

# Passenger air transport 2002-2003

*Passenger air transport taking-off again in 2003*

## Statistics in focus

### TRANSPORT

4/2005

Author

*Luis DE LA FUENTE LAYOS*

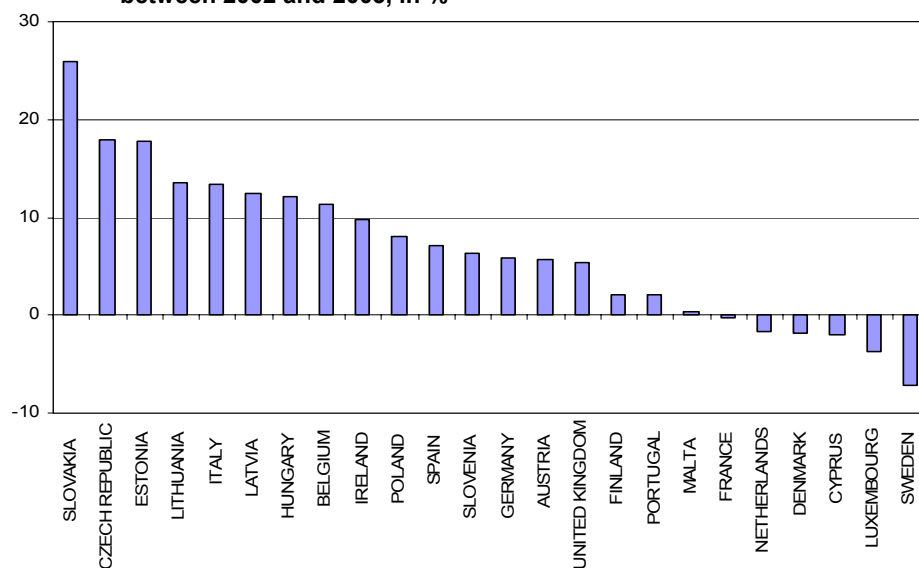
## Contents

Highlights .....	1
General development in EU-25 ...	2
General development in EU-15 ...	4
National air transport in EU-15....	4
International intra-EU-15 transport .....	5
International extra-EU-15 transport .....	6
Air transport in the new EU Member States .....	8
Air transport in the candidate countries .....	10
Air transport in Norway, Iceland and Switzerland .....	10



Manuscript completed on: 1.04.2005  
ISSN 1562-1324  
Catalogue number: KS-NZ-05-004-EN-N  
© European Communities, 2005

Graph 1: Growth in total passenger air transport by Member State: comparison between 2002 and 2003, in %



### Highlights

A very large majority of the 25 Member States registered an increase in the number of air transport passengers between 2002 and 2003.

The most important country-to-country relations were Spain-United Kingdom with 32 million passengers and Germany-Spain with 18 million passengers.

London/Heathrow remained the largest passenger airport with 63 million passengers, followed by Frankfurt/Main and Paris/Charles-de-Gaulle with 48 million each. Three new Member State airports feature in the top 50 EU-25 airports. They are Prague/Ruzyně (rank 36 with 7.4 million passengers), Warsaw/Okecie (rank 44) and Budapest/Ferihegy (rank 45).

In 2003, domestic air transport and international air transport increased by 7.2% and 3.7% respectively in EU-15. Passenger transport to and from the EU-15 has grown for all partner world regions except "Far East" and "East Africa". The United Kingdom and Germany were the main gateways for international passengers' movements outside the EU-15 Member States.

Between 2002 and 2003, all the new Member States except Cyprus registered an increase in the total volume of air passenger transport. In 2003, the share of EU-15 destinations in total international transport for the new Member States was more than 60%, with Slovakia the sole exception.

## General development in EU-25

Table 1 gives an overview of the evolution of passenger air transport in the individual Member States. Data for some EU-25 Member States (and especially the new ones) are not always available. Nevertheless, it can be stated that with regard to the total passenger air transport, a large majority of the Member States registered an increase between 2002 and 2003. The most significant increases were registered in some of the new Member States: the total number of passengers declared by Slovakia increased by 25.9% between 2002 and 2003, by 18.0% for the Czech Republic, and by 17.8% for Estonia.

Conversely, certain Member States registered a decrease in passenger volumes: Sweden (-7.3%), Luxembourg (-3.7%), Cyprus (-2.1%), Denmark (-1.8%), the Netherlands (-1.7%) and France (-0.2%).

Member States for which data were available for the 1997-2002 period show increases, except Belgium, where the total number of passengers declined by 3.2% per year on average.

For Belgium, Germany, Ireland, Italy and Austria growth between 2002 and 2003 was stronger than the average recorded during the 1997-2002 period.

**Table 1: Overview of total passenger air transport by destination**

	Total transport			National transport			International transport		
	Passengers (in 1000) 2003	Growth 2002/2003	Average growth 1997 2002	Passengers (in 1000) 2003	Growth 2002/2003	Average growth 1997 2002	Passengers (in 1000) 2003	Growth 2002/2003	Average growth 1997 2002
Belgium	15 087	11.3%	-3.2%	2	69.0%	10.3%	15 085	11.3%	-3.2%
Czech Republic	7 761	18.0%	:	161	9.2%	:	7 600	18.2%	:
Denmark	19 575	-1.8%	3.7%	1 606	-4.6%	-9.0%	17 969	-1.5%	5.6%
Germany	121 136	5.9%	2.6%	21 193	3.9%	1.7%	99 943	6.3%	2.8%
Estonia	710	17.8%	:	15	11.8%	:	695	17.9%	:
Greece	28 237	:	:	5 030	:	:	23 207	:	:
Spain	120 248	7.1%	12.5%	31 324	7.9%	:	88 925	6.8%	6.0%
France	96 296	-0.2%	4.2%	26 712	-4.3%	1.0%	69 584	1.4%	5.7%
Ireland	20 010	9.7%	8.1%	812	23.3%	8.0%	19 197	9.2%	8.1%
Italy	73 912	13.3%	4.1%	24 477	8.7%	2.6%	49 436	15.8%	4.9%
Cyprus	6 077	-2.1%	:	1	:	:	6 077	:	:
Latvia	712	12.4%	:	0	:	:	712	12.4%	:
Lithuania	722	13.6%	:	1	:	:	721	:	:
Luxembourg	1 449	-3.7%	1.1%	0	:	:	1 449	-3.7%	1.1%
Hungary	5 010	12.1%	:	0	:	:	5 010	12.1%	:
Malta	2 648	0.3%	:	44	-6.5%	:	2 604	0.4%	:
Netherlands	41 168	-1.7%	5.6%	154	-14.7%	-1.9%	41 014	-1.6%	5.7%
Austria	15 799	5.7%	4.1%	548	3.5%	4.3%	15 251	5.8%	4.1%
Poland	7 067	8.0%	:	:	:	:	:	:	:
Portugal	17 739	2.1%	7.4%	2 853	-2.6%	9.4%	14 886	3.0%	7.1%
Slovenia	920	6.3%	:	:	:	:	:	:	:
Slovakia	626	25.9%	:	32	-0.5%	:	594	27.7%	:
Finland	10 516	2.1%	9.8%	2 701	-2.4%	:	7 816	3.8%	3.2%
Sweden	20 441	-7.3%	2.4%	6 875	-7.7%	1.8%	13 567	-7.0%	2.7%
United Kingdom	177 946	5.5%	8.1%	24 416	8.0%	:	153 530	5.1%	5.1%
EU-25 <sup>(1)</sup>	589 756	4.9%	:	148 957	:	:	440 799	:	:

<sup>(1)</sup> Estimated

When looking at the breakdown between national and international transport, the same general development as in total transport can be observed for international transport. Slovakia, the Czech Republic and Estonia registered the most significant growths between 2002 and 2003. Sweden, Luxembourg, the Netherlands and Denmark have seen a decline in their international transport of passengers, although they experienced growth between 1997 and 2002.

In domestic transport, Belgium reported a high increase (69.0% between 2002 and 2003), followed by Ireland (23.3%) and Estonia (11.8%), however the absolute values remain quite low. Spain, Italy and the United Kingdom registered a noticeable increase in the absolute number of domestic air passengers between 2002 and 2003. The

volume of passengers on domestic transport fell considerably in the Netherlands (-14.7%). Sweden also recorded a decline of 7.7%.

It has to be noted that the figures for national transport are reported excluding the double counting for passenger transport between national partner airports.

Table 2 displays the country-to-country flows within the EU-25 in 2003. The most important country relations are Spain-United Kingdom (about 32 million passengers), Germany-Spain (about 18 million passengers) and France-United Kingdom (about 10 million passengers). Among the 13 country relations displaying a volume of more than 5 million passengers, 7 involve the United Kingdom.



## General development in EU-15

For the EU before enlargement (EU-15), the overall increase in air transport between 2002 and 2003 was 4.6% (see Table 4). This is slightly under the average annual growth rate of 5.2% registered for the period 1997-2002. The growth of domestic air transport between 2002 and 2003 was greater than international air transport, 7.2% and 3.7% respectively.

Graph 2 shows for international air transport (both intra-EU-15 and extra-EU-15) how the passenger volumes by 'world region' have developed over time. After the decrease that took place between 2000 and 2002, international air transport to all world regions grew between 2002 and 2003, particularly with "Europe except EU-15", "Central and South America", and for international intra-EU-15 transport.

Graph 2: EU-15: Development of international passenger air transport by world region between 1993 and 2003 (in million passengers)

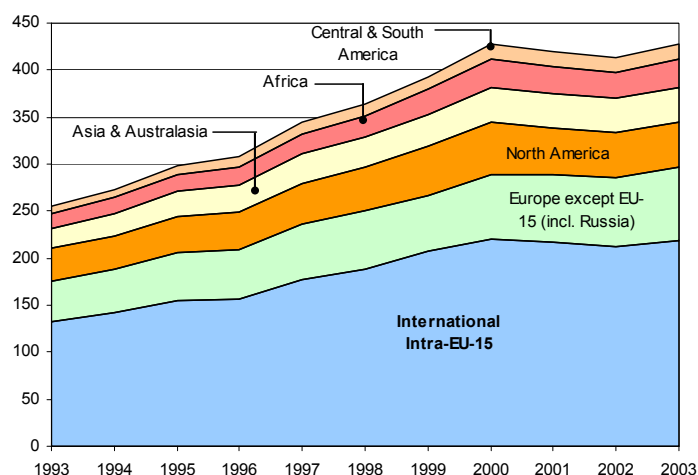


Table 4: Passenger air transport at EU-15 level

	Total transport			National transport			International transport		
	Passengers (in 1000) 2003	Growth 2002/2003	Average growth 1997-2002	Passengers (in 1000) 2003	Growth 2002/2003	Average growth 1997-2002	Passengers (in 1000) 2003	Growth 2002/2003	Average growth 1997-2002
EU-15	576 484	4.6%	5.2%	148 702	7.2%	12.3%	427 782	3.7%	3.4%

## National air transport in EU-15

For the EU-15, Table 5 details the volume of domestic air passengers in the various Member States. In 2003 there were 7.2% more passengers than in the previous year. The highest growth rates were registered in Belgium (where, in absolute terms, domestic air transport plays only a very limited role) and in Ireland.

The Netherlands displayed the largest decrease, -14.7%.

Table 5: Total number of passengers in national transport for EU-15 countries, 2002 and 2003 (in 1000 passengers)

	Number of passengers 2002	Number of passengers 2003	Growth 2002-2003
EU-15	138 683	148 702	7.2%
BELGIUM	1	2	69.0%
DENMARK	1 684	1 606	-4.6%
GERMANY	20 402	21 193	3.9%
GREECE	:	5 030	:
SPAIN	29 022	31 324	7.9%
FRANCE	27 921	26 712	-4.3%
IRELAND	659	812	23.3%
ITALY	22 527	24 477	8.7%
LUXEMBOURG	0	0	-
NETHERLANDS	180	154	-14.7%
AUSTRIA	530	548	3.5%
PORTUGAL	2 930	2 853	-2.6%
FINLAND	2 766	2 701	-2.4%
SWEDEN	7 445	6 875	-7.7%
UNITED KINGDOM	22 617	24 416	8.0%

The largest countries recorded the highest absolute volumes: 5 countries featured more than 21 million domestic air passengers, and all of them except France reported an increase between 2002 and 2003. The volume of domestic passengers in Spain reached over 30 million for the first time in 2003.

Table 6: Top-20 airports in EU-15 in terms of number of passengers in national transport in 2003

Rank 2003	Airport	Number of passengers	Growth 2002-2003	Rank 2002
1	MADRID/BARAJAS	17 580 143	4.5%	1
2	PARIS/ORLY	15 384 301	-6.7%	2
3	ROMA/FIUMICINO	12 490 104	4.5%	3
4	BARCELONA	11 052 830	6.4%	4
5	MUNCHEN	8 406 031	3.3%	5
6	FRANKFURT/MAIN	7 559 105	-4.0%	6
7	LONDON/HEATHROW	6 653 046	-0.3%	7
8	MILANO/LINATE	6 383 061	12.8%	9
9	BERLIN-TEGEL	6 194 949	10.5%	10
10	EDINBURGH	5 494 130	8.2%	11
11	STOCKHOLM/ARLANDA	5 425 423	-10.7%	8
12	PALMA DE MALLORCA	5 308 531	13.3%	13
13	PARIS/CHARLES-DE-GAULLE	5 068 060	0.0%	12
14	GLASGOW	4 570 052	6.4%	15
15	ATHENS	4 353 982	:	:
16	HAMBURG	4 322 809	9.8%	17
17	NICE/COTE D'AZUR	4 181 876	-5.1%	14
18	CATANIA/FONTANAROSSA	3 918 740	21.6%	22
19	LONDON/GATWICK	3 904 724	14.0%	21
20	MILANO/MALPENSA	3 874 868	-2.8%	16

France, with nearly 27 million passengers, is the second country in terms of domestic transport of passengers, even if it has faced a noticeable decrease in the absolute number of passengers, mainly due to the collapse of one of the French airlines.

Table 6 lists the 20 most important airports in the handling of passengers on domestic flights. Compared to 2002, the top 7 airports remained the same. With 17.6 and 15.4 million passengers respectively, Madrid/Barajas and

Paris/Orly are the top two airports in terms of domestic flight passenger volume. Rome/Fiumicino and Barcelona are the only two other airports that exceed 10 million passengers.

Stockholm/Arlanda showed the most significant decrease among the top 20 with 10.7% fewer national passengers in 2003 compared to 2002. Catania/Fontanarossa registered an increase of 21.6%, moving from rank 22 to rank 18.

## International intra-EU-15 transport

**Table 7: Development of international intra-EU-15 transport between 1993 and 2003 in the EU-15 (in 1000 passengers)**

	Number of passengers 2003	Growth 2002-2003	Average growth 1993-2002
EU-15	218 369	2.6%	5.4%
BELGIUM	10 845	10.6%	3.7%
DENMARK	11 612	-1.4%	7.5%
GERMANY	55 605	9.5%	4.7%
GREECE	18 337	:	:
SPAIN	77 080	7.2%	7.2%
FRANCE	36 717	3.6%	5.4%
IRELAND	16 430	5.4%	13.4%
ITALY	35 080	19.1%	7.5%
LUXEMBOURG	1 273	-3.4%	6.2%
NETHERLANDS	22 941	-1.6%	7.9%
AUSTRIA	9 587	10.1%	5.1%
PORTUGAL	12 189	2.3%	7.1%
FINLAND	5 710	3.6%	:
SWEDEN	10 145	-9.2%	11.6%
UNITED KINGDOM	97 894	6.7%	6.6%

At EU-15 level, more than 218 million passengers were registered on international intra-EU-15 flights in 2003, an increase of 2.6% compared to the previous year, but a slowing down compared to the average annual growth rate of 5.4% reported for the 1993-2002 period. This aggregate figure has been calculated excluding double counting for passenger transport between EU-15 partner airports.

Five countries reported an increase in international intra-EU-15 transport between 2002 and 2003 higher than the average evolution between 1993 and 2002: Italy (19.1%), Belgium (10.6%), Austria (10.1%), Germany (9.5%) and the United Kingdom (6.7%).

Spain, Ireland, France, Finland and Portugal also registered an increase in the volume of passengers.

Sweden experienced a noticeable decline in passenger volume between 2002 and 2003 (-9.2%), a sharp contrast to the average 11.6% yearly growth in the 1993-2002 period.

Luxembourg, the Netherlands and Denmark also reported a decrease in their international intra-EU-15 transport.

Table 8 shows the most important city-pairs (both ways) in intra-EU-15 air transport in 2003. City-pairs mean that if a city has more than one airport, passenger volumes have been aggregated.

The London-Dublin relation remains by far the most important (close to 4.4 million passengers). London-Amsterdam and Paris-London kept position 2 and 3 respectively. However, these three first city pairs have experienced a decline between 2002 and 2003. Four other routes among the top 20 have registered a decline: Paris-Madrid (-1.2%), London-Brussels (-4.2%), Roma-Paris (-4.5%) and London-Faro (-2.7%).

Eleven routes reported a volume of passengers over 1.5 million passengers and 16 out of the first 20 routes include London.

Four routes displayed a rise in the volume of passengers transported of more than 15%: Paris-Milan (19.2%), Milan-London (16.7%), London-Alicante (16.3%) and Rome-London (15.6%). Paris-Milan moved from rank 21 in 2002 to rank 13.

**Table 8: Top-20 intra EU-15 city pairs, 2003**

Rank 2003	City pairs	Number of passengers	Growth 2002-2003	Rank 2002
1	LONDON DUBLIN	4 376 775	-0.3%	1
2	LONDON AMSTERDAM	3 491 822	-3.4%	2
3	PARIS LONDON	2 798 487	-3.5%	3
4	LONDON FRANKFURT	2 193 134	7.2%	5
5	MALAGA LONDON	2 150 638	3.3%	4
6	MILANO LONDON	1 930 474	16.7%	7
7	ROMA LONDON	1 877 886	15.6%	10
8	MADRID LONDON	1 781 863	7.8%	8
9	LONDON BARCELONA	1 711 873	0.9%	6
10	PARIS MADRID	1 613 882	-1.2%	9
11	PALMA LONDON	1 514 105	3.1%	11
12	LONDON ALICANTE	1 478 167	16.3%	13
13	PARIS MILANO	1 360 680	19.2%	21
14	ROMA PARIS	1 287 819	-4.5%	12
15	LONDON COPENHAGEN	1 278 945	2.9%	14
16	NICE LONDON	1 223 065	0.6%	15
17	MUNCHEN LONDON	1 212 382	1.3%	16
18	LONDON BRUXELLES	1 135 019	-4.2%	17
19	LONDON FARO	1 134 721	-2.7%	20
20	BARCELONA AMSTERDAM	1 129 273	3.3%	22

**Table 9: Top-20 airports in terms of international intra-EU-15 total passengers carried in 2003**

Rank 2003	Airport	Number of passengers	Growth 2002-2003	Rank 2002
1	LONDON/HEATHROW	22 711 479	-2.7%	1
2	AMSTERDAM/SCHIPHOL	21 892 524	-1.8%	2
3	PARIS/CHARLES-DE-GAULLE	19 855 378	0.3%	3
4	FRANKFURT/MAIN	16 061 553	-2.2%	4
5	LONDON/GATWICK	15 542 229	3.5%	5
6	LONDON/STANSTED	14 859 717	16.5%	7
7	DUBLIN	13 416 718	4.1%	6
8	PALMA DE MALLORCA	13 204 330	6.4%	8
9	MANCHESTER/INTL	11 559 389	2.0%	9
10	BRUXELLES/NATIONAL	10 845 327	10.6%	12
11	MADRID/BARAJAS	10 720 835	2.8%	11
12	KOBENHAVN/KASTRUP	10 207 013	-2.6%	10
13	BARCELONA	9 655 292	7.0%	13
14	MUNCHEN	9 459 440	5.1%	14
15	MALAGA	8 358 920	9.9%	16
16	ROMA/FIUMICINO	7 844 936	5.0%	17
17	MILANO/MALPENSA	7 101 629	-1.0%	18
18	WIEN/SCHWECHAT	7 080 545	12.0%	21
19	STOCKHOLM/ARLANDA	7 002 972	-9.4%	15
20	TENERIFE SUR-REINA SOFIA	6 712 870	-2.6%	20

Still limited to international intra-EU15 air transport, Table 9 lists the 20 most important airports with regard to passenger volumes handled in 2003.

London/Heathrow remains the biggest airport with 22.7 million passengers but Amsterdam/Schiphol is close with 21.9 million passengers.

Among the 5 main airports, 3 of them have seen a decline in the number of passengers transported to and from international intra-EU15 destinations: London/Heathrow (-2.7%), Frankfurt/Main (-2.2%) and Amsterdam/Schiphol (-1.8%).

Twelve airports among the 20 biggest airports in terms of international intra-EU-15 transport reported a volume of passengers over 10 million.

London/Stansted (rank 6) and Wien/Schwechat (rank 18) registered considerable increases, 16.5% and 12.0% respectively, mainly influenced by the activity of low-cost carriers.

The volume of international intra-EU-15 passengers having arrived in or departed from Stockholm/Arlanda airport fell by 9.4% compared to 2002.

## International extra-EU-15 transport

With 209 million passengers carried in 2003, the number of passengers arriving in or departing from the EU-15 with an extra-EU-15 origin or destination increased by 4.8% compared to the previous year. International extra-EU-15 passenger volumes have thus grown more than international intra-EU-15 passenger volume (2.6%).

The main share in international extra-EU-15 air transport in 2003 is taken by countries belonging to the region Europe except EU-25 (27.8%), followed by North America (22.8%). The African continent with 29 million passengers accounts for nearly 14% of international extra-EU-15 passenger transport. Out of that total, 18 million passengers are coming from or going to North Africa.

The most significant increases were recorded for the Asian Republics of the Ex-USSR and for the New Member States, respectively 20.6% and 19.7% respectively. The latter stands in strong contrast to the average annual growth rate of 6.6% registered for the period 1993-2002. The Indian Sub-continent, Central America and Caribbean, Central Africa and the Near and Middle East recorded growth of over 10%.

Only the volume of passengers transported to and from the Far East and East Africa fell between 2002 and 2003, while the number of passengers transported to and from North America remained stable.

**Table 10: Development of international extra-EU-15 transport between 1993 and 2003 (in 1000 passengers)**

World regions	Number of passengers 2003	Growth 2002-2003	Average growth 1993-2002
Total Extra EU-15	209 413	4.8%	5.5%
New Member States	20 553	19.7%	6.6%
Europe except EU-25	58 276	5.9%	5.8%
North America	47 686	0.4%	3.9%
Central America and Caribbean	9 831	14.3%	10.1%
South America	6 622	6.0%	6.9%
Asian Republics of the Ex-USSR	979	20.6%	13.6%
Near and Middle East	11 864	10.4%	4.4%
Indian Sub-Continent	4 741	15.2%	5.1%
Far East	18 140	-7.9%	7.9%
Australasia, S. Sea Is. & Antarctica	1 419	7.0%	0.9%
North Africa	18 205	2.1%	5.5%
Central Africa	661	10.8%	4.1%
East Africa	1 445	-4.1%	1.7%
West Africa	3 566	2.3%	7.9%
Southern Africa	5 371	6.8%	9.2%

**Table 11: International extra-EU-15 air transport to world regions in 2003: Number of passengers (in 1000 passengers) and shares of individual Member States (%)**

	BE	DK	DE	EL	ES	FR	IE	IT	LU	NL	AT	PT	FI	SE	UK	EU-15
Total extra EU-15	4 240	6 358	44 338	4 869	11 845	32 867	2 768	14 356	176	18 074	5 663	2 697	2 106	3 421	55 637	209 413
New Member States	507	1 146	3 686	1 913	894	1 509	348	1 253	7	1 174	670	42	668	620	6 114	20 553
Europe Except EU-25	1 663	3 538	17 662	1 803	4 041	5 116	335	3 229	103	4 768	2 940	717	758	1 988	9 617	58 276
America	733	825	10 491	296	5 429	9 405	2 005	3 621	1	6 540	427	1 397	169	272	22 529	64 139
Africa	1 204	128	4 190	244	1 008	11 055	67	3 635	64	1 771	430	534	79	138	4 700	29 248
Asia & Australasia	133	721	8 278	613	473	5 782	12	2 594	1	3 821	1 196	7	431	404	12 677	37 143
	BE	DK	DE	EL	ES	FR	IE	IT	LU	NL	AT	PT	FI	SE	UK	EU-15
Total extra EU-15	2.0%	3.0%	21.2%	2.3%	5.7%	15.7%	1.3%	6.9%	0.1%	8.6%	2.7%	1.3%	1.0%	1.6%	26.6%	100.0%
New Member States	2.5%	5.6%	17.9%	9.3%	4.3%	7.3%	1.7%	6.1%	0.0%	5.7%	3.3%	0.2%	3.3%	3.0%	29.7%	100.0%
Europe Except EU-25	2.9%	6.1%	30.3%	3.1%	6.9%	8.8%	0.6%	5.5%	0.2%	8.2%	5.0%	1.2%	1.3%	3.4%	16.5%	100.0%
America	1.1%	1.3%	16.4%	0.5%	8.5%	14.7%	3.1%	5.6%	0.0%	10.2%	0.7%	2.2%	0.3%	0.4%	35.1%	100.0%
Africa	4.1%	0.4%	14.3%	0.8%	3.4%	37.8%	0.2%	12.4%	0.2%	6.1%	1.5%	1.8%	0.3%	0.5%	16.1%	100.0%
Asia & Australasia	0.4%	1.9%	22.3%	1.7%	1.3%	15.6%	0.0%	7.0%	0.0%	10.3%	3.2%	0.0%	1.2%	1.1%	34.1%	100.0%

Table 11 outlines the share of each EU-15 Member State in total extra-EU-15 transport. For all world destinations taken together the United Kingdom and Germany constitute the main extra-EU-15 gateways: these countries account for 26.6% and 21.2% respectively of all extra-EU-15 passengers. France follows with a share of 15.7%.

The United Kingdom leads in air transport to the new Member States with 29.7% of the passengers carried, well in front of Germany with 17.9%. On the contrary, Germany has still a clear dominance in passenger volumes with Europe except EU-25 (30.3%).

The United Kingdom has the largest share in traffic with America (35.1%) and is followed by Germany (16.4%), France (14.7%) and the Netherlands (10.2%). The same ranking is found for relations with Asia and Australasia.

France holds the first position in air transport with Africa. It should however be said that the high share of 37.8% is mainly due to passengers transported to or from North Africa. The United Kingdom comes second with 16.1% followed by Germany (14.3%) and Italy (12.4%).

Table 12 shows the ranking of the 20 most important airports for international extra-EU-15 passenger transport. Generally, compared to 2002, the airport ranking did not change much.

Nearly 34 million passengers were registered in extra-EU-15 air transport at London/Heathrow, a 2.4% increase compared to 2002.

The first five positions are taken by very large airports, all handling more than 10 million passengers per year. However, three of them have experienced a decrease between 2002 and 2003: Paris/Charles-de-Gaulle (-1.3%), Amsterdam/Schiphol (-2.0%) and London/Gatwick (-5.6%). The latter is the airport that reported the most significant decline, followed by Düsseldorf (-2.2%), Amsterdam/Schiphol (-2.0%) and Copenhagen (-1.9%).

In terms of increases, Brussels/National reported a growth of 13.0%, followed by Lisbon (10.7%) and Madrid/Barajas (9.7%). However, only Brussels airport changes position in the ranking, moving from rank 15 to 13.

**Table 12: Top-20 airports in terms of international extra EU-15 total passengers carried in 2003**

Rank 2003	Airport	Number of passengers	Growth 2002-2003	Rank 2002
1	LONDON/HEATHROW	33 843 806	2.4%	1
2	FRANKFURT/MAIN	24 402 625	2.7%	2
3	PARIS/CHARLES-DE-GAULLE	23 084 726	-1.3%	3
4	AMSTERDAM/SCHIPHOL	17 800 283	-2.0%	4
5	LONDON/GATWICK	10 446 237	-5.6%	5
6	MADRID/BARAJAS	7 068 845	9.7%	6
7	MILANO/MALPENSA	6 506 850	5.5%	7
8	MUNCHEN	6 087 633	6.1%	9
9	KOBENHAVN/KASTRUP	5 994 145	-1.9%	8
10	ROMA/FIUMICINO	5 138 138	7.3%	11
11	WIEN/SCHWECHAT	5 095 982	0.4%	10
12	MANCHESTER/INTL	4 887 782	7.7%	12
13	BRUXELLES/NATIONAL	4 239 742	13.0%	15
14	PARIS/ORYLY	4 115 126	5.0%	14
15	DÜSSELDORF	3 949 050	-2.2%	13
16	STOCKHOLM/ARLANDA	2 861 043	0.9%	16
17	ATHENS	2 656 469	:	:
18	LISBOA	2 179 136	10.7%	18
19	HELSINKI-VANTAA	2 064 343	4.4%	17
20	BARCELONA	1 783 879	1.9%	19

**Table 13: Top-20 airport pairs in terms of international extra EU-15 total passengers carried in 2003**

Rank 2003	Airport pairs	Number of passengers	Growth 2002-2003	Rank 2002
1	LONDON/HEATHROW NEW YORK/JOHN F. KENNEDY INTL, NY.	2 670 541	6.2%	1
2	LONDON/HEATHROW CHICAGO/O'HARE, IL.	1 356 147	2.2%	3
3	PARIS/CHARLES-DE-GAULLE NEW YORK/JOHN F. KENNEDY INTL, NY.	1 347 619	-9.3%	2
4	KOBENHAVN/KASTRUP OSLO/GARDERMOEN	1 226 219	-5.2%	4
5	LONDON/HEATHROW LOS ANGELES/INTL, CA.	1 180 047	-6.5%	5
6	LONDON/HEATHROW TORONTO/LESTER B. PEARSON INTL.	1 047 949	-1.2%	7
7	LONDON/HEATHROW HONG KONG/INTL	1 020 385	-8.3%	6
8	LONDON/HEATHROW WASHINGTON/DULLES INTL, DC.	1 017 964	3.1%	11
9	LONDON/HEATHROW SINGAPORE CHANGI	1 009 415	-4.0%	8
10	LONDON/HEATHROW JOHANNESBURG/JAN SMUTS	1 007 881	-0.1%	9
11	LONDON/HEATHROW SAN FRANCISCO/INTL, CA.	969 489	3.0%	15
12	LONDON/HEATHROW DUBAI/INTL	950 850	3.0%	16
13	LONDON/HEATHROW BOSTON/GRAL E.L.LOGAN INTL, MA.	923 602	-8.1%	10
14	LONDON/HEATHROW ZURICH	915 947	-4.9%	13
15	LONDON/HEATHROW TOKYO/NEW TOKYO INTL	888 456	-10.0%	12
16	PARIS/CHARLES-DE-GAULLE TOKYO/INTL	853 432	-9.8%	14
17	STOCKHOLM/ARLANDA OSLO/GARDERMOEN	770 623	-6.6%	18
18	LONDON/GATWICK ORLANDO/INTL, FL.	765 445	-1.8%	21
19	FRANKFURT/MAIN CHICAGO/O'HARE, IL.	753 541	-0.1%	22
20	AMSTERDAM/SCHIPHOL DETROIT/METROPOLITAN WAYNE COUNTY, MI.	749 012	0.4%	23

Table 13 displays the most important airport pairs in terms of international extra-EU-15 transport. London/Heathrow-New-York/JFK is by far the most important route with 2.7 million passengers, a noticeable growth of 6.2% compared to 2002.

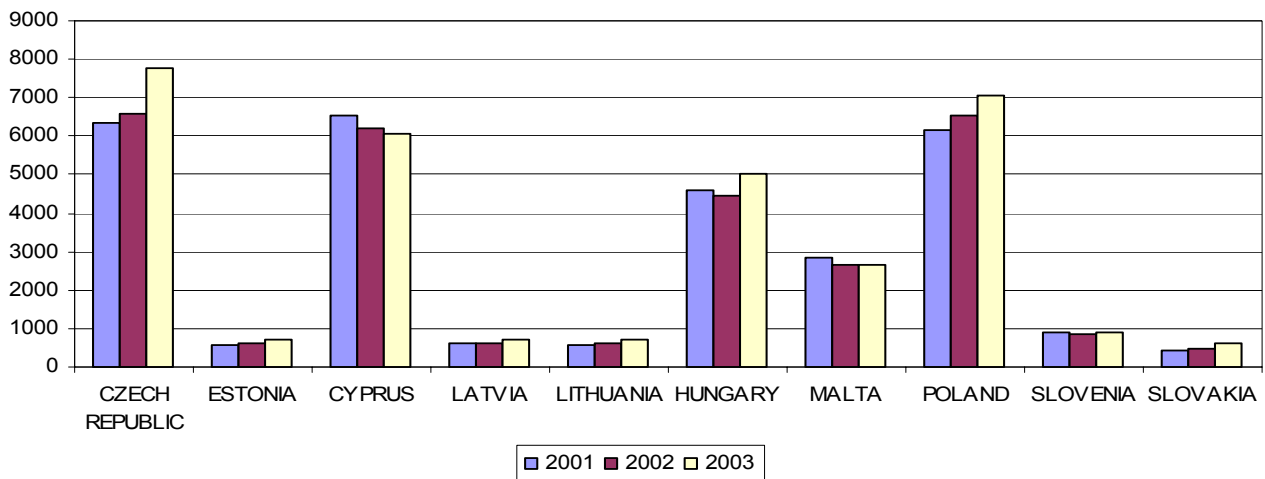
London/Heathrow-Chicago/O'Hare overtook Paris/Charles-de-Gaulle-New-York/JFK, but only by a small margin.

Thirteen out of the top 20 airport pairs include London/Heathrow, and only one route involving a German airport appears in rank 19: Frankfurt/Main-Chicago/O'Hare.

Although Copenhagen/Kastrup airport is the ninth airport in terms of international extra-EU-15 transport, the route between Copenhagen/Kastrup and Oslo ranks 4th.

### Air transport in the new EU Member States

**Graph 3: Total passengers carried in the new EU Member States (in 1000 passengers), 2001-2003**



Graph 3 gives an overview of passenger air transport in the new Member States from 2001 to 2003.

Most of the new Member States registered an increase between 2001 and 2003. Only Cyprus and Malta experienced a decline of 7.1% and 6.7% respectively.

Over this period the total number of passengers declared by Slovakia increased by more than 50% (due to an increasing number of airlines) and by more than 20% for

the Czech Republic, Estonia and Lithuania.

For all countries showing an increase, the annual increase was higher in 2003 than in 2002.

As shown in Table 1, in 2003, the Czech Republic, Poland, Cyprus and Hungary are the most important new Member States in terms of total air transport.

Five countries reported a volume of transport lower than 1 million passengers per year.



**Table 14: Number of passengers carried to world regions from new EU Member States in 2003 (in 1000 passengers)**

	CZ	EE	CY	LV	LT	HU	MT	PL	SI	SK
EU-15	4 903	555	4 754	:	473	3 105	2 251	:	:	196
New Member States	618	73	155	:	120	299	55	:	:	178
Total extra EU-25	1 968	67	1 168	:	110	1 603	297	:	:	220
Europe Except EU-25	1 129	54	634	:	93	965	148	:	:	104
America	211	0	0	:	:	126	0	:	:	:
Africa	338	13	93	:	11	229	127	:	:	94
Asia & Australasia	290	1	441	:	6	283	22	:	:	22
Unknown	110	0	0	:	18	2	0	:	:	0

Data for some new Member States are not always available at detailed level. Nevertheless, Table 14 shows for the available countries the volume of international passenger transport between the new Member States and the world regions.

For all new Member States, except Slovakia, EU-15 destinations have a share of more than 60% in the total international transport.

86.5% of the total international transport of Malta is with the EU-15, followed by Estonia (79.8%), Cyprus (78.2%), Lithuania (65.6%), the Czech Republic (64.5%) and Hungary (62%).

Slovakia registered 220 thousand passengers to and from Extra-EU-25 destinations, which represents 37% of the total transport, followed by EU-15 destinations (33.1%) and destinations belonging to new Member States (30%).

For the Czech Republic, Cyprus, Hungary, and Malta the second most important partners in international transport are countries belonging to Europe except EU-25.

After the EU-15 countries, the new Member States are the main partners of Lithuania (16.7%) and Estonia (10.5%).

Cyprus reported 441 thousand passengers going to or coming from Asia and Australasia, which is the highest volume reported by any new Member State.

The Czech Republic is the country having declared the most significant traffic to and from Africa (338 thousand passengers), however this only represents 4.4% of its total international transport.

For the countries having traffic with America, the number of passengers declared as coming from or going to America never account for more than 3% of the total international transport.

**Table 15: Top-20 airports in terms of total passengers carried in 2003**

Rank 2003	Country	Airport	Number of passengers	Growth 2002-2003	Rank 2002
1	CZECH REPUBLIC	PRAHA/RUZYNE	7 431 729	18.1%	1
2	POLAND	WARSZAWA/OKECIE	5 166 991	4.7%	2
3	HUNGARY	BUDAPEST/FERIHEGY	5 010 397	12.1%	4
4	CYPRUS	LARNAKA	4 500 308	-4.2%	3
5	MALTA	MALTA/LUQA	2 647 642	0.3%	5
6	CYPRUS	PAFOS	1 577 695	4.5%	6
7	SLOVENIA	LJUBJANA	920 260	6.3%	7
8	LITHUANIA	VILNIUS INTL	721 789	13.6%	8
9	LATVIA	RIGA AIRPORT	711 848	12.4%	9
10	ESTONIA	TALLINN/ULEMISTE	710 336	17.8%	10
11	POLAND	KRAKOW/BALICE	566 475	16.5%	11
12	POLAND	GDANSK/REBIECHOWO/TR OJMIASTO	364 367	14.6%	12
13	POLAND	WROCLAW/STRACHOWICE	284 334	20.4%	13
14	POLAND	KATOWICE/PYRZOWICE	247 661	25.7%	15
15	POLAND	POZNAN/LAWICA	246 710	14.8%	14
16	CZECH REPUBLIC	OSTRAVA/MOSNOV	158 503	15.0%	16
17	CZECH REPUBLIC	BRNO-TURANY	146 386	10.6%	17
18	POLAND	SZCZECIN/GOLENIOW	87 168	14.1%	18
19	POLAND	RZESZOW/JASIONKA	67 175	29.0%	19
20	LITHUANIA	PALANGA INTL	46 666	1.5%	20

The busiest airports in the new Member States are presented in table 15.

Prague/Ruzhyne is the most important airport in the new Member States with a total volume of about 7.4 million passengers, followed by Warsaw/Okecie (5.2 million) and Budapest/Ferihegy (5 million). Six airports registered passenger volumes of over one million per year.

All the airports ranked in the top 20 have experienced noticeable increases in the number of passengers handled between 2002 and 2003. The only exception is Larnaka airport, which saw a decline of 4.2%.

Compared to 2002 the ranking did not change much, however some airports in the lower ranks increased significantly.

In position 8, 9 and 10 the main airports of the three Baltic States featured very similar passenger volumes.

## Air transport in the candidate countries

**Table 16: Overview of total transport by destinations for Bulgaria, Romania and Turkey**

	Total transport		National transport		International transport	
	Passengers (in 1000) 2003	Growth 2002/2003	Passengers (in 1000) 2003	Growth 2002/2003	Passengers (in 1000) 2003	Growth 2002/2003
BG	3 574	15.9%	:	:	:	:
RO	2 717	12.5%	178	10.7%	2 539	12.6%
TR	33 672	1.5%	:	:	:	:

The availability of air transport data for the three candidate countries is limited.

In absolute terms, 33.7 million passengers were registered at Turkish reporting airports in 2003 (a 1.5% increase compared to 2002). In 2003, among the 25 Member States, only six reported a volume greater than 33 million passengers.

Tourism to the Black Sea coast certainly plays a part in Bulgaria's growth in 2003 (15.9% compared to 2002). The passenger volume in absolute terms was 3.6 million.

Romania's air transport is less important (2.7 million passengers in 2003), despite the fact that the country is larger than Bulgaria. International passenger transport accounts for 93% of the total air transport reported by Romania and has increased by 12.5% compared to 2002.

In Bulgaria, the three main airports having reported data, registered in 2003 a volume of passengers over 1 million. Burgas airport, situated by the Black Sea coast, experienced a 33.7% increase in the total number of passengers.

In Romania, Bucharest airport represents nearly 83% of the total air transport. However, the two other main airports registered significant increases between 2002 and 2003.

Istanbul/Ataturk and Antalya represent together more than 66% of the volume of air passenger transport reported by Turkey in 2003. The third Turkish airport in terms of volume of passengers is Ankara/Esenboga.

**Table 17: Top 3 airports in Bulgaria, Romania and Turkey, 2002-2003**

Major airports	Number of passengers 2002	Number of passengers 2003	Growth 2002-2003
BG SOFIA	1 199 209	1 336 375	11.4%
VARNA	1 090 709	1 186 349	8.8%
BURGAS	767 476	1 026 037	33.7%
RO BUCURESTI/OTOPENI	2 029 101	2 246 017	10.7%
TIMISOARA/GIARMATA	144 066	184 190	27.9%
CLUJ-NAPOCA/SOMESENI	78 468	90 655	15.5%
TR ISTANBUL/ATATURK	11 357 691	11 924 342	5.0%
ANTALYA	10 334 951	10 371 600	0.4%
ANKARA/ESENBOGA	2 836 628	2 783 927	-1.9%

## Air transport in Norway, Iceland and Switzerland

**Table 18: Overview of total transport by destinations for Norway, Switzerland and Iceland**

	Total transport		National transport		International transport	
	Passengers (in 1000) 2003	Growth 2002/2003	Passengers (in 1000) 2003	Growth 2002/2003	Passengers (in 1000) 2003	Growth 2002/2003
NO	18 825	1.0%	10 784	-0.2%	8 041	2.7%
CH	25 676	-4.3%	831	-28.6%	24 845	-3.2%
IS	2 115	10.3%	:	:	:	:

The majority of the passengers registered at the various Norwegian airports were travelling on domestic flights (10.8 million out of a total of 18.8 million in 2003). This particularity can however be explained by the topography of the country and the long distances to cover. While international transport registered an increase of 2.7%, national transport declined by 0.2%. Oslo/Gardermoen represented 67% of the passenger air transport in Norway.

Switzerland with 25.7 million passengers in 2003 (most of them in international transport) saw a decline of 4.3% compared to 2002. National transport was most affected by the general decline. Among the 3 main Swiss airports having reported data, two of them registered a decrease:

Zurich (-6.6%) and Bale (-12.2%). Only Geneva grew, reaching 8 million passengers.

The total passenger volume of Iceland was 2.1 million in 2003, a 10.3% increase compared to 2002.

Keflavik airport accounts for nearly 65% of the total passengers transported to and from Iceland. The 3 main Icelandic airports reported increases bigger than 5% between 2002 and 2003.

**Table 19: Top 3 airports in Norway, Switzerland and Iceland, 2002-2003**

Major airports	Number of passengers 2002	Number of passengers 2003	Growth 2002-2003
NO OSLO/GARDERMOEN	12 464 446	12 621 754	1.3%
BERGEN/FLESAND	3 305 063	3 315 093	0.3%
TRONDHEIM/VAERNES	2 645 923	2 642 152	-0.1%
CH ZURICH	18 072 709	16 882 190	-6.6%
GENEVE/COINTRIN	7 618 370	8 022 379	5.3%
BALE	1 385 534	1 216 552	-12.2%
IS KEFLAVIK	1 219 405	1 368 496	12.2%
REYKJAVIK	327 514	346 694	5.9%
AKUREYRI	156 799	171 442	9.3%

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

### Data sources

All figures presented in this publication have been extracted from the Eurostat aviation database, which contains international air transport data from 1993. The database is available online from the Eurostat web page.

Data for the Member States who joined the EU on 1 May 2004 are increasingly becoming available but have not yet reached the stage allowing a full integration alongside the older Member States.

### 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 used are the following:

**Flight stage (FS).** The operation of an aircraft from take-off to its next landing. This is linked to the definition of passengers on board.

**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 on board.** All passengers on board of the aircraft upon landing at the reporting airport or at taking-off from the reporting airport. This includes direct transit passengers.

**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.

**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.

The difference between On Flight Origin/Destination and Flight Stage data 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. Then:

- In terms of OFOD 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; and Paris would record New York-Paris and London-Paris.

- In terms of FS data, there are two flight stages and the figures recorded are; New York-London 320=(185+135) passengers; London-Paris 210=(135+75) passengers.

### Passenger's data: On Flight Origin/Destination and Flight Stage - Reporting Countries

In principle, information provided in this publication is based on On Flight Origin/Destination data rather than Flight Stage data. OFOD data have been used where available, but FS data have been used for those countries where no OFOD data were reported. For some new Member States having no reported neither OFOD nor FS data, airports declarations have been used.

Greece did not supply data for 2001 and 2002.

Belgian data refer to Brussels airport only.

Irish data refer to Dublin, Shannon and Cork airports.

Lithuanian data refer to Vilnius airport only.

Flight Stage data reported by Sweden up to and including 1998 do not take into account direct transit passengers.

### World regions

The component countries comprising the six world regions (EU-15, new Member States, Europe-except EU-25, America, Asia & Australasia and Africa) as defined for Tables 11 and 14 relating to international 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 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).

### International Intra-EU-15 and intra-EU-25 estimates

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

### Table 2

The total figures for the countries flows have been calculated by adding the "Departure" declarations (or their estimates) of the two countries concerned.

**This publication** was prepared with the assistance of Manuel Da Silva, Mathieu Erzar (data) and Marion Biré (comments).

## ***Further information:***

### ➤ **Databases**

[EUROSTAT Website/Transport/Air transport/Transport measurement - passengers](#)

---

### **Journalists can contact the media support service:**

Bech Building Office A4/017 • L-2920 Luxembourg • Tel. (352) 4301 33408 • Fax (352) 4301 35349 •

E-mail: [eurostat-mediasupport@cec.eu.int](mailto:eurostat-mediasupport@cec.eu.int)

---

### **European Statistical Data Support:**

Eurostat set up with the members of the 'European statistical system' a network of support centres, which will exist in nearly all Member States as well as in some EFTA countries.

Their mission is to provide help and guidance to Internet users of European statistical data.

The complete details concerning this support network can be found on our Internet site: [www.europa.eu.int/comm/eurostat/](http://www.europa.eu.int/comm/eurostat/)

---

A list of worldwide sales outlets is available at the:

#### **Office for Official Publications of the European Communities.**

2, rue Mercier – L-2985 Luxembourg

URL: <http://publications.eu.int>

E-mail: [info-info-opoce@cec.eu.int](mailto:info-info-opoce@cec.eu.int)

BELGIEN/BELGIQUE/BELGIË - DANMARK - DEUTSCHLAND - EESTI – ELLÁDA - ESPAÑA - FRANCE - IRELAND - ITALIA - KYPROS/KIBRIS – LUXEMBOURG - MAGYARORSZÁG – MALTA - NEDERLAND - ÖSTERREICH - POLSKA - PORTUGAL - SLOVENIJA - SLOVENSKO - SUOMI/FINLAND - SVERIGE - UNITED KINGDOM - BALGARIJA - HRVATSKA - ÍSLAND – NORGE - SCHWEIZ/SUISSE/SVIZZERA - AUSTRALIA - BRASIL - CANADA - EGYPT - MALAYSIA - MÉXICO - SOUTH KOREA - SRI LANKA - T'AI-WAN - UNITED STATES OF AMERICA

---

ORIGINAL TEXT: English