

SUPPLEMENTARY PAPER
Statistical information on air passenger numbers and characteristics
Parliamentary Office of Science and Technology (POST)

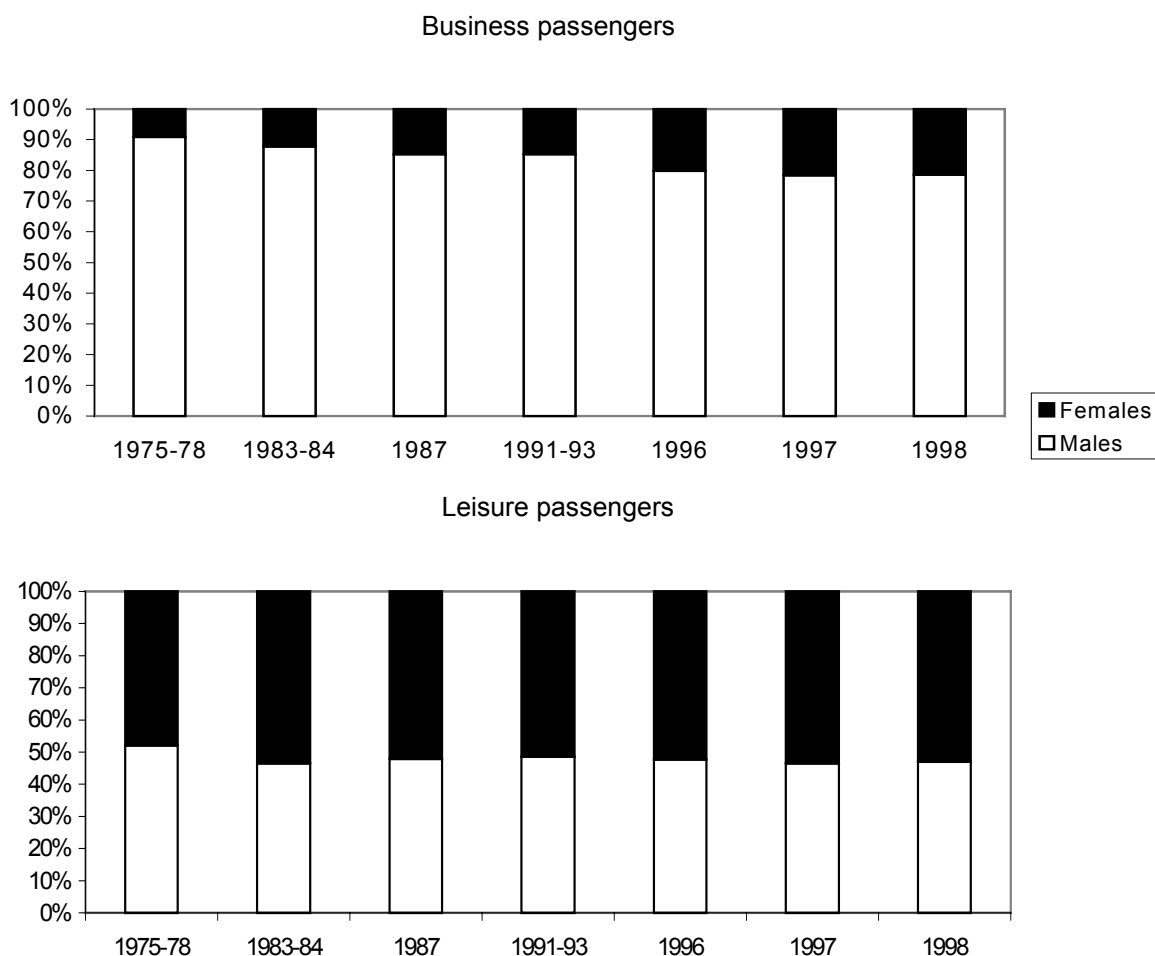
At its meeting on Tuesday 17th October 2000, the Committee, in examining the earlier paper submitted by POST, raised a number of points.

I Passenger sex composition

The first was whether information on the sex composition of passengers was available. There is some, but limited information from published sources. Figure 1 below is taken from the latest published CAA passenger survey report, and gives data from surveys conducted at Gatwick, Heathrow and Manchester airports during 1998 and earlier surveys at these airports. These three airports accounted for 78% of all international scheduled business travel from UK airports, 81% of all international scheduled leisure passengers and around 60% of international charter passengers in 1998.

As might be expected, the overwhelming majority of business passengers is male, though the percentage of female business passengers has been increasing over time. The sexual split of leisure passengers is far more evenly divided – since 1991-3 there has consistently been a slight majority of female leisure passengers.

Figure 1 % of Male and Female Business and Leisure Passengers, Gatwick, Heathrow and Manchester Airports, 1975/8-1998



Source: *Passengers at Gatwick, Heathrow and Manchester Airports in 1998*, (CAP703), CAA, 1999

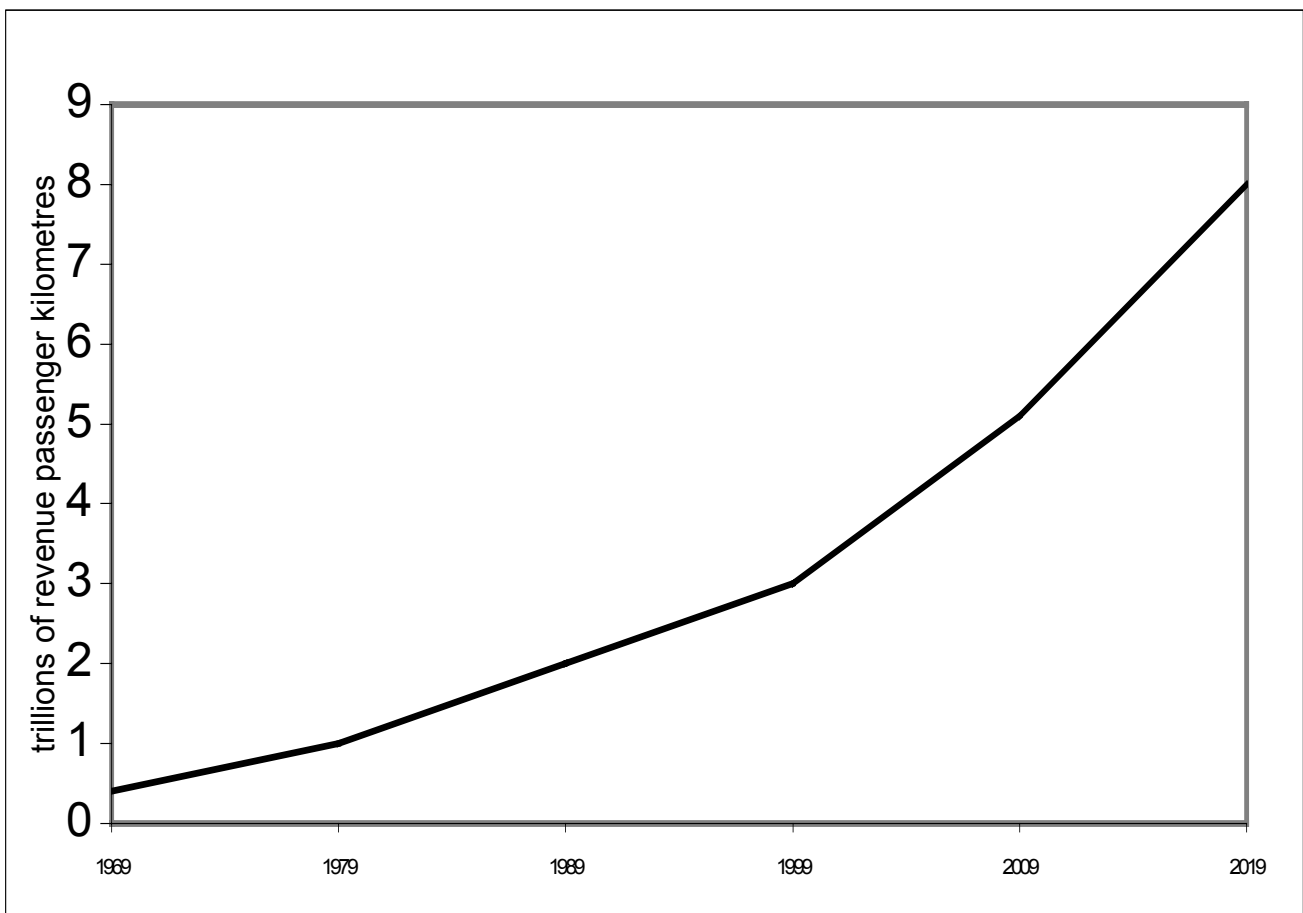
II Nature of CAA Passenger Surveys

Questions were asked about the form of the CAA Passenger Surveys. They are interviewer surveys of passengers on the airside of airports. The sample proportion in 1998 was one in 647 passengers at the three airports combined.

III Additional Future Trends Information

Some information on future trends additional to that in the earlier paper is available. The data are from Airbus Industrie's *Global Market Forecast, 2000-2019*. Figure 2 charts the global pattern of *revenue passenger kilometre growth (NOT growth in passenger numbers)* from 1969 to 1999 and the company's forecasts of future growth.

Figure 2 Actual Historical and Forecast of Future Trends in Global Air Travel Revenue Passenger Kilometres



The average number of seats in European airline aircraft in 1999 was 182, close to the world average but much lower than the highest global regional situation – the Asia/Pacific region, where the average is 242. Airbus Industrie expects the European figure to rise to 215 (307 in the Asia/Pacific region) in 2019.

Globally, the 1999 mean flight length was 1370km. The figure is dominated by US domestic flights. Airbus Industrie expects this to rise to 1444km by 2019, driven by above average increases in international flights.

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