

MIDLANDS

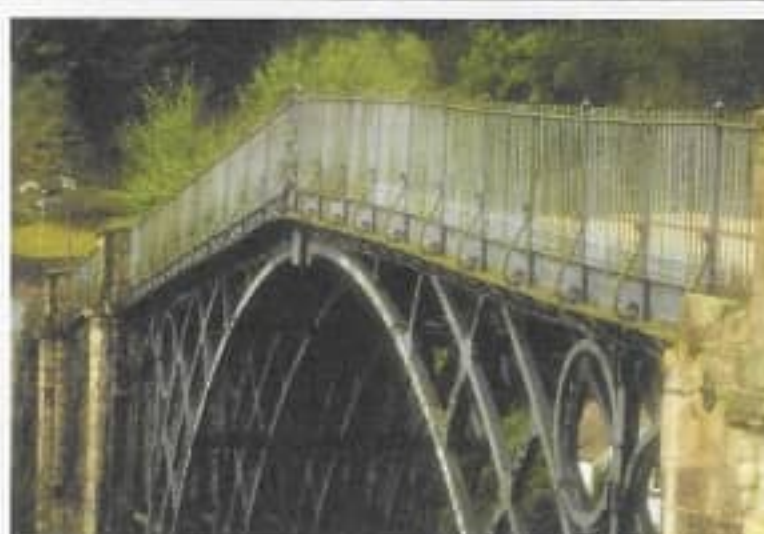
QUESTIONNAIRE

**Department  
for Transport**



## The Future Development of Air Transport in the United Kingdom: Midlands

A National Consultation





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# THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE UNITED KINGDOM

## QUESTIONNAIRE

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The Government welcomes your views on the proposals outlined in its consultation on the future of aviation in the UK and invites you to complete this questionnaire, which forms a central part of the consultation process. The results of this survey will inform the development of policy.

When completing this questionnaire please answer each question by ticking the relevant box(es). You are more than welcome to make any further comments. To assist us it would be helpful if you could make these **on a separate sheet of paper** and submit this with the questionnaire.

Once you have completed the questionnaire please place it in an envelope and post it to the address below. No stamp is required.

**The Future Development of Air Transport in the UK (Midlands)**

Chelmsford Data Centre

Caxton House

**FREEPOST KE4466**

CHELMSFORD

CM1 1ZZ

Alternatively, you can complete this questionnaire on-line at [www.airconsult.gov.uk](http://www.airconsult.gov.uk)

The closing date for this consultation is 30th November 2002.

Under the code of practice of Open Government, any responses will be made available to the public on request, unless respondents indicate that they wish their responses to remain confidential.

**Do you wish your comments to remain confidential?**

Yes ☐

No ☐



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## BACKGROUND TO THE GOVERNMENT'S CONSULTATION AND SUMMARY OF SCENARIOS

Over the past 20 years, the number of passengers carried into, and out of, UK airports has trebled and air transport movements and the amount of freight carried have more than doubled. DETR Air Traffic Forecast published in 2000 indicated that demand for passenger air travel may double by the year 2015 and almost treble by the year 2030. Cargo traffic is also predicted to grow very rapidly.

This forecast growth presents a major challenge. Aviation undoubtedly brings many economic and social benefits, but also has a significant environmental impact, particularly on those living close to airports.

There is already a shortage of capacity at some of the UK's major airports, which is leading to pressure to increase provision and to find ways of making more efficient use of existing infrastructure. At the same time there is continued pressure to find ways of reducing aviation's impact on the environment.

Recognising this important challenge, the Government is drawing up a new statement of policies on aviation and airports, which will be published in a White Paper. Before the White Paper is published, the Government is seeking views from as wide a range of people and businesses as possible, on a range of key policy choices for the development of the aviation industry in the United Kingdom, through a major consultation exercise.

The policy options are explained in detail in seven consultation documents, which cover different parts of the United Kingdom. Each of the main consultation documents is over 130 pages long, shorter (summary) versions have therefore also been prepared which set out the key issues.

The consultation documents and their accompanying summaries set out six possible policy directions (also referred to as scenarios). Each scenario is described in detail at Chapter 3 (National Policies Scenarios) of the main Midlands Consultation Document and in the equivalent section of the summary. Subsequent chapters then describe what development of the Midlands airports would be necessary under each scenario, and appraises the impacts of such developments.

**There are four national growth scenarios, and two local spatial scenarios which explore the distribution of air traffic within the Midlands. Each scenario is summarised below.**

### NATIONAL GROWTH SCENARIOS

- The first scenario assumes business as usual for the aviation sector. This means that the existing policy of allowing airport development broadly in line with increased demand continues. This would result in regional airports developing to meet all of their forecast demand, and airports in the South East of England growing to meet most of the demand forecast in this region. In this scenario it is forecast that new runways in the South East would be built. This scenario is referred to in the consultation documents as the **RASCO (Regional Air Studies Co-ordination) Reference Case (RRC)**.
- The second scenario assumes that airport development, and therefore future growth in air travel, is severely constrained across the United Kingdom. It implies this would minimise environmental impacts, but would result in a significant loss of potential economic benefits, and probably result in increased air fares and potentially the loss of air services to London from some UK airports. This scenario is referred to as **UK Wide Constrained**.
- The third scenario assumes airports in the South East of England are not developed beyond those projects already approved (such as Terminal Five at Heathrow) and in particular no new runways are built in the South East. The implication of this scenario is that demand in the South East could potentially be diverted to other parts of the United Kingdom, to Europe (such as Paris) or would not be satisfied at all. One consequence would be that airports in some parts of the United Kingdom (that are geographically close to the South East, such as those in the South West of England and the Midlands), which are forecast to grow rapidly, would potentially need new runways or a significant increase in development. Conversely, as the South East airports will effectively be full, it is likely that there would be some reductions in services to London's Hub airports from some airports in Scotland, Northern Ireland, parts of the North of England and far South West England.

The implications of this scenario, which is referred to as **South East Constrained (SEC)**, is that air traffic growth in Scotland, Northern Ireland and parts of the North and far South West of England will be less than under the business as usual conditions. The overall effect will be that the amount of air travel to and from the United Kingdom will be less.



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- The final national growth scenario assumes not only that all of the forecast growth in demand is met across all parts of the United Kingdom, but that the growth in air travel is actually encouraged. This would result in new runways at a number of existing airports and potentially the construction of new airports.

Under this scenario the South East of England would be able to in some places accommodate all of its demand, which means that the demand would not need to be diverted to airports in adjacent parts of the country. In this case some airports in the South West and Midlands would probably grow less rapidly than in the South East Constrained scenario, as they would not be required to meet demand from passengers who are unable to fly from airports in the South East. Conversely airports in Scotland, Northern Ireland and parts of the North of England are likely to grow more rapidly, as there will be no constraint on the number of slots available, allowing airlines to increase the number and range of domestic services to major airports in the South East. This scenario is referred to as **Facilitating Growth**.

## LOCAL SPATIAL SCENARIOS

The final two scenarios focus on how the growth in air travel should be distributed within the Midlands and whether the Government should intervene to achieve this.

- The first of these scenarios assumes growth is encouraged at smaller Midlands airports including Birmingham, Coventry and East Midlands to meet as much demand locally as possible. This scenario is called **Fly Local**.
- The second scenario assumes growth is focused on a limited number of airports within the Midlands, notably Birmingham and East Midlands, so that these airports can develop a critical mass of traffic, allowing them to offer a wider range of destinations and increased frequency of services. This scenario is referred to as **Concentrated Growth**.

**Whilst the four possible national policy scenarios set out in the consultation are not to be viewed as definitive statements of potential Government policy, they do provide a means of examining overall options.**

**Q1a** Which ONE, if any, of the four national scenarios (summarised at the front of this document) do you think should form the basis of the Government's strategy for airports until the year 2030? Please ✓ ONE answer only below.

- RASCO Reference Case (RRC) ☐  
 UK Wide Constrained (UKC) ☐  
 South East Constrained (SEC) ☐  
 Facilitating Growth (FG) ☐  
 None of these ☐  
 Don't know ☐

**Q1b** And which, if any, of those four scenarios would you definitely not like to see happen? Please ✓ all that apply.

- RASCO Reference Case (RRC) ☐  
 UK Wide Constrained (UKC) ☐  
 South East Constrained (SEC) ☐  
 Facilitating Growth (FG) ☐  
 None of these ☐  
 Don't know ☐

**Q2** Thinking about your preferred national scenario (which you chose at Q1a), for which, if any, of the following reasons do you support that scenario? Please ✓ all that apply.

- It would increase consumer choice and increase the range of flights in the Midlands ☐  
 It would increase consumer choice and increase the range of flights in UK as a whole ☐  
 It would help develop a strong and competitive UK airline industry ☐  
 It would create additional economic activity in the Midlands ☐  
 It would encourage investment in the Midlands ☐  
 It would encourage tourism in the Midlands ☐  
 It would minimise the environmental impact of aviation in the Midlands ☐  
 Other reason(s) ☐  
 Not applicable/No choice made ☐

**Q3** The two local scenarios (as summarised at the front of this document) focus upon distributing the demand for air services between airports in the Midlands. In principle, which ONE of the two scenarios do you think should be adopted to meet the increase in demand for air services? Please ✓ ONE only.

- Fly local ☐  
 Concentrated growth ☐  
 Neither of them ☐  
 Don't know ☐

*The next few questions refer to demand for air services and how capacity should be met.*

*Provision of adequate airport capacity in the South East of England would benefit travellers from and to the Midlands; constraining airport capacity in the South East would lead to significantly higher growth of passenger numbers at airports in the Midlands.*

**Q4a** Do you support the idea of providing sufficient air service capacity in the South East of England to meet demand? Please ✓ ONE only.

- Strongly support ☐ Answer Q4b  
 Support in part ☐ Answer Q4b  
 Do not support ☐ Answer Q5a  
 Don't know ☐ Answer Q5a

**Q4b** Which of these airport(s) in the South East of England do you think are appropriate for a significant increase in capacity?  
Please ✓ all that apply.

- |                                       |                          |
|---------------------------------------|--------------------------|
| Heathrow                              | <input type="checkbox"/> |
| Stansted                              | <input type="checkbox"/> |
| Luton                                 | <input type="checkbox"/> |
| A major new airport in the South East | <input type="checkbox"/> |
| None of these                         | <input type="checkbox"/> |
| Don't know                            | <input type="checkbox"/> |

**Q5a** Do you think it is essential to have air services from the Midlands to the following airports?  
Please ✓ ONE answer for each airport.

- |  | Yes                      | No                       |
|--|--------------------------|--------------------------|
| Heathrow                                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Stansted                                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Luton                                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Gatwick                                  | <input type="checkbox"/> | <input type="checkbox"/> |
| A major new airport in the SE of England | <input type="checkbox"/> | <input type="checkbox"/> |

**Q5b** Would you like a greater number of flights from the Midlands to London, or is the current number adequate? Please ✓ ONE only.

- |  |                          |            |
|--|--------------------------|------------|
| Greater number of flights to London needed | <input type="checkbox"/> | Answer Q6a |
| Current number adequate                    | <input type="checkbox"/> | Answer Q7  |
| Don't know                                 | <input type="checkbox"/> | Answer Q7  |

**Q6a** From which of the region's airports listed below would you like to see a greater number of flights to London?  
Please ✓ ALL that apply in the first column below.

**Q6b** For each of the region's airports where you would like to see an increase in flights (Q6a), which of these London airports would you like to fly to? Please ✓ ALL that apply below.

Q6a		Q6b - to which London airports				
	Greater no. of flights from	Heathrow	Gatwick	Luton	Stansted	London City Airport
Birmingham	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coventry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
East Midlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A new site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q6c** If you would like to see a greater number of flights from any Midlands airport to any of the London airports (at Q6a), what is the main reason for this? Please ✓ ONE only.

- |  |                          |
|--|--------------------------|
| To gain access to onward flights                               | <input type="checkbox"/> |
| To gain access to London itself                                | <input type="checkbox"/> |
| To gain access to <u>both</u> onward flights and London itself | <input type="checkbox"/> |
| Other reason   | <input type="checkbox"/> |

**Q7** If access to the South East of England, by air, from local Midlands airports could no longer be provided, would air services to any of the following UK and European airports be an acceptable alternative?

Please ✓ ONE answer for each destination below.

	Acceptable	Not Acceptable
Amsterdam	<input type="checkbox"/>	<input type="checkbox"/>
Birmingham	<input type="checkbox"/>	<input type="checkbox"/>
Brussels	<input type="checkbox"/>	<input type="checkbox"/>
Copenhagen	<input type="checkbox"/>	<input type="checkbox"/>
Frankfurt	<input type="checkbox"/>	<input type="checkbox"/>
Manchester	<input type="checkbox"/>	<input type="checkbox"/>
Paris	<input type="checkbox"/>	<input type="checkbox"/>
Other UK airport, not in the South East of England	<input type="checkbox"/>	<input type="checkbox"/>
Other airport	<input type="checkbox"/>	<input type="checkbox"/>

**Q8** If air services from the Midlands to London and its airports had to be limited, do you think high-speed rail links to London could be an adequate alternative, or should rail links be seen as complementary? Please ✓ ONE answer only.

- Yes, high-speed rail links would be an adequate alternative ☐
- No, they can only be complementary to air services ☐
- Don't know ☐

**Q9a** At which local airports, if any, would you like to see an increase in the range of destinations you can fly to directly? Please ✓ all that apply.

- Birmingham ☐
- Coventry ☐
- East Midlands ☐
- New site ☐
- None of these ☐

**Q9b** And which of the following destinations, if any, would you like to fly to directly from local airports? Please ✓ all that apply.

- Other parts of the UK ☐
- Major business centres in the EU ☐
- Popular holiday destinations in Europe ☐
- The Mediterranean ☐
- Other parts of Europe ☐
- North America ☐
- Rest of the world ☐
- None of these ☐



**Q10a** Airport development which increases capacity has both benefits and disadvantages for the local community and /or economy. Which, if any, of these benefits or disadvantages do you think are important considerations? Please ✓ all that apply.

Benefits		Disadvantages	
Employment opportunities	<input type="checkbox"/>	Increase in road congestion	<input type="checkbox"/>
Keeping fares low	<input type="checkbox"/>	Increase in noise pollution	<input type="checkbox"/>
Flights to more destinations:		Reduced air quality around airports	<input type="checkbox"/>
in the UK	<input type="checkbox"/>	Impact on landscape and countryside	<input type="checkbox"/>
in Europe	<input type="checkbox"/>	Impact on ecology and heritage sites	<input type="checkbox"/>
in North America	<input type="checkbox"/>	Decline in the quality of water	<input type="checkbox"/>
in the rest of the world	<input type="checkbox"/>	Overheating of the local economy	<input type="checkbox"/>
Increase in opportunities for leisure	<input type="checkbox"/>		
Growth in tourism	<input type="checkbox"/>		
Regional regeneration	<input type="checkbox"/>		
Increase in local investment	<input type="checkbox"/>		

**Q10b** Taking into account the associated benefits and disadvantages, on balance how much do you support airport development and more air services in the Midlands? Please ✓ ONE only.

Strongly support	<input type="checkbox"/>
Support in part	<input type="checkbox"/>
Do not support	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

**Q11a** If growth was to be concentrated at ONE particular airport in the Midlands, which one do you feel is most appropriate for this? Please ✓ ONE answer only.

Birmingham	<input type="checkbox"/>
East Midlands	<input type="checkbox"/>
New site	<input type="checkbox"/>
None of these	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

**Q11b** And if growth was to be more widely spread, where in the Midlands would any increase in demand best be accommodated? Please ✓ ALL that apply in the first column below.

**Q11c** For each airport where you think an increase in demand can be accommodated, what kind of development should take place? Please ✓ ALL appropriate developments for each airport selected at Q11b.

	Q11b Increased demand best accommodated	Q11c - Tick all that apply for each airport that can accommodate an increase in demand					
		Improved terminal facilities	Increase in runway capacity	Better rail links to Airport	Better bus/ coach services	Improved road access	Additional car parking
Birmingham	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coventry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
East Midlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None of these	<input type="checkbox"/>						
Don't know	<input type="checkbox"/>						

**Q12a** Are there any airports in the Midlands where you think development should be constrained? Please ✓ all that apply.

- Birmingham ☐
- Coventry ☐
- East Midlands ☐
- New site ☐
- None of these ☐
- Don't know ☐

**Q12b** There are a number of ways that airport development can be managed or constrained. For each airport where you think development should be constrained, which of the measures below do you support?

Please ✓ ALL measures supported for each airport selected at Q12a.

	Limit aircraft noise	Limit air pollution	Contain development within existing boundary	Car parking limit	Annual passenger limit	Limit aircraft movement	Limit night operations	No new runway/ runway extensions
Birmingham	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coventry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
East Midlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q13a** Which of the flight services listed below do you think is most important for the Midlands?

Please ✓ ONE answer only in the 1st column below.

**Q13b** And which of the flight services do you think is 2nd in importance for the Midlands?

Please ✓ ONE answer only in the 2nd column below.

	Q13a Most important	Q13b 2nd most important
Full service scheduled flights	<input type="checkbox"/>	<input type="checkbox"/>
No frills scheduled flights	<input type="checkbox"/>	<input type="checkbox"/>
Charter flights	<input type="checkbox"/>	<input type="checkbox"/>
All of equal importance	<input type="checkbox"/>	<input type="checkbox"/>
None of these	<input type="checkbox"/>	<input type="checkbox"/>
Don't know	<input type="checkbox"/>	<input type="checkbox"/>

*The next few questions refer to the impact of airports on the local economy and environment.*

**Q14** In your opinion, how important are air passenger services to the regional economy? Please ✓ ONE only.

- Very important ☐
- Quite important ☐
- Not very important ☐
- Not at all important ☐
- Don't know ☐



**Q15** And how important do you think air freight services are to the regional economy?  
Please ✓ ONE only.

- Very important ☐  
Quite important ☐  
Not very important ☐  
Not at all important ☐  
Don't know ☐

**Q16** In developing airports and air services, are there any environmental impacts which you regard as unacceptable?  
Please ✓ ALL that apply.

- Daytime noise levels ☐  
Night time noise levels ☐  
Decline in air quality ☐  
Decline in the quality of water resources ☐  
Loss or damage to archaeological / heritage sites ☐  
Loss or damage to wildlife and their habitat ☐  
Land taken for airport development ☐  
Property taken for airport development ☐  
Pressure for new housing and/or business development ☐  
Additional road congestion ☐  
Other(s) ☐  
No, none ☐

*About you; the next few questions will enable us to have a better understanding of who has responded to this consultation. These questions will also be used to help analyse the responses.*

**Q17a** Which, if any, of these airports have you travelled from in the last 3 years? Please ✓ ALL that apply in the first column below.

**Q17b** For each airport travelled from (Q17a) was this for leisure purposes, business purposes, or both?  
Please ✓ ONE answer for each relevant airport.

**Q17c** For each airport travelled from (Q17a), what type of flight(s) have you taken?  
Please ✓ ALL that apply below for each relevant airport.

	Q17a Have travelled from	Q17b - tick one for each airport travelled from			Q17c - tick all that apply for each airport travelled from			
		Both leisure and business	Leisure only	Business only	Domestic flights only	International flights only	To connect with a short haul flight	To connect with a long haul flight
Birmingham	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coventry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
East Midlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q18a** Do you usually travel to the airport by ...? Please ✓ all that apply.

- Car/Taxi/Other private arrangements ☐ Answer Q18b  
Public Transport ☐ Answer Q19  
Other(s) ☐ Answer Q19

**Q18b** How would rail, bus or coach services to and from the airport have to improve for you to use them? Please ✓ all that apply.

	Rail	Bus/Coach
Direct (non-stop) service to the airport	<input type="checkbox"/>	<input type="checkbox"/>
Increase frequency of service	<input type="checkbox"/>	<input type="checkbox"/>
Cleaner trains / buses / coaches	<input type="checkbox"/>	<input type="checkbox"/>
Cheaper services	<input type="checkbox"/>	<input type="checkbox"/>
Lifts at stations	<input type="checkbox"/>	<input type="checkbox"/>
Porter services at stations	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

*The next few questions are for those people responding on behalf of a business or organisation. If you are responding as an individual please go to Q23.*

**Q19** What is the MAIN activity of your business?

Agriculture	<input type="checkbox"/>
Minerals and energy extraction	<input type="checkbox"/>
Manufacturing	<input type="checkbox"/>
Construction	<input type="checkbox"/>
Retail/wholesale	<input type="checkbox"/>
Hotels and catering	<input type="checkbox"/>
Transport and/or communication	<input type="checkbox"/>
Finance, business, banking	<input type="checkbox"/>
Other private sector services	<input type="checkbox"/>
Public services, local/national government	<input type="checkbox"/>
Education and Health	<input type="checkbox"/>
Other services	<input type="checkbox"/>
Charity	<input type="checkbox"/>
Other	<input type="checkbox"/>

**Q20a** Approximately how many employees are there in your company/organisation, at the place where you work?

Please ✓ ONE only in 1st column below.

**Q20b** And approximately how many employees are there in your company/organisation across the UK as a whole?

Please ✓ ONE only in 2nd column below.

	At <u>YOUR</u> location	In the UK <u>AS A WHOLE</u>
1-9	<input type="checkbox"/>	<input type="checkbox"/>
10-19	<input type="checkbox"/>	<input type="checkbox"/>
20-49	<input type="checkbox"/>	<input type="checkbox"/>
50-99	<input type="checkbox"/>	<input type="checkbox"/>
100-199	<input type="checkbox"/>	<input type="checkbox"/>
200-499	<input type="checkbox"/>	<input type="checkbox"/>
500-999	<input type="checkbox"/>	<input type="checkbox"/>
1000+	<input type="checkbox"/>	<input type="checkbox"/>
Don't know	<input type="checkbox"/>	<input type="checkbox"/>
None		<input type="checkbox"/>



**Q21** Where is your company s/organisation s headquarters based? Please ✓ ONE only.

- |                       |                          |
|-----------------------|--------------------------|
| UK                    | <input type="checkbox"/> |
| USA/Canada            | <input type="checkbox"/> |
| Central/S America     | <input type="checkbox"/> |
| Western Europe        | <input type="checkbox"/> |
| Scandinavia           | <input type="checkbox"/> |
| Eastern Europe/Russia | <input type="checkbox"/> |
| Middle East           | <input type="checkbox"/> |
| Far East              | <input type="checkbox"/> |
| Africa                | <input type="checkbox"/> |
| Australia/New Zealand | <input type="checkbox"/> |
| None                  | <input type="checkbox"/> |
| Don t know            | <input type="checkbox"/> |

**Q22** What international markets, if any, are important to your company/business? Please ✓ all that apply.

- |                       |                          |
|-----------------------|--------------------------|
| USA/Canada            | <input type="checkbox"/> |
| Central/S. America    | <input type="checkbox"/> |
| Western Europe        | <input type="checkbox"/> |
| Scandinavia           | <input type="checkbox"/> |
| Eastern Europe/Russia | <input type="checkbox"/> |
| Middle East           | <input type="checkbox"/> |
| Far East              | <input type="checkbox"/> |
| Africa                | <input type="checkbox"/> |
| Australia/New Zealand | <input type="checkbox"/> |
| None                  | <input type="checkbox"/> |
| Don t know            | <input type="checkbox"/> |

*Please answer the following questions if you are responding either as an individual or on behalf of a business/organisation.*

**Q23** Are you:

Male	<input type="checkbox"/>
Female	<input type="checkbox"/>

**Q24** Which age group are you in?

16-24	<input type="checkbox"/>
25-34	<input type="checkbox"/>
35-44	<input type="checkbox"/>
45-54	<input type="checkbox"/>
55-64	<input type="checkbox"/>
65+	<input type="checkbox"/>

**Q25** If you are responding as an individual please fill in your home address, including the postcode.

If you are responding on behalf of an organisation please fill in your business/organisation s name and address, including the postcode.

Name .....

Company/Organisation Name (if applicable) .....

Address .....

.....

.....

Postcode .....

**Thank you very much for completing this questionnaire. Please post it to the address below. No stamp is required.**

**The Future Development of Air Transport in the UK (Midlands)**  
Chelmsford Data Centre  
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**Please note the closing date for this consultation is 30th November 2002.**