

2006 Air Passenger Survey Final Report

Los Angeles International Airport



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Submitted to:



Los Angeles World Airports

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EXECUTIVE SUMMARY

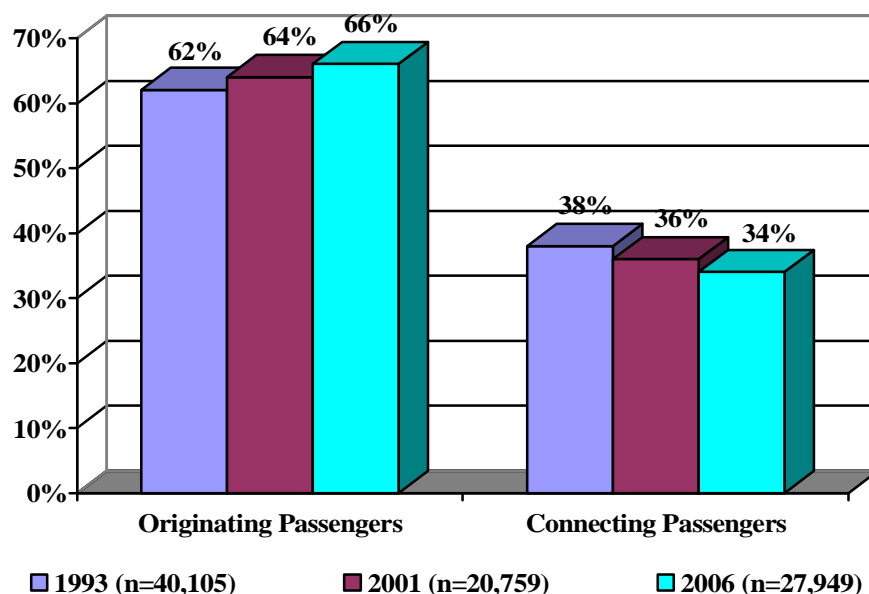
The following report presents findings from the 2006 Los Angeles International Airport (LAX) Air Passenger Survey conducted by the Applied Management & Planning Group (AMPG) on behalf of Los Angeles World Airports (LAWA). Since 1967, LAWA has conducted periodic surveys of departing air passengers as part of an ongoing effort to modernize and improve passenger facilities and ground access at LAX. The last survey was conducted in 2001. The current survey provides up-to-date information on the origins of LAX passengers; the types of transportation used to get to the airport; reasons for choosing a particular airport; and the characteristics of traveling parties.

The 2006 Survey was conducted during the summer and fall of 2006 and subsequently weighted to reflect the actual distribution of peak to non-peak travel. A total of 27,949 departing passengers were interviewed. Peak season interviews were completed between July 31 and August 27, 2006 and non-peak season interviews were completed between October 3 and October 22, 2006. The margin of error for the sample as a whole was less than 1 percent (+/-0.6 percent). Due to the large sample size, comparisons between years and subgroups are generally significant.

1. AIR PASSENGER CHARACTERISTICS

The demographic profile of LAX passengers has remained relatively consistent since 2001. Passengers are more likely to be male, over the age of 25, with moderate to high incomes (\$35,000 to \$149,000). Connecting passengers make up approximately one-third of all LAX passengers, similar to previous years.

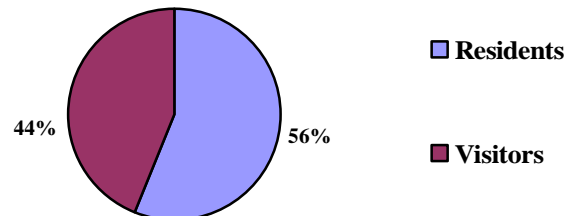
**Proportion of Originating and Connecting Passengers Departing LAX*
Annual 1993, 2001, and 2006**



* Percentages may not sum to 100 percent due to rounding.

More than half of all LAX passengers (56 percent) are Southern California residents, reflecting a steady increase in the proportion of local passengers since 1993.

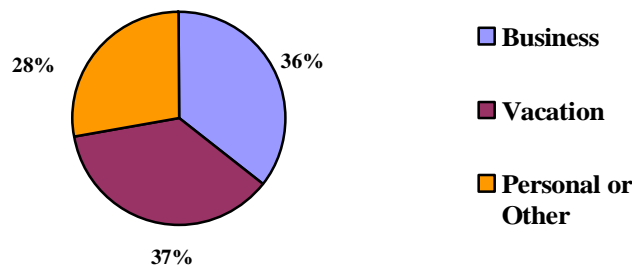
Proportion of Residents and Visitors
Annual, 2006 (n=18,458)



2. TRIP PURPOSE

Business and vacation travel continue to make up equal proportions of total air travel, followed by travel for other or personal reasons (36, 37 and 28 percent respectively). There were no significant changes in trip purpose patterns, with the exception of a 2-percent increase in personal travel between 2001 and 2006.

Trip Purpose for Originating LAX Passengers
Annual, 2006 (n=10,547)



3. ORIGINS OF AIR PASSENGERS

LAX draws most of its air travelers from the five-county Los Angeles region (96 percent), including Los Angeles, Orange, Ventura, Riverside, and San Bernardino Counties. Los Angeles County continues to draw more passengers than any other single county in the region, accounting for more than three-fourths of all LAX passengers (78 percent) and 81 percent of all passengers originating within the five county region. LAX is drawing an increasing proportion of its passengers from Los Angeles County and fewer from Orange County compared to 2001, possibly signaling a regional shift. Western Los Angeles County and Anaheim/Disneyland are the most common areas of origin for passengers surveyed at LAX, with the highest proportion originating from the vicinity of the airport.

**LAX Passenger County of Origin
Annual, 2001 and 2006**

	2001	2006
	(n=10,547)	(n=15,892)
Los Angeles County	74.1%	77.7%
Orange County	15.4	13.0
Ventura County	2.7	2.3
Riverside County	1.7	1.5
San Bernardino County	1.7	1.6
San Diego County	1.6	1.5
Santa Barbara County	1.3	0.4
Kern County	0.6	0.5
Outside Southern California	0.9	1.5

4. TRENDS IN GROUND TRANSPORTATION

The private vehicle continues to be the most common form of ground transportation used by air passengers, accounting for more than half of all trips to LAX (55 percent), an increase of 6-percentage points since 1993 but unchanged compared to 2001. Since 1993, there has been a steady increase in the proportion of passengers electing to use shuttles and taxi services and a corresponding decrease in the use of rental cars.

**Mode of Access to LAX
Annual, 2001 and 2006**

	2001	2006
	(n=13,375)	(n=27,949)
Private Car	54%	55%
Rental Car	17	11
Door-to-door/on-call shuttle or van	8	10
Taxi	8	9
Hotel courtesy van	4	5
Scheduled airport bus or van/ flyaway	4	3
Charter bus or van	2	3
Limousine/town car	2	2
Transit	1	1

The proportion of LAX passengers who arrive at the airport by public transportation has remained steady at 1 percent. Nearly two-thirds of passengers (62 percent) reported that they would use an express bus service to the airport if the service were available in their area or along their route. When asked which service features were priorities, half of the passengers surveyed ranked baggage check-in and the ability to obtain a boarding pass at the bus station as most important. Convenient freeway access to express bus stations and to a location along their normal route were also important, but to a lesser degree.

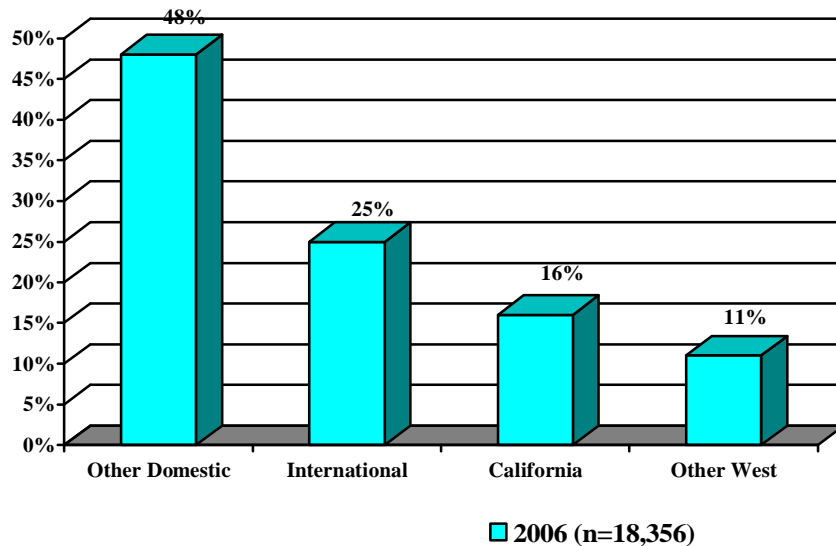
5. TRENDS IN AIRPORT PARKING AND CONGESTION

The events of September 11, 2001 (9-11), and the subsequent security measures adopted, have influenced parking patterns and curbside usage. In 2006, more than three-fourths of all passengers who arrived at the airport in a private vehicle were dropped off curbside (76 percent), up 12 percentage points since 2001. Prior to 9-11, non-fliers who drove passengers to the airport were more likely to temporarily park their vehicles and see passengers off within the terminal. Only ticketed passengers are now allowed to go to the gates. In addition, fewer passengers are parking their vehicles at the airport for the duration of their trip.

6. FINAL FLIGHT DESTINATIONS

Three-quarters of LAX passengers have a final flight destination within the United States, most frequently to a city within California (16 percent), followed by other Western states (11 percent). One-fourth of all LAX passengers are traveling to international destinations.

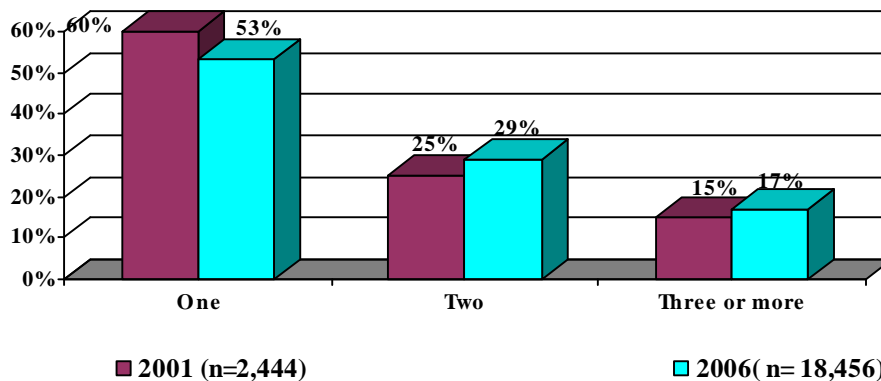
**Final Flight Destinations of Originating Passengers Departing LAX
Annual, 2006**



7. SIZE OF TRAVELING PARTY, TRIP DURATION, AND EXPENDITURES

The majority of LAX passengers continue to travel alone; however, the proportion of passengers traveling in parties of two or more increased in 2006 compared to 2001. A total of 53 percent of passengers traveled alone in 2006, compared to 60 percent in 2001. Business travelers, residents, and non-peak season travelers are more likely to travel alone compared to other groups.

**Number in Traveling Party at LAX
Annual, 2001 and 2006**



Visitor trips tended to be longer in duration than residents with visitors spending an average of 10.9 nights away from home and residents spending 9.8 nights away. Visitors spent an average of 8.2 nights of their trip in Southern California. Visitors to Southern California spend an average of \$929 overall and \$1012 in the peak travel season.

8. REASONS GIVEN FOR AIRPORT CHOICE

The most commonly cited reasons for choosing LAX over another airport in the region were ease of getting to the airport (26 percent) and proximity of the airport to passengers' starting location (12 percent). Destination served, cost, and flight schedule were also important.

In 2006, one-quarter of LAX passengers reported that they had considered an airport other than LAX for their flight, up two-percentage points since 2001, a statistically significant increase. More than three-fourths of all residents traveling out of LAX are aware of Ontario International Airport and almost one-quarter of all passengers surveyed (23 percent) reported that they would have considered Ontario Airport if the same flight were available.

9. CONNECTING PASSENGERS

LAX continues to serve as a hub for passengers destined to other California locations; however, fewer connecting passengers are traveling through LAX to get to other California cities than in 2001. Instead, connecting passengers are using LAX to travel to other destinations within the United States, particularly in the west. Less than one-quarter (22 percent) of connecting passengers who began their trip in California in 2006 were destined to other California cities, down from 36 percent in 2001.

In traveling between terminals, more connecting passengers are electing to walk (up 7 percentage points) rather than take a shuttle (down 7 percentage points).

10. LUGGAGE

A greater proportion of LAX passengers are checking their luggage since 2001. In 2001, three-quarters of all passengers checked at least one bag, compared to 87 percent by 2006. LAX passengers traveling within California continue to check fewer bags on average compared to other passengers.

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INTRODUCTION

Los Angeles International Airport (LAX) remains the dominant commercial airport in Southern California and one of the busiest airports in the world, serving more than 60 million air passengers in 2006 alone. As part of an ongoing effort to modernize and improve passenger facilities and ground access at LAX, the Los Angeles World Airports (LAWA) periodically conducts an air passenger survey. The survey provides up-to-date information on the origins of LAX passengers; the type of transportation used to get to the airport; reasons for choosing a particular airport; and the characteristics of traveling parties.

The following report, prepared by the Applied Management & Planning Group (AMPG) in cooperation with Gomez Research, presents the findings of the 2006 LAX Air Passenger Survey. This study is the first comprehensive ground access survey conducted with LAX passengers since the events of September 11, 2001 (9-11). Where appropriate, data from 2006 have been compared with findings from the previous survey conducted in 2001 (prior to 9-11) to measure changes in mode choice, parking, curbside congestion, and other behaviors that may have been affected by the new security measures.

Report findings are organized around the following topics:

- Air Passenger Characteristics;
- Trip Purpose;
- Origins of Air Passengers;
- Trends in Ground Transportation;
- Trends in Airport Parking and Congestion;
- Flight Destination;
- Size of Traveling Party, Trip Duration, and Expenditures;
- Reasons Given for Airport Choice;
- Connecting Passengers; and,
- Luggage.

The next section presents the survey methodology, followed by detailed findings.

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METHODOLOGY

Overview

The LAX Passenger Survey was conducted during the summer and fall of 2006, and subsequently weighted to reflect the actual distribution of peak to non-peak travel. A total of 27,949 departing passengers were interviewed; 11,183 from the peak travel season and 16,766 from the non-peak season. Interviews with peak season travelers were conducted between July 31 and August 27, 2006, and interviews with non-peak travelers were conducted between October 3 and October 22, 2006.¹ The margin of error for the sample as a whole was less than 1 percent (+/-0.6 percent). Comparisons between years and subgroups are generally significant, unless otherwise noted.

Two types of passengers were included in the study: (1) originating passengers whose air trip the day of the survey began in Los Angeles; and (2) connecting passengers who flew to LAX the day of the survey for the sole purpose of boarding another flight (or continuing the same flight). Originating passengers include the following:

- Residents – Passengers who reside in the Southern California area, defined as the area from the Mexican border north to the Santa Barbara/Santa Maria area.
- Visitors – Passengers who reside in an area outside of the Southern California area.
- Pass Through Passengers – Passengers who travel from an area outside Southern California to catch a flight at LAX. (For purposes of this report, pass-through travelers are combined with visitors.)

Connecting passengers were asked which airline they used to arrive at LAX. A small sample of connecting passengers were asked more detail about their trip including their airport of origin and final destination, and how they arrived at their present terminal.

Sampling Plan

A stratified random sample of passengers was used to select respondents for this survey. A stratified sample insures that the variation in the population of all LAX air passengers is also reflected in the sample. To do this, scheduled departing flights listed in the Official Airline Guide (OAG) for the survey periods were grouped into strata based on departure time of day, day of week, and destination group. Flights to survey were selected randomly from within these strata. Passengers waiting in the terminal to board these flights were then randomly selected by the interviewer to participate in the survey. Later, the stratified sampling plan was used to weight the results to correct for any oversampling within each strata.

¹ It should be noted that a security alert was issued on August 10, 2006, during the survey period, restricting liquids in carry-on baggage.

Weighting Scheme

Survey data were weighted to reflect the known proportions of scheduled departing seats, and actual counts of passenger departures obtained from LAWA for the survey period. **Table 1** below shows the distribution of LAX departing passengers between January and December 2006.

Table 1
LAX Passenger Departures by Month
January - December 2006

Month	Passenger Departures
January 2006	2,330,740
February 2006	2,118,838
March 2006	2,549,275
April 2006	2,527,707
May 2006	2,582,999
June 2006	2,802,233
July 2006	2,928,205
August 2006	2,861,778
September 2006	2,339,724
October 2006	2,457,096
November 2006	2,413,986
December 2006	2,587,366
Total 2006 Departures	30,499,947

To reflect the seasonal distribution of passenger volumes over the year, weights were applied to the peak, non-peak, and annual data based on:

- Time of day;
- Destination; and,
- Day of the week.

Peak, non-peak, and annual weights were adjusted slightly to maintain the connecting passenger rate of 34 percent based on the unweighted counts. A more detailed breakdown of the 2006 sample and the effects of weighting are presented in **Tables 2** and **3** on the following page.

Table 2
Surveyed Population by Terminal
Annual, Peak, and Non-Peak, 2006

	Annual		Peak		Non-Peak	
	Unweighted (n=27,949)	Weighted (n=27,949)	Unweighted (n=11,183)	Weighted (n=7,729)	Unweighted (n=16,766)	Weighted (n=20,220)
Terminal 1	10%	14%	11%	13%	10%	15%
Terminal 2	9	8	10	9	8	8
Terminal 3	10	10	10	10	10	10
Terminal 4	25	24	21	21	27	25
Terminal 5	6	7	6	8	6	7
Terminal 6	4	6	5	7	4	6
Terminal 7/8	20	16	21	19	19	15
Terminal TBIT	15	13	15	13	15	14

Table 3
Surveyed Population by Type of Passenger
Annual, Peak, and Non-Peak, 2006

	Annual		Peak		Non-Peak	
	Unweighted (n=27,949)	Weighted (n=27,949)	Unweighted (n=11,183)	Weighted (n=7,729)	Unweighted (n=16,766)	Weighted (n=20,220)
<i>Type of Passenger</i>						
Connecting	34%	34%	29%	31%	37%	35%
Originating	66	66	71	69	63	65
<i>Residency of Originating Passenger</i>	(n=18,458)	(n=18,458)	(n=7,956)	(n=5,300)	(n=10,502)	(n=13,158)
Residents	55%	56%	56%	56%	55%	56%
Visitors	45	44	44	44	45	44

Data Collection and Cleaning

Over 100 interviewers were recruited, screened, trained, and managed by the AMPG team. Supervisors reinforced interviewers' adherence to protocol and respondent selection, and implemented quality control procedures for entering the survey data. These procedures included ensuring that respondents did not overlook words, phrases, and instructions, and that the surveys were complete. The surveys were collected using pre-programmed hand-held data entry devices. The data collected on each hand-held device were read into a raw database. Once data were collected, the surveys were cleaned so that interviews missing key information or showing multiple non-responses were eliminated from the study.

Survey Questionnaire

The 2006 survey questionnaire was designed to allow for the comparison of key results with the previous survey conducted in 2001 and, in some cases, 1993. While the surveys were designed to allow for comparisons across years, comparative data are not presented when changes in question wording, the population asked the question, and other factors made comparisons unreliable. In cases where there was no statistical change across years, only 2006 data are presented. For a complete copy of the questionnaire, see **Appendix A**.

FINDINGS

The following section presents the survey findings for 2006, compared with results from 1993 and 2001 where appropriate.

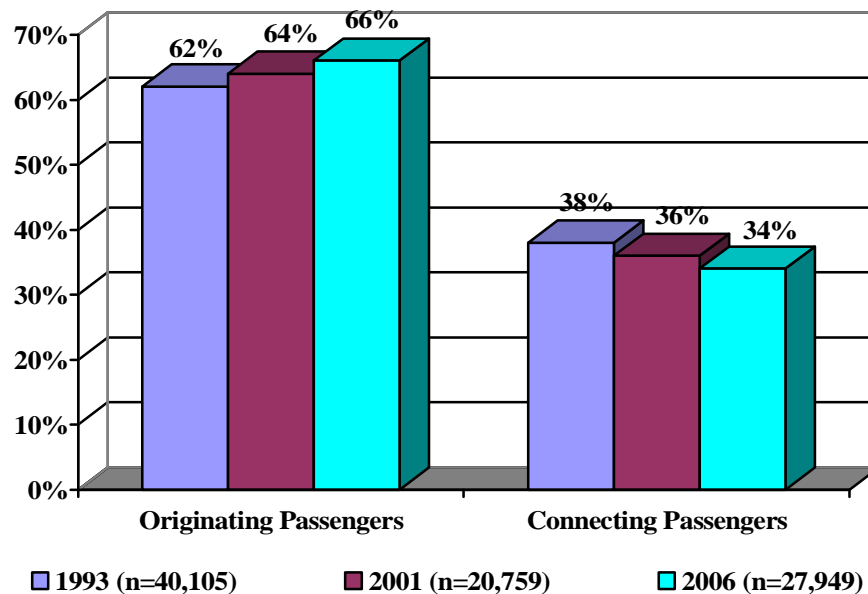
Air Passenger Characteristics

The following section presents the demographic characteristics of LAX air travelers, as well as the proportion of connecting to originating passengers, and residents to visitors.

Originating and Connecting Passengers

Connecting passengers make up approximately one-third of all LAX passengers. Figure 1 compares the distribution of connecting and originating passengers in 1993, 2001, and 2006. Although this figure indicates that there has been a decrease in connecting passenger volume, results should be interpreted with caution due to the estimation made for peak connecting passengers in the 2001 survey.²

Figure 1
Proportion of Originating and Connecting Passengers Departing LAX*
Annual 1993, 2001, and 2006



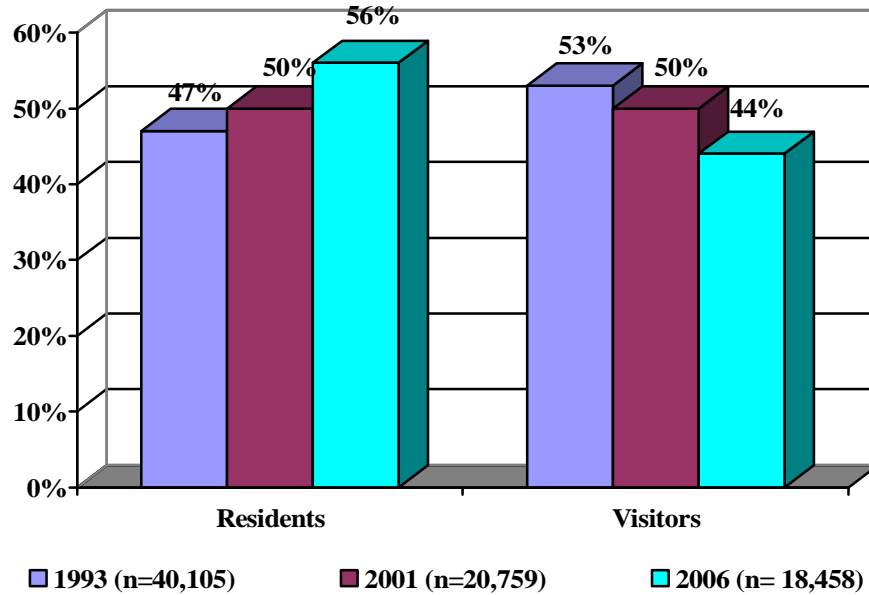
* Percentages may not sum to 100 percent due to rounding.

² Survey procedures during the 2001 peak and non-peak survey differed, resulting in unreliable connecting passenger data for the peak season. Therefore, to account for the connecting passengers during the peak season and to calculate the annualized total, peak and annual weights were adjusted to represent a connecting passenger rate of 36 percent. This is the rate that connectors were found in the non-peak portion of the survey.

Residents and Visitors

More than half of all LAX passengers (56 percent) are Southern California residents, reflecting a steady increase in the proportion of local passengers since 1993. Results are presented in **Figure 2**.

Figure 2
Proportion of Residents and Visitors
Annual, 2006



* Percentages may not sum to 100 percent due to rounding.

Passenger Demographics

The demographic profile of LAX passengers has remained relatively consistent since 2001. As shown in **Figures 3** and **4**, LAX passengers are more likely to be male, over the age of 25, with moderate to high incomes (\$35,000 to \$149,000).

Figure 3
Gender and Age Characteristics of Departing Passengers
Annual, 2006

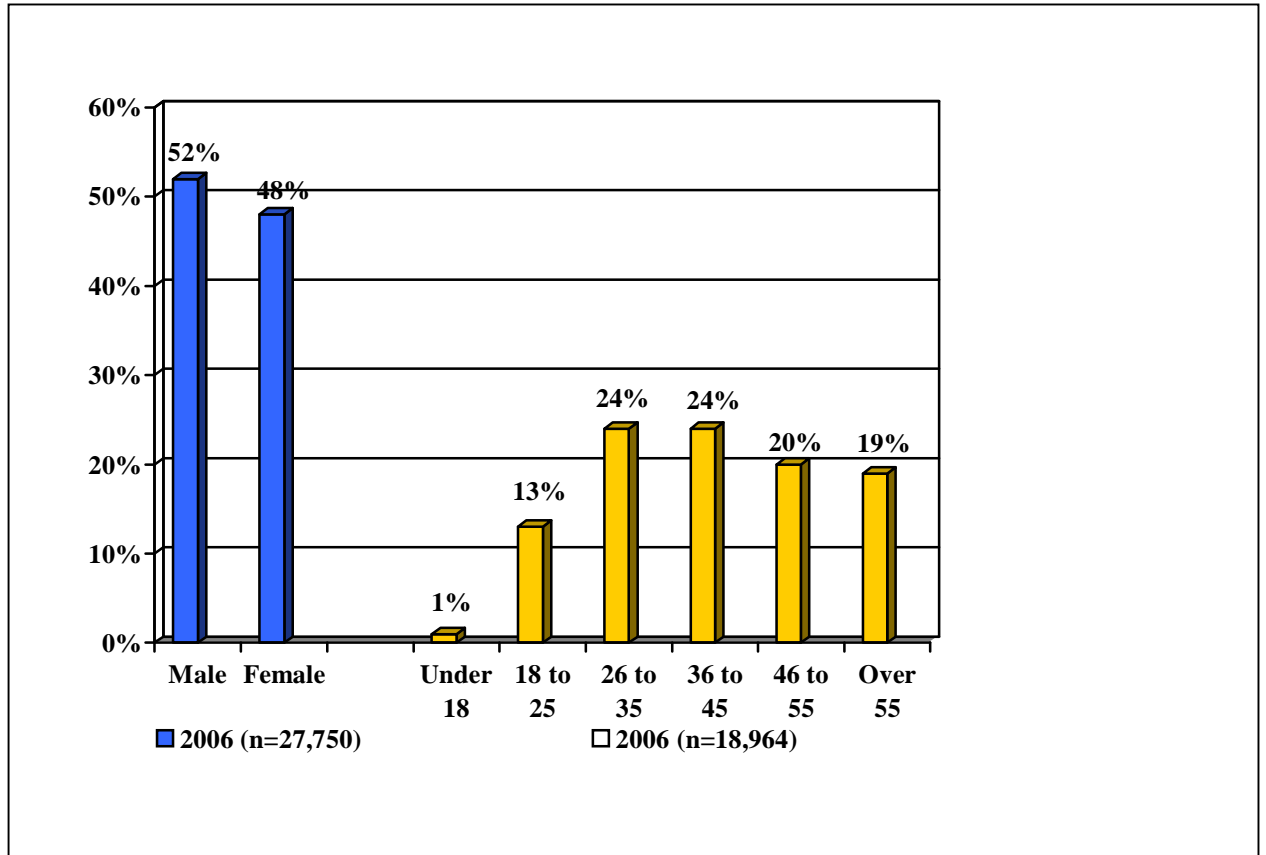
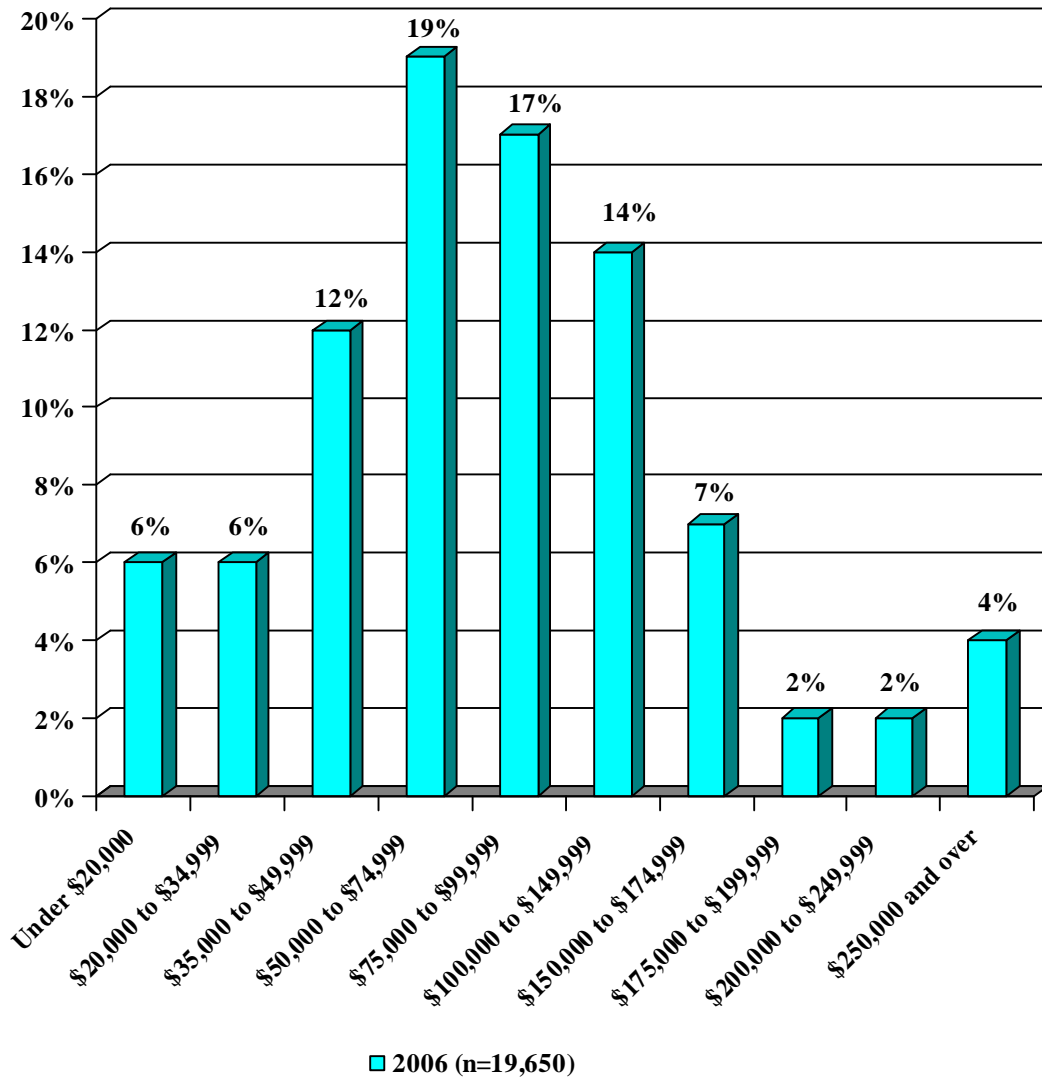


Figure 4
Income Characteristics of Departing Passengers
Annual, 2006



*11 percent of respondents indicated, "Don't know/Refused."

Trip Purpose

Trip Purpose

The 2006 Air Passenger Survey collected data regarding passengers' trip purpose. To allow for more robust comparisons, trip purpose data were collapsed into three categories: Business, Vacation, and Personal or Other travel. "Business" travel includes business, convention, and combined business and pleasure travel. "Vacation" includes only respondents who state they were traveling on vacation. "Personal or Other" includes travel for school or the military, personal or family business, and visiting family and friends. **Business and vacation travel continue to make up equal proportions of total air travel, followed by travel for other or personal reasons.** There were no significant changes in trip purpose patterns, with the exception of a 2 percent increase in personal travel between 2001 and 2006. See Figure 5.

Figure 5
 Trip Purpose for Originating LAX Passengers
 Annual, 1993, 2001 and 2006

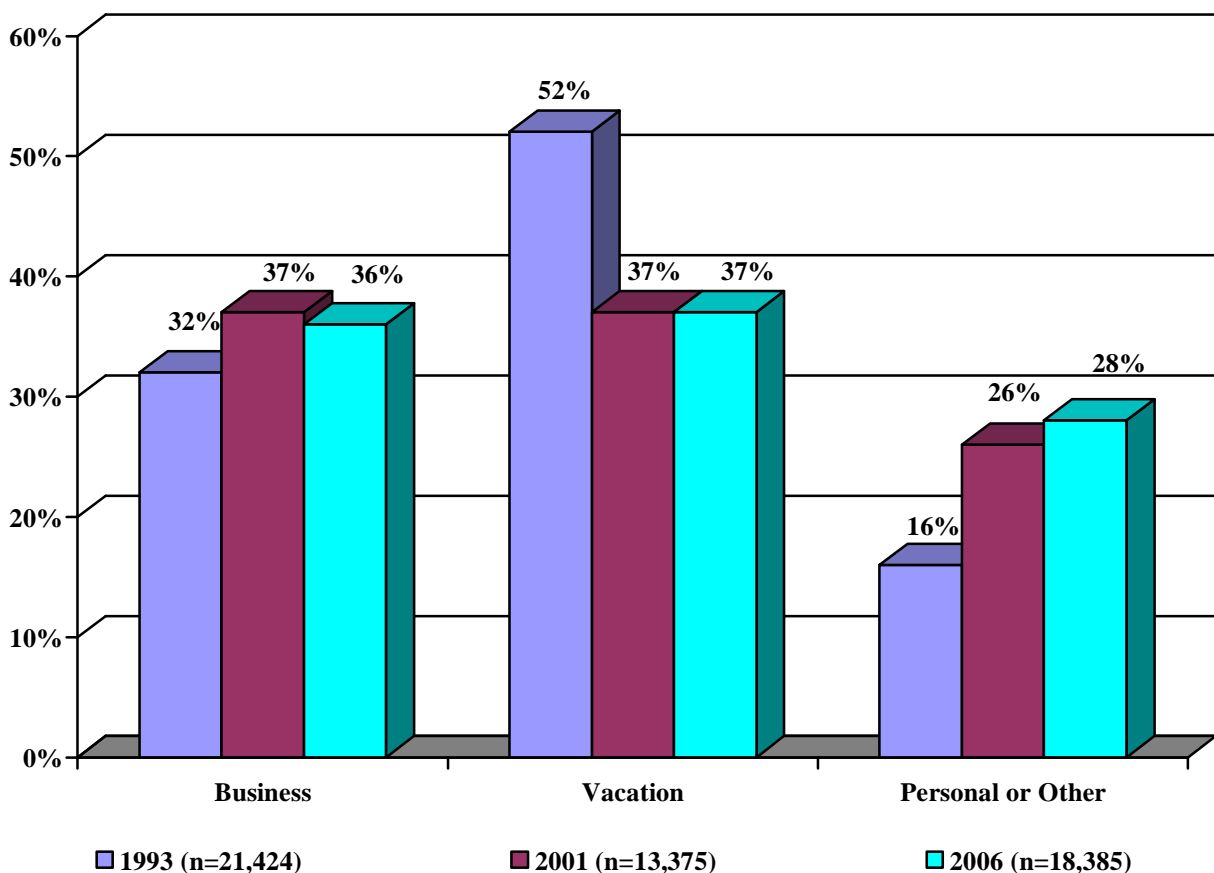


Table 4 presents trip purpose by travel season. Business travel makes up a greater proportion of total air travel during the non-peak travel season. About 39% of passengers in the non-peak period were traveling for business compared to 27% in the peak period.

Table 4
Trip Purpose for Originating LAX Passengers
Peak, Non-Peak 2006

	Annual	Peak	Non-Peak
	(n=18,385)	(n=5,286)	(n=13,098)
Business	36%	27%	39%
Vacation	37%	41%	35%
Personal or other	28%	32%	26%

Origins of Air Passengers

To better understand the geographic market served by LAX, non-connecting passengers were asked a series of questions regarding their location prior to coming to the airport. The majority of passengers departing from LAX came from the five-county Los Angeles region, which includes Los Angeles, Orange, Ventura, Riverside and San Bernardino Counties. **In 2006, LAX drew a greater proportion of passengers from Los Angeles County and fewer passengers from other Southern California areas, most notably Orange County, compared to previous years.** More than three-fourths of LAX passengers began their trip in Los Angeles County (78 percent), a four-percentage-point increase over 2001. The distribution of originating passengers by county is presented in **Figures 6 and 7.**

Figure 6
LAX Passenger County of Origin
Annual, 2006 (n=15,892)

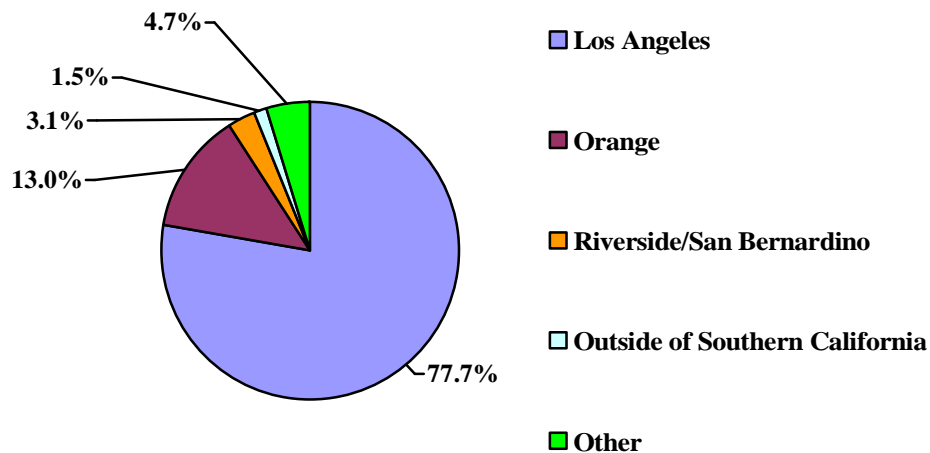


Figure 7
LAX Passenger County of Origin
Annual, 2001 (n=10,547)

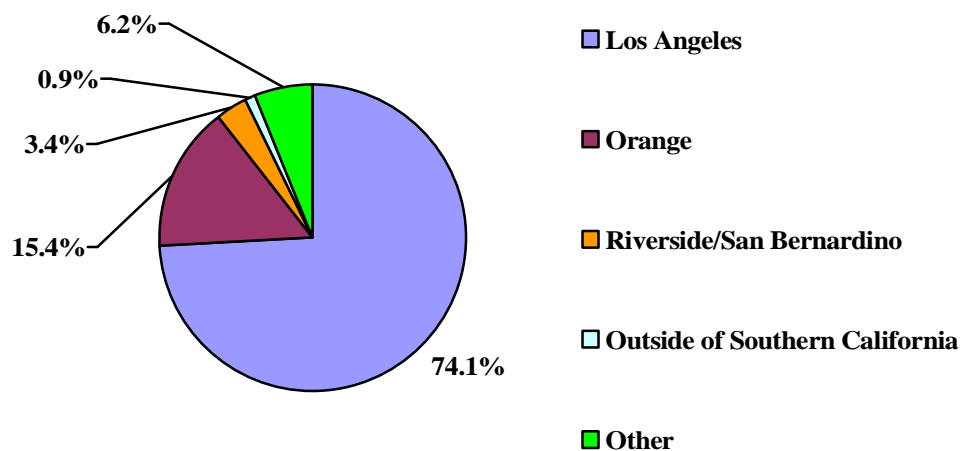


Figure 8 and **Table 5** display the county of origin separately for residents and visitors. **There was an increase in the proportion of both residents and visitors coming to LAX from Los Angeles County compared to 2001.** A total of 79 percent of residents came to LAX from within Los Angeles County in 2006, compared to 74 percent in 2001. Among visitors, 76 percent came from Los Angeles County in 2006, compared to 73 percent in 2001. **Residents continue to be more likely than visitors to come from Los Angeles County (79 percent compared to 76 percent), while a higher percentage of visitors originate in Orange County than residents (15 percent compared to 11 percent).** See **Figure 3**. This difference between residents' and visitors' points of origin is likely due to tourist attractions located in Orange County including Disneyland and Knott's Berry Farm, which draw large numbers of visitors to the Southern California area.

Figure 8
Percent of LAX Passengers Originating by County
Residents and Visitors
Annual, 2006

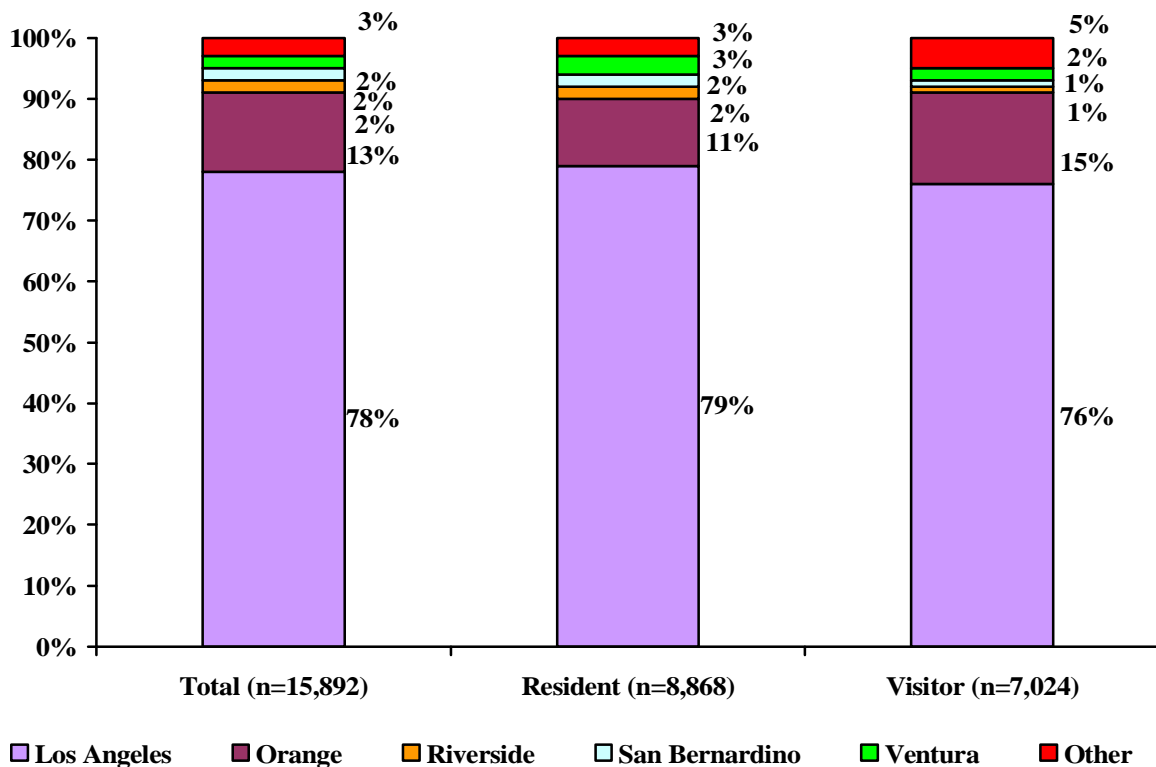
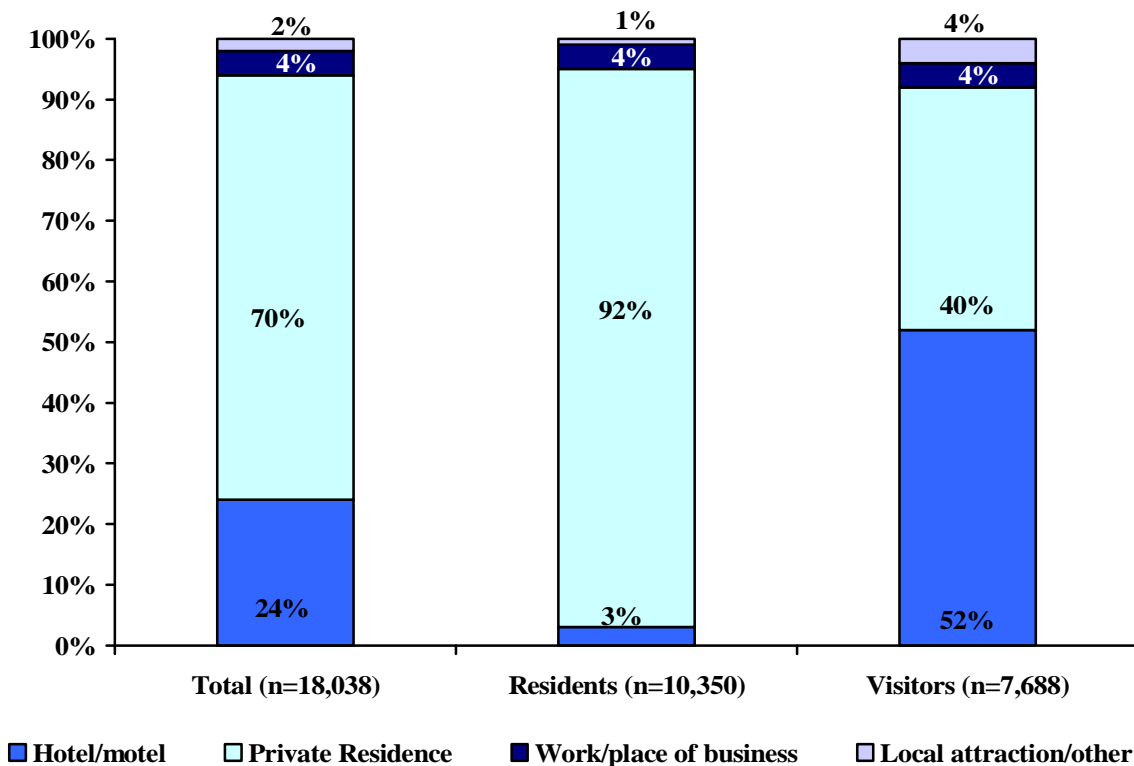


Table 5
Percent of LAX Passengers Originating by County
Residents and Visitors
Annual, 2006

	Total (n=15,892)	Resident (n=8,868)	Visitor (n=7,024)
Los Angeles	77.7%	79.2%	75.9%
Orange	13.0%	11.1%	15.4%
Riverside	1.5%	2.0%	1.0%
San Bernardino	1.6%	2.0%	1.0%
Ventura	2.3%	2.9%	1.5%
Imperial	--	--	--
Other	3.9%	2.8%	5.2%

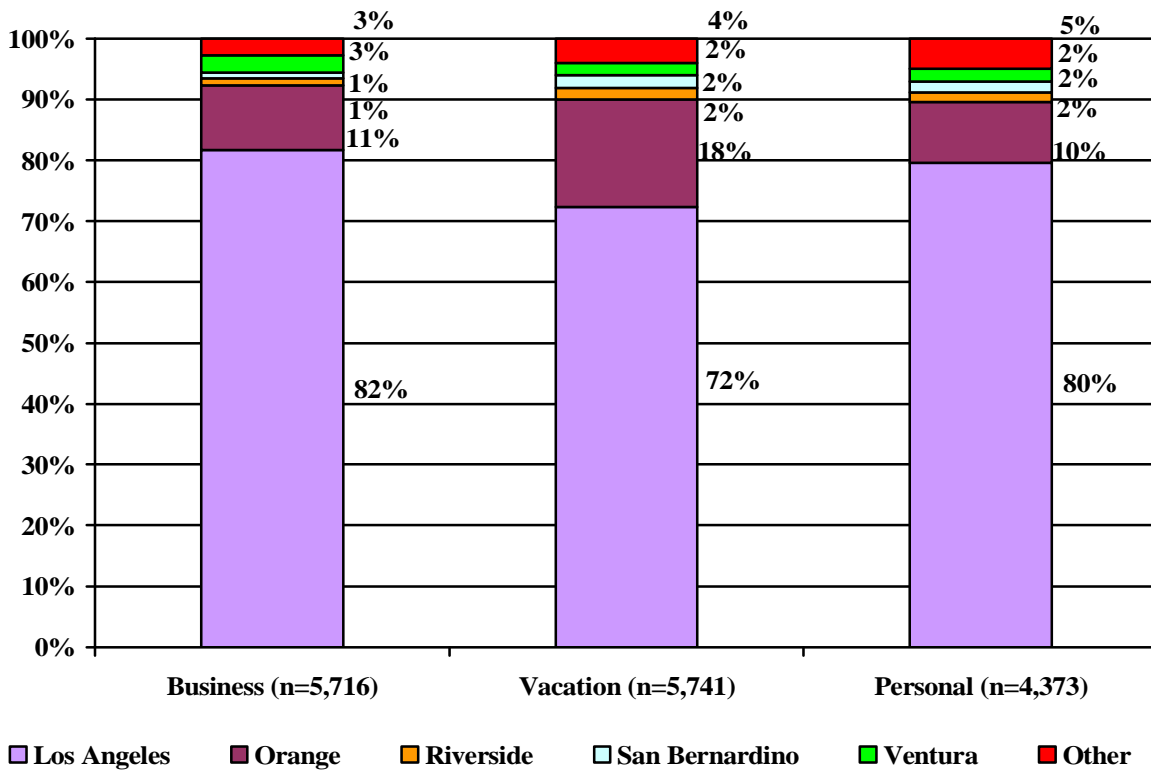
As seen in **Figure 9**, more than half (52 percent) of all visitors traveling to LAX came from a hotel or motel, followed by 40 percent who came from a private residence, and less than 5 percent who were traveling from a place of business or a local attraction. Nine-out-of-ten residents surveyed (92 percent) reported that they were coming to LAX from a private residence, rather than a place of business.

Figure 9
Percent of Residents and Visitors Originating by Type of Place
Annual, 2006



While the majority of all LAX passengers come to the airport from within Los Angeles County, business travelers are much more likely than vacation travelers to originate here (82 percent compared to 72 percent). More vacation travelers than business travelers, however, come to LAX from Orange County. See Figure 10.

Figure 10
LAX Passenger County of Origin by Trip Purpose
Annual, 2006



Mapping of Passenger Origins

Passenger origins were mapped to provide additional detail regarding trip origin by zip code and RADAM zone.³ **Figures 11, 12, and 13** on the following pages map the most common zip codes of origin for passengers traveling out of LAX within each of the five counties. Separate maps are shown for Residents and Visitors as well as all passengers combined. A red area indicates that 0.5 percent or more of the surveyed passengers at LAX originated in that zip code. A pink area indicates that between 0.15 percent and 0.5 percent of surveyed originating passengers originated within that zip code. A yellow area indicates that between 0.05 percent and 0.15 percent of surveyed originating passengers originated within that zip code. A blue area indicates that less than 0.05 percent of surveyed originating passengers originated within that zip code. Finally, a gray area indicates that there were no passengers who originated from within that zip code.

Zip code mapping indicates that originating passengers' points of origin are most heavily concentrated along the western and coastal areas of the five-county region, most notably from West Los Angeles, with additional high concentrations near Disneyland in Orange County and in Long Beach. For Residents there are additional concentrations of passengers coming from the San Fernando Valley.

³ The RADAM zones were developed by the Southern California Association of Governments (SCAG). They are used as part of SCAG's Regional Airport Demand Allocation model (RADAM) program.

Figure 11:
LAX Trip Origins by Zip Code, Percentage of Originating Passengers
Annual, 2006

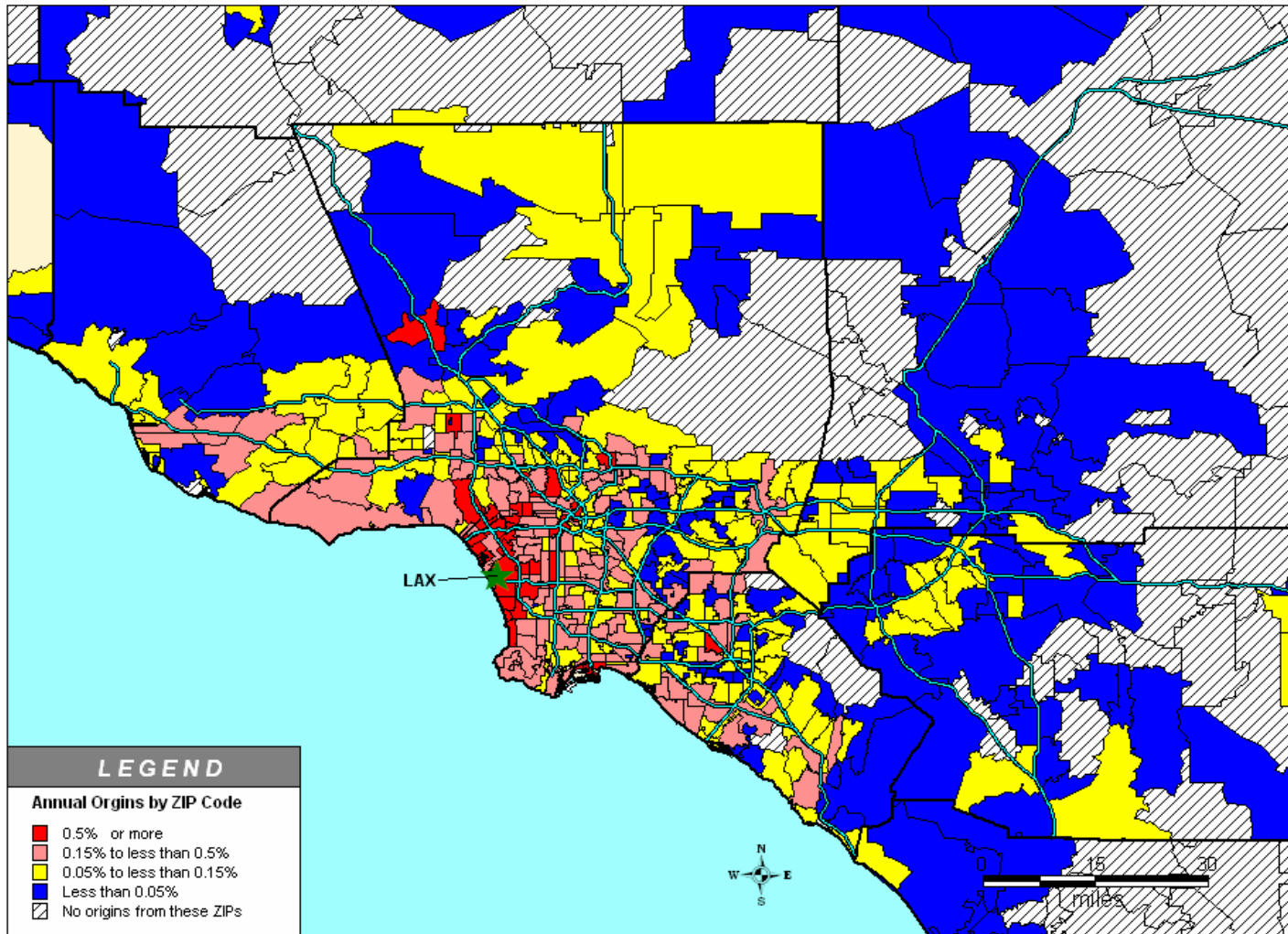


Figure 12:
LAX Trip Origins by Zip Code, Percentage of Originating Passengers Residents, 2006

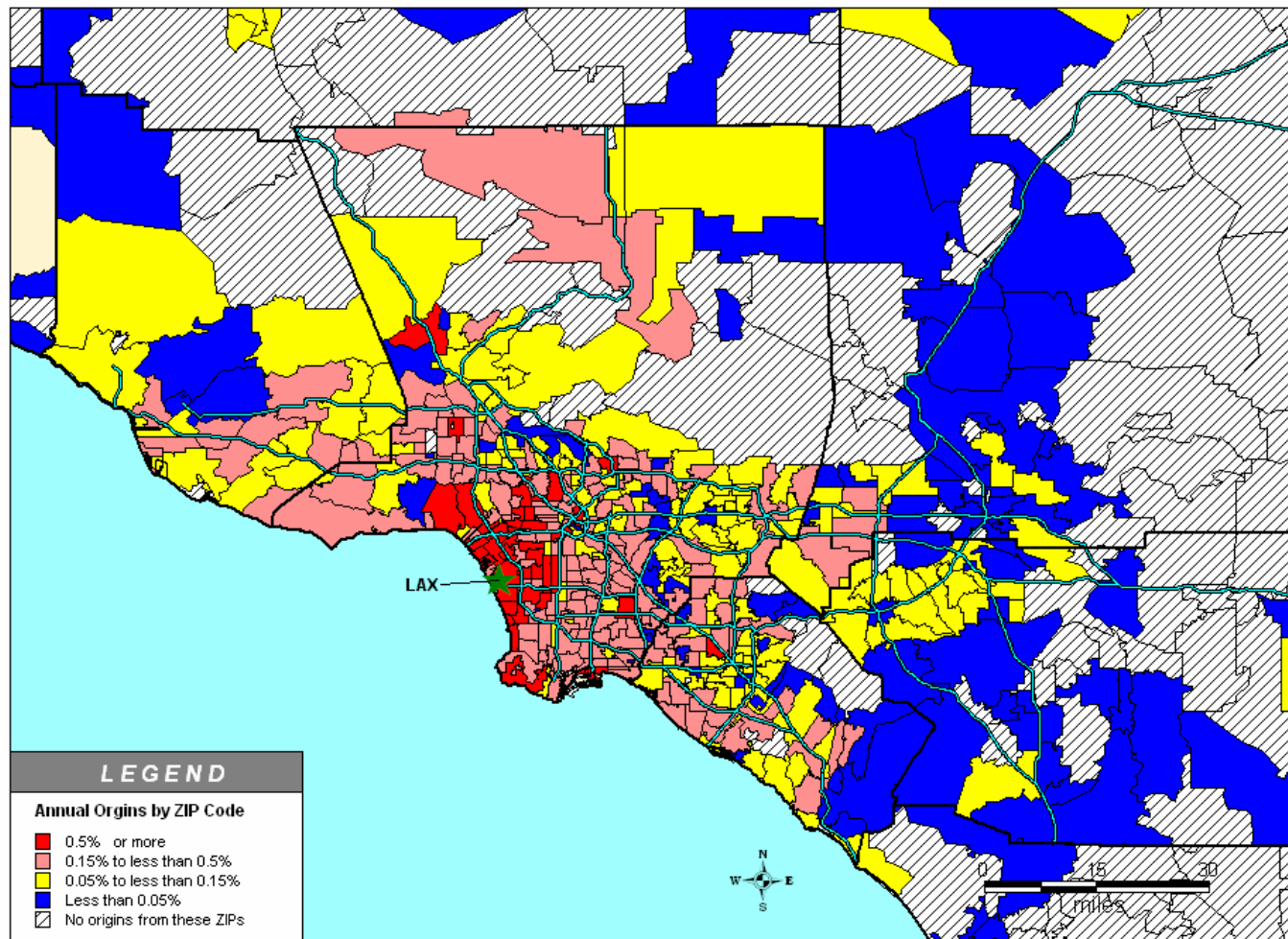
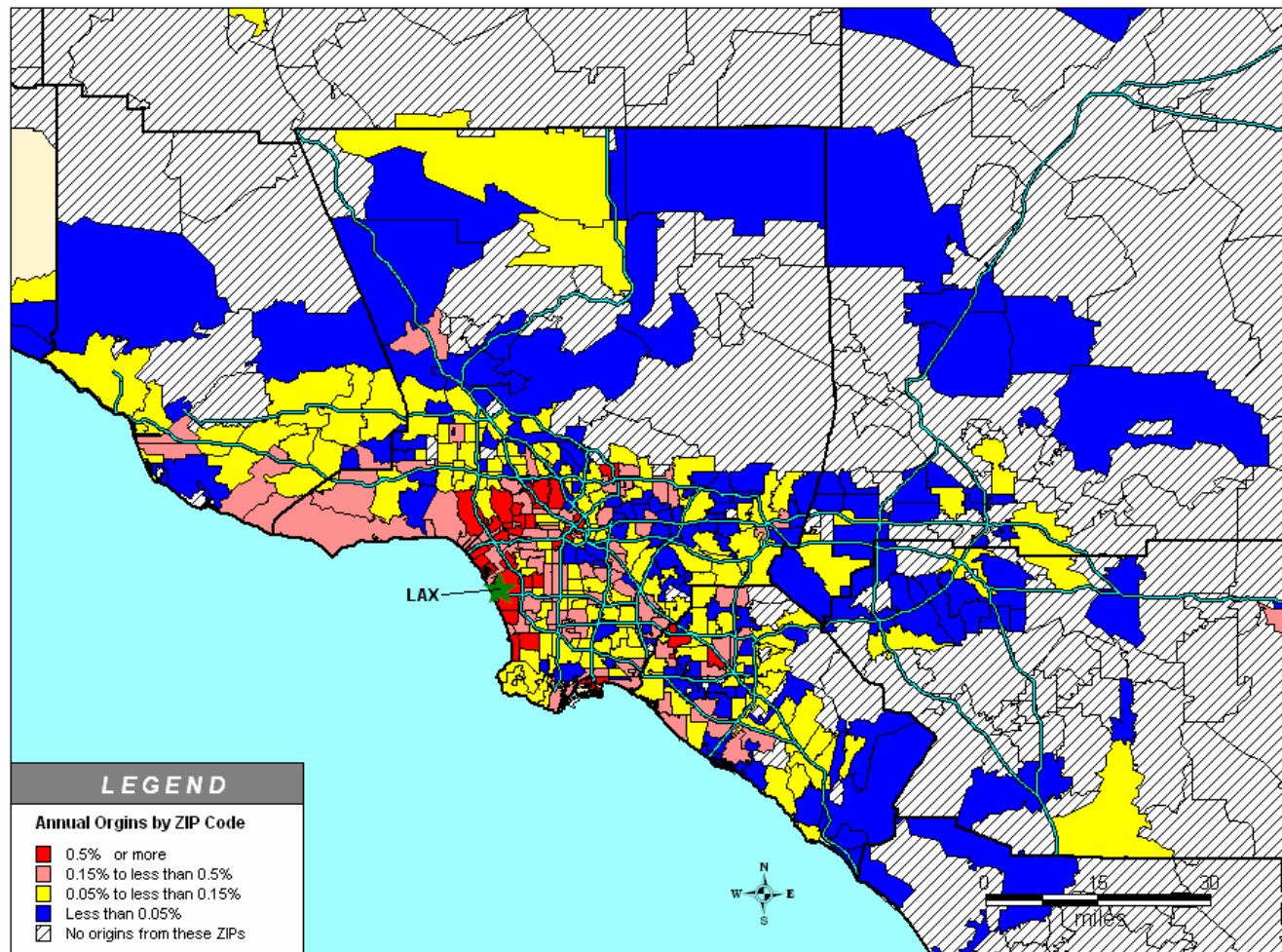


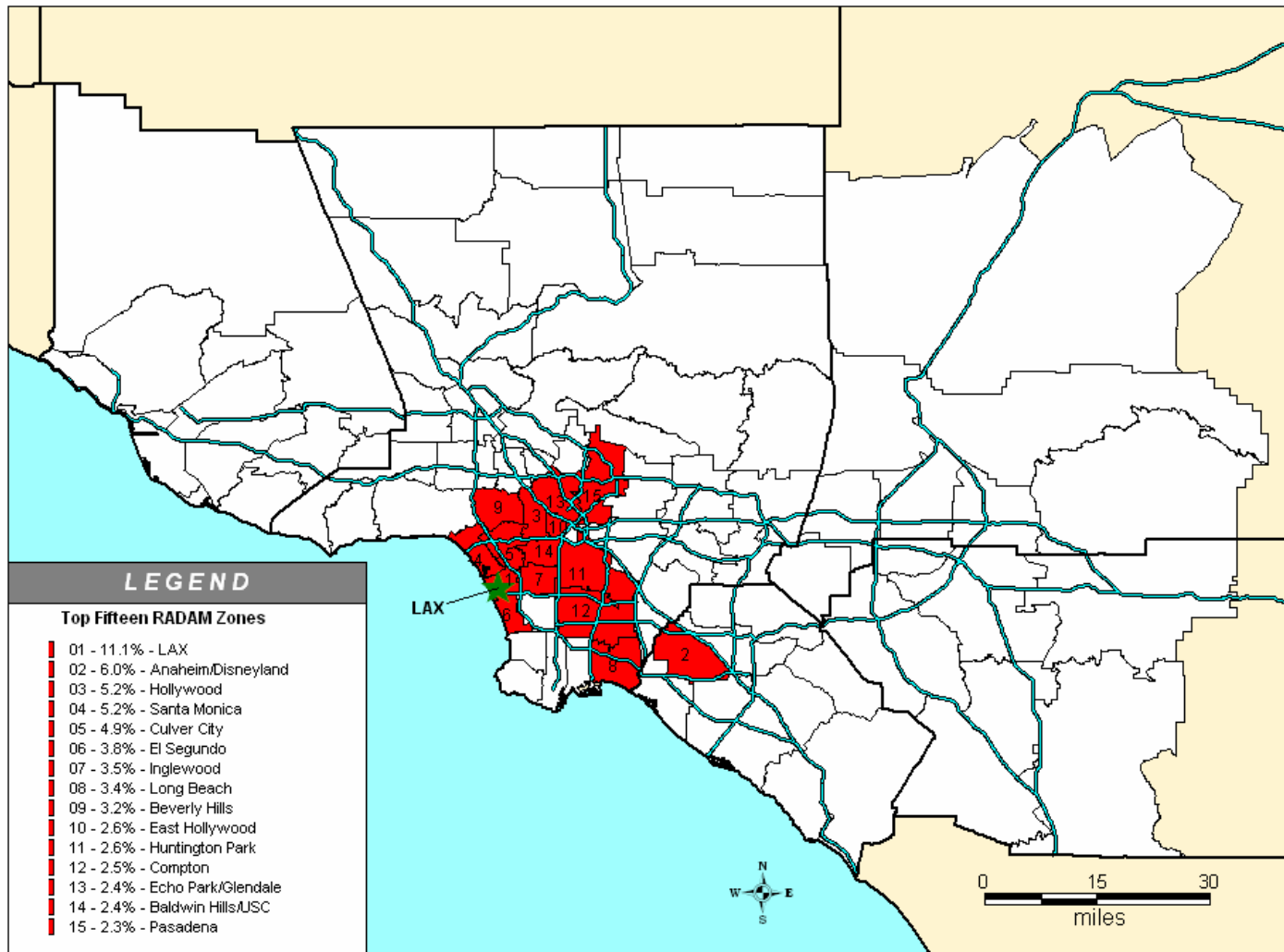
Figure 13:
LAX Trip Origins by Zip Code, Percentage of Originating Passengers
Visitors, 2006



To provide another representation of passenger origins, over 1,500 transportation analysis zones (TAZs) in the five-county Los Angeles Region were coded as origins. These smaller zones were grouped into 85 larger areas, called “RADAMs”, for analysis. The zone descriptions are designed to give a general idea of the zone location and do not represent municipal boundaries.

As shown in Figures 14, 15, and 16 on the following pages, most originating passengers come from one of 15 RADAMS, with the largest proportion coming from the LAX RADAM. A substantial proportion of respondents also come from the Anaheim/Disneyland and Santa Monica RADAMs. The top 15 RADAMS are marked in red and ranked (with “1” representing the largest proportion). The legend identifies the top 15 areas. **The top 15 RADAMS of origin for all surveyed passengers are located in West Los Angeles County, Southeast Los Angeles County, the Hollywood/Downtown Los Angeles area and the Anaheim/Disneyland area.** Residents are less likely than visitors to come from the LAX or Anaheim/Disneyland RADAM.

Figure 14:
LAX Trip Origins by RADAM, Percentage of Originating Passengers
Annual, 2006



**Figure 15:
LAX Trip Origins by RADAM, Percentage of Originating Passengers
Residents, 2006**

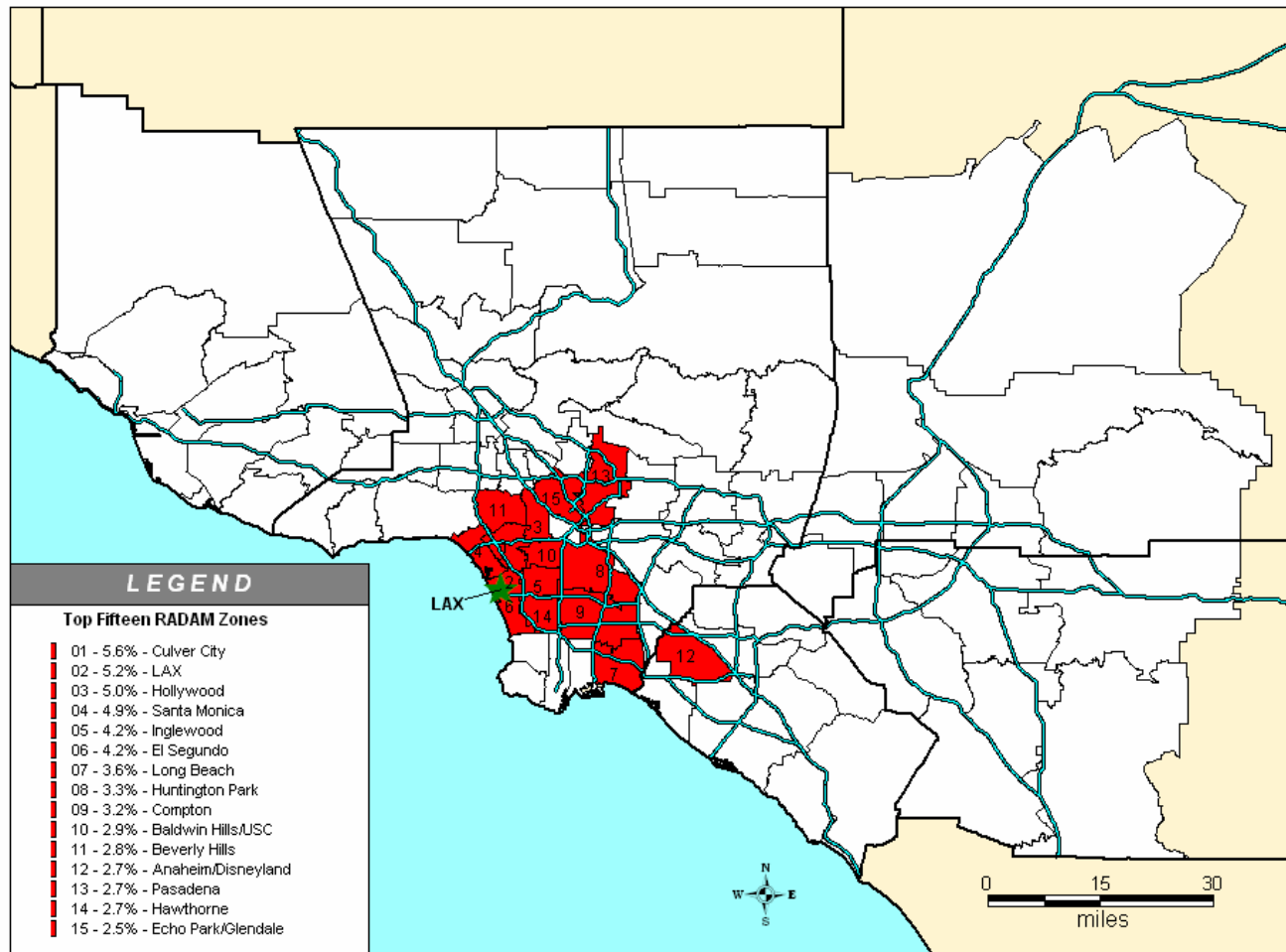
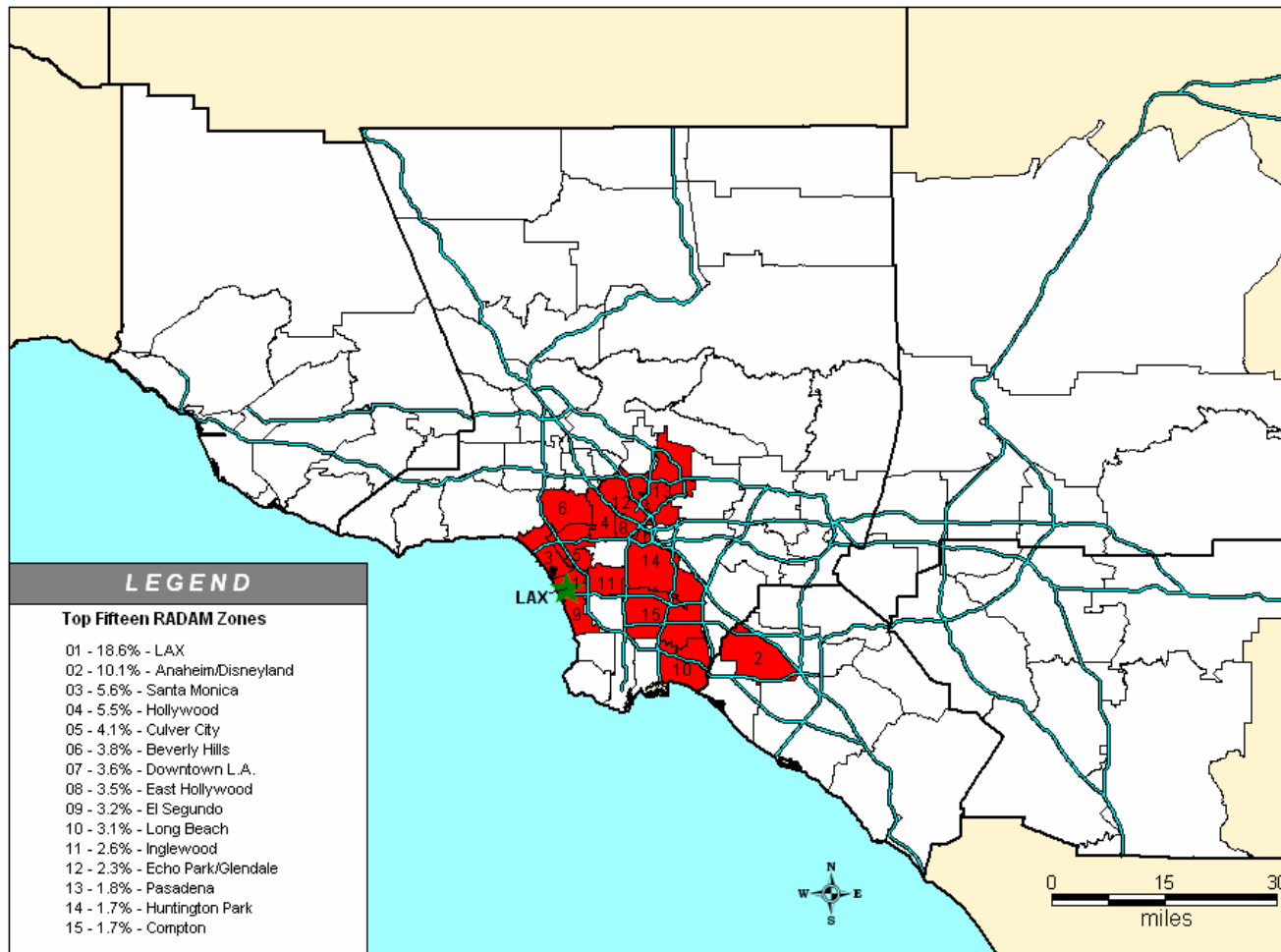


Figure 16:
LAX Trip Origins by RADAM, Percentage of Originating Passengers
Visitors, 2006



International Passengers

Nearly all of the region's international passengers depart from LAX. Since there are fewer alternatives to LAX for international travel, the points of origin for international travelers, both residents and visitors, were mapped separately to determine how the distribution of international passengers might differ from that of all LAX passengers. These maps are presented in **Figures 17, 18, and 19** on the following pages. Most LAX travelers flying internationally came from the same top five RADAM zones that draw all LAX passengers, namely the LAX area, Anaheim/Disneyland, Hollywood, Santa Monica and Culver City. However, when looking at international passengers only, origins in the West San Gabriel Valley area become more predominant, while origins in southeast Los Angeles County area become less so. Nearly one-in-five international travelers visiting the Los Angeles Area (19 percent) have a point of origin within the LAX area and another 15 percent originate in Anaheim. Combined, these two RADAM zones account for one-third of the origins for all visiting international travelers.

Figure 17:
Trip Origins by RADAM, Percentage of International Passengers
Annual, 2006

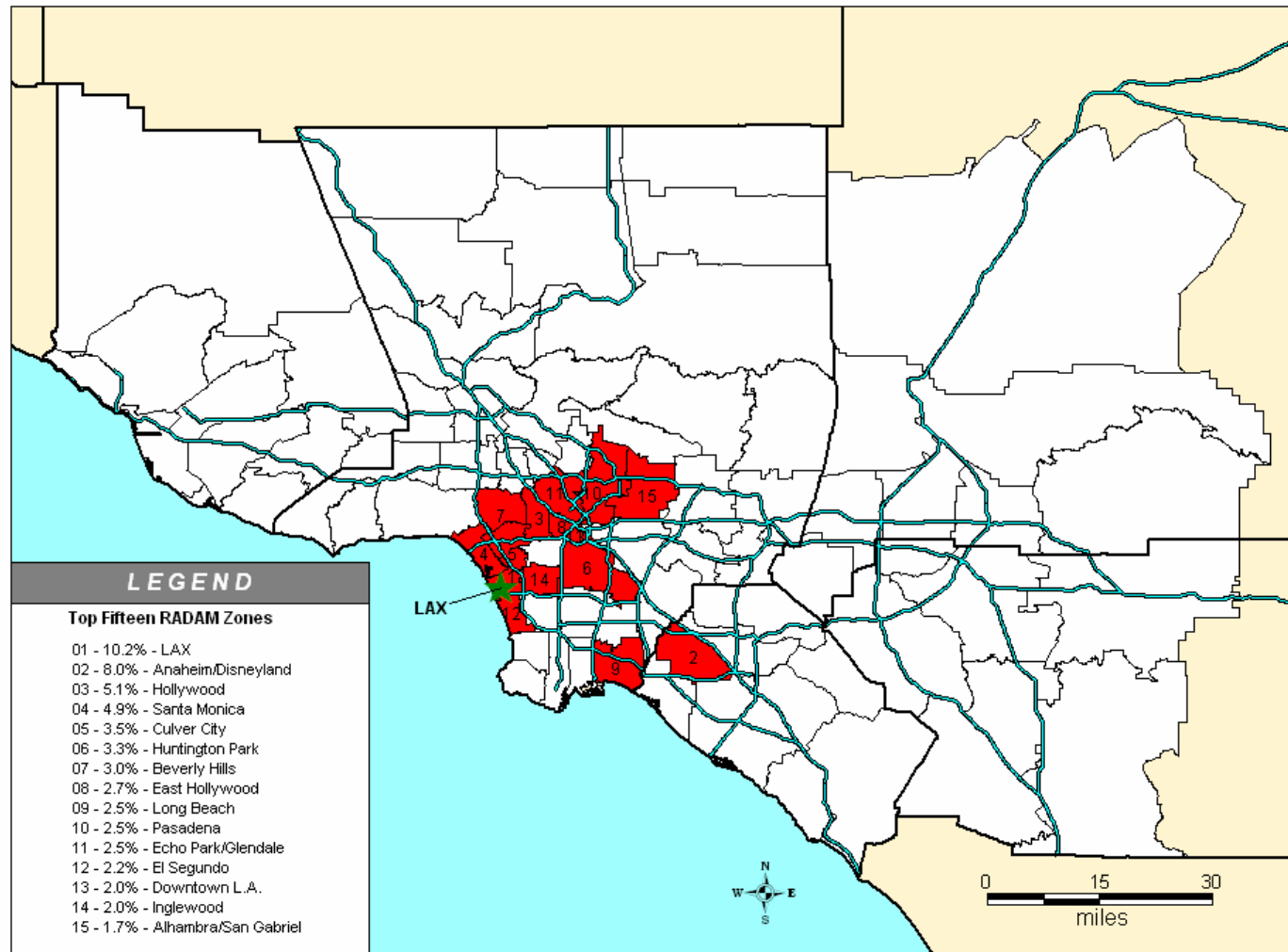


Figure 18:
Trip Origins by RADAM, Percentage of International Passengers Residents, 2006

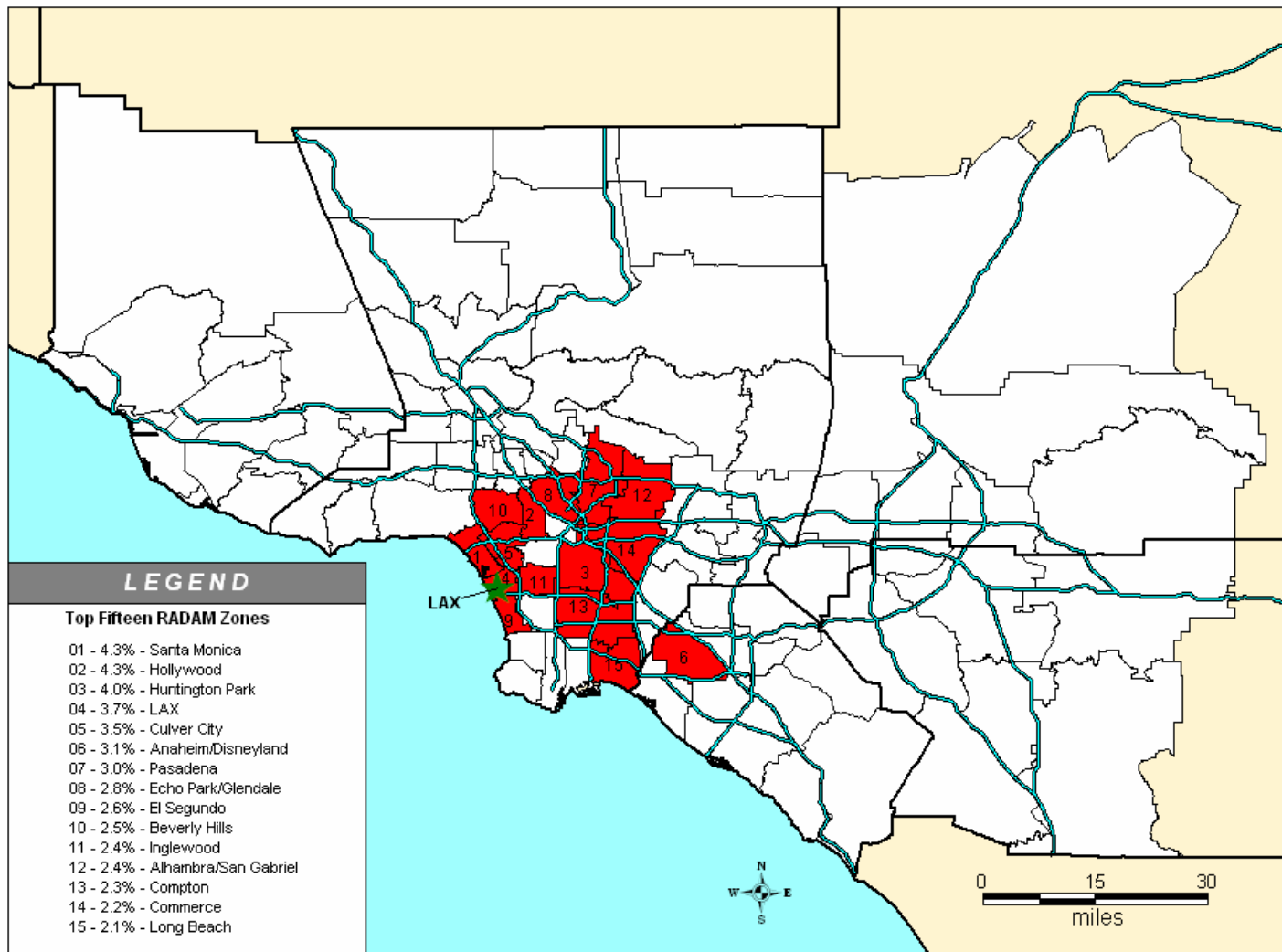
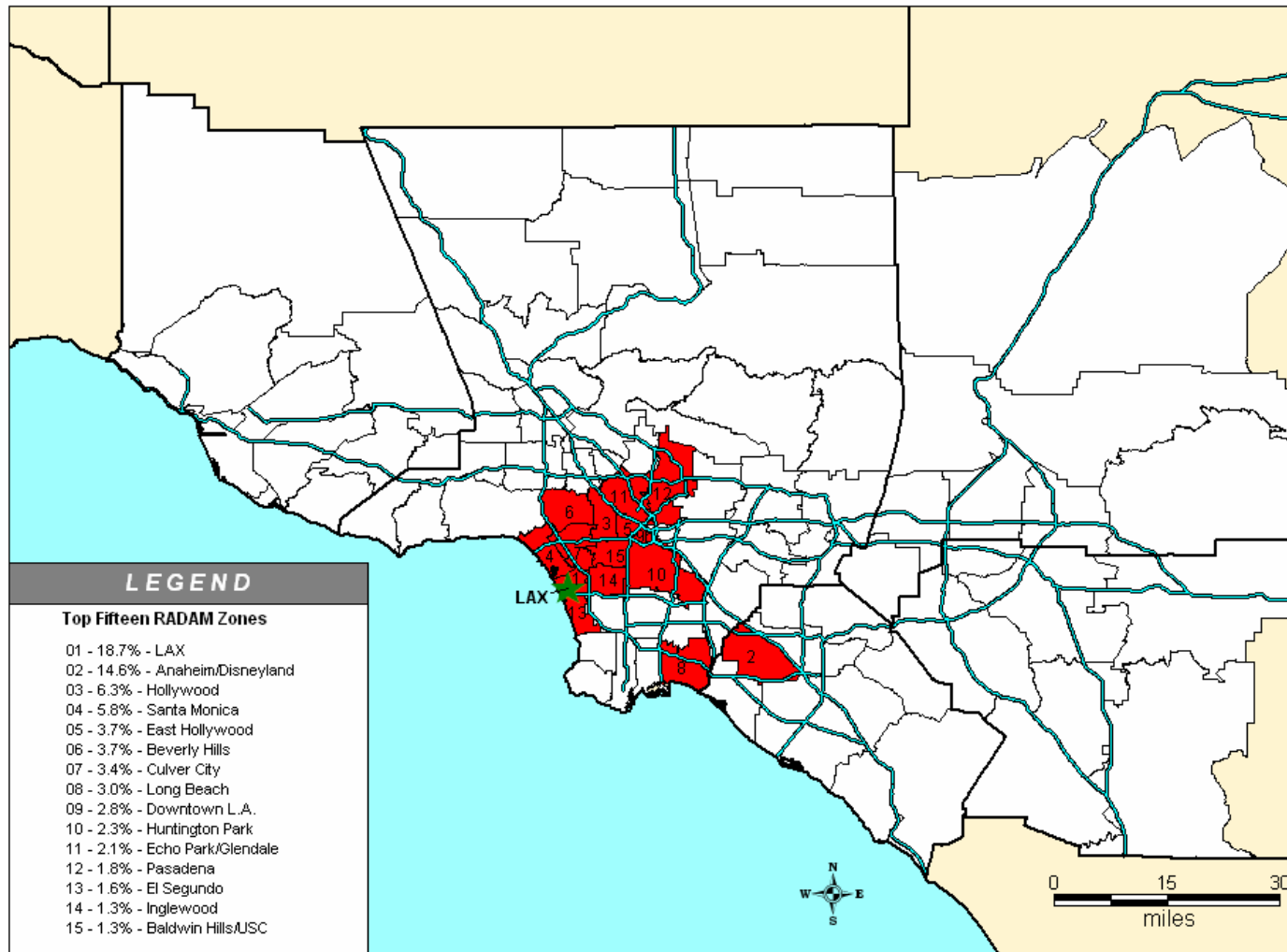


Figure 19:
Trip Origins by RADAM, Percentage of International Passengers
Visitors, 2006



Trends in Ground Transportation

The mode of transportation used by air passengers to get to the airport, the route taken, and parking trends all contribute to surface traffic at LAX. As seen in **Figure 20**, the private vehicle continues to be the most common form of ground transportation. More than half of originating passengers arrive by private car (55 percent), an increase of 6-percentage points since 1993, but unchanged compared to 2001. **Since 1993, there has been a steady increase in the proportion of passengers electing to use shuttles and taxi services instead of rental cars.** These patterns were consistent for both the peak and non-peak travel seasons, with the exception of private vehicles. Passengers were more likely to come to LAX by private car, van or truck during the peak season (58 percent compared to 54 percent during the non-peak season) with the loss of share distributed among the other modes.

Figure 20
Mode of Access to LAX
Annual, 1993, 2001 and 2006

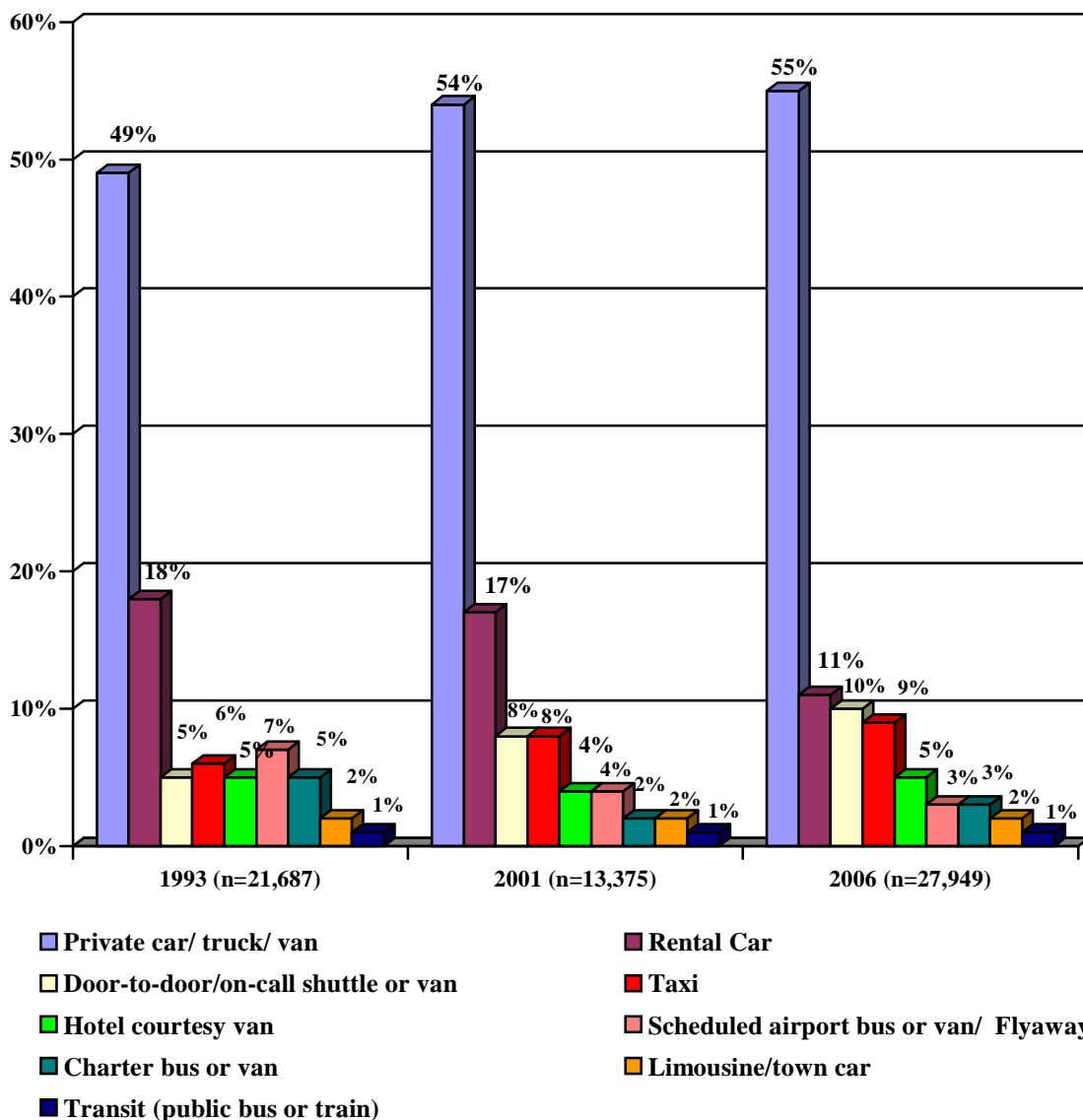
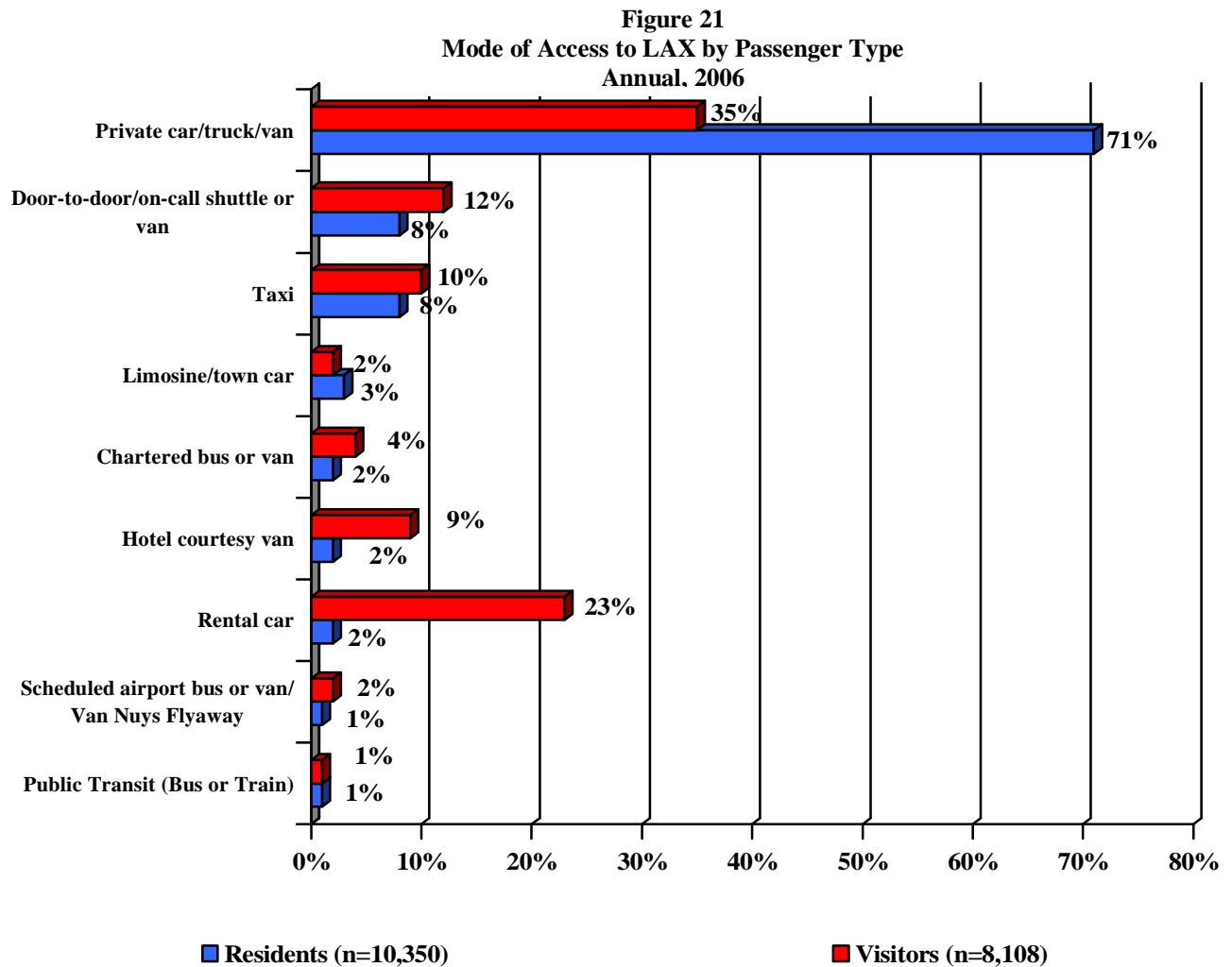
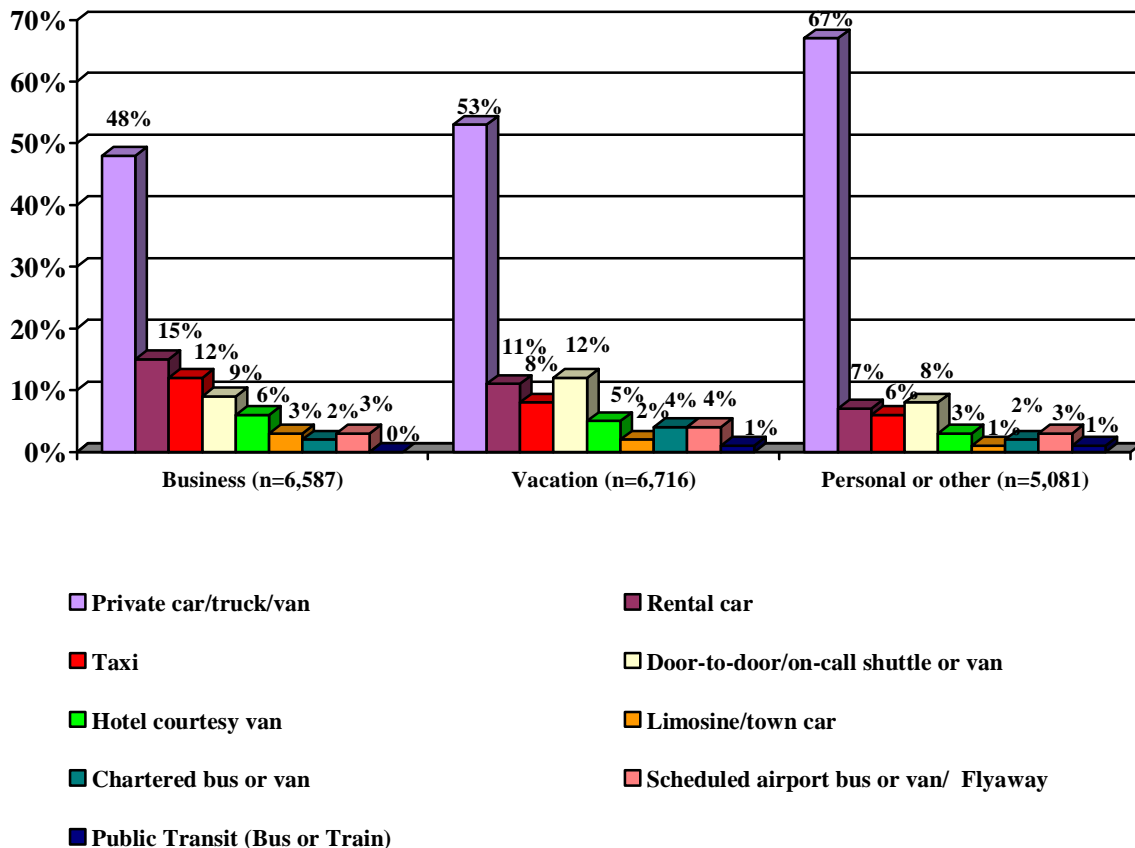


Figure 21 compares the mode of access for residents and visitors. **Residents are more likely than visitors to use a private vehicle to get to the airport (71 percent compared to 35 percent of visitors).** As expected, visitors are much more likely than residents to take a rental car to the airport; however, the use of rental cars among visitors decreased 8-percentage points since 2001.



Mode choice also varied by trip purpose, as seen in **Figure 22**. While passengers traveling on vacation or for “personal or other” reasons were more likely to use a private vehicle to access LAX compared to business travelers, business passengers still use private vehicles more often than any other single form of transportation. Passengers traveling on business were more likely than other travelers to use rental cars and taxis.

Figure 22
Mode of Access to LAX by Trip Purpose
Annual, 2006



*Totals do not add to 100% due to rounding. Other forms of transportation used by extremely small proportions of passengers, such as bicycles, motorcycles, etc. are not presented.

Route Driven to LAX by Residents

Residents who took a private vehicle, rental car, taxi, or limousine to the airport were asked what freeway they used. **As seen in Table 6, the 405 Freeway remains the primary travel route to LAX, followed by the 105; however, fewer passengers used either route in 2006.** Among those passengers who used freeways to access the airport, about one-third used the Century Boulevard exit from the I-405, about one-third used the Sepulveda Boulevard exit from the I-105 and about 14 percent used the Sepulveda/Howard Hughes Parkway from the I-405. A greater proportion of residents took the Sepulveda Boulevard exit off the I-405 than in 2001, an increase of 5-percentage points. See **Table 7**.

Table 6
Route Driven to LAX By Residents
Annual, 2001 and 2006

Route	2001 (n=5,682)	2006 (n=16,576)
Used San Diego Freeway (I-405)	40%	37%
Used 105 Freeway	29	25
Did Not Use Freeway	24	26
Used both	5	6
Don't know/refused	3	6

Table 7
Freeway Exit Used in Traveling to LAX By Residents
Annual, 2001 and 2006

Exit	2001	2006
From San Diego Freeway (I-405)		
Century Boulevard	34%	31%
Sepulveda/Howard Hughes Parkway	9	14
La Tijera Boulevard	4	3
Imperial Highway	2	3
Manchester Avenue	1	2
Exit from 105 Freeway		
Sepulveda Boulevard	31%	29%
Aviation Boulevard	4	3
La Cienega Boulevard	3	3
Nash	2	1
Imperial Highway	2	3
Other	4%	1%
Don't Know	6	8

*Totals do not add to 100% due to rounding.

Transit

The proportion of LAX passengers who arrive at the airport by public transportation has remained steady at 1 percent. Among passengers who use transit, more than two-thirds (69 percent) use MTA to get to the airport, as seen in Table 8.

Table 8
Public Transportation Bus Lines Used to Access LAX
Annual, 2006

	2006 Total
Bus line	(n=114)
MTA	69%
Santa Monica/Big Blue Bus	15
Culver City Bus	2
Other	13

In 2006, passengers were asked if they would be interested in an express bus service to the airport in their area or along their route to the airport and, if so, how many times per year they would use it. Nearly two-thirds of passengers (62 percent) reported that they would use an express bus service to the airport at least once a year. Of those who would use the service, 52 percent said they would use it more than twice a year.

Passengers were also asked to rate the importance of various proposed express bus service features. Results are presented in Table 9 below. **Baggage check-in services at the express bus station and the ability to obtain a boarding pass were both identified as very important services by half the passengers surveyed.** Convenient freeway access to express bus stations and access to a location along passengers' route were also important.

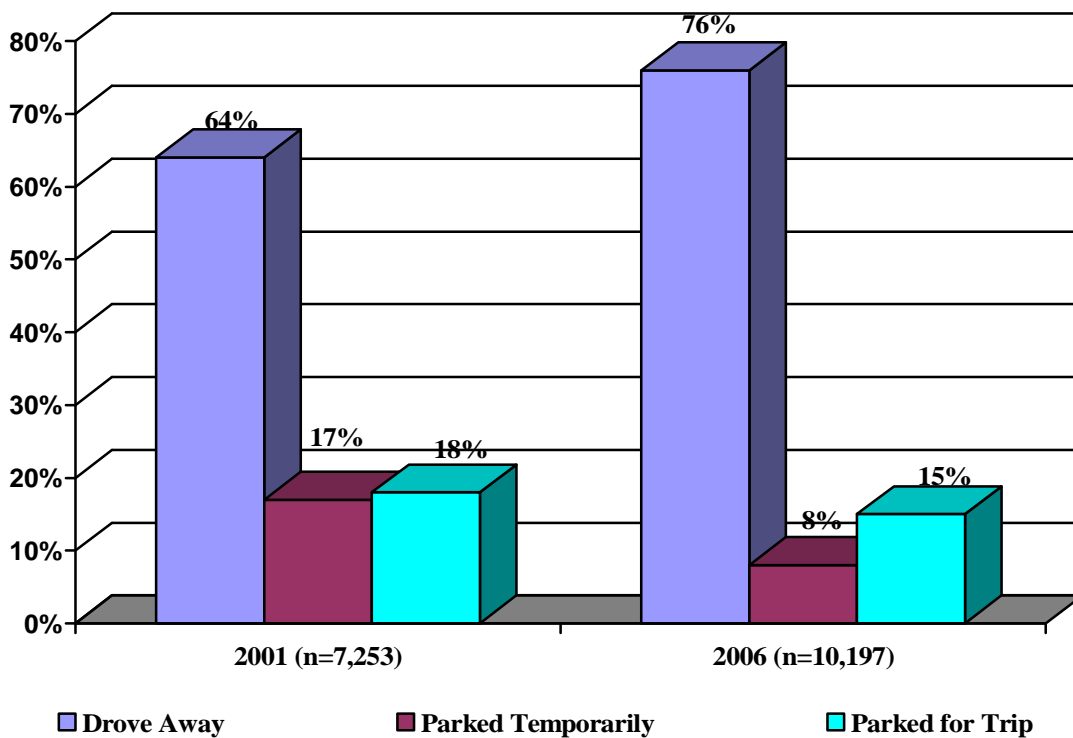
Table 9
Importance of Various Express Bus Services to LAX
Residents, 2006

(n=10,273)	Very Important	Somewhat Important	Not Important	Don't Know
	Location along passengers route to LAX	43%	26%	30%
Convenient freeway access to express bus station	45	24	30	2
Baggage check-in service at express bus station	50	21	28	2
Obtain boarding pass at express bus station	50	20	28	2

Trends in Airport Parking and Congestion

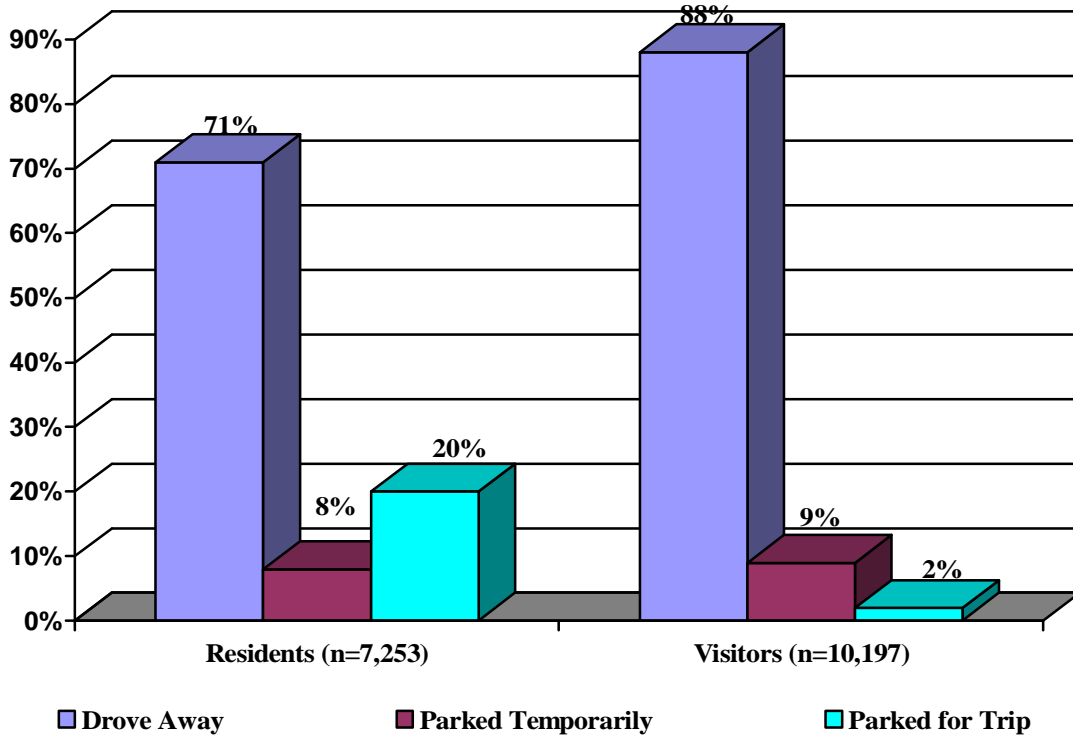
The events of 9-11, and the subsequent security measures that were adopted, appear to have had a major influence on parking patterns and curbside congestion. **In 2006, more than three-fourths (76 percent) all passengers who drove to the airport in a private vehicle were dropped off at the curb, up 12 percentage points since 2001.** Prior to 9-11, non-fliers who drove passengers to the airport were more likely to temporarily park their vehicles and see passengers off to their flight. This change is due, in part, to security restrictions preventing non-fliers from escorting passengers to the gate. In addition, fewer passengers are parking their vehicles at the airport for the duration of their trip. Results are presented in Figure 23.

Figure 23
Parking of Private Vehicles at LAX
Annual, 2001 and 2006



As seen in **Figure 24**, visitors were more likely than residents to be dropped off, 88 percent compared to 71 percent among residents, and are less likely to park their cars at the airport for the duration of their trip.

Figure 24
Parking of Private Vehicles at LAX
Residents and Visitors
Annual, 2001 and 2006



Among those passengers who park at LAX, just over half use a remote lot (54 percent), as seen in **Table 10**. More than one-quarter of passengers using remote parking (28 percent) use lots B or C. When considering parking location by trip purpose, about the same proportion of both business (36 percent) and vacation (38 percent) travelers parked in the Central Terminal Area; however, passengers traveling for personal reasons were far more likely to park in the CTA (66 percent) as seen in **Table 11**.

**Table 10
Parking Locations at LAX
Annual and Peak, 2006**

	Annual	Peak
	(n=1,336)	(n=333)
<u>All parkers</u>		
Parked in central terminal area	45%	48%
Parked in remote lot	54	50
<u>Remote Parkers</u>		
Lot B/Lot C	28%	28%

*Differences between annual and peak are not statistically significant due to limited sample size.

**Table 11
Parking Locations at LAX by Trip Purpose
Annual, 2006**

	Business	Vacation	Personal or Other
	(n=935)	(n=857)	(n=676)
<u>All parkers</u>			
Parked in central terminal area	36%	38%	66%
Parked in Remote Lot	63%	61%	33%

Flight Destination

The following section describes trip destination characteristics based on the non-stop destination of flights, as well as the final destinations reported by respondents. Destinations were divided by geographic regions both in the U.S. and internationally. See **Appendix B** for maps of the domestic and international destinations.

Non-Stop Flight Destinations

The survey targeted specific flights based on the sampling plan. Passengers waiting to board were randomly selected to participate. The flight destinations reported in the following tables and figures reflect flights' non-stop destinations but not necessarily passengers' final destination. As in 2001, **the most common non-stop destination for surveyed travelers overall and during the peak season continues to be another city in California, followed by other travel in the western United States**, as seen in **Table 12** below. There were few differences between peak and non-peak travel seasons, with the exception of travel in the west, which increases during the summer.

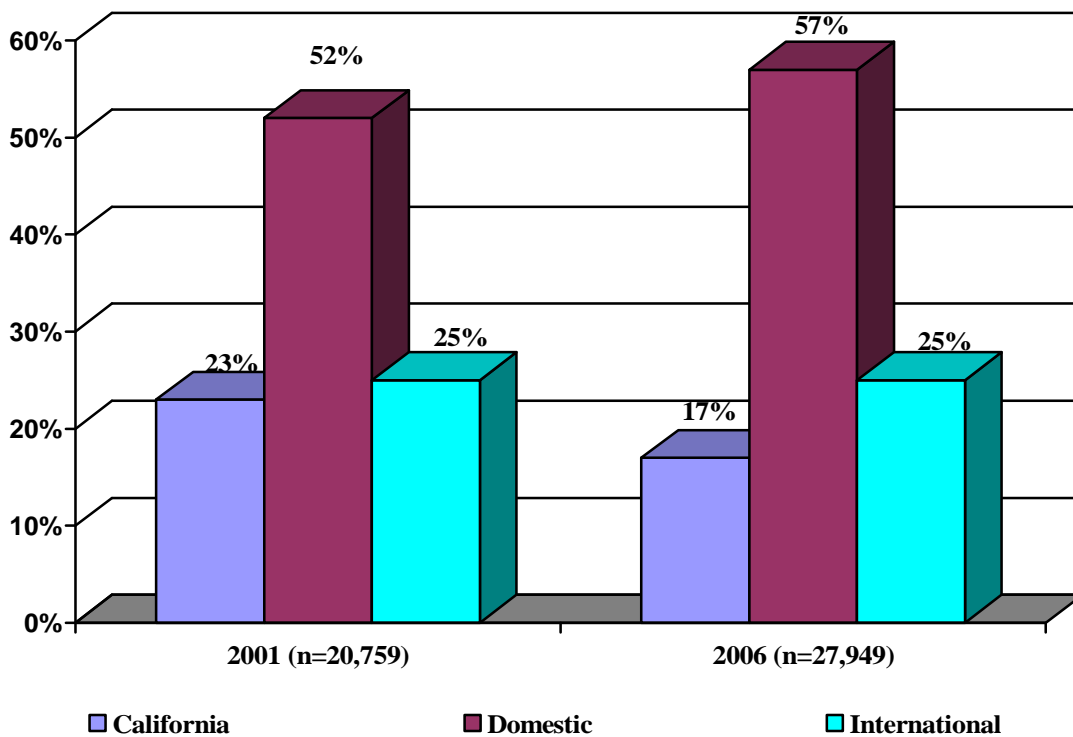
Table 12
Non-stop Flight Destinations of Surveyed Passengers Departing LAX*
Annual and Peak, 2006

	Annual (n =27,949)	Peak (n=7,729)
(Sample Size)		
California	17%	17%
<u>Other Domestic</u>		
West	14%	16%
Hawaii	6	7
Northeast	6	7
Atlantic	8	8
Pacific Northwest/Alaska	5	5
Midwest	5	6
South Central	7	6
Plains	3	2
New England	2	2
Southeast	1	0
<u>International</u>		
Central America	6	6
Caribbean	0	0
South America	0	0
Europe	6	6
Far East	6	6
Australia/Oceania	4	5
Canada	3	3
Middle East	0	0

*Includes connecting passengers.

While general destination patterns remain consistent compared to 2001, **fewer passengers in 2006 reported non-stop destinations within California and a greater proportion reported other domestic destinations.** There was no change in the proportion of passengers with non-stop international flights. See **Figure 25** below.

Figure 25
Non-stop Flight Destinations of Surveyed Passengers Departing LAX
Annual, 2001 and 2006



As presented in **Table 13**, residents and visitors had similar non-stop destination patterns; however, residents were more likely than surveyed visitors to be traveling to Hawaii (6 percent versus 4 percent) or to Central America (9 percent versus 4 percent). Comparisons between residents and visitors should be interpreted with caution as residents are beginning their trips and vacations, while visitors may be returning home from their trips, possibly affecting the destination data.

Table 13
Non-stop Flight Destination by Passenger Type
2006

	Passenger Type		
	Residents (n =10,350)	Visitors (n =8,108)	Connecting (n=9,192)
(Sample Size)	(n =10,350)	(n =8,108)	(n=9,192)
California	13%	13%	26%
<u>Other Domestic</u>			
West	14%	14%	14%
Hawaii	6	4	8
Northeast	7	8	4
Atlantic	9	10	5
Pacific	4	6	4
Northwest/Alaska			
Midwest	6	7	3
South Central	9	8	5
Plains	4	4	1
New England	2	2	2
Southeast	1	1	1
<u>International</u>			
Central America	9%	4%	4
Caribbean	0	0	0
South America	0	0	1
Europe	6	7	4
Far East	6	4	8
Australia/Oceania	1	3	10
Canada	2	4	3
Middle East	0	0	0

Final Destination of Originating Passengers

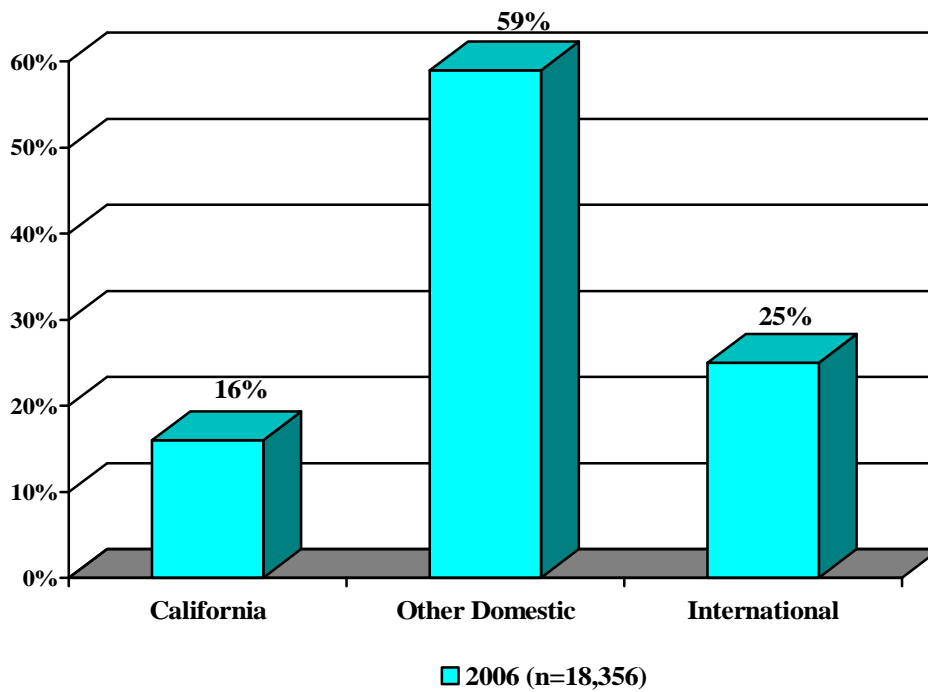
Respondents were asked directly about the final destination of their trip since their non-stop flight destination may not be the end of their air travel for the day. **As shown in Table 14, during the annual and non-peak periods, California remains the most commonly cited final destination, followed by other locations in the west.**

Table 14
Final Flight Destinations of Originating Passengers Departing LAX
Annual and Peak, 2006

	Annual	Peak
(Sample Size)	(n=18,356)	(n=5,262)
California	16%	15%
<u>Other Domestic</u>		
West	11%	13%
Hawaii	5	6
Northeast	8	9
Atlantic	9	8
Pacific Northwest/Alaska	5	6
Midwest	6	7
South Central	7	6
Plains	4	3
New England	2	2
Southeast	2	1
<u>International</u>		
Central America	6%	7%
Caribbean	1	1
South America	1	1
Europe	7	8
Far East	5	5
Australia/Oceania	2	2
Canada	3	3
Middle East	0	0
Africa	0	0

As seen in **Figure 26**, more than half of originating passengers (59 percent) who began their trip within the United States also have a domestic destination. A total of 16 percent of LAX travelers are traveling from one California city to another.

Figure 26
Final Flight Destinations of Originating Passengers Departing LAX
Annual 2006



Final destination varied by passenger type. As seen in **Table 15**, residents were more likely to have a California destination (17 percent) compared to visitors (13 percent). Residents were also more likely to travel to Hawaii (6 percent compared to 4 percent) and to Central America (8 percent compared to 4 percent).

Table 15
Final Destination by Passenger Type (LAX)
Residents and Visitors, 2006

	Passenger Type	
	Residents (n=10,290)	Visitors (n=8,066)
(Sample Size)		
California	17%	13%
<u>Other Domestic</u>		
West	11%	11%
Hawaii	6	4
Northeast	7	9
Atlantic	8	10
Pacific Northwest/Alaska	4	6
Midwest	6	7
South Central	7	7
Plains	3	4
New England	2	2
Southeast	1	2
<u>International</u>		
Central America	8%	4%
Caribbean	1	0
South America	1	1
Europe	6	8
Far East	5	4
Australia/Oceania	1	3
Canada	2	5
Middle East	0	0
Africa	0	0

Table 16 presents final destination by trip purpose. Residents traveling on business were more likely to report final destinations within California and within the western United States, compared to visitors. Residents traveling on vacation were more likely to be traveling to Hawaii or Central America, while visitors on vacation were more likely than residents to be departing LAX for Europe or Canada.

**Table 16
Final Destination by Trip Purpose (LAX)
Residents and Visitors, 2006**

	Business		Vacation		Personal or Other	
	Residents	Visitors	Residents	Visitors	Residents	Visitors
(Sample Size)	(n=3,606)	(n=2,957)	(n=3,849)	(n=2,824)	(n=2,801)	(n=2,245)
California	22%	14%	14%	11%	16%	13%
<u>Other Domestic</u>						
West	14%	12%	9%	10%	11%	11%
Hawaii	3	2	11	5	3	3
Northeast	8	10	6	8	7	8
Atlantic	10	12	7	7	9	10
Pacific						
Northwest/Alaska	5	5	3	6	5	7
Midwest	5	8	4	6	9	7
South Central	8	8	6	5	7	7
Plains	4	6	2	3	5	4
New England	2	3	2	2	2	2
Southeast	1	2	1	1	2	2
<u>International</u>						
Central America	3%	2%	13%	5%	8%	6%
Caribbean	0	1	1	0	0	0
South America	1	0	1	1	1	1
Europe	4	4	10	13	5	8
Far East	5	4	5	4	6	4
Australia/Oceania	1	1	1	5	1	3
Canada	3	4	3	7	2	3
Middle East	0	0	0	0	0	0
Africa	0	0	1	0	0	0

Differences Between Final and Non-Stop Destinations

Tables 17 and 18 examine differences between final and non-stop destinations. **Overall, 30 percent of originating passengers reported a final destination different from their non-stop flight destination, up from 21 percent in 2001.** Passengers during the peak season were more likely to report these differences.

Table 17
Final Destination Different from Non-stop Destination (LAX)
Among Originating Passengers
Annual and Peak, 2006

	Annual	Peak	Non-Peak
(Sample Size)	(n=18,405)	(n=5285)	(n=13,119)
Landing at other airports	30%	32%	29%

Visitors are more likely than are residents to go through another airport before reaching their final destination when traveling on business, but more likely to do so when traveling for personal or other reasons. As seen in **Table 18**, among responding visitors traveling on business, 28 percent would continue onto another airport at the end of their flight, as compared to 26 percent of residents. Among visitors traveling for personal or other reasons, 28 percent would continue on to another airport at the end of their flight, as opposed to 31 percent of residents.

Table 18
Final Destination Different from Non-stop Destination, by Trip Purpose (LAX)
Annual, Residents and Visitors, 2006

	Business	Vacation	Personal or Other
<u>Total</u>	(n=6,569)	(n=6,697)	(n=5,066)
Landing at other airports	27%	33%	30%
<u>Residents</u>	(n=3,611)	(n=3,861)	(n=2,810)
Landing at other airports	26%	33%	31%
<u>Visitors</u>	(n=2,958)	(n=2,836)	(n=2,256)
Landing at other airports	28%	32%	28%

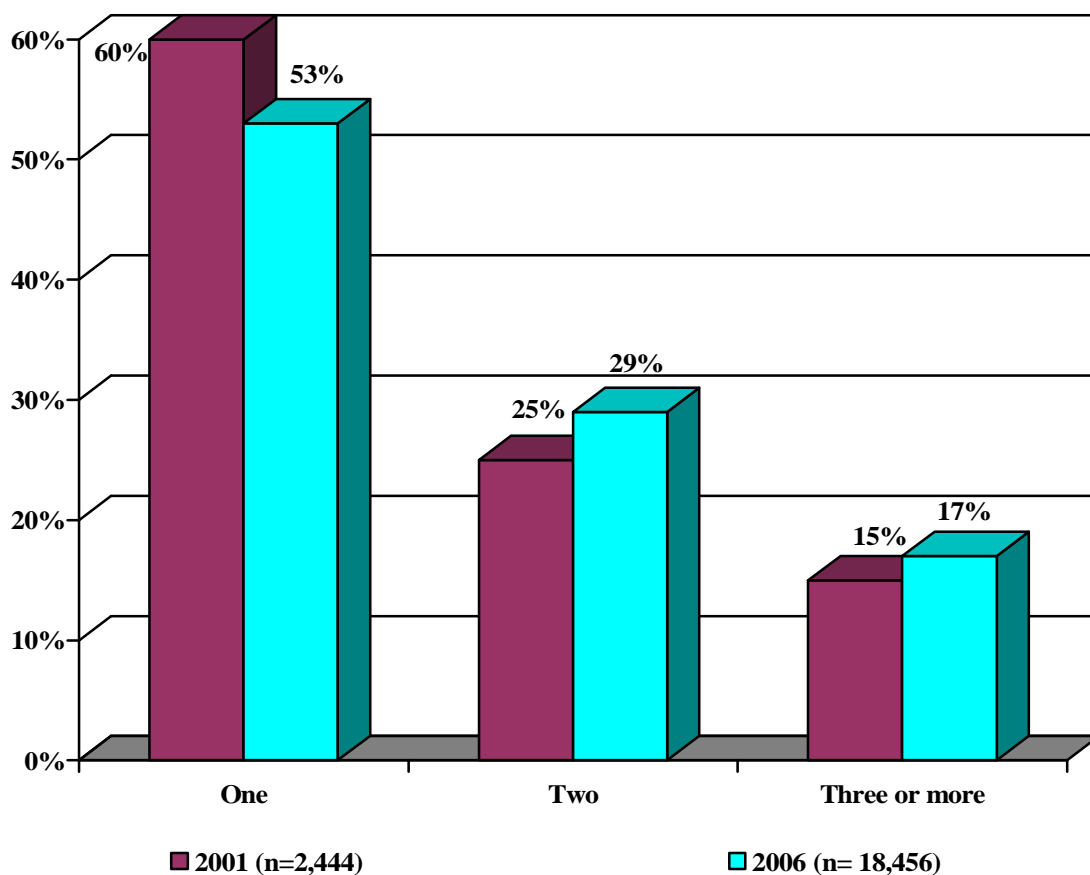
Size of Traveling Party, Trip Duration, and Expenditures

The following section presents information on the size of LAX traveling parties, the proportion of non-fliers accompanying passengers, trip duration, and the amount of money visitors spent while visiting Southern California.

Number in Traveling Party

Originating passengers were asked to report how many people were traveling with them on their trip (see **Figure 27**). **The majority of passengers at LAX continue to travel alone; however, more passengers traveled with companions in 2006 compared to 2001.** A total of 53 percent of passengers traveled alone in 2006, compared to 60 percent in 2001. Conversely, the proportion of passengers traveling in parties of two or more increased.⁴

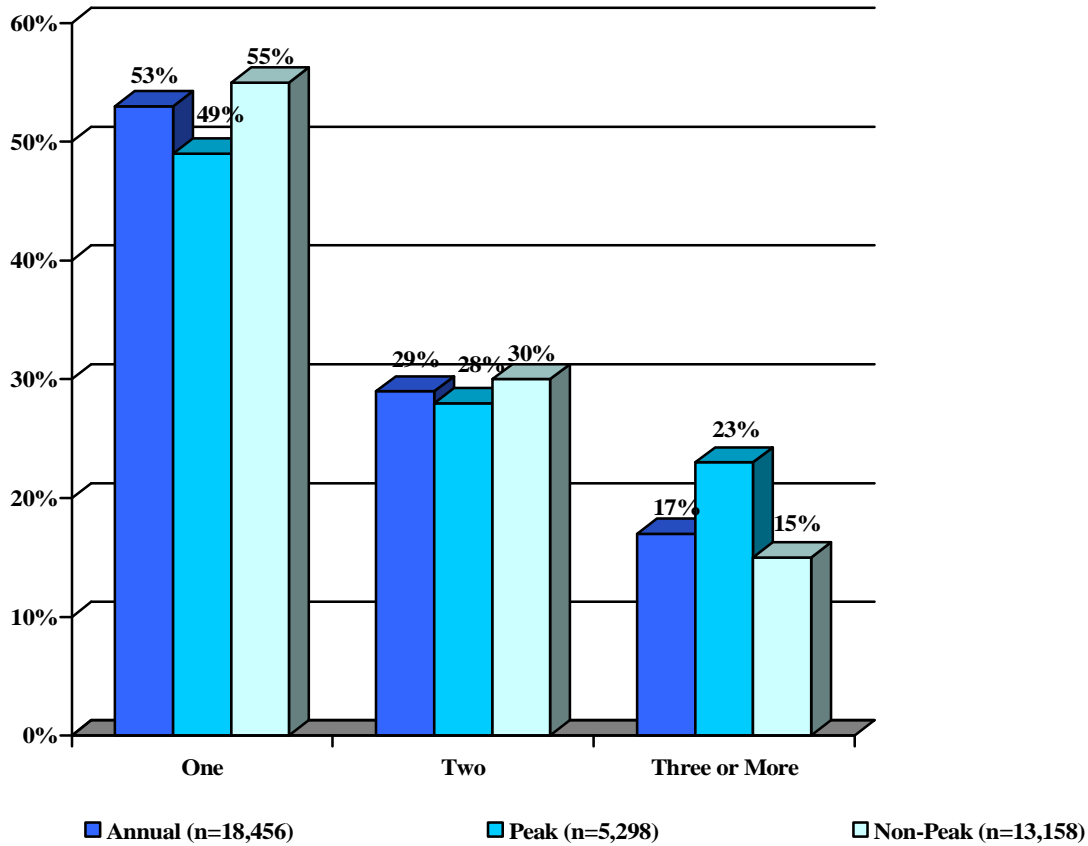
Figure 27
Number in Traveling Party at LAX
Annual, 2001 and 2006



⁴ In 2001, only passengers who received the long form questionnaire were asked to report the size of their traveling party. Despite the difference in sample size, the results are comparable.

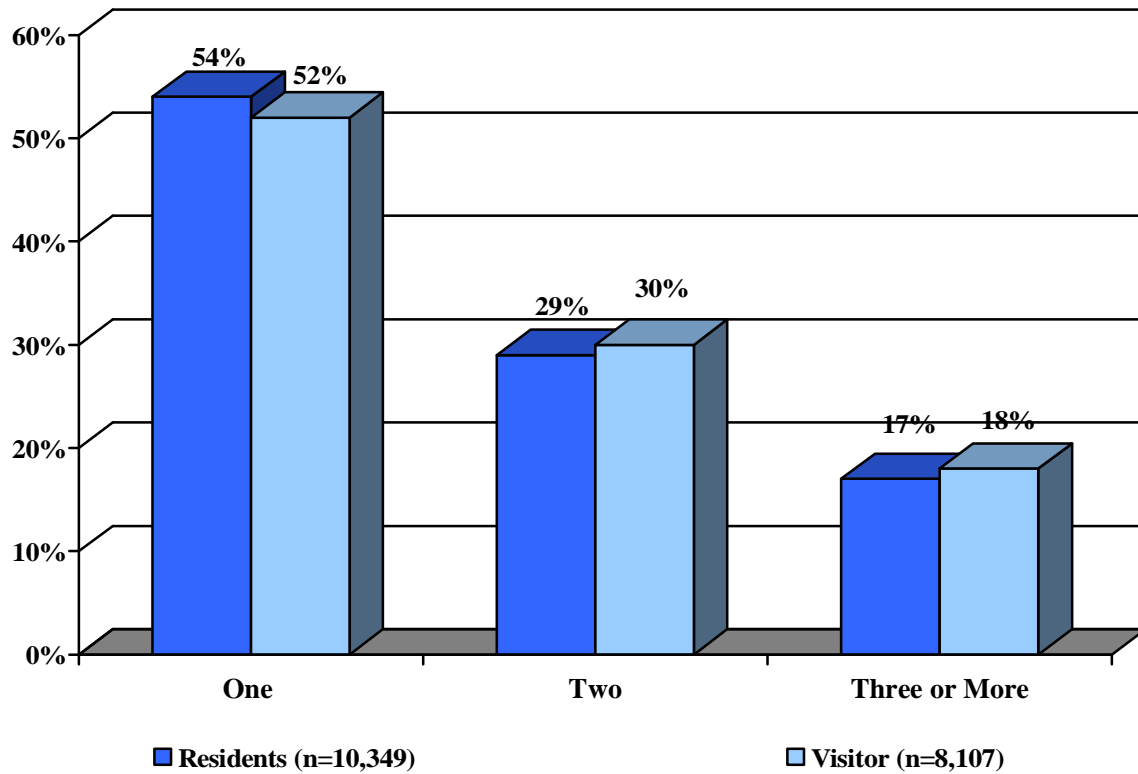
Figure 28 presents party size by travel season. Passengers are more likely to travel alone during the non-peak season, likely due to the larger proportion of business travelers during this time.

Figure 28
Number in Traveling Party
Annual, Peak, and Non-Peak, 2006



Residents are slightly more likely than visitors to be traveling alone, 54 percent compared to 52 percent, as seen in **Figure 29**.

Figure 29
Number in Traveling Party
Residents and Visitors, 2006



*Differences between residents and visitors traveling in parties of two, and in parties of three or more are not significant.

Figure 30 presents party size by trip purpose. Business travelers are far more likely to be traveling alone, compared to vacationers and those traveling for “personal or other” reasons.

Figure 30
Number in Traveling Party by Trip Purpose
Annual, 2006

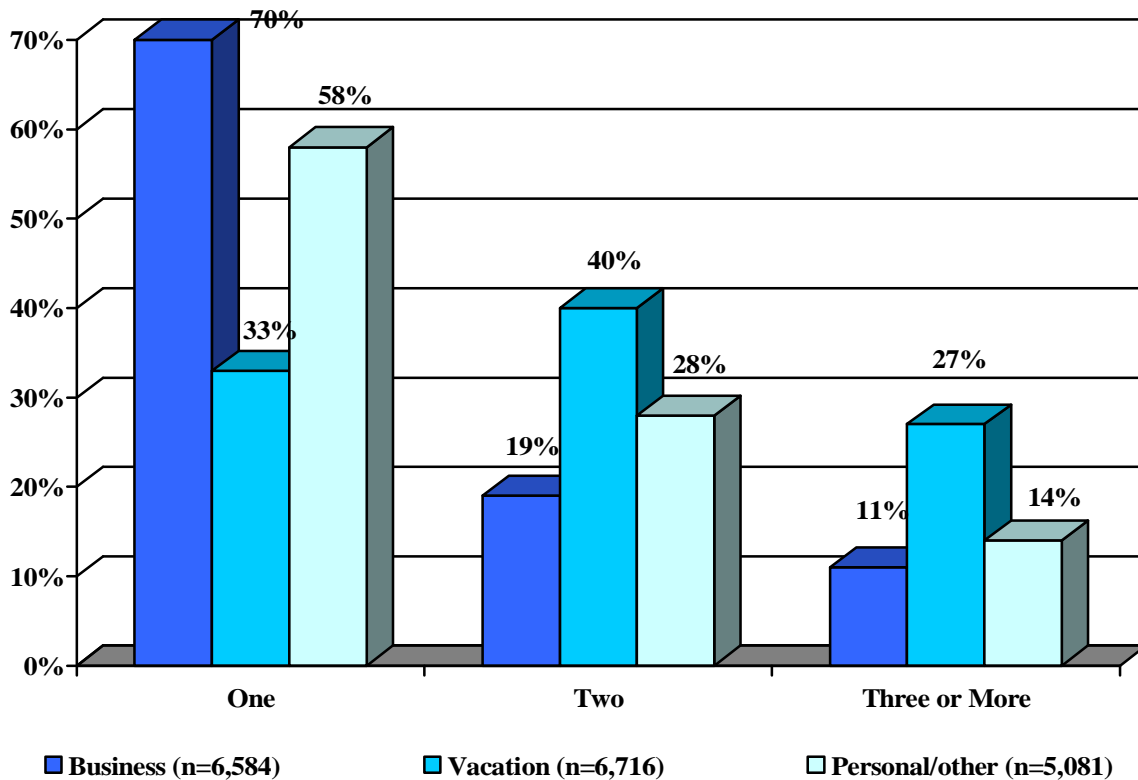


Table 19 presents average party size by trip purpose. Vacationers tend to travel in the largest groups, with an average party size of 2.5, compared to 1.7 among business travelers and 1.8 among passengers traveling for personal or other reasons.

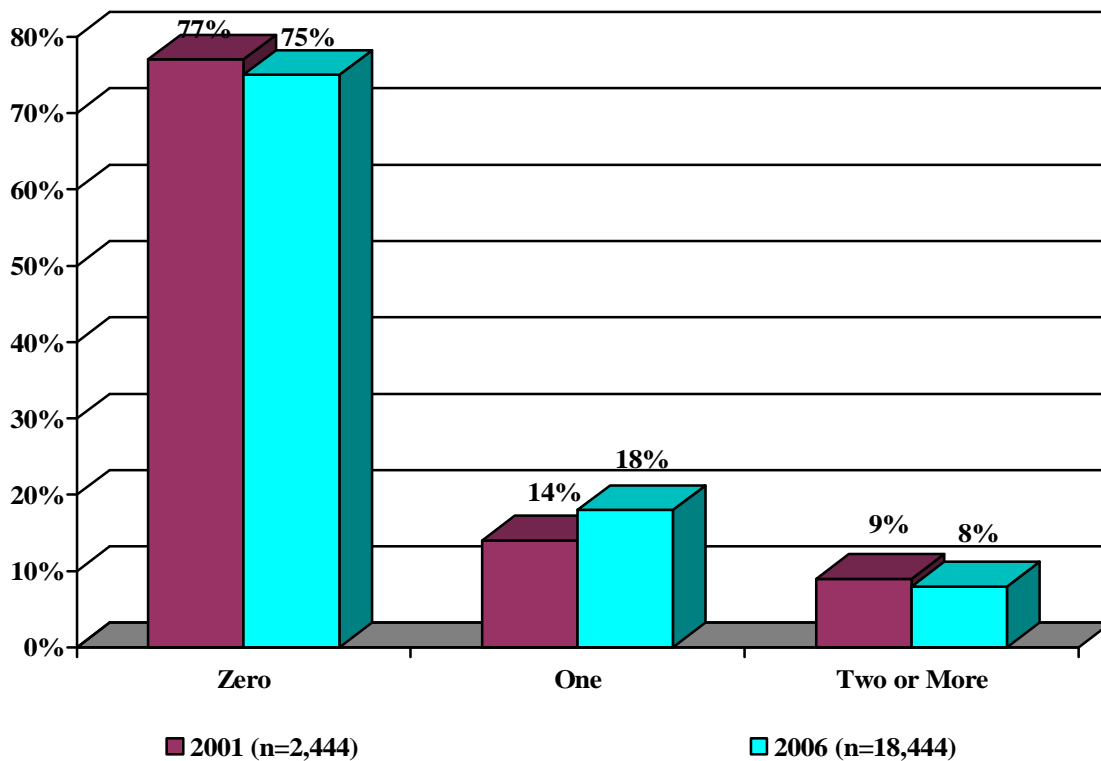
Table 19
Average Number in Traveling Party by Trip Purpose
Annual, 2006

	Total	Business	Vacation	Personal or Other
(Sample Size)	(n=18,382)	(n=6,584)	(n=6,716)	(n=5,081)
One	53%	70%	33%	58%
Two	29%	19%	40%	28%
Three or more	17%	11%	27%	14%
Mean	2.0	1.7	2.5	1.8
Median	1	1	1	1

Non-Fliers

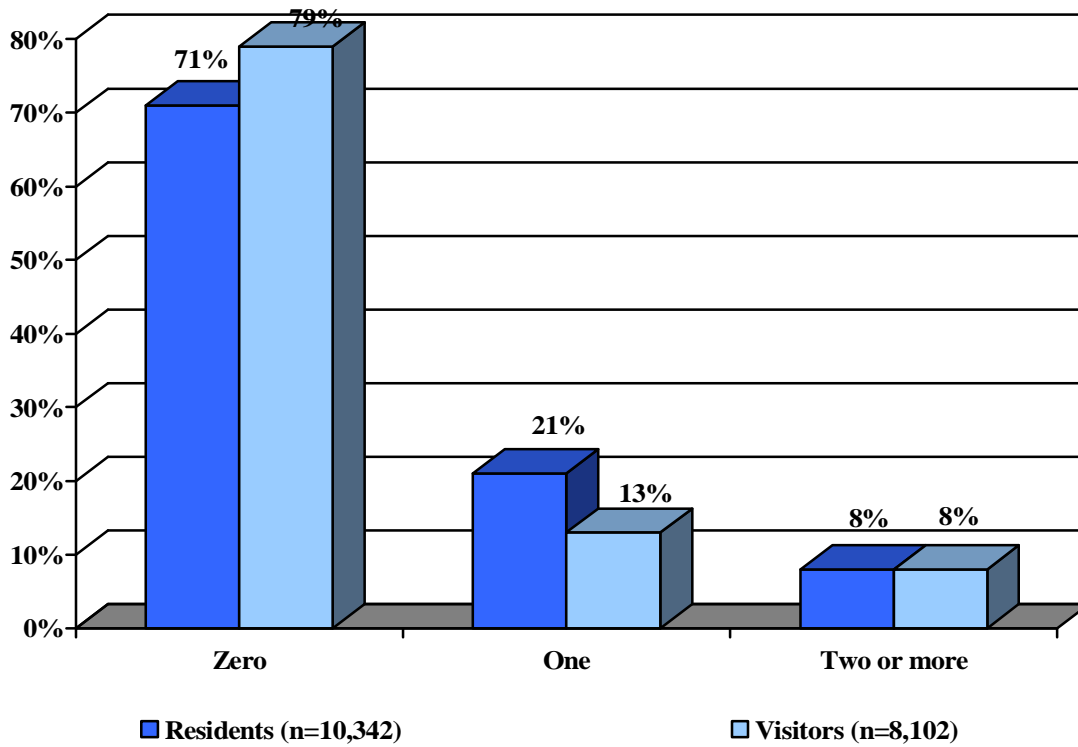
Passengers were asked how many people came with them to the airport terminal to see them off. As shown in **Figure 31**, more than three-fourths of LAX passengers were unaccompanied at the terminal in 2006, down two-percentage points since 2001. There was a corresponding increase in the proportion of fliers who were accompanied by one non-flier.

Figure 31
Passengers Accompanied by Non-Fliers
Annual, 2001 and 2006



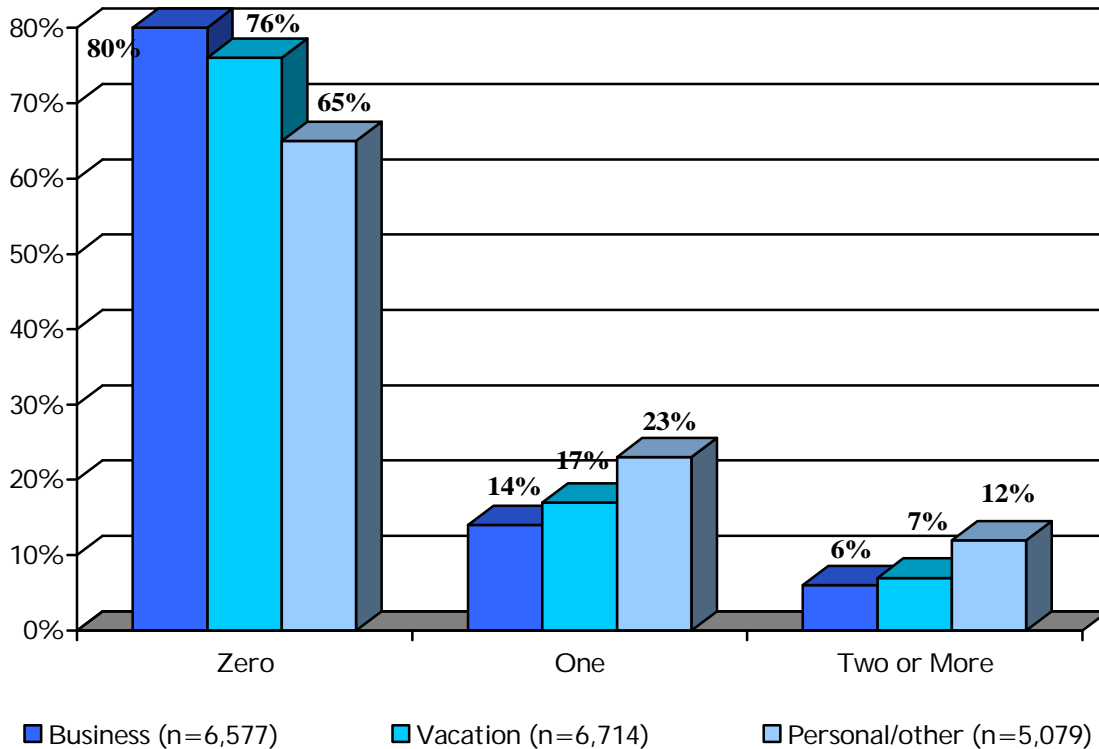
Residents are more likely than visitors to be accompanied by one non-flier, (21 percent for residents, compared to 13 percent for visitors). See **Figure 32** below.

Figure 32
Passengers Accompanied by Non-Fliers
Residents and Visitors, 2006



Although the majority of all passengers, regardless of trip purpose arrive at the terminal alone, those traveling for “personal or other” reasons were more likely than others to be accompanied by one non-flier (23 percent) or two or more non-fliers (12 percent) See **Figure 33**. Business travelers were the least likely to be accompanied by a non-flier, with eight out of every ten business travelers arriving at the terminal alone.

Figure 33
Passengers Accompanied by Non-Fliers, by Trip Purpose
Annual, 2006



Trip Duration

Visitors returning home from trips in Southern California were asked how many nights they had spent in the area. **More than nine out of every ten visitors spent at least two nights in Southern California, a significant increase since 2001 (see Table 20).** There were no differences between the peak and non-peak travel seasons.

Table 20
Number of Nights Visitors Spent
in Southern California
Annual and Peak, 2001 and 2006

	2001		2006	
	Annual (n=1,199)	Peak (n=835)	Annual (n=7,005)	Peak (n=2,138)
(Sample Size)				
None	5%	4%	2%	1%
One	9	8	3	3
Two or more	86	88	95	96
Mean	6.1	7.4	8.2	9.0
Median	4	5	4	5

Similarly, residents leaving for their trip were asked how many nights they planned to be away. Most residents plan to spend two or more nights away. **Residents spent more nights away during the peak season than during other times, likely due to an increase in vacation travel.** Results are presented in **Table 21.** Average (mean) nights away for residents were higher in 2006 than in 2001 (9.8 versus 9.3) but the median remained the same.

Table 21
Number of Nights Residents Planned to be
Away from Southern California
Annual and Peak, 2006

	Annual	Peak
(Sample Size)	(n=10,185)	(n=2,905)
None	2%	1%
One	5	4
Two or more	93	95
Mean	9.8	11.4
Median	5	6

In general, business travelers spend fewer nights away than do vacation travelers or those traveling for personal or other reasons, as shown in **Table 22**.

Table 22
Number of Nights Away by Trip Purpose (LAX)*
Residents and Visitors, 2006

	Business		Vacation		Personal or Other	
	Residents	Visitors	Residents	Visitors	Residents	Visitors
(Sample Size)	(n=3,583)	(n=2,922)	(n=3,864)	(N=2,837)	(N=2,712)	(N=2,248)
None	5%	2%	0%	1%	0%	1%
One	9	11	2	4	3	6
Two or more	85	86	98	95	97	93
Mean	7.1	8.1	9.5	12.6	13.7	12.5
Median	4	4	7	7	6	6

*Residents reported the number of nights they plan to be away from the southern California area during the trip they are taking, while Visitors report the number of nights they have been in the southern California area.

Expenditures

Visitors to the Southern California area spend an average of \$929 overall and \$1,012 during the peak travel season, as seen in **Table 23**.

Table 23
Amount Spent While in Southern California, Visitors
Annual, Peak, 2006

	Annual	Peak
(Sample Size)	(n=7,350)	(n=2,226)
Mean	\$928.70	\$1011.70
Median	500	500

Reasons Given for Airport Choice

Alternative Airports and Factors in Airport Choice

In 2006, one-quarter of LAX passengers considered an airport other than LAX for their flight, up two-percentage points since 2001, a statistically significant increase (see **Table 24**).

Table 24
Proportion of Passengers Considering Airports Other Than LAX
Annual, 2001 and 2006

	2001	2006
(Sample Size)	(n =2,444)	(n =18,454)
Considered other airports	23%	25%
Didn't consider other airports	75	74

Passengers who considered using another airport were asked why they had chosen LAX. **The most commonly cited determinants of airport choice were ease of getting to LAX (26 percent), proximity of the airport to passengers' starting location (12 percent), and destination served (12 percent).** Cost and flight schedule were also important at 9 percent each. International passengers were more likely than other travelers to report that LAX was the only airport with service to their destination. Results are presented in **Tables 25** and **26**.

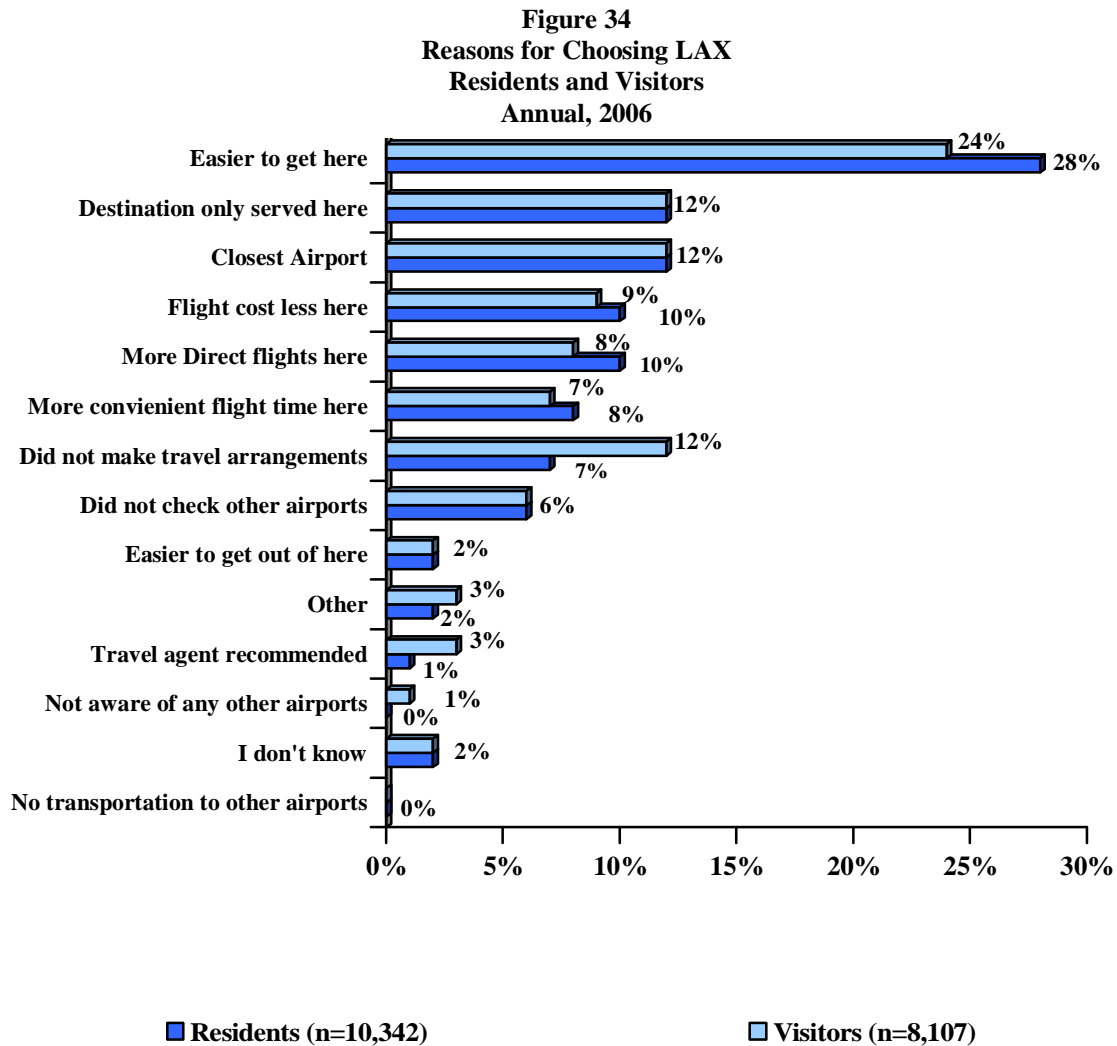
Table 25
Reason for Choosing LAX
Annual, 2006

	2006
(Sample Size)	(n=18,449)
Easier to get here	26%
This is the closest airport	12
Destination only served here	12
Flight cost less here	9
More direct flights here	9
Did not make travel arrangements	9
More convenient flight time here	8
Did not check other airports	6
Travel agent recommended	2
Easier to get in and out of LAX	2
Not aware of other airports	1
No transportation to other airports	--
Re-routed	--
Close to friends	--
Other	2
Don't know	2

Table 26
Reason for Choosing LAX by Destination
Peak and Non-Peak, 2006

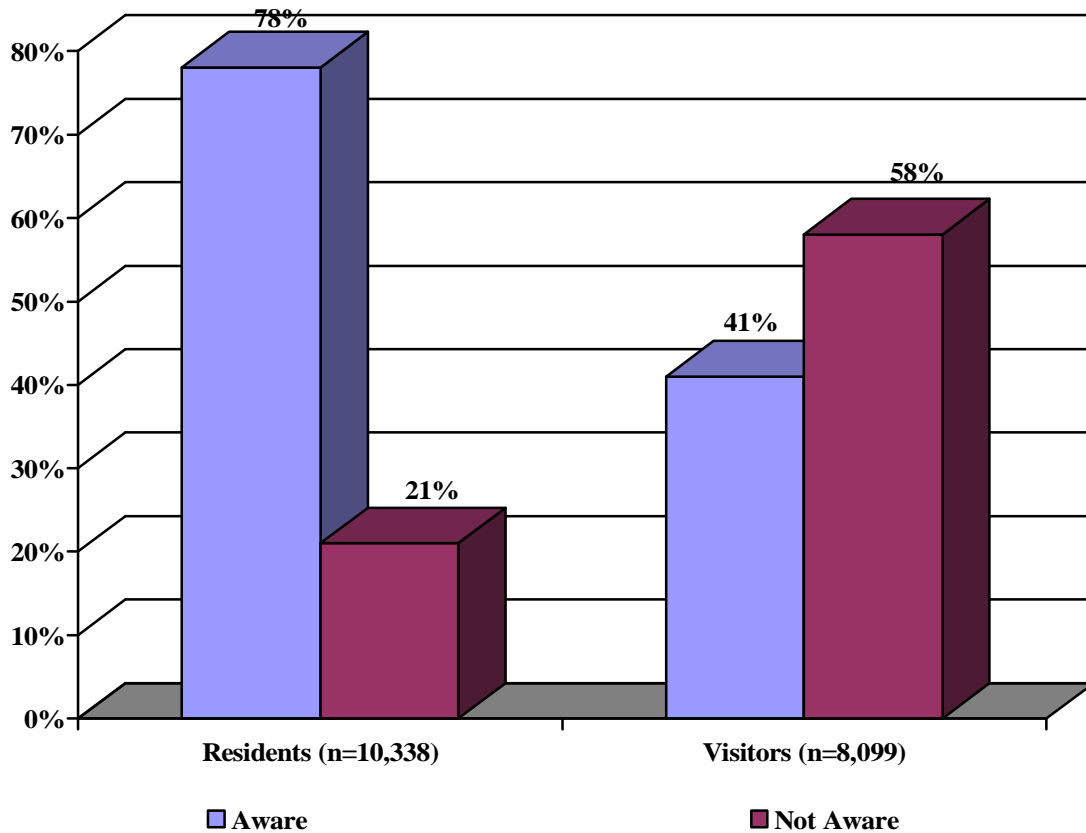
	California		Other Domestic		International	
	Peak	Non-Peak	Peak	Non-Peak	Peak	Non-Peak
(Sample Size)	(n=788)	(n=2,054)	(n=3,099)	(n=7,730)	(n=1,376)	(n=3,310)
Easier to get here	26%	29%	30%	27%	20%	20%
This is the closest airport	19	15	12	12	10	9
Destination only served here	12	7	9	7	30	23
Did not make travel arrangements	10	9	8	10	6	9
Flight cost less here	10	8	14	11	6	5
More direct flights here	6	9	7	9	8	14
More convenient flight time here	5	8	7	9	4	6
Did not check other airports	5	6	5	6	4	6
Easier to get in and out of here	1	3	2	2	1	1
Travel agent recommended	1	1	1	2	3	3
Not aware of other airports	0	0	1	1	0	1
No transportation to other airports	0	0	0	0	1	0
Other	3	2	3	2	4	2
Don't know	2	2	1	3	2	1

Figure 34 presents reasons for choosing LAX broken down for residents and visitors. Residents were more likely to report that LAX is easy to get to (28 percent) compared to visitors (24 percent). Visitors were less likely to make their own travel arrangements compared to residents (12 percent compared to 7 percent).



More than three-fourths of all residents traveling out of LAX (78 percent) are aware of LA/Ontario International Airport (LA/ONT). In contrast, 41% of visitors are aware of Ontario Airport as an alternative to LAX. See Figure 35.

Figure 35
Proportion of LAX Passengers Aware of LA/Ontario International Airport
Residents and Visitors, 2006



As seen in **Table 27**, almost one-quarter of all passengers surveyed (23 percent) who responded that they were aware of LA/ONT reported that they would have considered LA/ONT if the same flight were available there. Visitors were more likely than were residents to report that they would have considered LA/ONT (26 percent compared to 21 percent).

Table 27
Proportion of Respondents at LAX Who Were Aware of LA/ONT and
Would Have Considered LA/ONT If Same Flight Was Available
Residents and Visitors, Annual 2006

	Total	Residents	Visitors
(Sample Size)	(n=11,402)	(n=8,072)	(n=3,329)
Would have considered ONT	23%	21%	26%
Would not have considered ONT	72	75	67

Table 28 presents the average number of times LAX passengers have used various regional airports, including LAX, in the past year. **In general, passengers flew less often in 2006 compared to 2001, with LAX experiencing the greatest decline in the average number of trips.**

Table 28
Average Number of Times Passengers
Have Used Other Airports in the Past Year⁵
Annual, 2001 and 2006

	2001	2006
LAX	(n=1,245)	(n =19,697)
Mean	6.9	4.3
Median	3	2
John Wayne Orange County (SNA)	(n=1,236)	(n =19,709)
Mean	1.3	0.3
Median	0	0
Burbank (BUR)	(n=1,236)	(n =19,707)
Mean	0.9	0.4
Median	0	0
Ontario (ONT)	(n=1,236)	(n =19,708)
Mean	1.1	0.2
Median	0	0

⁵ In 2001, only passengers receiving the long form questionnaire were asked whether they had used other airports in the past year. Despite the difference in sample size, the results are comparable.

Connecting Passengers

Approximately one-third (34 percent) of all passengers at LAX are connecting passengers, defined as travelers who arrive at LAX on a flight for the sole purpose of connecting to another flight. Connecting passengers have unique characteristics and must be considered separately from residents and visitors who began their trip in the local region.

Connecting Passenger Origins

One-in-five connecting passengers (20 percent) begin their trip within California, making California the most common point of origin for connecting passengers, followed by another location in the western continental United States (at 11 percent). Approximately 29 percent began their trip in another country. A detailed breakdown of connecting passenger origins is presented in **Table 29**.

Table 29
Connecting Passenger Origin (LAX)
Annual, 2006

	Annual
(Sample Size)	(n=1,360)
California	20%
<u>Other Domestic</u>	
West	11%
Hawaii	8
Northeast	4
Atlantic	7
Pacific Northwest/Alaska	4
Midwest	5
South Central	5
Plains	2
New England	2
Southeast	2
<u>International</u>	
Central America	2%
Caribbean	0
South America	1
Europe	5
Far East	8
Australia/Oceania	9
Canada	4
Middle East	0
Africa	0

Connecting Passenger Destinations

LAX continues to serve as a connecting hub for passengers traveling to final destinations within California. However, in comparison to 2001, a smaller share of connecting passengers are traveling through LAX to get to other California cities and a larger share are using LAX to travel to other destinations within the United States and to international destinations (see Tables 30 and 31). Less than one-quarter (22 percent) of connecting passengers who began their trip in California in 2006 were destined to other California cities, down from 36 percent in 2001.

Table 30
LAX Connecting Passenger Destination by Origin
California, Other Domestic, and International, 2006

	2006 Origins			
	California	Other Domestic	International	Total
(Sample Size)	(n=275)	(n=681)	(n=396)	(n=1,352)
<u>Final Destination</u>				
California	22%	26%	16%	22%
Other Domestic	52	46	53	49
International	25	27	32	28

Table 31
LAX Connecting Passenger Destination by Origin
California, Other Domestic, and International, 2001

	2001 Origins			
	California	Other Domestic	International	Total
(Sample Size)	(n=1,638)	(n=3,764)	(n=1,770)	(n=7,384)
<u>Final Destination</u>				
California	36%	34%	24%	32%
Other Domestic	40	43	45	42
International	24	23	29	25

Airline Choice

Twelve airlines represent the majority of originating flights used by connecting passengers. Among these airlines, United Airlines accounts for 23 percent of flights on an annual basis, followed by American Airlines at 21 percent (see **Table 32**). **United Airlines carried a smaller share of connecting passengers in 2006 by 5 percentage points when compared to 2001, while American Airlines increased their share by the same amount.**

Table 32
Airline Flown to LAX*
Annual and Peak, 2006

	Annual	Peak
(Sample Size)	(n=9,486)	(n=2429)
United	23%	27%
American	21	18
Alaska Airlines	6	6
Delta Airlines	5	4
Southwest	5	3
United Express/Sky West	3	3
American Eagle	4	4
Qantas Airways	5	6
Continental	3	3
Northwest	2	2
American West Airlines	2	2
Air Canada	2	3

* These are the twelve most frequently reported airlines. Other airlines were named at less than 2 percent each.

Inter-Terminal Transportation

Just over 60 percent of connecting passengers whose final destination was in California arrived at a different terminal than they departed from. This percentage was a bit lower for passengers traveling on to other domestic locations (56 percent). Connecting passengers with international destinations were more likely than those flying to other California destinations or those flying to other U.S. destinations to arrive in a different terminal than they would depart from, with 72 percent doing so in 2006. These results are consistent with findings in 2001.

Connecting passengers who did not arrive in the same terminal they would depart from needed to travel between terminals. As seen in **Table 33**, the majority (59 percent) of surveyed connecting passengers walked to their departing terminal, while 40 percent used the shuttle. **More connecting passengers elected to walk (up 7 percentage points) rather than take a shuttle (down 7 percentage points) in 2006 compared to 2001.**

Table 33
LAX Connecting Passenger Inter-Terminal Transportation by Destination
Total, California, Other Domestic, and International, 2006

	Total	California	Other Domestic	International
(Sample Size)	(n=1,362)	(n=302)	(n=669)	(n=385)
Arrived at different terminal	62%	61%	56%	72%
(Sample Size)	(n=837)	(n=184)	(n=372)	(n=278)
Walked	59%	40%	63%	69%
Shuttle	40	60	37	30
Other	1	0	0	1

*The statistical significance of difference in mode choice among California, domestic and international passengers cannot be determined due to limited sample size.

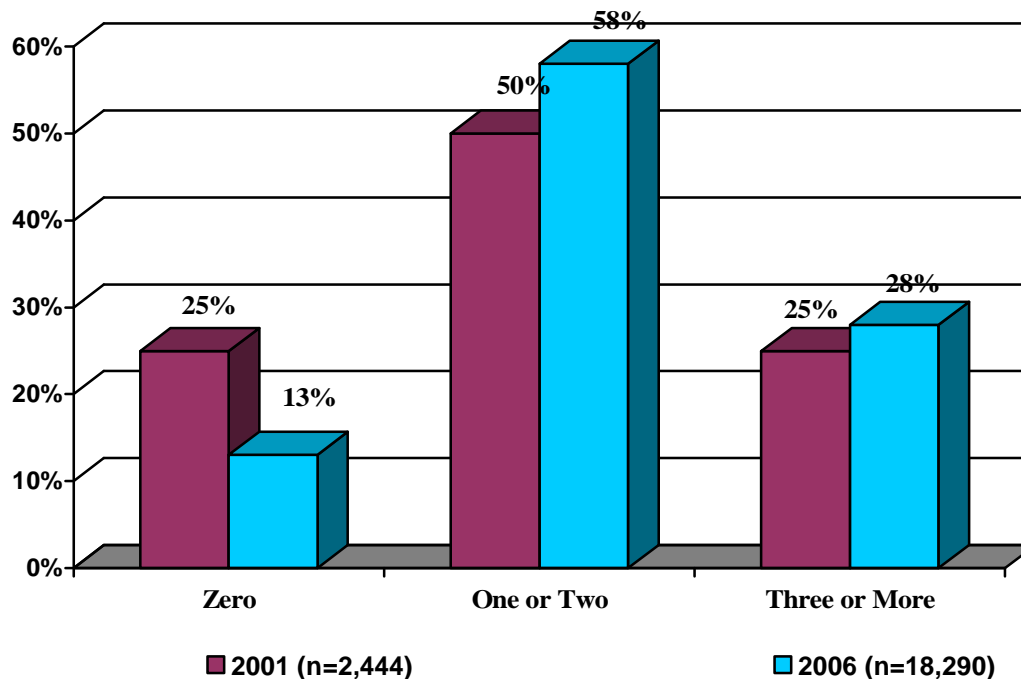
Luggage

Luggage is an important aspect of air travel, affecting a variety of issues from security to infrastructure and fuel costs. In reviewing the data in this section, it should be noted that in addition to security measures imposed immediately following 9-11, a security alert was issued on August 10, 2006, during the survey period, restricting liquids in carry-on baggage. These combined security measures limiting the items permitted in carry-on luggage may have influenced passengers' decision to check a greater proportion of their total baggage.

Number of Bags

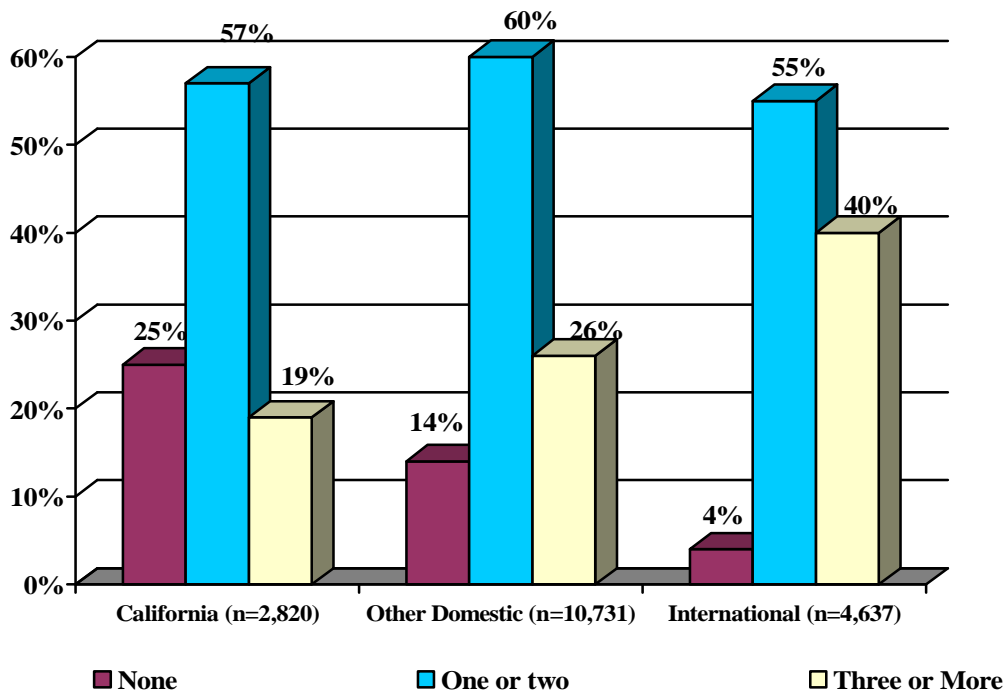
Figure 36 compares the number of bags checked per traveling party in 2001 and 2006. **A greater proportion of LAX passengers checked their luggage in 2006 compared to previous years.** In 2001, one-quarter of all traveling parties checked no luggage, compared to only 13 percent by 2006. Conversely, more passengers reported checking one, two, three, or more baggage items.

Figure 36
Number of Checked Baggage Items in Party
Annual, 2001 and 2006



The number of bags checked for each traveling party varied by destination, as seen in **Figure 37**. Passengers headed to international locations were more likely to take three or more bags (40 percent) than were those traveling within the U.S. (26 percent for other domestic and 19 percent for California destinations).

Figure 37
Number of Checked Baggage Items in Party, by Destination
California, Other Domestic, and International, 2006



LAX passengers traveling within California continue to check fewer bags on average compared to other passengers. The average number of bags reported for international travelers is 2.8, followed by 2.1 for other domestic destinations, and 1.6 for California destinations, as seen in **Table 34** below.

Table 34
Average Number of Checked Baggage Items in Party, by Final Destination
California, Other Domestic, and International, 2006

	California	Other Domestic	International
(Sample Size)	(n=2,820)	(n=10,731)	(n=4,637)
Mean	1.6	2.1	2.8
Median	1	2	2

Vacation travelers are more likely to take at least three bags (40 percent) than those traveling on business or for personal reasons. **Business travelers check less baggage on average than other travelers, with an average of 1.7 bags per traveling party compared to 2.8 for vacation and 2.1 for personal or other travel.** See **Figure 38** and **Table 35**. Business travelers are also more likely than others to check no bags at all. Of those passengers who did not check bags, 57 percent were traveling on business. Differences in the number of bags checked by business passengers compared to other groups, in part, may be due to smaller traveling parties among business travelers.

Figure 38
Number of Checked Baggage Items in Party, by Trip Purpose
Annual, 2006

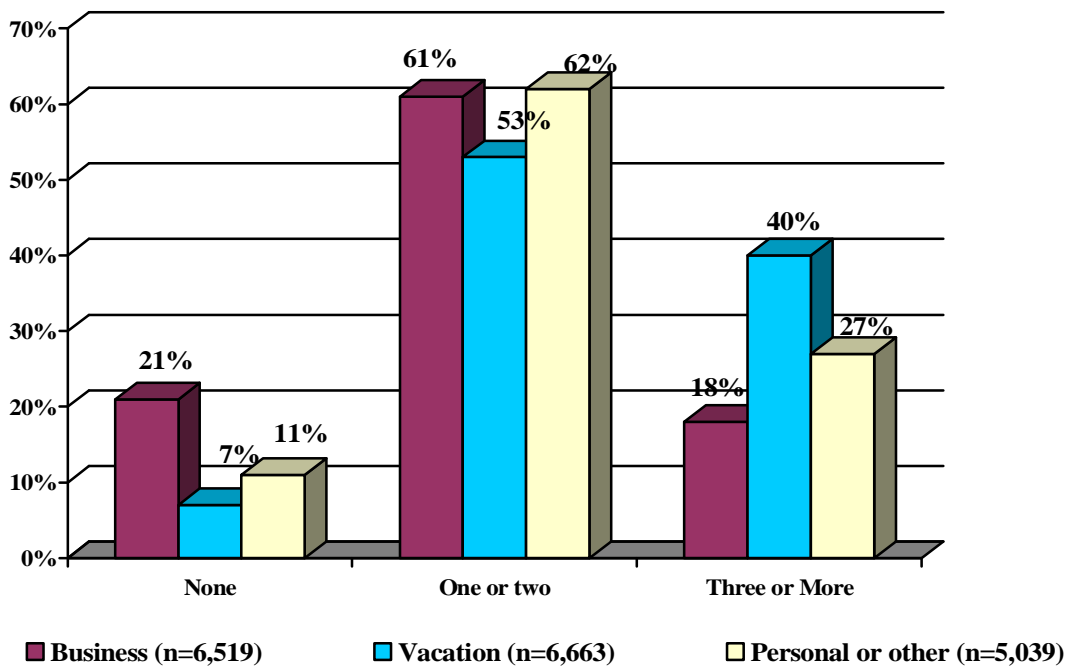
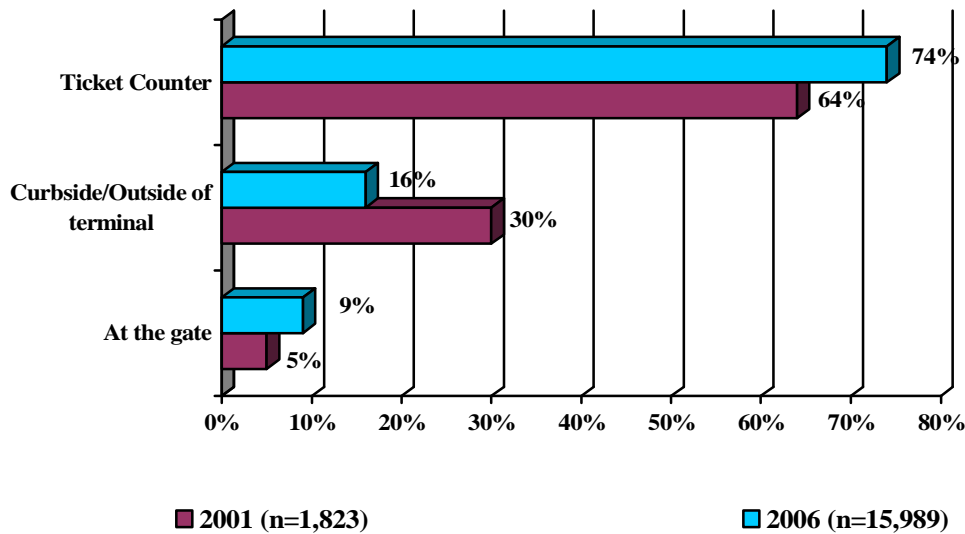


Table 35
Average Number of Checked Baggage Items in Party, by Trip Purpose
Annual, 2006

	Business	Vacation	Personal or Other
Mean	1.7	2.8	2.1
Median	1	2	2

Since 9-11, LAX passengers are much more likely to check their baggage at the ticket counter, rather than outside the terminal. Nearly three-fourths (74 percent) of passengers surveyed checked their luggage at the ticket counter in 2006 compared to 64 percent in 2001. There was a corresponding decrease in the proportion of passengers who checked their luggage curbside. Results are presented in Figure 39.

Figure 39
Area Where Luggage Was Checked at LAX
Annual, 2001 and 2006



CONCLUSIONS

While many characteristics of LAX passengers have remained consistent since 2001, changes were observed in 2006 in several areas including flight destinations, passenger origins, ground transportation, airport parking and curbside congestion.

The most common non-stop flight destination for LAX travelers overall and during the peak season remains another city in California; however, non-stop destinations within California decreased as more passengers are traveling to other domestic locations. Moreover, although LAX continues to serve as a hub for connecting passengers traveling within California, the proportion of connecting travelers with destinations in California has declined.

LAX is drawing an increasing proportion of passengers from Los Angeles County and fewer from Orange County, possibly signaling a regional shift. Western Los Angeles County and Anaheim/Disneyland are the most common areas of origin for originating passengers surveyed at LAX, with the highest proportion originating from the vicinity of the airport.

The private vehicle continues to be the most common form of ground transportation used by air passengers, accounting for more than half of all trips to LAX, an increase over previous years. Since 1993, there has been a steady increase in the proportion of passengers electing to use shuttles and taxi services, and a decrease in the use of rental cars and scheduled airport bus or vans. It should also be noted that approximately 9 percent of visitors who depart LAX do not travel to the region through LAX. Of those, one-third use another airport, some as far away as San Diego and San Francisco.

The events of 9-11, and the subsequent security measures adopted, appear to have influenced parking patterns, curbside congestion, and the volume of checked luggage. In 2006, over three-fourths of all passengers who arrived at the airport in a private vehicle were dropped off curbside, a significant increase compared to 2001. Prior to 9-11, non-fliers who drove passengers to the airport were more likely to temporarily park their vehicles and see passengers off to their flight inside the terminal than in 2006. In addition, a greater proportion of LAX passengers are checking their bags, likely due, in part, to increased restrictions on the contents of carry-on luggage.

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APPENDIX A: 2006 Survey Instrument

VERIFICATION ITEMS - INTERVIEWER ONLY ACTIVITY

Flight_Check INTERVIEWER: Are you still surveying _____ <PIPE IN FLIGHT INFORMATION> ?

- 1 Yes (SKIP TO SCREENER A)
- 2 No (CONTINUE)

Sample_Letter INTERVIEWER: What is the first letter in the name of the airline to be sampled?

Select a letter A – Z

(If Letter A – R SKIP TO Sample_list1)

(If Letter S – Z SKIP TO Sample_list2)

Sample_list1 INTERVIEWER: Select CARRIER, FLIGHT NUMBER, NON-STOP DESTINATION from list (A - R)

Sample_list2 INTERVIEWER: Select CARRIER, FLIGHT NUMBER, NON-STOP DESTINATION from list (S - Z)

SCREENER QUESTIONS

A. Hello, my name is _____. Los Angeles World Airports is conducting a survey of passengers at LAX

airport today. Are you a passenger on _____ <Pipe In Flight Information> ?

- 1 Yes (CONTINUE)
- 2 No (TERMINATE)
- 3 Refused to be surveyed (TERMINATE)
- 4 Does not speak English (TERMINATE)

B. Are you at least 16 years old? (ASK IF RESPONDENT APPEARS TO BE AGE 30 OR YOUNGER)

- 1 Yes (CONTINUE)
- 2 No (TERMINATE)
- 3 Don't know (TERMINATE)
- 4 Refused (TERMINATE)

C. What was the primary form of transportation you used to get to this airport today?

- 1 ..Other (Specify)
- 18..Refused
- 2 I flew in from another a place/connected
- 3 Amtrak
- 4 Bus - Chartered bus or van
- 5 Bus - Hotel Courtesy van
- 6 Bus - MTA (Metro) or other public transit bus
- 7 Bus - Scheduled airport bus or van (e.g. Airport bus or Disneyland bus)
- 8 Bus - Union Station Flyaway
- 9 Bus - Van Nuys Flyaway
- 15 Car/truck/van - Private
- 16 Car/truck/van - Rental
- 10 Green line/light rail
- 11 Limousine/town car
- 12 Metrolink
- 13 Motorcycle
- 14 On-call shuttle/van (e.g. Super Shuttle, PrimeTime)
- 17 Taxi

How did you get to Los Angeles International Airport today? (if more than one specified, ask for the PRIMARY method)

(IF CAR/VAN/MINI-VAN OR TRUCK: Was that a private car or a rental car?)

PROBE AND CLARIFY...READ LIST IF NEEDED

- | | |
|--|-------------|
| <input type="checkbox"/> I flew in from another a place/connected | (CONTINUE) |
| <input type="checkbox"/> Private car/truck/van | (SKIP TO D) |
| <input type="checkbox"/> Motorcycle | (SKIP TO D) |
| <input type="checkbox"/> Rental Car/truck/van | (SKIP TO D) |
| <input type="checkbox"/> Taxi | (SKIP TO D) |
| <input type="checkbox"/> Limousine/town car | (SKIP TO D) |
| <input type="checkbox"/> Green line/light rail | (SKIP TO D) |
| <input type="checkbox"/> MTA (Metro) or other public transit bus | (SKIP TO D) |
| <input type="checkbox"/> Hotel Courtesy van | (SKIP TO D) |
| <input type="checkbox"/> Scheduled airport bus or van (e.g. Airport bus or Disneyland bus) | (SKIP TO D) |
| <input type="checkbox"/> Chartered bus or van | (SKIP TO D) |
| <input type="checkbox"/> On-call shuttle/van (e.g. Super Shuttle, Prime Time) | (SKIP TO D) |
| <input type="checkbox"/> Van Nuys Flyaway | (SKIP TO D) |
| <input type="checkbox"/> Union Station Flyaway | (SKIP TO D) |
| <input type="checkbox"/> Other (Specify)_____ | (SKIP TO D) |

C.2. Have you left the Airport since your flight into Los Angeles International arrived?

- Yes (SKIP TO F)
- No (CONTINUE TO E)

E. Are you flying out on the same plane you came in on or on a different plane?

- Yes/Same plane (TERMINATE)
- No/Different plane (SKIP TO Q24)
- Don't know/Not sure (SKIP TO Q24)

F. How did you get back to the Airport?

- Private car/truck/van
- Rental car/truck/van
- Taxi
- Limousine/town car
- Green line/light rail
- MTA (Metro) or other public transit bus
- Chartered bus or van
- Scheduled airport bus or van (e.g. Airport bus or Disneyland bus)
- On-call shuttle/van (e.g. Super Shuttle, Prime Time)
- Hotel Courtesy van
- Motorcycle
- Van Nuys Flyaway
- Union Station Flyaway
- Other (Specify)_____

D. Are you a resident of the Southern California area or have you been visiting the Southern California area? (IF RESPONDENT ASKS FOR DEFINITION OF SOUTHERN CALIFORNIA AREA) "Southern California includes the area from the Mexican border North to the Santa Barbara area." (MARK ONE ONLY)

- Resident
- Visitor

QUESTIONNAIRE

1. What is the main purpose of your trip today? {RESIDENTS}
What was the main purpose of your trip to Southern California? {VISITORS}
- Business
 - Convention
 - Business and pleasure
 - Vacation or pleasure trip
 - Visit friends or relatives
 - Got to or from school
 - Military
 - Personal emergency
 - Family emergency
 - Other (Specify) _____

2. In total, how many nights will you be away from home on this trip? {RESIDENTS}
In total, how many nights were you away from home on this trip?
{VISITORS or CONNECTORS}

_____ Number of nights: (IF NONE ENTER 0)

VISITORS *[IF Q2 = 0 SKIP TO Q5
IF Q2 =1 SKIP TO Q3.1
IF Q2>1 SKIP TO Q3*

RESIDENTS SKIP TO Q20

3. Of the ____ <Response from Q2> nights you spent away from home, how many nights did
you stay in the Southern California area? _____ Number of nights:
(SKIP TO Q5)

- 3.1 Did you spend that night away from home in the Southern California area?

- Yes
- No

5. While you were in Southern California, about how much money did you spend for lodging,
retail purchases, entertainment and other travel related expenses?
(ROUND TO NEAREST DOLLAR. CODE DON'T KNOW = -9; REFUSED = -8; NONE =
0.)
\$ _____

6. When you arrived in Southern California, did you fly into this Airport?

(MARK ONE ONLY)

Yes (SKIP TO Q7x1)

No (CONTINUE)

6A. How did you arrive in the Southern California area? **(MARK ONE ONLY)**

A DIFFERENT AIRPORT (CONTINUE)

Private car/truck/van (SKIP TO Q7x1)

Rental car/truck/van (SKIP TO Q7x1)

Motorcycle (SKIP TO Q7x1)

Train/AMTRAK/railroad (SKIP TO Q7x1)

Cruise line (SKIP TO Q7x1)

Taxi (SKIP TO Q7x1)

Limousine/Town Car (SKIP TO Q7x1)

Greyhound bus (SKIP TO Q7x1)

Chartered bus/van (SKIP TO Q7x1)

Tour bus (SKIP TO Q7x1)

Other (SKIP TO Q7x1)

6B. What airport did you fly into? **(MARK ONE ONLY)**

Ontario International

Burbank (Bob Hope)

Long Beach

John Wayne (Orange County)

Santa Barbara

Other (Specify)_____

Don't know/Can't recall

20. Including yourself, how many people in your travel party are taking this flight today? _____
IF Q20 = 1, SKIP TO Q22

21. Including yourself, how many people in your travel party arrived at this airport in the same vehicle as you?

Number of people _____

22. How many people came into the terminal to see you off who will not be flying out today? ____
__ENTER 0 FOR NONE.

7x1. Now, we would like you to tell us more about your trip here to the airport today. Did you begin your trip to the airport today at ... (READ LIST) **(MARK ONE ONLY)**

- Your home (SKIP TO 8.Community)
- A private residence other than your own home (SKIP TO 8.Community)
- A hotel or motel (CONTINUE WITH Q7x2)
- Your place of work (SKIP TO Q7x3)
- Another place of business (SKIP TO Q7x4)
- A local attraction (SKIP TO Q7x5)
- Some other place? (SKIP TO Q7x6)

7x2. What is the name of that hotel?

Pull down list with last category of "Not found on list (Specify)"
(SKIP TO 8.Community)

7x3. What is the name of the business where you work? *Open ended text box*
(SKIP TO 8.Community)

(If refused, type REFUSED, if "Don't Know" type DON'T KNOW)

7x4. What is the name of that place of business? *Open ended text box*
(SKIP TO 8.Community)

(If refused, type REFUSED, if "Don't Know" type DON'T KNOW)

7x5. What is the name of that local attraction? *Open ended text box*
(SKIP TO 8.Community)

(If refused, type REFUSED, if "Don't Know" type DON'T KNOW)

7x6. What is the name of that place? *Open ended text box*

(If refused, type REFUSED, if "Don't Know" type DON'T KNOW)

8.Community And, in what city or community is {PIPE IN FROM Q7x1} located?

Pull down list with last category being "City/Community Not found on list"
(Specify City and State)

8.Zipcode What is the Zip Code there: *Enter 5 digit zip code*

8.Addrtype Can you give me the address, cross streets/intersection or major Landmark near that location (CHECK ONLY ONE)

- Address (CONTINUE WITH 8.Address)
- Cross streets/intersection or (CONTINUE WITH 8.XStreets)
- Major landmark (CONTINUE WITH 8.Landmark)
- Name of the street the hotel is on (Continue 8.HStreet)

Only appears for Visitors coming from Hotels

REFUSED TO GIVE ADDRESS INFORMATION (TERMINATE)

8.Address What is the address of {PIPE IN FROM Q7x1}?

Address Number Street Direction (Pull Down) Street Name Street Suffix
(Pull Down)

(IF DK or RF or INCOMPLETE CONTINUE – ELSE SKIP TO Q9)

8.XStreets Can you give me the cross streets of {PIPE IN FROM Q7x1}?

Street One Direction (Pull Down) Street One Name Street One Suffix
(Pull Down)

Street Two Direction (Pull Down) Street Two Name Street Two Suffix (Pull
Down)

(IF DK or RF or INCOMPLETE CONTINUE – ELSE SKIP TO Q9)

8.Landmark How about a landmark or attraction near the {PIPE IN FROM Q7x1}?

Landmark Name

(IF DK or RF or INCOMPLETE TERMINATE)

10. And, as best as you can recall, what time did you arrive curbside at the terminal building, that is, before you checked any bags or entered the terminal? Enter Time:_____

12.DUMMY

PIPE IN RESPONSE FROM SCREENER C.

If PRIVATE CAR/VAN/TRUCK

OR MOTORCYCLE

(CONTINUE TO Q13A)

If MTA, METRO or OTHER PUBLIC TRANSIT BUS

(SKIP TO 13D)

If ON CALL SHUTTLE/VAN (e.g Super Shuttle, Primetime)(SKIP TO 14A)

If RENTAL CAR/TRUCK/VAN

(SKIP TO 13A.2)

If TAXI

(SKIP TO 14A)

LIMO/TOWNCAR

SCHEDULED AIRPORT BUS/VAN

OTHER

If GREEN LINE/LIGHT RAIL

(SKIP TO 15)

HOTEL COURTESY VAN

CHARTERED BUS OR VAN

VAN NUYS FLYAWAY

UNION STATION FLYAWAY

Earlier I asked you what mode of transportation you used to get to this airport. You indicated <PIPE IN SCREENER C ANSWER>. I'd like to ask you about that vehicle.

13A. Was that vehicle driven away immediately after you were dropped off, was it parked here temporarily while someone saw you off on your flight, or will it be parked here for the duration of your trip? **(MARK ONE ONLY)**

- Driven away (SKIP TO 14A)
- Parked temporarily (CONTINUE)
- Parked for a trip (CONTINUE)

13A.2. Was this rental car...

- Returned to the rental agency (SKIP TO 14A)
- Driven away (SKIP TO 14A)
- Parked temporarily (CONTINUE)
- Parked for a trip (CONTINUE)

13B. And was that vehicle parked in the Airport owned parking directly across the roadway from the terminal?

(MARK ONE ONLY)

- Parked in the central terminal area (SKIP TO 14A)
- Parking lot outside terminal area (CONTINUE)

13C. What is the name of the lot where the car is parked? **(MARK ONE ONLY)**

- 105 Airport Parking
 - Airport Center Parking
 - All Star Parking
 - Ampco Express Airport Parking
 - Auto Airport Parking
 - Fox Auto Parks
 - Johnny Park
 - LAX Lot B
 - LAX Lot C
 - LAX Park
 - LAX Parking Center
 - Park Air Express
 - Park One
 - QuikPark
 - Radisson Airport Parking
 - Sunrise LAX Parking
 - The Parking Spot - Century
 - The Parking Spot - Sepulveda
 - Valet Air Park LAX
 - Wally Park
 - Don't Know
- (SKIP TO 14A)

13D. Please, specify the transit agency and bus line or route you used to get to this airport

(MARK ONE ONLY)

- MTA (Metro)
- Santa Monica/Big Blue bus
- Culver City Bus
- Torrance Transit
- Other (Specify)_____
- Don't Know

Bus line number_____

- Don't Know

14A. Did you use the San Diego Freeway (Interstate 405) or the Century Freeway (Interstate 105) to get to this airport today? **(MARK ONE ONLY)**

- Yes, San Diego Freeway (I-405) (CONTINUE)
- Yes, Century Freeway (I-105) (SKIP TO 14C)
- Yes, used both (SKIP TO 14D)
- No/Neither Freeway (SKIP TO 14E)
- Don't know/Refused (SKIP TO 16)

14B. Which San Diego Freeway (I-405) exit did you use to get to Los Angeles International?

(MARK ONE ONLY)

- Century Boulevard
- Imperial Highway
- La Tijera Boulevard
- Manchester Avenue
- Sepulveda Boulevard/Howard Hughes Parkway
- Other
- Don't know

(SKIP TO Q16)

14C. Which Century Freeway (I-105) exit did you use to get to Los Angeles International?

(MARK ONE ONLY)

- La Cienega Boulevard
- Aviation Boulevard
- Nash
- Sepulveda
- Imperial Highway
- Other
- Don't know

(SKIP TO Q16)

14D. Which exit did you use to get to this airport? **(MARK ONE ONLY)**

- Aviation Boulevard
- Century Boulevard
- Imperial Highway (from I-405)
- Imperial Highway (from 105)
- La Cienega Boulevard
- La Tijera Boulevard
- Manchester Avenue
- Nash
- Sepulveda Boulevard /Howard Hughes Parkway(from I-405)
- Sepulveda Boulevard (from 105)
- Other (Specify) _____
- Don't know

14E. Which of the following surface streets did you use to get to this airport?
SHOW CARD STREET LIST CARD TO PASSENGER **(CHECK ALL THAT APPLY)**

- Airport Blvd.
- Arbor Vitae St.
- Aviation Blvd.
- Century Blvd.
- El Segundo Blvd.
- Imperial Highway
- La Cienega Blvd.
- La Tijera Blvd
- Lincoln Blvd.
- Manchester Ave.
- Sepulveda Blvd.
- Don't know

16. When you were making your travel plans, did you consider using any airport in the Southern California Area other than Los Angeles International? **(MARK ONE ONLY)**

- Yes
- No
- Don't know

LOGIC CHECK: YES TO Q16 AND NOT AWARE OF OTHER AIRPORTS IN Q17A

17A. What was your main reason for choosing to fly out of this airport rather than some other Southern California Airport?

CODE ONLY FIRST MENTION (MARK ONE ONLY)

- This is the closest airport
- Did not make travel arrangements
- Did not check other airports
- Travel agent recommended
- Destination only served here
- More convenient flight time here
- More direct flights here
- Flight cost less here
- Not aware of other airports
- No transportation to other airports
- Easier to get here
- Easier to get in and out of here
- Don't know
- Other (Specify) _____

17B. Are you aware of Southern California's Ontario International Airport?

- Yes (CONTINUE)
- No (SKIP TO Q18)

17C. If the flight you are on today was offered at Ontario International Airport for the same fare, would you have considered booking your trip out of Ontario instead of Los Angeles International? **(MARK ONE ONLY)**

- Yes (SKIP TO Q18)
- No (CONTINUE)

18. In total, how many pieces of baggage did you and your travel party check with the airline? __
__ENTER 0 FOR NONE.

IF ZERO SKIP TO 19

18A. Where were the pieces of baggage checked? **(MARK ONE ONLY)**

- Curbside/outside terminal
- Ticket counter
- At the gate
- Checked with cruise line or other transportation agent
- Other (Specify) _____

24. On what airline did you fly into Los Angeles International Airport?
(MARK ONE ONLY)

23. In what city was the airport located where your trip started?
(MARK ONE ONLY)

25. Did the flight that connected you into Los Angeles International arrive at this terminal?

(MARK ONE ONLY)

- Yes (SKIP TO Q26)
- No (CONTINUE TO Q25A)

25.A. How did you travel between terminals? **(MARK ONE ONLY)**

- Walk between terminals
- Use the shuttle bus between terminals
- Other (Specify) _____

26. What time did your flight arrive at Los Angeles International Airport? IF Don't know/Can't remember code 99:99

(Probe for best estimate) Enter Time: _____

30. In what city is the airport where your trip ends located? **(MARK ONE ONLY)**

31. How many times have you used the following airports within the past year? **(READ LIST)**

(ENTER 0 FOR NONE)

- ___ Los Angeles International
- ___ John Wayne Airport (Orange County)
- ___ Bob Hope Airport (Burbank)
- ___ Long Beach Airport
- ___ Ontario Airport
- ___ Santa Barbara Airport
- ___ Other Southern California Airport (specify) _____

(Residents, CONTINUE – VISITORS and CONNECTORS, SKIP TO Q36A)

32. If an express bus service with secured parking were available in your area or along your route to the airport, about how many times per year would you use it? ENTER 0 FOR NONE.

Number of times _____

35. How important are each of the following features in reference to express bus service?

- Very Important
 - Somewhat Important
 - Not important
 - Don't Know
- ___ Location along your route to the airport and convenient Freeway Access
- ___ Baggage check-in and boarding pass service

DEMOGRAPHICS

In order to classify your responses along with others, I need to ask a few questions about you.

36A Do you live in the United States?

- Yes (CONTINUE)
- No (SKIP TO Q36C)

36B. What is the Zip Code where you live? Zip Code _____
(SKIP TO Q37)

36C. In what country do you live?
(Will be list(s) as needed depending upon software)

36D In what city do you live? City _____

37. What is your age, please? (ROUND TO WHOLE YEARS) Age in years: _____

38. Please tell me the letter on this card that best reflects your total annual household income.

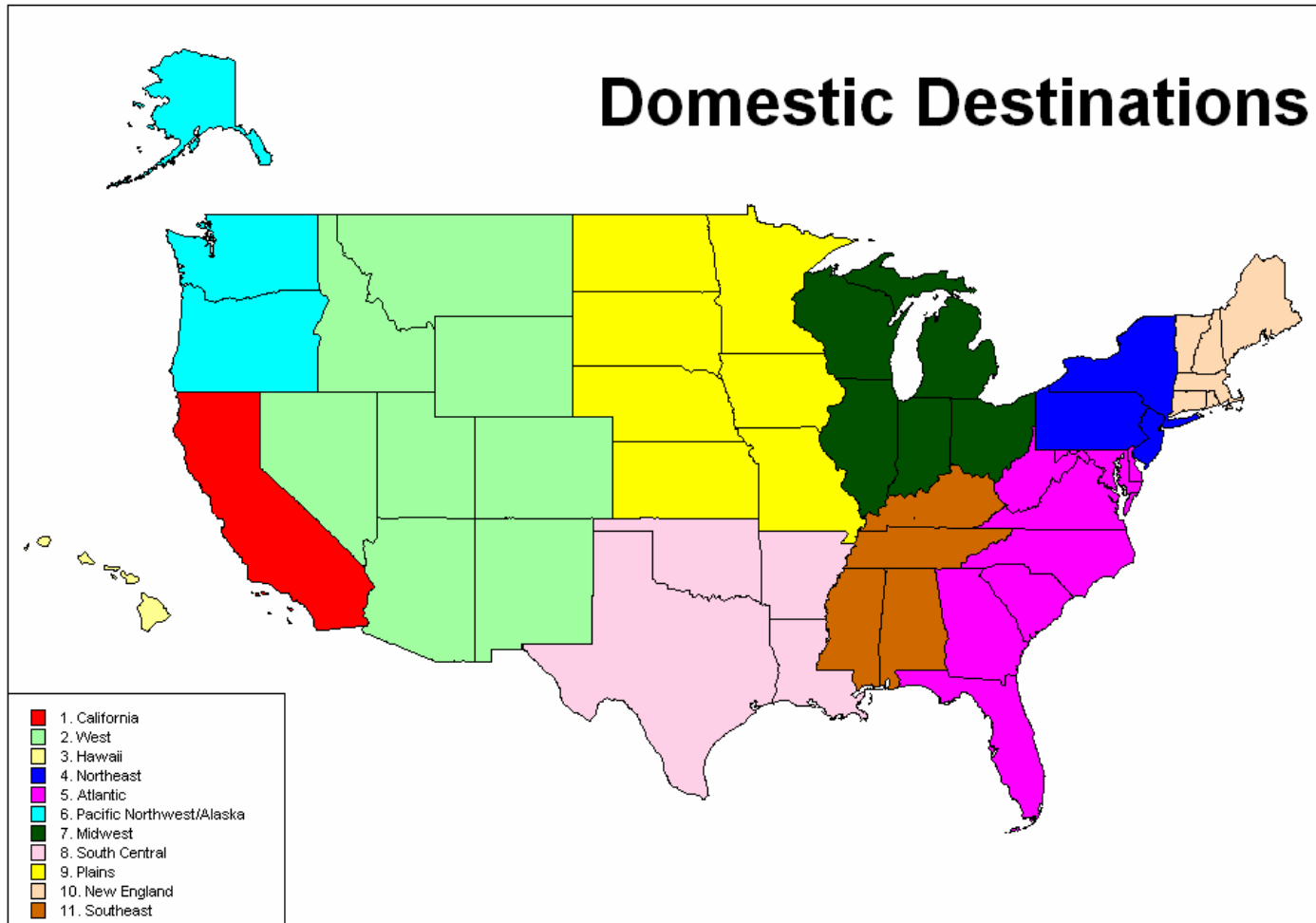
(MARK ONE ONLY)

- A. UNDER \$20,000
- B. \$20,000 - \$34,999
- C. \$35,000 - \$49,999
- D. \$50,000 - \$74,999
- E. \$75,000 - \$99,999
- F. \$100,000 - \$149,999
- G. \$150,000 - \$174,999
- H. \$175,000 - \$199,999
- I. \$200,000 - \$249,999
- J. \$250,000 and over
- Don't know
- Refused

39. Thank respondent ... and then RECORD GENDER:

- Male
- Female

APPENDIX B: Maps of Domestic and International Flight Destinations



International Destinations

