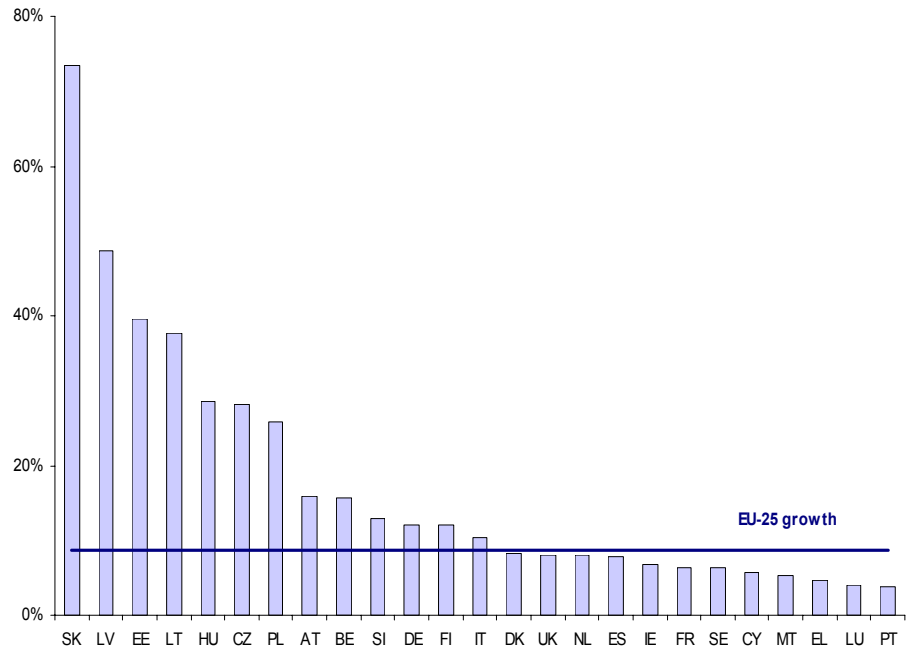


Air transport in Europe in 2004

Overall increase in air passenger transport

Graph 1: 2003/2004 growth in total passenger air transport by Member State (in %)



Highlights

The total number of passengers transported by air to or from and within the EU-25 Member States in 2004 was about 650 million. This represents an increase of 8.8% compared to 2003.

All Member States registered an increase in the number of air passengers between 2003 and 2004. The growth registered by all of the 8 new Member States in Central and Eastern Europe was significantly higher than the average for EU-25. Slovakia recorded the largest increase with 73%.

The top ranked airport in terms of passenger numbers was London/Heathrow with 67 million representing 10% of the total EU air passenger transport. The following two airports in the ranking were Paris/Charles de Gaulle and Frankfurt/Main. Prague/Ruzyne, with 9.6 million passengers, remained the top airport of the new Member States, moving to 27th place compared to 36th in 2003.

Five country to country flows within the EU recorded over 10 million passengers in 2004. The largest were Spain-UK with 33.6 million and Germany-Spain with 19.3 million. When considering the new Member States, the largest flow was Cyprus-UK with 2.8 million.

The total volume of freight and mail transported by air transport to or from and within the EU-25 Member States in 2004 was about 10.7 million tonnes. Almost 80% of freight transport was with extra-EU countries. Four Member States reported the carriage of over one million tonnes: Germany led (2.8 million tonnes), followed by the UK (2.5 million) and the Netherlands and France, each with 1.5 million. These four countries accounted for three-quarters of the total EU freight transport.

Statistics in focus

TRANSPORT

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Author

Luis DE LA FUENTE LAYOS

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Air passenger transport in the EU

General development

Table 1 presents the absolute number of air passengers in 2004 and the growth between 2003 and 2004. The growth for the EU-25 was 8.8%. All Member States registered an increase in 2004. This is in contrast to the change between 2002 and 2003 when 6 Member States registered a decrease in passenger volume. Of those 6 Member States, Belgium recorded the largest percentage change; an increase of 15.7% between 2003 and 2004 compared with a 3.2% decrease between the previous two years. However, it has to be mentioned that in 2003 Belgium reported data only for Brussels National airport and in 2004 for Brussels National and Charleroi airports. Of those 6 Member States France registered the largest absolute change (over 6 million

passengers, although the percentage change was an increase of 6.4%).

The largest percentage increases were recorded by most of the new Member States in Central and Eastern Europe. Increases of over 25% were registered by the Czech Republic, Estonia, Latvia, Lithuania, Hungary, Poland and Slovakia (which declared a 73% increase in the total number of passengers).

In absolute numbers Germany (14.7 million) and the United Kingdom (14.3 million) recorded the largest increase in the number of air transport passengers.

Table 1: Overview of EU air passenger transport by Member State (in 1000 passengers)

	Total transport		National transport		International intra-EU transport		International extra-EU transport	
	Passengers 2004	Growth 2003-2004	Passengers 2004	Growth 2003-2004	Passengers 2004	Growth 2003-2004	Passengers 2004	Growth 2003-2004
BELGIUM	17 469	15.7%	1	-20.9%	13 050	14.9%	4 417	18.1%
CZECH REPUBLIC	9 950	28.2%	173	7.4%	7 216	30.7%	2 561	23.2%
DENMARK	21 006	8.2%	1 609	1.6%	13 515	6.8%	5 882	13.9%
GERMANY	135 850	12.1%	21 385	0.9%	67 248	13.4%	47 218	16.2%
ESTONIA	991	39.5%	17	11.6%	847	35.0%	127	88.2%
GREECE	29 544	4.6%	5 536	10.1%	20 789	2.7%	3 218	8.9%
SPAIN	129 791	7.9%	34 032	8.6%	82 761	6.1%	12 998	18.7%
FRANCE	102 432	6.4%	26 392	-1.2%	40 907	7.0%	35 133	12.0%
IRELAND	20 851	6.8%	685	0.7%	17 887	6.8%	2 279	9.7%
ITALY	81 630	10.4%	24 612	0.6%	41 580	14.4%	15 438	17.8%
CYPRUS	6 422	5.7%	1	9.6%	5 251	7.0%	1 170	0.2%
LATVIA	1 056	48.7%	0	:	888	:	168	:
LITHUANIA	994	37.7%	2	234.3%	817	37.6%	176	37.4%
LUXEMBOURG	1 509	4.1%	0	:	1 320	3.1%	189	12.1%
HUNGARY	6 445	28.6%	0	:	4 519	32.7%	1 925	19.9%
MALTA	2 790	5.4%	38	-14.3%	2 444	6.0%	308	3.5%
NETHERLANDS	44 494	8.1%	107	-30.6%	25 237	4.7%	19 150	13.3%
AUSTRIA	18 297	15.8%	563	2.7%	11 589	13.0%	6 145	23.1%
POLAND	6 092	25.8%	893	:	3 738	:	1 461	:
PORTUGAL	18 424	3.9%	2 448	-14.2%	13 083	7.0%	2 893	9.0%
SLOVENIA	1 046	13.0%	0	:	606	:	440	:
SLOVAKIA	1 081	72.7%	36	12.0%	691	84.6%	354	61.3%
FINLAND	11 785	12.1%	2 862	6.0%	7 083	11.1%	1 840	28.0%
SWEDEN	21 719	6.2%	7 030	2.3%	11 336	5.3%	3 354	19.7%
UNITED KINGDOM	192 307	8.1%	25 741	5.5%	110 462	6.2%	56 103	13.3%
EU-25	650 434	8.8%	154 162	:	271 323	:	224 948	:

In table 1, figures for national transport are reported excluding the double counting between national partner airports. In parallel, the aggregated EU-25 figures shown under international intra-EU transport and total transport also exclude the double counting between EU partner airports.

When considering the breakdown between national and international passenger transport, a marked difference can be observed. Whereas the growth in international transport has followed that of total transport, in domestic transport there has been a decrease in some countries: the Netherlands (-30.6%),

Malta (-14.3%), Portugal (-14.2%) and France (-1.2%). Spain and the United Kingdom recorded a noticeable increase in the number of domestic air passengers, continuing the trend observed over the previous two years. The 10.1% increase in domestic passengers declared by Greece was also noteworthy in terms of absolute numbers.

When looking at the breakdown of international transport between intra-EU and extra-EU transport, the same general development as total transport can be observed. Significant growth for both intra-EU and extra-EU transport was

registered by the Czech Republic, Estonia, Lithuania, Hungary, and Slovakia. Data for some of the new Member States, the majority of all international passenger transport consisted of international intra-EU transport. For most countries, extra-EU international transport formed under a quarter of all international transport. However, for Germany, France, the Netherlands and Slovenia this percentage was over 40%.

Table 2 provides an EU-25 ranking of the 40 busiest airports in 2004 in terms of total passengers carried, together with the rank of the top airport for the 8 Member States where no airport appeared in the top 40. The number of flights for each airport is also shown. London/Heathrow continues to hold the top rank with over 67 million passengers; this is 10% of the total air passengers in EU-25. Paris/Charles-de-Gaulle and Frankfurt/Main continue to compete for second place with the rank order in 2004 reversing that of 2003; Paris/Charles-de-Gaulle being in second place in 2004 with just under 51 million passengers followed by Frankfurt/Main with 50.7 million. As in 2003 Amsterdam/Schiphol (42.4 million) and Madrid/Barajas (38 million) follow in the ranking. Three of the top 40 airports (Berlin/Tegel, Birmingham and Tenerife Sur-Reina Sofia) recorded a small fall in the number of passengers between

States were not available for 2003 for this type of breakdown.

2003 and 2004, resulting in a drop in the rank order for the last two airports.

Prague/Ruzyne (9.6 million passengers) remains the top airport amongst the new Member States, having moved from a rank of 36th in 2003 to 27th in 2004. Budapest/Ferihegy (from 45th in 2003 to 39th in 2004) and Warsaw/Okeciehas (44th in 2003 and 41st in 2004) have also moved up in the rankings.

The mix of routes flown from an airport and the type of service, especially charter flights to holiday destinations, have a marked impact upon the average number of passengers carried per flight. Although the number of flights shown in table 2 includes both freight and passenger flights, for the airports listed the inclusion will not materially affect the top rank of airports in terms of the average number of passengers carried per flight in 2004. Of the airports shown in table 2, Tenerife Sur-Reina Sofia, Alicante and Palma de Mallorca are in the top 5 ranked airports. London/Heathrow and London/Gatwick are the other two airports, reflecting the charter holiday traffic between the United Kingdom and Spain. London/Stansted and London Luton came next in rank in 2004.

Table 2: Top airports in the EU in terms of total passengers carried (in 1000 passengers and 1000 flights)

Rank	Country	Airport	Passengers 2004	Growth 2003-2004	Number of flights 2004	Rank	Country	Airport	Passengers 2004	Growth 2003-2004	Number of flights 2004
1	UK	LONDON/HEATHROW	67 110	6.2%	470	26	DE	HAMBURG	9 764	4.3%	130
2	FR	PARIS/CHARLES-DE-GAULLE	50 951	6.1%	550	27	CZ	PRAHA/RUZYNE	9 573	28.8%	134
3	DE	FRANKFURT/MAIN	50 700	5.6%	462	28	FR	NICE/COTE D'AZUR	9 327	2.2%	155
4	NL	AMSTERDAM/SCHIPHOL	42 425	6.6%	405	29	ES	LAS PALMAS/GRAN CANARIA	9 218	3.1%	93
5	ES	MADRID/BARAJAS	38 155	7.9%	391	30	IT	MILANO/LINATE	8 945	2.5%	94
6	UK	LONDON/GATWICK	31 392	5.0%	241	31	UK	BIRMINGHAM	8 797	-1.4%	109
7	IT	ROMA/FIUMICINO	27 160	6.6%	300	32	DE	STUTTGART	8 649	16.6%	132
8	DE	MUNCHEN	26 601	11.1%	366	33	UK	GLASGOW	8 557	5.4%	92
9	ES	BARCELONA	24 354	8.3%	277	34	ES	ALICANTE	8 532	4.6%	65
10	FR	PARIS/ORLY	24 049	7.1%	228	35	ES	TENERIFE SUR-REINA SOFIA	8 370	-3.3%	55
11	UK	MANCHESTER/INTL	20 970	7.4%	208	36	DE	KÖLN/BONN	8 249	7.5%	133
12	UK	LONDON/STANSTED	20 909	11.7%	177	37	UK	EDINBURGH	7 992	6.9%	112
13	ES	PALMA DE MALLORCA	20 363	6.5%	166	38	UK	LONDON LUTON	7 520	10.8%	64
14	DK	KOBENHAVN/KASTRUP	18 889	7.6%	267	39	HU	BUDAPEST/FERIHEGY	6 445	28.6%	103
15	IT	MILANO/MALPENSA	18 419	5.4%	210	40	FR	LYON/SATOLAS	6 125	4.5%	125
16	IE	DUBLIN	17 032	7.9%	164						
17	SE	STOCKHOLM/ARLANDA	16 467	7.7%	234						
18	BE	BRUXELLES/NATIONAL	15 445	2.3%	230	41	PL	WARSZAWA/OKECIE	6 092	17.9%	122
19	DE	DÜSSELDORF	15 092	6.8%	188	48	CY	LARNAKA	4 742	5.3%	47
20	AT	WIEN/SCHWECHAT	14 711	15.7%	225	73	MT	MALTA/LUQA	2 790	5.4%	31
21	EL	ATHENS	13 659	11.7%	180	107	LU	LUXEMBOURG/LUXEMBOURG	1 509	4.1%	51
22	ES	MALAGA	11 930	4.6%	103	123	LV	RIGA AIRPORT	1 056	48.7%	24
23	DE	BERLIN-TEGEL	10 976	-0.5%	132	125	SI	LJUBLJANA	1 046	13.0%	25
24	FI	HELSINKI-VANTAA	10 729	10.5%	163	127	LT	VILNIUS INTL	994	37.6%	:
25	PT	LISBOA	10 394	9.4%	122	128	EE	TALLINN/ULEMISTE	991	39.5%	22

National air passenger transport

Table 3 on next page lists the 20 top airports in the EU in terms of domestic passengers carried. The top 8 ranked airports remained the same as in 2003 even though there was a decline in numbers at Roma/Fiumicino (-0.4%) and Frankfurt/Main (-3.8%). Madrid/Barajas with 18.4 million passengers and Paris/Orly with 15.4 million passengers were

the top 2 airports in terms of domestic passenger volume. Las Palmas/Gran Canaria recorded an increase of 14.1%, moving to rank 20 from rank 25. The most noticeable growth was 16.9% for Athens (moving from rank 15 to rank 14) which may, in part, be due to the holding of the 2004 Olympics in that city.

Table 3: Top 20 airports in the EU in terms of national passengers carried (in 1000 passengers)

Rank 2004	Airport	Passengers 2004	Growth 2003-2004	Rank 2003
1	MADRID/BARAJAS	18 372	4.5%	1
2	PARIS/ORLY	15 449	0.4%	2
3	ROMA/FIUMICINO	12 440	-0.4%	3
4	BARCELONA	11 735	6.2%	4
5	MUNCHEN	8 660	3.0%	5
6	FRANKFURT/MAIN	7 274	-3.8%	6
7	LONDON/HEATHROW	6 925	4.1%	7
8	MILANO/LINATE	6 498	1.8%	8
9	EDINBURGH	5 838	6.2%	10
10	BERLIN-TEGEL	5 791	-6.5%	9
11	PALMA DE MALLORCA	5 691	7.2%	12
12	STOCKHOLM/ARLANDA	5 587	3.0%	11
13	PARIS/CHARLES-DE-GAULLE	5 115	0.9%	13
14	ATHENS	5 092	16.9%	15
15	GLASGOW	4 640	1.4%	14
16	HAMBURG	4 337	0.3%	16
17	CATANIA/FONTANAROSSA	4 121	5.2%	18
18	NICE/COTE D'AZUR	4 038	-3.4%	17
19	LONDON/GATWICK	3 918	0.3%	19
20	LAS PALMAS/GRAN CANARIA	3 637	14.1%	25

Table 4 shows the most important airport pairs in the EU for domestic air passenger transport. These figures are shown excluding the double counting for passenger transport between the national airport pairs. As would be expected these airports are all situated in the large Member States. The Madrid/Barajas – Barcelona relation remains the largest route by far with over 4 million passengers, even though numbers declined by 1.1% between 2003 and 2004. Roma/Fiumicino – Milano/Linate and Paris/Orly – Toulouse/Blagnac were in positions 2 and 3. Paris/Orly – Nice/Cote d'Azur closely followed in fourth place with an increase of 10% in the number of passengers over the previous year. The number of passengers transported increased on all of the top ten national routes apart from Madrid/Barajas – Barcelona, noted above, and Berlin-Tegel – Frankfurt/Main where there was a decline of 1%.

Table 4: Top 10 national airport pairs in the EU (in 1000 passengers)

Rank	Airport pairs	Passengers 2004	Growth 2003-2004
1	MADRID/BARAJAS BARCELONA	4 021	-1.1%
2	ROMA/FIUMICINO MILANO/LINATE	2 545	4.3%
3	PARIS/ORLY TOULOUSE/BLAGNAC	2 280	2.8%
4	PARIS/ORLY NICE/COTE D'AZUR	2 121	10.0%
5	EDINBURGH LONDON/HEATHROW	1 696	2.1%
6	PALMA DE MALLORCA BARCELONA	1 601	1.8%
7	PALMA DE MALLORCA MADRID/BARAJAS	1 593	3.6%
8	BERLIN-TEGEL FRANKFURT/MAIN	1 591	-1.0%
9	GLASGOW LONDON/HEATHROW	1 536	4.8%
10	PARIS/ORLY MARSEILLE/MARIGNANE	1 489	1.4%

International intra-EU air passenger transport

Table 5: Intra-EU country to country flows in 2004 (in 1000 passengers)

BE	CZ	DK	DE	EE	EL	ES	FR	IE	IT	CY	LV	LT	LU	HU	MT	NL	AT	PL	PT	SI	SK	FI	SE	UK
BE																								
CZ	182																							
DK	422	224																						
DE	1 089	875	1 718																					
EE	5	56	117	142																				
EL	741	468	550	4 661	8																			
ES	3 022	530	1 533	19 309	17	291																		
FR	841	610	1 094	5 814	26	1 369	5 640																	
IE	531	221	173	756	4	133	2 542	1 256																
IT	2 294	505	777	8 190	18	1 755	6 285	6 163	558															
CY	54	78	91	372	0	1 034	6	146	68	75														
LV	17	75	124	163	21	6	7	0	24	17	0													
LT	15	69	141	150	34	11	20	15	27	3	3	16												
LU	0	8	39	208	0	80	267	164	6	107	0	0	0											
HU	161	178	131	1 259	0	199	185	406	82	325	53	0	0	14										
MT	64	11	39	366	0	21	33	172	35	370	10	1	0	5	19									
NL	215	344	781	2 340	22	1 207	4 200	1 982	611	2 112	129	72	90	74	324	86								
AT	345	156	312	4 086	4	876	880	632	127	803	91	33	30	46	99	61	487							
PL	173	102	251	976	18	218	196	432	44	363	41	22	46	3	101	6	281	202						
PT	531	36	148	2 077	0	34	1 674	1 795	357	650	5	2	0	141	15	4	874	88	6					
SI	32	21	12	192	0	48	2	76	4	1	3	0	0	0	12	4	12	66	0	0				
SK	19	190	0	50	0	105	33	90	0	48	11	0	0	0	1	2	27	21	8	0	0			
FI	224	111	686	1 138	168	288	813	332	41	224	64	100	49	0	156	9	371	142	91	95	1	1		
SE	460	100	1 853	1 414	107	646	1 588	833	59	432	164	59	36	5	107	46	797	205	77	146	0	0	1 257	
UK	1 815	2 130	2 205	10 088	84	5 851	33 586	11 115	10 563	9 647	2 784	126	94	179	702	1 092	7 947	1 744	824	4 258	116	92	793	1 819

Table 5 displays the country to country flows within the EU-25 in 2004. As in previous years the most important country relations are Spain – United Kingdom (33.6 million passengers) and Germany – Spain (19.3 million), this reflecting the busiest holiday air flows in Europe. This was followed by France – United Kingdom (11.1 million), Ireland – United Kingdom (10.6 million) and Germany – United Kingdom (10.1 million). There were 8 other country to country flows with over 5 million passengers.

For the new Member States, the top relations were Cyprus and the Czech Republic with the United Kingdom with flows of 2.8 million and 2.1 million passengers respectively. Between the new Member States, the top relation was the Czech Republic – Slovakia with 190 thousand passengers, closely followed by the Czech Republic – Hungary with 178 thousand.

Table 6: Top 20 airports in the EU in terms of international intra-EU passengers carried (in 1000 passengers)

Rank 2004	Airport	Passengers 2004	Growth 2003-2004	Rank 2003
1	LONDON/HEATHROW	25 168	2.5%	1
2	AMSTERDAM/SCHIPHOL	23 723	2.9%	2
3	PARIS/CHARLES-DE-GAULLE	21 270	1.1%	3
4	FRANKFURT/MAIN	18 358	2.2%	4
5	LONDON/STANSTED	17 217	12.0%	6
6	LONDON/GATWICK	16 957	1.9%	5
7	DUBLIN	14 835	8.2%	7
8	PALMA DE MALLORCA	14 142	6.1%	8
9	MANCHESTER/INTL	12 670	1.4%	9
10	KOBENHAVN/KASTRUP	11 966	6.7%	11
11	MADRID/BARAJAS	11 588	5.4%	12
12	MUNCHEN	11 165	9.7%	13
13	BRUXELLES/NATIONAL	11 028	-2.9%	10
14	BARCELONA	10 579	8.0%	14
15	ROMA/FIUMICINO	9 325	12.2%	16
16	MALAGA	8 668	3.2%	15
17	WIEN/SCHWECHAT	8 652	12.0%	17
18	STOCKHOLM/ARLANDA	8 096	7.6%	19
19	MILANO/MALPENSA	7 976	5.0%	18
20	DÜSSELDORF	7 419	7.6%	20

Table 7: Top 10 intra-EU airport pairs (in 1000 passengers)

Rank	Airport pairs	Passengers 2004	Growth 2003-2004
1	DUBLIN LONDON/HEATHROW	2 095	3.0%
2	AMSTERDAM/SCHIPHOL LONDON/HEATHROW	2 005	-2.2%
3	PARIS/CHARLES-DE-GAULLE LONDON/HEATHROW	1 996	1.3%
4	LONDON/HEATHROW FRANKFURT/MAIN	1 528	5.0%
5	DUBLIN LONDON/STANSTED	1 280	15.5%
6	STOCKHOLM/ARLANDA KOBENHAVN/KASTRUP	1 184	9.0%
7	BARCELONA AMSTERDAM/SCHIPHOL	1 135	0.5%
8	MADRID/BARAJAS LONDON/HEATHROW	1 097	-2.1%
9	MALAGA LONDON/GATWICK	1 094	-3.2%
10	ROMA/FIUMICINO PARIS/CHARLES-DE-GAULLE	1 084	-8.7%

Apart from Brussels/National, all of the top 20 airports in terms of international intra-EU passenger transport, shown in table 6, registered an increase in passenger numbers between 2003 and 2004. As a result, the Brussels/National ranking fell from 10th in 2003 to 13th in 2004. Fourteen of these top 20 airports recorded over 10 million passengers in 2004. London/Heathrow and Amsterdam/Schiphol retained the top two places.

London/Stansted, Roma/Fiumicino and Wien/Schwechat registered significant increases of 12% resulting in moves up the rank order (to rank 5, 15 and 17 respectively) compared to their positions in 2003. The increase in these three airports can be partially explained by the development of low-cost carrier operations. The growth for some of these top 20 airports is due to the operations of low cost carriers but their impact is not specifically identified by table 6.

Table 7 shows the most important airport pairs in intra-EU air passenger transport. The top 3 routes, each with around 2 million passengers in 2004, had London/Heathrow as one partner airport; the other partners in rank order were Dublin, Amsterdam/Schiphol and Paris/Charles-de-Gaulle. Four other airport pairs in the top ten included a London airport. London/Heathrow – Frankfurt/Main was in 4th place with 1.5 million passengers and in 5th place came Dublin-London/Stansted where passenger traffic increased by 15.5% over 2003 reflecting the activity of low-cost carriers. Four routes recorded a decline in the volume of passengers transported; the largest being -8.7% for the Roma/Fiumicino – Paris/Charles-de-Gaulle route.

International extra-EU air passenger transport

Table 8: International extra-EU passenger transport by world region (in 1000 passengers)

World regions	Passengers 2004	Growth 2003-2004	Share in total extra-EU
Total Extra EU	224 948	14.5%	100.0%
Europe other than EU-25	71 438	14.7%	31.8%
North America	53 198	10.7%	23.6%
North Africa	24 046	24.2%	10.7%
Far East	21 893	20.6%	9.7%
Near and Middle East	15 605	20.3%	6.9%
Central America and Caribbean	10 652	8.3%	4.7%
South America	7 758	17.1%	3.4%
Southern Africa	5 661	5.4%	2.5%
Indian Sub-Continent	5 374	13.1%	2.4%
West Africa	3 825	7.2%	1.7%
East Africa	1 800	24.5%	0.8%
Australasia, S. Sea Is. & Antarctica	1 596	12.4%	0.7%
Asian Republics of the Ex-USSR	1 140	11.8%	0.5%
Central Africa	694	5.0%	0.3%
Unknown	268	-70.2%	0.1%

Nearly 225 million passengers arrived in or departed from the EU-25 in 2004 with an extra-EU origin or destination. This was an increase of 14.5% on the number for 2003. Increased traffic was recorded in all world regions; for the majority of regions the increase was over 10% and over 20% for 4 regions. As a share of the total extra-EU traffic, countries of Europe outside EU-25, with 71 million passengers being transported in 2004, formed almost a third of the total (31.8%). This was followed by North America with nearly a quarter share (23.6% - over 50 million passengers).

The African continent accounted for 16% of international extra-EU passenger transport with 36 million passengers. North Africa was the origin or destination of 24 million of these passengers. Increases in traffic in excess of 24% compared to 2003 were recorded for North Africa and East Africa. The rest of Africa, Central Africa, Southern Africa, and West Africa registered increases well below the average: 5%, 5.4% and 7.2% respectively.

Increases in traffic of just over 20% were registered to the Far East and to the Near and Middle East, showing a recovery from the previous year when the outbreak of SARS (Severe Acute Respiratory Syndrome) in the Far East and the war in Iraq took place.

Graph 2 shows that the share of world regions in international extra-EU passenger transport is not uniform across Member States. Although a region may form a large share of the passenger traffic for a Member State, the actual number of passengers transported may be a very small percentage of the total EU traffic to that region. For France, Ireland and the United Kingdom, the region of Europe except EU-25 represents 20% or less of the total in contrast to Latvia and

Slovenia where the share is over 80%. This region has the largest share for all the new Member States except for Slovakia, where the share for Africa is larger.

The American region forms an important share for Spain, Ireland, the Netherlands, Portugal and the United Kingdom. The share for this region is significant only for Poland amongst the new Member States. The share for Africa is large for France, Luxembourg, Malta and Slovakia. The region of Asia & Australasia is important for Cyprus and Finland; the caveat mentioned earlier of actual numbers transported applies here. The shares between the four world regions are most equally balanced for France and Italy.

Graph 2: Share of world regions in international extra-EU passenger transport by Member State in 2004

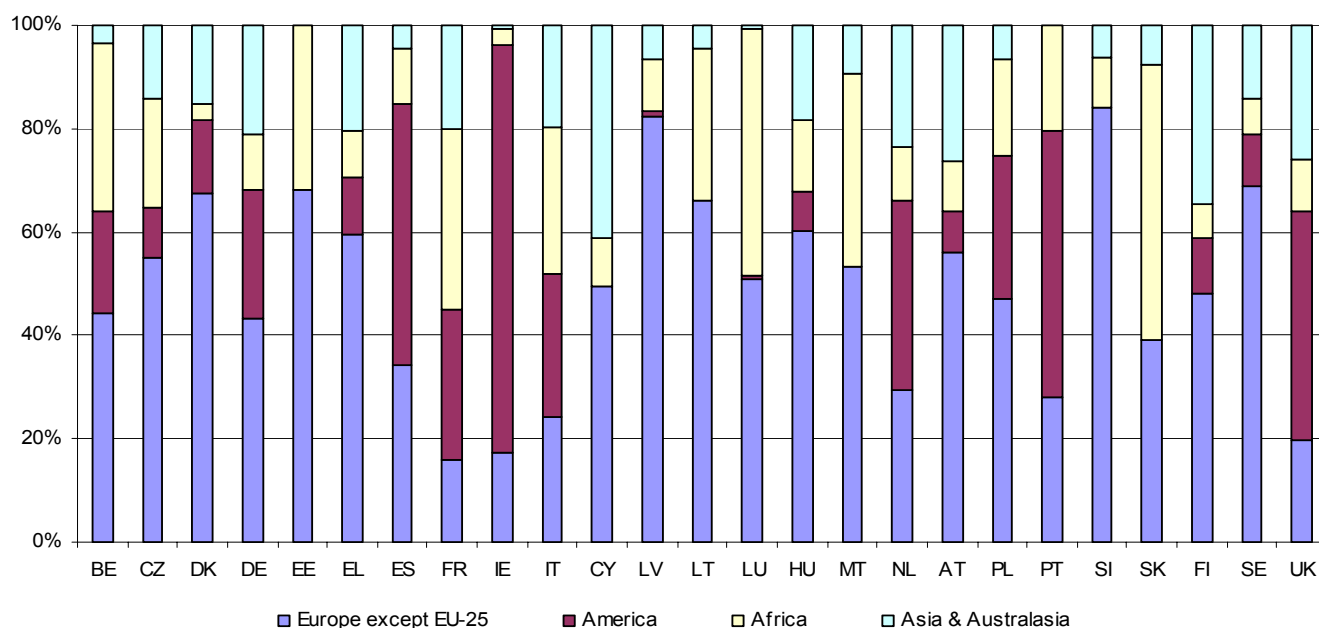


Table 9: Top 20 airports in the EU in terms of international extra-EU passengers carried (in 1000 passengers)

Rank 2004	Airport	Passengers 2004	Growth 2003-2004	Rank 2003
1	LONDON/HEATHROW	35 017	9.4%	1
2	FRANKFURT/MAIN	25 068	11.4%	2
3	PARIS/CHARLES-DE-GAULLE	24 566	12.2%	3
4	AMSTERDAM/SCHIPHOL	18 597	11.8%	4
5	LONDON/GATWICK	10 517	12.4%	5
6	MADRID/BARAJAS	8 196	20.6%	6
7	MILANO/MALPENSA	6 965	15.8%	7
8	MUNCHEN	6 776	26.3%	8
9	WIEN/SCHWECHAT	5 510	23.7%	11
10	KOBENHAVN/KASTRUP	5 432	11.5%	9
11	ROMA/FIUMICINO	5 395	15.5%	10
12	MANCHESTER/INTL	5 028	27.2%	13
13	BRUXELLES/NATIONAL	4 417	18.1%	14
14	PARIS/ORLY	4 360	9.1%	12
15	DÜSSELDORF	4 175	14.6%	15
16	STOCKHOLM/ARLANDA	2 784	18.9%	16
17	PRAHA/RUZYNE	2 369	21.5%	18
18	LISBOA	2 347	8.4%	17
19	BARCELONA	2 040	24.3%	20
20	ATHENS	2 038	11.4%	19

Table 9 shows the ranking of the 20 top airports for international extra-EU passenger transport. Significant growth was recorded for this traffic between 2003 and 2004 for all these airports. Highest growth rates were registered by Manchester/Intl (27%) and Munchen (26%), followed by Barcelona and Wien/Schwechat with 24%. Compared with 2003, the top 8 positions did not change. The top 5 airports all handled over 10 million passengers; 35 million were registered at London/Heathrow, 25 million at Frankfurt/Main and 24.6 million at Paris/Charles-de-Gaulle.

The predominance of London/Heathrow in the top 10 extra-EU airport pairs for passenger transport is illustrated in table 10 where 8 of the 10 pairs include this airport. Significant growth was recorded for the top 5 routes; the largest growth being of 25% for London/Heathrow – Hong Kong/ Intl. The London/Heathrow - New York/John F. Kennedy Intl. route, with nearly 3 million had almost twice as many passengers as the second ranked route. There is close competition for second place between the Paris/Charles-de-Gaulle - New York/John F. Kennedy Intl. route (rank 2 in 2004) and the London/Heathrow – Chicago/O'Hare route (rank 3), each with just over 1.5 million passengers. These airports held the same places in 2002 as in 2004 but changed positions in 2003.

The route between Copenhagen/Kastrup and Oslo/Gardermoen was the only one among the top 10 where growth was very small. As a result, this route fell from 4th position in 2003 to 6th place in 2004. A fall from 6th place to 9th was also recorded for the London/Heathrow – Toronto/ Lester B.

Pearson Intl. route. Routes that moved up the rankings, coming into the top 10, were London/Heathrow - Dubai/Intl in 7th place and London/Heathrow – San Francisco/Intl in rank 10.

Table 10: Top 10 extra-EU airport pairs (in 1000 passengers)

Rank	Airport pairs	Passengers 2004	Growth 2003-2004
1	LONDON/HEATHROW	2 966	11.1%
2	PARIS/CHARLES-DE-GAULLE	1 576	16.9%
3	LONDON/HEATHROW	1 512	11.5%
4	LONDON/HEATHROW	1 346	14.1%
5	LONDON/HEATHROW	1 276	25.0%
6	KOBENHAVN/KASTRUP	1 230	0.3%
7	LONDON/HEATHROW	1 129	18.7%
8	LONDON/HEATHROW	1 080	6.1%
9	LONDON/HEATHROW	1 076	2.6%
10	LONDON/HEATHROW	1 035	6.8%

Air freight and mail transport in the EU

Table 11: Overview of EU freight and mail air transport by Member State (tonnes)

	Total transport		National transport		International intra-EU transport		International extra-EU transport	
	Freight and mail 2004	Growth 2003-2004	Freight and mail 2004	Growth 2003-2004	Freight and mail 2004	Growth 2003-2004	Freight and mail 2004	Growth 2003-2004
BELGIUM	663 058	9.3%	488	:	249 792	3.5%	412 778	13.0%
CZECH REPUBLIC	57 512	8.1%	433	-55.3%	34 531	10.5%	22 548	7.3%
DENMARK	7 928	-8.9%	366	-62.7%	4 511	-2.6%	3 051	-2.4%
GERMANY	2 786 025	14.0%	123 037	-9.0%	604 127	11.6%	2 058 861	16.5%
ESTONIA	4 998	-1.0%	0	:	4 580	3.2%	418	-31.4%
GREECE	111 849	-18.5%	17 994	-46.5%	65 963	-8.4%	27 893	-11.8%
SPAIN	520 686	18.4%	125 682	24.8%	185 051	11.4%	209 953	21.4%
FRANCE	1 484 060	4.8%	177 665	-5.0%	227 795	2.6%	1 078 600	7.1%
IRELAND	62 460	41.5%	7 891	84.8%	19 887	9.6%	34 681	61.2%
ITALY	784 771	14.8%	120 704	48.7%	273 402	17.1%	390 665	5.9%
CYPRUS	37 190	16.9%	0	:	27 993	18.9%	9 197	11.2%
LATVIA	8 326	-38.5%	0	:	3 772	:	4 554	:
LITHUANIA	5 183	-0.7%	0	:	4 936	4.3%	247	-48.5%
LUXEMBOURG	616 583	2.3%	0	:	66 000	-27.4%	550 583	7.6%
HUNGARY	60 432	19.6%	0	:	31 095	-3.5%	29 337	60.4%
MALTA	15 948	-3.5%	0	:	11 906	-11.3%	4 041	30.3%
NETHERLANDS	1 511 957	8.9%	0	47.9%	65 069	-7.2%	1 446 888	9.7%
AUSTRIA	159 654	24.0%	985	23.0%	56 142	7.9%	102 527	35.1%
POLAND	31 423	-20.9%	4 493	:	13 208	:	13 722	:
PORTUGAL	123 300	-0.2%	22 160	-14.0%	32 675	4.3%	38 465	2.1%
SLOVENIA	4 983	-3.0%	0	:	3 182	:	1 801	:
SLOVAKIA	8 197	-36.2%	52	15.6%	1 681	-45.8%	6 464	-33.4%
FINLAND	123 493	37.7%	5 243	-10.9%	67 742	51.0%	50 507	29.7%
SWEDEN	153 223	21.0%	13 745	42.6%	68 672	17.8%	70 806	20.7%
UNITED KINGDOM	2 470 360	7.9%	132 522	17.0%	456 189	16.9%	1 881 650	5.1%
EU-25	10 670 026	9.6%	753 460	:	1 466 329	:	8 450 237	:

Table 11 gives an overview of EU freight and mail air transport by Member States. The figures for national transport are reported excluding the double counting between national partner airports. In parallel, the aggregate EU-25 figures shown under international intra-EU transport and total transport also exclude the double counting between EU partner airports.

Germany led with 2.8 million tonnes carried, followed by the United Kingdom with 2.5 million tonnes. The Netherlands and France, with around 1.5 million tonnes each, were the only other countries in the EU recording over a million tonnes. These four countries carried over three-quarters of the total freight transport. There were marked changes between 2003 and 2004 in the volume of freight transport carried by EU countries. Five Member States recorded growth of at least

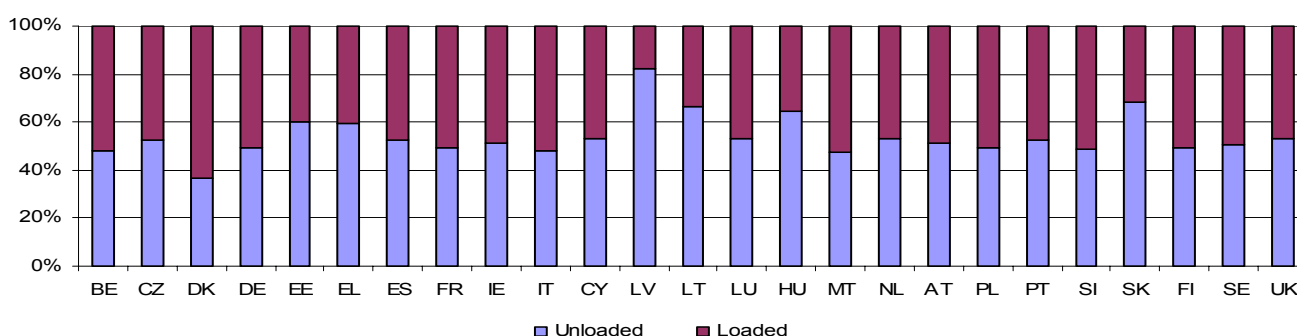
double the average EU-25 of 9.6%. A fall in the volume of freight transport was reported by 10 Member States.

International extra-EU freight transport represented 79% of total EU freight transport in 2004. Germany, the United Kingdom, the Netherlands and France each carried over one million tonnes in international extra-EU freight transport. As for total freight transport, these 4 countries carried over three-quarters of the total. These four countries were also dominant in international intra-EU freight transport which was just under 14% of all freight and mail transport by air in the EU. National

transport formed only 7% of the total EU freight transport. Here, as would be expected the large countries recorded the large volumes. In addition to the four countries mentioned above, where France led with 177 thousand tonnes, Spain and Italy registered over 100 thousand tonnes in 2004.

The volume of freight transported by air in the new Member States is low in comparison with most of the other countries. Hungary, with 60 thousand tonnes, followed by the Czech Republic (57 thousand tonnes) and Cyprus (37 thousand) were the top three countries.

Graph 3: Share of loaded and unloaded total freight and mail air transport by Member State in 2004



For most Member States, the share of total freight between loaded and unloaded was fairly balanced, as is shown in Graph 3. Exceptions where freight unloaded was greater were Latvia (80% unloaded), Slovakia (70%), Lithuania and Hungary (about 66%). Denmark, with less than 40% unloaded, was the only country where significantly more goods were loaded than unloaded.

Table 12 shows the top airports in the EU in terms of freight and mail carried in 2004. Increased growth in traffic was recorded for all but 3 of the top 20 airports. Frankfurt/Main was the top airport with 1.8 million tonnes followed by Amsterdam/Schiphol, London/Heathrow and Paris/Charles-de-Gaulle; all carrying over one million tonnes of freight. The

ability to carry freight on the many passenger routes flown from these airports explains the dominant position of these 4 airports. However, within the top 20 shown in table 12 are airports where their rank position is due to specialization in the transport of freight by air. Of note is the 6th position of Cologne/Bonn, the rank 7 of Luxembourg and 10th place for East Midlands in the United Kingdom. There was a marked fall in freight traffic at Athens (-21%) and Roma/Fiumicino (-15%) plus a small decrease at London/Gatwick (-3%).

As mentioned previously, the volume of freight transport by air is low in the new Member States. Budapest/Ferihegy is the top airport of these countries in 26th position of all EU airports. Praha/Ruzyně is ranked 32 followed by Larnaca in 38th place.

Table 12: Top airports in the EU in terms of total freight and mail carried (in tonnes)

Rank	Country	Airport	Tonnes in 2004			Growth 2003-2004
			Loaded	Unloaded	Total	
1	DE	FRANKFURT/MAIN	937 318	890 032	1 827 310	11.2%
2	NL	AMSTERDAM/SCHIPHOL	698 517	768 498	1 467 014	8.4%
3	UK	LONDON/HEATHROW	664 737	747 282	1 412 019	8.6%
4	FR	PARIS/CHARLES-DE-GAULLE	666 248	609 524	1 275 772	6.9%
5	BE	BRUXELLES/NATIONAL	342 939	317 489	660 428	8.9%
6	DE	KÖLN/BONN	311 837	310 015	621 853	17.3%
7	LU	LUXEMBOURG/LUXEMBOURG	290 487	326 096	616 583	2.3%
8	IT	MILANO/MALPENSA	180 336	180 253	360 589	13.3%
9	ES	MADRID/BARAJAS	193 561	159 219	352 780	19.1%
10	UK	EAST MIDLANDS	138 124	139 061	277 185	16.8%
11	UK	LONDON/STANSTED	110 317	128 725	239 042	17.9%
12	UK	LONDON/GATWICK	124 971	101 956	226 927	-2.8%
13	DE	MÜNCHEN	100 337	92 114	192 447	17.8%
14	AT	WIEN/SCHWECHAT	77 542	80 561	158 103	24.5%
15	UK	MANCHESTER/INTL	58 967	94 309	153 276	21.9%
16	IT	ROMA/FIUMICINO	65 980	73 646	139 626	-14.8%
17	IT	BERGAMO/ORIO AL SERIO	71 672	57 952	129 624	1.3%
18	FI	HELSINKI-VANTAA	60 252	57 765	118 017	33.9%
19	IT	GENOVA/SESTRI	68 268	43 096	111 364	:
20	EL	ATHENS	45 344	58 745	104 089	-20.8%
21	PT	LISBOA	46 649	48 642	95 291	1.9%
24	SE	GOTEBORG/LANDVETTER	31 506	34 965	66 471	12.8%
26	HU	BUDAPEST/FERIHEGY	21 239	39 193	60 432	19.6%
32	CZ	PRAHA/RUZYNE	25 105	26 493	51 598	11.6%
38	CY	LARNAKA	16 491	19 617	36 108	17.6%
41	IE	DUBLIN	16 081	17 790	33 871	237.2%
43	PL	WARSZAWA/OKECIE	15 827	15 596	31 423	-30.9%
58	MT	MALTA/LUQA	8 398	7 549	15 948	-3.5%
83	LV	RIGA AIRPORT	1 460	6 866	8 326	-38.5%
92	DK	BILLUND	4 296	1 456	5 752	-1.6%
95	LT	VILNIUS INTL	1 740	3 443	5 183	-0.7%
99	EE	TALLINN/ULEMISTE	2 007	2 991	4 998	-1.0%
100	SI	LJUBLJANA	2 556	2 427	4 983	-3.0%

Table 13 shows the share by world region of international extra-EU freight transport, which was 79% of all freight transport of EU airports in 2004. Like passenger transport, growth in freight transport was recorded for all world regions in 2004. The highest increase of 54% was for the Asian Republics of the Ex-USSR, followed by East Africa with 29% and Central Africa with 23%. In terms of tonnage transported, the top 3 regions were North America with 2.6 million tonnes (31% of the total), followed by the Far East and Near and Middle East with 2.3 and 1.2 million tonnes respectively. No

other region reported more than half a million tonnes. Overall the balance between tonnes loaded and unloaded was fairly equal but there were marked differences for some regions. Regions, where of the total freight 60% or more was unloaded at EU airports, were East Africa, the Asian Republics of the Ex-USSR and the Indian Sub-Continent. In contrast, for Central Africa, West Africa and Central America and Caribbean, the share of loaded freight at EU airports was over 60%.

Table 13: International extra-EU freight and mail transport by world region, 2004 (in tonnes)

World regions	Loaded	Unloaded	Total	Growth 2003-2004 Total	Share in total extra-EU
Total Extra EU	4 101 080	4 349 157	8 450 237	11.2%	100.0%
North America	1 443 834	1 204 786	2 648 620	7.3%	31.3%
Far East	1 002 179	1 269 544	2 271 723	16.2%	26.9%
Near and Middle East	543 928	611 302	1 155 230	8.4%	13.7%
Europe other than EU-25	212 427	201 487	413 914	14.1%	4.9%
South America	169 154	211 949	381 102	18.4%	4.5%
Indian Sub-Continent	135 215	200 533	335 748	4.8%	4.0%
Southern Africa	130 532	151 582	282 114	1.7%	3.3%
North Africa	89 542	98 170	187 713	8.3%	2.2%
East Africa	52 113	125 672	177 785	28.8%	2.1%
West Africa	103 817	65 327	169 145	9.2%	2.0%
Central America and Caribbean	96 063	61 534	157 597	6.4%	1.9%
Asian Republics of the Ex-USSR	48 131	95 536	143 667	54.4%	1.7%
Australasia, S. Sea Is. & Antarctica	42 410	35 476	77 886	11.5%	0.9%
Central Africa	30 201	9 474	39 675	23.3%	0.5%
Unknown	1 534	6 785	8 318	-50.9%	0.1%

Air transport in the candidate countries

Table 14: Overview of air transport in Bulgaria, Romania and Turkey

	Passenger transport in 1000						Freight and mail transport in tonnes					
	Total transport		National transport		International transport		Total transport		National transport		International transport	
	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004
BG	4 321	20.9%	:	:	:	:	17 176	10.6%	:	:	:	:
RO	3 192	17.5%	209	17.1%	2 983	17.5%	19 352	22.3%	388	19.4%	18 964	22.3%
TR	44 373	31.8%	:	:	:	:	328 006	17.5%	:	:	:	:

Turkish airports recorded 44.4 million passengers (a 31.8% increase compared to 2003). This is similar to the number recorded by the Netherlands in 2004 which was in 6th place in terms of the total number of passengers carried. The transport of 328 thousand tonnes of freight reported by Turkey in 2004 also makes this country an important player in this field. Only eight of the 25 EU countries recorded tonnages higher than Turkey.

Bulgaria reported 4.3 million passengers in 2004, a 20.9% increase compared to 2003, continuing the growth registered the previous year (15.9% over 2002). The increasing number of tourists flying to Bulgarian Black Sea coast played a significant role on these figures.

Air passenger transport in Romania is less important than Bulgaria despite its population being about three times bigger. An increase of 10.6% was registered in 2004 for a total amount of 3.2 million passengers. However, the tonnage of

freight transported by Romania of 19 352 tonnes (an increase of 22% compared to 2003) was greater than that reported by Bulgaria.

The three main airports in Bulgaria continued their rapid growth in passenger numbers noted the previous year. Numbers reported for Burgas airport, situated by the Black Sea coast, increased by 33.7% in 2003 compared to 2002 and by 32% in 2004 over 2003. As a result, Burgas airport became the second largest reporting airport in Bulgaria, Varna airport moving to 3rd position. Sofia was the most important airport for freight, transporting 84% of the total freight traffic reported by Bulgaria in 2004.

In Romania, Bucharest airport continued to dominate air transport although the other two main airports registered very high growth rates (over 50%). In 2004, Bucharest reported 81.5% of the passenger traffic and 85% of the freight transport of Romania.

Increases in passenger transport of 31% compared with 2003 were recorded for Istanbul/Ataturk and Antalya in 2004. These two airports accounted for two-thirds of air passengers reported by Turkey. Passenger traffic at the third airport, Ankara/Esenboga, increased by 17.7% in 2004 compared with the slight decrease (-2%) registered the previous year. The freight traffic at Istanbul/Ataturk airport, which increased by 15%, was 81% of the total reported by Turkey in 2004. Significant growth in freight transport of 44% was registered at Ankara/Esenboga and of 28% at Antalya.

Table 15: Top 3 airports in Bulgaria, Romania and Turkey

Major airports	Passengers		Freight and mail	
	2004 (in 1000)	Growth 2003-2004	2004 (in tonnes)	Growth 2003-2004
BG SOFIA	1 595	19.3%	14 470	5.2%
BURGAS	1 353	31.9%	899	41.6%
VARNA	1 337	12.7%	136	:
RO BUCURESTI/OTOPENI	2 600	15.8%	16 455	16.2%
TIMISOARA/GIARMATA	280	51.8%	862	153.5%
CLUJ-NAPOCA/SOMESENI	163	79.5%	138	283.3%
TR ISTANBUL/ATATURK	15 601	30.8%	266 659	15.3%
ANTALYA	13 656	31.7%	6 731	28.3%
ANKARA/ESENBOGA	3 276	17.7%	26 985	43.6%

Air transport in Iceland, Norway and Switzerland

Table 16: Overview of air transport in Iceland, Norway and Switzerland

	Passenger transport in 1000						Freight and mail transport in tonnes					
	Total transport		National transport		International transport		Total transport		National transport		International transport	
	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004	2004	Growth 2003-2004
IS	2 701	17.0%	:	:	:	:	59 181	30.4%	:	:	:	:
NO ¹	19 621	4.2%	10 978	1.8%	8 643	7.5%	83 600	1.2%	31 167	-6.7%	52 432	6.7%
CH	26 567	3.5%	740	-10.9%	25 827	4.0%	319 083	-0.8%	6 556	1.0%	312 526	-0.8%

¹Freight and mail: Flight stage declarations

Switzerland registered a small increase (3.5%) in passenger numbers in 2004 compared to 2003 but this was not enough to compensate for the decrease of 4.3% between 2002 and 2003. The recovery was in international transport but numbers in national transport continued to fall. The pattern of change for Switzerland was mirrored by two of the top three airports, Zurich and Bale. Geneva/Cointrin grew by 6.8% continuing the growth of 5.3% reported the previous year. Zurich airport transported 79% of the freight of Switzerland, although registering a 3% decline compared to 2003 and leading to the slight fall of -0.8% in total freight transport recorded for Switzerland. Freight transport increased by 2.4% at Geneva/Cointrin and by 14.5% at Bale.

Fifty six percent of the passengers recorded at Norwegian airports were traveling on domestic flights. National passenger numbers increased by 1.8% but international passengers grew by 7.5%, resulting in a 4.2% increase overall. Each of the top 3 Norwegian airports recorded an increase in 2004 compared to 2003. A 6.7% increase in international freight transport was matched by a similar decrease in national freight transport, resulting in an overall increase of 1%. Oslo/Gardermoen reported 67% of all passengers and 87% of freight for Norway in 2004; this airport recorded a small growth in freight transport but there were declines at the 2 other top 3 airports in Norway.

In 2004 in Iceland passenger numbers were 2.7 million, an increase of 17% compared to 2003. Freight transport increased by 30% to 59 thousand tonnes. Keflavik airport registered 70% of passengers and 95% of freight reported by Iceland in 2004. Although passenger numbers increased at the top 3 airports, freight transport declined at Reykjavik and Akureyri.

Table 17: Top 3 airports in Iceland, Norway and Switzerland

Major airports	Passengers		Freight and mail	
	2004 (in 1000)	Growth 2003- 2004	2004 (in tonnes)	Growth 2003- 2004
IS KEFLAVIK	1 889	20.9%	56 281	32.8%
REYKJAVIK	379	9.2%	1 329	-8.2%
AKUREYRI	175	1.8%	539	-16.3%
NO ¹ OSLO/GARDERMOEN	13 187	4.5%	73 056	2.4%
BERGEN/FLESLAND	3 466	4.6%	6 681	-2.8%
TRONDHEIM/VAERNES	2 720	2.9%	5 020	-7.0%
CH ZURICH	17 133	1.5%	251 458	-3.1%
GENEVE/COINTRIN	8 565	6.8%	40 215	2.4%
BALE ²	1 269	4.3%	33 854	14.5%

¹Freight and mail: Flight stage declarations

²Basel airport data includes only Swiss traffic

➤ ESSENTIAL INFORMATION – 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.

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.

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.

2003 data

Denmark, Estonia, Ireland, Latvia, Luxembourg and Sweden only provided Flight Stage data.

Poland, Slovenia and Bulgaria provided only airport declarations.

2004 data

Luxembourg only provided Flight Stage data.

Due to derogations granted to several Swedish airports for the provision of OFOD declarations, the Swedish Flight Stage declarations have been used.

Bulgaria provided only airport declarations.

Growth rates 2003/2004

Regarding data availability the growth rates 2003/2004 have been calculated using Flight stage data for Denmark, Estonia, Ireland, Latvia; Luxembourg, Sweden and using airport declarations for Poland and Slovenia.

EU-25 aggregate

The growth rates have been estimated taking into account the previous remarks.

Belgium: Because of derogations granted to other airports Belgian 2003 data refer to Brussels airport only and 2004 data to Brussels and Charleroi.

Estonia: Estonian data refer to Tallinn/Ülemiste airport only.

Ireland: Because of derogations granted to other airports Irish data refer to Dublin, Shannon and Cork airports.

Latvia: Latvian data refer to Riga airport only.

Lithuania: Lithuanian data refer to Vilnius Intl. airport only.

Hungary: Hungarian data refer to Budapest/Ferihegy airport only.

Luxembourg: Luxembourgish data refer to Luxembourg airport only.

Malta: Maltese data refer to Malta/Luqa airport only.

Poland: Because of derogations granted to other airports Polish 2004 data refer to Warszawa/Okecie airport only.

Slovenia: Slovenian data refer to Ljubljana airport only.

Slovakia: Slovakia provided data at country level.

World regions

The component countries comprising the world regions as defined for Tables 8 and 13 relating to international air transport can be obtained upon request. The 'world regions' as defined in this publication correspond to the nomenclature used by Eurostat (OJ L313, 28.11.2003 – Commission Regulation (EC) 2081/2003 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-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.

The total intra-EU25 aggregate has been calculated excluding double counting.

Table 4 and table 7

The total figures for each pair of airports have been calculated by adding the "Departure" (or their estimates) of the two airports concerned.

Table 5

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

Table 8 and table 13

Poland and Slovenia having provided airport declarations in 2003 (no breakdown by partner airport) the growth rates 2003/2004 have been calculated excluding Poland and Slovenia in both years.

Table 16 and 17











For Iceland airport declarations have been used

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

Further information:

Databases: [EUROSTAT Website/Home page/Data](#)

Transport

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-  **Road transport**
-  **Inland waterways transport**
-  **Oil pipeline transport**
-  **Maritime transport**
-  **Air transport**
-  **Transport measurement - passengers**
-  **Transport measurement - freight and mail**
-  **Various/other transport data**

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