

Signs of recovery for air transport in Europe in 2009

Icelandic volcanic eruption in early 2010 shows fragility of the air transport industry

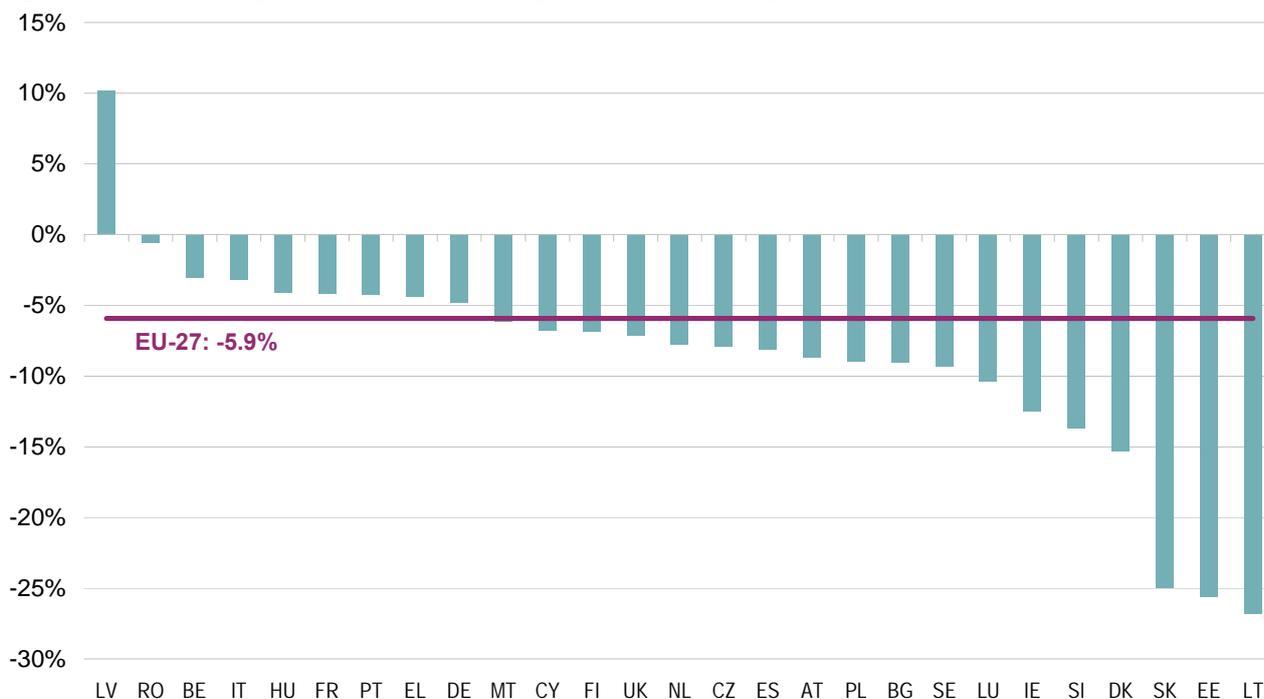
A decrease of 5.9% to 751 million passengers travelling by air was observed at EU-27 level between 2008 and 2009, reflecting the economic crisis which began in 2008. However, first signs of recovery became visible during the second quarter of 2009, when there was a decline of 6.8% in comparison with air passenger transport in the same quarter of 2008, against a fall of 12.0% for the first quarter of 2009. The last two quarters of 2009 confirmed the recovery in the air transport industry.

This positive trend has to be taken with care: although this publication describes the situation of air transport in 2009, it also shows the effect the volcanic eruption in Iceland in early 2010 had on transport by air for passengers.

It did lead to a substantial, though temporary, decrease of transport by air. While the first quarter of 2010 confirms the upward trend started in 2009, April 2010 shows a fall of 18% compared with April 2009.

In 2009, London/Heathrow and Frankfurt/Main continued to be the largest airports in the EU-27 in terms of passengers carried and “freight and mail loaded/unloaded” respectively. Among the airports registering the largest volumes of freight and mail, Amsterdam/Schiphol and Luxembourg showed the most significant decrease in 2009 compared with 2008.

Figure 1: 2008/2009 growth in total passenger air transport by Member State (in %)



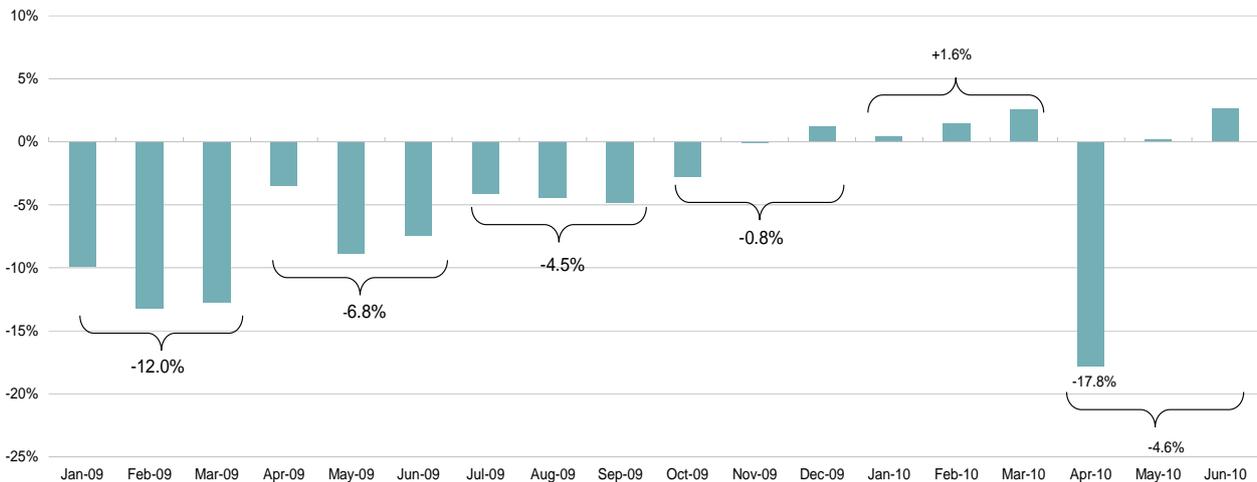
Source: Eurostat (online data code: [AVIA_PAOC](#))

Events influencing air transport – Iceland volcano eruption

By using preliminary data available for the first half of 2010, Figure 2 shows the vulnerability of the air transport industry to unforeseen events. Following the positive trend from spring 2009 onwards, the first quarter of 2010 also shows a small positive growth rate, especially driven by the

passenger volumes registered in March 2010. The growth rate of -17.8% for April 2010 indicates the enormous problems the Icelandic volcanic eruption caused for the transport of passengers by air in Europe.

Figure 2: EU-27 quarterly growth of air passenger transport, 2008/2009 and 2009/2010*

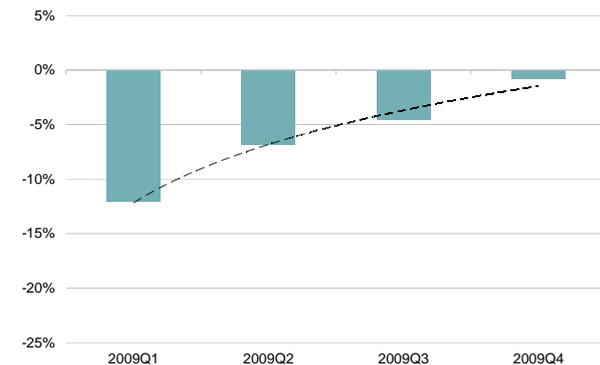


* 2009/2010 evolutions are based on the selection of countries for which 2010 data are available.

Source: Eurostat (online data code: [AVIA_PAOC](#))

Air passenger transport recovering at EU level in the course of 2009

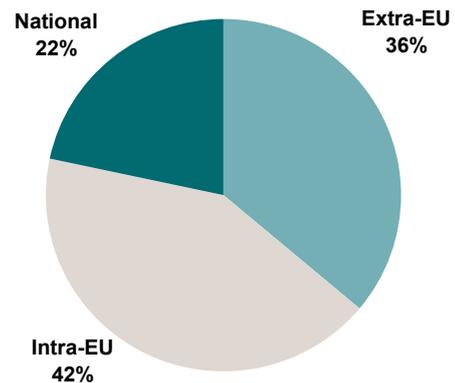
Figure 3: EU-27 change of air passenger transport between same quarters of 2008 and 2009



Source: Eurostat (online data code: [AVIA_PAOC](#))

Figure 3 shows the quarterly improving trend in air passenger transport in the EU-27 in 2009. Although the annual growth rate from 2008 to 2009 was

Figure 4: Overview of the EU-27 air passenger transport in 2009



Source: Eurostat (online data code: [AVIA_PAOC](#))

-5.9%, the volume of passenger transport remained almost unchanged in the last quarter of 2009, compared with the same quarter of 2008.

Table 1: Overview of EU-27 air passenger transport by Member States in 2009: passengers carried (in 1000)

		Total transport		National transport		International intra-EU-27 transport		International extra-EU-27 transport	
		Number of passengers	Growth 2008-2009	Number of passengers	Growth 2008-2009	Number of passengers	Growth 2008-2009	Number of passengers	Growth 2008-2009
EU-27 *		751 059	-5.9%	162 231	-5.1%	317 503	-8.0%	271 326	-3.9%
BELGIUM	BE	21 314	-3.0%	58	21.1%	14 633	-4.1%	6 623	-0.7%
BULGARIA	BG	5 839	-9.0%	171	21.4%	4 527	-10.2%	1 141	-7.8%
CZECH REPUBLIC	CZ	12 367	-7.9%	258	-4.8%	8 648	-10.2%	3 462	-2.0%
DENMARK	DK	20 860	-15.3%	1 878	-6.3%	13 355	-16.5%	5 627	-15.1%
GERMANY	DE	158 150	-4.8%	23 728	-5.8%	80 268	-6.0%	54 154	-2.4%
ESTONIA	EE	1 341	-25.7%	22	5.6%	1 038	-28.1%	281	-17.1%
IRELAND	IE	26 269	-12.5%	627	-25.8%	22 662	-12.5%	2 980	-8.7%
GREECE	EL	32 882	-4.4%	6 886	4.9%	21 643	-6.6%	4 353	-6.6%
SPAIN	ES	148 318	-8.1%	37 597	-7.8%	91 731	-8.8%	18 990	-5.2%
FRANCE	FR	117 562	-4.2%	26 005	-3.4%	48 772	-6.4%	42 784	-2.1%
ITALY	IT	101 824	-3.2%	28 431	0.3%	54 577	-4.6%	18 816	-4.4%
CYPRUS	CY	6 730	-6.8%	0.1	-28.9%	5 527	-6.8%	1 202	-6.8%
LATVIA	LV	4 063	10.2%	0.3	-98.9%	3 112	12.4%	950	7.2%
LITHUANIA	LT	1 867	-26.8%	0.1	-37.0%	1 530	-25.1%	337	-33.7%
LUXEMBOURG	LU	1 535	-10.4%	0.5	67.1%	1 204	-13.0%	331	0.4%
HUNGARY	HU	8 081	-4.1%	-	-	6 211	-2.8%	1 870	-8.2%
MALTA	MT	2 919	-6.1%	-	-100.0%	2 672	-5.7%	247	-10.5%
NETHERLANDS	NL	46 479	-7.8%	3	-93.3%	26 895	-8.3%	19 582	-7.0%
AUSTRIA	AT	21 817	-8.7%	691	-1.6%	14 515	-9.4%	6 612	-8.0%
POLAND	PL	17 046	-9.0%	862	-9.9%	12 555	-9.3%	3 629	-7.7%
PORTUGAL	PT	24 104	-4.3%	3 004	4.4%	16 770	-5.9%	4 330	-3.5%
ROMANIA	RO	7 984	-0.6%	625	-6.8%	6 323	1.4%	1 037	-7.8%
SLOVENIA	SI	1 423	-13.7%	0.1	-	816	-19.2%	607	-5.0%
SLOVAKIA	SK	1 948	-25.0%	106	-45.1%	1 503	-25.5%	340	-12.0%
FINLAND	FI	13 829	-6.9%	2 401	-12.0%	8 551	-6.6%	2 877	-3.1%
SWEDEN	SE	25 219	-9.3%	5 966	-11.5%	14 825	-9.9%	4 428	-4.1%
UNITED KINGDOM	UK	198 532	-7.2%	22 913	-7.9%	111 881	-9.5%	63 738	-2.5%

* Double counting is excluded in the intra-EU-27 and total EU-27 aggregates by taking into consideration only departure declarations.

Source: Eurostat (online data code: [AVIA_PAOC](#))

Table 2: Intra-EU traffic at country level: 43% of the 2009 total traffic at a glance (and corresponding 2008 figures)

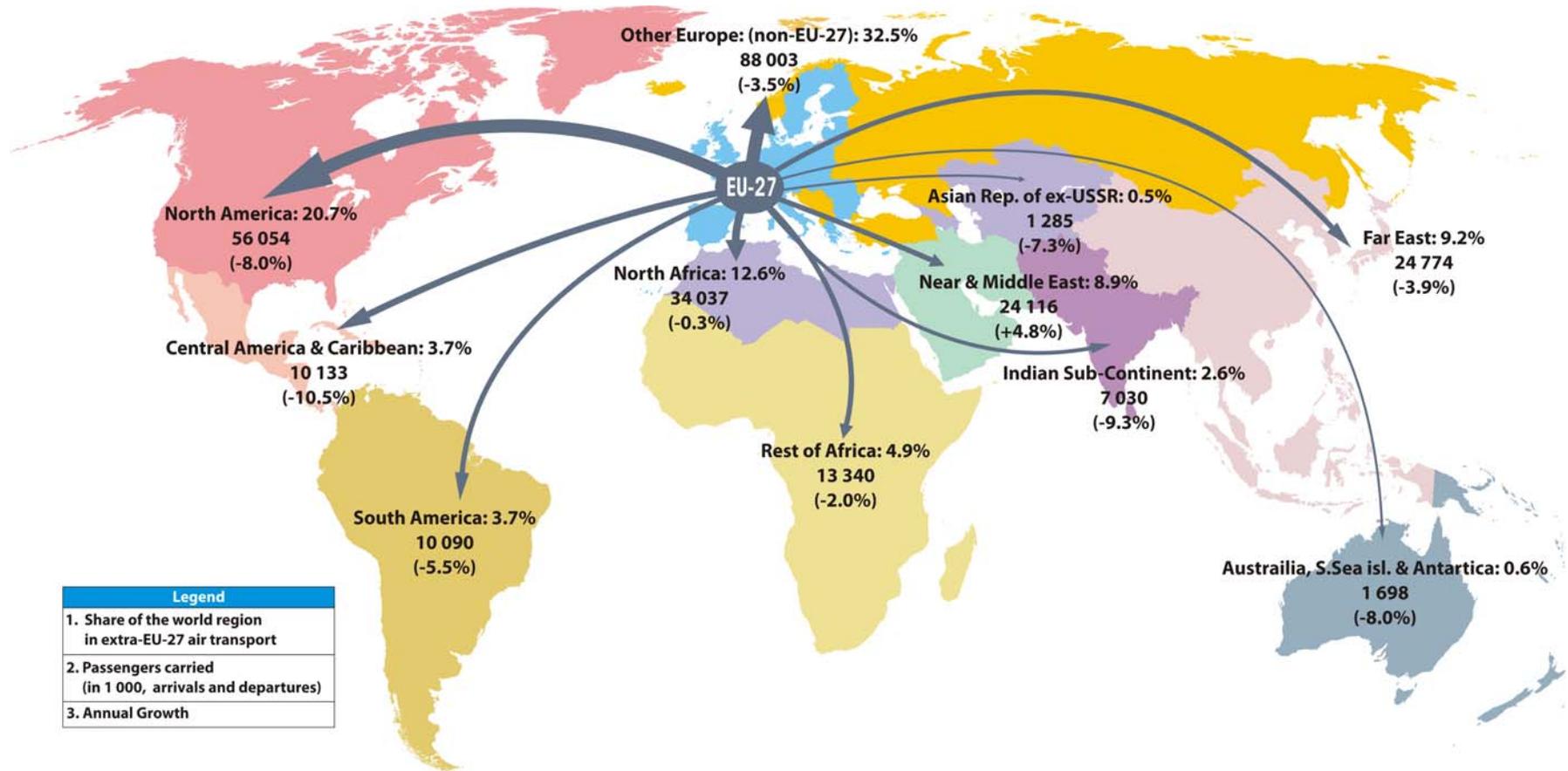
Rank	Country pairs	2008		2009	
		Passengers carried (in 1000)	Share in total intra-EU	Passengers carried (in 1000)	Share in total intra-EU
1	Spain United Kingdom	34 731	10.1%	30 551	10.1%
2	Germany Spain	22 292	6.5%	20 391	6.7%
3	France United Kingdom	11 960	3.5%	10 965	3.6%
4	Ireland United Kingdom	12 343	3.6%	10 914	3.6%
5	Germany United Kingdom	11 148	3.2%	10 709	3.5%
6	Germany Italy	10 578	3.1%	10 414	3.4%
7	Italy United Kingdom	10 766	3.1%	9 936	3.3%
8	Spain Italy	10 079	2.9%	9 695	3.2%
9	Italy France	8 190	2.4%	7 893	2.6%
10	France Spain	8 444	2.4%	7 608	2.5%

Source: Eurostat (online data code: [AVIA_PAOCC](#))

Figure 4 indicates that the share of international intra-EU transport decreased to 42% in 2009. Although remaining the largest among the three components of air transport, intra-EU transport has also been the most affected by the decline (-8.0% between 2008 and 2009). There are however clear disparities at country level, with Latvia registering an impressive rise of +12.4% in international intra-EU transport over the same period as shown in Table 1.

Table 2 shows the top 10 country-to-country flows within international intra-EU transport. In 2009, more than 10% of the intra-EU transport took place between Spain and the United Kingdom. The influence of the economic crisis on the share in total international intra-EU transport of these top country-to-country flows was relatively limited.

Map 1: Extra-EU-27 transport of passengers in 2009



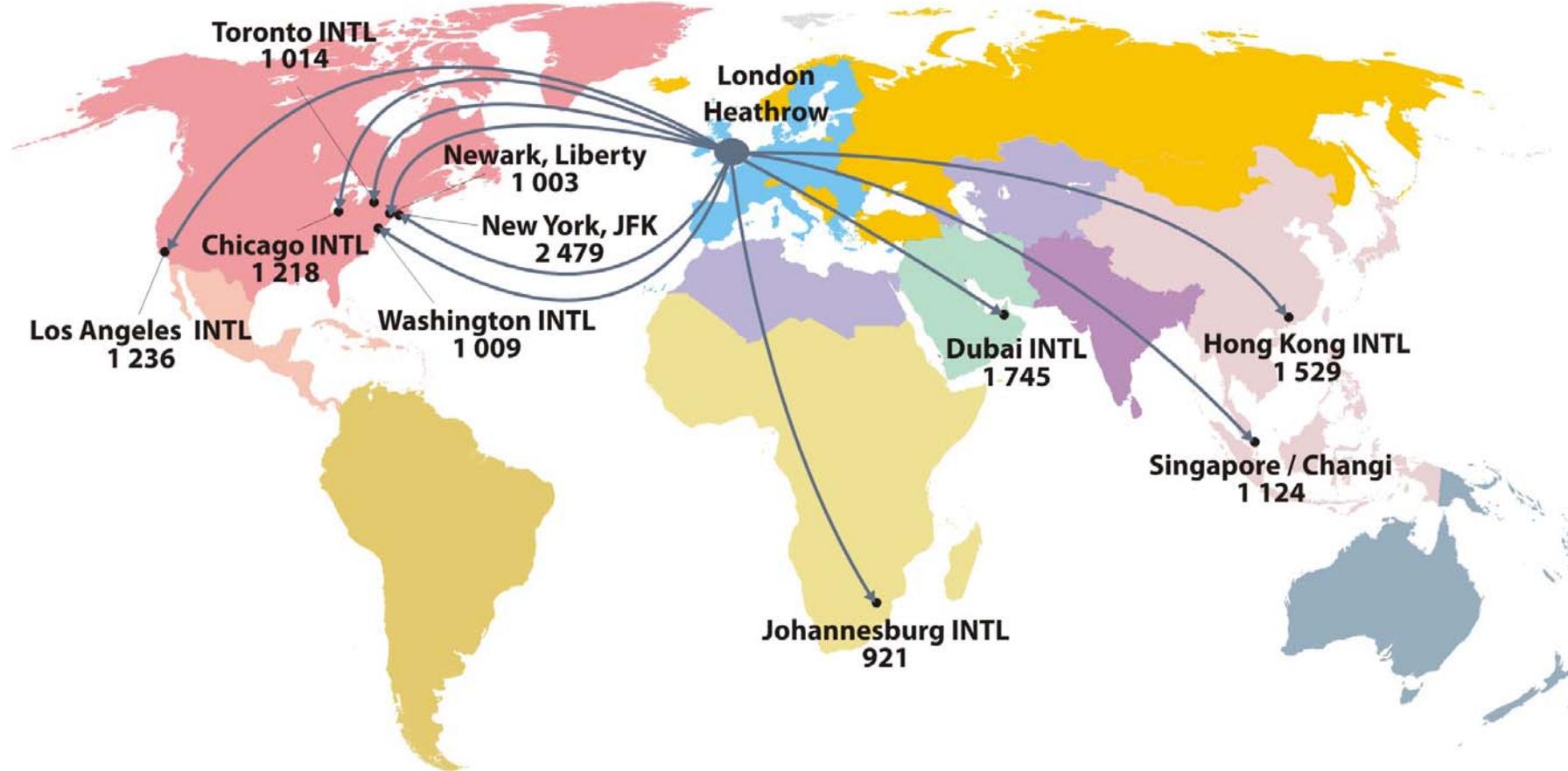
Source: Eurostat (online data code: [AVIA_PAOCC](#))

Map 1 presents an overall picture of the extra EU-market. Particularly remarkable is the +4.8% growth between 2008 and 2009 for transport between the EU and the Near and Middle East region, being the only region recording an increase over this period for the transport of passengers.

The overall decline observed in total passenger transport was most pronounced for transport to/from Central America (-10.5% between 2008 and 2009) and the Indian Sub-Continent (-9.3%).

London Heathrow predominates among EU-27 airports

Map 2: London Heathrow, the main European hub for extra-EU transport in 2009 (passengers carried in 1000, arrivals plus departures)



Source: Eurostat (online data code: [AVIA_PAR_UK](#))

London Heathrow remained the main European hub for extra-EU transport, accounting alone for 14% of passengers travelling to/from extra-EU destinations. The largest extra-EU route in 2009 was London Heathrow-New York JFK, despite a fall of 11.6% compared with 2008.

The top 30 airports in the EU-27 in terms of passenger transport in 2009 are presented in Table 3, including the most significant airport of Member States not appearing in the top 30. Compared with

2008, changes are marginal (no change took place in the top-10 airports).

For the large majority of the biggest airports, the number of flights decreased more significantly between 2008 and 2009 than the volume of passenger transport: this could reflect an increase in the average occupancy rates at these airports, or at least an adaptation of the transport market to the crisis.

Table 3: Top airports in the EU-27 in terms of total passengers carried in 2009

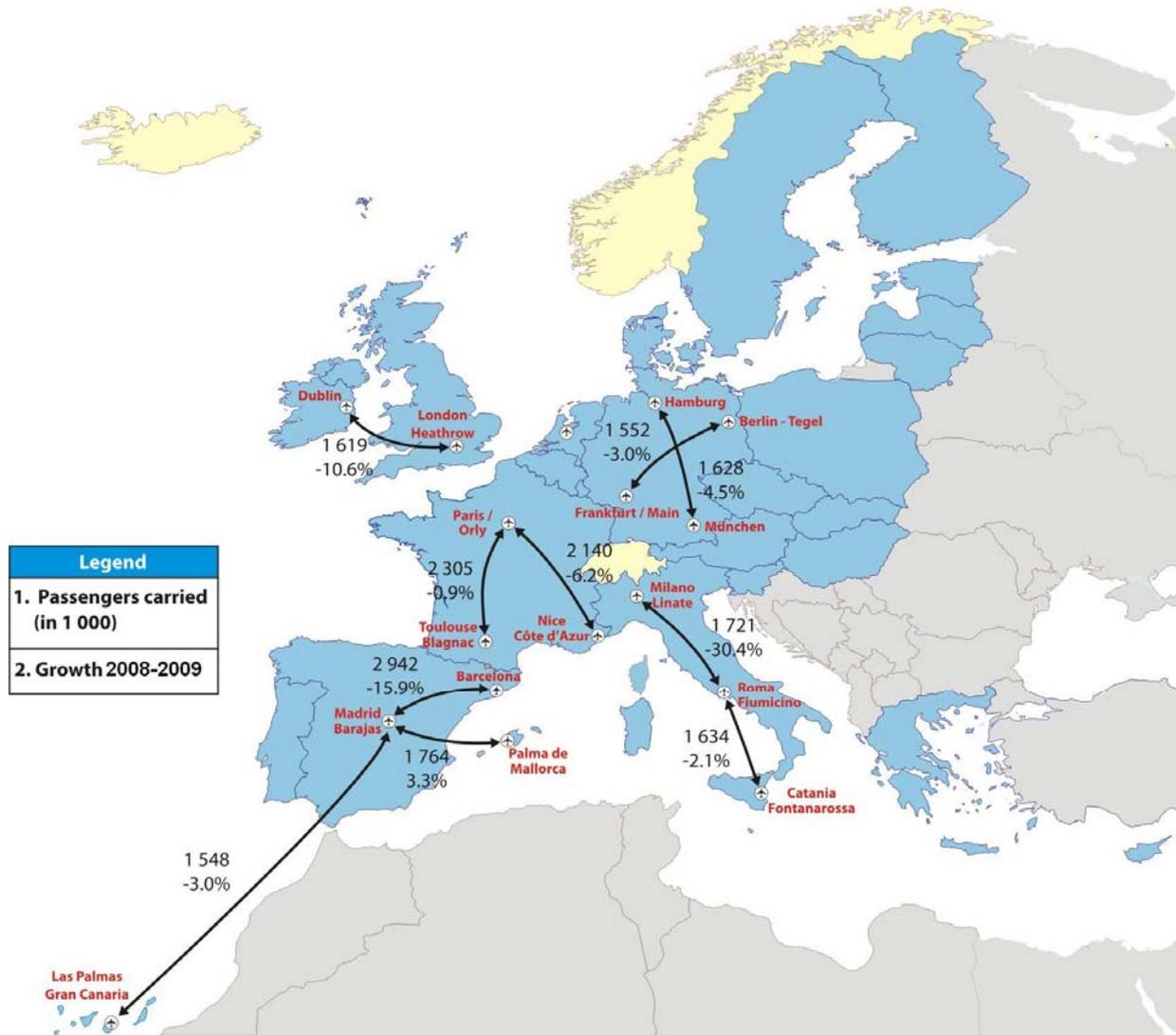
Rank	Country	Airport	Total air transport (in 1000 passengers)	of which			Growth of total air transport 2008-2009	Total number of passenger flights (in 1000)	Growth of total number of flights 2008-2009
				National air transport	International intra-EU-27 air transport	International extra-EU-27 air transport			
1	UK	LONDON/HEATHROW	65 904	5 255	21 648	39 001	-1.5%	458	-2.7%
2	FR	PARIS/CHARLES DE GAULLE	57 689	5 135	23 837	28 717	-4.6%	497	-5.9%
3	DE	FRANKFURT/MAIN	50 573	5 964	18 799	25 810	-4.9%	434	-4.1%
4	ES	MADRID/BARAJAS	47 944	18 855	17 664	11 425	-4.8%	418	-6.8%
5	NL	AMSTERDAM/SCHIPHOL	43 532	3	24 181	19 348	-8.2%	383	-8.5%
6	IT	ROMA/FIUMICINO	33 416	12 554	12 458	8 404	-4.0%	318	-5.4%
7	DE	MÜNCHEN	32 560	9 195	14 429	8 936	-5.3%	373	-7.6%
8	UK	LONDON/GATWICK	32 360	3 662	18 759	9 939	-5.3%	245	-4.2%
9	ES	BARCELONA	27 287	11 073	12 690	3 525	-10.1%	263	-13.7%
10	FR	PARIS/ORLY	25 087	13 747	5 730	5 611	-4.2%	223	-4.4%
11	ES	PALMA DE MALLORCA	21 173	6 314	13 989	870	-7.2%	164	-7.3%
12	IE	DUBLIN	20 469	626	17 389	2 454	-12.4%	166	-16.0%
13	UK	LONDON/STANSTED	19 949	1 895	16 740	1 315	-10.7%	146	-12.5%
14	DK	KØBENHAVN/KASTRUP	19 605	1 869	12 309	5 426	-9.6%	225	-11.3%
15	UK	MANCHESTER	18 630	2 566	10 246	5 818	-11.5%	160	-14.9%
16	AT	WIEN/SCHWECHAT	18 045	674	11 341	6 029	-8.3%	236	-8.9%
17	DE	DÜSSELDORF	17 724	4 235	8 206	5 283	-2.1%	206	-6.1%
18	IT	MILANO/MALPENSA	17 348	3 041	8 776	5 531	-8.8%	175	-13.2%
19	BE	BRUXELLES/NATIONAL	16 785	2	10 744	6 039	-8.6%	201	-8.4%
20	EL	ATHINAI	16 138	6 108	7 540	2 491	-1.4%	194	6.2%
21	SE	STOCKHOLM/ARLANDA	16 058	3 946	8 394	3 717	-11.4%	179	-12.2%
22	DE	BERLIN/TEGEL	14 133	6 618	5 352	2 163	-2.2%	146	-4.4%
23	PT	LISBOA	13 265	2 179	7 646	3 441	-2.5%	129	-5.4%
24	FI	HELSINKI/VANTAA	12 602	2 373	7 420	2 808	-6.2%	163	-6.3%
25	DE	HAMBURG	12 178	5 366	4 651	2 161	-4.7%	136	-8.4%
26	CZ	PRAHA/RUZYNE	11 602	134	8 285	3 182	-7.8%	153	-7.8%
27	ES	MÁLAGA	11 601	2 268	8 760	572	-9.0%	94	-12.2%
28	FR	NICE/CÔTE D'AZUR	9 813	4 061	4 279	1 473	-5.3%	150	-9.5%
29	DE	KÖLN/BONN	9 696	3 640	4 335	1 721	-5.8%	98	-5.7%
30	UK	LONDON/LUTON	9 115	1 178	6 967	970	-10.4%	73	-11.5%
36	PL	WARSZAWA/OKECIE	8 333	835	5 333	2 165	-12.1%	123	-11.3%
38	HU	BUDAPEST/FERIHEGY	8 081	-	6 211	1 870	-4.1%	99	-5.6%
51	CY	LARNAKA	5 156	-	4 021	1 135	-5.9%	49	-8.1%
65	RO	BUCUREȘTI/OTOPENI	4 481	495	3 178	808	-11.5%	68	-0.2%
68	LV	RIGA	4 063	0	3 112	950	10.2%	57	6.3%
82	BG	SOFIA	3 116	168	2 547	401	-2.8%	37	-5.0%
85	MT	MALTA/LUQA	2 919	0	2 672	247	-6.1%	27	-1.6%
113	SK	BRATISLAVA/IVANKA	1 701	108	1 304	289	-22.9%	20	-19.6%
125	LU	LUXEMBOURG	1 535	0	1 204	331	-10.4%	36	-9.4%
131	SI	LJUBLJANA/JOŽE PUČNIK	1 423	0	816	607	-13.7%	33	-9.2%
133	EE	TALLINN/ÜLEMISTE	1 341	22	1 038	281	-25.7%	24	-24.9%
136	LT	VILNIUS	1 306	0	994	312	-36.1%	20	-43.8%

Source: Eurostat (online data code: [AVIA_PAQA](#))

The impact of the economic crisis is clearly visible in Table 3 as almost all the airports present a negative annual evolution in 2009, some of them reporting considerable changes (-36.1% at Vilnius airport).

Riga International is the only airport presented still reporting a growth in passenger transport, 10.2% higher in 2009 compared with 2008.

Map 3: Top 10 airport pairs within the EU-27 in 2009



Source: Eurostat

Map 3 shows the top 10 airport pairs within the EU-27. Only one of these routes concerns international transport. The largest intra-EU route, between Barcelona and Madrid, has experienced a significant decrease of 15.9% in 2009 compared with 2008. An indication that the competition of

the high-speed railway link between these two cities has strengthened the general effect of the economic crisis is given by the comparison with the largest national route in France between Paris/Orly and Toulouse Blagnac which fell by only -0.9% over the same period.

Air freight and mail transport also shows signs of recovery

Figure 5: Change in freight and mail transport between same quarters of 2008 and 2009

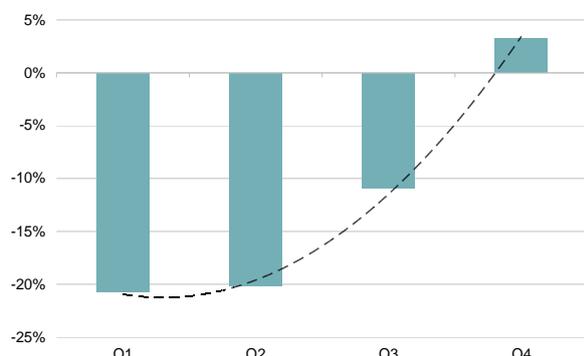


Figure 5 indicates that transport of freight and mail shows the same signs of recovery as observed for passenger transport.

At EU-27 level, the evolution for 2008-2009 is -12.3%. It is important to notice that in the course of the last two quarters of 2009, the transport of freight and mail recovered steadily, resulting in an increase for the last quarter of 2009 (+3.3% compared with the same quarter in 2008).

Source: Eurostat (online data code: [AVIA_GOOC](#))

Table 4: Overview of the EU-27 air freight and mail transport by Member States in 2009: freight and mail carried (in tonnes)

	Total transport		National transport		International intra-EU-27 transport		International extra-EU-27 transport		
	Volume of freight and mail	Growth 2008-2009	Volume of freight and mail	Growth 2008-2009	Volume of freight and mail	Growth 2008-2009	Volume of freight and mail	Growth 2008-2009	
EU-27 ⁽¹⁾	11 315 885	-12.3%	595 652	-8.9%	1 833 997	-5.5%	8 886 236	-13.9%	
BELGIUM	BE	836 409	-21.9%	784	31.8%	255 250	-19.5%	580 375	-23.0%
BULGARIA	BG	17 450	-10.7%	26	-17.1%	12 194	-20.8%	5 230	27.3%
CZECH REPUBLIC	CZ	53 924	-3.5%	1 486	-21.5%	25 792	-15.7%	26 646	13.8%
DENMARK	DK	155 438	-38.8%	2 136	-17.9%	65 886	-41.6%	87 416	-37.0%
GERMANY	DE	3 341 222	-6.4%	109 679	-15.4%	798 918	-0.6%	2 432 625	-7.7%
ESTONIA	EE	20 526	-50.8%	-	-	4 587	-35.4%	15 939	-54.0%
IRELAND	IE	112 049	-11.7%	6 105	-21.2%	71 542	-3.2%	34 402	-23.9%
GREECE	EL	95 222	-12.3%	12 113	-14.5%	52 572	-11.5%	30 537	-12.9%
SPAIN	ES	502 585	-6.9%	84 543	-16.7%	151 378	-8.0%	266 664	-2.6%
FRANCE ⁽²⁾	FR	1 445 599	-13.3%	148 037	1.7%	260 152	-12.0%	1 037 410	-15.5%
ITALY	IT	705 883	-13.4%	60 825	-10.9%	253 166	-6.1%	391 892	-17.9%
CYPRUS	CY	38 636	-9.7%	1	-	30 465	-10.6%	8 169	-6.3%
LATVIA	LV	8 646	25.6%	-	-	5 917	24.2%	2 729	28.8%
LITHUANIA	LT	6 465	-28.6%	-	-	5 467	-15.9%	998	-60.8%
LUXEMBOURG	LU	627 261	-20.4%	-	-	43 608	-4.6%	583 653	-21.4%
HUNGARY	HU	54 138	-13.4%	-	-	24 596	-5.4%	29 542	-19.2%
MALTA	MT	17 496	-4.0%	-	-	11 531	-9.9%	5 965	9.9%
NETHERLANDS ⁽³⁾	NL	1 371 235	-16.8%	0.4	2130.0%	48 418	-20.2%	1 322 817	-16.7%
AUSTRIA	AT	202 642	-1.7%	807	-9.0%	49 061	-6.7%	152 774	0.0%
POLAND	PL	53 510	-8.0%	7 874	0.5%	28 779	-4.0%	16 856	-17.1%
PORTUGAL	PT	125 498	-8.0%	21 624	-2.2%	54 406	-10.7%	49 468	-7.2%
ROMANIA	RO	23 482	-3.9%	251	-16.1%	19 197	3.5%	4 034	-27.8%
SLOVENIA	SI	5 584	-31.7%	-	-	3 825	-35.0%	1 759	-23.4%
SLOVAKIA	SK	12 231	64.6%	2	100.0%	11 689	72.9%	540	-19.5%
FINLAND	FI	126 900	-14.2%	3 691	2.5%	50 990	-12.7%	72 219	-15.8%
SWEDEN	SE	161 310	-21.8%	17 972	-17.8%	76 421	-22.7%	66 917	-21.8%
UNITED KINGDOM	UK	2 156 153	-10.6%	117 695	-6.1%	379 798	-7.6%	1 658 660	-11.5%

⁽¹⁾ Double counting is excluded in the intra-EU-27 and total EU-27 aggregates by taking into consideration only departure declarations.

⁽²⁾ Due to freight and mail data collection difficulties, the data for the two main airports in Paris (Charles de Gaulle and Orly) are underestimated. This also affects the aggregated freight data for France.

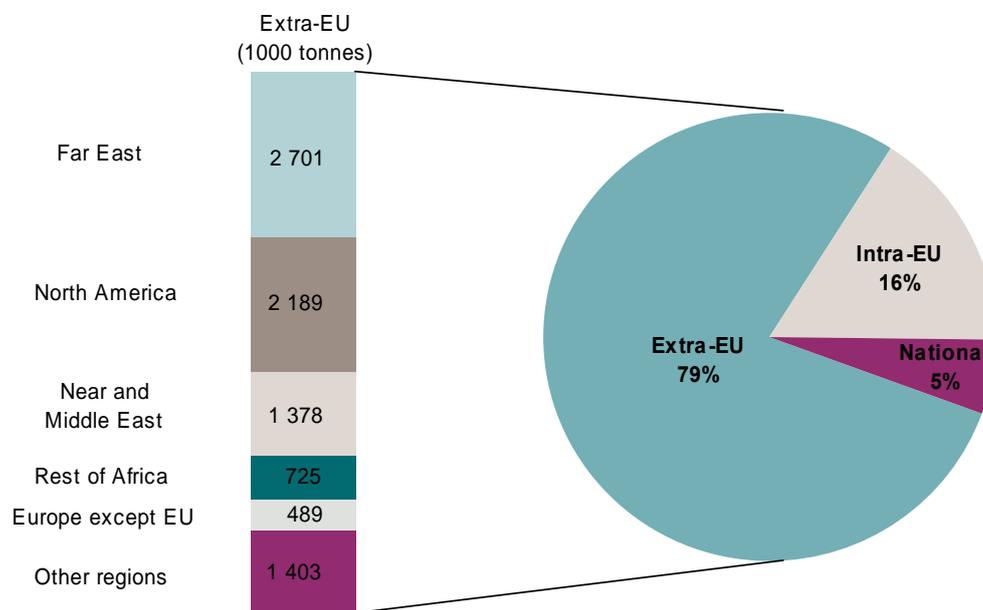
⁽³⁾ The high growth observed at national level should be considered with care, as it represents a very small volume of freight and mail in absolute terms.

Source: Eurostat (online data code: [AVIA_GOOC](#))

Extra-EU destinations remained the most important segment of the freight and mail market, representing 79% of the total transport at EU level. The breakdown of extra-EU transport by world region shows that the Near and Middle East region, the only partner region registering an annual

increase of almost 5% for passenger transport (see Map 1), recorded a decrease of 7% for freight and mail transport over the same period. Decreases in freight and mail transport have also been registered for all the other partner regions.

Figure 6: Overview of the EU-27 air freight and mail transport in 2009



Source: Eurostat (online data codes: [AVIA_GOOC](#), [AVIA_GOEXCC](#))

Table 5: Top 20 airports in the EU-27 in terms of total freight and mail carried in 2009 (in tonnes)

Rank	Country	Airport	Total air transport (in tonnes)	Freight and mail loaded	Freight and mail unloaded	Growth of total freight transport 2008-2009	Total number of freight flights (in 1000)	Growth of total number of freight flights 2008-2009
1	DE	FRANKFURT/MAIN	1 882 662	933 781	948 881	-10.5%	21	-4.7%
2	UK	LONDON/HEATHROW	1 348 914	717 066	631 848	-9.0%	3	-2.8%
3	NL	AMSTERDAM/SCHIPHOL	1 316 848	703 160	613 688	-17.3%	13	-9.1%
4	FR	PARIS/CHARLES DE GAULLE*	1 202 300	584 795	617 505	-13.6%	44	-6.0%
5	LU	LUXEMBOURG	627 261	288 286	338 975	-20.4%	10	-11.2%
6	DE	KOLN/BONN	549 025	258 675	290 350	-4.4%	22	-6.3%
7	DE	LEIPZIG/HALLE	508 793	255 963	252 830	18.3%	28	2.0%
8	BE	LIEGE/BIERSET	401 799	203 903	197 896	5.3%	23	-4.5%
9	BE	BRUXELLES/NATIONAL	364 426	172 391	192 035	-40.7%	11	-10.1%
10	IT	MILANO/MALPENSA	343 561	166 901	176 660	-17.0%	6	-13.3%
11	ES	MADRID/BARAJAS	330 161	166 515	163 646	-7.0%	9	-7.1%
12	UK	NOTTINGHAM EAST MIDLANDS	286 629	140 989	145 639	-2.0%	18	-13.2%
13	DE	MUNCHEN	234 340	109 395	124 945	-11.5%	4	-7.8%
14	UK	LONDON STANSTED	213 384	123 411	89 972	-7.2%	10	-12.0%
15	AT	WIEN/SCHWECHAT	198 327	126 731	71 596	-1.5%	4	-8.7%
16	DK	KOBENHAVN/KASTRUP	152 012	77 227	74 785	-38.4%	6	-11.7%
17	IT	ROMA/FIUMICINO	139 014	65 679	73 335	-9.1%	4	-5.7%
18	FI	HELSINKI/VANTAA	121 849	61 071	60 778	-13.9%	5	-6.4%
19	DE	FRANKFURT/HAHN	105 059	54 865	50 195	-14.0%	4	-3.3%
20	UK	MANCHESTER	103 006	60 415	42 591	-27.8%	2	-15.2%

* Due to freight and mail data collection difficulties, the data for Paris-Charles de Gaulle are underestimated.

Source: Eurostat (online data code: [AVIA_GOOA](#))

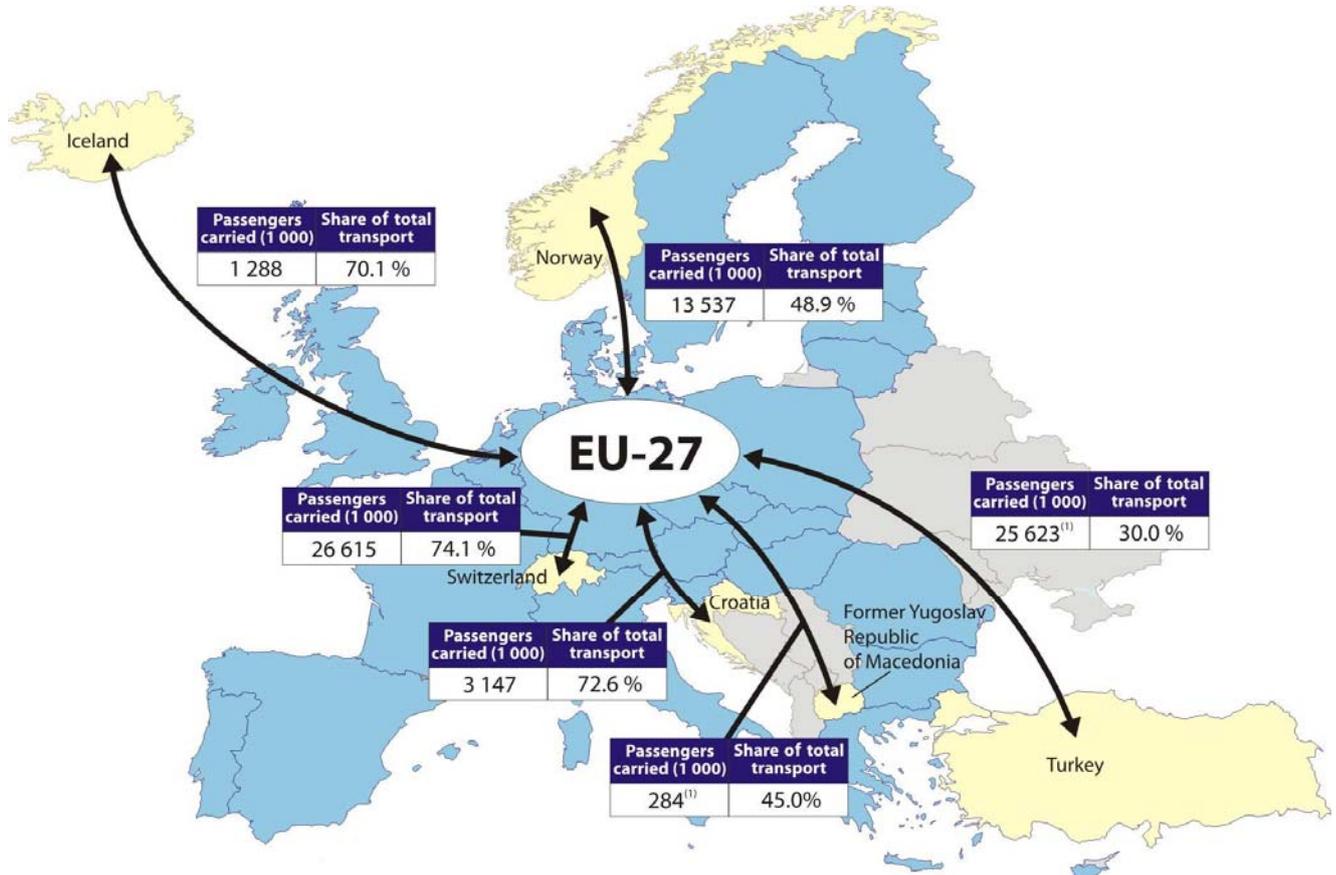
Although the top-5 airports in the EU-27 in terms of total freight and mail carried remained unchanged between 2008 and 2009, they all registered a decrease in total freight transport. The only large airports recording an expansion in 2009

are Leipzig/Halle, reflecting the influence of the DHL move in 2008, and Liege/Bierset, Belgium's biggest cargo airport.

Air transport in the Candidates and EFTA countries

Map 4 presents the air passenger flows between the EU-27 and Candidate/EFTA countries

Map 4: Air passenger transport between Candidate/EFTA countries and the EU-27 in 2009 (in 1000 passengers)



⁽¹⁾ The volume of passengers carried to/from EU-27 is estimated from EU-27 declarations

Source: Eurostat (online data code: [AVIA_PAOC](#))

METHODOLOGICAL NOTES

Data sources

All figures presented in this publication have been extracted from the Eurostat aviation database. The database is available online from the Eurostat web page.

Main Definitions

The definitions used on air transport statistics are included in the [Commission Regulation \(EC\) 1358/2003](#) implementing [Regulation \(EC\) 437/2003](#) of the European Parliament and of the Council on statistical returns in respect of the

carriage of passengers, freight and mail by air. The main definitions are the following:

On Flight Origin and Destination (OFOD): traffic on a commercial air service identified by a unique flight number subdivided by airport pairs in accordance with the point of embarkation and point of disembarkation on that flight. This is linked to the definition of passengers carried.

Passengers carried: all passengers on a particular flight counted once only and not repeatedly on each individual stage of that flight. This excludes direct transit passengers.

Freight and mail loaded/unloaded: all freight and mail loaded onto or unloaded from an aircraft. This excludes direct transit freight and mail.

Direct transit passengers: passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive.

In principle, information provided in this publication is based on On Flight Origin/Destination (OFOD) data. Only when OFOD data have not been reported, airport declarations have been used.

Airport coverage

In principle, this publication covers air transport in the airports of the reporting countries registering more than 150 000 passengers annually.

Notes on some Reporting Countries

France: due to freight and mail data collection difficulties, the freight data for the two main airports in Paris (Charles de Gaulle and Orly) are underestimated. This also affects the aggregated freight and mail data for France.

Turkey: only provides airport declarations (Dataset C1).

Iceland: airport declarations have been used. Only data for Keflavik airport were available for on flight origin and destination.

Former Yugoslav Republic of Macedonia: only provides airport declarations (Dataset C1).

National transport

The national aggregates have been calculated excluding double counting.

International intra-EU-27 aggregates

The total intra-EU-27 aggregates have been calculated excluding double counting.

Map 1

The component countries comprising the world regions as defined for this Map are based on the geonomenclature used by Eurostat for external trade statistics. The components of each world region can be extracted from the Aviation domain of the Eurostat on-line database or obtained upon request.

Some care should be taken in drawing conclusions as regards the world regional shares due to the fact that those passengers who either stop-over or change planes en-route will be allocated to the country in which they made their connections and not to the country of their first origin or final destination.

Map 3

The total figures for each pair of airports have been calculated by adding the "Departures" declarations of the two airports concerned.

Map 4

The share of total transport represents, for each Candidate and EFTA country, the part of transport to/from EU countries within total transport. As indicated under the maps, transport to/from EU countries is sometimes estimated on the basis of mirror EU declarations.

In this publication

":" means "not available"

"-" means "not applicable"

"0" means "less than half the unit used"

This publication was prepared with the assistance of Mathieu Erzar and Julien Tardivon (data).

Further information

Eurostat Website: <http://ec.europa.eu/eurostat>

Data on "Transport statistics"

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>

Select "air transport"

Further information about "Transport statistics"

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>

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European Statistical Data Support:

With the members of the 'European statistical system', Eurostat has set up a network of support centres in nearly every Member State and in some EFTA countries.

Their role is to provide help and guidance to Internet users of European statistics.

Contact details for this support network can be found on the Eurostat website at:

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