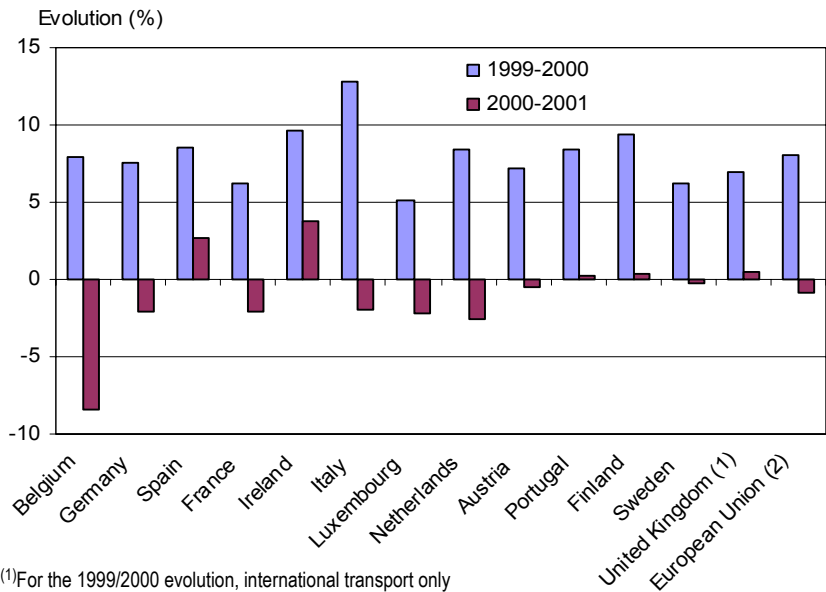


# Passenger air transport 2000-2001

*Clear drop on routes to America and Middle East but a further rise on non-EU European routes*

Vincent Tronet

Graph 1: Total passenger numbers by country:  
year on year % changes (1999-2000 and 2000-2001)



(1) For the 1999/2000 evolution, international transport only

(2) Based on the countries available

## Highlights

The tragic events of 11 September 2001 had a significant negative impact on the airline industry in 2001: between 2000 and 2001, the total number of passengers carried in air transport in the Member States of the European Union decreased by 2% (from 582 million to 570 million). All countries registered a break in the evolution of their passenger volumes between 2000 and 2001 and the total number of air transport passengers fell in eight out of the fifteen EU countries.

Most affected by the decline was international extra-EU air passenger transport, with an average decrease of 2.7%. Especially routes to North America, which account for nearly one quarter of all international extra-EU passengers, registered a decline of 9.2%. This means that in 2001, 5.1 million fewer passengers flew to or from North America. Conversely, non-EU Europe saw its passenger volume travelling to or from EU countries rise further.

For international intra-EU air passenger transport (-1.8%) and domestic air passenger transport (-1.3%), the negative trend was less important than for extra-EU air passenger transport.

Accordingly, this general trend could also be noted at the main international airports. London-Heathrow for instance, the biggest EU airport and main gateway for North America, registered a 5.4% decrease in international passengers, while the international passenger volume for Frankfurt-am-Main declined by only 0.7%.

## Statistics in focus

### TRANSPORT

THEME 7 – 1/2004

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## General development

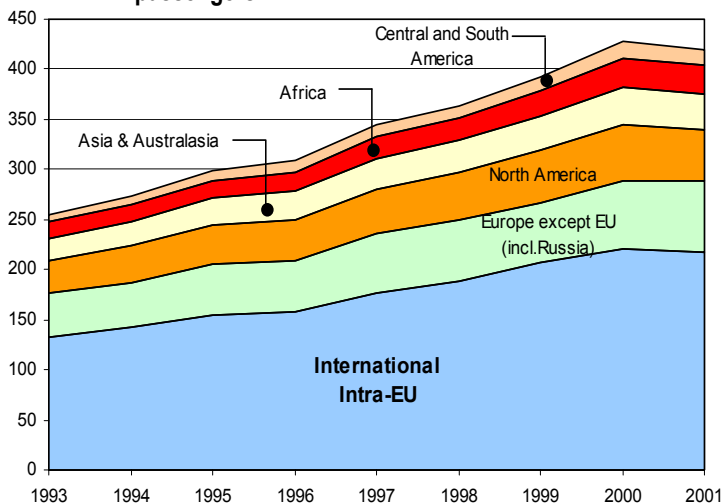
Table 1 offers an overview of the passengers registered in 2001 and outlines the break in the trend curve of all individual Member States between 2000 and 2001 compared to the three previous years. Furthermore, this detailed view allows the comparison of the evolution at the level of national, international intra-EU and international extra-EU transport. The fact that international extra-EU transport is most affected by the general decline is reflected in the figures of the individual countries. Domestic

transport is, in average, less affected and the highest growth rates compared to 2000 were registered by the United Kingdom (+6.6%) and Portugal (+4.1%). In international intra-EU air transport, Portugal (+5.7%), Denmark (+4.4%) and Ireland (+4.3%) showed a clearly positive trend. The only noticeable growth in international extra-EU transport was registered for Denmark (+6.7%), Ireland (+1.5%) and France (+1%) - a sharp contrast to the generally high rates in the previous years.

**Table 1: Overview of the changes in the total air passenger transport broken down by destinations**

	Total transport			National			International intra-EU			International extra-EU		
	Thousand of passengers	year on year (%) change	Annual average (%) change	Thousand of passengers	year on year (%) change	Annual average (%) change	Thousand of passengers	year on year (%) change	Annual average (%) change	Thousand of passengers	year on year (%) change	Annual average (%) change
	2001	2000/2001	1997/2000	2001	2000/2001	1997/2000	2001	2000/2001	1997/2000	2001	2000/2001	1997/2000
European Union	570 115	-2.0	+ 6.7%	145 854	-1.3	+ 4.5%	217 154	-1.8	+ 7.6%	207 107	-2.7	+ 7.3%
BELGIUM	19 789	-8.4	+ 10.7%	3	-61.9	+ 145.6%	13 824	-8.2	+ 10.1%	5 961	-8.6	+ 12.1%
DENMARK	19 794	+ 3.4	+ 4.8%	1 800	- 11.1	- 9.2%	11 787	+ 4.4	+ 7.5%	6 207	+ 6.7	+ 6.5%
GERMANY	118 161	-2.1	+ 6.3%	20 920	-5.2	+ 5.6%	53 787	-2.9	+ 7.0%	43 454	+ 0.6	+ 5.8%
GREECE	30 982	+ 0.9	+ 9.6%	6 111	+ 0.0	+ 11.6%	19 440	+ 1.7	+ 9.3%	5 430	-1.0	+ 8.5%
SPAIN	112 944	+ 2.7	+ 8.0%	29 688	+ 2.8	+ 4.7%	71 750	+ 3.3	+ 9.5%	11 506	-0.8	+ 7.6%
FRANCE	94 388	-2.1	+ 7.0%	28 556	-7.3	+ 5.0%	33 433	-0.2	+ 7.6%	32 400	+ 1.0	+ 8.4%
IRELAND	17 325	+ 3.8	+ 10.5%	674	+ 1.1	+ 14.2%	14 478	+ 4.3	+ 9.6%	2 173	+ 1.5	+ 15.8%
ITALY	65 903	-2.0	+ 8.0%	22 487	-2.0	+ 5.1%	29 946	+ 3.2	+ 10.0%	13 470	-12.0	+ 8.9%
LUXEMBOURG	1 619	-2.2	+ 5.2%	0	+ 0.0	+ 0.0%	1 417	-2.3	+ 7.9%	202	-1.6	-8.6%
NETHERLANDS	39 596	-2.5	+ 8.5%	186	-12.1	+ 2.1%	21 731	-3.1	+ 9.2%	17 680	-1.7	+ 7.7%
AUSTRIA	14 697	-0.5	+ 6.6%	559	+ 2.5	+ 8.4%	8 479	-1.2	+ 6.0%	5 659	+ 0.3	+ 7.3%
PORTUGAL	16 258	+ 0.2	+ 10.1%	2 937	+ 4.1	+ 14.6%	10 849	+ 5.7	+ 7.2%	2 472	-21.2	+ 17.6%
FINLAND	10 764	+ 0.4	+ 4.4%	3 058	-2.0	+ 1.4%	5 646	+ 1.7	+ 7.5%	2 060	+ 0.6	+ 1.3%
SWEDEN	24 260	-0.3	+ 7.5%	8 086	+ 0.5	+ 5.7%	12 086	+ 0.2	+ 8.0%	4 087	-3.2	+ 9.9%
UNITED KINGDOM	163 029	+ 0.5	+ 6.7%	20 789	+ 6.6	+ 0.0%	87 894	+ 3.0	+ 8.8%	54 346	-5.4	+ 6.2%

**Graph 2: Trends in international passenger air transport by world region between 1993 and 2001 - in million passengers**



Graph 2 excludes domestic air transport and outlines differences in the recent evolution of international passenger air transport according to the partner world region observed.

North America is by far the world region most affected by the recent evolution, registering a decrease of 9.2% compared to 2000. The same negative trend is followed, albeit to a lesser extent, by Asia & Australasia and Central and South America with -6.0% and -5.8% respectively.

Two world regions registered only a modest decrease compared to 2000: international intra-EU air transport (-1.8%) and transport to and from Africa (-1.3%).

The only curve which did not flatten was that for "Europe excl. EU (incl. Russia)", where the number of passengers rose by 5.9% in 2001 compared to 2000.

## National air transport

Even if national air transport was generally less affected in terms of a decrease of the volume of passengers carried, table 2 shows that the evolution was not the same in the various reporting countries.

Whereas the UK and Portugal volumes increased by 6.6% and 4.1% respectively, French and German domestic air

passenger numbers registered a noticeable decline which could be partly due to the increase in competition from high-speed rail services. Belgium domestic passengers figures can be considered as not significant.

**Table 2: Overview of the changes in the national air passenger transport**

Country	Number of passengers in 2001	Number of passengers in 2000	year on year (%) change 2000/2001
EU-15	145 854 292	147 765 484	- 1.3%
BELGIUM	3 101	8 146	- 61.9%
DENMARK	1 800 363	2 026 235	- 11.1%
GERMANY	20 920 308	22 075 802	- 5.2%
GREECE	6 111 359	6 111 359	+ 0.0%
SPAIN	29 688 003	28 884 191	+ 2.8%
FRANCE	28 555 645	30 813 516	- 7.3%
IRELAND	673 971	666 925	+ 1.1%
ITALY	22 486 588	22 935 089	- 2.0%
LUXEMBOURG	0	0	:
NETHERLANDS	185 782	211 280	- 12.1%
AUSTRIA	558 858	545 316	+ 2.5%
PORTUGAL	2 937 082	2 821 848	+ 4.1%
FINLAND	3 058 000	3 121 931	- 2.0%
SWEDEN	8 086 459	8 042 961	+ 0.5%
UNITED KINGDOM	20 788 773	19 500 885	+ 6.6%

The main EU airports in terms of domestic flight passenger volumes are Paris/Orly and Madrid/Barajas, both with 17.2 million passengers registered. Rome/Fiumicino and Barcelona are the only two other airports that exceed 10 million passengers in domestic transport.

The 25 main airports in terms of number of passengers in national air transport represent 56.8% of the total volume of passengers in national transport in European Union.

**Table 3: Top 25 airports in terms of number of passengers in national air transport**

Rank 2001	Airport	Number of passengers	Change 2000-2001 (%)	Rank 2000
1	PARIS/ORLY*	17 246 157	:	:
2	MADRID/BARAJAS	17 225 440	+3.6	2
3	ROMA/FIUMICINO	12 154 672	-3.2	3
4	BARCELONA	10 553 259	+4.6	4
5	MUNCHEN	8 224 925	-0.5	6
6	FRANKFURT/MAIN	8 185 383	-5.7	5
7	STOCKHOLM/MARLANDA	6 724 135	-0.5	8
8	LONDON/HEATHROW	6 634 520	-10.4	7
9	BERLIN-TEGEL	5 489 452	-8.1	9
10	MILANO/LINATE	4 995 592	+19.2	16
11	PARIS/CHARLES-DE-GAULLE*	4 957 110	:	:
12	PALMA DE MALLORCA	4 843 196	+0.8	13
13	MILANO/MALPENSA	4 410 303	-20.3	10
14	NICE/COTE D'AZUR	4 307 944	-11.1	12
15	EDINBURGH	4 256 283	+10.1	18
16	HAMBURG	4 102 436	-3.9	15
17	MARSEILLE/MARIGNANE	3 830 726	-11.5	14
18	GLASGOW	3 827 951	+11.2	20
19	TOULOUSE/BLAGNAC	3 611 792	-5.0	19
20	DÜSSELDORF	3 610 586	-7.8	17
21	HELSINKI	2 998 519	-1.5	22
22	LONDON/GATWICK	2 979 215	+2.3	24
23	LAS PALMAS/GRAN CANARIA	2 968 429	+2.7	25
24	CATANIA/FONTANAROSSA	2 947 753	-5.6	21
25	MANCHESTER/INTL	2 820 406	-1.4	26

\* Only data for total Paris airports were given in 2000

## International intra-EU air transport

Table 4 gives an insight on the international intra-EU air passenger transport. When comparing the evolution between 2000 and 2001 to the average annual growth between 1993 and 2000, it can be concluded that not a single individual country was able to sustain in 2001 the long-term average growth.

At EU-15 level, the decrease compared to 2000 could be established at 1.8%. Six member states recorded a decline in international intra-EU air passenger volumes (Belgium, Germany, France, Luxembourg, the Netherlands and Austria), although Belgium's lower volumes were notably influenced by the bankruptcy of its main flag carrier.

The 2000-2001 growth rates for the remaining countries were generally low compared to the previous years where many countries had registered average annual growth close to or even exceeding 10%. For 2000-2001, Portugal registered the highest growth in passenger volumes with 5.7%, followed by Denmark and Ireland with 4.4% and 4.3% respectively.

Considering only international intra-EU air transport in 2001, Table 5 offers an overview of the shares in the country-to-country relations (one percent share being equivalent to 1.8 million passengers).

Based on departures only (in order to avoid double counting), it appears that the main country pairs in terms of passenger volumes are Spain-United Kingdom (and vice versa) with a share of 15.4% of total international intra-EU passenger transport, followed by Germany-Spain (10.2%).

**Table 4: Overview of the changes in the international intra-EU air passenger transport**

	Number of passengers in 2001	Evolution 2000-2001	Average evolution 1993-2000
EU-15	217 154 068	-1.77%	+7.53%
BELGIUM	13 824 377	-8.24%	+11.36%
DENMARK	11 787 252	+4.36%	:
GERMANY	53 786 814	-2.90%	+7.43%
GREECE	19 440 315	+1.73%	:
SPAIN	71 749 980	+3.26%	+8.85%
FRANCE	33 432 736	-0.16%	+6.15%
IRELAND	14 478 094	+4.25%	+15.61%
ITALY	29 946 466	+3.22%	+9.48%
LUXEMBOURG	1 416 579	-2.32%	+9.53%
NETHERLANDS	21 730 777	-3.12%	+9.65%
AUSTRIA	8 479 472	-1.18%	+6.43%
PORTUGAL	10 849 060	+5.65%	+6.88%
FINLAND	5 646 394	+1.70%	:
SWEDEN	12 086 080	+0.21%	+16.45%
UNITED KINGDOM	87 893 652	+3.00%	+7.45%

The substantial volumes of both pairs (which together account for more than a quarter of all international intra-EU air transport) can be explained mainly by significant holiday traffic.

It is notable that six of the top seven country pairs include the United Kingdom. About 45% of all International Intra-EU passengers flights are to or from the United Kingdom.

Table 5: Share of the international intra-EU air passenger transport between countries (based on departures)\*, 2001

	B	DK	D	E	F	IRL	I	L	NL	A	P	FIN	S	UK
BE														
DK	0.32													
DE	0.88	0.90												
ES	1.72	0.72	<b>10.21</b>											
FR	0.76	0.52	<b>2.86</b>	<b>2.88</b>										
IE	0.18	0.11	0.32	1.00	0.56									
IT	1.14	0.33	<b>3.13</b>	2.41	<b>3.00</b>	0.18								
LU	0.04	0.03	0.13	0.16	0.09	0.00	0.07							
NL	0.19	0.37	1.33	2.05	1.02	0.27	0.93	0.04						
AT	0.18	0.15	1.57	0.40	0.34	0.03	0.34	0.02	0.29					
PT	0.30	0.10	1.08	0.86	0.90	0.14	0.32	0.05	0.47	0.02				
FI	0.13	0.31	0.47	0.42	0.17	0.02	0.08	0.00	0.16	0.06	0.03			
SE	0.26	1.20	0.57	1.12	0.42	0.06	0.20	0.01	0.47	0.12	0.08	0.78		
UK	1.43	1.11	<b>4.56</b>	<b>15.41</b>	<b>4.67</b>	<b>5.14</b>	<b>3.97</b>	0.12	<b>3.99</b>	0.71	1.98	0.40	1.01	

\*values in bold highlight a transport of more than 5 million passengers

In terms of absolute figures, Spain-UK/UK-Spain is by far the most important country pair with well over 27 million passengers registered in 2001. Germany-Spain/Spain-Germany followed with 18 million passengers.

Ireland-UK/UK-Ireland followed in third position; with 9.2 million passengers; this relation yielded roughly half of the passenger volume of the preceding country pair.

Eleven relations yielded a volume of over 5 million passengers per year, and 10 country pairs a passenger volume between 2 and 5 million.

The 2001 ranking of the country pairs did not change significantly compared to 2000, and the general pattern remains largely the same even compared to 1993.

Going into further detail, Table 7 offers the 15 main intra-EU city-pairs.

Table 6: Top-25 Intra EU country-to-country routes, 2001

Rank 2001	Country pairs		Volume of passengers	Rank 2000	Rank 1993
1	SPAIN	UNITED KINGDOM	27 632 860	1	1
2	GERMANY	SPAIN	18 313 795	2	2
3	IRELAND	UNITED KINGDOM	9 223 018	3	:
4	FRANCE	UNITED KINGDOM	8 374 613	5	3
5	GERMANY	UNITED KINGDOM	8 177 236	4	4
6	NETHERLANDS	UNITED KINGDOM	7 152 050	6	5
7	ITALY	UNITED KINGDOM	7 118 956	7	6
8	GERMANY	ITALY	5 612 906	8	10
9	FRANCE	ITALY	5 373 882	9	7
10	FRANCE	SPAIN	5 157 541	11	8
11	FRANCE	GERMANY	5 132 660	10	9
12	ITALY	SPAIN	4 322 606	12	11
13	NETHERLANDS	SPAIN	3 673 002	13	13
14	PORTUGAL	UNITED KINGDOM	3 552 422	14	12
15	BELGIUM	SPAIN	3 091 741	15	17
16	AUSTRIA	GERMANY	2 818 015	17	15
17	BELGIUM	UNITED KINGDOM	2 559 633	16	14
18	GERMANY	NETHERLANDS	2 381 046	18	16
19	DENMARK	SWEDEN	2 146 023	:	18
20	BELGIUM	ITALY	2 042 994	19	23
21	SPAIN	SWEDEN	2 011 518	20	22
22	DENMARK	UNITED KINGDOM	1 990 372	:	20
23	GERMANY	PORTUGAL	1 930 181	21	21
24	FRANCE	NETHERLANDS	1 820 772	23	19
25	SWEDEN	UNITED KINGDOM	1 806 940	22	:

Table 7: Top-15 intra EU city pairs, 2001

Rank 2001	City Pair		Number of passengers	Evolution 2000/2001	Rank 2000
1	DUBLIN	LONDON	4 203 769	-4.28	1
2	AMSTERDAM	LONDON	3 523 959	-2.63	2
3	LONDON	PARIS	2 700 456	-7.71	3
4	FRANKFURT	LONDON	2 082 724	-4.66	4
5	LONDON	MALAGA	1 853 952	+12.65	7
6	MADRID	PARIS	1 771 499	+11.87	9
7	LONDON	ROMA	1 685 224	+2.60	8
8	LONDON	MADRID	1 644 232	-5.49	5
9	LONDON	MILANO	1 605 869	-4.20	6
10	BARCELONA	LONDON	1 516 119	+10.25	11
11	LONDON	PALMA	1 445 964	+5.39	12
12	LONDON	MUNCHEN	1 327 708	-2.25	13
13	PARIS	ROMA	1 258 533	-3.72	16
14	COPENHAGEN	LONDON	1 214 453	-7.80	15
15	BRUXELLES	LONDON	1 209 842	-13.26	10

The top four intra-EU city pairs remained unchanged compared to 2000: Dublin-London was still the most important intra-EU city pair, with more than 4.2 million passengers, followed by Amsterdam-London (3.5 million), London-Paris (2.7 million) and Frankfurt-London (2.1 million). However, all these city pairs (which mainly relate to business trips) featured lower passenger volumes than in 2000, especially London-Paris with a decrease of 7.7%. This decline could partially be caused by an increase in competition with rail transport through the Channel Tunnel. The same happened with Brussels-London, 13.3% down compared to 2000.

However, three city pairs showed an increase of over 10%: London-Malaga, Madrid-Paris and Barcelona-London. All of them seem to be more related to holiday trips.

It is also notable that 13 out of the top 15 city pairs include UK cities. This is probably due to the fact that UK is an island.

Despite the 5.4% decrease compared to the previous year, London/Heathrow is still the leading airport for international intra-EU transport of passengers, ahead of Amsterdam/Schiphol (+1.1%), Paris/Charles de Gaulle, Frankfurt-am-Main (+0.4%) and London/Gatwick (+1.3%). The decrease at London/Heathrow may have been caused by a further shift in the balance of passenger volumes of the various London airports. If the volumes for these airports (Heathrow, Gatwick, Stansted, Luton and London-City) are taken together (53.7 million passengers), 'London' would feature an increase of 0.4% compared to 2000.

Brussels National showed the most important decrease of this top 25 with -8.2% intra-EU air passengers in 2001 compared to 2000.

The following 25 main airports represent more than 70% of the total international intra-EU-15 passengers transported by air.

**Table 8: Top-25 airports in terms of international intra-EU-15 total passengers carried**

Rank 2001	Airport	Number of passengers in 2001	Change 2000-2001	Rank 2000
1	LONDON/HEATHROW	23,052,932	-5.4	1
2	AMSTERDAM/SCHIPHOL	21,524,630	+1.1	2
3	PARIS/CHARLES-DE-GAULLE	19,621,323	:	:
4	FRANKFURT/MAIN	16,843,305	+0.4	4
5	LONDON/GATWICK	15,107,785	+1.3	6
6	BRUXELLES/NATIONAL	13,824,377	-8.2	5
7	PALMA DE MALLORCA	13,531,941	-1.5	7
8	DUBLIN	12,023,037	+3.7	8
9	MANCHESTER/INTL	11,491,546	+7.0	9
10	LONDON/STANSTED	10,780,150	+11.9	11
11	KOBENHAVN/KASTRUP	10,435,350	:	:
12	MADRID/BARAJAS	10,371,810	+5.8	10
13	MUNCHEN	9,363,845	+2.2	12
14	STOCKHOLM/ARLANDA	8,392,680	+0.6	13
15	BARCELONA	8,167,995	+7.8	16
16	MILANO/MALPENSA	7,621,599	-4.5	14
17	ROMA/FIUMICINO	7,528,265	-0.6	17
18	DÜSSELDORF	7,458,212	-4.8	15
19	TENERIFE SUR-REINA SOFIA	7,141,144	+4.0	18
20	MALAGA	6,928,141	+6.5	19
21	WIEN/SCHWECHAT	6,322,237	-1.6	20
22	LAS PALMAS/GRAN CANARIA	5,489,127	-1.3	21
23	BIRMINGHAM	5,396,891	+2.7	22
24	LISBOA	5,011,298	+6.5	25
25	HELSINKI CIVIL AVIATION AUTHORITY	5,004,933	+1.1	23

<sup>(1)</sup> Only data for total Paris airports were given in 2000

<sup>(2)</sup> No data supplied in 2000

## International extra-EU transport

With 207.1 million passengers carried in 2001, international extra-EU passenger transport was 2.7% down compared to 2000. Whereas all world regions recorded a rising long-term average (1993-2000), half of them showed a decline in 2001.

This decline is thus shared unequally between the world regions: Australasia, South Sea Islands & Antarctica is the region registering the most important decline compared to 2000 (-32.9%) followed by the "Middle East" (-11.6%), "North America" and "South America" (both -9.2%).

The most important increase was registered for the European Republics of the ex-USSR, with a rise of 19.8%. Central and Eastern Europe (+4.9%) and "Other Europe" (+4.5%) also registered slight increases.

If we consider these evolutions in terms of total number of passengers carried, "North America", accounting for nearly one quarter of all international extra-EU passengers, has recorded by far the biggest decline (representing a loss of 5.1 million passengers) before "Middle East" (minus 1.4 million passengers), while "Other Europe" destinations registered the biggest rise with an additional 2.2 million passengers compared to 2000.

Total international extra-EU transport decreased by 5.7 million passengers.

**Table 9: Development of international extra-EU air passenger transport between 1993 and 2001**

	Number of passengers in 2001	Evolution 2000-2001	Average evolution 1993-2000
Total extra-EU transport	207,106,845	-2.7%	+8.1%
Central and Eastern Europe	15,091,629	+4.9%	+11.2%
European Republics of the Ex-USSR	6,750,725	+19.8%	+6.4%
Other Europe	49,660,347	+4.5%	+5.7%
North Africa	19,019,303	-2.3%	+8.5%
Central Africa	556,097	+7.8%	+3.1%
Southern Africa	4,826,357	-4.2%	+12.1%
West Africa	3,276,409	+6.7%	+8.2%
East Africa	1,450,814	+2.9%	+1.2%
North America	50,365,955	-9.2%	+7.4%
Central America and Caribbean	9,037,239	-3.3%	+14.6%
South America	6,092,668	-9.2%	+10.0%
Middle East	10,712,429	-11.6%	+7.5%
Asian Republics of the Ex-USSR	738,229	+5.3%	+15.4%
Indian Sub-Continent	4,402,870	+1.3%	+7.4%
Far East	18,469,058	-1.8%	+9.6%
Australasia, S. Sea Is. & Antarctica	1,221,389	-32.9%	+5.9%

**Table 10: International extra-EU air passenger transport to world regions in 2001: shares of individual Member States**

	BE	DK	DE	EL	ES	FR	IE	IT	LU	NL	AT	PT	FI	SE	UK	EU-15
<b>Total extra-EU transport</b>	<b>2.96</b>	<b>3.08</b>	<b>21.55</b>	:	<b>5.70</b>	<b>16.07</b>	<b>1.08</b>	<b>6.68</b>	<b>0.10</b>	<b>8.77</b>	<b>2.81</b>	<b>1.23</b>	<b>1.02</b>	<b>2.03</b>	<b>26.95</b>	<b>100</b>
Europe except EU	3.50	6.32	27.76	:	7.05	9.01	0.66	5.85	0.18	7.31	5.13	1.12	2.04	4.17	19.91	100
America	2.30	1.04	16.48	:	7.66	14.78	2.44	6.15	0.00	10.06	0.66	1.83	0.27	0.69	35.63	100
Asia & Australasia	1.29	2.35	21.92	:	1.25	15.80	0.03	6.10	0.00	11.80	3.01	0.02	0.95	1.17	34.28	100
Africa	5.13	0.58	17.22	:	3.43	36.59	0.30	10.62	0.25	5.73	1.69	1.59	0.30	0.81	15.77	100

Table 10 outlines the relative shares of the individual EU Member States in total air transport to and from the world regions.

The first row offers an overview of the total share of the Member States in international extra EU air transport. The UK leads with a global share of nearly 27%, followed by Germany with 22%. France and the Netherlands follow at a considerable distance with 16% and 9% respectively.

The picture changes when the individual world regions are observed: Germany (27.8%) and the United Kingdom (19.9%) together handle almost half of the transport between EU countries and "Europe except EU". This represented an increase for Germany (27.1% in 2000) and a decrease for the United Kingdom (20.7% in 2000).

The United Kingdom continues to lead, by far, the air transport to and from "America" (share of 35.6%), even though its share has declined steadily for three consecutive years. Germany, France and the Netherlands follow with 16.5%, 14.8% and 10.1% respectively. These four countries alone account for more than three-quarters of the total passenger transport between the European Union and America.

The United Kingdom has also the biggest share in air transport between EU countries and Asia & Australasia, with 34.3% of the total (33.7% in 2000), well ahead of Germany (21.9% against 20.7% in 2000).

As in previous years, France takes first position in air transport to/from Africa with a share of 36.6% (34.4% in 2000). This high share is notably influenced by substantial air traffic with North Africa. France is followed by Germany, with 17.2% (slightly down from 17.9% in 2000) and the United Kingdom with 15.8% (up from 15.0% in 2000).

International extra-EU passenger volumes decreased for the biggest EU airports. London/Heathrow, by far the most important EU airport, lost 5.4% extra-EU passengers in 2001 compared to 2000. The percentage changes of Frankfurt-am-Main (-1.5%), Amsterdam/Schiphol (-1.0%) and London Gatwick (-7.9%) confirm this recent development.

The 9% drop registered for Brussels National airport was influenced by the problems of the major Belgian airline, which ceased operations in October 2001.

Against the general trend, the airports of Munich and Berlin/Tegel both managed an increase of 7% compared to 2000. This is in line with the fact that Germany has an over-average share in the still growing traffic to "Europe except EU" (see Table 10) including 'European Republics of the ex-USSR', "Central and Eastern Europe" as well as "other Europe".

The following 25 airports represent 88.1% of total international extra-EU passengers transported to and from the European Union.

**Table 11: Top-25 airports in terms of international extra-EU total passengers carried**

Rank 2001	Airport	Number of passengers in 2001	Change 2000-2001	Rank 2000
1	LONDON/HEATHROW	30,759,949	-5.4%	1
2	PARIS/CHARLES-DE-GAULLE <sup>(1)</sup>	23,339,410	:	:
3	FRANKFURT/MAIN	23,166,976	-1.5%	3
4	AMSTERDAM/SCHIPHOL	17,630,658	-1.0%	4
5	LONDON/GATWICK	13,012,141	-7.9%	5
6	MILANO/MALPENSA	6,629,668	-5.7%	6
7	MADRID/BARAJAS	6,273,163	-0.2%	8
8	BRUXELLES/NATIONAL	5,961,482	-8.6%	7
9	KOBENHAVN/KASTRUP <sup>(2)</sup>	5,840,256	:	:
10	MUNCHEN	5,824,315	+7.0%	10
11	WIEN/SCHWECHAT	4,902,617	+0.9%	11
12	MANCHESTER/INTL	4,756,954	+0.8%	12
13	ROMA/FIUMICINO	4,468,206	-23.2%	9
14	DÜSSELDORF	4,222,568	+1.6%	13
15	STOCKHOLM/MARLANDA	3,364,628	-4.0%	14
16	PARIS/ORYLY	3,110,064	:	:
17	HELSINKI	2,021,039	+0.6%	17
18	LISBOA	1,915,286	-18.0%	16
19	BARCELONA	1,820,499	+2.5%	18
20	STUTTGART	1,748,779	-0.1%	19
21	HAMBURG	1,491,925	+0.6%	20
22	HANNOVER UIR	1,471,618	+5.7%	22
23	DUBLIN	1,440,405	+2.7%	21
24	BERLIN-TEGEL	1,219,401	+6.7%	24
25	LYON/SATOLAS	1,180,166	+4.1%	25

<sup>(1)</sup> Only data for total Paris airports were given in 2000

<sup>(2)</sup> No data supplied in 2000

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The figures presented in this publication have been extracted from the Eurostat aviation database, which contains international air transport data from 1993 onwards for EEA countries and Switzerland, as well as the candidate countries since 2000. For EEA countries and Switzerland data on the domestic passengers are available since 1997.

The database is available online, on the annual Aviation CD-ROM, and on the annual DVD-ROM "Everything on transport statistics".

### **Definitions: On Flight Origin/Destination (OFOD) and Flight Stage (FS) Data - International Passengers**

ICAO (International Civil Aviation Organization) defines On Flight Origin and Destination traffic as traffic on a given flight with the same flight number subdivided by airport pairs in accordance with the point of embarkation and point of disembarkation on that flight. For passengers, freight or mail where the airport of embarkation is not known the aircraft origin should be deemed to be the point of embarkation; the same principle is used for the point of disembarkation. Since an individual passenger's air journey may consist of more than one flight, a passenger's on flight origin and destination is not necessarily his true origin and destination.

A flight stage is defined by ICAO as the operation of an aircraft from take-off to its next landing.

To simplify, it could be considered that a "flight stage" corresponds to the airport that the aircraft takes off from and lands at whereas an "on flight origin destination" corresponds to the airport of embarkation and disembarkation of a passenger.

The difference between On Flight Origin/Destination and Flight Stage data is related to direct transit passengers (passengers staying on board an aircraft at a flight stage). It can be illustrated by the following example: a flight is operated on a route New York-London-Paris. The passenger traffic consists of 185 passengers travelling from New York to London, 135 from New York to Paris and 75 from London to Paris. Thus in terms of On Flight Origin/Destination data the figures recorded are 185 passengers New York-London, 135 passengers New York-Paris and 75 passengers London-Paris. New York would record the figures for New York-London and New York-Paris; London would record New York-London and London-Paris; Paris would record New York-Paris and London-Paris. In terms of Flight Stage data there are two flight stages and the figures recorded are; New York-London 320=(185+135) passengers; London-Paris 210=(135+75) passengers.

Passengers are defined as all passengers whose air journey begins or terminates at the reporting airport, plus connecting passengers who are counted twice at the reporting airport. Direct transit passengers are counted for Flight Stage data but not for On Flight Origin/Destination data. (In the previous example the 135 passengers in transit in London are recorded by London in terms of Flight Stage data but would not be recorded by London in terms of On Flight Origin/Destination data.)

### **Passengers: On Flight Origin/Destination and Flight Stage Data - Reporting Countries**

In principle, information provided in this publication is based on On Flight Origin/Destination data rather than Flight Stage data. On Flight

Origin/Destination data have been used where available, but Flight Stage data have been accepted for those countries where no On Flight Origin/Destination data were reported. That is, for all Figures and Tables, On Flight Origin/Destination data have been used for Germany (DE), Greece (EL), Spain (ES), France (FR), Ireland (IE), Finland (FI), the Netherlands (NL), Portugal (P) and the United Kingdom (UK); Flight Stage data only for Belgium (BE), Denmark (DK), Italy (IT), Luxembourg (LU), Austria (AT) and Sweden (SE). Denmark supplied no data for 2000, Greece no data for 2001.

Mainly on long-haul extra-EU routes, passenger volumes declared according to the Flight Stage principle can be underestimated (because of the relatively high proportion of direct transits in this case). Methodologically, however, this cannot be avoided.

### **World regions**

The component countries comprising the five world regions (EU, Europe-except EU, America, Asia & Australasia, Africa) as defined for Table 10 relating to extra-EU air transport can be obtained upon request. The world regions of Asia and Australasia (including South Sea Islands and Antarctica) have been grouped together in the interest of clarity.

The 'world regions' as defined in this publication correspond to the nomenclature used by all units of Eurostat (OJ L335, 10.12.1998, page 22 – Commission Regulation (EC) 2645/98 on the nomenclature of countries and territories for the external trade statistics of the Community and statistics of trade between Member States).

### **National (domestic) passengers:**

For the calculation of the "total national passengers", in order to avoid double counting, only departures (passengers at the airport of embarkation) have been taken into account.

### **International Intra-EU passenger transport**

For the calculation of the total EU-15 for international intra-EU passengers, in order to avoid double counting, only the departure passengers in each reporting country have been taken into account (except when the partner airport is not a reporting airport where arrival passengers have also been taken into account).

For the countries having not declared On Flight Origin/Destination data or Flight Stage data for a specific year or a specific airport, estimates were made for departures by taking the corresponding arrival figures reported by other countries.

### **International Extra-EU passenger transport**

In case of missing data for the calculation of the international extra-EU passenger transport of one country, estimates based on the linear regression method have been used.

**This publication** was prepared with the assistance of Mathieu Erzar (data) and Jelle Bosch (comments).

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