

| Year | Flight | Survey | Airpor | County | District | Fmode | LastMode | Group | TripStay (Hrs) | Sample | Population | Days |
|------|---------|--------|--------|-------------|-----------------|-------|---------------|-------|----------------|--------|------------|------|
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | | | 1 | 205.1829 | 0.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | | | 1 | 1822.2054 | 0.5 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 1 | 168 | 3 | 1746.1616 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 1 | 192 | 1 | 75.1549 | 8.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 1 | 336 | 2 | 988.3552 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 2 | 168 | 4 | 8406.2608 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 2 | 192 | 2 | 6062.9878 | 8.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 2 | 216 | 1 | 2101.9957 | 9.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 2 | 288 | 1 | 862.6486 | 12.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 2 | 336 | 1 | 6771.7291 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 2 | 528 | 1 | 3999.7727 | 22.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 3 | 264 | 1 | 1711.1675 | 11.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 4 | 168 | 1 | 3677.9472 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 1 | Car | 4 | 336 | 1 | 1509.1275 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 2 | Car | 1 | 168 | 1 | 2769.4136 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 2 | Car | 1 | 192 | 1 | 1419.8696 | 8.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 2 | Car | 3 | 168 | 1 | 2077.325 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 4 | Car | 2 | 192 | 1 | 642.4306 | 8.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 4 | Car | 3 | 168 | 1 | 16201.405 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 4 | Car | 5 | 1 | 1 | 8872.2833 | 0.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 5 | Car | 2 | 168 | 1 | 8142.1806 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 5 | Car | 3 | 168 | 1 | 2194.4068 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 6 | Car | 2 | 96 | 1 | 2360.225 | 4.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 10 | Hire Car | 2 | 96 | 1 | 7022.1375 | 4.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 14 | Taxi/Minicab | 2 | 336 | 1 | 1899.8908 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 14 | Taxi/Minicab | 4 | 336 | 1 | 513.8857 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 14 | Taxi/Minicab | 5 | 54 | 1 | 1000.6868 | 2.3 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 14 | Taxi/Minicab | 12 | 168 | 1 | 2217.7544 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 15 | Taxi/Minicab | | | 1 | 1641.9758 | 0.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 15 | Taxi/Minicab | 2 | 168 | 1 | 3507.8182 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 18 | Buses/Coaches | 1 | 336 | 1 | 7728.6276 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 18 | Buses/Coaches | 1 | 36 | 1 | 1506.0909 | 1.5 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 18 | Buses/Coaches | 2 | 336 | 1 | 2899.6667 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 24 | Train | 1 | 168 | 1 | 187.4945 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 24 | Train | 2 | 168 | 2 | 217.6342 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 24 | Train | 2 | 336 | 1 | 18885.929 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 24 | Train | 2 | 54 | 1 | 5109.3728 | 2.3 |
| 2003 | Charter | LGW | | East Sussex | Brighton | 24 | Train | 3 | 168 | 1 | 2346.9908 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | E Sussex Unspec | 14 | Taxi/Minicab | 2 | 336 | 1 | 2813.5137 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | | | 1 | 2329.3481 | 0.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 1 | | 1 | 542.2275 | 0.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 1 | 168 | 1 | 10252.6 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 2 | 168 | 1 | 102.7454 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 2 | 336 | 1 | 2622.8294 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 3 | 336 | 1 | 12305.333 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 4 | 168 | 1 | 732.1247 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 1 | Car | 4 | 288 | 1 | 1083.0828 | 12.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 4 | Car | 2 | 168 | 1 | 16529.428 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 4 | Car | 2 | 36 | 1 | 1765.1162 | 1.5 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 15 | Taxi/Minicab | 2 | 168 | 1 | 1878.0177 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 15 | Taxi/Minicab | 2 | 336 | 1 | 34.7134 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 15 | Taxi/Minicab | 2 | 54 | 1 | 1428.5779 | 2.3 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 15 | Taxi/Minicab | 6 | 336 | 1 | 8114.577 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 15 | Taxi/Minicab | 6 | 36 | 1 | 8114.577 | 1.5 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 15 | Taxi/Minicab | 1 | 168 | 1 | 5171.1649 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 24 | Train | 1 | 24 | 1 | 2742.9042 | 1.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 24 | Train | 2 | 168 | 3 | 5883.7784 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Eastbourne | 24 | Train | 6 | 36 | 2 | 2686.4304 | 1.5 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 1 | Car | 2 | 168 | 3 | 3357.8523 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 1 | Car | 3 | 336 | 2 | 9648.977 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 4 | Car | 4 | 168 | 1 | 8282.1852 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 5 | Car | 2 | 192 | 1 | 3999.7727 | 8.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 5 | Car | 2 | 336 | 3 | 3302.9565 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 5 | Car | 3 | 168 | 1 | 2373.2235 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 5 | Car | 5 | 336 | 1 | 1606.915 | 14.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 15 | Taxi/Minicab | 2 | 168 | 1 | 5091.7445 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 15 | Taxi/Minicab | 7 | 168 | 1 | 3962.2228 | 7.0 |
| 2003 | Charter | LGW | | East Sussex | Hastings | 24 | Train | 1 | 168 | 1 | 34127.848 | 7.0 |

| | | | | | | | | |
|------------------|-------------|-----------|------------------|---|-----|---|-----------|------|
| 2003 Charter LGW | East Sussex | Hastings | 24 Train | 2 | 168 | 1 | 1805.216 | 7.0 |
| 2003 Charter LGW | East Sussex | Lewes | 1 Car | 2 | 192 | 1 | 1586.3007 | 8.0 |
| 2003 Charter LGW | East Sussex | Lewes | 1 Car | 2 | 336 | 1 | 2673.0419 | 14.0 |
| 2003 Charter LGW | East Sussex | Lewes | 1 Car | 4 | 168 | 1 | 1563.6646 | 7.0 |
| 2003 Charter LGW | East Sussex | Lewes | 1 Car | 4 | 54 | 1 | 3211.9 | 2.3 |
| 2003 Charter LGW | East Sussex | Lewes | 2 Car | 4 | 336 | 1 | 2769.4136 | 14.0 |
| 2003 Charter LGW | East Sussex | Lewes | 5 Car | 2 | 336 | 1 | 1303.5208 | 14.0 |
| 2003 Charter LGW | East Sussex | Lewes | 14 Taxi/Minicab | 5 | 336 | 1 | 2070.75 | 14.0 |
| 2003 Charter LGW | East Sussex | Lewes | 15 Taxi/Minicab | 2 | 168 | 1 | 1994.3882 | 7.0 |
| 2003 Charter LGW | East Sussex | Lewes | 15 Taxi/Minicab | 2 | 336 | 1 | 1398.7815 | 14.0 |
| 2003 Charter LGW | East Sussex | Rother | 1 Car | 1 | 336 | 1 | 2491.5853 | 14.0 |
| 2003 Charter LGW | East Sussex | Rother | 1 Car | 2 | 168 | 1 | 1635.5138 | 7.0 |
| 2003 Charter LGW | East Sussex | Rother | 1 Car | 2 | 192 | 2 | 11820.885 | 8.0 |
| 2003 Charter LGW | East Sussex | Rother | 1 Car | 2 | 336 | 2 | 8330.6687 | 14.0 |
| 2003 Charter LGW | East Sussex | Rother | 1 Car | 2 | 672 | 1 | 3600.1224 | 28.0 |
| 2003 Charter LGW | East Sussex | Rother | 1 Car | 4 | 36 | 1 | 869.5275 | 1.5 |
| 2003 Charter LGW | East Sussex | Rother | 2 Car | 1 | 36 | 1 | 628.4 | 1.5 |
| 2003 Charter LGW | East Sussex | Rother | 4 Car | 1 | 168 | 1 | 1747.5842 | 7.0 |
| 2003 Charter LGW | East Sussex | Rother | 4 Car | 2 | 168 | 1 | 465.6859 | 7.0 |
| 2003 Charter LGW | East Sussex | Rother | 4 Car | 6 | 168 | 1 | 2909.4291 | 7.0 |
| 2003 Charter LGW | East Sussex | Rother | 5 Car | 2 | 168 | 1 | 1572.9945 | 7.0 |
| 2003 Charter LGW | East Sussex | Rother | 5 Car | 3 | 336 | 1 | 862.6486 | 14.0 |
| 2003 Charter LGW | East Sussex | Rother | 15 Taxi/Minicab | 2 | 312 | 1 | 3222.0203 | 13.0 |
| 2003 Charter LGW | East Sussex | Rother | 15 Taxi/Minicab | 2 | 336 | 1 | 5091.7445 | 14.0 |
| 2003 Charter LGW | East Sussex | Rother | 15 Taxi/Minicab | 2 | 36 | 1 | 4470.4512 | 1.5 |
| 2003 Charter LGW | East Sussex | Rother | 15 Taxi/Minicab | 4 | 336 | 1 | 765.7483 | 14.0 |
| 2003 Charter LGW | East Sussex | Wealden | 1 Car | 1 | 96 | 1 | 529.1751 | 4.0 |
| 2003 Charter LGW | East Sussex | Wealden | 1 Car | 2 | 168 | 2 | 13023.426 | 7.0 |
| 2003 Charter LGW | East Sussex | Wealden | 1 Car | 2 | 336 | 3 | 4760.1557 | 14.0 |
| 2003 Charter LGW | East Sussex | Wealden | 1 Car | 5 | 336 | 1 | 3579.834 | 14.0 |
| 2003 Charter LGW | East Sussex | Wealden | 4 Car | 2 | 192 | 1 | 542.2275 | 8.0 |
| 2003 Charter LGW | East Sussex | Wealden | 5 Car | 2 | 168 | 1 | 3031.5501 | 7.0 |
| 2003 Charter LGW | East Sussex | Wealden | 5 Car | 4 | 168 | 1 | 2173.4348 | 7.0 |
| 2003 Charter LGW | East Sussex | Wealden | 14 Taxi/Minicab | 2 | 168 | 1 | 1906.1333 | 7.0 |
| 2003 Charter LGW | East Sussex | Wealden | 14 Taxi/Minicab | 7 | 336 | 1 | 2070.75 | 14.0 |
| 2003 Charter LGW | East Sussex | Wealden | 24 Train | 1 | 48 | 1 | 1506.0909 | 2.0 |
| 2003 Charter LGW | Kent | Ashford | 1 Car | 1 | 56 | 1 | 1667.3494 | 2.3 |
| 2003 Charter LGW | Kent | Ashford | 1 Car | 2 | 168 | 2 | 1411.0951 | 7.0 |
| 2003 Charter LGW | Kent | Ashford | 2 Car | 2 | 336 | 1 | 709.0018 | 14.0 |
| 2003 Charter LGW | Kent | Ashford | 4 Car | 2 | 168 | 1 | 636.1951 | 7.0 |
| 2003 Charter LGW | Kent | Ashford | 4 Car | 2 | 336 | 1 | 696.1649 | 14.0 |
| 2003 Charter LGW | Kent | Ashford | 5 Car | 1 | 168 | 1 | 1268 | 7.0 |
| 2003 Charter LGW | Kent | Ashford | 5 Car | 2 | 336 | 1 | 1496.2333 | 14.0 |
| 2003 Charter LGW | Kent | Ashford | 15 Taxi/Minicab | 2 | 168 | 1 | 560.4492 | 7.0 |
| 2003 Charter LGW | Kent | Ashford | 15 Taxi/Minicab | 2 | 336 | 1 | 1676.422 | 14.0 |
| 2003 Charter LGW | Kent | Ashford | 16 Buses/Coaches | 2 | 336 | 1 | 579.8075 | 14.0 |
| 2003 Charter LGW | Kent | Ashford | 24 Train | 3 | 168 | 1 | 14155.803 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 1 Car | | | 1 | 2530.2978 | 0.0 |
| 2003 Charter LGW | Kent | Caterbury | 1 Car | 1 | 12 | 1 | 1662.9992 | 0.5 |
| 2003 Charter LGW | Kent | Caterbury | 1 Car | 1 | 192 | 1 | 1820.9734 | 8.0 |
| 2003 Charter LGW | Kent | Caterbury | 1 Car | 2 | 336 | 1 | 3139.5558 | 14.0 |
| 2003 Charter LGW | Kent | Caterbury | 1 Car | 3 | 336 | 1 | 4614.8478 | 14.0 |
| 2003 Charter LGW | Kent | Caterbury | 2 Car | 2 | 336 | 1 | 708.0181 | 14.0 |
| 2003 Charter LGW | Kent | Caterbury | 4 Car | 2 | 9 | 1 | 34471 | 0.4 |
| 2003 Charter LGW | Kent | Caterbury | 4 Car | 2 | 168 | 1 | 1629.5075 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 4 Car | 2 | 336 | 1 | 45.4252 | 14.0 |
| 2003 Charter LGW | Kent | Caterbury | 4 Car | 2 | 36 | 1 | 2222.7563 | 1.5 |
| 2003 Charter LGW | Kent | Caterbury | 4 Car | 3 | 168 | 1 | 2102.0235 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 4 Car | 4 | 168 | 1 | 9305.865 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 5 Car | 1 | 168 | 1 | 1303.0838 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 5 Car | 2 | 168 | 2 | 2698.1797 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 5 Car | 4 | 168 | 2 | 2641.1855 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 14 Taxi/Minicab | 2 | 168 | 1 | 2580.1419 | 7.0 |
| 2003 Charter LGW | Kent | Caterbury | 14 Taxi/Minicab | 2 | 264 | 1 | 5000 | 11.0 |
| 2003 Charter LGW | Kent | Caterbury | 15 Taxi/Minicab | 2 | 336 | 1 | 3265.7226 | 14.0 |
| 2003 Charter LGW | Kent | Caterbury | 15 Taxi/Minicab | 2 | 672 | 1 | 2252.0302 | 28.0 |
| 2003 Charter LGW | Kent | Caterbury | 15 Taxi/Minicab | 4 | 336 | 1 | 318.4878 | 14.0 |
| 2003 Charter LGW | Kent | Caterbury | 24 Train | 1 | 96 | 1 | 519.5789 | 4.0 |
| 2003 Charter LGW | Kent | Dartford | 1 Car | 2 | 168 | 1 | 6717.1455 | 7.0 |

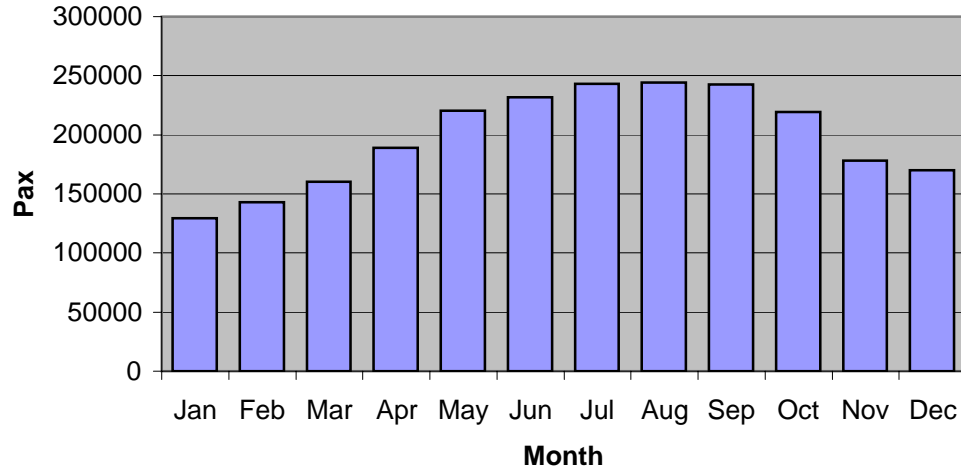
| | | | | | | | | |
|------------------|------|------------|------------------|----|-----|---|-----------|------|
| 2003 Charter LGW | Kent | Dartford | 1 Car | 2 | 264 | 2 | 3025.2428 | 11.0 |
| 2003 Charter LGW | Kent | Dartford | 1 Car | 2 | 336 | 2 | 1294.049 | 14.0 |
| 2003 Charter LGW | Kent | Dartford | 1 Car | 2 | 36 | 1 | 1867.7677 | 1.5 |
| 2003 Charter LGW | Kent | Dartford | 1 Car | 2 | 18 | 1 | 318.4878 | 0.8 |
| 2003 Charter LGW | Kent | Dartford | 1 Car | 3 | 336 | 1 | 268.4795 | 14.0 |
| 2003 Charter LGW | Kent | Dartford | 2 Car | 4 | 15 | 1 | 75.241 | 0.6 |
| 2003 Charter LGW | Kent | Dartford | 2 Car | 4 | 336 | 1 | 16201.405 | 14.0 |
| 2003 Charter LGW | Kent | Dartford | 4 Car | 2 | 96 | 1 | 989.9404 | 4.0 |
| 2003 Charter LGW | Kent | Dartford | 4 Car | 2 | 336 | 1 | 1521.2459 | 14.0 |
| 2003 Charter LGW | Kent | Dartford | 4 Car | 4 | 168 | 1 | 3962.2228 | 7.0 |
| 2003 Charter LGW | Kent | Dartford | 5 Car | | | 1 | 2683.6768 | 0.0 |
| 2003 Charter LGW | Kent | Dartford | 5 Car | 2 | 168 | 2 | 4067.0178 | 7.0 |
| 2003 Charter LGW | Kent | Dartford | 14 Taxi/Minicab | 1 | 168 | 2 | 918.8191 | 7.0 |
| 2003 Charter LGW | Kent | Dartford | 15 Taxi/Minicab | 2 | 168 | 1 | 3507.8182 | 7.0 |
| 2003 Charter LGW | Kent | Dartford | 15 Taxi/Minicab | 1 | 336 | 1 | 1450.1506 | 14.0 |
| 2003 Charter LGW | Kent | Dartford | 17 Buses/Coaches | 7 | 24 | 1 | 529.1751 | 1.0 |
| 2003 Charter LGW | Kent | Dartford | 24 Train | 2 | 192 | 1 | 1365.1519 | 8.0 |
| 2003 Charter LGW | Kent | Dover | 1 Car | 2 | 336 | 1 | 421.342 | 14.0 |
| 2003 Charter LGW | Kent | Dover | 2 Car | 2 | 168 | 1 | 1925.2751 | 7.0 |
| 2003 Charter LGW | Kent | Dover | 4 Car | | | 1 | 1838.1058 | 0.0 |
| 2003 Charter LGW | Kent | Dover | 4 Car | 2 | 168 | 1 | 3102.763 | 7.0 |
| 2003 Charter LGW | Kent | Dover | 4 Car | 3 | 336 | 1 | 539.9579 | 14.0 |
| 2003 Charter LGW | Kent | Dover | 5 Car | 2 | 36 | 1 | 6198.9374 | 1.5 |
| 2003 Charter LGW | Kent | Dover | 17 Buses/Coaches | 13 | 36 | 1 | 6397.5713 | 1.5 |
| 2003 Charter LGW | Kent | Gillingham | 1 Car | 1 | 336 | 1 | 5231.4501 | 14.0 |
| 2003 Charter LGW | Kent | Gillingham | 1 Car | 2 | 336 | 1 | 1216 | 14.0 |
| 2003 Charter LGW | Kent | Gillingham | 1 Car | 3 | 168 | 1 | 1279.5818 | 7.0 |
| 2003 Charter LGW | Kent | Gillingham | 1 Car | 4 | 336 | 1 | 634.8793 | 14.0 |
| 2003 Charter LGW | Kent | Gillingham | 4 Car | 2 | 168 | 1 | 1541.5117 | 7.0 |
| 2003 Charter LGW | Kent | Gillingham | 5 Car | 3 | 168 | 1 | 40.1827 | 7.0 |
| 2003 Charter LGW | Kent | Gillingham | 11 Hire Car | 1 | 336 | 1 | 1136.3967 | 14.0 |
| 2003 Charter LGW | Kent | Gillingham | 25 Train | 2 | 192 | 1 | 1028.5882 | 8.0 |
| 2003 Charter LGW | Kent | Graveford | 1 Car | 1 | 336 | 1 | 318.4878 | 14.0 |
| 2003 Charter LGW | Kent | Graveford | 1 Car | 2 | 168 | 5 | 6588.0789 | 7.0 |
| 2003 Charter LGW | Kent | Graveford | 1 Car | 2 | 336 | 1 | 2102.0235 | 14.0 |
| 2003 Charter LGW | Kent | Graveford | 1 Car | 3 | 168 | 1 | 1611.3643 | 7.0 |
| 2003 Charter LGW | Kent | Graveford | 2 Car | 2 | 144 | 1 | 519.5789 | 6.0 |
| 2003 Charter LGW | Kent | Graveford | 2 Car | 7 | 336 | 1 | 10534.376 | 14.0 |
| 2003 Charter LGW | Kent | Graveford | 4 Car | 2 | 168 | 2 | 5342.9991 | 7.0 |
| 2003 Charter LGW | Kent | Graveford | 4 Car | 2 | 336 | 1 | 894.9208 | 14.0 |
| 2003 Charter LGW | Kent | Graveford | 5 Car | 2 | 168 | 2 | 2953.5737 | 7.0 |
| 2003 Charter LGW | Kent | Graveford | 15 Taxi/Minicab | 1 | 336 | 1 | 30042 | 14.0 |
| 2003 Charter LGW | Kent | Graveford | 15 Taxi/Minicab | 2 | 36 | 1 | 4144.3636 | 1.5 |
| 2003 Charter LGW | Kent | Graveford | 15 Taxi/Minicab | 4 | 336 | 1 | 2622.8294 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 1 Car | 2 | 168 | 2 | 11394.716 | 7.0 |
| 2003 Charter LGW | Kent | Maidstone | 1 Car | 2 | 24 | 2 | 4139.6481 | 1.0 |
| 2003 Charter LGW | Kent | Maidstone | 1 Car | 2 | 336 | 3 | 3144.366 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 1 Car | 2 | 672 | 1 | 684.0282 | 28.0 |
| 2003 Charter LGW | Kent | Maidstone | 1 Car | 3 | 36 | 1 | 3579.834 | 1.5 |
| 2003 Charter LGW | Kent | Maidstone | 2 Car | 2 | 192 | 1 | 6829.3847 | 8.0 |
| 2003 Charter LGW | Kent | Maidstone | 2 Car | 2 | 336 | 1 | 1085.1442 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 4 Car | 3 | 168 | 2 | 6896.0623 | 7.0 |
| 2003 Charter LGW | Kent | Maidstone | 4 Car | 4 | 336 | 1 | 906.5927 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 5 Car | 2 | 168 | 1 | 6835.5 | 7.0 |
| 2003 Charter LGW | Kent | Maidstone | 5 Car | 2 | 192 | 2 | 8483.0482 | 8.0 |
| 2003 Charter LGW | Kent | Maidstone | 5 Car | 2 | 36 | 1 | 3999.7727 | 1.5 |
| 2003 Charter LGW | Kent | Maidstone | 5 Car | 3 | 336 | 1 | 605.8492 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 5 Car | 4 | 336 | 1 | 83.8211 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 8 Car | 4 | 336 | 1 | 83.8211 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 14 Taxi/Minicab | 2 | 168 | 1 | 3184.1429 | 7.0 |
| 2003 Charter LGW | Kent | Maidstone | 14 Taxi/Minicab | 2 | 336 | 1 | 4144.3636 | 14.0 |
| 2003 Charter LGW | Kent | Maidstone | 15 Taxi/Minicab | 2 | 192 | 1 | 1690.103 | 8.0 |
| 2003 Charter LGW | Kent | Maidstone | 15 Taxi/Minicab | 3 | 96 | 1 | 3223.9704 | 4.0 |
| 2003 Charter LGW | Kent | Maidstone | 15 Taxi/Minicab | 5 | 336 | 1 | 3957.3694 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 1 | 168 | 2 | 5703.931 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 2 | 168 | 8 | 21384.537 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 2 | 192 | 1 | 280.2336 | 8.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 2 | 264 | 1 | 1072.4487 | 11.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 2 | 336 | 4 | 15671.596 | 14.0 |

| | | | | | | | | |
|------------------|------|-----------|-----------------|---|-----|---|-----------|------|
| 2003 Charter LGW | Kent | Medway | 1 Car | 3 | 264 | 1 | 793.5165 | 11.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 3 | 336 | 1 | 3230.0434 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 4 | 168 | 1 | 4577.132 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 1 Car | 4 | 216 | 1 | 6014.1639 | 9.0 |
| 2003 Charter LGW | Kent | Medway | 2 Car | 1 | 168 | 1 | 519.5789 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 2 Car | 2 | 336 | 1 | 1729.25 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 4 Car | 2 | 168 | 1 | 1615.5217 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 4 Car | 2 | 192 | 1 | 6835.5 | 8.0 |
| 2003 Charter LGW | Kent | Medway | 4 Car | 4 | 168 | 1 | 371.0077 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 4 Car | 5 | 168 | 1 | 7271.6498 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 5 Car | 2 | 168 | 1 | 709.0018 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 5 Car | 2 | 336 | 1 | 187.4945 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 5 Car | 2 | 384 | 1 | 67.4699 | 16.0 |
| 2003 Charter LGW | Kent | Medway | 5 Car | 3 | 168 | 1 | 3695.6846 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 5 Car | 4 | 168 | 2 | 7198.8896 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 8 Car | 2 | 336 | 2 | 2796.7229 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 12 Hire Car | 2 | 36 | 1 | 21.2028 | 1.5 |
| 2003 Charter LGW | Kent | Medway | 14 Taxi/Minicab | 2 | 336 | 1 | 4947.1426 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 14 Taxi/Minicab | 2 | 54 | 1 | 1506.0909 | 2.3 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 2 | 192 | 1 | 620.4309 | 8.0 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 2 | 336 | 1 | 3731.6667 | 14.0 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 2 | 54 | 1 | 2300.002 | 2.3 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 3 | 36 | 1 | 21.2028 | 1.5 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 4 | 168 | 1 | 1471.8168 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 6 | 168 | 1 | 1268 | 7.0 |
| 2003 Charter LGW | Kent | Medway | 15 Taxi/Minicab | 8 | 36 | 1 | 1496.2333 | 1.5 |
| 2003 Charter LGW | Kent | Sevenoaks | 1 Car | 2 | 336 | 3 | 2477.8757 | 14.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 1 Car | 3 | 168 | 1 | 2504.8433 | 7.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 1 Car | 3 | 336 | 1 | 650.0133 | 14.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 1 Car | 4 | 168 | 1 | 2574.8184 | 7.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 4 Car | 2 | 168 | 2 | 15314.712 | 7.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 4 Car | 2 | 192 | 1 | 794.2507 | 8.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 4 Car | 2 | 336 | 2 | 33144.968 | 14.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 4 Car | 4 | 192 | 1 | 1361.8051 | 8.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 4 Car | 5 | 168 | 1 | 1075.4772 | 7.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 11 Hire Car | 2 | 336 | 1 | 2010.4638 | 14.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 14 Taxi/Minicab | 2 | 336 | 1 | 5310.7143 | 14.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 15 Taxi/Minicab | 2 | 36 | 1 | 421.342 | 1.5 |
| 2003 Charter LGW | Kent | Sevenoaks | 15 Taxi/Minicab | 2 | 54 | 1 | 983.0585 | 2.3 |
| 2003 Charter LGW | Kent | Sevenoaks | 15 Taxi/Minicab | 5 | 168 | 1 | 3076.8521 | 7.0 |
| 2003 Charter LGW | Kent | Sevenoaks | 15 Taxi/Minicab | 7 | 336 | 1 | 16201.405 | 14.0 |
| 2003 Charter LGW | Kent | Shepway | 1 Car | 2 | 168 | 1 | 1408.174 | 7.0 |
| 2003 Charter LGW | Kent | Shepway | 1 Car | 3 | 336 | 1 | 1471.8168 | 14.0 |
| 2003 Charter LGW | Kent | Shepway | 1 Car | 4 | 336 | 1 | 375.8399 | 14.0 |
| 2003 Charter LGW | Kent | Shepway | 2 Car | 1 | 168 | 1 | 5287.032 | 7.0 |
| 2003 Charter LGW | Kent | Shepway | 3 Car | 4 | 336 | 1 | 7149.623 | 14.0 |
| 2003 Charter LGW | Kent | Shepway | 4 Car | | | 1 | 11740 | 0.0 |
| 2003 Charter LGW | Kent | Shepway | 4 Car | 2 | 168 | 1 | 3507.8182 | 7.0 |
| 2003 Charter LGW | Kent | Shepway | 4 Car | 2 | 336 | 1 | 2242.5455 | 14.0 |
| 2003 Charter LGW | Kent | Shepway | 4 Car | 3 | 168 | 1 | 1125.4101 | 7.0 |
| 2003 Charter LGW | Kent | Shepway | 4 Car | 4 | 192 | 1 | 9254.6312 | 8.0 |
| 2003 Charter LGW | Kent | Shepway | 5 Car | 2 | 168 | 3 | 16103.658 | 7.0 |
| 2003 Charter LGW | Kent | Shepway | 14 Taxi/Minicab | | | 1 | 2252.0302 | 0.0 |
| 2003 Charter LGW | Kent | Shepway | 15 Taxi/Minicab | 2 | 336 | 1 | 10252.6 | 14.0 |
| 2003 Charter LGW | Kent | Swale | 2 Car | 2 | 168 | 1 | 1180.8731 | 7.0 |
| 2003 Charter LGW | Kent | Swale | 2 Car | 3 | 168 | 1 | 1729.7089 | 7.0 |
| 2003 Charter LGW | Kent | Swale | 4 Car | 2 | 6 | 1 | 4548.4526 | 0.3 |
| 2003 Charter LGW | Kent | Swale | 4 Car | 2 | 168 | 2 | 2633.5544 | 7.0 |
| 2003 Charter LGW | Kent | Swale | 4 Car | 2 | 36 | 1 | 544.0988 | 1.5 |
| 2003 Charter LGW | Kent | Swale | 4 Car | 4 | 168 | 1 | 1907.307 | 7.0 |
| 2003 Charter LGW | Kent | Swale | 4 Car | 5 | 336 | 1 | 513.8857 | 14.0 |
| 2003 Charter LGW | Kent | Swale | 5 Car | 1 | 96 | 1 | 1777.6599 | 4.0 |
| 2003 Charter LGW | Kent | Swale | 5 Car | 2 | 192 | 2 | 1087.7898 | 8.0 |
| 2003 Charter LGW | Kent | Swale | 5 Car | 2 | 24 | 2 | 1056.8245 | 1.0 |
| 2003 Charter LGW | Kent | Swale | 5 Car | 4 | 288 | 1 | 1419.8696 | 12.0 |
| 2003 Charter LGW | Kent | Swale | 5 Car | 6 | 168 | 1 | 1283.3252 | 7.0 |
| 2003 Charter LGW | Kent | Swale | 8 Car | 4 | 168 | 1 | 605.8492 | 7.0 |
| 2003 Charter LGW | Kent | Swale | 15 Taxi/Minicab | 1 | 336 | 1 | 577.2722 | 14.0 |
| 2003 Charter LGW | Kent | Swale | 15 Taxi/Minicab | 4 | 192 | 1 | 1496.2333 | 8.0 |

| | | | | | | | | |
|------------------|-------------|-----------------|------------------|---|-----|---|-----------|------|
| 2003 Charter LGW | Kent | Swale | 24 Train | 2 | 72 | 1 | 2099.6541 | 3.0 |
| 2003 Charter LGW | Kent | Swale | 24 Train | 2 | 336 | 1 | 262.9209 | 14.0 |
| 2003 Charter LGW | Kent | Thanet | 1 Car | 2 | | 1 | 318.4878 | 0.0 |
| 2003 Charter LGW | Kent | Thanet | 1 Car | 2 | 96 | 1 | 83.8211 | 4.0 |
| 2003 Charter LGW | Kent | Thanet | 1 Car | 2 | 168 | 1 | 1895.517 | 7.0 |
| 2003 Charter LGW | Kent | Thanet | 4 Car | 4 | 168 | 4 | 7562.7658 | 7.0 |
| 2003 Charter LGW | Kent | Thanet | 5 Car | 1 | 168 | 1 | 3374.9003 | 7.0 |
| 2003 Charter LGW | Kent | Thanet | 15 Taxi/Minicab | 3 | 336 | 1 | 2242.5455 | 14.0 |
| 2003 Charter LGW | Kent | Thanet | 15 Taxi/Minicab | 4 | 336 | 1 | 3588.9286 | 14.0 |
| 2003 Charter LGW | Kent | Thanet | 15 Taxi/Minicab | 8 | 336 | 1 | 83.8211 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 1 Car | 1 | 336 | 1 | 1201.375 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 1 Car | 2 | 168 | 5 | 16431.033 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 1 Car | 2 | 24 | 1 | 1419.8696 | 1.0 |
| 2003 Charter LGW | Kent | Tonbridge | 1 Car | 2 | 336 | 1 | 332.7271 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 2 Car | 2 | | 1 | 513.8857 | 0.0 |
| 2003 Charter LGW | Kent | Tonbridge | 2 Car | 2 | 168 | 1 | 1711.1675 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 2 Car | 2 | 336 | 1 | 234.8371 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 4 Car | 2 | 168 | 5 | 15969.122 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 4 Car | 2 | 192 | 1 | 6786.1594 | 8.0 |
| 2003 Charter LGW | Kent | Tonbridge | 4 Car | 2 | 336 | 1 | 3999.7727 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 4 Car | 4 | 168 | 2 | 3948.9938 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 5 Car | 2 | 168 | 1 | 133.5158 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 5 Car | 2 | 336 | 1 | 1179.494 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 14 Taxi/Minicab | 2 | 168 | 2 | 7560.7425 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 14 Taxi/Minicab | 2 | 24 | 1 | 1054.1831 | 1.0 |
| 2003 Charter LGW | Kent | Tonbridge | 15 Taxi/Minicab | 1 | 96 | 1 | 1080.9435 | 4.0 |
| 2003 Charter LGW | Kent | Tonbridge | 15 Taxi/Minicab | 2 | 168 | 1 | 297.1429 | 7.0 |
| 2003 Charter LGW | Kent | Tonbridge | 15 Taxi/Minicab | 2 | 216 | 1 | 661.2908 | 9.0 |
| 2003 Charter LGW | Kent | Tonbridge | 15 Taxi/Minicab | 2 | 36 | 1 | 1906.1333 | 1.5 |
| 2003 Charter LGW | Kent | Tonbridge | 15 Taxi/Minicab | 4 | 336 | 2 | 3361.1766 | 14.0 |
| 2003 Charter LGW | Kent | Tonbridge | 24 Train | 3 | 168 | 1 | 2766.0542 | 7.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 1 Car | 2 | 168 | 2 | 8141.3012 | 7.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 1 Car | 2 | 336 | 1 | 2507.4931 | 14.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 1 Car | 4 | 168 | 1 | 1496.2333 | 7.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 2 Car | 1 | 168 | 1 | 1268 | 7.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 2 Car | 2 | 168 | 1 | 986.3944 | 7.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 2 Car | 2 | 192 | 2 | 1153.8424 | 8.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 5 Car | 4 | 36 | 1 | 1045.0643 | 1.5 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 14 Taxi/Minicab | 2 | 336 | 1 | 513.8857 | 14.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 15 Taxi/Minicab | 2 | 168 | 1 | 1419.8696 | 7.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 15 Taxi/Minicab | 2 | 192 | 1 | 2445.9885 | 8.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 15 Taxi/Minicab | 4 | 336 | 2 | 2242.883 | 14.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 15 Taxi/Minicab | 6 | 264 | 1 | 743.5182 | 11.0 |
| 2003 Charter LGW | Kent | Tunbridge Wells | 24 Train | 2 | 168 | 1 | 639.5116 | 7.0 |
| 2003 Charter LTN | Kent | Graveford | 43 Car | 2 | 168 | 1 | 2801 | 7.0 |
| 2003 Charter LTN | Kent | Maidstone | 1 Car | 3 | 336 | 1 | 2289.3333 | 14.0 |
| 2003 Charter LTN | Kent | Maidstone | 15 Taxi/Minicab | 2 | 24 | 1 | 1185.9 | 1.0 |
| 2003 Charter LTN | Kent | Medway | 5 Car | 2 | 168 | 1 | 368.35 | 7.0 |
| 2003 Charter LTN | Kent | Shepway | 5 Car | 2 | 168 | 1 | 812.5 | 7.0 |
| 2003 Charter LTN | Kent | Thanet | 1 Car | | | 1 | 1410.5 | 0.0 |
| 2003 Charter LTN | Kent | Tunbridge Wells | 1 Car | 1 | 48 | 1 | 186.75 | 2.0 |
| 2003 Charter LTN | Kent | Tunbridge Wells | 1 Car | 4 | 24 | 1 | 999 | 1.0 |
| 2003 Charter STN | East Sussex | Brighton | 33 | 4 | 57 | 1 | 944.2857 | 2.4 |
| 2003 Charter STN | East Sussex | Wealden | 4 Car | | | 1 | 783.2667 | 0.0 |
| 2003 Charter STN | East Sussex | Wealden | 15 Taxi/Minicab | | | 1 | 32.3333 | 0.0 |
| 2003 Charter STN | Kent | Ashford | 4 Car | 3 | 168 | 1 | 1830.2857 | 7.0 |
| 2003 Charter STN | Kent | Caterbury | 14 Taxi/Minicab | 1 | 168 | 1 | 4684.4489 | 7.0 |
| 2003 Charter STN | Kent | Dartford | 4 Car | 2 | 168 | 1 | 67.2295 | 7.0 |
| 2003 Charter STN | Kent | Dartford | 14 Taxi/Minicab | 2 | 336 | 1 | 5090 | 14.0 |
| 2003 Charter STN | Kent | Dartford | 15 Taxi/Minicab | 1 | 168 | 1 | 664.5556 | 7.0 |
| 2003 Charter STN | Kent | Dover | 1 Car | 2 | 168 | 1 | 228.1797 | 7.0 |
| 2003 Charter STN | Kent | Dover | 2 Car | | | 1 | 32.3333 | 0.0 |
| 2003 Charter STN | Kent | Graveford | 1 Car | 2 | 336 | 1 | 1785.8108 | 14.0 |
| 2003 Charter STN | Kent | Maidstone | 15 Taxi/Minicab | 2 | 24 | 1 | 8 | 1.0 |
| 2003 Charter STN | Kent | Medway | 1 Car | 3 | 336 | 1 | 810.7143 | 14.0 |
| 2003 Charter STN | Kent | Medway | 1 Car | 4 | 336 | 1 | 937.0005 | 14.0 |
| 2003 Charter STN | Kent | Medway | 15 Taxi/Minicab | 3 | 336 | 1 | 759.7143 | 14.0 |
| 2003 Charter STN | Kent | Swale | 17 Buses/Coaches | 1 | 264 | 1 | 605.25 | 11.0 |

Leeds-Bradford International Airport - Passengers by Month 2005

| Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| 129326 | 143126 | 160367 | 188906 | 220623 | 231841 | 243032 | 244000 | 242779 | 219246 | 178205 | 170258 | 2371709 |
| 5% | 6% | 7% | 8% | 9% | 10% | 10% | 10% | 10% | 9% | 8% | 7% | |



Leeds-Bradford International Airport - Flight Arrivals Schedule

Summer 2005 Timetable

| | SCHEDULED | CHARTERED | ALL | CUMUL. | Chartered | Scheduled | |
|---------------|------------------|---------------|-----|--|--|--|--------------------|
| Monday | 00:01 - 00:30 | 1 | 0 | 1 | 1 00:15 from Palma | | |
| | 00:31 - 01:00 | 0 | 0 | 0 | 1 | | |
| | 01:01 - 01:30 | 1 | 0 | 1 | 2 01:20 from Malaga | | |
| | 01:31 - 02:00 | 1 | 0 | 1 | 3 01:55 from Tenerife | | |
| | 02:01 - 02:30 | 1 | 1 | 2 | 5 02:25 from Alicante | 02:05 from Larnaca | |
| | 02:31 - 03:00 | 0 | 0 | 0 | 5 | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | 5 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | 5 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | 5 | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | 5 | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | 5 | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | 5 | | |
| | 06:01 - 06:30 | 0 | 0 | 0 | 5 | | |
| | 06:31 - 07:00 | 0 | 0 | 0 | 5 | | |
| | 07:01 - 07:30 | 0 | 0 | 0 | 5 | | |
| | 07:31 - 08:00 | 0 | 0 | 0 | 5 | | |
| | 08:01 - 08:30 | 1 | 0 | 1 | 6 08:20 from Belfast City | | |
| | 08:31 - 09:00 | 2 | 1 | 3 | 9 08:50 from 08:50 from Newquay | 08:35 from Dalaman | |
| | 09:01 - 09:30 | 3 | 0 | 3 | 12 09:10 from 09:30 from 09:25 from Glasgow | | |
| | 09:31 - 10:00 | 5 | 0 | 5 | 17 09:40 from 09:55 from 10:00 from 09:45 from 09:35 from Southampton | | |
| | 10:01 - 10:30 | 2 | 0 | 2 | 19 10:10 from 10:25 from Dublin | | |
| | 10:31 - 11:00 | 1 | 0 | 1 | 20 10:45 from Paris CDG | | |
| | 11:01 - 11:30 | 0 | 0 | 0 | 20 | | |
| | 11:31 - 12:00 | 0 | 1 | 1 | 21 | 11:40 from Reus | |
| | 12:01 - 12:30 | 2 | 0 | 2 | 23 12:10 from 12:25 from Isle of Man | | |
| | 12:31 - 13:00 | 4 | 0 | 4 | 27 12:40 from 12:50 from 12:35 from Southampton | | |
| | 13:01 - 13:30 | 1 | 0 | 1 | 28 13:30 from Cork | | |
| | 13:31 - 14:00 | 0 | 0 | 0 | 28 | | |
| | 14:01 - 14:30 | 4 | 0 | 4 | 32 14:15 from 14:10 from 14:25 from 14:15 from Southampton | | |
| | 14:31 - 15:00 | 2 | 0 | 2 | 34 14:45 from 14:45 from Paris CDG | | |
| | 15:01 - 15:30 | 2 | 0 | 2 | 36 15:05 from 15:15 from Murcia | | |
| | 15:31 - 16:00 | 2 | 1 | 3 | 39 15:35 from 15:55 from Lahore | 15:55 from Zante | |
| | 16:01 - 16:30 | 2 | 0 | 2 | 41 16:25 from 16:05 from Dublin | | |
| | 16:31 - 17:00 | 1 | 0 | 1 | 42 17:00 from Edinburgh | | |
| | 17:01 - 17:30 | 6 | 1 | 7 | 49 17:10 from 17:25 from 17:20 from 17:05 from 17:15 from 17:10 from Bourgas | | |
| | 17:31 - 18:00 | 2 | 0 | 2 | 51 18:00 from 18:00 from Heathrow | | |
| | 18:01 - 18:30 | 1 | 0 | 1 | 52 18:30 from Bristol | | |
| | 18:31 - 19:00 | 1 | 0 | 1 | 53 18:50 from Newquay | | |
| | 19:01 - 19:30 | 2 | 0 | 2 | 55 19:15 from 19:30 from Belfast City | | |
| | 19:31 - 20:00 | 3 | 0 | 3 | 58 19:45 from 20:00 from 19:45 from Edinburgh | | |
| | 20:01 - 20:30 | 4 | 0 | 4 | 62 20:10 from 20:10 from 20:10 from 20:20 from Southampton | | |
| | 20:31 - 21:00 | 3 | 0 | 3 | 65 21:00 from 20:40 from 21:00 from Paris CDG | | |
| | 21:01 - 21:30 | 0 | 0 | 0 | 65 | | |
| | 21:31 - 22:00 | 2 | 0 | 2 | 67 21:45 from 21:55 from Heathrow | | |
| | 22:01 - 22:30 | 0 | 0 | 0 | 67 | | |
| | 22:31 - 23:00 | 1 | 0 | 1 | 68 22:55 from Faro | | |
| | 23:01 - 23:30 | 1 | 0 | 1 | 69 23:15 from Palma | | |
| | 70 23:31 - 00:00 | 0 | 1 | 1 | 70 | 23:55 from Funchal | |
| | Tuesday | 00:01 - 00:30 | 0 | 0 | 0 | | |
| | | 00:31 - 01:00 | 0 | 0 | 0 | | |
| | | 01:01 - 01:30 | 1 | 0 | 1 | 01:20 from Malaga | |
| | | 01:31 - 02:00 | 0 | 0 | 0 | | |
| | | 02:01 - 02:30 | 1 | 0 | 1 | 02:25 from Alicante | |
| | | 02:31 - 03:00 | 1 | 0 | 1 | 02:50 from Ibiza | |
| | | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | | 03:31 - 04:00 | 0 | 1 | 1 | | 03:35 from Dalaman |
| | | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | | 04:31 - 05:00 | 0 | 0 | 0 | | |
| | | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | | 05:31 - 06:00 | 0 | 0 | 0 | | |
| | | 06:01 - 06:30 | 0 | 0 | 0 | | |
| | | 06:31 - 07:00 | 0 | 0 | 0 | | |
| | | 07:01 - 07:30 | 0 | 0 | 0 | | |
| | | 07:31 - 08:00 | 0 | 0 | 0 | | |
| | | 08:01 - 08:30 | 1 | 0 | 1 | 08:20 from Belfast City | |
| | | 08:31 - 09:00 | 2 | 0 | 2 | 08:50 from 08:50 from Newquay | |
| | | 09:01 - 09:30 | 3 | 0 | 3 | 09:10 from 09:30 from 09:25 from Glasgow | |
| | | 09:31 - 10:00 | 5 | 0 | 5 | 09:40 from 09:55 from 10:00 from 09:45 from 09:35 from Southampton | |
| | | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 from 10:25 from Dublin | |
| | | 10:31 - 11:00 | 1 | 0 | 1 | 10:45 from Paris CDG | |
| 11:01 - 11:30 | | 0 | 0 | 0 | | | |
| 11:31 - 12:00 | | 0 | 0 | 0 | | | |
| 12:01 - 12:30 | | 2 | 0 | 2 | 12:10 from 12:25 from Isle of Man | | |
| 12:31 - 13:00 | | 4 | 0 | 4 | 12:40 from 12:50 from 12:35 from Southampton | | |
| 13:01 - 13:30 | | 1 | 1 | 2 | 13:30 from Cork | 13:05 from Alicante | |
| 13:31 - 14:00 | | 0 | 0 | 0 | | | |
| 14:01 - 14:30 | | 4 | 0 | 4 | 14:15 from 14:10 from 14:25 from 14:15 from Southampton | | |
| 14:31 - 15:00 | | 2 | 0 | 2 | 14:45 from 14:45 from Paris CDG | | |
| 15:01 - 15:30 | 2 | 0 | 2 | 15:05 from 15:15 from Murcia | | | |
| 15:31 - 16:00 | 2 | 0 | 2 | 15:35 from 16:00 from Venice | | | |
| 16:01 - 16:30 | 2 | 0 | 2 | 16:25 from 16:05 from Dublin | | | |
| 16:31 - 17:00 | 1 | 1 | 2 | 17:00 from Edinburgh | 17:00 from Malta | | |
| 17:01 - 17:30 | 6 | 0 | 6 | 17:10 from 17:25 from 17:20 from 17:05 from 17:15 from Southampton | | | |
| 17:31 - 18:00 | 2 | 0 | 2 | 18:00 from 18:00 from Heathrow | | | |
| 18:01 - 18:30 | 1 | 0 | 1 | 18:30 from Bristol | | | |
| 18:31 - 19:00 | 1 | 0 | 1 | 18:50 from Newquay | | | |
| 19:01 - 19:30 | 2 | 0 | 2 | 19:15 from 19:30 from Belfast City | | | |
| 19:31 - 20:00 | 3 | 0 | 3 | 19:45 from 20:00 from 19:45 from Edinburgh | | | |
| 20:01 - 20:30 | 4 | 0 | 4 | 20:10 from 20:10 from 20:10 from 20:20 from Southampton | | | |
| 20:31 - 21:00 | 3 | 0 | 3 | 21:00 from 20:40 from 21:00 from Paris CDG | | | |
| 21:01 - 21:30 | 0 | 0 | 0 | | | | |
| 21:31 - 22:00 | 2 | 0 | 2 | 21:45 from 21:55 from Heathrow | | | |
| 22:01 - 22:30 | 0 | 1 | 1 | | 22:30 from Palma | | |

| | | | | | | |
|-----------|------------------|---|---|---|--|--------------------------|
| | 22:31 - 23:00 | 1 | 0 | 1 | 22:55 from Faro | |
| | 23:01 - 23:30 | 1 | 0 | 1 | 23:15 from Palma | |
| Wednesday | 67 23:31 - 00:00 | 0 | 0 | 0 | | |
| | 00:01 - 00:30 | 0 | 1 | 1 | | 00:25 from Tenerife |
| | 00:31 - 01:00 | 0 | 0 | 0 | | |
| | 01:01 - 01:30 | 1 | 0 | 1 | 01:20 from Malaga | |
| | 01:31 - 02:00 | 1 | 0 | 1 | 01:55 from Tenerife | |
| | 02:01 - 02:30 | 1 | 0 | 1 | 02:25 from Alicante | |
| | 02:31 - 03:00 | 0 | 0 | 0 | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | | |
| | 06:01 - 06:30 | 0 | 0 | 0 | | |
| | 06:31 - 07:00 | 0 | 0 | 0 | | |
| | 07:01 - 07:30 | 0 | 0 | 0 | | |
| | 07:31 - 08:00 | 0 | 0 | 0 | | |
| | 08:01 - 08:30 | 1 | 0 | 1 | 08:20 from Belfast City | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 08:50 from 08:50 from Newquay | |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:10 from 09:30 from 09:25 from Glasgow | |
| | 09:31 - 10:00 | 5 | 0 | 5 | 09:40 from 09:55 from 10:00 from 09:45 from 09:35 from Southampton | |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 from 10:25 from Dublin | |
| | 10:31 - 11:00 | 1 | 0 | 1 | 10:45 from Paris CDG | |
| | 11:01 - 11:30 | 0 | 0 | 0 | | |
| | 11:31 - 12:00 | 0 | 0 | 0 | | |
| | 12:01 - 12:30 | 2 | 1 | 3 | 12:10 from 12:25 from Isle of Man | 12:30 from Fuerteventura |
| | 12:31 - 13:00 | 3 | 0 | 3 | 12:50 from 12:35 from 12:45 from Southampton | |
| | 13:01 - 13:30 | 1 | 0 | 1 | 13:30 from Cork | |
| | 13:31 - 14:00 | 0 | 0 | 0 | | |
| | 14:01 - 14:30 | 4 | 0 | 4 | 14:15 from 14:10 from 14:25 from 14:15 from Southampton | |
| | 14:31 - 15:00 | 2 | 0 | 2 | 14:45 from 14:45 from Paris CDG | |
| | 15:01 - 15:30 | 2 | 0 | 2 | 15:05 from 15:15 from Murcia | |
| | 15:31 - 16:00 | 1 | 0 | 1 | 15:35 from Exeter | |
| | 16:01 - 16:30 | 2 | 0 | 2 | 16:25 from 16:05 from Dublin | |
| | 16:31 - 17:00 | 1 | 0 | 1 | 17:00 from Edinburgh | |
| | 17:01 - 17:30 | 6 | 0 | 6 | 17:10 from 17:25 from 17:20 from 17:05 from 17:15 from Southampton | |
| | 17:31 - 18:00 | 2 | 0 | 2 | 18:00 from 18:00 from Heathrow | |
| | 18:01 - 18:30 | 1 | 0 | 1 | 18:30 from Bristol | |
| | 18:31 - 19:00 | 1 | 0 | 1 | 18:50 from Newquay | |
| | 19:01 - 19:30 | 2 | 0 | 2 | 19:15 from 19:30 from Belfast City | |
| | 19:31 - 20:00 | 3 | 0 | 3 | 19:45 from 20:00 from 19:45 from Edinburgh | |
| | 20:01 - 20:30 | 4 | 0 | 4 | 20:10 from 20:10 from 20:10 from 20:20 from Southampton | |
| | 20:31 - 21:00 | 3 | 0 | 3 | 21:00 from 20:40 from 21:00 from Paris CDG | |
| | 21:01 - 21:30 | 0 | 1 | 1 | | 21:25 from Menorca |
| | 21:31 - 22:00 | 2 | 0 | 2 | 21:45 from 21:55 from Heathrow | |
| | 22:01 - 22:30 | 0 | 0 | 0 | | |
| | 22:31 - 23:00 | 1 | 0 | 1 | 22:55 from Faro | |
| | 23:01 - 23:30 | 1 | 0 | 1 | 23:15 from Palma | |
| Thursday | 64 23:31 - 00:00 | 0 | 0 | 0 | | |
| | 00:01 - 00:30 | 0 | 0 | 0 | | |
| | 00:31 - 01:00 | 0 | 0 | 0 | | |
| | 01:01 - 01:30 | 1 | 0 | 1 | 01:20 from Malaga | |
| | 01:31 - 02:00 | 0 | 0 | 0 | | |
| | 02:01 - 02:30 | 1 | 0 | 1 | 02:25 from Alicante | |
| | 02:31 - 03:00 | 0 | 0 | 0 | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | | |
| | 06:01 - 06:30 | 0 | 0 | 0 | | |
| | 06:31 - 07:00 | 0 | 0 | 0 | | |
| | 07:01 - 07:30 | 0 | 0 | 0 | | |
| | 07:31 - 08:00 | 0 | 0 | 0 | | |
| | 08:01 - 08:30 | 1 | 0 | 1 | 08:20 from Belfast City | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 08:50 from 08:50 from Newquay | |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:10 from 09:30 from 09:25 from Glasgow | |
| | 09:31 - 10:00 | 5 | 0 | 5 | 09:40 from 09:55 from 10:00 from 09:45 from 09:35 from Southampton | |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 from 10:25 from Dublin | |
| | 10:31 - 11:00 | 1 | 0 | 1 | 10:45 from Paris CDG | |
| | 11:01 - 11:30 | 0 | 0 | 0 | | |
| | 11:31 - 12:00 | 0 | 0 | 0 | | |
| | 12:01 - 12:30 | 2 | 1 | 3 | 12:10 from 12:25 from Isle of Man | 12:10 from Lanzarote |
| | 12:31 - 13:00 | 4 | 0 | 4 | 12:40 from 12:50 from 12:35 from 12:45 from Southampton | |
| | 13:01 - 13:30 | 1 | 0 | 1 | 13:30 from Cork | |
| | 13:31 - 14:00 | 0 | 1 | 1 | | 13:50 from Faro |
| | 14:01 - 14:30 | 4 | 0 | 4 | 14:15 from 14:10 from 14:25 from 14:15 from Southampton | |
| | 14:31 - 15:00 | 2 | 0 | 2 | 14:45 from 14:45 from Paris CDG | |
| | 15:01 - 15:30 | 2 | 0 | 2 | 15:05 from 15:15 from Murcia | |
| | 15:31 - 16:00 | 3 | 0 | 3 | 15:35 from 15:55 from 16:00 from Venice | |
| | 16:01 - 16:30 | 2 | 0 | 2 | 16:25 from 16:05 from Dublin | |
| | 16:31 - 17:00 | 1 | 0 | 1 | 17:00 from Edinburgh | |
| | 17:01 - 17:30 | 6 | 0 | 6 | 17:10 from 17:25 from 17:20 from 17:05 from 17:15 from Southampton | |
| | 17:31 - 18:00 | 2 | 0 | 2 | 18:00 from 18:00 from Heathrow | |
| | 18:01 - 18:30 | 1 | 0 | 1 | 18:30 from Bristol | |
| | 18:31 - 19:00 | 1 | 0 | 1 | 18:50 from Newquay | |
| | 19:01 - 19:30 | 3 | 0 | 3 | 19:15 from 19:30 from 19:45 from Edinburgh | |
| | 19:31 - 20:00 | 2 | 0 | 2 | 19:45 from 20:00 from Belfast International | |
| | 20:01 - 20:30 | 4 | 0 | 4 | 20:10 from 20:10 from 20:10 from 20:20 from Southampton | |
| | 20:31 - 21:00 | 3 | 0 | 3 | 21:00 from 20:40 from 21:00 from Paris CDG | |
| | 21:01 - 21:30 | 0 | 1 | 1 | | 21:20 from Palma |
| | 21:31 - 22:00 | 2 | 0 | 2 | 21:45 from 21:55 from Heathrow | |
| | 22:01 - 22:30 | 0 | 0 | 0 | | |

| | | | | | | |
|---------------|------------------|---|---|--|--|--------------------------------|
| | 22:31 - 23:00 | 1 | 0 | 1 | 22:55 from Faro | |
| | 23:01 - 23:30 | 1 | 0 | 1 | 23:15 from Palma | |
| Friday | 67 23:31 - 00:00 | 0 | 1 | 1 | | 23:50 from Faro |
| | 00:01 - 00:30 | 0 | 0 | 0 | | |
| | 00:31 - 01:00 | 0 | 0 | 0 | | |
| | 01:01 - 01:30 | 1 | 0 | 1 | 01:20 from Malaga | |
| | 01:31 - 02:00 | 0 | 0 | 0 | | |
| | 02:01 - 02:30 | 1 | 0 | 1 | 02:25 from Alicante | |
| | 02:31 - 03:00 | 1 | 0 | 1 | 02:50 from Ibiza | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | | |
| | 06:01 - 06:30 | 0 | 0 | 0 | | |
| | 06:31 - 07:00 | 0 | 0 | 0 | | |
| | 07:01 - 07:30 | 0 | 0 | 0 | | |
| | 07:31 - 08:00 | 0 | 0 | 0 | | |
| | 08:01 - 08:30 | 1 | 0 | 1 | 08:20 from Belfast City | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 08:50 from 08:50 from Newquay | |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:10 from 09:30 from 09:25 from Glasgow | |
| | 09:31 - 10:00 | 5 | 0 | 5 | 09:40 from 09:55 from 10:00 from 09:45 from 09:35 from Southampton | |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 from 10:25 from Dublin | |
| | 10:31 - 11:00 | 1 | 0 | 1 | 10:45 from Paris CDG | |
| | 11:01 - 11:30 | 0 | 2 | 2 | | 11:30 from 11:30 from Tenerife |
| | 11:31 - 12:00 | 0 | 0 | 0 | | |
| | 12:01 - 12:30 | 1 | 0 | 1 | 12:25 from Isle of Man | |
| | 12:31 - 13:00 | 3 | 0 | 3 | 12:50 from 12:35 from 12:45 from Southampton | |
| | 13:01 - 13:30 | 1 | 0 | 1 | 13:30 from Cork | |
| | 13:31 - 14:00 | 0 | 0 | 0 | | |
| | 14:01 - 14:30 | 4 | 0 | 4 | 14:15 from 14:10 from 14:25 from 14:15 from Southampton | |
| 14:31 - 15:00 | 2 | 0 | 2 | 14:45 from 14:45 from Paris CDG | | |
| 15:01 - 15:30 | 2 | 0 | 2 | 15:05 from 15:15 from Murcia | | |
| 15:31 - 16:00 | 2 | 0 | 2 | 15:35 from 16:00 from Venice | | |
| 16:01 - 16:30 | 2 | 0 | 2 | 16:25 from 16:05 from Dublin | | |
| 16:31 - 17:00 | 1 | 0 | 1 | 17:00 from Edinburgh | | |
| 17:01 - 17:30 | 6 | 0 | 6 | 17:10 from 17:25 from 17:20 from 17:05 from 17:15 from Southampton | | |
| 17:31 - 18:00 | 2 | 0 | 2 | 18:00 from 18:00 from Heathrow | | |
| 18:01 - 18:30 | 1 | 1 | 2 | 18:30 from Bristol | 18:30 from Menorca | |
| 18:31 - 19:00 | 1 | 0 | 1 | 18:50 from Newquay | | |
| 19:01 - 19:30 | 2 | 0 | 2 | 19:15 from 19:30 from Belfast City | | |
| 19:31 - 20:00 | 3 | 0 | 3 | 19:45 from 20:00 from 19:45 from Edinburgh | | |
| 20:01 - 20:30 | 4 | 0 | 4 | 20:10 from 20:10 from 20:10 from 20:20 from Southampton | | |
| 20:31 - 21:00 | 3 | 1 | 4 | 21:00 from 20:40 from 21:00 from Paris CDG | 20:40 from Dalaman | |
| 21:01 - 21:30 | 0 | 0 | 0 | | | |
| 21:31 - 22:00 | 2 | 0 | 2 | 21:45 from 21:55 from Heathrow | | |
| 22:01 - 22:30 | 0 | 0 | 0 | | | |
| 22:31 - 23:00 | 1 | 0 | 1 | 22:55 from Faro | | |
| 23:01 - 23:30 | 1 | 0 | 1 | 23:15 from Palma | | |
| Saturday | 66 23:31 - 00:00 | 0 | 1 | 1 | | 23:55 from Corfu |
| | 00:01 - 00:30 | 0 | 0 | 0 | | |
| | 00:31 - 01:00 | 0 | 0 | 0 | | |
| | 01:01 - 01:30 | 1 | 0 | 1 | 01:20 from Malaga | |
| | 01:31 - 02:00 | 1 | 0 | 1 | 01:55 from Tenerife | |
| | 02:01 - 02:30 | 1 | 0 | 1 | 02:25 from Alicante | |
| | 02:31 - 03:00 | 1 | 0 | 1 | 02:50 from Ibiza | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 1 | 1 | | 04:50 from Tenerife |
| | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | | |
| | 06:01 - 06:30 | 0 | 0 | 0 | | |
| | 06:31 - 07:00 | 0 | 0 | 0 | | |
| | 07:01 - 07:30 | 0 | 0 | 0 | | |
| | 07:31 - 08:00 | 0 | 0 | 0 | | |
| | 08:01 - 08:30 | 2 | 0 | 2 | 08:20 from 08:05 from Southampton | |
| | 08:31 - 09:00 | 0 | 0 | 0 | | |
| | 09:01 - 09:30 | 1 | 0 | 1 | 09:10 from Belfast International | |
| | 09:31 - 10:00 | 5 | 0 | 5 | 09:55 from 10:00 from 09:50 from 09:45 from 09:50 from Newquay | |
| | 10:01 - 10:30 | 1 | 0 | 1 | 10:25 from Dublin | |
| | 10:31 - 11:00 | 0 | 0 | 0 | | |
| | 11:01 - 11:30 | 0 | 0 | 0 | | |
| | 11:31 - 12:00 | 1 | 0 | 1 | 11:35 from Paris CDG | |
| | 12:01 - 12:30 | 0 | 1 | 1 | | 12:20 from Reus |
| | 12:31 - 13:00 | 4 | 0 | 4 | 12:40 from 12:50 from 12:50 from 12:35 from Prague | |
| | 13:01 - 13:30 | 0 | 0 | 0 | | |
| | 13:31 - 14:00 | 0 | 0 | 0 | | |
| | 14:01 - 14:30 | 1 | 0 | 1 | 14:15 from Amsterdam | |
| 14:31 - 15:00 | 2 | 1 | 3 | 14:55 from 14:45 from Paris CDG | 14:40 from Palma | |
| 15:01 - 15:30 | 2 | 0 | 2 | 15:05 from 15:15 from Murcia | | |
| 15:31 - 16:00 | 1 | 1 | 2 | 15:55 from Lahore | 15:45 from Palma | |
| 16:01 - 16:30 | 1 | 0 | 1 | 16:10 from Dublin | | |
| 16:31 - 17:00 | 1 | 0 | 1 | 16:40 from Exeter | | |
| 17:01 - 17:30 | 2 | 1 | 3 | 17:20 from 17:20 from Palma | 17:30 from Innsbruck | |
| 17:31 - 18:00 | 1 | 0 | 1 | 18:00 from Alicante | | |
| 18:01 - 18:30 | 1 | 0 | 1 | 18:05 from Jersey | | |
| 18:31 - 19:00 | 1 | 1 | 2 | 18:35 from Jersey | 18:55 from Alicante | |
| 19:01 - 19:30 | 1 | 0 | 1 | 19:15 from Barcelona | | |
| 19:31 - 20:00 | 1 | 0 | 1 | 19:45 from Amsterdam | | |
| 20:01 - 20:30 | 1 | 0 | 1 | 20:10 from Malaga | | |
| 20:31 - 21:00 | 2 | 1 | 3 | 21:00 from 20:45 from Jersey | 20:50 from Malaga | |
| 21:01 - 21:30 | 0 | 0 | 0 | | | |
| 21:31 - 22:00 | 1 | 1 | 2 | 21:40 from Heathrow | 21:40 from Verona | |
| 22:01 - 22:30 | 0 | 0 | 0 | | | |

| | | | | | | |
|--------|------------------|---|---|---|---|-------------------------|
| | 22:31 - 23:00 | 1 | 0 | 1 | 22:55 from Faro | |
| | 23:01 - 23:30 | 1 | 0 | 1 | 23:10 from Ibiza | |
| Sunday | 47 23:31 - 00:00 | 0 | 0 | 0 | | |
| | 00:01 - 00:30 | 1 | 0 | 1 | 00:15 from Palma | |
| | 00:31 - 01:00 | 0 | 0 | 0 | | |
| | 01:01 - 01:30 | 1 | 0 | 1 | 01:20 from Malaga | |
| | 01:31 - 02:00 | 0 | 0 | 0 | | |
| | 02:01 - 02:30 | 1 | 0 | 1 | 02:25 from Alicante | |
| | 02:31 - 03:00 | 0 | 0 | 0 | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 1 | 1 | | 04:40 from Ibiza |
| | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 1 | 1 | | 06:00 from Gran Canaria |
| | 06:01 - 06:30 | 0 | 0 | 0 | | |
| | 06:31 - 07:00 | 0 | 0 | 0 | | |
| | 07:01 - 07:30 | 0 | 0 | 0 | | |
| | 07:31 - 08:00 | 0 | 0 | 0 | | |
| | 08:01 - 08:30 | 0 | 0 | 0 | | |
| | 08:31 - 09:00 | 0 | 0 | 0 | | |
| | 09:01 - 09:30 | 0 | 0 | 0 | | |
| | 09:31 - 10:00 | 2 | 0 | 2 | 09:55 from 09:45 from Heathrow | |
| | 10:01 - 10:30 | 0 | 0 | 0 | | |
| | 10:31 - 11:00 | 0 | 0 | 0 | | |
| | 11:01 - 11:30 | 0 | 0 | 0 | | |
| | 11:31 - 12:00 | 0 | 0 | 0 | | |
| | 12:01 - 12:30 | 1 | 1 | 2 | 12:30 from Dublin | 12:30 from Malta |
| | 12:31 - 13:00 | 2 | 0 | 2 | 12:50 from 12:50 from Nice | |
| | 13:01 - 13:30 | 0 | 0 | 0 | | |
| | 13:31 - 14:00 | 0 | 0 | 0 | | |
| | 14:01 - 14:30 | 3 | 1 | 4 | 14:15 from 14:10 from 14:25 from Jersey | 14:30 from Malaga |
| | 14:31 - 15:00 | 1 | 0 | 1 | 14:45 from Paris CDG | |
| | 15:01 - 15:30 | 2 | 0 | 2 | 15:05 from 15:15 from Murcia | |
| | 15:31 - 16:00 | 1 | 0 | 1 | 15:35 from Exeter | |
| | 16:01 - 16:30 | 1 | 0 | 1 | 16:05 from Dublin | |
| | 16:31 - 17:00 | 1 | 0 | 1 | 16:45 from Isle of Man | |
| | 17:01 - 17:30 | 5 | 0 | 5 | 17:05 from 17:20 from 17:20 from 17:05 from 17:15 from Venice | |
| | 17:31 - 18:00 | 4 | 0 | 4 | 18:00 from 18:00 from 17:45 from 18:00 from Heathrow | |
| | 18:01 - 18:30 | 0 | 1 | 1 | | 18:30 from Varna |
| | 18:31 - 19:00 | 2 | 0 | 2 | 18:45 from 18:45 from Newquay | |
| | 19:01 - 19:30 | 3 | 0 | 3 | 19:15 from 19:30 from 19:25 from Southampton | |
| | 19:31 - 20:00 | 1 | 0 | 1 | 20:00 from Belfast International | |
| | 20:01 - 20:30 | 3 | 0 | 3 | 20:30 from 20:10 from 20:20 from Southampton | |
| | 20:31 - 21:00 | 3 | 1 | 4 | 21:00 from 21:00 from 21:00 from Paris CDG | 21:00 from Palma |
| | 21:01 - 21:30 | 0 | 0 | 0 | | |
| | 21:31 - 22:00 | 2 | 0 | 2 | 22:00 from 21:55 from Heathrow | |
| | 22:01 - 22:30 | 0 | 0 | 0 | | |
| | 22:31 - 23:00 | 1 | 0 | 1 | 22:55 from Faro | |
| | 23:01 - 23:30 | 2 | 0 | 2 | 23:10 from 23:05 from Prague | |
| 50 | 23:31 - 00:00 | 0 | 1 | 1 | | 23:55 from Palma |

Leeds-Bradford International Airport - Flight Departures Schedule

Summer 2005 Timetable

| | SCHEDULED | CHARTERED | ALL | CUMUL | Chartered | Scheduled | |
|---------|------------------|-----------|-----|-------|---|---|------------------|
| Monday | 00:01 - 00:30 | 0 | 0 | 0 | 0 | | |
| | 00:31 - 01:00 | 0 | 0 | 0 | 0 | | |
| | 01:01 - 01:30 | 0 | 0 | 0 | 0 | | |
| | 01:31 - 02:00 | 0 | 0 | 0 | 0 | | |
| | 02:01 - 02:30 | 0 | 0 | 0 | 0 | | |
| | 02:31 - 03:00 | 0 | 0 | 0 | 0 | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | 0 | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 1 | 1 | 1 | | 06:00 to Reus |
| | 06:01 - 06:30 | 1 | 0 | 1 | 2 | 06:05 to Amsterdam | |
| | 06:31 - 07:00 | 6 | 1 | 7 | 9 | 06:50 to At 07:00 to Ar 07:00 to Br 07:00 to Br 06:45 to Hr 07:00 to Ni 06:55 to Southampton | |
| | 07:01 - 07:30 | 4 | 1 | 5 | 14 | 07:05 to Er 07:10 to Gl 07:15 to Pr 07:20 to Prague | 07:45 to Zante |
| | 07:31 - 08:00 | 1 | 0 | 1 | 15 | 07:40 to Chambéry | |
| | 08:01 - 08:30 | 0 | 0 | 0 | 15 | | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 17 | 08:45 to Br 08:35 to Malaga | |
| | 09:01 - 09:30 | 3 | 0 | 3 | 20 | 09:15 to Br 09:15 to M 09:15 to Newquay | |
| | 09:31 - 10:00 | 2 | 1 | 3 | 23 | 09:55 to Er 10:00 to Southampton | 10:00 to Dalaman |
| | 10:01 - 10:30 | 2 | 0 | 2 | 25 | 10:10 to Isl 10:30 to Heathrow | |
| | 10:31 - 11:00 | 3 | 0 | 3 | 28 | 10:35 to Ar 10:40 to Cr 10:50 to Dublin | |
| | 11:01 - 11:30 | 5 | 0 | 5 | 33 | 11:30 to Al 11:15 to Je 11:20 to M 11:20 to Pr 11:15 to Paris CDG | |
| | 11:31 - 12:00 | 0 | 0 | 0 | 33 | | |
| | 12:01 - 12:30 | 0 | 0 | 0 | 33 | | |
| | 12:31 - 13:00 | 0 | 1 | 1 | 34 | | 12:50 to Funchal |
| | 13:01 - 13:30 | 1 | 0 | 1 | 35 | 13:30 to Malaga | |
| | 13:31 - 14:00 | 3 | 0 | 3 | 38 | 13:35 to At 13:35 to Br 13:35 to Paris CDG | |
| | 14:01 - 14:30 | 2 | 0 | 2 | 40 | 14:05 to Br 14:20 to Southampton | |
| | 14:31 - 15:00 | 3 | 0 | 3 | 43 | 14:35 to Br 14:40 to Er 14:40 to Southampton | |
| | 15:01 - 15:30 | 2 | 0 | 2 | 45 | 15:05 to Gl 15:20 to Heathrow | |
| | 15:31 - 16:00 | 3 | 0 | 3 | 48 | 15:55 to Ar 16:00 to Er 16:00 to Faro | |
| | 16:01 - 16:30 | 1 | 0 | 1 | 49 | 16:30 to Dublin | |
| | 16:31 - 17:00 | 1 | 0 | 1 | 50 | 16:40 to Lahore | |
| | 17:01 - 17:30 | 3 | 0 | 3 | 53 | 17:15 to At 17:30 to Er 17:15 to Palma | |
| | 17:31 - 18:00 | 6 | 1 | 7 | 60 | 18:00 to Ar 17:50 to Br 17:45 to Br 17:55 to Gl 17:35 Paris 17:45 to Southampton 17:35 to Dalaman | 18:10 to Bourgas |
| | 18:01 - 18:30 | 0 | 1 | 1 | 61 | | |
| | 18:31 - 19:00 | 4 | 0 | 4 | 65 | 18:50 to Br 18:45 to Hr 18:40 to M 18:50 to Newquay | |
| | 19:01 - 19:30 | 0 | 0 | 0 | 65 | | |
| | 19:31 - 20:00 | 2 | 0 | 2 | 67 | 20:00 to Al 19:55 to Belfast City | |
| | 20:01 - 20:30 | 0 | 0 | 0 | 67 | | |
| | 20:31 - 21:00 | 1 | 0 | 1 | 68 | 20:45 to Ibiza | |
| | 21:01 - 21:30 | 0 | 0 | 0 | 68 | | |
| | 21:31 - 22:00 | 0 | 0 | 0 | 68 | | |
| | 22:01 - 22:30 | 1 | 0 | 1 | 69 | 22:10 to Dublin | |
| | 22:31 - 23:00 | 0 | 0 | 0 | 69 | | |
| | 23:01 - 23:30 | 0 | 0 | 0 | 69 | | |
| | 69 23:31 - 00:00 | 0 | 0 | 0 | 69 | | |
| Tuesday | 00:01 - 00:30 | 0 | 0 | 0 | | | |
| | 00:31 - 01:00 | 0 | 0 | 0 | | | |
| | 01:01 - 01:30 | 0 | 0 | 0 | | | |
| | 01:31 - 02:00 | 0 | 0 | 0 | | | |
| | 02:01 - 02:30 | 0 | 0 | 0 | | | |
| | 02:31 - 03:00 | 0 | 0 | 0 | | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | | | |
| | 06:01 - 06:30 | 1 | 1 | 2 | 06:05 to Amsterdam | 06:15 to Alicante | |
| | 06:31 - 07:00 | 6 | 1 | 7 | 06:50 to At 07:00 to Ar 07:00 to Br 07:00 to Br 06:45 to Hr 07:00 to Ni 06:55 to Southampton | | |
| | 07:01 - 07:30 | 4 | 0 | 4 | 07:05 to Er 07:10 to Gl 07:15 to Pr 07:20 to Prague | | |
| | 07:31 - 08:00 | 1 | 0 | 1 | 07:40 to Chambéry | | |
| | 08:01 - 08:30 | 0 | 0 | 0 | | | |
| | 08:31 - 09:00 | 2 | 1 | 3 | 08:45 to Br 08:35 to Malaga | 09:00 to Palma | |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:15 to Br 09:15 to M 09:15 to Newquay | | |
| | 09:31 - 10:00 | 2 | 0 | 2 | 09:55 to Er 10:00 to Southampton | | |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 to Isl 10:30 to Heathrow | | |
| | 10:31 - 11:00 | 4 | 0 | 4 | 10:35 to Ar 10:40 to Cr 10:50 to Di 10:45 to Venice | | |
| | 11:01 - 11:30 | 5 | 0 | 5 | 11:30 to Al 11:15 to Je 11:20 to M 11:20 to Pr 11:15 to Paris CDG | | |
| | 11:31 - 12:00 | 0 | 0 | 0 | | | |
| | 12:01 - 12:30 | 0 | 0 | 0 | | | |
| | 12:31 - 13:00 | 0 | 0 | 0 | | | |
| | 13:01 - 13:30 | 1 | 0 | 1 | 13:30 to Malaga | | |
| | 13:31 - 14:00 | 3 | 0 | 3 | 13:35 to At 13:35 to Br 13:35 to Paris CDG | | |
| | 14:01 - 14:30 | 2 | 0 | 2 | 14:05 to Br 14:20 to Southampton | | |
| | 14:31 - 15:00 | 3 | 1 | 4 | 14:35 to Br 14:40 to Er 14:40 to Southampton | 14:40 to Tenerife | |
| | 15:01 - 15:30 | 2 | 0 | 2 | 15:05 to Gl 15:20 to Heathrow | | |
| | 15:31 - 16:00 | 4 | 0 | 4 | 15:55 to Ar 16:00 to Er 16:00 to F 16:00 to Tenerife | | |
| | 16:01 - 16:30 | 1 | 0 | 1 | 16:30 to Dublin | | |
| | 16:31 - 17:00 | 0 | 0 | 0 | | | |
| | 17:01 - 17:30 | 3 | 0 | 3 | 17:15 to At 17:30 to Er 17:15 to Palma | | |
| | 17:31 - 18:00 | 6 | 1 | 7 | 18:00 to Ar 17:50 to Br 17:45 to Br 17:55 to Gl 17:35 Paris 17:45 to Southampton 17:50 to Malta | | |
| | 18:01 - 18:30 | 0 | 0 | 0 | | | |
| | 18:31 - 19:00 | 4 | 0 | 4 | 18:50 to Br 18:45 to Hr 18:40 to M 18:50 to Newquay | | |
| | 19:01 - 19:30 | 0 | 0 | 0 | | | |
| | 19:31 - 20:00 | 2 | 0 | 2 | 20:00 to Al 19:55 to Belfast City | | |
| | 20:01 - 20:30 | 0 | 0 | 0 | | | |
| | 20:31 - 21:00 | 0 | 0 | 0 | | | |
| | 21:01 - 21:30 | 0 | 0 | 0 | | | |
| | 21:31 - 22:00 | 0 | 0 | 0 | | | |

| | | | | | |
|-----------|------------------|---|---|---|--|
| | 22:01 - 22:30 | 1 | 0 | 1 | 22:10 to Dublin |
| | 22:31 - 23:00 | 0 | 0 | 0 | |
| | 23:01 - 23:30 | 0 | 0 | 0 | |
| | 67 23:31 - 00:00 | 0 | 0 | 0 | |
| Wednesday | 00:01 - 00:30 | 0 | 0 | 0 | |
| | 00:31 - 01:00 | 0 | 0 | 0 | |
| | 01:01 - 01:30 | 0 | 0 | 0 | |
| | 01:31 - 02:00 | 0 | 0 | 0 | |
| | 02:01 - 02:30 | 0 | 0 | 0 | |
| | 02:31 - 03:00 | 0 | 0 | 0 | |
| | 03:01 - 03:30 | 0 | 0 | 0 | |
| | 03:31 - 04:00 | 0 | 0 | 0 | |
| | 04:01 - 04:30 | 0 | 0 | 0 | |
| | 04:31 - 05:00 | 0 | 0 | 0 | |
| | 05:01 - 05:30 | 0 | 0 | 0 | |
| | 05:31 - 06:00 | 0 | 0 | 0 | |
| | 06:01 - 06:30 | 1 | 0 | 1 | 06:05 to Amsterdam |
| | 06:31 - 07:00 | 6 | 1 | 7 | 06:50 to At 07:00 to Ar 07:00 to Br 07:00 to Br 06:45 to Hr 07:00 to Ni 06:55 to Southampton |
| | 07:01 - 07:30 | 4 | 1 | 5 | 07:05 to Er 07:10 to Gl 07:15 to Pr 07:20 to Prague 07:30 to Menorca |
| | 07:31 - 08:00 | 0 | 0 | 0 | |
| | 08:01 - 08:30 | 0 | 0 | 0 | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 08:45 to Br 08:35 to Malaga |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:15 to Br 09:15 to M 09:15 to Newquay |
| | 09:31 - 10:00 | 2 | 0 | 2 | 09:55 to Er 10:00 to Southampton |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 to Isl 10:30 to Heathrow |
| | 10:31 - 11:00 | 3 | 0 | 3 | 10:35 to Ar 10:40 to Cr 10:50 to Dublin |
| | 11:01 - 11:30 | 5 | 0 | 5 | 11:30 to Al 11:15 to Je 11:20 to M 11:20 to Pr 11:15 to Paris CDG |
| | 11:31 - 12:00 | 0 | 0 | 0 | |
| | 12:01 - 12:30 | 0 | 0 | 0 | |
| | 12:31 - 13:00 | 0 | 0 | 0 | |
| | 13:01 - 13:30 | 1 | 1 | 2 | 13:30 to Malaga 13:30 to Fuerteventura |
| | 13:31 - 14:00 | 3 | 0 | 3 | 13:35 to At 13:35 to Br 13:35 to Paris CDG |
| | 14:01 - 14:30 | 2 | 0 | 2 | 14:05 to Br 14:20 to Southampton |
| | 14:31 - 15:00 | 3 | 0 | 3 | 14:35 to Br 14:40 to Er 14:40 to Southampton |
| | 15:01 - 15:30 | 2 | 0 | 2 | 15:05 to Gl 15:20 to Heathrow |
| | 15:31 - 16:00 | 3 | 0 | 3 | 15:55 to Ar 16:00 to Er 16:00 to Faro |
| | 16:01 - 16:30 | 1 | 0 | 1 | 16:30 to Dublin |
| | 16:31 - 17:00 | 0 | 0 | 0 | |
| | 17:01 - 17:30 | 3 | 0 | 3 | 17:15 to At 17:30 to Er 17:15 to Palma |
| | 17:31 - 18:00 | 6 | 0 | 6 | 18:00 to Ar 17:50 to Br 17:45 to Br 17:55 to Gl 17:35 Paris 17:45 to Southampton |
| | 18:01 - 18:30 | 0 | 0 | 0 | |
| | 18:31 - 19:00 | 4 | 0 | 4 | 18:50 to Br 18:45 to Hr 18:40 to M 18:50 to Newquay |
| | 19:01 - 19:30 | 0 | 0 | 0 | |
| | 19:31 - 20:00 | 2 | 0 | 2 | 20:00 to Al 19:55 to Belfast City |
| | 20:01 - 20:30 | 0 | 0 | 0 | |
| | 20:31 - 21:00 | 0 | 0 | 0 | |
| | 21:01 - 21:30 | 0 | 0 | 0 | |
| | 21:31 - 22:00 | 0 | 0 | 0 | |
| | 22:01 - 22:30 | 1 | 0 | 1 | 22:10 to Dublin |
| | 22:31 - 23:00 | 0 | 0 | 0 | |
| | 23:01 - 23:30 | 0 | 0 | 0 | |
| | 62 23:31 - 00:00 | 0 | 0 | 0 | |
| Thursday | 00:01 - 00:30 | 0 | 0 | 0 | |
| | 00:31 - 01:00 | 0 | 0 | 0 | |
| | 01:01 - 01:30 | 0 | 0 | 0 | |
| | 01:31 - 02:00 | 0 | 0 | 0 | |
| | 02:01 - 02:30 | 0 | 0 | 0 | |
| | 02:31 - 03:00 | 0 | 0 | 0 | |
| | 03:01 - 03:30 | 0 | 0 | 0 | |
| | 03:31 - 04:00 | 0 | 0 | 0 | |
| | 04:01 - 04:30 | 0 | 0 | 0 | |
| | 04:31 - 05:00 | 0 | 0 | 0 | |
| | 05:01 - 05:30 | 0 | 0 | 0 | |
| | 05:31 - 06:00 | 0 | 0 | 0 | |
| | 06:01 - 06:30 | 1 | 0 | 1 | 06:05 to Amsterdam |
| | 06:31 - 07:00 | 6 | 1 | 7 | 06:50 to At 07:00 to Ar 07:00 to Br 07:00 to Br 06:45 to Hr 07:00 to Ni 06:55 to Southampton |
| | 07:01 - 07:30 | 4 | 1 | 5 | 07:05 to Er 07:10 to Gl 07:15 to Pr 07:20 to Prague 07:30 to Palma |
| | 07:31 - 08:00 | 1 | 0 | 1 | 07:40 to Chambery |
| | 08:01 - 08:30 | 0 | 0 | 0 | |
| | 08:31 - 09:00 | 2 | 1 | 3 | 08:45 to Br 08:35 to Malaga 08:40 to Faro |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:15 to Br 09:15 to M 09:15 to Newquay |
| | 09:31 - 10:00 | 2 | 0 | 2 | 09:55 to Er 10:00 to Southampton |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 to Isl 10:30 to Heathrow |
| | 10:31 - 11:00 | 4 | 0 | 4 | 10:35 to Ar 10:40 to Cr 10:50 to Di 10:45 to Venice |
| | 11:01 - 11:30 | 5 | 0 | 5 | 11:30 to Al 11:15 to Je 11:20 to M 11:20 to Pr 11:15 to Paris CDG |
| | 11:31 - 12:00 | 0 | 0 | 0 | |
| | 12:01 - 12:30 | 0 | 0 | 0 | |
| | 12:31 - 13:00 | 0 | 0 | 0 | |
| | 13:01 - 13:30 | 1 | 1 | 2 | 13:30 to Malaga 13:10 to Lanzarote |
| | 13:31 - 14:00 | 3 | 0 | 3 | 13:35 to At 13:35 to Br 13:35 to Paris CDG |
| | 14:01 - 14:30 | 2 | 0 | 2 | 14:05 to Br 14:20 to Southampton |
| | 14:31 - 15:00 | 3 | 0 | 3 | 14:35 to Br 14:40 to Er 14:40 to Southampton |
| | 15:01 - 15:30 | 2 | 0 | 2 | 15:05 to Gl 15:20 to Heathrow |
| | 15:31 - 16:00 | 3 | 0 | 3 | 15:55 to Ar 16:00 to Er 16:00 to Faro |
| | 16:01 - 16:30 | 1 | 1 | 2 | 16:30 to Dublin 16:05 to Faro |
| | 16:31 - 17:00 | 1 | 0 | 1 | 16:40 to Lahore |
| | 17:01 - 17:30 | 3 | 0 | 3 | 17:15 to At 17:30 to Er 17:15 to Palma |
| | 17:31 - 18:00 | 6 | 0 | 6 | 18:00 to Ar 17:50 to Br 17:45 to Br 17:55 to Gl 17:35 Paris 17:45 to Southampton |
| | 18:01 - 18:30 | 0 | 0 | 0 | |
| | 18:31 - 19:00 | 4 | 0 | 4 | 18:50 to Br 18:45 to Hr 18:40 to M 18:50 to Newquay |
| | 19:01 - 19:30 | 0 | 0 | 0 | |
| | 19:31 - 20:00 | 2 | 0 | 2 | 20:00 to Al 19:55 to Belfast City |
| | 20:01 - 20:30 | 0 | 0 | 0 | |
| | 20:31 - 21:00 | 1 | 0 | 1 | 20:45 to Ibiza |
| | 21:01 - 21:30 | 0 | 0 | 0 | |
| | 21:31 - 22:00 | 0 | 0 | 0 | |

| | | | | | |
|---------------|------------------|---|---|--|--|
| | 22:01 - 22:30 | 1 | 0 | 1 | 22:10 to Dublin |
| | 22:31 - 23:00 | 0 | 0 | 0 | |
| | 23:01 - 23:30 | 0 | 0 | 0 | |
| Friday | 68 23:31 - 00:00 | 0 | 0 | 0 | |
| | 00:01 - 00:30 | 0 | 0 | 0 | |
| | 00:31 - 01:00 | 0 | 0 | 0 | |
| | 01:01 - 01:30 | 0 | 0 | 0 | |
| | 01:31 - 02:00 | 0 | 0 | 0 | |
| | 02:01 - 02:30 | 0 | 0 | 0 | |
| | 02:31 - 03:00 | 0 | 0 | 0 | |
| | 03:01 - 03:30 | 0 | 0 | 0 | |
| | 03:31 - 04:00 | 0 | 0 | 0 | |
| | 04:01 - 04:30 | 0 | 0 | 0 | |
| | 04:31 - 05:00 | 0 | 0 | 0 | |
| | 05:01 - 05:30 | 0 | 1 | 1 | 05:30 to Ibiza |
| | 05:31 - 06:00 | 0 | 0 | 0 | |
| | 06:01 - 06:30 | 1 | 0 | 1 | 06:05 to Amsterdam |
| | 06:31 - 07:00 | 6 | 2 | 8 | 06:50 to At 07:00 to Br 07:00 to Br 06:45 to Hr 07:00 to Ni 06:55 to Sr 07:00 to Corfu |
| | 07:01 - 07:30 | 4 | 0 | 4 | 07:05 to Er 07:10 to Gl 07:15 to Pr 07:20 to Prague |
| | 07:31 - 08:00 | 1 | 0 | 1 | 07:40 to Chambéry |
| | 08:01 - 08:30 | 0 | 0 | 0 | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 08:45 to Br 08:35 to Malaga |
| | 09:01 - 09:30 | 3 | 0 | 3 | 09:15 to Br 09:15 to M 09:15 to Newquay |
| | 09:31 - 10:00 | 1 | 0 | 1 | 10:00 to Southampton |
| | 10:01 - 10:30 | 2 | 0 | 2 | 10:10 to Isl 10:30 to Heathrow |
| | 10:31 - 11:00 | 4 | 0 | 4 | 10:35 to Ar 10:40 to Cr 10:50 to Di 10:45 to Venice |
| | 11:01 - 11:30 | 5 | 0 | 5 | 11:30 to Al 11:15 to Je 11:20 to M 11:20 to Pr 11:15 to Paris CDG |
| | 11:31 - 12:00 | 0 | 0 | 0 | |
| | 12:01 - 12:30 | 0 | 2 | 2 | 12:30 to Te 12:30 to Menorca |
| | 12:31 - 13:00 | 0 | 0 | 0 | |
| | 13:01 - 13:30 | 1 | 0 | 1 | 13:30 to Malaga |
| 13:31 - 14:00 | 3 | 0 | 3 | 13:35 to At 13:35 to Br 13:35 to Paris CDG | |
| 14:01 - 14:30 | 2 | 0 | 2 | 14:05 to Br 14:20 to Southampton | |
| 14:31 - 15:00 | 3 | 0 | 3 | 14:35 to Br 14:40 to Er 14:40 to Southampton | |
| 15:01 - 15:30 | 2 | 0 | 2 | 15:05 to Gl 15:20 to Heathrow | |
| 15:31 - 16:00 | 4 | 0 | 4 | 15:55 to Ar 16:00 to Er 16:00 to Fe 16:00 to Tenerife | |
| 16:01 - 16:30 | 1 | 0 | 1 | 16:30 to Dublin | |
| 16:31 - 17:00 | 0 | 0 | 0 | | |
| 17:01 - 17:30 | 3 | 0 | 3 | 17:15 to At 17:30 to Er 17:15 to Palma | |
| 17:31 - 18:00 | 6 | 0 | 6 | 18:00 to Ar 17:50 to Br 17:45 to Br 17:55 to Gl 17:35 Paris 17:45 to Southampton | |
| 18:01 - 18:30 | 0 | 0 | 0 | | |
| 18:31 - 19:00 | 4 | 0 | 4 | 18:50 to Br 18:45 to Hr 18:40 to M 18:50 to Newquay | |
| 19:01 - 19:30 | 0 | 1 | 1 | 19:30 to Tenerife | |
| 19:31 - 20:00 | 2 | 0 | 2 | 20:00 to Al 19:55 to Belfast City | |
| 20:01 - 20:30 | 0 | 0 | 0 | | |
| 20:31 - 21:00 | 1 | 0 | 1 | 20:45 to Ibiza | |
| 21:01 - 21:30 | 0 | 0 | 0 | | |
| 21:31 - 22:00 | 0 | 1 | 1 | 21:40 to Dalaman | |
| 22:01 - 22:30 | 1 | 0 | 1 | 22:10 to Dublin | |
| 22:31 - 23:00 | 0 | 0 | 0 | | |
| 23:01 - 23:30 | 0 | 0 | 0 | | |
| Saturday | 69 23:31 - 00:00 | 0 | 0 | 0 | |
| | 00:01 - 00:30 | 0 | 0 | 0 | |
| | 00:31 - 01:00 | 0 | 0 | 0 | |
| | 01:01 - 01:30 | 0 | 0 | 0 | |
| | 01:31 - 02:00 | 0 | 0 | 0 | |
| | 02:01 - 02:30 | 0 | 0 | 0 | |
| | 02:31 - 03:00 | 0 | 0 | 0 | |
| | 03:01 - 03:30 | 0 | 0 | 0 | |
| | 03:31 - 04:00 | 0 | 0 | 0 | |
| | 04:01 - 04:30 | 0 | 0 | 0 | |
| | 04:31 - 05:00 | 0 | 0 | 0 | |
| | 05:01 - 05:30 | 0 | 0 | 0 | |
| | 05:31 - 06:00 | 0 | 0 | 0 | |
| | 06:01 - 06:30 | 1 | 0 | 1 | 06:05 to Amsterdam |
| | 06:31 - 07:00 | 5 | 1 | 6 | 07:00 to Ar 07:00 to Br 06:45 to Hr 06:50 to M 07:00 to Nice |
| | 07:01 - 07:30 | 1 | 0 | 1 | 07:20 to Prague |
| | 07:31 - 08:00 | 1 | 0 | 1 | 07:40 to Chambéry |
| | 08:01 - 08:30 | 1 | 0 | 1 | 08:05 to Paris CDG |
| | 08:31 - 09:00 | 3 | 1 | 4 | 08:45 to Br 08:35 to M 08:35 to Southampton |
| | 09:01 - 09:30 | 1 | 0 | 1 | 09:15 to Murcia |
| | 09:31 - 10:00 | 0 | 0 | 0 | |
| | 10:01 - 10:30 | 3 | 0 | 3 | 10:15 to Br 10:30 to Hr 10:15 to Newquay |
| | 10:31 - 11:00 | 2 | 0 | 2 | 10:35 to Ar 10:50 to Dublin |
| | 11:01 - 11:30 | 3 | 0 | 3 | 11:30 to Al 11:20 to Pr 11:15 to Paris CDG |
| | 11:31 - 12:00 | 0 | 0 | 0 | |
| | 12:01 - 12:30 | 1 | 1 | 2 | 12:05 to Cork |
| | 12:31 - 13:00 | 0 | 0 | 0 | |
| | 13:01 - 13:30 | 2 | 0 | 2 | 13:30 to Je 13:30 to Malaga |
| 13:31 - 14:00 | 1 | 1 | 2 | 13:35 to Barcelona | |
| 14:01 - 14:30 | 0 | 0 | 0 | | |
| 14:31 - 15:00 | 0 | 0 | 0 | | |
| 15:01 - 15:30 | 1 | 0 | 1 | 15:25 to Jersey | |
| 15:31 - 16:00 | 2 | 1 | 3 | 15:55 to Ar 16:00 to Faro | |
| 16:01 - 16:30 | 0 | 0 | 0 | | |
| 16:31 - 17:00 | 3 | 1 | 4 | 16:35 to Di 17:00 to Ib 16:40 to Lahore | |
| 17:01 - 17:30 | 1 | 0 | 1 | 17:05 to Exeter | |
| 17:31 - 18:00 | 1 | 0 | 1 | 18:00 to Amsterdam | |
| 18:01 - 18:30 | 1 | 1 | 2 | 18:05 to Palma | |
| 18:31 - 19:00 | 2 | 0 | 2 | 18:35 to Je 18:40 to Malaga | |
| 19:01 - 19:30 | 0 | 0 | 0 | | |
| 19:31 - 20:00 | 1 | 0 | 1 | 20:00 to Alicante | |
| 20:01 - 20:30 | 0 | 1 | 1 | 20:15 to Gran Canaria | |
| 20:31 - 21:00 | 0 | 0 | 0 | | |
| 21:01 - 21:30 | 0 | 0 | 0 | | |
| 21:31 - 22:00 | 0 | 0 | 0 | | |

| | | | | | | |
|--------|------------------|---|---|---|--|------------------|
| | 22:01 - 22:30 | 0 | 1 | 1 | | 22:25 to Ibiza |
| | 22:31 - 23:00 | 0 | 0 | 0 | | |
| | 23:01 - 23:30 | 0 | 0 | 0 | | |
| | 46 23:31 - 00:00 | 0 | 0 | 0 | | |
| Sunday | 00:01 - 00:30 | 0 | 0 | 0 | | |
| | 00:31 - 01:00 | 0 | 1 | 1 | | 00:55 to Palma |
| | 01:01 - 01:30 | 0 | 0 | 0 | | |
| | 01:31 - 02:00 | 0 | 0 | 0 | | |
| | 02:01 - 02:30 | 0 | 0 | 0 | | |
| | 02:31 - 03:00 | 0 | 0 | 0 | | |
| | 03:01 - 03:30 | 0 | 0 | 0 | | |
| | 03:31 - 04:00 | 0 | 0 | 0 | | |
| | 04:01 - 04:30 | 0 | 0 | 0 | | |
| | 04:31 - 05:00 | 0 | 0 | 0 | | |
| | 05:01 - 05:30 | 0 | 0 | 0 | | |
| | 05:31 - 06:00 | 0 | 0 | 0 | | |
| | 06:01 - 06:30 | 1 | 0 | 1 | 06:05 to Amsterdam | |
| | 06:31 - 07:00 | 3 | 0 | 3 | 06:45 to Hr 06:50 to M 07:00 to Nice | |
| | 07:01 - 07:30 | 1 | 1 | 2 | 07:25 to Jersey | 07:05 to Palma |
| | 07:31 - 08:00 | 0 | 1 | 1 | | 07:40 to Malaga |
| | 08:01 - 08:30 | 0 | 0 | 0 | | |
| | 08:31 - 09:00 | 2 | 0 | 2 | 09:00 to Cl 08:35 to Malaga | |
| | 09:01 - 09:30 | 1 | 0 | 1 | 09:15 to Murcia | |
| | 09:31 - 10:00 | 0 | 0 | 0 | | |
| | 10:01 - 10:30 | 1 | 0 | 1 | 10:30 to Heathrow | |
| | 10:31 - 11:00 | 1 | 0 | 1 | 10:35 to Amsterdam | |
| | 11:01 - 11:30 | 3 | 0 | 3 | 11:30 to Al 11:20 to Pr 11:15 to Paris CDG | |
| | 11:31 - 12:00 | 1 | 0 | 1 | 12:00 to Venice | |
| | 12:01 - 12:30 | 0 | 0 | 0 | | |
| | 12:31 - 13:00 | 1 | 0 | 1 | 12:55 to Dublin | |
| | 13:01 - 13:30 | 1 | 1 | 2 | 13:30 to Malaga | 13:30 to Malta |
| | 13:31 - 14:00 | 2 | 0 | 2 | 13:35 to Br 13:35 to Paris CDG | |
| | 14:01 - 14:30 | 0 | 0 | 0 | | |
| | 14:31 - 15:00 | 3 | 0 | 3 | 14:35 to Br 14:55 to Cr 14:50 to Isle of Man | |
| | 15:01 - 15:30 | 0 | 1 | 1 | | 15:30 to Larnaca |
| | 15:31 - 16:00 | 4 | 0 | 4 | 15:55 to Ar 16:00 to E 16:00 to F 16:00 to Tenerife | |
| | 16:01 - 16:30 | 0 | 0 | 0 | | |
| | 16:31 - 17:00 | 1 | 0 | 1 | 17:00 to Ibiza | |
| | 17:01 - 17:30 | 1 | 0 | 1 | 17:20 to Dublin | |
| | 17:31 - 18:00 | 6 | 0 | 6 | 17:35 to At 18:00 to Ar 17:50 to Br 17:55 to Br 17:35 Paris 17:45 to Southampton | |
| | 18:01 - 18:30 | 3 | 0 | 3 | 18:15 to Er 18:05 to Pr 18:20 to Prague | |
| | 18:31 - 19:00 | 2 | 0 | 2 | 18:45 to Hr 18:40 to Malaga | |
| | 19:01 - 19:30 | 2 | 1 | 3 | 19:25 to Br 19:25 to Newquay | 19:30 to Varna |
| | 19:31 - 20:00 | 3 | 0 | 3 | 20:00 to Al 19:55 to Br 19:50 to Southampton | |
| | 20:01 - 20:30 | 0 | 0 | 0 | | |
| | 20:31 - 21:00 | 0 | 0 | 0 | | |
| | 21:01 - 21:30 | 0 | 0 | 0 | | |
| | 21:31 - 22:00 | 0 | 0 | 0 | | |
| | 22:01 - 22:30 | 0 | 0 | 0 | | |
| | 22:31 - 23:00 | 0 | 0 | 0 | | |
| | 23:01 - 23:30 | 0 | 0 | 0 | | |
| | 49 23:31 - 00:00 | 0 | 0 | 0 | | |

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9.0 TRIP GENERATION AND DISTRIBUTION

9.1 In the forecasting of surface access travel, RPS and APD adopt the following assumptions as a reasonable expectation of travel patterns around scheduled flight times:

- Arrivals (flights):
 - 40% of passengers leave within 30 minutes
 - 50% leave within 30-45 minutes
 - 10% leave after 45 minutes

- Departures (flights):
 - 25% of passengers arrive more than 75 minutes in advance
 - 35% arrive between 75 and 60 minutes in advance
 - 20% arrive between 60 and 45 minutes in advance
 - 20% arrive between 45 and 30 minutes in advance

9.2 Given the 'remote' location of the Airport West car park, these assumptions require some adjustment to reflect the extra time associated with the shuttle bus journey. An additional 20 minutes is added to each 'percentage band', for both arrivals and departures.

9.3 The average passenger group size has now been obtained from the booking information collected by the Airport for the first 7 months. This was an average of 2.6 people per group, increasing to 2.85 in the peak summer two months.

9.4 There has also been information collected which provides a better understanding of the proportion of car-borne passengers that use the long stay car parks, (ie rather than be picked up/dropped off ("PU/DO") by friends or relatives.) Around 33% of passenger groups were parking in the long stay car parks in summer 2004. This is comparable with other UK 'local' Airports.

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- 9.5 Table 6 provided the up to date annual passenger forecasts for the forthcoming years. This shows a throughput of 0.98mppa before the Terminal can be expected to open and then increasing to around 1.77mppa by the time the TBE improvement is hoped to be opened.
- 9.6 The Airport has produced summer 'busy day' expected flight schedules for 2007 and when the Terminal is operating at the application capacity, (2mppa), which is now expected to be in 2012. For the purpose of a traffic impact analysis, it is proposed to assume that the 2007 schedule is relevant for all IPF considerations and for the situation immediately prior to the TBE improvement, with the Terminal in place.
- 9.7 This is clearly an approximation and almost certainly excessive for the IPF considerations, but there is less variation around peak season busy day scheduling than throughout the year and therefore the assumption is reasonable. Furthermore, the variation is only relevant if it affects highway peak hour surface travel, which is unlikely given the rotation requirements of the aircraft fleet.
- 9.8 The Busy Day schedules are given in **Appendix A**. These also give the plane capacity and on the advice of the Airline Operator, an 80% average utilisation rate should be applied.
- 9.9 The main traffic impact concern relates to the TBE area, which is passed through by most passengers using 'remote' car parks. The IPF parking passengers can be expected to arrive around 20 minutes earlier at a car park for a scheduled Departure, and pass through TBE (by car) around 20 minutes later from an Arrival, than would be the case with the 'normal' temporal distributions in paragraph 9.1. This adjustment however is only relevant for consideration of the IPF.
- 9.10 What this means is that there could be flights in the 2007 schedule which might generate surface travel through TBE in the highway peak hours with the

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IPF, but not with the Terminal, and vice versa. Therefore the 2007 schedule will be examined in both ways.

9.11 The following table isolates the forecast flights, and their sizes, which could generate highway peak hour surface travel, assuming the Terminal is constructed and the temporal distribution in paragraph 9.1 applies:

| Terminal - Flight Arrivals | | | | Terminal - Flight Departures | | | |
|----------------------------|------|----------------|------|------------------------------|------|----------------|------|
| 2007 | | 2mppa Capacity | | 2007 | | 2mppa Capacity | |
| Time | Size | Time | Size | Time | Size | Time | Size |
| | | | | 08.45 | 122 | 08.45 | 189 |
| 0815 | 122 | 08.15 | 189 | | | 09.40 | 184 |
| | | | | 10.00 | 131 | 09.50 | 131 |
| | | | | 10.05 | 131 | | |
| | | | | 10.15 | 131 | 10.05 | 184 |
| 16.05 | 131 | | | 10.20 | 131 | | |
| 16.05 | 131 | 17.05 | 189 | 19.00 | 131 | 18.10 | 131 |
| 17.15 | 131 | 17.15 | 184 | 19.20 | 131 | 19.00 | 184 |
| 17.35 | 122 | 17.40 | 131 | | | 19.20 | 184 |

9.12 With the IPF temporal distribution adjustment, the following forecast flights would be relevant from the 2007 schedule.

| IPF - Flight Arrivals – 2007 | | IPF - Flight Departures – 2007 | |
|------------------------------|------|--------------------------------|------|
| Time | Size | Time | Size |
| 08.15 | 122 | 10.00 | 131 |
| | | 10.05 | 131 |
| | | 10.15 | 131 |
| | | 10.20 | 131 |
| 15.50 | 131 | 19.00 | 131 |
| 15.55 | 131 | 19.20 | 131 |
| 16.05 | 131 | 20.15 | 131 |
| 17.15 | 131 | | |

9.13 It can be seen that there is no significant difference in the AM period for Arrivals with the IPF adjustment to the flights in paragraph 9.9. In the PM peak period, there are two additional flight Arrivals before 1600, but one less after 17.30. One additional Departure is also included, (2015), but this is unlikely to have much surface travel in the PM peak hour.

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9.14 These flight details are 'converted' into highway peak hour vehicular surface travel movements, by applying all the above relevant factors for the two years. The calculations are set out in **Appendix B**. No distinction is made between PU/DO and taxi trips since they are all located in the same place (ie Airport South) and, as a worst case, all taxi trips are currently assumed to have one 'empty' journey per passenger group.

9.15 The following tables summarise all the components, which are then converted into total directional movements:

| PASSENGER VEHICULAR JOURNEYS – HIGHWAY PEAK HOURS | | | | | |
|--|--------------|---------|----|----------|----|
| Year or throughput | Trip Type | Inbound | | Outbound | |
| | | AM | PM | AM | PM |
| 2007 – IPF | parking | 32 | 17 | 3 | 17 |
| | taxi & PU/DO | 64 | 35 | 6 | 34 |
| 2007 – Terminal | parking | 22 | 10 | 5 | 12 |
| | taxi & PU/DO | 44 | 19 | 11 | 25 |
| 2mppa - Terminal | parking | 32 | 18 | 8 | 25 |
| | taxi & PU/DO | 65 | 36 | 16 | 51 |

| PASSENGER VEHICULAR MOVEMENTS – HIGHWAY PEAK HOURS | | | | |
|---|---------|-----|----------|-----|
| Year or throughput | Inbound | | Outbound | |
| | AM | PM | AM | PM |
| 2007 – IPF | 102 | 86 | 73 | 86 |
| 2007 – Terminal | 77 | 54 | 60 | 56 |
| 2mppa - Terminal | 113 | 105 | 89 | 112 |

9.16 There will also be additional Airport-related employee peak hour trips created by the expansion of the passenger facilities. However, experience at airports shows that only a small proportion of employees have shift patterns which require travelling in the highway peaks. This proportion actually reduces as staff numbers increase since there is not a pro-rata increase in standard administrative jobs, with most needing to reflect the flight schedules. The vast majority of the new staff will all be shift working.

9.17 This is certainly the case at Liverpool John Lennon Airport where the throughput is currently over 3mppa. Staff parking permit records on the exit from the car park on random days over the past year give the percentage

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leaving in the period 1700 – 1800 to be around 5-7% of the total daily staff exit volume.

9.18 Paragraph 6.16 quoted the estimated number of additional employee trips at Airport West in April 2004. At that time there were around 100 spaces for them and the Airport has confirmed that these were regularly all used.

9.10 **Table 6** provides the proposed incremental provision of parking space and Section 12, to follow explains the Parking Strategy. For 2007 (to be compatible with the 'proxy year' for the flight schedules), the proposed total number of employee parking spaces is 300. By the time of the 2mppa capacity, this will have increased to around 475 spaces.

9.20 On the basis of a simple pro-rata basis of applying the April 2004 Airport West experience to these two future year increased parking provisions, the following highway peak hour employee trips would be generated:

| Year/Throughput | AM Peak Hour | | PM Peak Hour | |
|-----------------|--------------|----------|--------------|----------|
| | Inbound | Outbound | Inbound | Outbound |
| 2007 | 51 | 0 | 15 | 30 |
| 2mppa | 81 | 0 | 24 | 48 |

9.21 This is a very approximate calculation, since it takes no account of the modal shift targets required by the ASAS and assumes a constant proportion for employees' work patterns. Conversely the starting point of the calculation was very early in the life of the Airport and may not be entirely representative. To be robust for the purposes of traffic impact, it is proposed to presume the following higher employee trip forecasts:

| Year/Throughput | AM Peak Hour | | PM Peak Hour | |
|-----------------|--------------|----------|--------------|----------|
| | Inbound | Outbound | Inbound | Outbound |
| 2007 | 75 | 10 | 20 | 40 |
| 2mppa | 100 | 15 | 30 | 80 |

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9.22

The geographic distribution of the passenger trips was estimated by the HAQ as part of its Tollbar End study. This assumed that all activity would be at the terminal location and had the following directional split:

- Rowley Road - 12%
- A45 (west) - 21%
- A46 - 35%
- A45 (east) - 14%
- B4110 - 18%

9.23

This split was apparently derived from data relating to the traffic generation in the vicinity of the Airport at the time. It must therefore not directly reflect the current (or forecast) quantum of passenger activity out of the IPF since it was not in place at the time. In discussions with WCC, there is a general consensus that the 12% figure for Rowley Road is likely to be too high, particularly for movements towards the Airport.

9.24

For the purpose of this TA, the 12% Rowley Road figure will be reduced as follows, with the residue being put onto A45 (west):

- inbound : 2%
- outbound : 6%

9.25

It should be remembered that the WCC count at the Airport West access showed a low volume of staff/passenger cars routeing to/from the south of Coventry Road. This further supports the above reductions.

9.26

Since the opening of the Airport, there has been further corroboration of this assumed distribution for employees. A review of employee home addresses is summarised in the Regeneris economic report, based on employees working at the Airport in 2003, or recruited in 2004. **Table 13** provides a summary of the survey.

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- 9.27 On the basis of this survey and the routeing assumptions, (assuming no traffic using Rowley Road), the distribution would be:
- A45 (west) - 35%
 - A46 - 31%
 - A45 (east) - 12%
 - B4110 - 22%
- 9.28 The HAG distribution, modified for the local adjustment discussed in 9.24, will therefore be adopted. There is currently no better information upon which to modify this distribution for air passenger trips and therefore this will also be adopted.
- 9.29 By the application of this distribution, and with an allowance for the continued use of Airport West for passengers up until the Terminal opens, and later for employee parking, the highway peak hour traffic generation flow diagrams shown in **Figures 14-16** are produced for the following scenarios:
- **Figure 14** - '2007' with IPF
 - **Figure 15** - '2007' with Terminal
 - **Figure 16** - Terminal with 2mppa
- 9.30 The flows in **Figure 16** apply to the current TBE layout configuration. **Figure 17** replicates these for the proposed HAG improvement scheme.
- 9.31 A comparison between **Figures 14** and **15** shows that more traffic is forecast to pass through TBE in the highway peak hours when passenger parking takes place at Airport West, than when parking is concentrated at Airport South. This is a consequence of the extra time required to travel to/from Airport West.
- 9.32 However in either case, the volumes on individual routes through the junction do not exceed 65 pcu/hr, and most are substantially less than this. With the

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Terminal operating at its capacity, the highest individual movement volume is less than 85 pcu/hr.

9.33 These 2mppa peak hour flow forecasts can be compared to those assumed by the HA's Consultants, White Young Green, (WYG), when developing the TBE improvement scheme in 2001. Their calculation sheet has been supplied by the HA and is enclosed as **Appendix C**.

9.34 It can be seen that the following highway peak hour 2-way flows were assumed for the Airport:

- AM peak hour: 241 vph
- PM peak hour: 332 vph

9.35 The WYG calculations show their directional distribution on the basis of the existing layout of the TBE area. It can be seen that 12% of the traffic is presumed to route via Rowley Road and would not pass through the existing TBE, but would through the proposed improvement. Conversely, the A45(S) traffic is presumed to pass through TBE, whereas this will not be the case given the proposed direct connection with Siskin Drive. In this case the residual traffic through the improved TBE would be:

- AM peak hour: 207 vph
- PM peak hour: 286 vph.

9.36 The equivalent flows coming out of the forecasts and analyses shown on **Figure 17**, are:

- AM peak hour: 276 vph
- PM peak hour: 273 vph.

9.37 A comparison with the WYG figures shows that:

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- For the proposed layout the TA forecasts are slightly higher in the AM peak (+69 vph) and slightly lower in the PM (-13 vph).

Overall the two sets of forecasts, derived from totally different approaches, are very similar.

9.38 We understand that the quoted WYG figures are included in the analysis of the HAg's improvement scheme, which is designed to accommodate traffic up to at least 2023.

9.39 The percentage impacts of the forecast Airport flows will now be analysed.

- 5.2.13 Given the inherent nature of bus travel, it is envisaged that these journeys would be principally concentrated within the surrounding districts (Thanet, Dover, Canterbury) and that there would be a regular service between the airport site and each of these areas to accommodate the projected bus patronage for passenger arrivals and departures during the peak periods of activity associated with the expanded passenger operations.
- 5.2.14 Also, based upon the cost-effectiveness of using a taxi to travel to and from the airport, instead of driving and parking the vehicle at the site, taxi travel is also concentrated within the immediate areas to and from which convenient journey times by taxi would be achievable. Otherwise, those travelling to and from further afield, principally to the west, would be doing so by means of the private vehicle.
- 5.2.15 From the above commentary it is evident that a worst-case scenario traffic-based scenario has been tested to present a robust assessment in support of this first phase of development. Firstly, all passenger trips by car, both as a private vehicle and as a taxi, during the weekday period are assumed to be sole occupancy trips; secondly, taxis travelling to and from the airport are assumed as being empty vehicles when travelling in one direction; thirdly, the propensity to use public transport is likely to increase as travel plan measures come about. .

5.3 Freight Movements

- 5.3.1 A number of logical working assumptions have been incorporated into the estimation of the likely number of freight movements associated with the expansion of operations at the airport, initially that cargo and fuel related freight would be transported to and from the site using vehicles with a capacity of 20 tonnes.
- 5.3.2 The models originally developed on behalf of the airport operator indicate that general cargo traffic would be between the airport site and three key borough areas; Crawley (West Sussex), Dacorum (Hertfordshire), Hounslow (Greater London). These locations are all within the vicinity of sizeable south-east airports through which there may be transshipment through Manston; Crawley for Gatwick, Dacorum for Luton / Stansted, Hounslow for Heathrow.
- 5.3.3 Currently, the delivery of aviation and other fuels arrives at the site having come from the Medway area of Kent and it is envisaged for the immediate term that this would continue to be the source of this material. However, as the airport further expands, the objective would be for the fuel to be sourced instead through the nearer port area of Ramsgate.
- 5.3.4 Based upon these assumptions and the projections presented by the airport operator of a freight throughput equating to 70K tonnes per annum, freight traffic for this scenario would equate to 3500 inbound and outbound vehicle movements per annum or approximately 10 inbound and outbound vehicle movements per day (during a typical 18-hour working day). Freight movement on the highway network is often minimised during the typical peak hours.
- 5.3.5 In addition to the cargo freight movements, the movement of fuel has also been considered. Having derived a relationship between the amount of fuel required for a given passenger throughput and freight throughput, it has been estimated that there would be a further 2400 inbound and outbound vehicle movements per annum, equating to an additional 7 vehicle movements in each direction of travel, again potentially avoiding the typical peak hours.

5.3.6 Thus, the combination of general freight traffic with fuel-related movements would suggest an additional 17 vehicle trips in each direction to and from the airport site as a result of the operations associated with the first phase of expansion at the airport, assumed to have an even spread throughout the typical 18-hour working day. An addition of two heavy vehicles during the peak hours in each direction, one relating to the freight and one relating to the fuel, would support a robust assumption for peak hour traffic, given that frequently such movements tend to avoid these busiest travel periods.

5.4 Staff Movements

5.4.1 The airport operator has provided Babbie Group with an indication firstly of current staffing levels for the full extent of the airport operations as of Autumn 2002, which equated to no more than approximately 300 staff members; this level of staffing has changed little since 2002. Thus existing staff trips to and from the airport, should they occur during either of the typical network peak hours, already form part of the background traffic.

5.4.2 The original models prepared for the airport operator also provided an indication of the likely mode of travel for staff members travelling to and from the airport site, with the modal share partly dependent upon the success of measures contained within the travel plan. These models suggested an initial non-car modal share of 25% (20% by local bus and 5% by cycle), which could be supported by the likely airline operator making available a dedicated bus-type service for its staff and the geographical extent of a practical cycle catchment.

5.4.3 In the first instance, and to continue with a robust assessment of the implications of the expanding airport, all staff trips have been modelled as single occupancy private vehicle trips, with single occupants in each vehicle. In the event that the above modal split is realised within the short-term, it is evident that the number of car-based trips during the peak hours would decrease, thus improving the likely operational conditions at the local junctions.

5.4.4 The information provided by the airport operator suggests two shift schedules. The first would be the shift schedule for the airport terminal staff and the second would be for the staff to support the new flight operator, namely:

| <i>Airport Staff</i> | <i>Airline Staff</i> |
|----------------------------------|----------------------|
| 06:00 - 14:30 | 04:30 – 13:30 |
| 14:30 - 23:00 | 13:30 – 23:00 |
| 09:00 - 17:00 (Monday to Friday) | |

5.4.5 Freight operations would follow a shift schedule similar to the non-standard working day and thus not affect traffic operations during the typical peak hours of travel upon the local highway network.

5.4.6 Indeed, the shift schedules suggest that all but the weekday shift of between 09:00 and 17:00, for the airport staff, would fall outside of the peak periods of travel on the surrounding road network and will as a result not be reflected in the peak hour junction assessments. The trips resulting from the weekday shift as referenced would occur within both of the peak hours, with staff arriving during the a.m. peak hour and staff departing during the p.m. peak hour. The trips were distributed in a similar manner to the current employee distribution pattern.

- 5.4.7 As stated previously, the trips resulting from existing staff members are already taken into account, as their movements would have been recorded during the manual traffic counts undertaken in June 2002. Figures provided by the airport operator indicate that ninety existing staff members work in the airport terminal, twenty of which would need to travel during the typical peak hours on a weekday.
- 5.4.8 Should a similar proportion of the additional airport terminal staff need to travel during these same hours, there would be at the start of the summer schedule of June 2004 an additional 27 staff working during the weekday shift of 09:00 to 17:00 and travelling on the local highway network. This could potentially double by the end of the following winter schedule of April 2005, equating to the end of the first phase, given projected growth in passenger throughput.
- 5.4.9 This assessment therefore considers that an additional 54 staff could arrive by car during the a.m. peak and depart by car during the p.m. peak, though it is those working these standard hours for which there would be a greater propensity to travel by means other than the private vehicle, given the operational nature of commercial bus services in general.

5.5 Parking

- 5.5.1 Based upon the flight schedules and resultant passenger throughput projections provided by the airport operator, following informed discussions with the likely airline operator, an assessment has also been undertaken of the likely parking demands attached to the increased passenger activity at the site. Parking would be provided at a level suitable to support the commercial viability of the proposed operations but not at too high a level as to unnecessarily encourage car-based travel to and from the airport site when other travel means are available.
- 5.5.2 Given the differing natures of the weekday business market and the weekend leisure market, the modelling of the parking demand has assumed that the weekend parking would be characterised by a significant proportion of long-stay parking, with the vehicle being parked one weekend and being returned to a subsequent weekend and that the weekday parking would be characterised by a significant proportion of short-stay parking, with the vehicle being parked at the start of the day and being returned to subsequently later during the same day.
- 5.5.3 Of course, there would be those persons travelling out from the airport site one day and returning another day, this lengthening the duration of stay at the car park. However, it has been assumed that there would be regular turnover of this type of passenger.
- 5.5.4 Thus, simplistically, the maximum parking demand could equate to those parking at the weekend, as a result of one of the twenty-four flights available within the winter schedule (the latter part of the first phase), and those parking during a particular weekday. Thus, based upon the winter schedule passenger throughput projection by April 2005, the weekend parking demand could equate to up to 398 parking spaces and the weekday parking demand up to 726 parking spaces, thus a total parking demand of 1124 parking spaces.
- 5.5.5 Firstly, these figures are based upon sole-occupancy car-based trips to and from the car parking areas for a weekday flight and dual-occupancy car-based trips for a weekend flight, thus not having taken account at all of the likelihood of weekday car-based trips having more than the driver within the vehicle. Though single occupancy car-based travel would characterise a significant proportion of these weekday trips, there would continue to be a certain proportion of multi-occupancy trips during the week, which would reduce demand.

- 5.5.6 For example, should only 10% of those car-based trips to and from the parking area on a typical weekday be at least dual-occupancy, this would reduce the overall parking demand by a minimum of 72 vehicles from the peak parking demand.
- 5.5.7 Secondly, these figures take no account of any parking turnover during the day, as a result of persons exiting the car park during the day at the same time as persons arriving at the car park, and not all assumed to be leaving at the end of the day, which would also not be the case in reality. Though it is envisaged that the inbound flights would not contain as many passengers as the outbound flights, at least during this initial phase of expansion, there would of course be those returning at some stage during the day having departed a previous day.
- 5.5.8 For example, should there be a similar number of inbound flights prior to the group of eight flights during the afternoon, such as mid-morning but with half the occupancy, this would still equate to 108 vehicles exiting the car park prior to the demand of 215 vehicles arriving.
- 5.5.9 Given the commentary within this section of the report, the provision of 1124 vehicle parking spaces to support the level of activity as a result of this first phase of development, as first referenced within Paragraph 3.3.3, would match the likely demands as discussed. Appendix C contains tables indicating the demands of vehicles in the parking facilities of the airport during the weekdays and weekends. The tables also indicate the distribution of trips between the modes of transport and the areas from which they originate.

6.0 DEVELOPMENT TRAFFIC DISTRIBUTION & ASSIGNMENT

6.1 Background

- 6.1.1 As identified within the previous section, there would be two distinct groups of movement related to activity at the airport site; passenger trips associated with the scheduled flights and goods vehicles trips associated with the transshipment of freight cargo and fuel, with staff trips resulting from both the expanded passenger and freight markets.
- 6.1.2 The distribution models for each of these groups would differ, since there would be distinct origins and subsequent return destinations of trips to and from the airport for each of these groups. In summary, it is envisaged that staff would be typically concentrated in the main within the local travel area, whereas freight activity would be spread over a wider geographical area but focused upon a small group of locations further afield.
- 6.1.3 Also, and with particular reference to the distribution of passenger movements, as both the range and volume of flights expand at the site, there would be greater potential for the airport to increase its geographical market area and also to encroach into the natural catchment of the more established London airports, when travel to and from the Manston site becomes equally or more so attractive than using the existing south-east airports.
- 6.1.4 Again, the airport operator has worked with a number of informed parties to ascertain the likely distributional patterns for each of the distinct user groups for a number of future years, as first presented within a series of comprehensive market activity models. It is from these data, as well as information first presented within the earlier technical note submission, that Babbie Group has sought to derive a firmer indication of these likely travel patterns.

6.2 Passenger Movements

- 6.2.1 As first referenced within Section 5.2 of this document, the passenger market for the airport's initial expansion of travel opportunities would be logically contained within the constituent districts of the Kent and Medway area, but it is acknowledged at this stage that future further expansion would expand the passenger market area to other areas within the south-east England, including the London boroughs.
- 6.2.2 The overall distribution of these passenger movements also needs to take into account the distinct contribution of the modes under consideration to travel to and from each of the constituent areas, since it is self-evident that the resultant distribution of car-based trips to and from the airport would be influenced firstly by the distribution of those trips to be undertaken by other travel modes, in this scenario by bus or taxi.
- 6.2.3 During this early stage of the airport's planned expansion, it has been envisaged that the distribution for each of the modes would be relatively simple and based chiefly upon local enhancements to the public transport (bus) network. For the purposes of the initial assessment, the trips identified as being undertaken by bus or taxi have been mapped as travelling to and from the three local Kent districts; the immediate Thanet area and the adjacent Canterbury and Dover districts.

- 6.2.4 For simplicity, the projected number of persons travelling to and from the airport by bus or taxi would comprise all those within Thanet and a proportion only of those within the Canterbury and Dover districts. The remainder of those travelling between the airport site and these areas would do so by means of the private vehicle, as would those travelling between that airport site and the other constituent districts of Kent.
- 6.2.5 In terms of car-based travel, those travelling the furthest, with a journey time in excess of an hour have been modelled as those driving and parking at the airport, whereas those travelling the shortest time have been modelled as being driven and then dropped-off at the airport.
- 6.2.6 The distributional patterns identified for the airport-related traffic, as a result of the first phase of expansion of passenger activity, confirm that during the earliest stages of expansion of facilities at the airport site a greater number of trips would be between the airport and the immediate Kent administrative districts of Canterbury, Dover and Thanet. Thus, this general distribution of passengers would support the strategy of providing alternative modes of travel to the private vehicle within these districts in the first instance.
- 6.2.7 In relation solely to the car-based trips, other than those identified as travelling within the Thanet district area and equating to no more than 10% of the total, trips would be assigned via one of three broad routes to and from the Thanet area; A299 Thanet Way (38%), A28 Canterbury Road (31%), A256 Sandwich Corridor (23%).
- 6.2.8 Appendix C provides further details of the likely distribution of the passenger trips by geographical area and subsequently by mode, whereas Figures 1 and 2 illustrate the additional development-related traffic movements across the local highway network during the a.m. peak and p.m. peak periods respectively by the end of the first phase at April 2005, based upon the distribution and modal split projections as presented within Appendix C.

6.3 Freight Movements

- 6.3.1 As referenced first within Section 5.3 of this document, three key borough areas have been identified as the origin and / or destination of general freight movements throughout the immediate lifetime of the airport's operations and these may reflect potential relationships with the other key London airports; Crawley (West Sussex) for Gatwick, Dacorum (Hertfordshire) for Luton / Stansted and Hounslow (Greater London) for Heathrow.
- 6.3.2 Thus those freight cargo trips identified within Section 5.3 of this document would all be routed as travelling between the airport site and the west, principally using the wider strategic highway network and passing through the key local roundabouts at St. Nicholas (A299 j/w A28), Monkton (A299 j/w A253) and Mount Pleasant (A253 j/w B2048). This routing assignment would also apply to the fuel vehicles travelling to and from the airport site.
- 6.3.3 However, it should be noted that if the ground source of the fuel were likely to switch to Ramsgate port over the next few years, these trips would eventually be travelling to and from the east of the airport site, passing locally through the Lord of the Manor (A253 j/w A256) and Mount Pleasant (A253 j/w B2048) roundabout junctions.
- 6.3.4 Figures 1 and 2, as first referenced within Paragraph 6.2.8, also illustrate these additional development-related traffic movements across the local highway network during the a.m. peak and p.m. peak periods respectively by the end of the first phase at April 2005.