Rail	17	17	17
OTHER	(write in)	19	19	19

14. HOW LONG did your journey take from (place in Q11) ?

Hours   Minutes

15. Is this your OUTWARD or RETURN JOURNEY ?

Outward.................1 Go to Q16a
Return....................2 Go to Q16b
Single....................3 Go to Q17

16a. How long WILL you be away ?

16b. How long HAVE you been away ?

Weeks   Days   Hours

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

Group

ALL PASSENGERS

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

19. What is your FLIGHT NUMBER?....................

20. Are you COMPLETING your air journey at (airport in Q18) or are you flying there JUST to change planes ?

Completing.................1 Go to Q23
Changing planes...........2 Go to Q21

21. At which airport will you COMPLETE your air journey ?....................

22. Which AIRLINE will you use to fly from (airport in Q18) ?....................

North American, Irish, Channel Island & Western European destinations only - SHOW MAP FOR EUROPE - others go to Q25

23. Where is your MAIN DESTINATION ?

Town....................

County/State....................

24. What mode of TRANSPORT will you use to leave (airport in Q18 or Q21) ?

Private car..........1   Hire car..........2   Taxi..........3   Bus/coach..........4   Train..........5   Other..........6   Don't know.........7

114

SHOW JOURNEY PURPOSE CARD

25. **What is the CHIEF PURPOSE of your present trip?**

BUSINESS		*NON BUSINESS*			
ACCOMPANYING passenger on business..........	1 with	ACCOMPANYING passenger on business.......	13 with		
(company ticket)		(own ticket)			SKIING
Business..................	2	Holiday Fare paid separately........................	14	25	
Conference/Congress..................	3	Holiday IT/Package -Hotel...................	15	26	*UK Residents*
Trade Fair/Exhibition..................	4	-Self catering...............	16	27	*Go to Q29*
Armed services..................	5	-Cruise..................	17		
Airline Staff..................	6	Visiting friends and relatives..................	18		
Contract Home Leave..................	7	Migration..................	19		
Overseas Employment - less than 12 months.............	8	Studies private/grants -formal academic course	20		
- 12 months or more........	9	-other..................	21		
Studies paid by employer - formal academic course.............	10	Cultural/Sports..................	22		
- other..................	11	Unaccompanied school children..................	23		
Au pair..................	12	Other..................	24		

UK RESIDENTS GO TO Q26, FOREIGN RESIDENTS GO TO Q27	*UK RESIDENTS (NON IT) AND FOREIGN RESIDENTS GO TO Q31*
UK RESIDENTS ONLY	**UK RESIDENTS ON INCLUSIVE TOURS (15,16,17,26 & 27) ONLY**
26. **What is your OCCUPATION ?**	**29.** **Which TOUR COMPANY arranged your holiday ?**
Job Title................	
Qualifications................	**30.** **When did you BOOK your holiday ?**
Size of establishment................	

29.   **Which TOUR COMPANY arranged your holiday ?**

30.   **When did you BOOK your holiday ?**

Month	Year

ALL BUSINESS PASSENGERS

27.   **What is the MAIN BUSINESS of your firm or organisation ?**

ALL NON BUSINESS PASSENGERS   SHOW AGE CARD

31.   **Which of these AGE groups do you come into ?**

If groups 1-4 end interview

SHOW AGE CARD

28.   **Which of these AGE groups do you come into ?**

If groups 1-4 end interview

UK RESIDENTS ONLY

32.   **What is the occupation of the chief INCOME earner in your household ?**

Job Title................

Qualifications................

Size of establishment................

ALL NON BUSINESS PASSENGERS

33.   **INCLUDING YOURSELF , how many members of your family are living in your household ?**

34.   **How many are CHILDREN under 15 ?**

Go to Q35

Go to Q35

35. Have you ever FLOWN BEFORE ?   Yes....1   Go to Q36
                                                                        No.....2   Go to Q40

36. *Excluding today*, how many INTERNATIONAL flights have you made *to/from* the UK
     in the LAST 12 months ? *(record single trips)*   [| |]

     Single sector
37. How many times have you flown just to *(airport in Q18)* in the last twelve months for *business/leisure* purposes ?
     Multi sector
     How many times have you flown to *(airport in Q21)* via *(airport in Q18)* in the last 12 months for *business/leisure* purposes ?

                         Business   Leisure
                    [|]   *(Record single rather than return trips)*   [|]

38. Does the CURRENT RANGE of *business/leisure* destinations from CARDIFF Airport meet your   Yes....1   Go to Q40
     requirements ?   No......2   Go to Q39
                                                                                                Dk......3   Go to Q40
39. Which three *business/leisure* DESTINATIONS would you most like to see available from CARDIFF Airport ?

     1...

     2...

     3...

ALL PASSENGERS

40. Why did you choose to fly from CARDIFF Airport today ?...

UK RESIDENTS ONLY - SHOW ADVERTISING CARD
41. Before today which, if any, of the following forms of advertising about CARDIFF Airport, had you seen or heard ?

     Television...   1
     Radio...   2
     Newspapers & Magazines...   3
     Specific leaflets/timetables..   4
     Posters/Billboards...   5
     Other *(write in)*...   6
     None..   7

NON IT PASSENGERS ONLY
42. WHO purchased your ticket ?...

SHOW TICKET PURCHASE CARD
43. WHERE was your ticket purchased ?..

ALL PASSENGERS   SHOW FARE CARD
44. What TYPE of ticket do you have ?   45. How was your ticket PAID for ?
     First...   1   Company account..................................   1
     Business/club...............................   2   Credit card...   2
     Economy full fare........................   3   Cheque/cash.......................................   3
     Economy discount.......................   4   Free (job)..   4
     Economy don't know...................   5   Free (airmiles)...................................   5
     Standby.......................................   6   Free (other)..   6
     Charter IT...................................   7
     Charter (seat only)......................   8
     Staff (discount/free)....................   9
     Airmiles/frequent flier scheme.....   10
     Other *(write in)*.........................   11

ALL BUSINESS PASSENGERS   SHOW INCOME CARD | ALL NON BUSINESS PASSENGERS   SHOW INCOME CARD

46a. Can you indicate from this card which ANNUAL income | 46b. Can you indicate from this card the total ANNUAL INCOME
      group applies to you BEFORE tax and other deductions ? | OF ALL your family living in your home BEFORE tax
                                                              | and other deductions ?

                    [|] | [|]
                         THANK YOU VERY MUCH FOR YOUR HELP

CAA

Civil Aviation Authority,
CAA House
Surveys, Room T416
45-59 Kingsway
LONDON WC2B 6TE
Tel 071 832 6352
Fax 071 240 1153

REGIONAL AIRPORT SURVEY

EXETER AIRPORT
February 94 - January 95

0	2	1

Interviewer..

Date

Time

Flight no..

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

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

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

OUTCOME
Positive............1
Negative...2
3
4
5
6

Refusal
Ineligible
No Time
No English *(Go to Q2)*
Other............

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

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

2. And what nationality passport do you hold ?...

If UK at Q1 go to Q3, if FOREIGN go to Q5

3. Where is your HOME in the UK ?

Town...

District Council/London Borough...

County...

4. And can you please tell me your postcode ?

ALL PASSENGERS

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

YES............1   *Go to Q6*   NO.........2   *Go to Q11*

6. Did you come to EXETER Airport JUST to CHANGE planes or did you have another reason for coming here?

Change planes............................1   *Go to Q7*
Other reason..............................2   *Go to Q11*

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

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

9. Did you start your AIR journey from (airport in Q7) ?

Yes............................1   *Go to Q18*
No..............................2   *Go to Q10*

10. At which AIRPORT did you start your air journey ?

....

Go to Q18

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

Town...

District Council/London Borough...

County...

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

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

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

IF TRANSIT, go back and ask Q11 AGAIN

Go to Q13

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13. Could you tell me in detail HOW YOU TRAVELLED from (place in Q11) to EXETER Airport ?

Mode used		To...............	To...............	To...............
CARS	Private Car	1	1	1
	Self Drive Hire Car	2	2	2
COURTESY BUSES	Airport Car Park Bus	3	3	3
	Hotel Bus	5	5	5
	Private Car Park Bus	6	6	6
TAXIS	Minicab	7	7	7
	Taxi	8	8	8
BUS/ COACHES	Charter Coach	9	9	9
	Public Bus/Coach	12	12	12
TRAIN	British Rail	17	17	17
OTHER	(write in)	19	19	19

14. HOW LONG did your journey take from (place in Q11) ?

Hours   Minutes

15. Is this your OUTWARD or RETURN JOURNEY ?

Outward................1   Go to Q16a
Return...................2   Go to Q16b
Single...................3   Go to Q17

16a. How long WILL you be away ?

16b. How long HAVE you been away ?

Weeks   Days   Hours

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

Group

ALL PASSENGERS

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

19. What is your FLIGHT NUMBER? ....

20. Are you COMPLETING your air journey at (airport in Q18) or are you flying there JUST to change planes ?

Completing.................1   Go to Q23
Changing planes...........2   Go to Q21

21. At which airport will you COMPLETE your air journey ? ....

22. Which AIRLINE will you use to fly from (airport in Q18) ?.................

North American, Irish, Channel Island & Western European destinations only - SHOW MAP FOR EUROPE - others go to Q25

23. Where is your MAIN DESTINATION ?

Town.................

County/State.................

24. What mode of TRANSPORT will you use to leave (airport in Q18 or Q21) ?

Private car............1 Hire car...........2 Taxi...........3 Bus/coach...........4 Train...........5 Other...........6 Don't know...........7

SHOW JOURNEY PURPOSE CARD

25. What is the CHIEF PURPOSE of your present trip?

BUSINESS

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

NON BUSINESS

ACCOMPANYING passenger on business....... (own ticket)	13		
			SKIING
Holiday Fare paid separately...........................	14	25	
Holiday IT/Package -Hotel........................	15	26	UK Residents
-Self catering.............	16	27	Go to Q29
-Cruise...................	17		
Visiting friends and relatives...........................	18		
Migration...	19		
Studies private/grants -formal academic course	20		
-other	21		
Cultural/Sports...	22		
Unaccompanied school children.....................	23		
Other...	24		

UK RESIDENTS GO TO Q26, FOREIGN RESIDENTS GO TO Q27

UK RESIDENTS ONLY

26. What is your OCCUPATION ?

Job Title..

Qualifications..

Size of establishment...

ALL BUSINESS PASSENGERS

27. What is the MAIN BUSINESS of your firm or organisation ?

....

SHOW AGE CARD

28. Which of these AGE groups do you come into ?

☐☐

If groups 1-4 end interview

Go to Q35

UK RESIDENTS (NON IT) AND FOREIGN RESIDENTS GO TO Q31

UK RESIDENTS ON INCLUSIVE TOURS (15,16,17,26 & 27) ONLY

29. Which TOUR COMPANY arranged your holiday ?

....

30. When did you BOOK your holiday ?

☐☐ ☐☐

Month   Year

ALL NON BUSINESS PASSENGERS   SHOW AGE CARD

31. Which of these AGE groups do you come into ?

☐☐

If groups 1-4 end interview

UK RESIDENTS ONLY

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

Job Title..

Qualifications..

Size of establishment...

ALL NON BUSINESS PASSENGERS

33. INCLUDING YOURSELF , how many members of your family are living in your household ?

☐☐

34. How many are CHILDREN under 15 ?

☐☐

Go to Q35

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35. Have you ever FLOWN BEFORE ?

Yes....1 Go to Q36
No.....2 Go to Q40

36. *Excluding today*, how many INTERNATIONAL flights have you made *to/from* the UK in the LAST 12 months ? *(record single trips)*

Single sector

37. How many times have you flown just to *(airport in Q18)* in the last twelve months for *business/leisure* purposes ?
Multi sector
How many times have you flown to *(airport in Q21)* via *(airport in Q18)* in the last 12 months for *business/leisure* purposes ?

Business

Leisure

(Record single rather than return trips)

38. Does the CURRENT RANGE of *business/leisure* destinations from EXETER Airport meet your requirements ?

Yes.....1 Go to Q40
No.....2 Go to Q39
Dk.....3 Go to Q40

39. Which three *business/leisure* DESTINATIONS would you most like to see available from EXETER Airport ?

1...

2...

3...

ALL PASSENGERS

40. Why did you choose to fly from EXETER Airport today ?.......................................

UK RESIDENTS ONLY - SHOW ADVERTISING CARD

41. Before today which, if any, of the following forms of advertising about EXETER Airport, had you seen or heard ?

Television..	1
Radio...	2
Newspapers & Magazines......................	3
Specific leaflets/timetables...................	4
Posters/Billboards..............................	5
Other *(write in)*...............................	6
None..	7

NON IT PASSENGERS ONLY

42. WHO purchased your ticket ?..

SHOW TICKET PURCHASE CARD

43. WHERE was your ticket purchased ?..

ALL PASSENGERS SHOW FARE CARD

44. What TYPE of ticket do you have ?

		45. How was your ticket PAID for ?	
First...	1	Company account...................... 1
Business/club..............................	2	Credit card.............................. 2
Economy full fare........................	3	Cheque/cash............................. 3
Economy discount........................	4	Free (job)............................... 4
Economy don't know......................	5	Free (airmiles)......................... 5
Standby.....................................	6	Free (other)............................. 6
Charter IT..................................	7	
Charter (seat only).......................	8	
Staff (discount/free)......................	9	
Airmiles/frequent flier scheme...........	10	
Other *(write in)*.........................	11	

ALL BUSINESS PASSENGERS SHOW INCOME CARD

ALL NON BUSINESS PASSENGERS SHOW INCOME CARD

46a. Can you indicate from this card which ANNUAL income group applies to you BEFORE tax and other deductions ?

46b. Can you indicate from this card the total ANNUAL INCOME OF ALL your family living in your home BEFORE tax and other deductions ?

THANK YOU VERY MUCH FOR YOUR HELP

Pax Fax/CAA
Southampton Eastleigh Airport

**Valid from February 1994
(Version 13)**

B·A·A

AAA 9340

| Date: | 2 | 7 | 0 | 1 | Interviewer No: | 4 | 0 | 0 | 8 | Location: | 1 | 4 | Shift: AM ① / PM 2 | 1 |

Finish Time: [ ][ ][ ][ ]   Flight No: [A][A][A][N][N][N][N][A]

Scheduled 1
Charter 2
Other 3

Ticket Type:
First Class	01	Economy D/K	05	Staff (Discount/Free)	09
Business/Club	02	Stand-by	06	Air Miles/Frequent Flyer	10
Economy full fare	03	Charter IT	07	Other *(Specify)*:	
Economy discount	04	Charter (Seat only)	08	

Refusals: [ ][ ][ ][ ][ ][ ][ ][ ]

International 1
Domestic 2

Good morning/afternoon/evening. I am conducting a survey on behalf of BAA plc. Can you tell me ......

Q1. In which country have you lived for most of the last 12 months? *(Write in)*

Country Code [ ][ ]

UK (incl. CI)– Continue. Others go to Q4

Q2. Where is your home in the UK?

Town: _____

District Council/London Borough: _____

County: _____

Do NOT ask Non-UK Residents and Transfers

Full Home Post Code
[ ][ ][ ][ ]
[ ][ ][ ][ ]

Q3. Can you tell me your home post code please? *(Write in)*

Q4. By what method of transport did you arrive at this airport today? *(SHOWCARD B)*

Private car	01	*(Continue)*	Charter bus/Coach	06	
Chauffeur driven car	02		Hotel courtesy bus	07	*(Go to Q6)*
Rental Car	03	*(Go to Q6)*	Rail	10	
Taxi/Minicab	04		Other	14	
Public bus/Coach	05				

[ ][ ]

Q5. What has happened to the car you came in?

| Driven away *(Ask Q5a before coding)* | 1 | Other | 8 |
| Parked on-airport | 2 | Don't know | 9 |

[ ]

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If car driven away:

Q5a. Was that car parked in the short stay car park before being driven away?

>   No (Code 1 for Driven Away at Question 5)
>   Yes (Code 2 for Parked On-Airport at Question 5)

Ask All:

Q6. Where did you begin your journey in the UK to catch this flight? (Exclude transit stops)

(Write in and circle below):

Town: _____

District Council/London Borough: _____

County: _____

South Hampshire	1	Rest of South East	6
Isle of Wight	2	Rest of South West	7
Rest of Hampshire	3	Midlands	8
London	4	North/Wales/East Anglia/Scotland	9
Dorset, Wiltshire, Oxfordshire, Berkshire	5	Other (including Transfer)	0

If Non-UK resident or UK Resident whose journey origin is NOT HOME – continue. All others – Go to Question 8

Q7. Did you have a reason for being in ... (place at Q6) or was this just a transit stop?

>   Business location   2
>   Non-Business location   3

Other (Specify): _____

Q8. How long did your journey take from ..... (place at Q6)? _____

Hours   Minutes

Q9. Where are you flying to on the flight you are about to board? (Write in):

Airport: _____   Country: _____

Q10. Are you completing your air journey at (place given at Q9), or are you flying there just to catch another flight? (Record country if 'Flying on'):

>   Completing   1
>   Flying on   2

Flying on to (Write in Airport and Country): _____

Airport Code:

Ground Origin Code

37   38

39

Airport Code

40   41   42

Country Code

43   44

45

Country Code

46   47

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> *Irish, C.I., and Western European destinations only – SHOW APPROPRIATE MAP (SHOW-CARD C). North America and Other European destinations record below. Others go to Q12*

Q11. Where is your main destination?

Town: _____

District Council: _____

County/State: _____

Country: _____

Q12. What is/was the main reason for your trip today? *(SHOWCARD D)*

Business		*Non-Business*	
Business	01	Holiday fare paid separately	06
Conference	02	Holiday IT/Package - Hotel - Weekend Break	07
Trade Fair	03	Holiday IT/Package - Hotel - Other	08
Exhibition	04	Holiday IT/Package - Self Catering - Weekend Break	09
Other business	05	Holiday IT/Package - Self-Catering - Other	10
		Visiting friends and relatives	11
		Other non-business	12

Q13. Have you ever flown before?

Yes   1   *(Continue)*

No   2   *(Go to Q18)*

Q14. Excluding this flight, how many times have you flown FROM this Airport in the last 12 months? *(Write in):*

_____

Q15. Excluding this trip, how many INTERNATIONAL flights have you made TO AND FROM any UK airport in the last 12 months? (A return flight counts as two). *(Write in):*

_____

Single Sector

Q16. Excluding this trip, how many times have you flown TO AND FROM this airport to …. *(destination at Q9)* on BUSINESS OR NON-BUSINESS *(at Q12)* within the last 12 months?

_____

OR

Multi Sector

Q17. Excluding this trip, how many times have you flown TO AND FROM this airport to ….. *(destination at Q10)* VIA ……. *(Airport at Q9)* on BUSINESS OR NON-BUSINESS *(at Q12)* within the last 12 months?

_____

Q18. Including yourself, how many people are flying in your immediate group? *(Write in):* _____

52	53

Q19. How many people came into this terminal today, just to see you off? *(Write in):* _____

54	55

Q20. Which of the following outlets have you visited in this terminal today? And how much did you personally spend?

Visitor	1	*(Continue)*	**Buyer**	3	*(Ask Amount Spent)*
With a Buyer	2	*(Continue)*	**Non-Visitor/Not Applicable**	5	*(Continue)*

£   P

Restaurants/Bars
56 | 57 58 59 | 60 61

Total Duty Free (Liquor/Tobacco)
62 | *Total Spend:* 63 64 65 | 66 67

Of Which Liquor:
68 | 69 70 71 | 72 73

Of Which Tobacco:
74 | 75 76 77 | 78 79

Vending Machines
80 | 81 82 83 | 84 85

Fruit Machines
86 | 87 88 89 | 90 91

Newsagents *(e.g. Allders Bookshop)*
92 | 93 94 95 | 96 97

Q21. And have you visited the Information Centre?

Yes	1
No	2

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Q22. Can you please indicate which of the following age groups you come into? *(Read out if necessary)*

2 – 7	1	18 – 24	4	45 – 54	7
8 – 13	2	25 – 34	5	55 – 64	8
14 – 17	3	35 – 44	6	65 and over	9

99

Q23. What is the occupation of the main income earner in your household? *(Do not ask if Under 18)*

Job title: _____

Qualifications *(Probe for professional qualifications):* _____

Number of Staff Responsible for: _____   Establishment Size: _____

AB	1	C1	2	C2	3	DE	4	Refusal/NA/Child	9

100

Ask Business Passengers only:

Q24. What is the main business of your firm or organisation? *(Write in)* _____

_____

Sex:	Male	1	
	Female	2	☐
			101

Questionnaire Type:
(Office Use Only) ☐
102

	H	H	M	M
Q25. At what time did you enter the terminal today? *(Record time)*	☐	☐	☐	☐
	103	104	105	106
Q26. At what time did you go through to Passport Control and/or Security Search? *(Record time taken)*	☐	☐	☐	☐
	107	108	109	110
Q27. How long did it take you to come through Passport Control and/or Security Search? *(Record time)*	☐	☐	☐	☐
	111	112	113	114
Q28. What is your scheduled time of departure (as printed on your ticket)?	☐	☐	☐	☐
	115	116	117	118

Q29. Have you experienced a delay on this flight?

Yes	1	*(Continue)*	☐
No	2	*(Close)*	119

	H	H	M	M
Q30. How long has your flight been delayed? *(Record time taken)*	☐	☐	☐	☐
	120	121	122	123

Questionnaire Type:
(Office Use Only) ☐
124

Thank you very much for your co-operation

Appendix C
Weighting Techniques

The sampling and weighting of the 1994/5 survey was conducted on a route by route basis at all four airports. The first stage was to list all scheduled routes operated in and out of the airports by airline and flight number and list all charter routes by airline and destination. The various airport authorities then provided uplift/discharge figures for each month of the survey. The routes were initially broken down by airlines into single sector and multi sector groups. For single sector routes the number of passengers interviewed were added together and divided into the respective monthly figures to obtain the weights. On multi sector routes weighting was undertaken by flight number. If flights took different routes on different days as well they were weighted by final destination of the aircraft. Where multi sector and single sector flights were in operation on the same routes they were divided into separate categories. In the majority of cases multi sector routes were unique and therefore weighted separately and when multi sector routes were combined they were usually for flights stopping at the same points.

As some flights only operated at times when shifts were not run e.g. rugby charter flights to Dublin when England played Ireland, and diversions and most domestic charter flights were not generally covered, the weighted survey totals were different from those published in 1994/5 annual statistics. The exact differences are shown in Table C1

Table C1 Survey population figures and annual statistics

	Survey Weighted Figure	January 95 Annual Statistics
Bristol		
Scheduled Domestic	213,620	220,827
Charter International	830,599	834,393
Scheduled International	230,455	223,103
Charter Domestic	0	5,604
Total	1,274,674	1,283,927
Cardiff		
Scheduled Domestic	70,750	71,646
Charter International	810,784	826,101
Scheduled International	98,151	100,510
Charter Domestic	1,528	2,526
Total	981,213	1,000,783
Exeter		
Scheduled Domestic	76,041	76,067
Charter International	93,061	96,463
Scheduled International	19,481	24,217
Charter Domestic	0	793
Total	188,583	197,540
Southampton		
Scheduled Domestic	381,394	378,121
Charter International	6,268	8,775
Scheduled International	74,212	78,651
Charter Domestic	10,315	12,277
Total	472,189	477,824

Results from earlier surveys have been reweighted to 1994/5 levels in order to present an updated national picture. This was done in two stages; firstly airport figures were reweighted using three breakdowns – scheduled international, charter international and domestic. All terminating passengers, i.e. passengers arriving at or departing from an airport by surface means were weighted in this manner. Passengers interlining through the London airports between international and domestic flights were weighted by domestic route.

Appendix D
Definitions

Passengers' use of airport

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

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

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

Origin/destination

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

```
                          Total Passengers
                    ┌───────────┴───────────┐
               Terminal                  Transit
              Passengers                Passengers
       ┌──────────┴──────────┐
  Terminating            Interline
  Passengers             Passengers
       ┌─────────────┬─────────────┬─────────────┐
  International   International   Domestic      Domestic
      to             to             to            to
  International    Domestic    International    Domestic
  Passengers     Passengers    Passengers     Passengers
       ┌──────┴──────┐
   Airside       Landside
 International  International
   Interline     Interline
  Passengers    Passengers
```

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

UK and foreign passengers

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

	1	UK		5	AFRICA
	2	EUROPE		6	ASIA excl. INDIAN SUB-CONTINENT
	3	NORTH AMERICAN SUB-CONTINENT		7	INDIAN SUB-CONTINENT
	4	SOUTH AMERICAN SUB-CONTINENT		8	AUSTRALASIA / OCEANIA
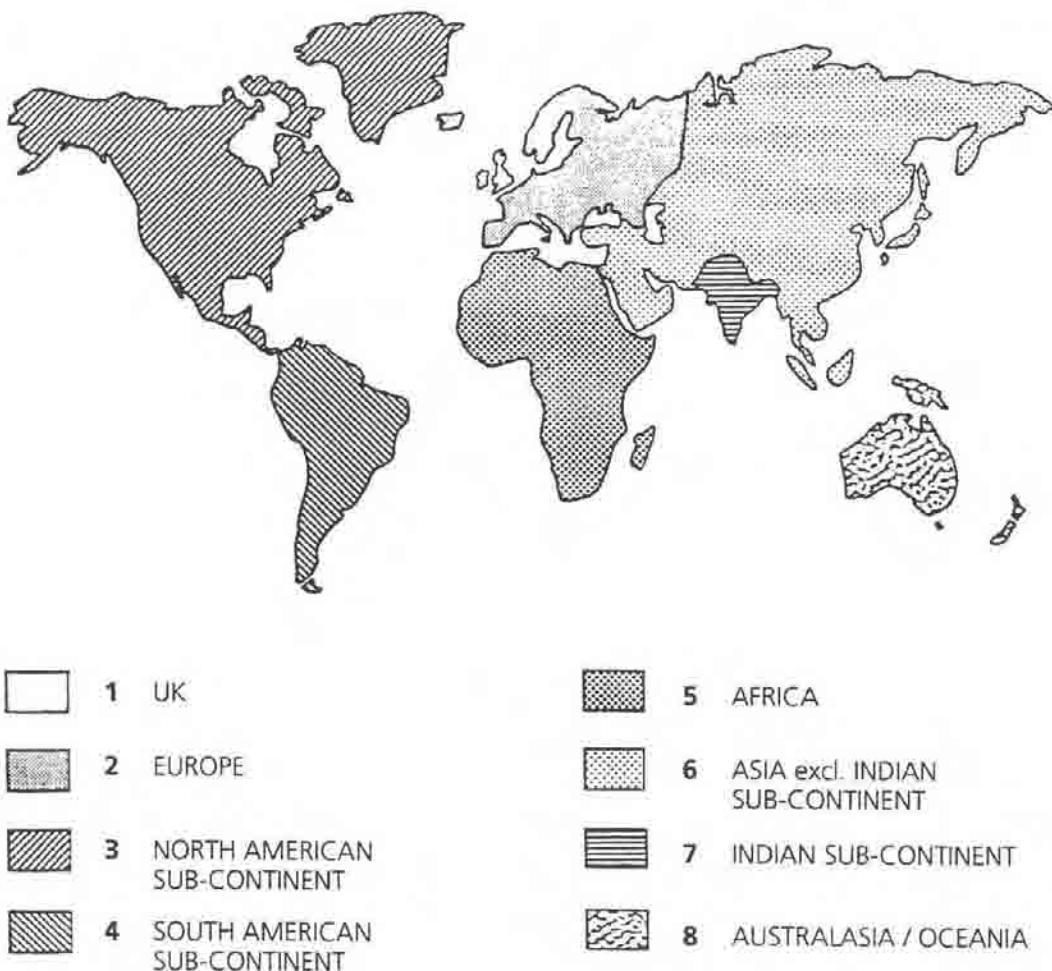
Figure D1   Illustrates the definition of passengers' country of residence

Business and leisure passengers

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

Business
Conference/Congress
Trade Fair/Exhibition
Armed Services
Airline Staff
Contract Home Leave
Overseas Employment   –   Less than 12 months
                                   –   12 months or more

Studies paid by employer   –   Formal academic course
                                   –   Other
Au Pair

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

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

Domestic and international passengers

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

Modes of transport

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

Socio-economic group

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

Table D1
Planning regions

NORTHERN PLANNING REGION

CUMBRIA
Carlisle
Allerdale
Copeland
Eden
South Lakeland
Barrow-in-Furness

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

TYNE & WEAR
Newcastle-upon-Tyne
Gateshead
Sunderland
South Tyneside
North Tyneside

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

CLEVELAND
Hartlepool
Stockton-on-Tees
Langbaurgh
Middlesbrough

YORKSHIRE AND HUMBERSIDE PLANNING REGION

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

SOUTH YORKSHIRE
Sheffield
Rotherham
Doncaster
Barnsley

WEST YORKSHIRE
Wakefield
Kirklees
Calderdale
Bradford
Leeds

NORTH YORKSHIRE
Richmondshire
Craven
Harrogate
Hambleton
Ryedale

York
Selby
Scarborough

EAST MIDLANDS PLANNING REGION

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

NOTTINGHAMSHIRE
Bassetlaw
Newark
Ashfield
Gedling
Mansfield
Rushcliffe
Broxtowe
Nottingham

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

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

NORTHAMPTONSHIRE
Corby
Kettering
Daventry
East Northamptonshire
Northampton
Wellingborough
South Northamptonshire

EAST ANGLIA PLANNING REGION

CAMBRIDGESHIRE
Peterborough
Fenland
East Cambridgeshire
Cambridge
South Cambridgeshire
Huntingdon

NORFOLK
West Norfolk
Breckland
North Norfolk
Broadland
Norwich
South Norfolk
Great Yarmouth

SUFFOLK
Forest Heath
St Edmundsbury
Mid Suffolk
Babergh
Suffolk Coastal
Ipswich
Waveney

SOUTH EAST PLANNING REGION

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

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

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

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

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

WEST SUSSEX
Chichester
Horsham
Crawley
Mid Sussex
Adur
Worthing
Arun

EAST SUSSEX
Hove
Brighton
Lewes
Wealden
Eastbourne
Rother
Hastings

BERKSHIRE
Newbury
Reading
Wokingham
Bracknell
Windsor and Maidenhead
Slough

BEDFORDSHIRE
South Bedfordshire
Luton
Mid Bedfordshire
North Bedfordshire

BUCKINGHAMSHIRE
Milton Keynes
Aylesbury Vale
Chiltern
Wycombe
Beaconsfield

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

Portsmouth
Gosport
Southampton
New Forest

OXFORDSHIRE
Cherwell
West Oxfordshire
Oxford
South Oxford
Vale of White Horse

ISLE OF WIGHT
Medina
South Wight

SOUTH WESTERN PLANNING REGION

CORNWALL
Penrith
Kerrier
Carrick
Restormel
Caradon
North Cornwall

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

SOMERSET
West Somerset
Taunton Deane
Yeovil
Mendip
Sedgemoor

AVON
Northavon
Kingswood
Bristol
Woodspring
Bath
Wansdyke

GLOUCESTERSHIRE
Forest of Dean
Gloucester
Tewkesbury
Cheltenham
Cotswold
Stroud

WILTSHIRE
North Wiltshire
Thamesdown
Kennet
West Wiltshire
Salisbury

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

SCILLY ISLES

CHANNEL ISLES

WALES PLANNING REGION

SOUTH GLAMORGAN
Cardiff
Vale of Glamorgan

WEST GLAMORGAN
Swansea
Lliw Valley
Neath
Afan

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

GWENT
Newport
Monmouth
Torfaen
Blaenau Gwent
Islwyn

POWYS
Montgomery
Radnor
Brecknock

DYFED
Ceredigion
Dinefwr
Carmarthen
Llanelli
South Pembrokeshire
Preseli

CLWYD
Colwyn
Glyndwr
Wrexham Maelor
Delyn
Alyn and Deeside
Rhuddlan

GWYNEDD
Isle of Anglesey
Arfon
Aberconwy
Dwyfor
Meirionnydd

WEST MIDLANDS PLANNING REGION

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

WEST MIDLANDS
Wolverhampton
Sandwell
Dudley
Birmingham
Solihull
Coventry
Walsall

WARWICKSHIRE
North Warwickshire
Nuneaton
Rugby
Warwick
Stratford-on-Avon

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

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

NORTH WESTERN PLANNING REGION

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

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

GREATER MANCHESTER
Manchester
Salford
Stockport
Rochdale
Wigan
Bury
Bolton
Tameside
Trafford
Oldham

MERSEYSIDE
Liverpool
Wirral
Sefton
Knowsley
St Helens

ISLE OF MAN

SCOTLAND PLANNING REGION

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

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

TAYSIDE
Perth and Kinross
Angus
City of Dundee

CENTRAL REGION
Stirling
Clackmannan
Falkirk

FIFE REGION
North East Fife
Kirkcaldy
Dunfermline

LOTHIAN REGION
City of Edinburgh
West Lothian
Midlothian
East Lothian

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

BORDERS REGION
Berwickshire
Tweeddale
Ettrick and Lauderdale
Roxburgh

DUMFRIES AND GALLOWAY REGION
Wigtown
Stewarty
Nithsdale
Annandale and Eskdale

ISLANDS AUTHORITIES
Orkneys
Shetland
Western Isles

Appendix E
Past origin/destination surveys and availability of more detailed information

Table E1

Large scale origin/destination surveys conducted since 1968

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

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

The Authority has appointed SH&E as their marketing and distribution agent for the 1994/5 survey. SH&E can provide a more detailed breakdown of the information contained in the report.

Reports can be produced for any combination of route and airport covering all areas of the survey including:

* Residence by passenger by route
* Mode of transport
* Interline flow analysis
* Ticket type and method of payment
* Detailed reason for travel

For further information contact:

SH&E Data Services, St James's House, 150 London Road, East Grinstead, West Sussex
Telephone (01342) 300589

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CAA SURVEYS DETAILED EXTRACTS

The information printed in this book is the top level highlights of a survey covering 3 million passengers and 4 airports. All this information has been compiled and weighted in the CAA database, allowing analysis according to the market's needs. Similar information is held on all other major UK airports.

SH&E, the appointed marketing agent has produced a facility for extracting detailed analysis to cover the main survey areas.

- origin and destination of passengers by route or airport, home in the UK, where they left to go to the airport;

- mode of transport to the airport by route, car parking arrangements, trip length;

- flight type, passengers destination, frequency of flight and other details by airport and by route;

- passengers demographic profile including age, income, sex and socio-economics.

This information is of great use to the travel and tourism community for . . .

- Route planning
- Marketing
- Media
- Tourism
- Surface modes

- Airport retailers
- Airport advertising
- Airline analysis
- Airport investment
- Route licensing

For further information, please complete the attached form and FREEPOST to SH&E.

Name ....

Title   Mr / Mrs / Miss

Company ....

Address ....

....

....

Postcode ....

Tel ....

PLEASE SEND DETAILS OF

ALL SURVEY ☐

ORIGIN/DESTINATION ☐

MODE OF TRANSPORT ☐

FLIGHT TYPES ☐

PROFILES ☐

BUSINESS REPLY SERVICE
Licence No RCC 2609

1

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