

Socio-economic class of UK leisure passengers over time

Method – using CAA passenger surveys from 1996 onwards across a stable set of airports to get percentage of each social class flying (not necessarily all UK citizens) but leisure rather than business. Also annual UK passenger totals and survey data to estimate fraction of UK leisure pax within that, with some interpolation in the 1990's where data is absent (ie pax totals accurate and have simply interpolated % leisure). NB data for 1999 missing as table 60 is not in the scanned version of the CAA survey report.

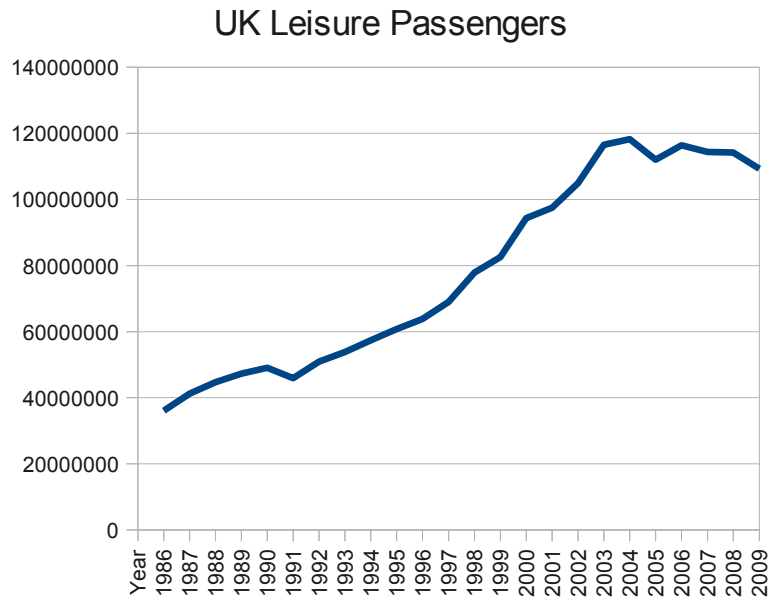


Illustration 1: UK leisure passengers (international and domestic)

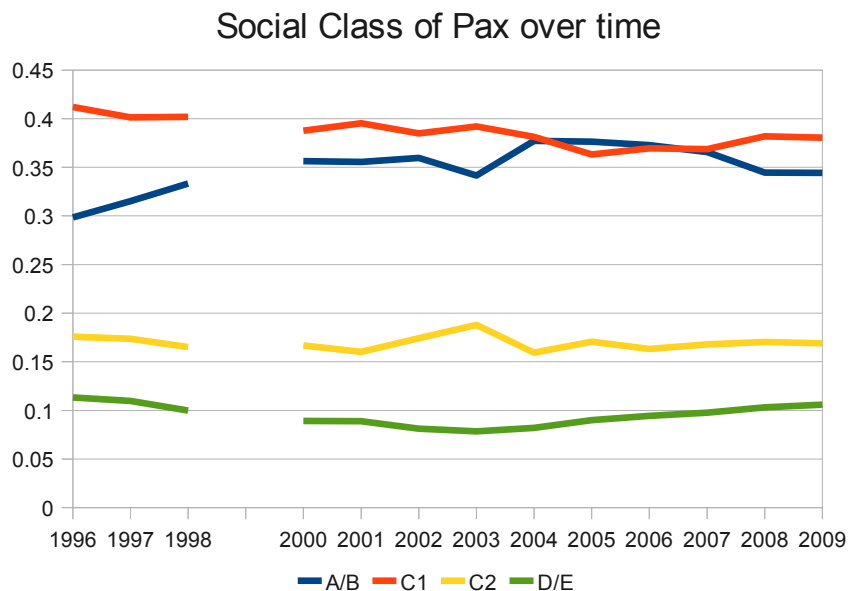


Illustration 2: Passenger percentage by socio-economic class

Comment:

even though the number of UK leisure passengers has doubled between 1996 and 2009, the fraction that are from lower economic groups has stayed almost constant. So more poor people are flying (as the total has increased) but the assumption that there is any progressive element (ie the poor catching up with the rich) is clearly untrue.