NTA Passenger Transport Surveys at

Ireland West (Knock),

Kerry (Farranfore) and

Donegal (Carrickfinn) Airports 2016

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1.   Introduction

1.1   Background to the Survey

In November 2016, the NTA undertook a survey of air passengers at Ireland West Airport (Knock), Kerry (Farranfore) Airport and Donegal (Carrickfinn) Airport. This research took place after the State Airport research carried out in Dublin, Cork and Shannon Airports. The purpose of this Regional Airport study was to estimate the public transport mode share of arriving/departing passengers.

1.2   Research Objectives

The main aim of the survey was to obtain concise factual information on travel patterns as well as data on the travel behaviour of passengers travelling both to and from Ireland West (Knock), Kerry and Donegal Airports. The survey focused mainly on obtaining landside travel data with consideration given to trip origins, trip destinations, journey purpose, arrival times, departure times and travel mode(s). The research required information to be captured from two distinct types of passengers; passengers who live in the Republic of Ireland and Northern Ireland and are travelling out of the country, and passengers who reside outside of Ireland, have been in Ireland and are now returning home. For the regional survey, it was anticipated that some passengers would be using the airport for regular commuting trips, and would therefore have the same trip purpose each day, so some additional screening questions were added to the questionnaire to screen out those who had already participated. A full list of the questions is included in the appendix.

1.3   Research Methodology and Sampling

Interviews were held with passengers landside, i.e. before security in these airports and conducted face to face by our trained interviewers and feedback captured on specific hand held interviewing devices. Passengers in transit were <u>excluded</u> from the survey and the script was set up to screen these respondents out. It was necessary to have two separate survey versions, one for passengers who reside in the Island of Ireland*, and one for those who reside outside of Ireland and are visiting the Island of Ireland.

For both passenger sets, the journey to the Airports were made on the same day the survey took place. For the Island of Ireland residents, their return journey from the Airports would take place at a date in the future, while for those visiting Ireland, their journey away from the airports took place at a date in the past.

There were a number of factors to take into account when setting target sample size for the Regional study. As passenger numbers were unknown and availability of flights limited, it was decided that interviewing would take place over five day period (weekdays) and interviewers to achieve as many interviews from as many flights possible. The sampling approach considered flight times and the time available for interviewing, also taking into consideration how far in advance passengers arrive at

the airports; different to the larger airports where Duty Free, security, parking and traffic play a role. Interviewers were provided with an assignment sheet and a date and time range to be at the airport.

1.4 Questionnaire Design

The same questionnaire was used as a base for the Regional Airport study as was for the State Survey. In September 2016, the contents of the State survey questionnaire was agreed between the NTA, daa, SAA and the survey company, Kantar Millward Brown. There were some minor amendments made to the Regional Airport questionnaire including the removal of LUAS from the Rail options as not relevant. A copy of the final questionnaire is included in the appendix. As per the State Airport study, it was agreed that the 2016 survey would include a question with a pre-coded list of transport services that serve Ireland West Airport, Kerry Airport and Donegal Airports. Each airport had a tailored list of bus service providers; both public and private operators for Ireland West, Kerry and Donegal. The questionnaire was tailored to capture both the residents of Ireland, and those visiting Ireland; the script was set up to filter respondents by Irish resident and by visitor.

In the likelihood that some passengers would be using the airport daily, and therefore have the same trip purpose, additional screening questions were added to the questionnaire; 'Have you completed survey earlier this week?', 'Did you travel at the same time of the day and by the same main mode of transport?'. If yes to these questions, the respondent was screened out and not interviewed.

Both the Resident and the Visitor questionnaires included the following fields:

- The origin of trips to the Airport and the destination of trips from the Airport,
- Trip departure and arrival times for both "to" and "from" journeys
- Flight number
- Mode of travel used, including a new question which asked if Rail travel was used for any part of the journey to the airport
- Parking arrangements of car users
- Car availability
- Purpose of trip abroad (Irish residents) and purpose of trip to Ireland (Non-Irish residents 'Visitors')

1.5 Fieldwork

The main aim of the survey was to obtain concise information on daily and weekly travel patterns as well as data on the behaviour of passengers travelling both to and from Ireland West, Kerry and Donegal Airports. As per the information from the brief for the State Airport Survey, late July and early August represent the busiest times for passenger activity at most Airports. However, October and November are the busiest times with regard to general traffic movements on the road network.

In the rest of this report, "Ireland" refers to the Island of Ireland

Consequently, the Regional Airport survey was conducted in November, following the completion of the State Airport survey in October. The interviewing was scheduled over a five day period, starting on Wednesday 16th November, with final interviews completed on Tuesday 22nd November.

Interviewing took place on weekdays only. To ensure a representative sample, shift times were spread across a time range of available flights. Interviewers were instructed to get a mix of passenger type where applicable. In total, over five fieldwork days in each airport, 366 interviews were achieved; Ireland West (n=176), Kerry (n=121) and Donegal (n=69).

The following chapters of this report give the survey results separately for the three airports; Ireland West, Kerry and Donegal, and are broken into three categories; survey sample, main survey findings and summary of the key findings.

Analysis, Data processing and Weighting of data

Once interviewing was completed a comprehensive suite of quality control checks were carried out and the data was processed by Kantar Millward Brown. This included providing respondent level data directly to the NTA for integration into their modelling database and for geo-coding. Following this, data geo-coded with longitude and latitudes was returned to Kantar Millward Brown.

For the State Airport survey departure profiles for Dublin, Cork and Shannon airport were obtained, and due to the number of flights it was possible to weight by time-of-day. For the Regional Airport survey, the NTA received information from Ireland West airport on the number of departing passengers over the survey period and it was then possible to use the departure profile from Ireland West (Knock) as a proxy in lieu of obtaining actual departures data from Kerry. The weights applied were by day of week, the weights multiplied survey responses on each weekday in proportion to the volume of passengers. Given that there were so few flights it was agreed that a time-of-day analysis would be of little use or value.

These weights were agreed between the NTA and Kantar Millward Brown and applied to the data in order to ensure it was as representative as possible of travelling passengers by proportionately weighting each survey response by the estimated throughout at that day of week. Further details of the weighting approach are appended. A tabular specification was then setup and data tables run with all questions being analysed by specific crossbreaks to provide the basis for this report.

The following sections contain details for each of the three regional airports individually.

2. Survey Sample – Ireland West

2.1 Number of passengers surveyed

Number of interviews carried out by day

Figure 1.1 shows the breakdown of interviews completed by day of week, showing that 176 interviews were conducted in Ireland West Airport over the survey period of one week.

Number of Interviews by day

Day	Number of Interviews
Monday	47
Tuesday	35
Wednesday	26
Thursday	20
Friday	48

Total = 176 Interviews
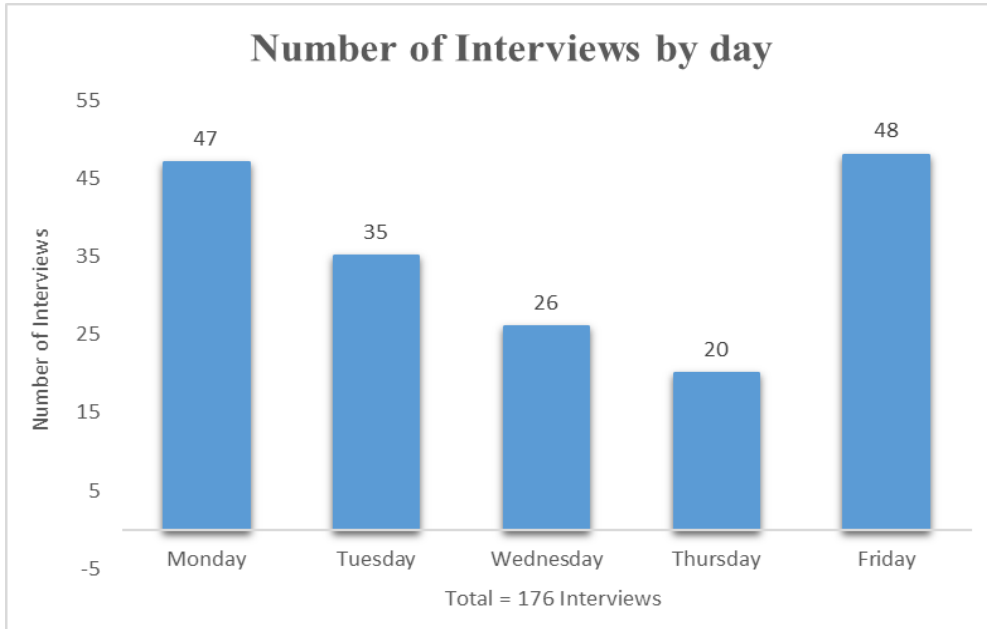
Sample by Country of Residence

Figure 1.2 shows the breakdown of participating passengers by residence which saw a higher proportion of Irish residents in comparison to visitors from overseas. No quota was enforced in advance.

Sample Breakdown- Irish Residents and Visitors

	Percentage %
Irish Resident	55%
Visitor	45%

Sample Breakdown by Residence - Knock Airport
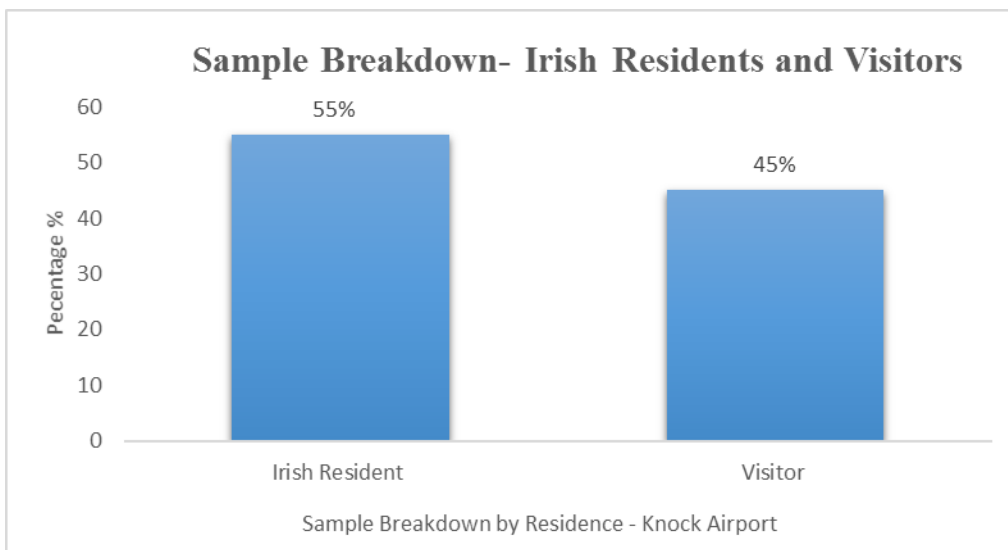
2.2   Sample by nationality and terminal

Table 1.3 shows passengers broken out by Irish resident and visitors (Non Irish residents). Interviewers were instructed to interview any passengers landside from Ireland, both Republic and Northern Ireland, and overseas visitors, bar passengers in transit. The table shows that the sample achieved a greater proportion of Irish residents than visitors.

Table 1.3 Passenger numbers surveyed according to residency

	Number	%	Confidence Interval @ 95% +/-	Confidence Range %
Irish Resident	97	**55**	7.4	
Visitors	79	**45**	7.4	
Total	176	100		
Wilson Method provided by NTA				

2.3   Sample by Gender and Age

Figure 2.1 shows the breakdown of all participating passengers by gender, with more females being interviewed than male.

Figure 2.2 shows the age profile of participating passengers. This profile shows that the survey obtained a broad spread of passengers, with 55+ year olds representing the highest proportion (46%) of those being interviewed.

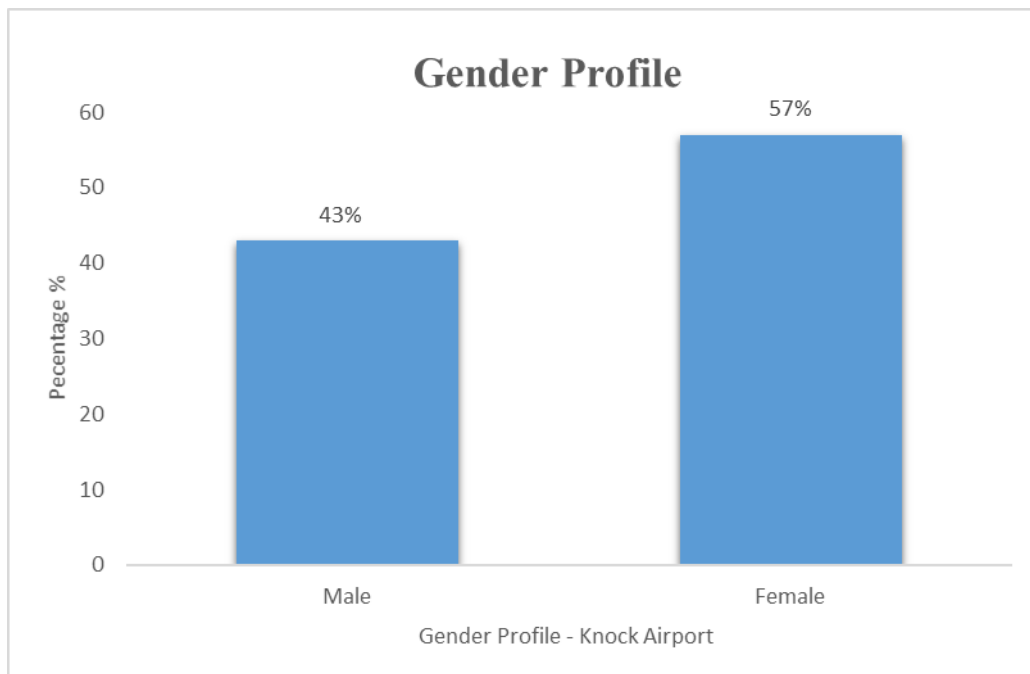**Figure 2.2 – Age profile of survey participants**
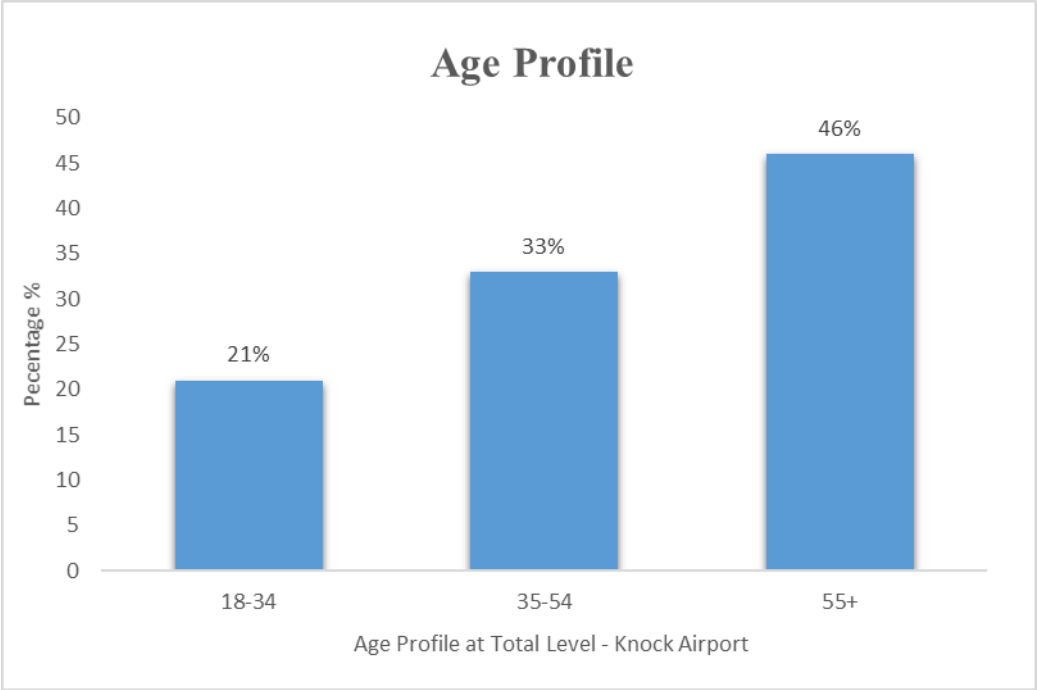
3. Main Survey Findings - Ireland West

3.1 Introduction

This section summarises the main survey findings under the following headings:

- Modes of travel
- Passenger arrival and departure times and journey times to the Airport,
- Choice of bus service and rail providers
- Parking arrangements of private car users
- Nationality of visiting passengers,
- Purpose of trip abroad (Irish residents) and of trip to Ireland (Non-Irish residents 'Visitors')
- Trip duration

3.2 Mode of travel

Table 2.1 shows the number of passengers who travelled to the airport by each mode – broken down by Irish residents and visitors, and at a total level. Percentage mode share is then calculated and displayed, along with confidence intervals and bands.

Table 2.1(i) – Total mode of travel to/from Ireland West Airport

Mode	Total no of interviews	% of total sample	Confidence interval @ 95% +/-	Confidence Range %
Bus/Coach	8	**5**	3.2	
Taxi	6	**3**	2.5	
Passenger in Car	91	**52**	7.4	
Drove own Car/Van	42	**24**	6.3	
Rental Car/Van	26	**15**	5.3	
Hotel Shuttle Bus	1	**0**	0	
Motorcycle	0	**0**	0	
Bicycle	0	**0**	0	
On Foot	0	**0**	0	
Other (Please Specify)	2	**1**	1.5	
Total	176	100		
Wilson Method supplied by NTA				

Table 2.1(ii) – Irish resident mode of travel to/from Ireland West Airport

Mode	Irish Resident	% of Sample	Confidence interval @ 95% +/-	Confidence Range %
Bus/Coach	6	7	5.4	
Taxi	1	1	2.1	
Passenger in Car	41	42	10.4	
Drove own Car/Van	48	49	10.5	
Rental Car/Van	0	0	0	
Hotel Shuttle Bus	1	1	2.1	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	0	0	0	
Total	87	100		

Table 2.1(iii) – Visitors mode of travel to/from Ireland West Airport

Mode	Visitors	% of Sample	Confidence interval @ 95% +/-	Confidence Range %
Bus/Coach	2	2	3.1	
Taxi	5	6	5.2	
Passenger in Car	44	55	11	
Drove own Car/Van	2	2	3.1	
Rental Car/Van	26	33	10.4	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	2	2	3.1	
Total	79	100		

Figure 3.1(i) – Percentage mode share of passengers to the Airport

Figure 3.1(i) below shows the mode share of passengers who travelled to the airport by each mode at a total level. More than half (52%) were a passenger in a car and 24% drove their own car/van. Private car travel is the main mode of transport, while 15% of respondents travelled to the airport in a rented car/van. Five percent of the total sample travelled by bus/coach.

NTA

Total mode share

Pecentage %

- Bus/Coach: 5%
- Taxi: 3%
- Passenger in Car: 52%
- Drove own Car/Van: 24%
- Rental Car/Van: 15%
- Other: 1%

Mode Share of Passengers to/from Knock Airport

Irish Resident mode share

Pecentage %

- Bus/Coach: 7%
- Taxi: 1%
- Passenger in Car: 42%
- Drove own Car/Van: 49%
- Hotel Shuttle Bus: 1%

Visitors mode share

Pecentage %

- Bus/Coach: 2%
- Taxi: 6%
- Passenger in Car: 55%
- Drove own Car/Van: 2%
- Rental Car/Van: 33%
- Other: 2%
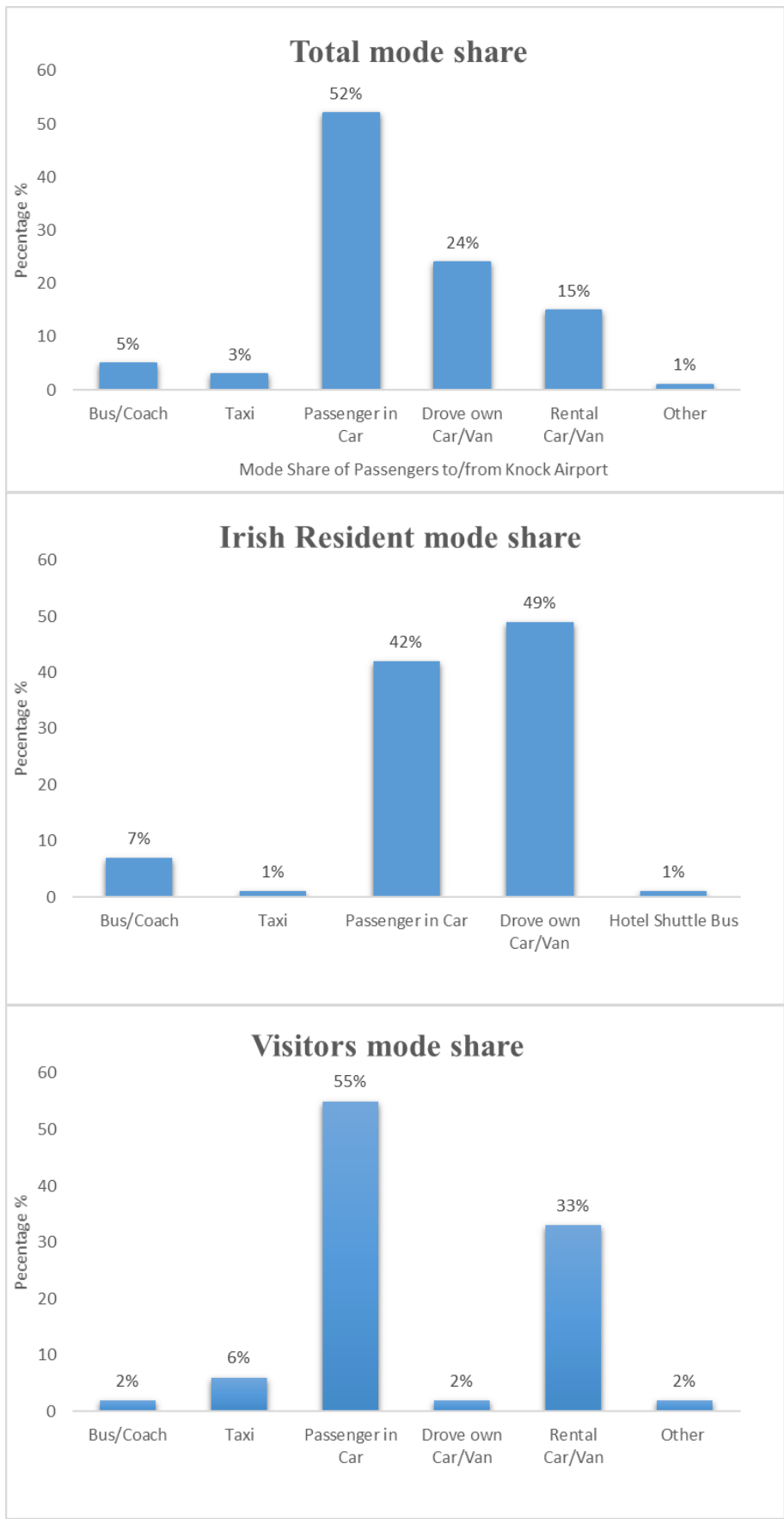
3.3   Arrival and departure profiles and travel times

Figure 3.1 gives the reported time profile of surveyed passengers arriving at Ireland West Airport for both Irish residents, overseas visitors and at a total level. Please note no interviewing was completed before 6am or after 7pm, reflective of the periods required by the NTA. Over half (53%) of all passengers arrived at the airport between 10am - 1pm.

Figure 3.1(i) – Time profile of arrivals at Ireland West Airport at total level
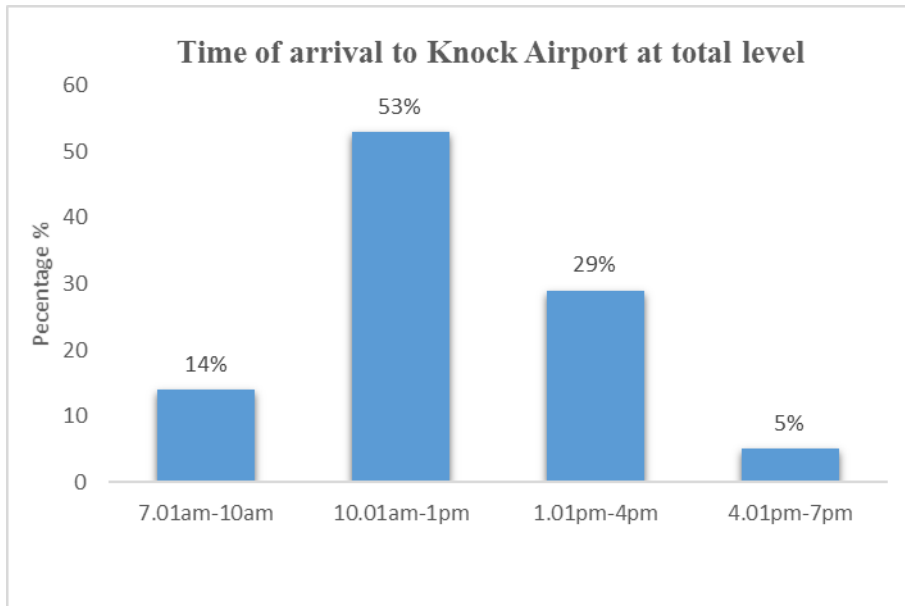
Figure 3.1(ii) – Irish resident time profile of arrivals at Ireland West Airport

Time of arrival to Knock Airport by Irish residents
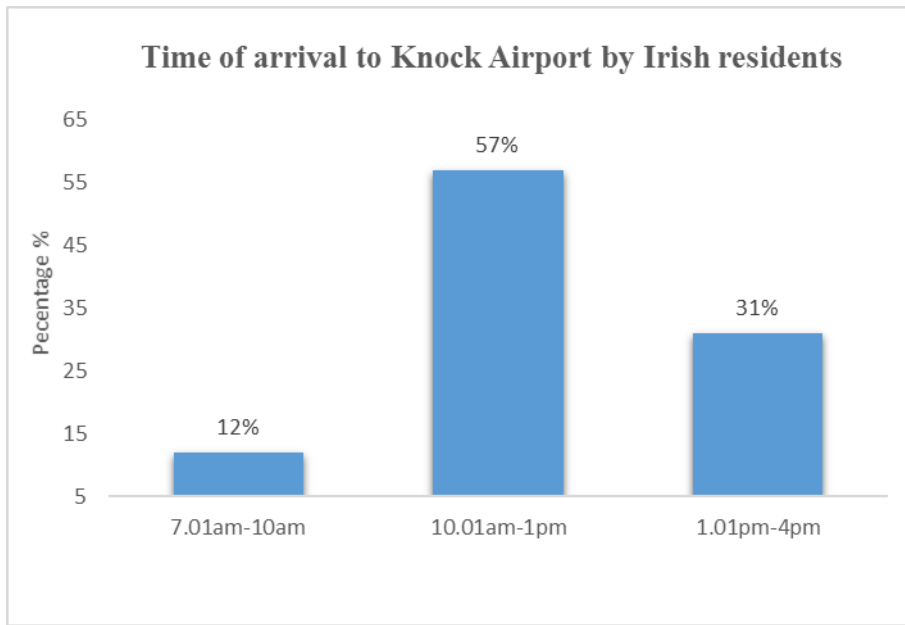
Figure 3.1(iii) – Visitors time profile of arrivals at Ireland West Airport

Time of arrival to Knock Airport by visitors
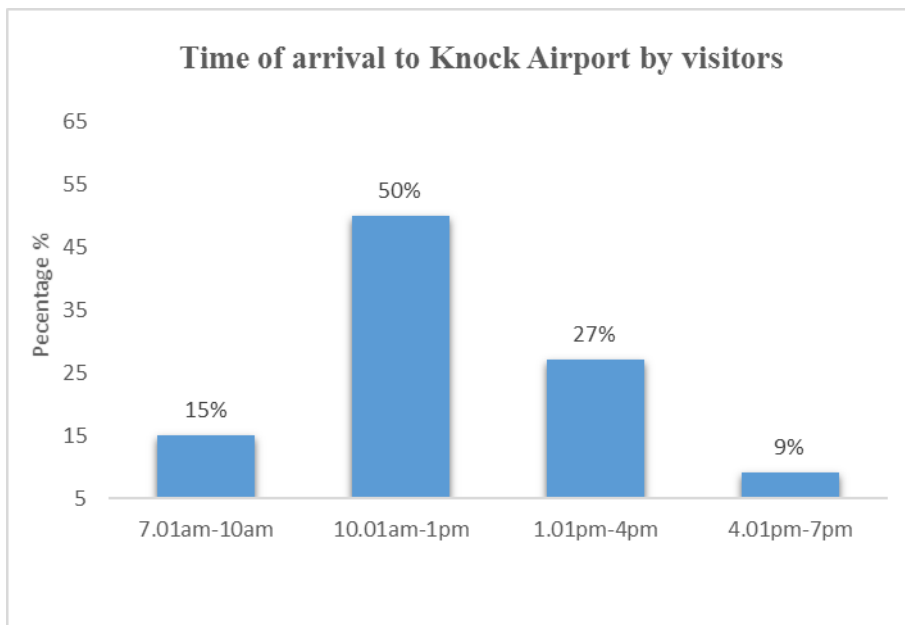
Figure 3.2(i) shows the stated time that Irish residents expect to arrive back to Ireland West Airport, with 35% expecting to arrive back mid-morning/early afternoon.

Figure 3.2(i) – Time profile of Irish residents' return time back to Ireland West Airport
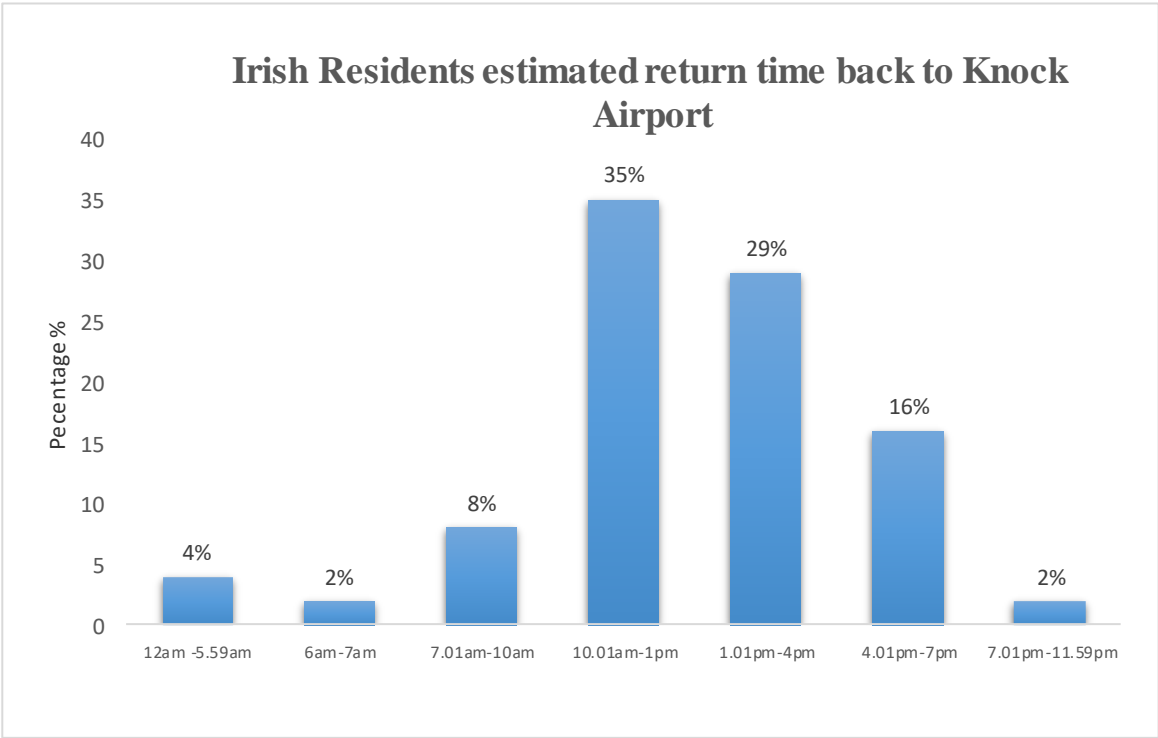
Figure 3.2(ii) shows the estimated time that visitors arrived at Ireland West Airport on their incoming journey, with 37% recalling arriving between 10am-1pm, and the same percent arriving in the afternoon from 1pm-4pm.

Figure 3.2(ii) – Time profile of Visitors' arrival time to Ireland West Airport

Visitors time of arrival to Knock Airport on incoming journey
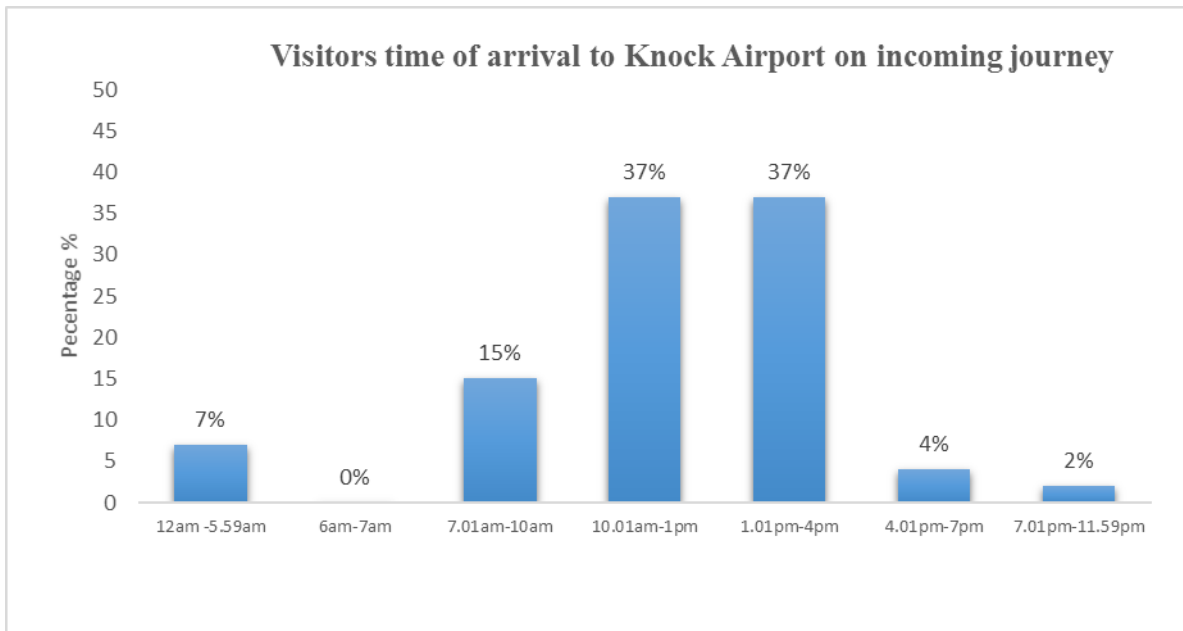
Figure 3.3(i) – Journey time to the Airport

Figure 3.3i gives the journey time to Ireland West at an overall level, showing over three quarters (78%) of the sample travelling between 30 minutes and two hours to get to the airport.

Journey time to Knock Airport at total level
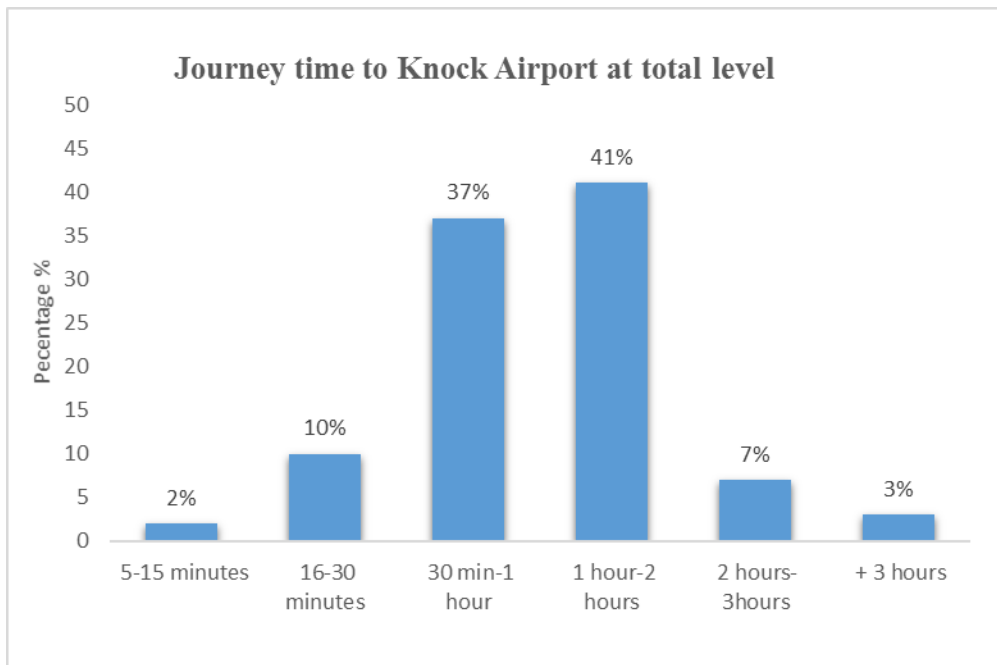
Figure 3.3(ii) – Journey time to the Airport

Figure 3.3ii gives the journey time to Ireland West Airport for Irish residents.
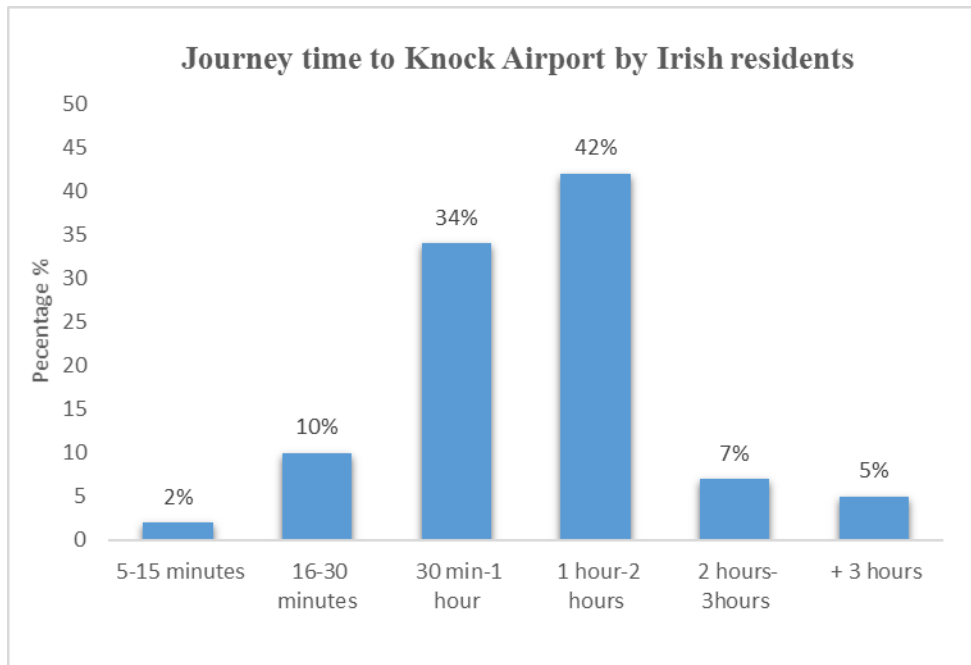
Figure 3.3iii – Journey time to the Airport

Figure 3.3iii gives the journey time to Ireland West Airport for visitors.
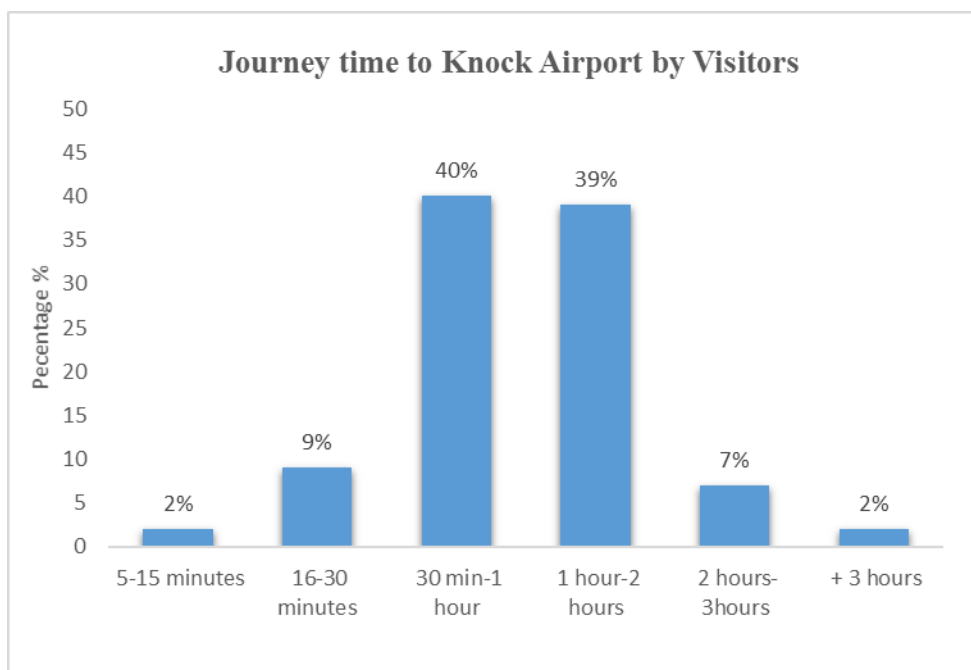
3.4   Choice of bus service provider

For the 2016 Regional Airport Passenger Survey, we included the following Bus Service Providers for travel to Ireland West Airport. The pre-coded list was developed

in consultation with the NTA and listed in the questionnaire for efficiency of capturing data. Below is the list of bus options for Ireland West Airport. All buses in the pre-coded list fall under the Public Service Obligation (PSO) Bus grouping.

Public Service Obligation Buses (PSO)

Bus Eireann, Route 21 between Wesport to Athlone via Ireland West Airport

Bus Eireann, Route 22 between Ballina and Dublin airport via Longford and Mulingar via Ireland West Airport

Bus Eireann, Route 64 between Galway, Donegal and Derry via Ireland West Airport

Bus Eireann, Route 438 between Ballina and Ireland West Airport

Bus Eireann, Route 440 between Westport and Ireland West Airport

Figure 3.7 Bus service providers

Figure 3.7 show the breakdown of passengers who travelled by bus to the airport by their choice of bus service provider. It's important to note here that the base size is very small with (n=7) of the total sample arriving by bus/coach to the airport. Therefore, the chart below is displayed at total level (as the base size is too small to break down by Irish Resident and Visitor). For reference, the 'Other' here accounts for (n=1) and they said they travelled on the 'Sligo to Knock bus'.
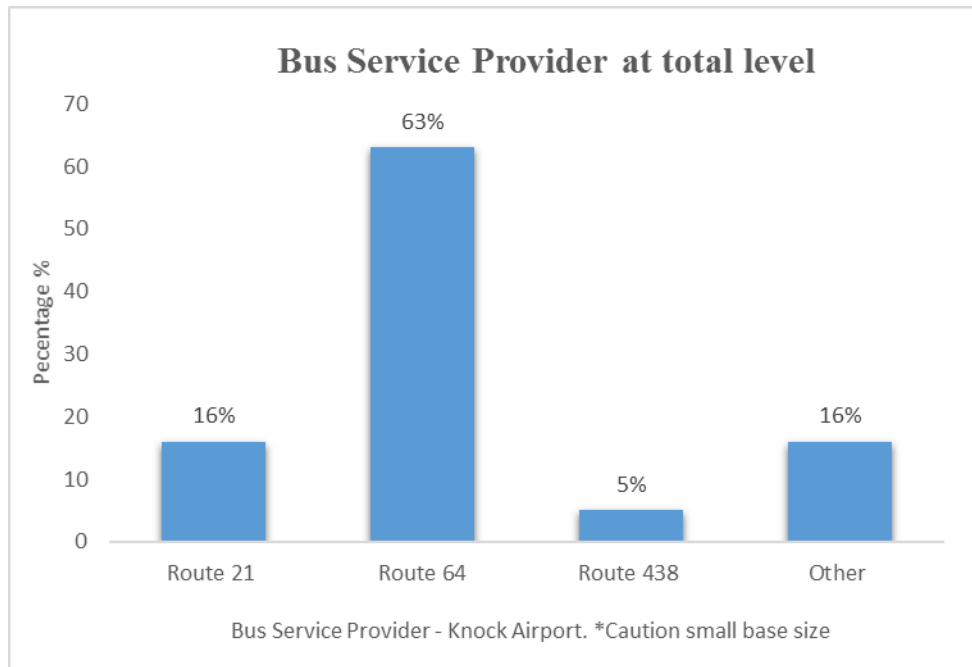
Bus Service Provider at total level. Bus Service Provider - Knock Airport. *Caution small base size

Rail Travel

A new question was added to the State Airport survey in 2016 to ascertain if any passengers use rail travel as part of their journey to the airport. This question was also asked in the Regional Airport Survey. No one interviewed in Ireland West had used rail for any part of their journey.

3.5   Parking and Dropping off arrangements

Table 3.3 gives the breakdown of passengers who were driven to the airport as a passenger and if the driver drove away after dropping them off or if they parked the car and accompanied the passenger to the terminal. This question was asked of all those coded as 'Passenger in Car' at Q.8 'How did you get most of the way to the airport today?'. A quarter of Irish residents were accompanied into the terminal, compare to 8% of overseas visitors.

Table 3.9 (i) – Private car users by those parking and not parking

Private Car	Total	%	Confidence Interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	60	**66**	9.7	
Park the car and accompany you into the terminal?	31	**34**	9.7	
Total	91	100		

Private Car	Irish Resident	%	Confidence Interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	30	**63**	9.9	
Park the car and accompany you into the terminal?	17	**37**	9.9	
Total	47	100		

Private Car	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	30	**68**	9.6	
Park the car and accompany you into the terminal?	14	**32**	9.6	
Total	44	100		

Figure 3.9 (i) (ii) (iii) – Private car users by those parking and not parking

Figure 3.9 (i) shows private car users parking arrangements at total level with 81% being dropped off, with 92% of overseas visitors and 75% of Irish residents being dropped off.
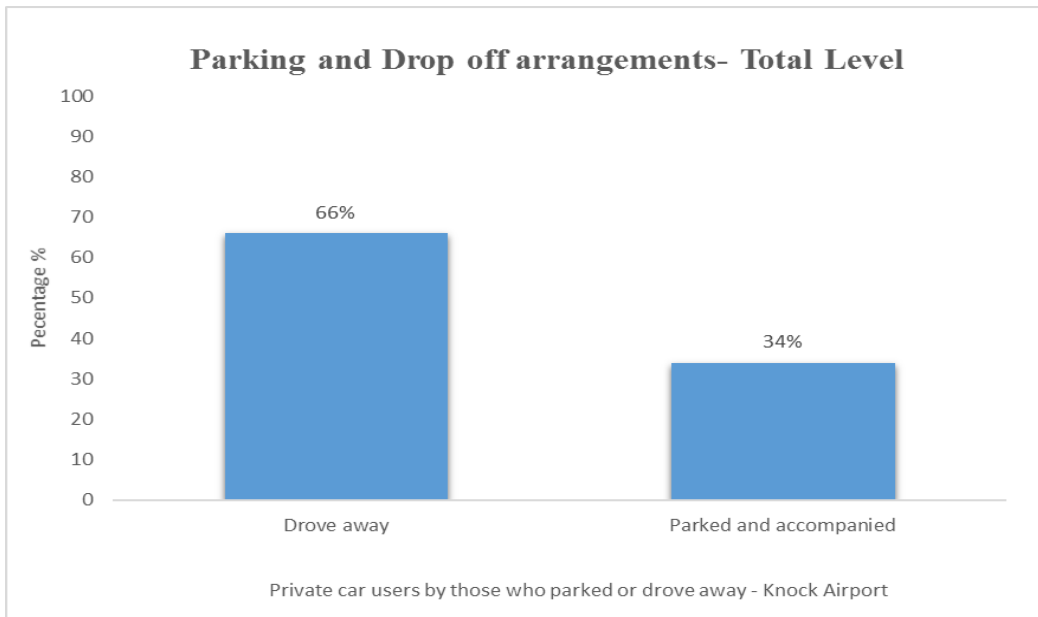
Figure 3.9 (ii) shows private car users parking arrangements by Irish residents.
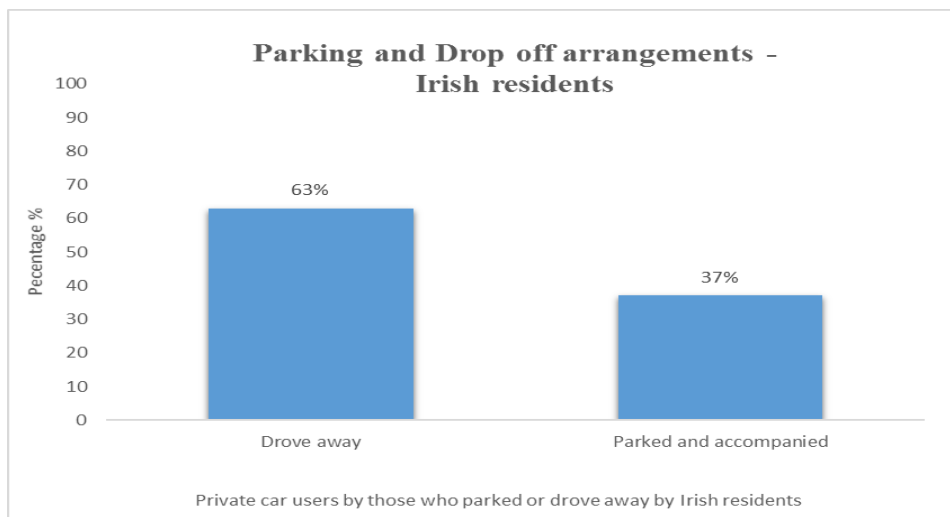
Figure 3.3 (iii) shows private car users parking arrangements by visitors.

Parking and Drop off arrangements – Visitors

Private car users by those who parked or drove away by visitors
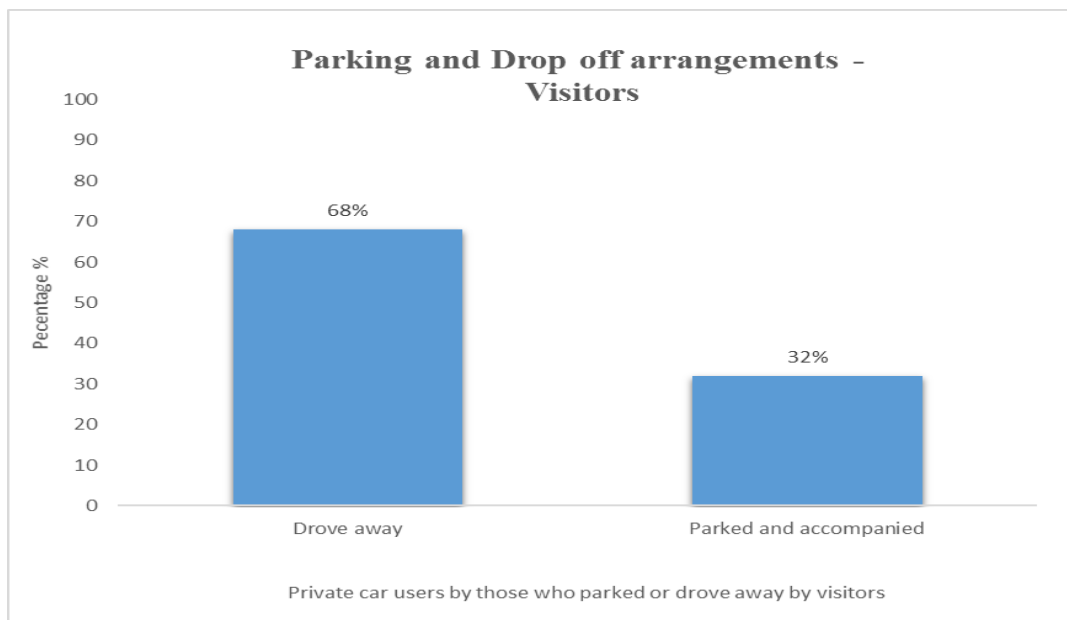
Table 3.4 – Car Available

For those who did not drive themselves to the airport, the table below shows if they had a car/van available to drive to the airport today, and displayed on a bar chart also. At an overall level 28% of those who didn't drive themselves had a car available, 42% for Irish residents and 18% for overseas residents. As mentioned in the State Airport report, this data is instrumental for modelling purposes but may be of little general interest.

Car Available?	Total	%	Confidence Interval @ 95% +/-	Confidence Range %
Yes	38	**28**	7.6	
No	96	**72**	7.6	
Total	134	100		

Car Available?	Irish Resident	%	Confidence Interval @ 95% +/-	Confidence Range %
Yes	23	**42**	12.9	
No	33	**58**	12.9	
Total	56	100		

Car Available?	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range
Yes	14	**18**	8.6	
No	63	**82**	8.6	
Total	77	100		

Figure 3.4 (i) shows Car availability of those who did not drive to the Airport.

Car Availability at Total Level

Car availability of those who didn't drive to Knock Airport at total level

Car Availability by Irish residents

Car availability of those who didn't drive to Knock Airport by Irish residents

Car availability by visitors
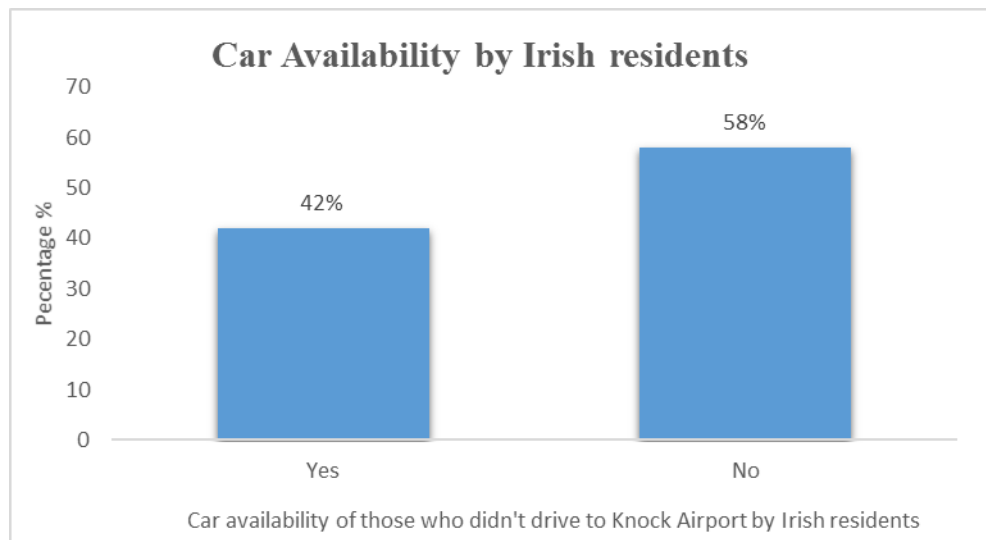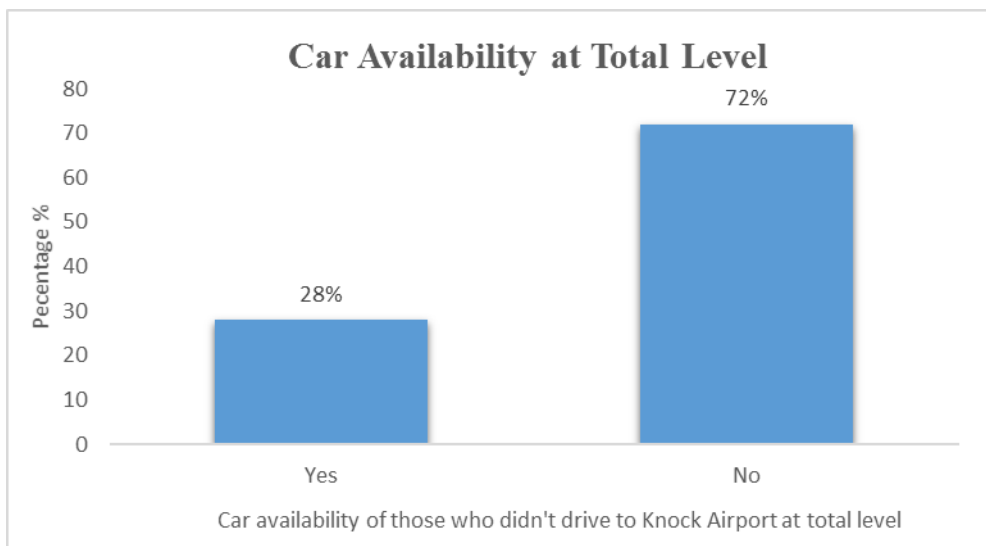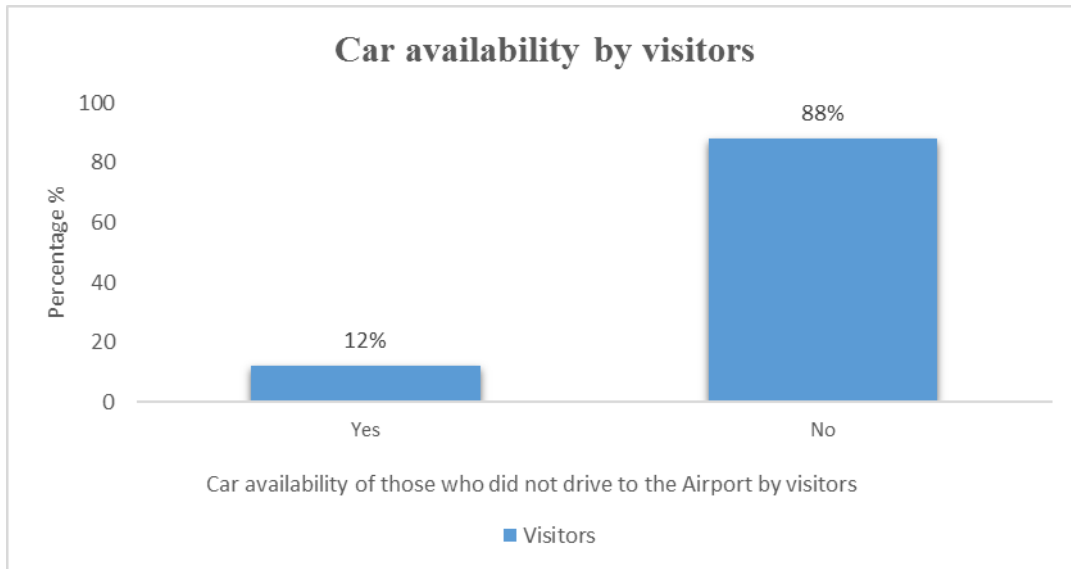
3.6 Nationality of visiting passengers

Figure 3.9 gives a breakdown of the country of residence of passengers who had visited Ireland. Almost all (96%) of the visitor sample surveyed were from the UK. The chart below displays all the nationalities interviewed over the fieldwork period in Ireland West Airport.

Figure 3.9 Country of residence of visiting passengers

Country of Residence of Visitors
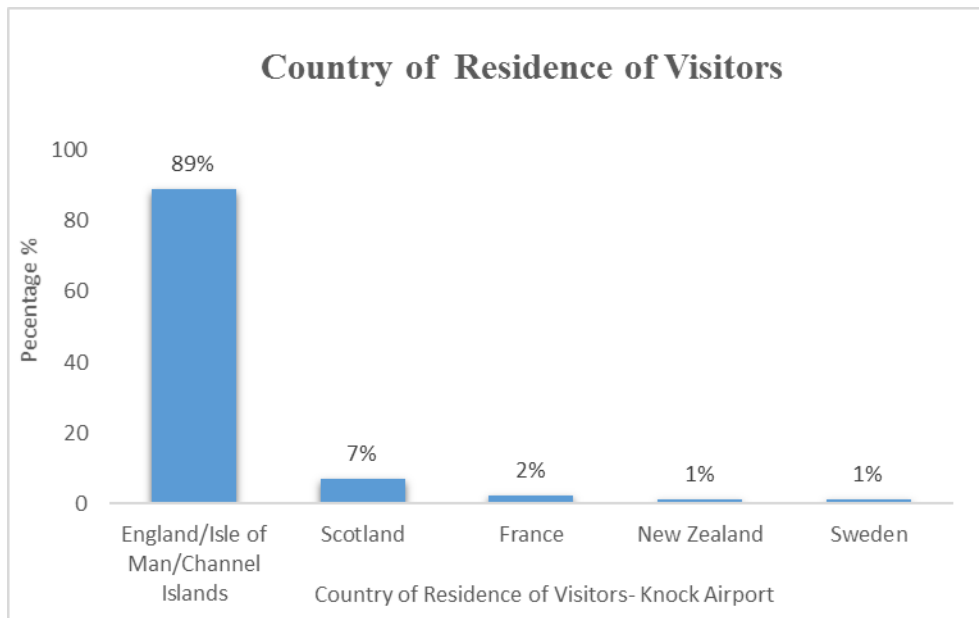
3.7 Trip purpose

Table 3.5 gives a breakdown of trip purpose for Irish residents and visitors. The main purpose for both cohorts (54% Irish residents and 52% visitors) is visiting Relatives/Family. This is followed by Holiday/Leisure (27% Irish residents and 26% visitors); Business/Work Purposes accounts for 10% of Irish residents and 20% of visitors suggesting more inward trade.

Table 3.5 Purpose of trip abroad (Irish Residents) and trip to Ireland (Visitors)

Trip Purpose	Total Passengers	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	47	26	6.5	
Visit Relatives/Family	94	53	7.4	
Business/Work	25	14	5.1	
To Emigrate	1	1	1.5	
Other*	9	5	3.2	
Total	176	100		

Trip Purpose	Irish Residents	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	26	27	8.9	
Visit Relatives/Family	52	54	10.0	
Business/Work	10	10	6.0	
To Emigrate	1	1	2.0	
Other*	7	8	5.4	
Total	96	100		

Trip Purpose	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	21	26	9.6	
Visit Relatives/Family	42	52	10.9	
Business/Work	15	20	8.8	
To Emigrate	0	0	0	
Other*	2	2	3.1	
Total	80	100		

*"Other" might include, for example, attending a funeral

Figure 3.5 illustrates the trip purpose at Irish resident level, visitor level and total level.

Trip Purpose at total level

Trip Purpose at Total Level- Knock Airport

Trip Purpose by Irish residents

Irish Residents Trip Purpose- Knock Airport

Trip Purpose by visitors

Visitors Trip Purpose- Knock Airport

Trip Purpose	Percentage
Holiday/Leisure	26%
Visit Relatives/Family	52%
Business/Work	20%
To Emigrate	0%
Other	2%
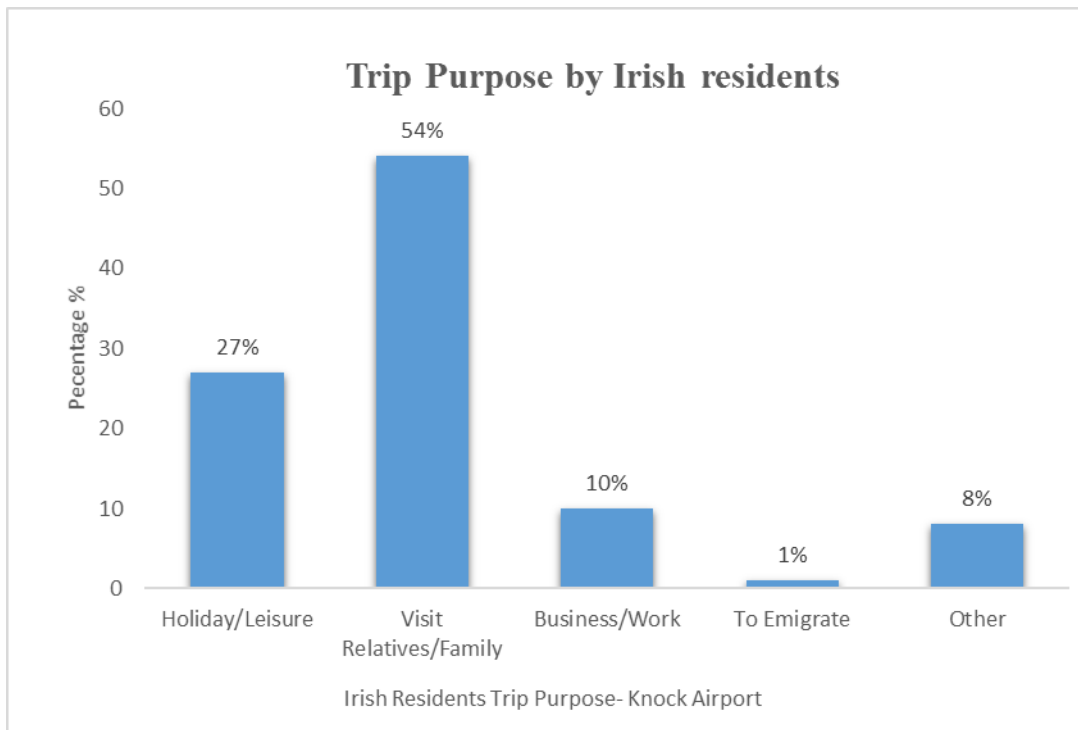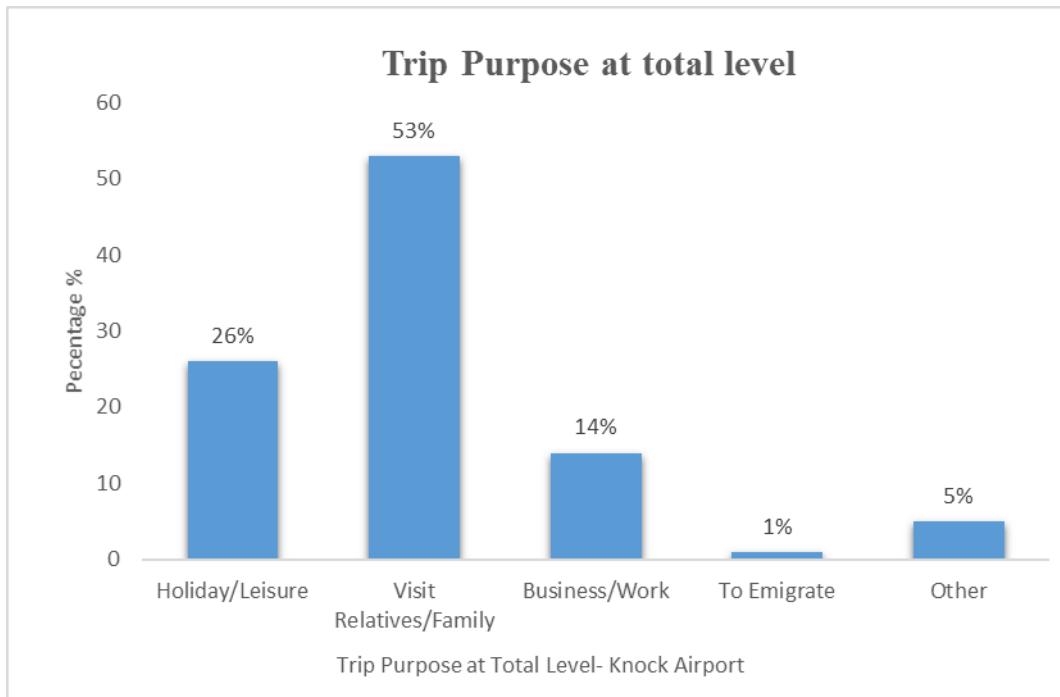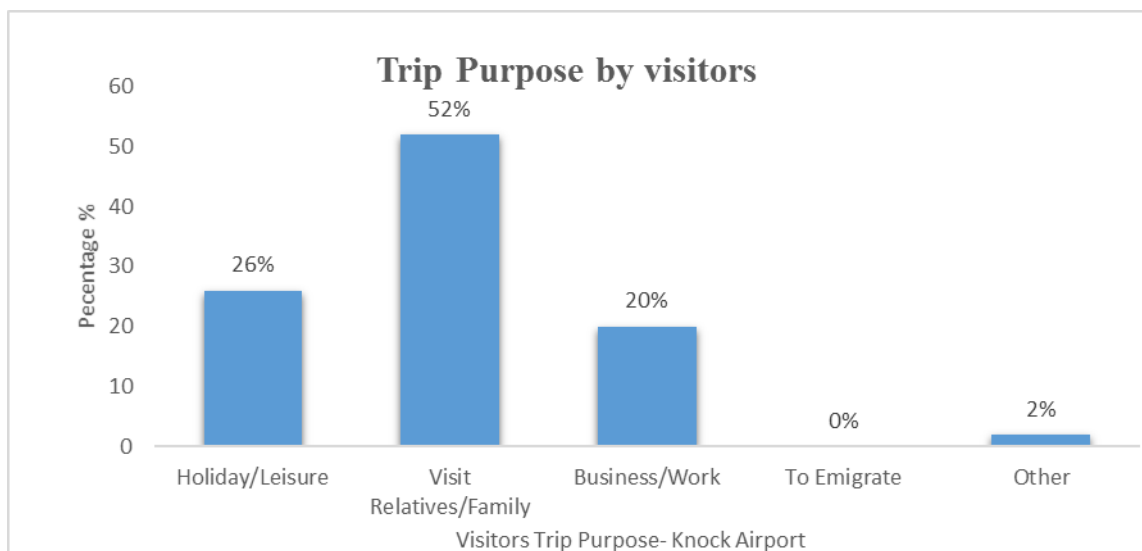
3.8   County of Origin

Table 3.6 below shows the origin county of passengers on the day of the interview. The question was added to Regional Airport survey to capture the county that passengers began their journey to the airport from.

The highest proportion of passengers are travelling to the airport from the Mayo area (44%), followed by one fifth of total sample travelling from Galway, and 13% from Sligo.

County of Origin	Total Level %	Irish Residents %	Visitors %
Cavan	1	0	2
Clare	1	0	2
Cork	1	0	2
Donegal	3	3	3
Dublin	1	0	2
Galway	21	25	16
Leitrim	6	11	0
Limerick	1	0	2
Longford	1	0	3
Mayo	44	39	50
Meath	1	2	0
Roscommon	6	7	6
Sligo	13	12	14
Fermanagh	1	2	0
Total	**100**	**100**	**100**

4. Summary of Key Findings – Ireland West Airport

- In this study 55+ year olds represented a higher proportion than other age groups in Ireland West airport at 46%. A fifth (21%) of the sample interviewed at Ireland West Airport were aged 18-34.

- Over half of those interviewed were Irish residents (55%) with no quota having been enforced. Almost all of the respondents were from the UK (96%), while the rest of the interviews saw visitors from France (2%), New Zealand (1%) and Sweden (1%).

- The main purpose of travel was visiting Relatives/Family (54% Irish residents and 52% Visitors), followed by Holiday/Leisure (27% and 26% respectively) and Business/Work (10% and 20% respectively). This pattern is different to the results seen in the State Airport survey where Holiday/Leisure was the main trip purpose at total level, which saw Dublin with 47% for Holiday/Leisure, Cork with 48% and Shannon with 56%.

- In terms of transport mode share used for travelling to Ireland West airport, 5% travelled by bus/coach at total level, with a greater proportion of these passengers being Irish residents (7% versus 2% of Visitors). Private car is the most popular mode with over half of the sample (52%) travelling to the airport as a passenger in a car, while a further 3% reached the airport by taxi.

- Among those travelling by bus, Public Service Obligation (PSO) buses accounted for 84% of the bus routes used to get to Ireland West airport. Again it is important to note here that a very small proportion of the sample are using bus/coach to travel to the airport (n=7) so urge caution when interpreting this data.

- Among those travelling by private car to get to Ireland West airport 66% were dropped off rather than accompanied into the terminal; with 68% of these overseas visitors and 63% of Irish residents being dropped off at the terminal. Over a third (34%) of the total sample were brought to the airport and accompanied to the terminal, which ties in with the high proportion of trip purpose being visiting relatives and family.

- Of those who did not drive to the airport, 28% had a car available, 42% among Irish residents and 18% for overseas residents.

- In terms of travel time 78%% travelled between 16 minutes and an hour to get to the airport. Irish residents took longer on average to travel to Dublin airport than overseas visitors. 5% of Irish residents took more than 3 hours and for visitors this figure was 2%.

- The busiest time for Ireland West airport in terms of passengers arriving to the airport is 10am-1pm with 53% of the survey sample arriving at this time.

4 Survey Sample - Kerry

5.1 Number of passengers surveyed

The table below shows the breakdown of interviews completed by day of week, showing that 121 interviews were conducted in Kerry over the survey period. Friday was the busiest day in the airport and 36% of the sample was achieved that day.
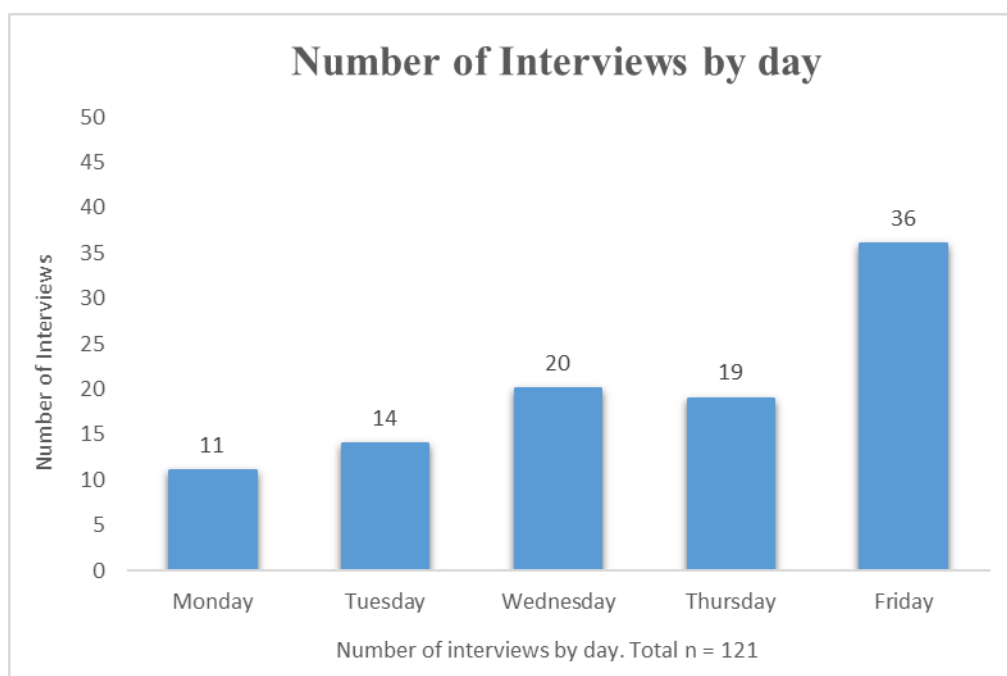
5.2 Sample by nationality and departure pier

Table 5.2 shows the breakdown of passengers by Irish resident and visitors (Non Irish residents). Interviewers were instructed to interview any passengers landside from Ireland, both Republic and Northern Ireland, and overseas visitors, bar passengers in transit.

Table 5.2 Passengers by residency – Kerry

The table shows that the survey achieved a share of 72% Irish residents and 28% visitors. No quota was enforced.

		%	Confidence Interval @ 95% +/-	Confidence Range %
Irish Resident	87	**72**	8.0	
Visitors	34	**28**	8.0	
Total	121	100		

Sample by Country of Residence

The Figure 5.2i shows the breakdown of participating passengers by residence
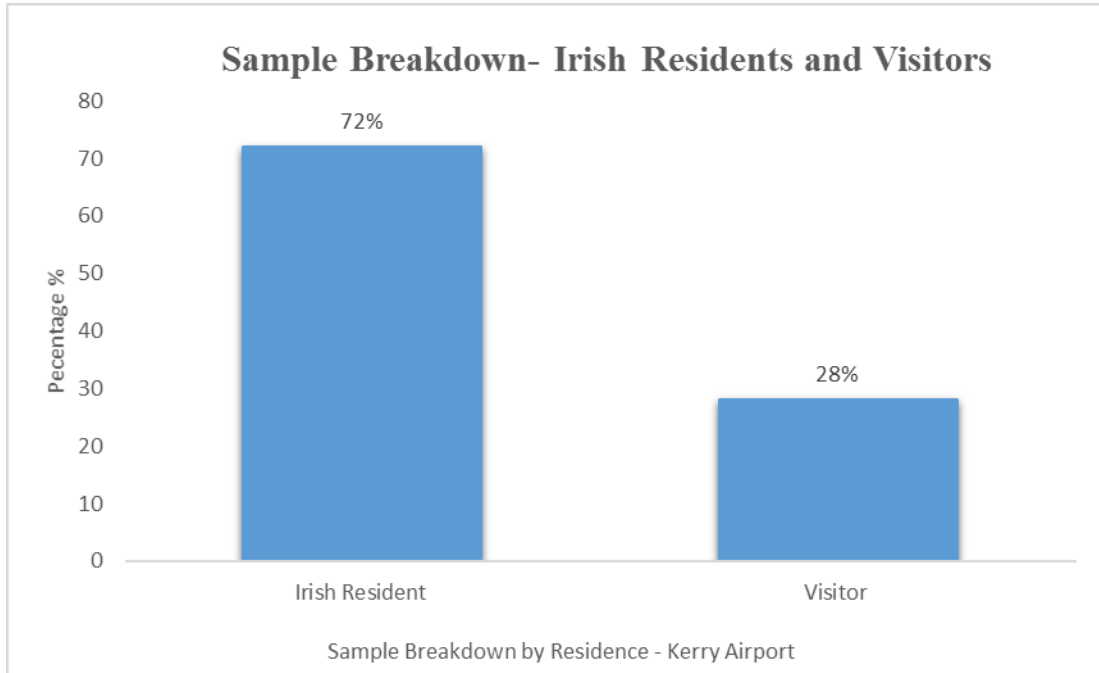
5.3   Sample by Gender and Age

The Figure 5.2ii shows the breakdown of participating passengers by gender, with 36% males and 64% females. There was no quota set on gender.
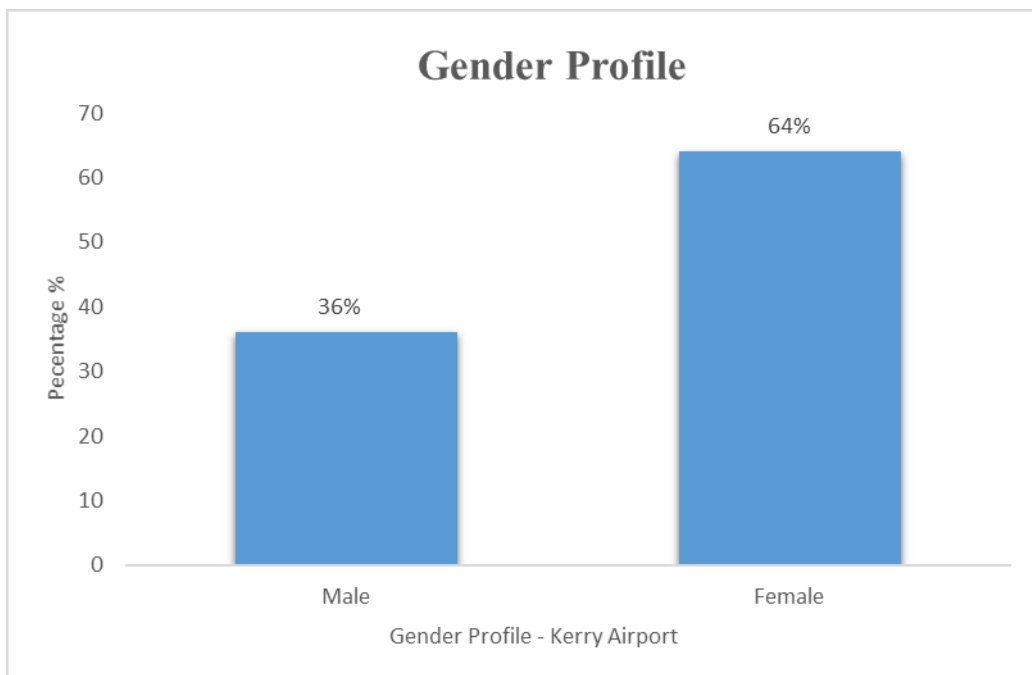
Figure 5.3 shows the age profile of participating passengers, with almost half the sample (46%) being 35-54 years old.

Figure 5.3 – Age profile of survey participants
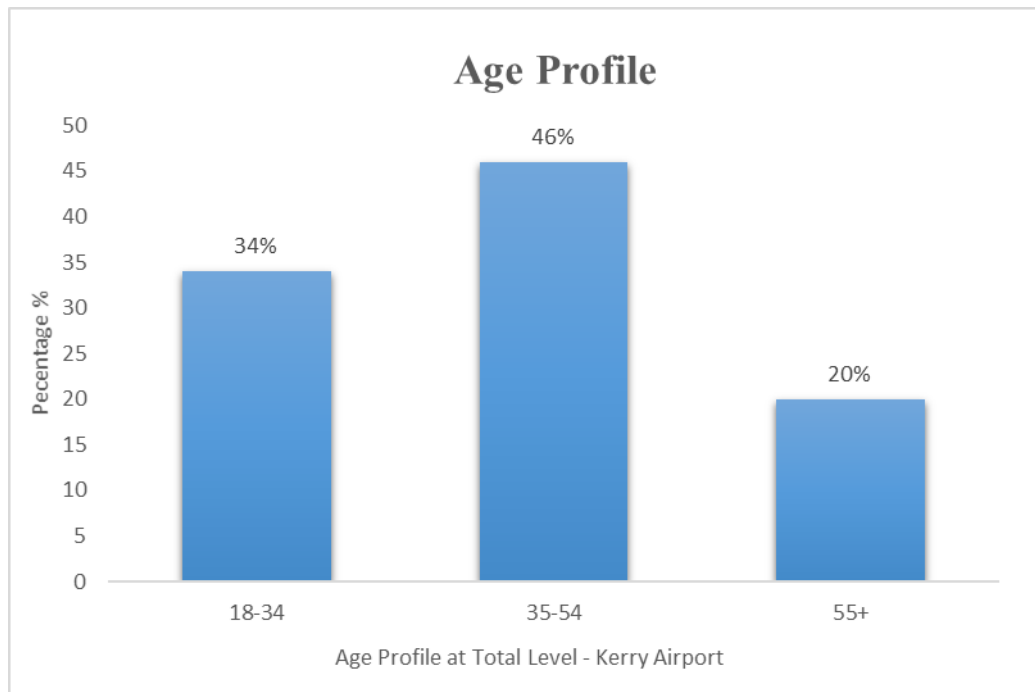
6. Main Survey Findings

6.1   Introduction

This chapter summarises the main survey findings under the following headings:

- Modes of travel

- Passenger arrival and departure times and journey times to the Airport,

- Origins of passengers travelling to the Airport – i.e. the patterns of travel,

- Choice of bus service and rail providers

- Parking arrangements of private car users

- Nationality of visiting passengers,

- Purpose of trip abroad (Irish residents) and of trip to Ireland (Non-Irish residents),

- Trip duration

6.2   Mode of travel and reason for mode choice

Table 5.2 shows the number of passengers who travelled to the Airport by each mode; broken down by Irish residents and visitors.

Table 5.2 – Mode of travel to Kerry Airport

Mode	Total	%	Confidence interval @ 95% +/-	Confidence Range %
Bus/Coach	7	6	4.2	
Taxi	5	4	3.5	
Passenger in Car	37	30	8.2	
Drove own Car/Van	52	43	8.8	
Rental Car/Van	18	15	6.4	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	2	2	2.5	
Total	121	100		

Mode	Irish Resident	%	Confidence interval @ 95% +/-	Confidence Range %
Bus/Coach	2	2	2.9	
Taxi	2	2	2.9	
Passenger in Car	36	41	10.3	
Drove own Car/Van	44	50	10.4	
Rental Car/Van	2	2	2.9	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	2	2	2.9	
*Total	88	100		

Mode	Visitors	%	Confidence interval @ 95% +/-	Confidence Range %
Bus/Coach	5	16	12.5	
Taxi	3	10	10.2	
Passenger in Car	1	3	5.8	
Drove own Car/Van	8	24	14.6	
Rental Car/Van	16	47	17.0	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	0	0	0	
*Total	33	100		

Figure 6.1 – Percentage mode share of passengers to the Airport

Figure 6.1 below shows the mode share of passengers who travelled to Kerry Airport by each mode at total level. Car/Van is the main mode share with 73% of all passengers travelling in a private car, either as a passenger or driving their own car. This proportion is even higher amongst Irish residents at 91%. The main mode share for visitors is rental car/van (47%), it's important to remember here that the base size for visitor sample is (n=33).

Total Mode Share

Mode share by Irish Residents

Mode share by visitors

Mode Share of Passengers to/from Kerry Airport by visitors *caution small base size*
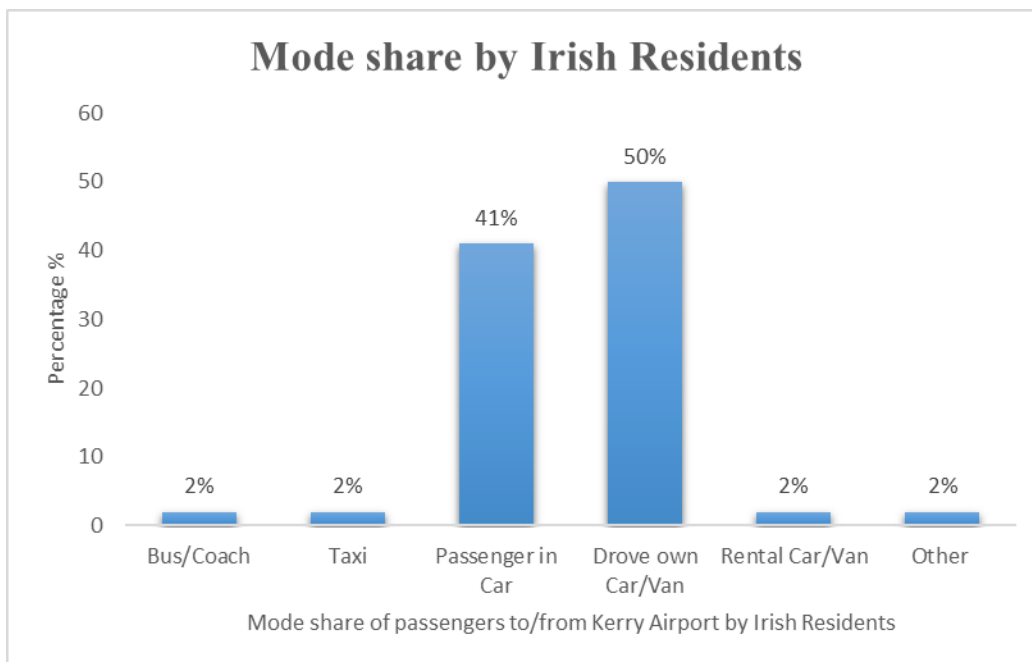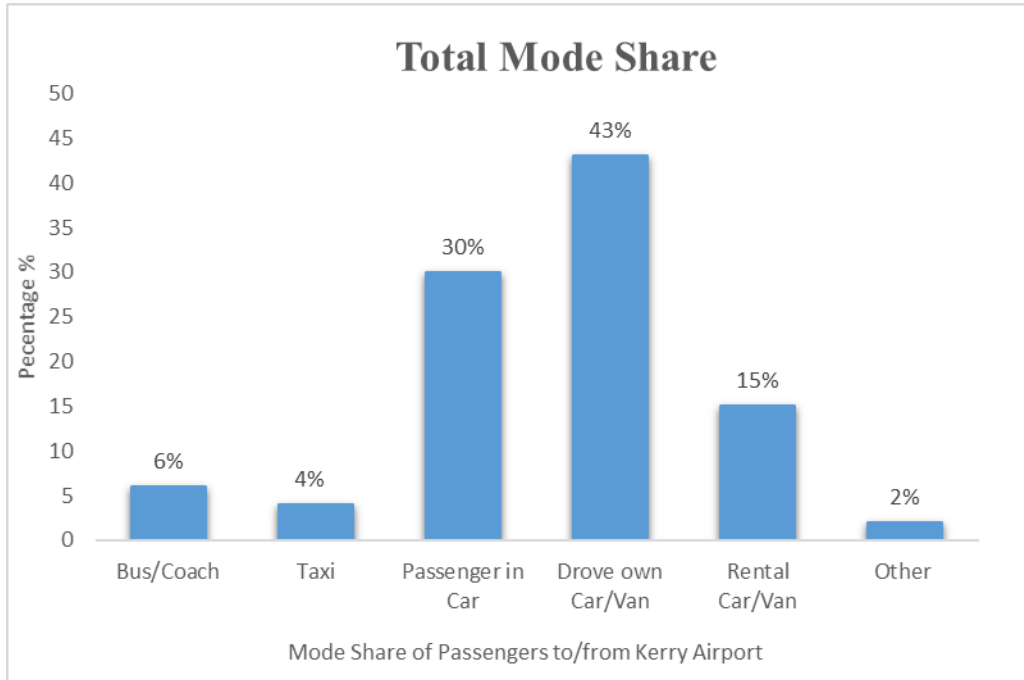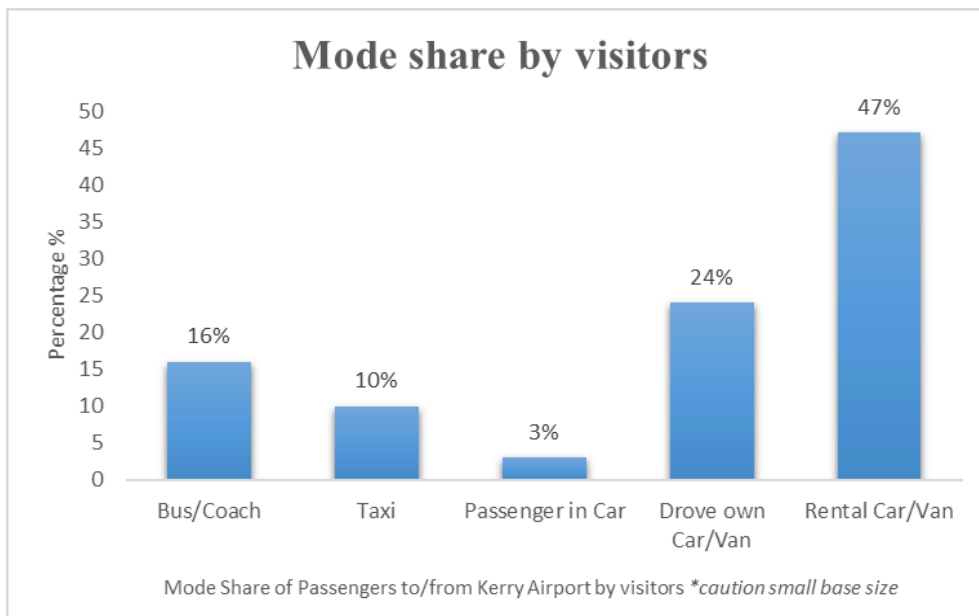
6.3 Arrival and departure profiles and travel times

Figure 6.2 gives the time profile of passengers arriving at Kerry Airport at total level. The majority of passengers (53%) arrive at the airport between 10am-1pm, this is the same across the board for Irish residents and visitors (46% and 71% respectively).

Figure 6.2 – Time profile of arrivals at the Airport

Time of arrival to Kerry Airport at total level

Total Time of Arrival -Kerry Airport
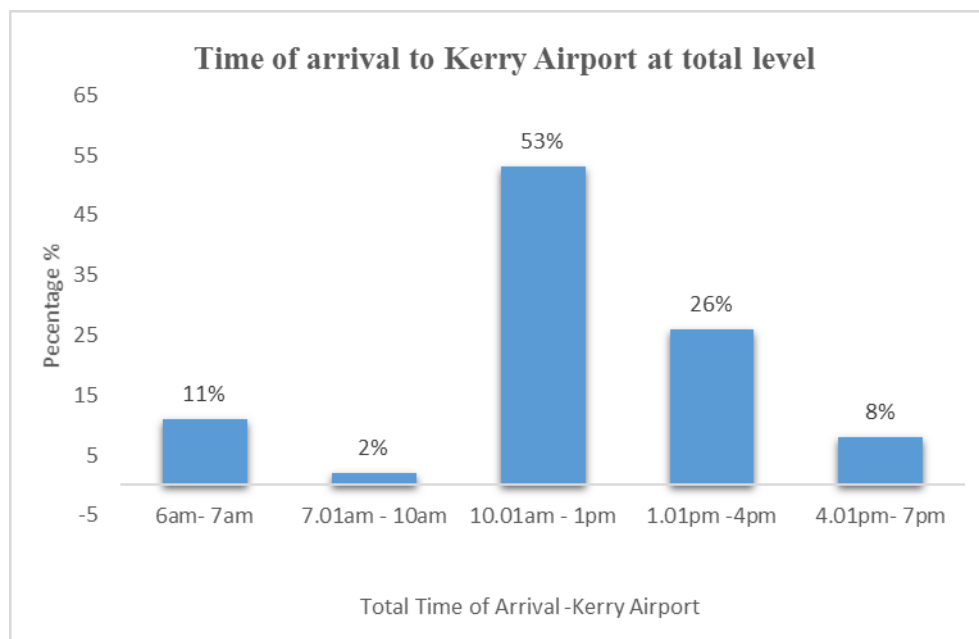
Figure 6.3

The chart below shows Irish residents estimated return time back to Kerry airport, with 31% of passengers arriving back to the airport late afternoon. Early afternoon saw the biggest proportion of visitors arriving at Kerry airport, with over half (52%) of visitors estimating that they landed at the airport between 1pm – 4pm.

Irish Residents estimated return time back to Kerry Airport

Visitors estimated arrival time at Kerry airport on incoming journey
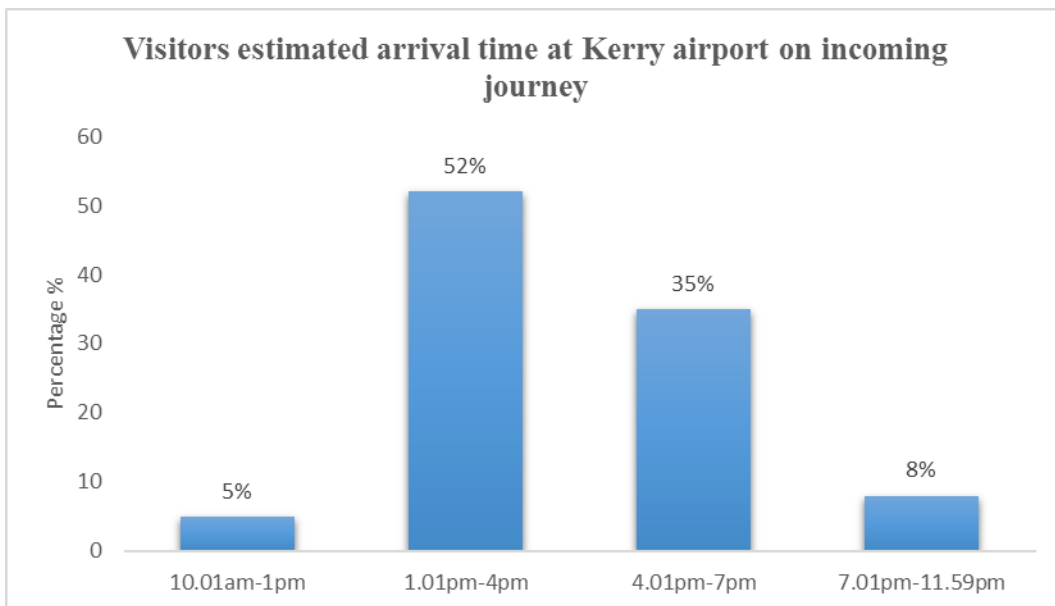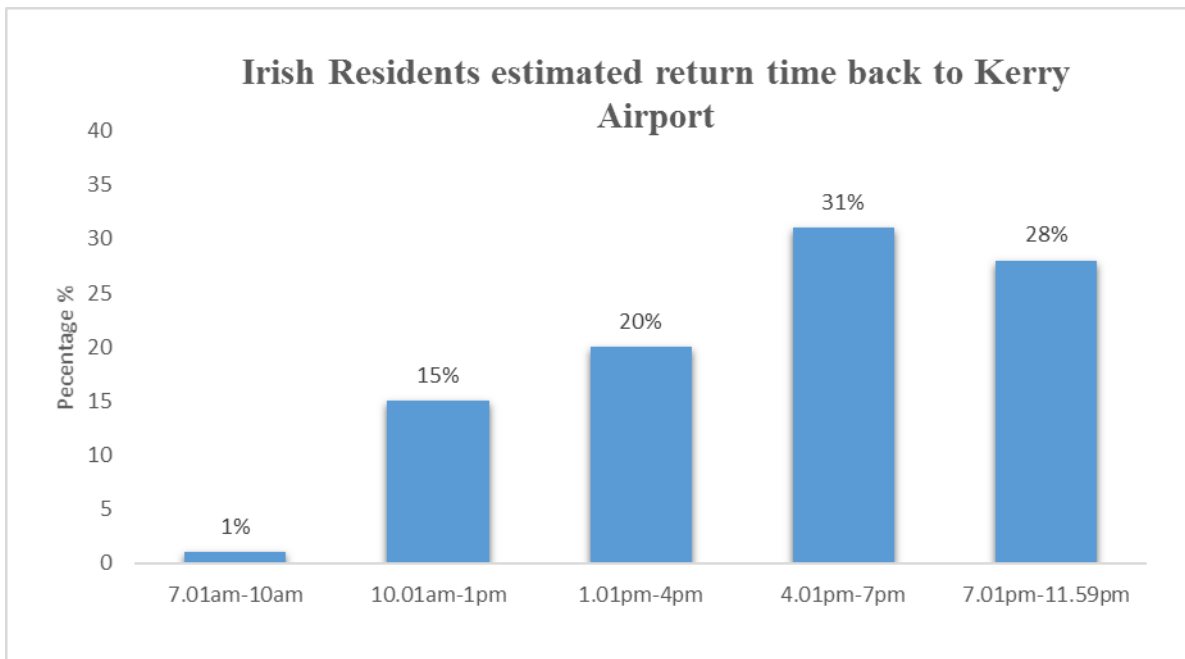
Figure 6.4 – Journey time to the Airport

Figure 6.4 gives the reported estimated journey time to Kerry Airport. Over half (59%) of the total sample had journey times of 16 minutes to 1 hour. For Irish residents, 13% had a journey time of 5-15 minutes.

Journey time to Kerry Airport at total level

Journey time to Kerry Airport by Irish resident

Journey time to Kerry Airport by visitor
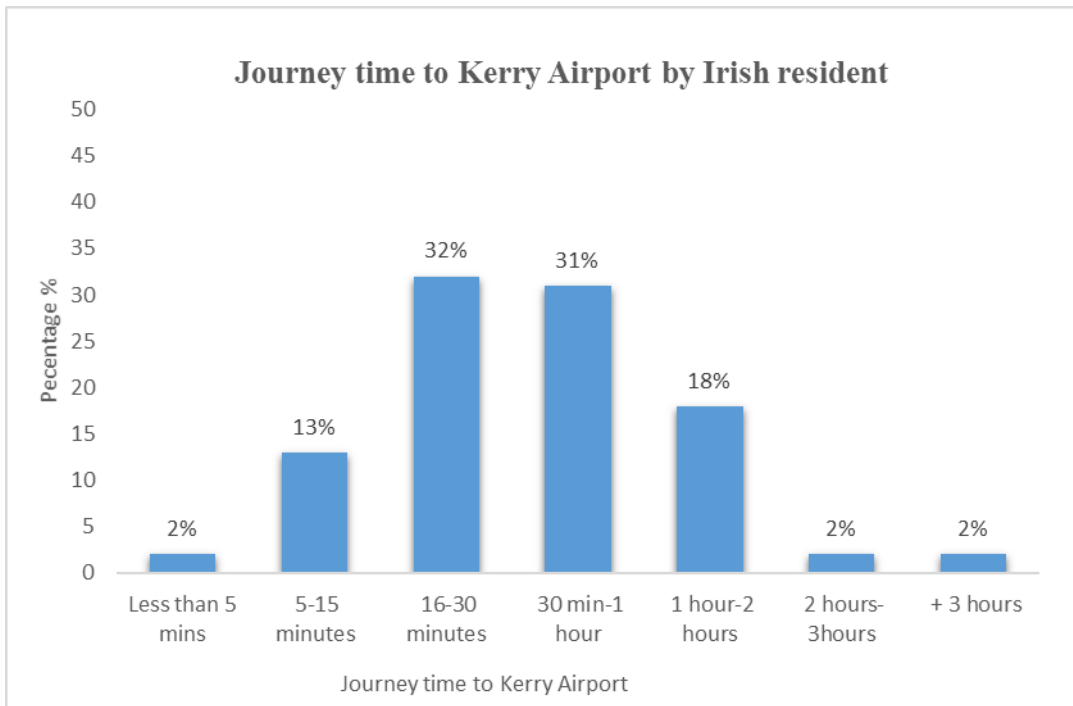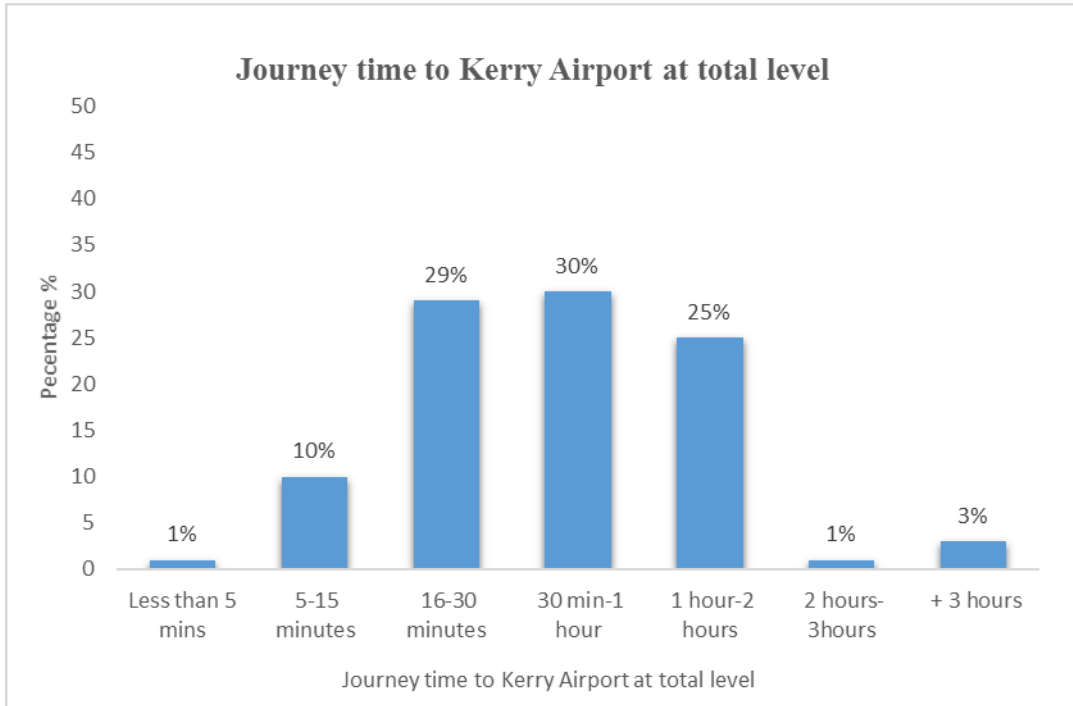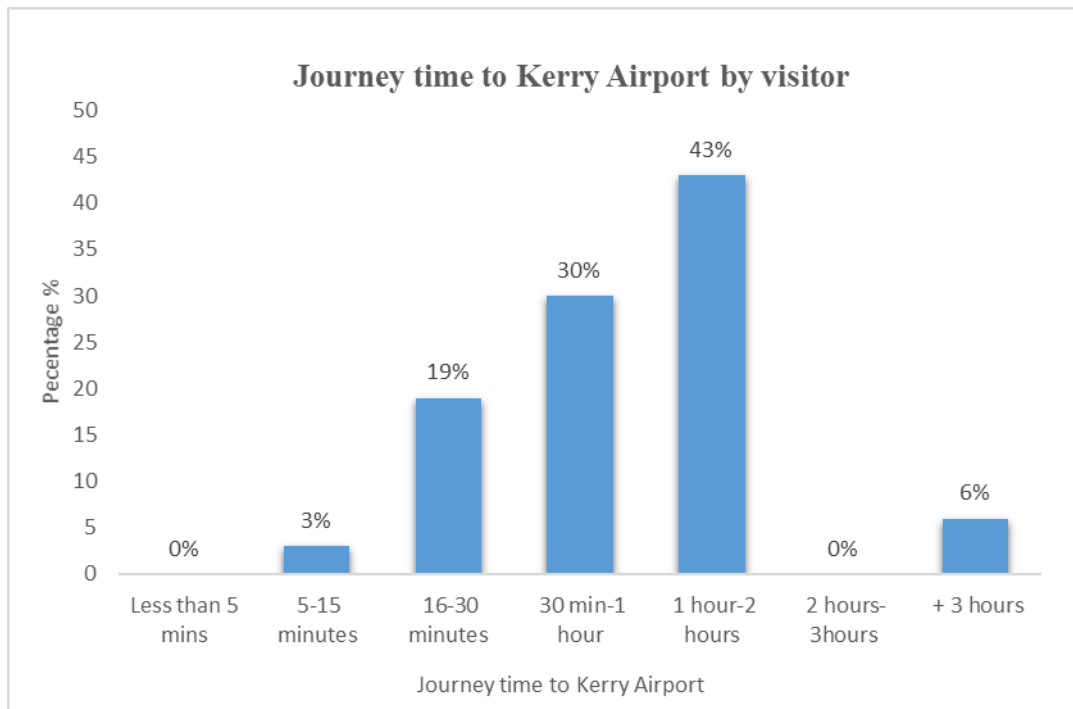
The majority of visitors had further to travel, with 43% reporting it took between 1 to 2 hours to get to the airport. However, again, it is important to remember that the base size of the visitor sample is small (n=33) so urge caution when interpreting this data.

6.4   Choice of bus service provider

Figure 6.6 shows the breakdown of passengers who travelled by bus to the Airport by their choice of bus service provider. The following Bus Service Providers were included for Kerry Airport. This list was developed in consultation with the NTA and pre coded in the questionnaire.

Public Service Obligation Buses (PSO)
Bus Eireann, Route 14 between Killarney and Limerick via Ireland Kerry Airport
Bus Eireann, Route 40 between Tralee, Killarney, Cork, Waterford and Rosslare Europort via Kerry Airport
Bus Eireann, Route 271 between Killarney and Tralee via Kerry Airport

Private Buses
Dingle Shuttle Bus
Killarney Shuttle Bus

Figure 6.6 – Bus service provider

Of those who got who got travelled by bus, the majority travelled by Bus Éireann. Those who selected 'Other', when asked to specify, stated that they travelled by Private Coach from a tour bus. It's important to note here that the base size is very small with (n=7) of the total sample arriving by bus/coach to the airport. Therefore the chart below is displayed at total level, as base size too small to break down by Irish resident and visitors.
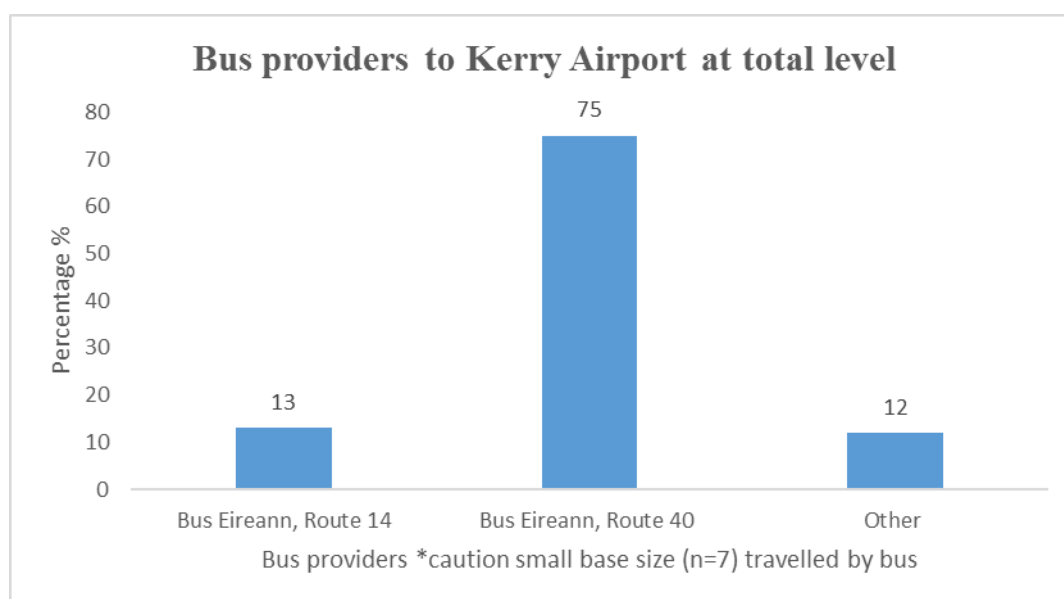
Figure 6.7 – Rail Travel

A new question was added to the State Airport survey in 2016 to ascertain if any passengers use rail travel as part of their journey to the airport. This question was also added to the Regional Airport survey. Three Irish residents in the Kerry sample had travelled by rail for any part of their journey to Kerry Airport, no visitors used rail.

6.5 Parking arrangements

Table 6.3 gives the breakdown of passengers who were driven to the airport as a passenger and if the driver drove away after dropping them off or if they parked the car and accompanied the passenger to the terminal. This question was asked of all those coded as 'Passenger in Car' at Q.8 'How did you get most of the way to the airport today?'. Almost all Irish Residents (92%) were dropped off to the airport and not accompanied to the terminal, but it was split down the middle for visitors, with half driving away, and half being accompanied to the terminal. However, it is again important to urge caution here due to the small base size of (n=8) for visitors who travelled in private car.

Table 6.3 – Private car users by those parking and not parking

Private Car	Total	%	Confidence interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	45	**86**	9.4	
Park the car and accompany you into the terminal?	7	**14**	9.4	
Total	52	100		

Private Car	Irish Resident	%	Confidence interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	40	**92**	8.1	
Park the car and accompany you into the terminal?	3	**8**	8.1	
Total	43	100		

Private Car	Visitors	%	Confidence interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	4	**54**	34.5	
Park the car and accompany you into the terminal?	4	**46**	34.5	
Total	8	100		

Car Availabilty

Of those who did not drive themselves to the airport, the table below shows whether or not they had a car/van available to drive to the airport today, and displayed on bar chart by Irish resident, visitor and total.

Table 6.4 – Car Available

Car Available?	Total	%	Confidence interval @ 95% +/-	Confidence Range %
Yes	50	**59**	10.5	
No	34	**41**	10.5	
Total	84	100		

Car Available?	Irish Resident	%	Confidence interval @ 95% +/-	Confidence Range %
Yes	32	**63**	13.3	
No	19	**37**	13.3	
Total	51	100		

Car Available?	Visitors	%	Confidence interval @ 95% +/-	Confidence Range %
Yes	17	**53**	17.0	
No	16	**47**	17.0	
Total	33	100		

Car Availability at Total Level

59%

41%

Pecentage %

Yes

No

Car availability of those who didn't drive to Kerry Airport

Car Availability by Irish Residents

63%

37%

Yes

No

Car availability of those who didn't drive to Kerry Airport

Car Availability by Visitors

53%

47%

Yes

No

Car availability of those who didn't drive to Kerry Airport

6.6 Nationality of visiting passengers

Figure 6.8 gives a breakdown of the country of residence of surveyed passengers who had visited Ireland. Almost half (47%) of the visitor sample surveyed were from Germany. The chart below displays all the nationalities interviewed over the fieldwork period in Kerry Airport

Figure 6.8 Country of residence of visiting passengers

Country of Residence of Visitors
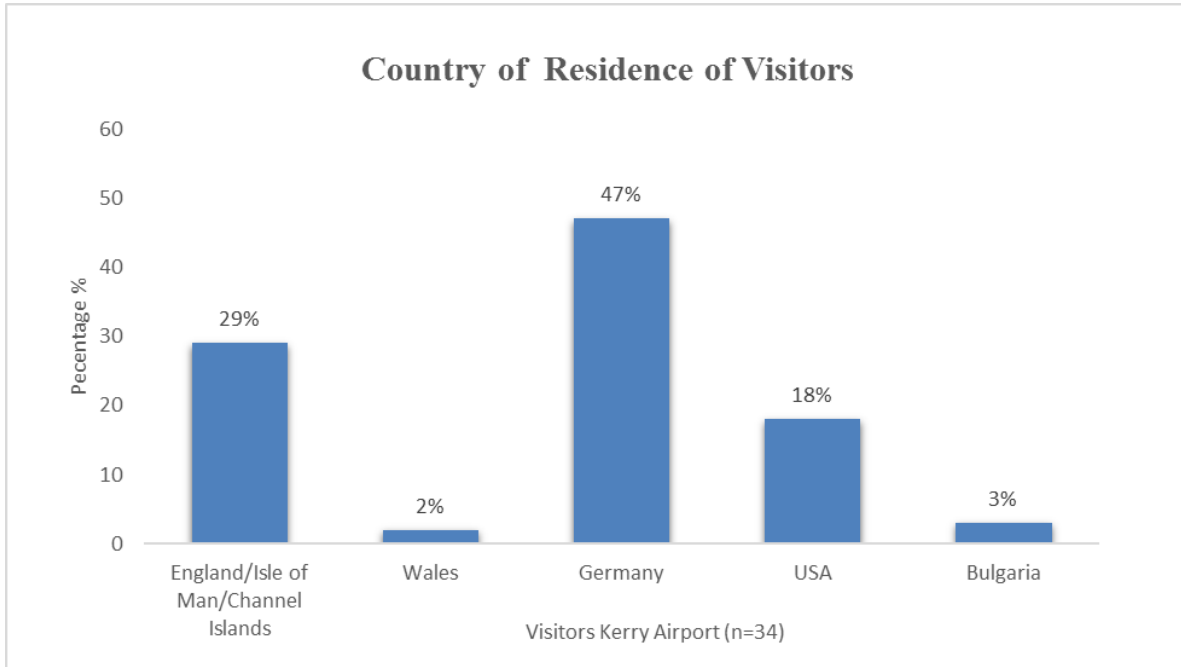
6.7 Trip purpose

Table 6.5 gives a breakdown of trip purpose for Irish residents and visitors.

Table 6.5 Purpose of trip abroad (Irish Residents) and trip to Ireland (Visitors)

Trip Purpose	Total Passengers	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	63	**52**	8.9	
Business/Work	37	**30**	8.2	
Visit Relatives/Family	19	**16**	6.5	
To Emigrate	1	**1**	1.8	
Other	1	**1**	1.8	
Total	121	100		

Trip Purpose	Irish Residents	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	41	**47**	10.5	
Business/Work	26	**30**	9.6	
Visit Relatives/Family	18	**21**	8.6	
To Emigrate	1	**1**	2.1	
Other	1	**1**	2.1	
Total	87	100		

Trip Purpose	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	22	65	16.0	
Business/Work	11	32	15.7	
Visit Relatives/Family	1	3	5.7	
To Emigrate	0	0	0	
Other	0	0	0	
Total	34	100		

Figure 6.5 Purpose of trip abroad (Irish Residents) and trip to Ireland (Visitors)

Figure 6.5 illustrates the trip purpose at total level in percentage terms and purpose percentage of Irish residents and visitors.

Trip Purpose – Visitors

Trip Purpose - Kerry Airport
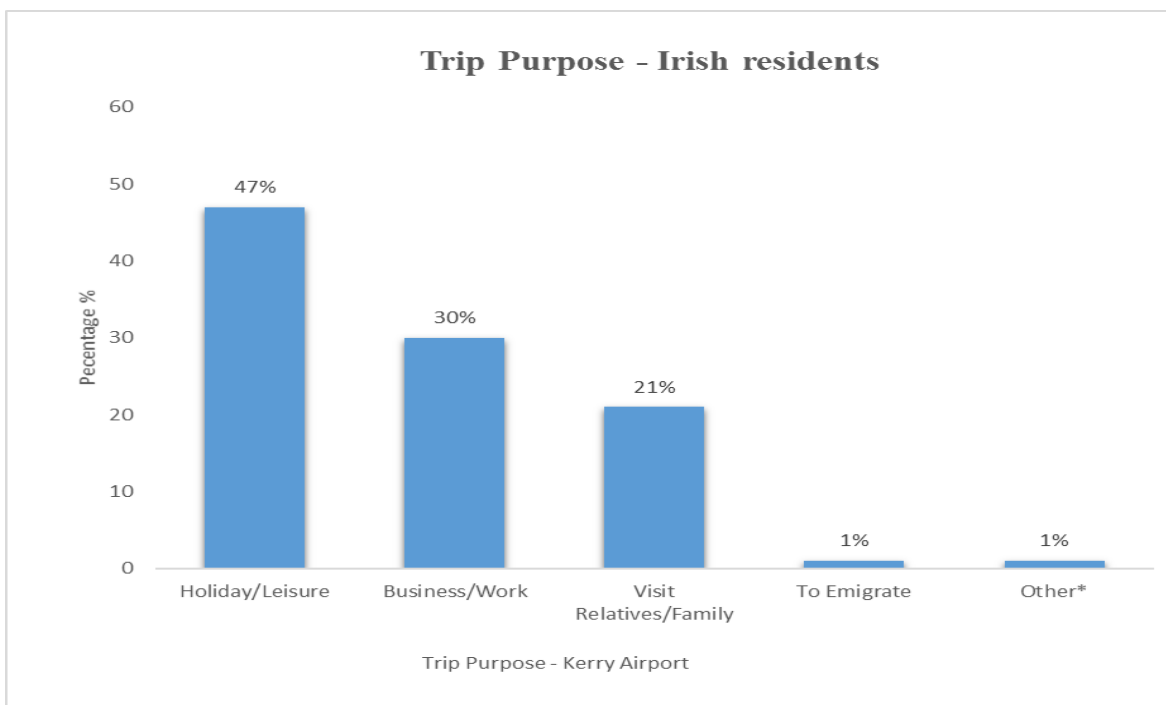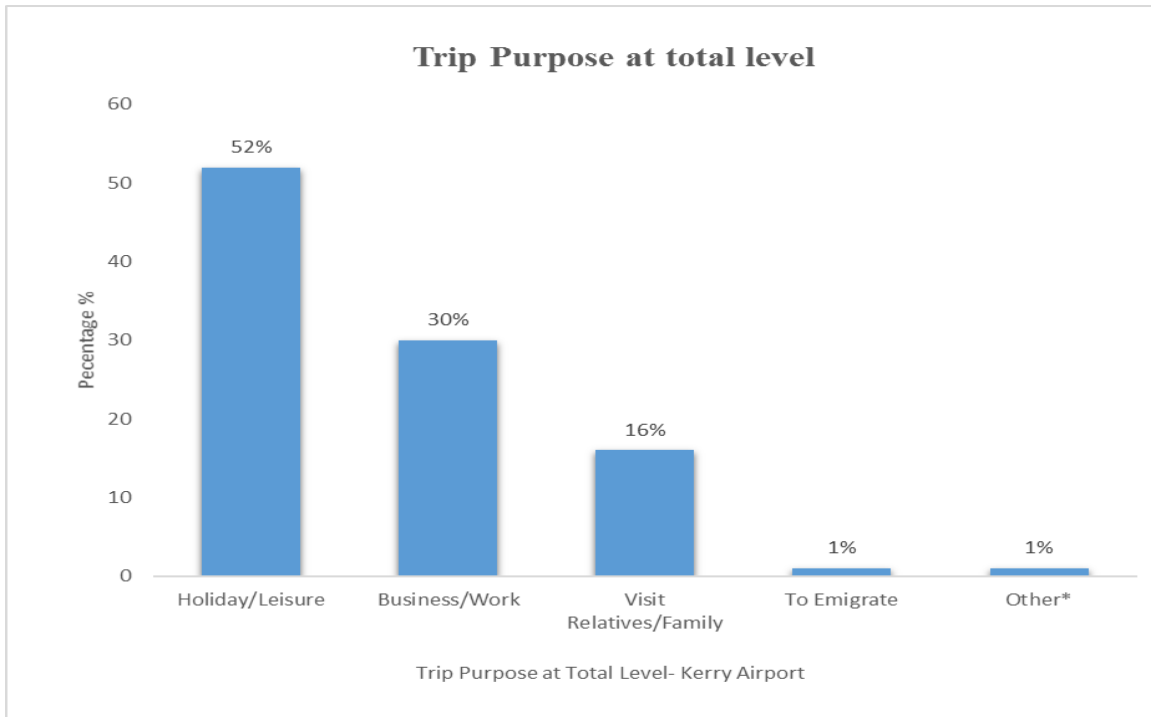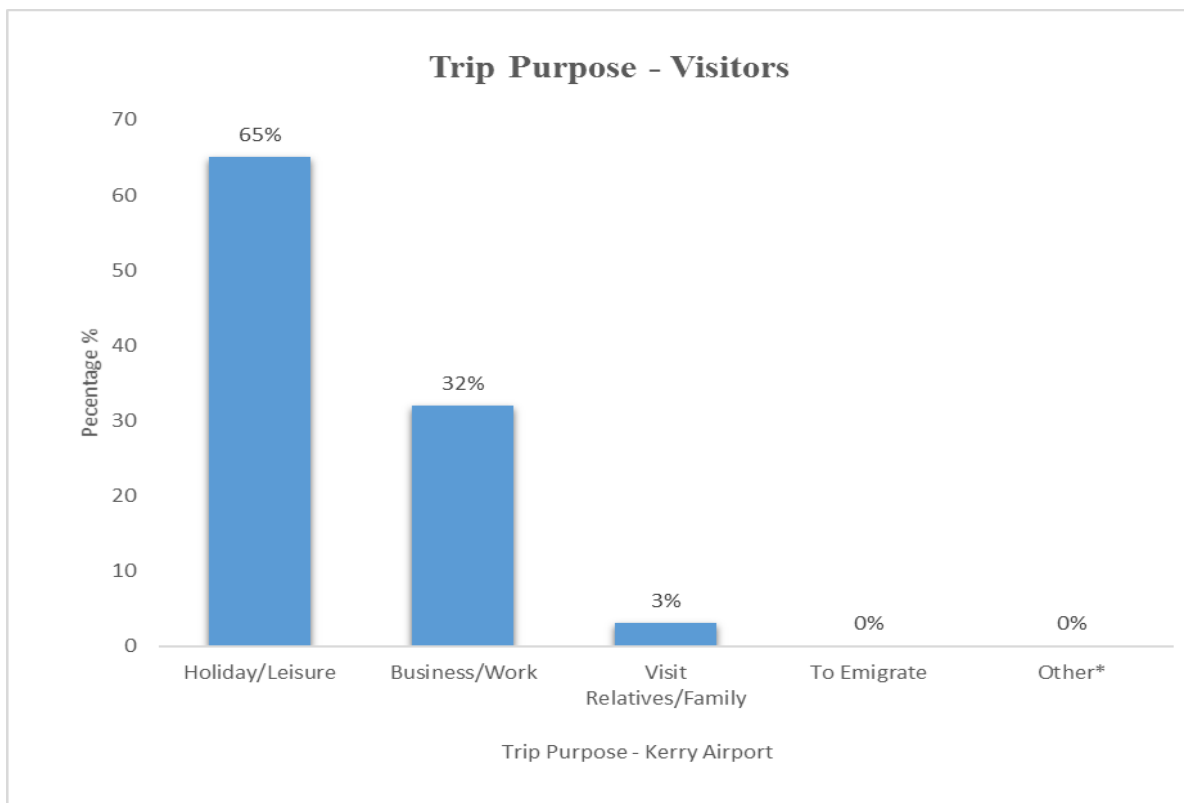
6.8 County of Origin

Table 6.7 below shows the origin county of passengers on the day of the interview. The question was added to Regional Airport survey to capture the county that passengers began their journey to the airport from.

As would be expected, the highest proportion of passengers are travelling to the airport from the Kerry area (86%), followed by Cork (7%) and Limerick (5%).

County of Origin	Total Level %	Irish Residents %	Visitors %
Clare	1	0	3
Cork	7	6	8
Dublin	1	1	0
Kerry	86	87	84
Limerick	5	5	6
Total	**100**	**100**	**100**

7. Summary of Key Findings – Kerry

- In Kerry airport 35-54 year olds represented a higher proportion than any other age group at 46%, followed closely by 18-34 group which represented 34% of the sample.

- There was no quota enforced on passenger breakdown, it was left to fall out naturally, resulting in 72% Irish residents and 28% visitors, 36% males and 64% females.

- The largest proportion of visitors were from Germany (47%), followed by the UK (31%) and 18% of the sample from USA. Again, it is important to note here that the sample size for visitors at Kerry airport is small (n=34) so caution should be taken when interpreting results.

- The main purpose of travel for Irish residents was Holiday/Leisure at 47%, followed by Business/Work Purposes (30%) and visiting Relatives/Family (21%). For overseas visitors, we see over two-thirds (65%) of the sample being here for Holiday/Leisure, and 32% visiting for Business/Work.

- In terms of transport mode share used for travelling to Kerry airport, at total level 73% travelled by private car, 4% by taxi, 15% by rental car and 6% by bus/coach. Irish residents are more likely to travel to Kerry airport by private car (91%) than overseas visitors (27%) who use more taxis (16%), rental cars (47%) or bus/coach (16%).

- Among those travelling by bus, the majority travelled by Bus Éireann (88%) on Route 14 and 40. Again, only a small proportion (n=7) of total sample travelled by Bus/Coach, with visitors accounting for five of these.

- Eighty-six percent of all passengers who travelled in a private car were dropped off rather than accompanied into the terminal; 92% of Irish residents and 54% of visitors. Of those who did not drive to the airport, 59% had a car available, 63% among Irish residents and 53% for visitors.

- For travel time, the majority of visitors had further to travel compared to Irish residents, with 43% reporting it took between 1-2 hours to get to the airport.

- The busiest time periods for arrival to Kerry airport for outgoing flights is 10am-1pm, with 53% of the total sample arriving at that time.

Survey Sample – Donegal

8.1 Number of passengers surveyed

The chart below shows the breakdown of interviews completed by day of week, showing that a total of 69 interviews were conducted in Donegal over the survey period.
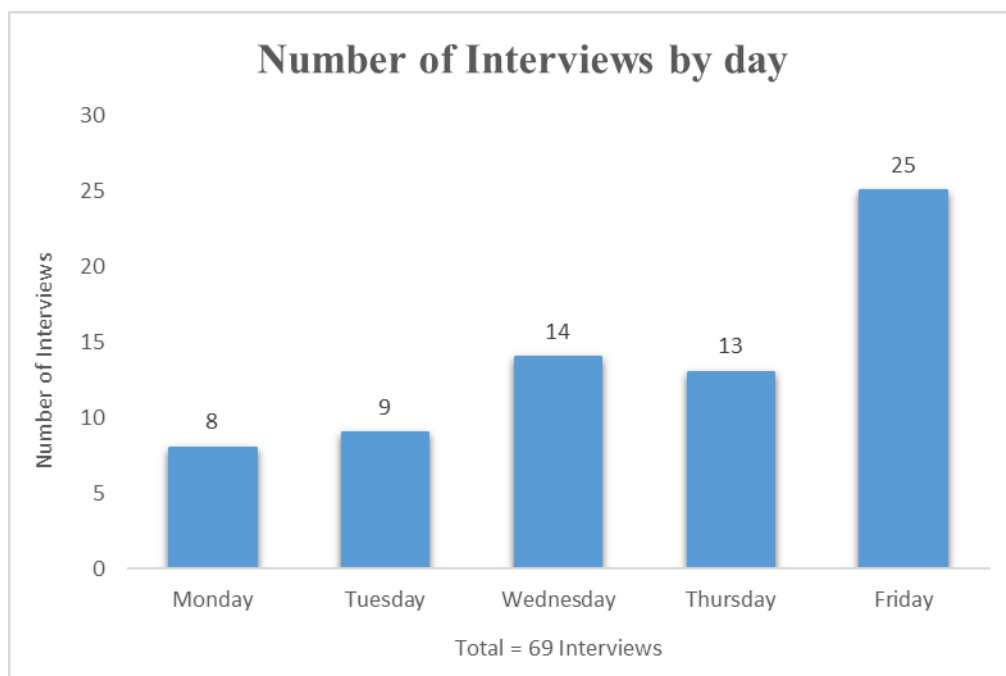
8.2 Sample by nationality

Interviewers were instructed to interview any passengers in departure gates or departure areas from Ireland, both Republic and Northern Ireland, and overseas visitors, bar passengers in transit. The table below shows the breakdown of the sample in Donegal.

		%	Confidence Interval @ 95% +/-	Confidence Range %
Irish Resident	62	**90**	7.1	
Visitors	7	**10**	7.1	
Total	69	100		

Sample by Country of Residence

The Figure 8.2 shows the breakdown of participating passengers by residence. The majority (90%) of respondent surveyed were Irish residents.
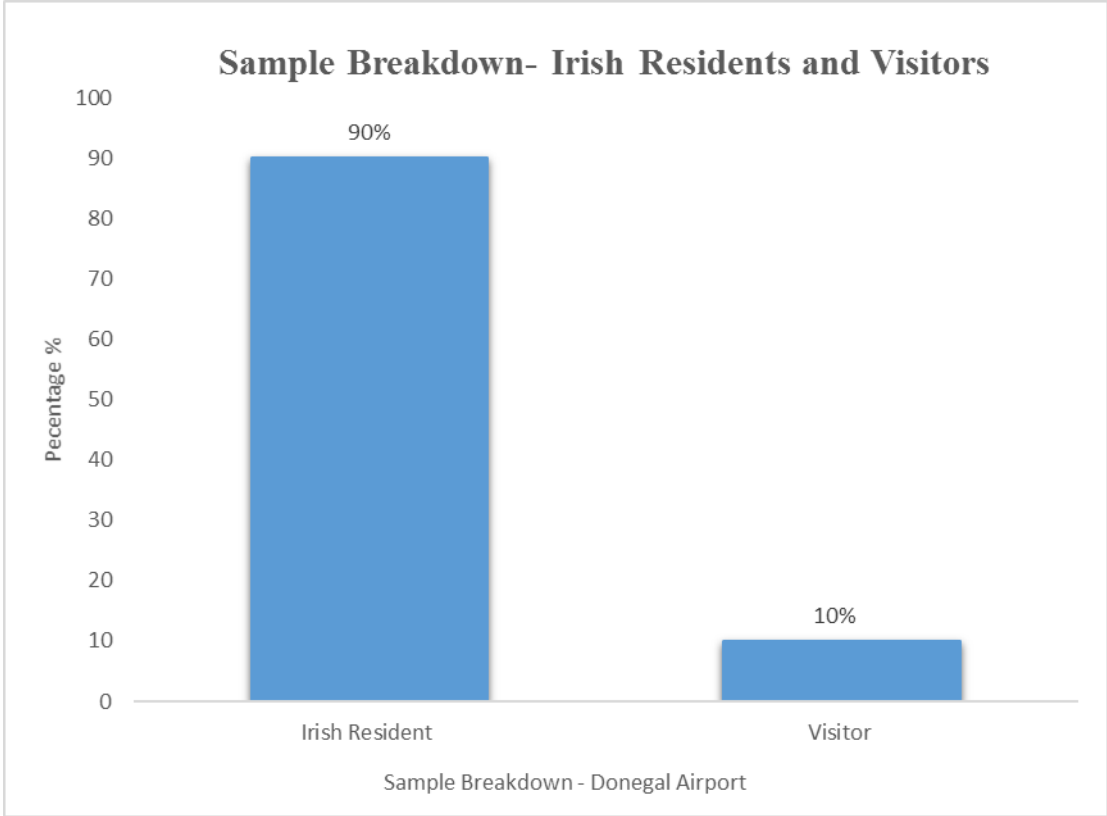
8.3 Sample by Gender and Age

The Figure 8.3 shows the breakdown of participating passengers by gender at total level.

Figure 8.3 – Gender profile of survey participants
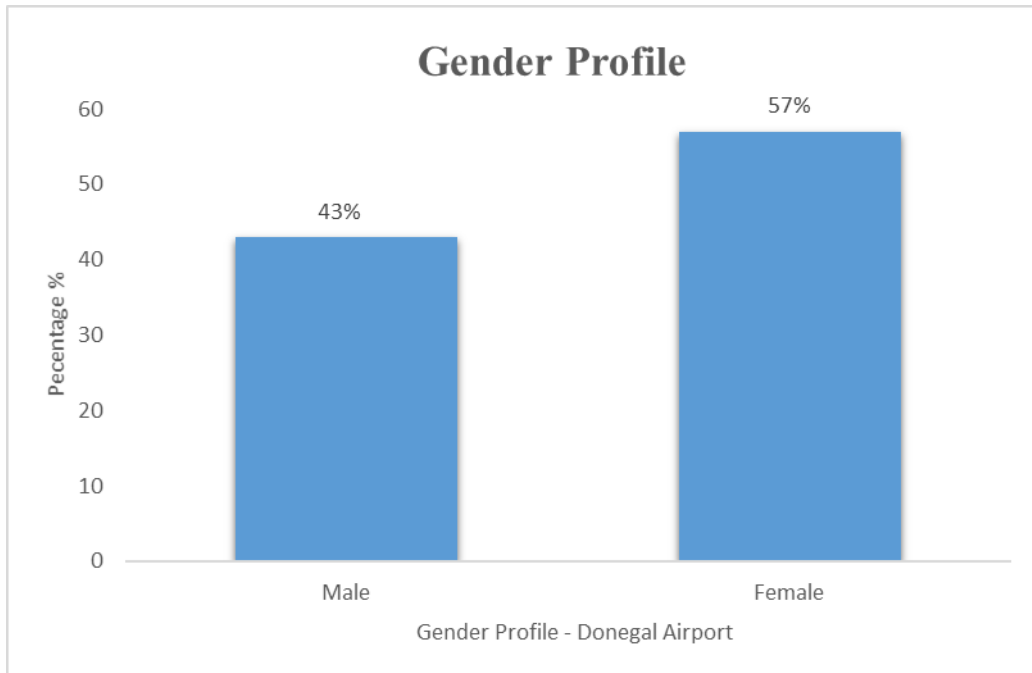
Figure 8.4 – Age profile of survey participants

Figure 8.4 shows the age profile of participating passengers.
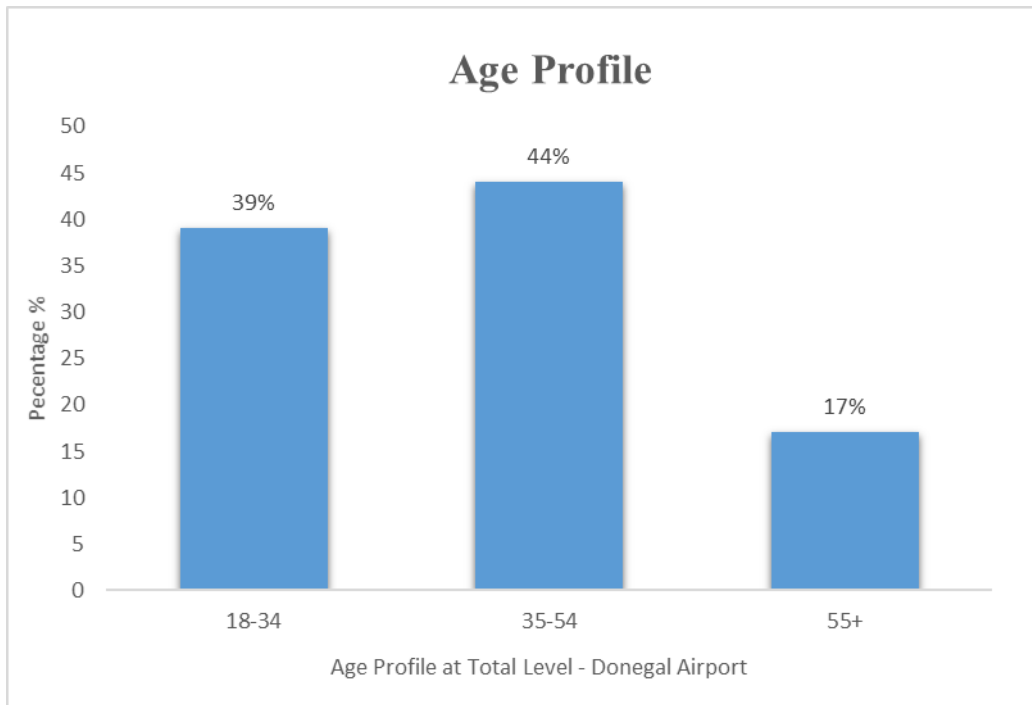
9. Main Survey Findings

9.1   Introduction

This chapter summarises the main survey findings under the following headings:

- Mode of travel

- Passenger arrival and departure times and journey times to the Airport,

- Origins of passengers travelling to the Airport – i.e. the patterns of travel,

- Choice of bus service provider,

- Nationality of visiting passengers,

- Purpose of trip abroad (Irish residents) and of trip to Ireland (Non-Irish residents),

- Trip duration

9.2 Mode of travel and reason for mode choice

Table 9.1 shows the number of passengers who travelled to the Airport by each mode, broken down by Irish residents and visitors. Due to the small base size (overall n=69 for Visitors and Irish Residents), mode share has been displayed in the Donegal sample charts at total level only, but the breakdown per cohort is displayed on the tables below.

Table 9.1 – Mode of travel to the Airport

Mode	Total	%	Confidence Interval @ 95% +/-	Confidence Range %
Bus/Coach	0	0	0	
Taxi	2	3	4.0	
Passenger in Car	56	81	9.3	
Drove own Car/Van	9	13	7.9	
Rental Car/Van	2	0	0	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	0	0	0	
Total	69	100		

Mode	Irish Resident	%	Confidence Interval @ 95% +/-	Confidence Range %
Bus/Coach	0	0	0	
Taxi	2	4	4.9	
Passenger in Car	49	79	10.1	
Drove own Car/Van	9	15	8.9	
Rental Car/Van	2	3	4.2	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	1	0	0	
Other (Please Specify)	0	0	0	
Total	62	100		

Mode	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range %
Bus/Coach	0	0	0	
Taxi	0	0	0	
Passenger in Car	7	100	0	
Drove own Car/Van	0	0	0	
Rental Car/Van	0	0	0	
Hotel Shuttle Bus	0	0	0	
Motorcycle	0	0	0	
Bicycle	0	0	0	
On Foot	0	0	0	
Other (Please Specify)	0	0	0	
Total	7	100		

Figure 9.1 – Mode share of passengers to the Airport
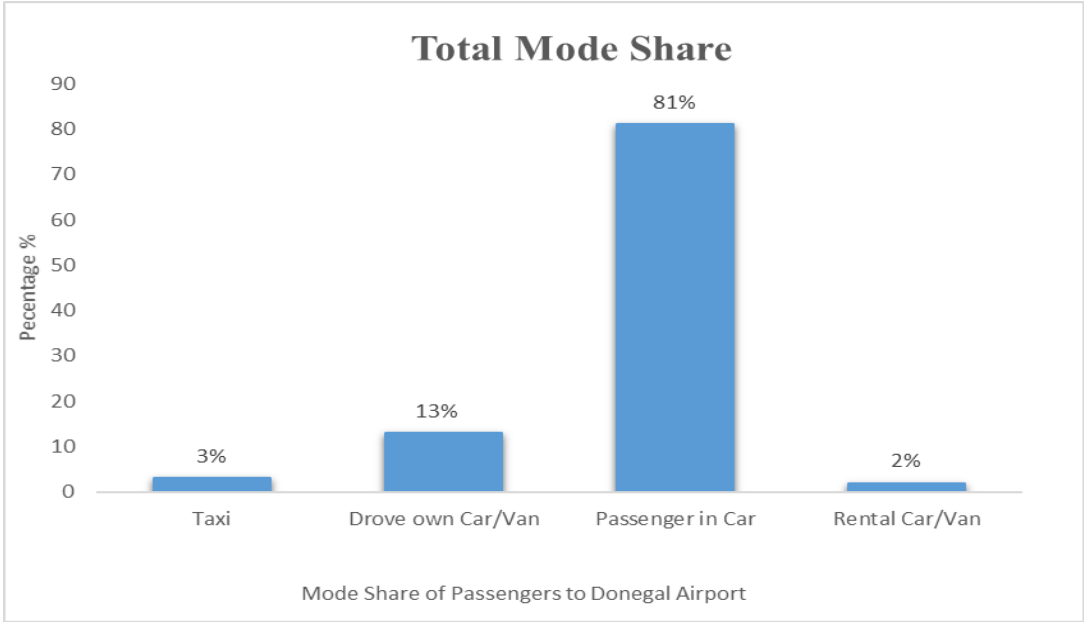
The total sample interviewed in Donegal travelled by car to the airport, either in a private car (94%), rental car (2%) or taxi (3%). Over four fifths (81%) of the sample travelled as passengers in a car/van. No one used Bus/Coach to get to Donegal airport.

9.3   Arrival and departure profiles and travel times

Figure 9.2 gives the time profile of passengers arriving at Donegal Airport at total level. Over a third of respondents (36%) arrived at the airport before 6am.

Figure 9.2 – Time profile of arrivals at the Airport
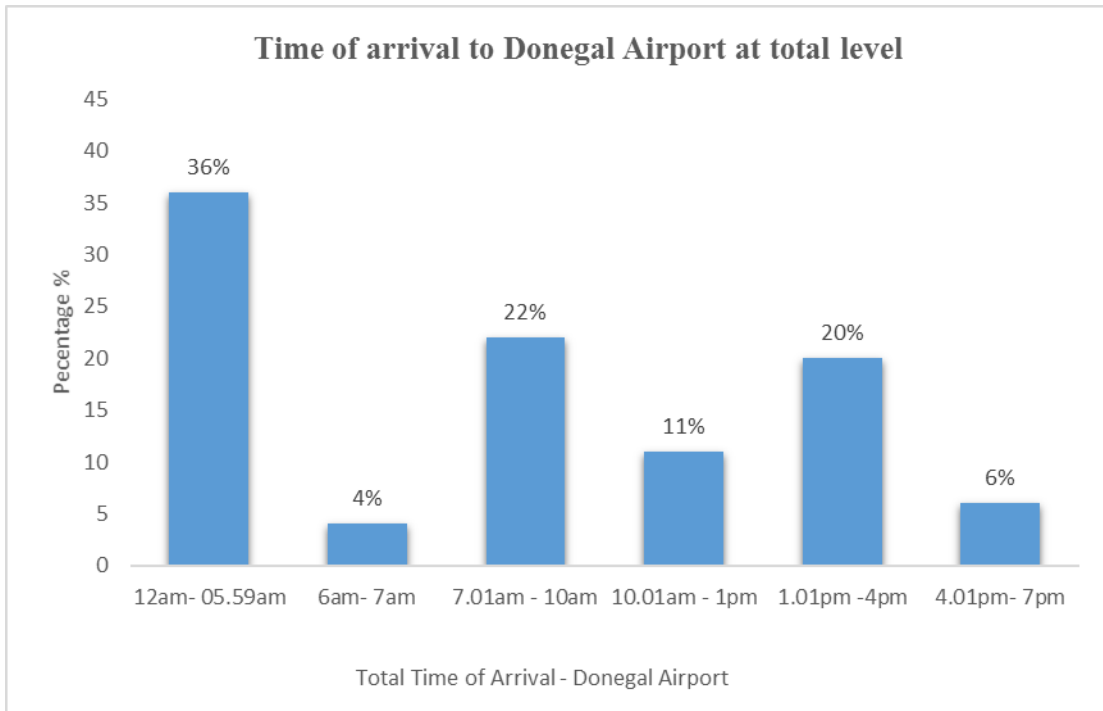
Figure 9.3– Irish residents estimated return time back to the Airport

Irish Residents estimated return time back to Donegal Airport

Visitors estimated arrival time at Donegal airport on incoming journey

*Caution small base size (n=7)
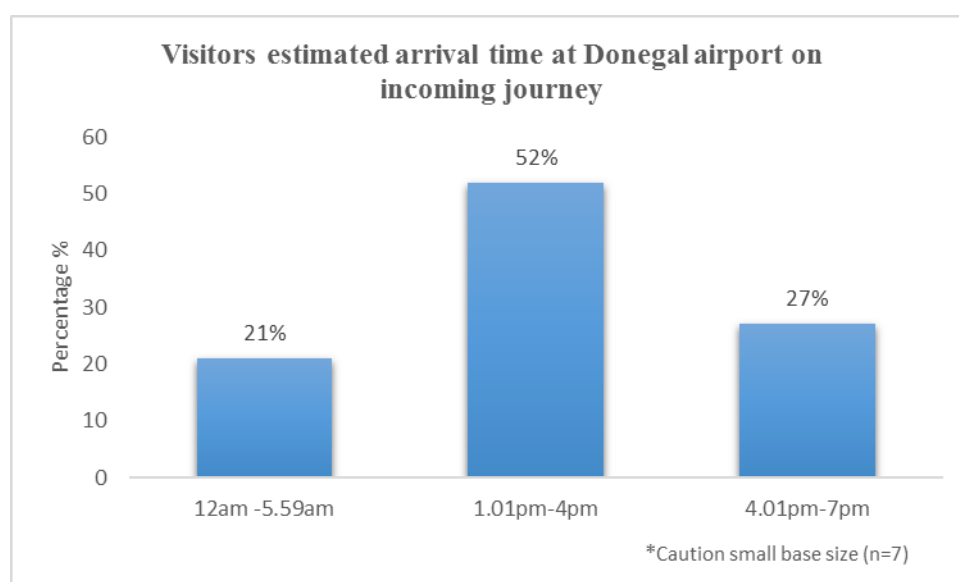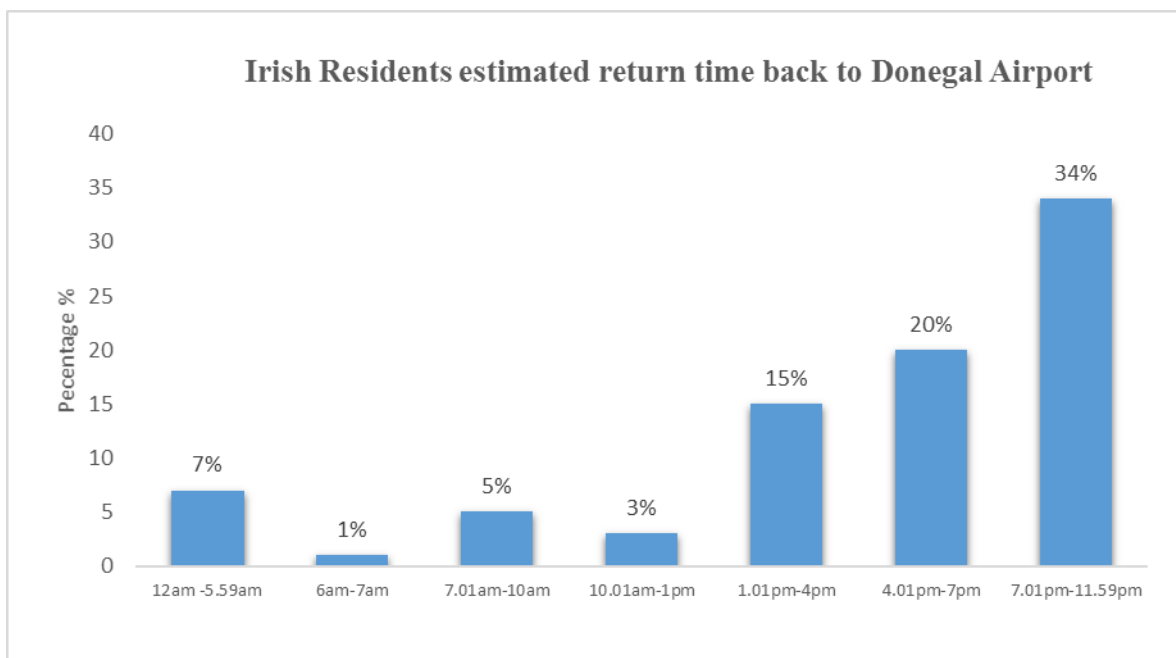
Thirty-four percent of Irish residents estimate that they will arrive back to the airport in the evening from 7pm onwards. An almost equal proportion (35%) estimate that they will arrive back between 1pm – 7pm. Over half (52%) of the visitors interviewed estimated that they arrived at Donegal airport in the afternoon on their incoming journey. It is important to note here that the base size for visitors in Donegal is very small with (n=7) respondents. On this chart, it was decided to only display the time segments that were relevant to the visitors answers.

Figure 9.4 – Journey time to the Airport

Figure 9.4 gives the journey time to Donegal Airport at total level.

Journey time to Donegal Airport at total level
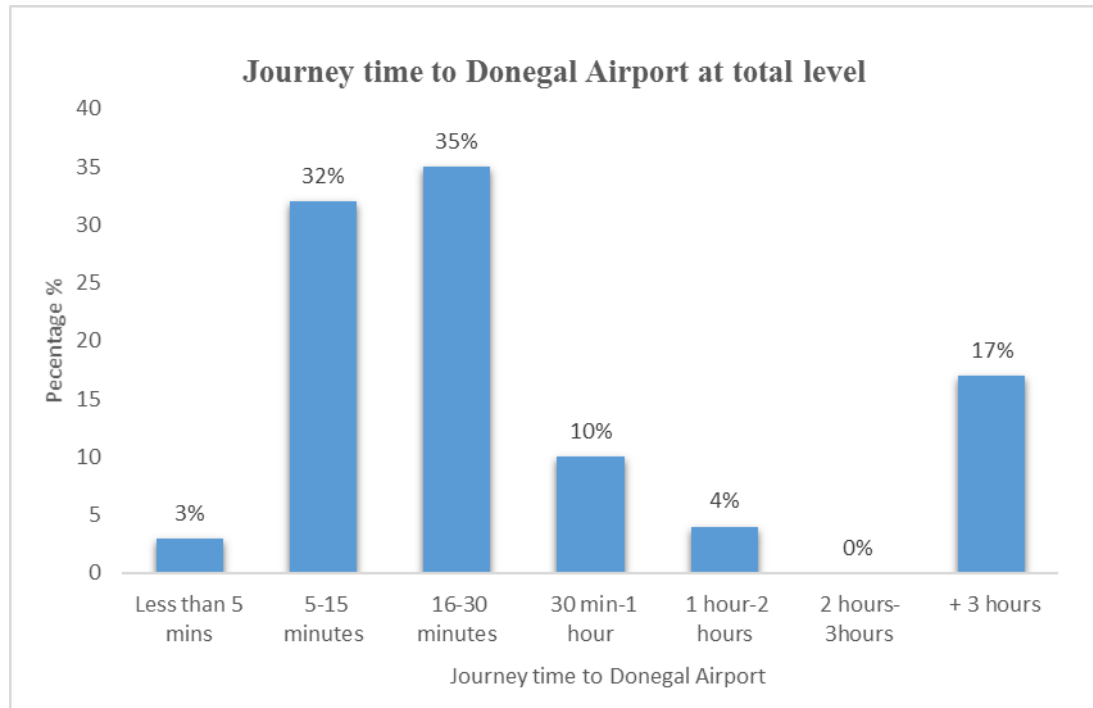
At total level, over two-thirds (67%) of passengers took between 5-30 minutes to travel to Donegal airport. Compared to Ireland West and Kerry airports, Donegal had the largest proportion of passengers with long journey times of over 3 hours (17%).

Choice of bus service provider

A question was included to ask about bus service providers used to travel to Donegal airport. The agreed list was finalised in consultation with the NTA and pre coded in the questionnaire;

Crónán Mac Pháidín

Other

Out of the (n=69) sample for Donegal, no one used a bus to get to Donegal Airport.

Rail Travel

A new question was added to the survey in 2016 to ascertain if any passengers use rail travel as part of their journey to the airport. No one interviewed in Donegal had used rail for any part of their journey.

9.5   Parking arrangements

Table 9.3 gives the breakdown of passengers who were driven to the airport as a passenger and if the driver drove away after dropping them off or if they parked the car and accompanied the passenger to the terminal. This question was asked of all those coded as 'Passenger in Car' at Q.8 'How did you get most of the way to the airport today?'.

Table 9.3 – Private car users by those parking and not parking

Private Car	Total	%	Confidence Interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	47	**84**	9.6	
Park the car and accompany you into the terminal?	9	**16**	9.6	
Not applicable	0	**0**	0	
*Total	56	100		

Private Car	Irish Resident	%	Confidence Interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	41	**84**	10.3	
Park the car and accompany you into the terminal?	8	**16**	10.3	
Not applicable	0	**0**	0	
*Total	49	100		

Private Car	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range %
Drive away after dropping you?	6	**86**	25.7	
Park the car and accompany you into the terminal?	1	**14**	25.7	
Not applicable	0	**0**	0	
*Total	7	100		

A similar pattern is seen across the board between Irish residents and visitors with the majority of passengers being dropped off and not accompanied to the terminal. This is displayed at total level in the chart below.

Parking and Drop off arrangements- Total Level

84%

16%

Drove away — Parked and accompanied

Private car users by those who parked or drove away - Donegal Airport
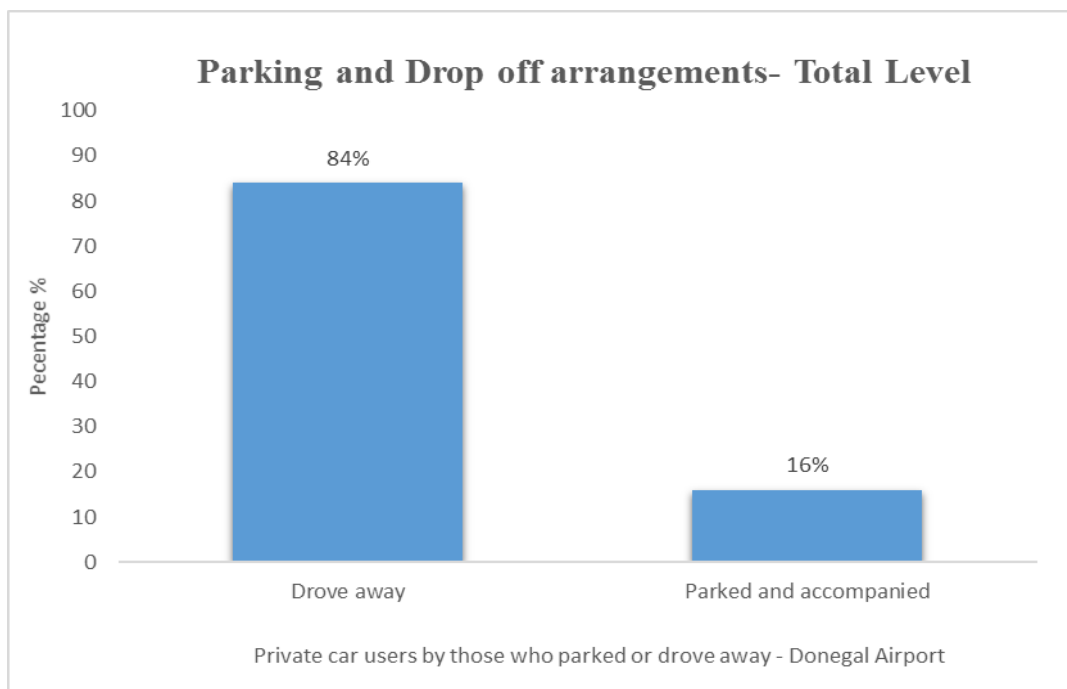
Table 9.4 Of those who did not drive themselves to the airport, the table below shows whether or not they had a car/van available to drive to the airport today, and the chart displays the data at total level. The majority (70%) of respondents did not have a car available to drive to the airport.

Table 9.4 – Car Available

Car Available?	Total	%	Confidence Interval @ 95% +/-	Confidence Range
Yes	18	**30**	11.6	
No	42	**70**	11.6	
*Total	60	100		

Car Available?	Irish Resident	%	Confidence Interval @ 95% +/-	Confidence Range
Yes	17	**32**	12.6	
No	36	**68**	12.6	
*Total	53	100		

Car Available?	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range
Yes	1	**14**	25.7	
No	6	**86**	25.7	
*Total	7	100		

Car Availability at Total Level

Car availability of those who didn't drive to Donegal Airport at total level

9.6   Nationality of visiting passengers

Figure 9.7 gives a breakdown of the country of residence of passengers who had visited Ireland. Again, it is important to note the small sample size here (n=7). The respondents interviewed in Donegal Airport were all from Scotland (89%) bar one respondent who was from England/Isle of Man/Channel Islands. The breakdown of visitors by nationality is available in the appendix in table format.

Figure 9.7 Country of residence of visiting passengers
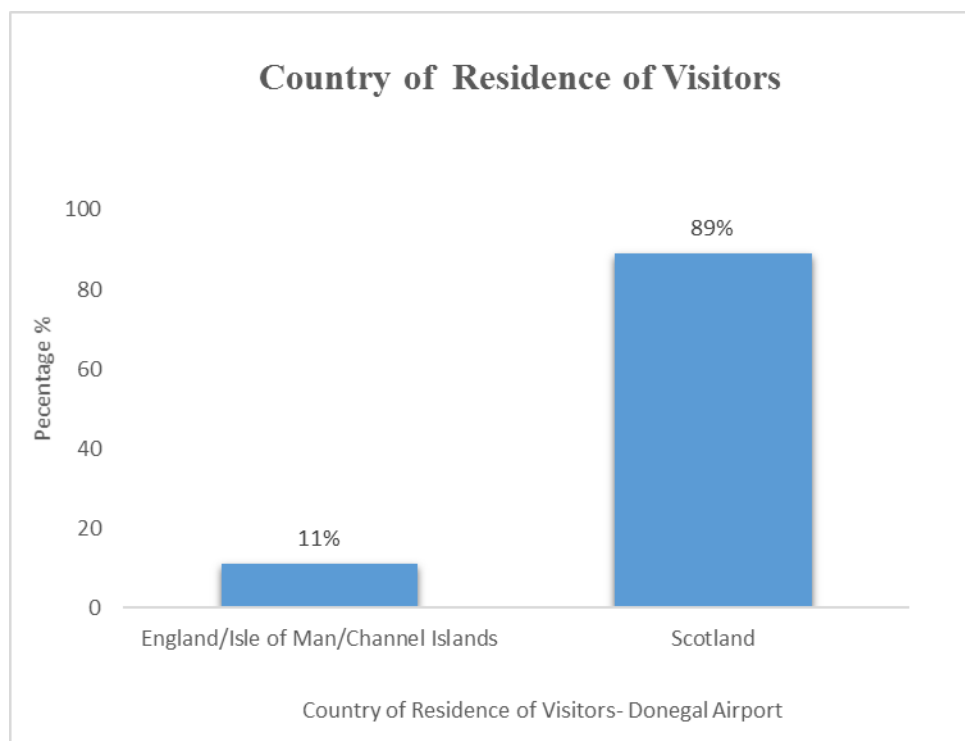
9.7   Trip purpose

Table 9.5 gives a breakdown of trip purpose for Irish residents and visitors departing from Donegal Airport. At an overall level, almost half of the passengers interviewed (48%) main trip purpose was visiting relatives/family. For Irish Residents, almost one-fifth (19%) had made the journey for business/work purposes, compared to none of the visitor sample. Again, it is important to note the small sample size of visitors (n=7) so urge caution when interpreting the data.

Table 9.8 Purpose of trip abroad (Irish Residents) and trip to Ireland (Visitors)

Trip Purpose	Total Passengers	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	7	**10**	7.1	
Visit Relatives/Family	33	**48**	11.8	
Business/Work	12	**17**	8.9	
To Emigrate	1	**1**	2.3	
Other	17	**24**	10.1	
Total	69	100		

Trip Purpose	Irish Residents	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	7	**11**	7.7	
Visit Relatives/Family	27	**43**	12.2	
Business/Work	12	**19**	9.7	
To Emigrate	0	**0**	0	
Other	17	**27**	11.0	
Total	63	100		

Trip Purpose	Visitors	%	Confidence Interval @ 95% +/-	Confidence Range %
Holiday/Leisure	0	**0**	0	
Visit Relatives/Family	6	**89**	23.2	
Business/Work	0	**0**	0	
To Emigrate	1	**11**	23.2	
Other	0	**0**	0	
Total	7	100		

Trip Purpose at total level

Trip Purpose at Total Level- Donegal Airport
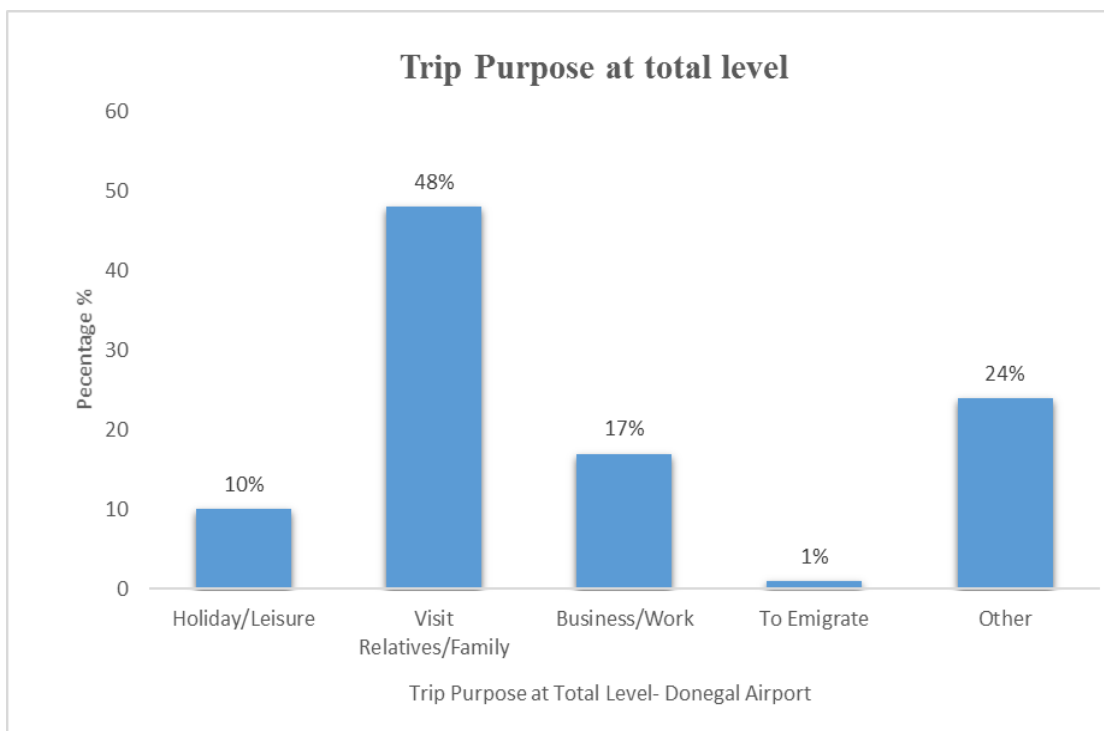
9.8   County of Origin

Table 9.9 below shows the origin county of passengers on the day of the interview. The question was added to Regional Airport survey to capture the county that passengers began their journey to the airport from.

As would be expected, the majority of passengers are travelling to the airport from the Donegal area (86%). Although the below shows that 11% of visitors travelled from Dublin, it's important to be mindful that the sample size of visitors in Donegal airport is (n=7), so urge caution when interpreting these results.

County of Origin	Total Level %	Irish Residents %	Visitors %
Donegal	99	100	89
Dublin	1	0	11
Total	**100**	**100**	**100**

8.   Summary of Key Findings Donegal

- In Donegal the highest proportion of the sample were in the 35-54 group (44%), with 39% coming from the 18-34 age group, and 17% in the older group. There were more females than males interviewed in Donegal, 57% females to 43% males.

- There was no quota enforced on passenger breakdown, it was left to fall out naturally, and over the five day survey period 90% of those interviewed were Irish residents. this is the most polarising split between the two groups across all the six airports where interviewing took place. Again, it is important to remember the small base size captured here (n=69) at total level.

- All of the visitors interviewed were from the UK, with 11% from England/Isle of Man/Channel Islands, and 89% from Scotland. There were no other nationalities interviewed.

- Holiday/leisure came out on top with 43% Irish residents and 89% visitors. Business/Work Purposes accounted for 19% of the Irish residents' sample.

- In terms of transport mode share used for travelling to Donegal airport, 81% travelled by private car, 3% by taxi, 2% by rental car and none by bus/coach. No one in the Donegal sample travelled by bus/coach or used rail as any part of their journey. All the visitor passengers interviewed travelled to the airport as a passenger in a car, suggesting perhaps that they are getting a lift to the airport with their relative/friend that they have stayed with.

- Eighty-four percent of all passengers who travelled in a private car were dropped off rather than accompanied into the terminal. Of those who did not drive to the airport, 30% had a car available, 32% among Irish residents and 14% for visitors.

- For travel time to the airport, at total level 67% of passengers travelled to the airport in 5 minutes to half an hour. Compared to the passengers interviewed in Ireland West and Kerry airports, Donegal had the highest proportion of passengers with long journey times of over 3 hours (17%). If we look at the county data, which asks which county the respondents began their journey from today, 99% of passengers began their journey in Donegal, indicating the sprawl.

- A higher proportion of visitors had a shorter journey time to the airport versus Irish residents with 23% of visitors taking 5-15 minutes to get to Shannon airport versus 4% of Irish residents. Approximately 1-2% of intending passengers take more than 3 hours to travel to Shannon airport.

- Overseas visitors are more likely to take afternoon flights, with 52% of visitors arriving at the airport between 1pm-4pm on their incoming journey. At an overall level, over a third (36%) of the passengers arrived at the airport between 12am-6am indicating early flights. The majority of Irish residents estimate that they will return back to Donegal airport in the evening with 64% of Irish residents returning between 4pm and midnight.

Appendix A

Number of passengers surveyed

Ireland West

Table A1 shows the number of passengers interviewed on each day and a calculation of the % passenger survey sample rate obtained on survey days. Interviews were conducted Monday to Friday. Interviewing times were determined by flight times.

Table A1 – Passengers surveyed in Ireland West

Day	Date	Interviews Conducted	% Sample Rate
Wednesday	16th November	35	19.89%
Thursday	17th November	32	18.18%
Friday	18th November	63	35.80%
Monday	21th November	22	12.50%
Tuesday	22th November	24	13.64%
Total		**176**	

Kerry

Table A2 shows the number of passengers interviewed on each day and a calculation of the % passenger survey sample rate obtained on survey days. Interviews were conducted Monday to Friday. Interviewing times were determined by flight times.

Table A2 – Passengers surveyed in Kerry

Day	Date	Interviews Conducted	% Sample Rate
Wednesday	16th November	24	19.83%
Thursday	17th November	24	19.83%
Friday	18th November	39	32.23%
Saturday	19th November	4	3.31%
Monday	21th November	23	19.01%
Tuesday	22th November	7	5.79%
Total		121	

DONEGAL

Table A3 shows the number of passengers interviewed on each day and a calculation of the % passenger survey sample rate obtained on survey days. Interviews were conducted Monday to Friday. Interviewing times were determined by flight times.

Table A3 – Passengers surveyed in Donegal

Day	Date	Interviews Conducted	% Sample Rate
Wednesday	16th November	14	20.29%
Thursday	17th November	13	18.84%
Friday	18th November	25	36.23%
Monday	21th November	8	11.59%
Tuesday	22th November	9	13.04%
Total		**69**	

Appendix B
Survey Questionnaires

Q. A1 Interviewer Record Airport

1: Knock   **Continue to QA**

2: Kerry (Farranfore)   **Continue to QA**

3: Donegal (Carrickfinn)   **Continue to QA**

INTRODUCTION

INTERVIEWER: **READ OUT**

SCRIPTER: INTRODUCTION SCREEN

Good morning/afternoon/evening. I'm _____ from Millward Brown. We are carrying out a survey on behalf of the NTA with airport passengers who are   departing the airport today. The survey will take 4-5 minutes and I'd be grateful for your help in answering some questions.

Q.S1 Are you willing to take part in the survey?

1 Yes - continue

2 No   - **Respondent does not fit criteria. Please select NEXT to continue and close out of survey**

Q.S2 Have you completed this survey earlier this week?

1 Yes - go to QS3

2 No - go to Q S4

QS3 Did you travel at the same time of the day and by the same main mode of transport?

1 Yes **– Respondent does not fit criteria. Please select NEXT to continue and close out of survey**

2 No – go to S4

Q. S4 Are you travelling by plane today (day of interview)

1 Yes

2 No   - **CLOSE**

Q. A   Are you a resident of Republic of Ireland, Northern Ireland, visiting Ireland or are you transferring between flights?

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

1: Resident of Republic of Ireland   **Continue to Q1**

2: Resident of Northern Ireland   **Continue to Q1**

3: Visiting Ireland   **Continue to QB**

4: In transit / transferring   **CLOSE**

Q. B   Where do you currently live?

INTERVIEWER: Record Country, Scroll for full list

SCRIPTER: LIST PROVIDED

FILTER: ASK QA Code 3

1.ROI	13. Austria	25. Hong Kong / Macau	37. New Zealand	49. South Korea
2. Northern Ireland	14. Brazil	26. Hungary	38. Nigeria	50. Spain
3. Eng/IoM/ Ch Isl	15. Bulgaria	27. Iceland	39. Norway	51. Sweden
4. Scotland	16. Canada	28. India	40. Pakistan	52. Switzerland
5. Wales	17. Ctr America/ Mexico	29. Italy	41. Philippines	53. Taiwan
6. France	18. China	30. Japan	42. Poland	54. Turkey
7. Germany	19. Cyprus	31. Latvia	43. Portugal	55. Other European
8. Belgium	20. Czech Rep	32. Lithuania	44. Romania	56. Other Asia
9. Holland	21. Denmark	33. Luxembourg	45. Russia	57. Other SA
10. USA	22. Estonia	34. Malaysia / Singapore	46. Slovakia	58. Other Africa
11. Argentina	23. Finland	35. Malta	47. Slovenia	59. Other (Specify)
12. Australia	24. Greece	36. Middle East	48. South Africa	

Q. C Are you travelling on to anywhere else by plane, out of Ireland, on this trip today?

SCRIPTER: SINGLE CODE

FILTER: ASK ALL

1 Yes

2 No

Q. 1 What is your flight number?

INTERVIEWER: Record Flight Number

SCRIPTER: Allow up to six digits/letters

FILTER: ASK ALL

Q. 2 How many passengers are travelling in your group including you?

INTERVIEWER: Record number of passengers, including respondent

SCRIPTER: Allow up to 3 digits

FILTER: ASK ALL

Q.3   Did you stay 'overnight' at a hotel/B&B/hostel en route to this airport?

INTERVIEWER: SINGLE CODE ONLY

SCRIPTER: SINGLE CODE

FILTER: ALL

    1: Yes   - continue to Q4b

    2: No   - continue to Q4a

Q.4a From what address did you begin your journey to the airport today? Please be assured that we don't link any addresses to individual surveys, we only ask addresses to assess where people travel to the airport from.

INTERVIEWER: Record Address, Street/Road, City/Town/Village, Townland (if rural), County, Postcode (if known) **RECORD THE COUNTY Scroll down for full list**

SCRIPTER: Text box FOR MAIN ADDRESS

FILTER: Those who code 2 @ Q3

COUNTY

1 Carlow

2 Cavan

3 Clare

4 Cork

5 Donegal

6 Dublin

7 Galway

8 Kerry

9 Kildare

10 Kilkenny

11 Laois

12 Leitrim

13 Limerick

14 Longford

15 Louth

16 Mayo

17 Meath

18 Monaghan

19 Offaly

20 Roscommon

21 Sligo

22 Tipperary

23 Waterford

24 Westmeath

25 Wexford

26 Wicklow

27 Northern Ireland (BREAKOUT 6 COUNTIES)

Q.4b   From which Hotel/B&B/Hostel address did you begin your journey to the airport today?

INTERVIEWER: Record Hotel or B&B Address, Street/Road, City/Town/Village, local town, County,

Scroll down for full list

SCRIPTER: Text boxes

FILTER: Those who code 1 @ Q3

COUNTY

1 Carlow

2 Cavan

3 Clare

4 Cork

5 Donegal

6 Dublin

7 Galway

8 Kerry

9 Kildare

10 Kilkenny

11 Laois

12 Leitrim

13 Limerick

14 Longford

15 Louth

16 Mayo

17 Meath

18 Monaghan

19 Offaly

20 Roscommon

21 Sligo

22 Tipperary

23 Waterford

24 Westmeath

25 Wexford

26 Wicklow

27 Northern Ireland (BREAKOUT 6 COUNTIES)

Q. 5 What time did you arrive at this airport today?

INTERVIEWER: Record time as 4 digits (24 hours clock) e.g. 8.30am = 0830, 8.30pm = 2030

SCRIPTER: 24 hour clock – allow 4 digits

FILTER: ALL

Q. 6 What time did you begin your journey to this airport?

INTERVIEWER: Record time as 4 digits (24 hours clock)

SCRIPTER: 24 hour clock – allow 4 digits

FILTER: ALL

Q6b So it took _____ (Interviewer to calculate time) to get to the airport today?

INTERVIEWER: Calculate journey time to airport. Record in hours and minutes in 4 digits

SCRIPTER: New Screen. Allow 4 digits

FILTER: ALL

Q.7   What is the main purpose of your journey?

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

FILTER: ALL

1: Holiday/Leisure

2: Visit Relatives/Family

3: Business/Work

4: To Emigrate

99: Other

Q.8   How did you get most of the way to the airport today?

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

FILTER: ALL

1: Bus/Coach

2: Taxi

3: Drove own Car/Van

4: Passenger in Car

5: Rental Car/Van

6: Hotel Shuttle Bus

7: Motorcycle

8: Bicycle

9: On Foot

10: Another Flight

99: Other (Please Specify)

Q.9   Did you travel by Irish Rail, at any part of your trip to this airport?

INTERVIEWER: SINGLE CODE

SCRIPTER: SINGLE CODE

FILTER: ALL

1: Yes

4: No

Q.10A If you arrived by bus/coach what bus/coach company provided the service?

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

FILTER: ALL WHO CODE 1 AT Q8 (BUS) and Code 1 @ Q.A1 (KNOCK AIRPORT)

1: Bus Eireann, .Route 21 between Wesport to Athlone via Ireland West Airport

2: Bus Eireann, Route 22 betweeen Ballina and Dublin airport via Longford and Mulingar via Ireland West Airport

3: Bus Eireann, Route 64 between Galway, Donegal and Derry via Ireland West Airport

4: Bus Eireann, Route 438 between Ballina and Ireland West Airport

5: Bus Eireann, Route 440 between Westport and Ireland West Airport

6: Other (Specify)

99: Don't know

Q.10B If you arrived by bus/coach what bus/coach company provided the service?

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

FILTER: ALL WHO CODE 1 AT Q8 (BUS) and Code 2 @ Q.A1 (KERRY AIRPORT)

1: Bus Eireann, Route 14 between Killarney and Limerick via Ireland Kerry Airport

2:Bus Eireann, Route 40 between Tralee, Killarney, Cork, Waterford and Rosslare Eurport via Kerry Airport

3:Bus Eireann, Route 271 between Killarney and Tralee via Kerry Airport

4:Dingle Shuttle Bus

5: Killarney Shutte Bus

3: Other (Specify)

99: Don't know

Q.10C If you arrived by bus/coach what bus/coach company provided the service?

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

FILTER: ALL WHO CODE 1 AT Q8 (BUS) and Code 3 @ Q.A1 (DONEGAL AIRPORT)

1: Crónán Mac Pháidín.

2: Other (Specify)

99: Don't know

Q11 If you were driven to the airport as a passenger did the person with you:

    1: Drive away after dropping you?

    2: Park the car and accompany you into the terminal?

    99: Not applicable

Q.12   Did you have a car/van available to drive yourself to the airport today?

    1: Yes

    2: No

Q. 14 Thinking about your return journey, will you be returning through this Airport?

INTERVIEWER: Read Out

SCRIPTER: Single Code

FILTER: ALL who code 1 or 2 @ Q.A

1: Yes

2: No

Q. 15 Where will you be returning to?

INTERVIEWER: Read Out

SCRIPTER: Single Code

FILTER: ALL who code 1 or 2 @ Q.A and Code 2 @ Q14 – exclude Airport coded @ QA1

1. Dublin Airport
2. Shannon Airport
3. Cork Airport
4. Belfast Airports
5. Kerry Airport
6. Knock Airport
7. Donegal airport
8. Seaport

Q. 16 On what date will you return to this airport?

INTERVIEWER: Record Date and Month eg. 20th November would be 2010. Please enter 9999 if N/A

SCRIPTER: Allow 4 digits

FILTER: ALL who code 1 or 2 @ Q.A

Q. 17 About what time will you arrive back at this airport?

INTERVIEWER: Record time as 4 digits (24 hours clock) eg. 2030. Please enter 9999 if N/A

SCRIPTER: Allow 4 digits

FILTER: ALL who code 1 or 2 @ Q.A

Q.18   How do you intend to get back to your final destination from this airport (when you return)? If more than one mode then select mode that will be used for most of the journey

INTERVIEWER: **SINGLE CODE ONLY**

SCRIPTER: SINGLE CODE

FILTER: ALL who code 1 or 2 @ Q.A

1: Bus/Coach

2: Taxi

3: Drove own Car/Van

4: Passenger in Car

5: Rental Car/Van

6: Hotel Shuttle Bus

7: Motorcycle

8: Bicycle

9: On Foot

10: Another Flight

99: Other (Please Specify)

Q.19   Do you intend to travel by Irish Rail, at any part of your trip home on your return?

INTERVIEWER: SINGLE CODE

SCRIPTER: SINGLE CODE

FILTER: ALL who code 1 or 2 @ Q.A

1: Yes – Irish Rail

2: No

Q. 20   Will your destination be different or the same as the one you started at today?

INTERVIEWER: SINGLE CODE ONLY

SCRIPTER: SINGLE CODE

FILTER: ALL who code 1 or 2 @ Q.A

1: Same address as given at beginning of survey

2: Different address than given at beginning of survey

Q.20 A   What will be your return address?

INTERVIEWER: Record Address, Street/Road, City/Town/Village, Townland (if rural), County, Postcode (if known) **RECORD COUNTY Scroll down for full list**

SCRIPTER: Text boxes (1 screen per line of address)

FILTER: ALL who code 1 or 2 @ Q.A AND Code 2 @ Q20

COUNTY

1 Carlow

2 Cavan

3 Clare

4 Cork

5 Donegal

6 Dublin

7 Galway

8 Kerry

9 Kildare

10 Kilkenny

11 Laois

12 Leitrim

13 Limerick

14 Longford

15 Louth

16 Mayo

17 Meath

18 Monaghan

19 Offaly

20 Roscommon

21 Sligo

22 Tipperary

23 Waterford

24 Westmeath

25 Wexford

26 Wicklow

27 Northern Ireland (BREAKOUT 6 COUNTIES)

Q.21   How long do you expect the journey will take you to get to the address above (approximately)?

INTERVIEWER: Record in hours and minutes in 4 digits eg. 30 minutes is 0030

SCRIPTER: New Screen. Allow 4 digits

FILTER: ALL who code 1 or 2 @ Q.A

Q. 13 When did you last fly out of Ireland (Republic or Northern Ireland)

INTERVIEWER: Record Month and Year eg. April 2016 would be 0416

SCRIPTER: Allow 4 digits

FILTER: ALL who code 1 or 2 @ Q.A

1:

2: Or, never flew before/first time

Q14X When you arrived into Ireland did you come through this airport?

INTERVIEWER: Single code

SCRIPTER: Single Code

FILTER: ALL who code 3 @ Q.A

1: Yes

2: No

Q14Xi Where did you arrive into Ireland?

INTERVIEWER: Single code

SCRIPTER: Single Code

FILTER: ALL who code 3 @ Q.A and code 2 @ Q14Xi – Exclude Code given @ QA1 from this list

1. Dublin Airport
2. Shannon Airport
3. Cork Airport
4. Belfast Airports
5. Knock airport
6. Kerry airport
7. Donegal airport
8. Other Airport
9. Seaport

Q. 15X On what date did you arrive at this airport/in this country?

INTERVIEWER: Record Date and Month eg. 20th September would be 2009. Please enter 9999 if N/A

SCRIPTER: Allow 4 digits

FILTER: ALL who code 3 @ Q.A

Q. 16X Approximately what time did you arrive at this airport?

INTERVIEWER: Record time as 4 digits (24 hours clock) eg. 2030. Please enter 9999 if N/A

SCRIPTER: Allow 4 digits

FILTER: ALL who code 3 @ Q.A

Q.17X   How did you get to your first destination from this airport? (If more than one mode used then select mode used for most of the journey)

1: Bus/Coach

2: Taxi

3: Drive own Car/Van

4: Passenger in Car

5: Rental Car/Van

6: Hotel Shuttle Bus

7: Motorcycle

8: Bicycle

9: On Foot

10: Another Flight

99: Other (Please Specify)

Q.18X   Did you travel by Irish Rail, for any part of this first trip?

1: Yes – Irish Rail

2: : No

Q.19X   When you arrived at this Airport what was your first destination – Please provide the full address

INTERVIEWER: Record Address, Street/Road, City/Town/Village, Townland (if rural), County, Postcode (if known) **RECORD COUNTY Scroll down for full list**

SCRIPTER: Text box

FILTER: ALL who code 3 @ Q.A

COUNTY

1 Carlow

2 Cavan

3 Clare

4 Cork

5 Donegal

6 Dublin

7 Galway

8 Kerry

9 Kildare

10 Kilkenny

11 Laois

12 Leitrim

13 Limerick

14 Longford

15 Louth

16 Mayo

17 Meath

18 Monaghan

19 Offaly

20 Roscommon

21 Sligo

22 Tipperary

23 Waterford

24 Westmeath

25 Wexford

26 Wicklow

27 Northern Ireland (BREAKOUT 6 COUNTIES)

Q.20X How long did it take you to get the address above (approximately)?

INTERVIEWER: Record in hours and minutes in 4 digits eg. 30 minutes is 0030

SCRIPTER: New Screen. Allow 4 digits

FILTER: ALL who code 3 @ Q.A

Q. 13X When did you last fly out of this country?

INTERVIEWER: This refers to when the respondent last flew out of Ireland (North or South) Record Month and Year eg. April 2016 would be 0416

SCRIPTER: Allow 4 digits

FILTER: ALL who code 3 @ Q.A

1:

2: Or, never first time

INTERVIEWER: READ OUT: And now, finally some classification questions just to ensure we interview a broad cross section of people.

AGE: Which of these age groups do you fit into

INTERVIEWER: Record Age

SCRIPTER: Single Code

FILTER: ASK ALL

1: 18-24

2: 25-34

3: 35-44

4: 45-54

5: 55-64

6: 65+

7: Refused

For quality control purposes, can I please ask your name and contact number of email address. Please be assured that this information will never be used for any purpose other than the verification of this interview.

INTERVIEWER: RECORD RESPONDENT NAME AND PHONE NUMBER OR EMAIL ADDRESS

SCRIPTER: text box

FILTER: ASK ALL

INTERVIEWER: Please thank respondent for participating in survey.

Appendix C
Confidence Intervals for Count data and Proportions

(This Appendix is intended for more technically-minded readers).

Count data is non-negative – e.g., the number of passengers in a sample of size N carried out over D days reporting that they travelled from Co. Donegal might be X (with X = 0, 1, 2, 3, etc.). If we segregate the total sample into G groups of counties, or local authorities, then the measured proportion of respondents from Local Authority i, is $p_i = (X_i / N)$, with $\Sigma(X_i) = N$, summing over all Local Authorities. X could also be the number of respondents who state that they used Taxi (or Bus, etc.) for most of their journey to reach the Airport in question, in which case $p = (X / N)$ would represent the mode share by Taxi.

The sample count, X, in any given case, is merely one measurement in one survey where we have only sampled a very small fraction of the total passenger throughput.

When, and only when, we obtain a sufficiently large number for X (typically X > 25) we may be able to use the "central limit theorem" to estimate a 95% confidence interval for X, thereby enabling us to assess the probable accuracy of the one single sample measurement that we have made. This is the often-quoted "margin of error", which is given by $p_{95} = p \pm z_{0.025} \times \text{sqrt}[p(1-p) / N]$, where $p = (X / N)$ is the proportion in question. $z_{0.025} \approx -1.96$ is the fairly well known value of the normal variate for 2.5% probability, and p_{95} denotes the 95% confidence interval for the true proportion, based on the single measured proportion, p.

In some cases the value of X may be very small (e.g., less than 10) and the above assumption is no longer valid when computing a confidence interval. The "standard" two-sided confidence interval will usually in this case produce a negative part to the interval, which is of course meaningless.

Wilson (1927) developed a somewhat more accurate two-sided confidence interval for a sample proportion with the desirable property that it is never negative, and it has better coverage properties according to Brown, Cai and DasGupta (2001). The details below are abstracted from the following website, but is also contained in the review paper by Brown, Cai and DasGupta (2001). See:

http://itl.nist.gov/div898/handbook/prc/section2/prc241.htm

The Wilson method (from 1927) constructs a non-symmetric and non-negative confidence interval as follows:

Let p = (X / N) = the sample proportion for the count in question, X, with total sample size N.

Let k = $z_{\alpha/2}$ = $-z_{(1 - \alpha/2)}$ = standard normal variate such that the area to the left of k equals $\alpha/2$. With α = 0.05 (95% confidence), k = $-$ 1.959964. For algebraic convenience, let a = $k^2 / (2N)$; b = $k^2 / (4 N^2)$ and c = 1 + (k^2 / N.)

The Upper Limit, UL, of the Wilson interval is:

UL = [p + a – k x sqrt[[p(1 – p)/ N] + b]] / c

The Lower Limit, LL, of the Wilson interval is:

UL = [p + a + k x sqrt[[p(1 – p)/ N] + b]] / c

References:

Wilson, E. B. "Probable Inference, the Law of Succession, and Statistical Inference," *Journal of the American Statistical Association,* Vol. **22**, 209-212 (1927).

Lawrence D. Brown, T. Tony Cai and Anirban DasGupta "Interval Estimation for a Binomial Proportion", *Statistical Science, Vol. 16, No. 2, 101 – 133 (2001).*

See Engineering Statistics Handbook of the USA's National Institute of Standards and Technology:

http://itl.nist.gov/div898/handbook/prc/section2/prc241.htm

Appendix D
Country of Origin Breakdown

Ireland West Airport (Unweighted Count)

	Count	%
England/Isle of Man/Channel Islands	81	91%
Scotland	5	6%
France	1	1%
New Zealand	1	1%
Sweden	1	1%
Total	89	

Kerry Airport (Unweighted Count)

	Count	%
England/Isle of Man/Channel Islands	11	31%
Wales	1	3%
Germany	18	50%
USA	5	14%
Bulgaria	1	3%
Total	36	

Donegal Airport (Unweighted Count)

	Count	%
England/Isle of Man/Channel Islands	1	13%
Scotland	7	88%
Total	8	

Appendix E

Weighting of Responses

As departing passengers were surveyed approximately uniformly and randomly through the day, then their responses should be weighted proportionately to the passenger volumes around that day of week, because a proportionate number of like passengers were not sampled.

The departure profile from Ireland West Airport was used as a proxy in lieu of obtaining actual departures data from Kerry. The weights applied were by day of week, the weights multiplied survey responses on each weekday in proportion to the volume of passengers. For Donegal, the weights were applied by day calculated from daily passenger totals, excluding the weekends. The passenger data was taken from the survey period week (Wed 16th November – Tuesday 22nd November 2016). Given that there were so few flights it was agreed that a time-of-day analysis would be of little use or value, so weighting was applied to survey responses by day of week.

Donegal PAX details below

NTA 2016 Survey of Departing Passengers from Aerfort Dhún na nGall, Carrickfinn, Co. Donegal.

			Wed 16th	Thu 17th	Fri 18th	Sat 19th (No Survey)	Sun 20th (No Survey)	Mon 21st	Tue 22nd	Wed 23rd (No Survey)	Survey Period TOTALs
Month:- Nov'16											
Weights by Day			0.1987	0.1943	0.3581			0.1135	0.1354		1.0000
Daily PAX Totals			91	89	164			52	62		458
Schedule Total	IN		46	47	85	59	86	17	32	30	227
Schedule Total	OUT		45	42	79	58	89	35	30	28	231
											458
SCHEDULED ROUTES										EXCLUDES Non-Survey Days	
EI3402	IN	DUB	13	13	20	28	33	6	8	10	60
EI3401	OUT	DUB	25	22	28	41	18	27	20	22	122
comment	IN										TOTAL
comment	OUT										182
EI3408	IN	DUB	15	34	45	31	28	11	24	20	129
EI3403	OUT	DUB	9	20	22	17	40	8	10	6	69
comment	IN										TOTAL
comment	OUT										198
EI3444	IN	GLA	18		20	25					38
EI3443	OUT	GLA	11		29	31					40
comment	IN										TOTAL
comment	OUT										78
	IN										0
	OUT										0
comment	IN										TOTAL
comment	OUT										0
	IN										0
	OUT										0
comment	IN										TOTAL
comment	OUT										0

Ireland West PAX details below

NTA 2016 Survey of Departing Passengers from Ireland West (Knock) Airport, Charlestown, Co. Mayo.

			Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed		Survey Period
						No Survey				**No Survey**		
Month:- Nov'16			16th	17th	18th	19th	20th	21st	22nd	23rd		**TOTALs**
Weights by Day			0.1182	0.2070	0.3195			0.2471	0.1082			1.0000
Daily PAX Totals			842	1475	2276			1760	771			7124
Schedule Total	IN		435	733	1220	644	908	789	357	427		3534
Schedule Total	OUT		407	742	1056	602	998	971	414	426		3590
												7124
SCHEDULES ROUTES												**EXCLUDES Non-Survey Days**
EI911	**IN**	**LGW**	104	108	165	116	107	78	70	92		525
EI912	**OUT**	**LGW**	68	98	106	93	154	131	88	75		491
comment	*IN*											TOTAL
comment	*OUT*											1016
BE653	**IN**	**BHX**	37		77		62	50		49		164
BE654	**OUT**	**BHX**	28		60		53	53		48		141
comment	*IN*											TOTAL
comment	*OUT*											305
BE663	**IN**	**MAN**	37		68		66	46		40		151
BE664	**OUT**	**MAN**	40		75		64	53		37		168
comment	*IN*											TOTAL
comment	*OUT*											319
FR805	IN	**STN**		167	165	180	113	112				444
FR806	OUT	**STN**		162	155	177	169	175				492
comment	*IN*											TOTAL
comment	*OUT*											936
FR807	IN	**STN**			177		178	169				346
FR808	OUT	**STN**			164		171	170				334
comment	*IN*											TOTAL
comment	*OUT*											680
FR8142	IN	**LTN**		174	177	179	167	159	150			660
FR8143	OUT	**LTN**		173	167	168	181	174	168			682
comment	*IN*											TOTAL
comment	*OUT*											1342
FR6673	IN	**LPL**	154	139	171	169	165	140		142		604
FR6674	OUT	**LPL**	146	139	131	164	162	170		143		586
comment	*IN*											TOTAL
comment	*OUT*											1190
FR1742	IN	**EMA**	75		162				137	85		374
FR1743	OUT	**EMA**	85		134				158	96		377
comment	*IN*											TOTAL
comment	*OUT*											751
FR2359	IN	**ACE**		145								145
FR2358	OUT	**ACE**		170								170
comment	*IN*											TOTAL
comment	*OUT*											315
BE655	**IN**	**EDI**	28		58		50	35		19		121
BE656	**OUT**	**EDI**	40		64		44	45		27		149
comment	*IN*											TOTAL
comment	*OUT*											270
Schedule Total	IN		435	733	1220	644	908	789	357	427		3534
Schedule Total	OUT		407	742	1056	602	998	971	414	426		3590
												7124