EUROSTAT

Air transport statistics

Highlights

In 2018, 1 106 million people in the EU travelled by air, an increase of 6.0 % compared with 2017.

In 2018, London Heathrow recorded the highest number of air passengers (80 million), followed

by Paris Charles de Gaulle (72 million).

In 2018, Frankfurt/Main became the main European airport for freight and mail.

2017/2018 growth in total passenger air transport by Member State (in %)

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EU-

28LTSKPLLVEEHUMTLUFIHRATCZBGELROSIPTCYITIEESFRDENLDKBEUKSE%02468101214161

820

- *Source: Eurostat (online data code: avia_paoc)*

This article analyses recent data on air transport in the European Union (EU), both for passengers and

freight and mail. It presents data on air passengers transported, showing the slight increase observed

at EU-28 level between 2017 and 2018. The role of air transport in freight transport is less pronounced,

as aircraft are an expensive transport mode in terms of tonne-kilometres and only competitive for longer

distances and relatively light high-value or perishable goods.

The article distinguishes national (domestic), intra- and extra-EU transport, and also takes a look at the

relative importance and ranking of airports.

Full article

Progressive growth in air transport of passengers in the course of 2018

Progressive growth in air transport of passengers in the course of 2018

In 2018, the total number of passengers travelling by air in the European Union could be established at 1 106 million, an increase of 6.0% compared with 2017 as presented in Table 1.

Figure 1 shows the total growth of air passengers by Member State between 2017 and 2018. The disparity is particularly marked at country level, with year-on-year growths ranging from 1.3% in Sweden to +19.2% in Lithuania.
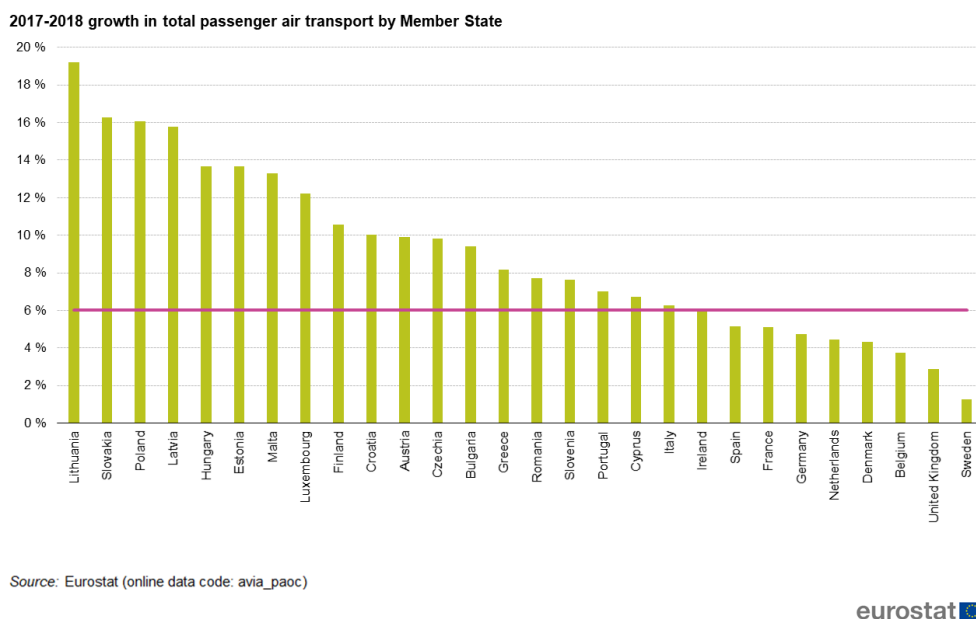

2017-2018 growth in total passenger air transport by Member State

Source: Eurostat (online data code: avia_paoc)

eurostat

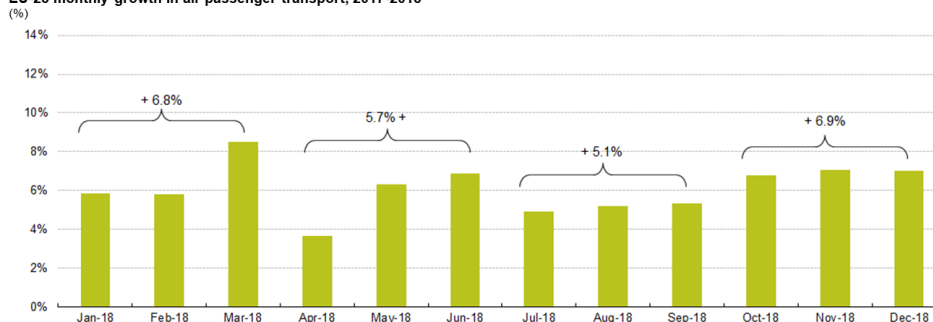Figure 1: 2017/2018 growth in total passenger air transport by Member State (in %)

Source: Eurostat (avia_paoc)

In 2018, London/Heathrow remained the largest EU-28 airport in terms of passenger transport. Frankfurt Main became the main European airport for freight and mail after 3 consecutive years where Paris/Charles de Gaulle was on the top (see tables 3 and 5).

Figure 2 shows the year-on-year monthly growth in air passenger transport for 2018 in the EU-28. It underlines the continued growth in air transport passengers in 2018: the four quarters of 2018 show an increase of the growth compared to the corresponding quarters of 2017 (+6.8%, +5.7%, +5.1% and +6.9% respectively).

+ 6.8%   5.7% +   + 5.1%   + 6.9%

Jan-18 Feb-18 Mar-18 Apr-18 May-18 Jun-18 Jul-18 Aug-18 Sep-18 Oct-18 Nov-18 Dec-18

Source: Eurostat (online data code: avia_paoc)

eurostat

Figure 2: EU-28 monthly growth in air passenger transport, 2017/2018

Source: Eurostat (avia_paoc)

Overview of EU-28 air passenger transport by Member States in 2018: passengers carried
(Thousands)

		Total transport		National transport		International intra-EU-28 transport		International extra-EU-28 transport	
		Number of passengers	Growth (%) 2017-2018	Number of passengers	Growth (%) 2017-2018	Number of passengers	Growth (%) 2017-2018	Number of passengers	Growth (%) 2017-2018
EU-28[1]		1 105 937	6.0	181 850	3.6	513 531	4.6	410 555	9.1
Belgium	BE	34 506	3.7	9	-10.9	24 717	0.8	9 781	11.9
Bulgaria	BG	12 138	9.4	315	12.5	9 414	10.6	2 408	4.5
Czechia	CZ	17 838	9.8	62	-8.5	12 200	7.2	5 577	16.2
Denmark	DK	34 701	4.3	1 947	-0.2	23 475	3.3	9 279	8.2
Germany	DE	222 422	4.7	23 626	-0.9	123 158	4.5	75 638	7.0
Estonia	EE	2 996	13.7	28	13.3	2 330	11.2	638	23.6
Ireland	IE	36 345	6.0	99	13.6	29 906	4.1	6 341	15.9
Greece	EL	54 259	8.1	8 554	2.6	36 699	10.1	9 006	5.9
Spain	ES	220 611	5.1	40 057	10.8	148 341	3.2	32 213	7.7
France	FR	161 991	5.1	31 035	3.4	72 894	4.8	58 062	6.5
Croatia	HR	9 731	10.0	528	0.4	7 498	9.1	1 705	18.3
Italy	IT	153 352	6.3	32 183	3.4	90 443	5.5	30 727	11.7
Cyprus	CY	10 927	6.7	0	-	7 424	9.0	3 503	2.2
Latvia	LV	7 037	15.8	11	67.6	4 984	12.9	2 043	23.2
Lithuania	LT	6 254	19.2	0	1547.8	4 681	17.0	1 573	26.5
Luxembourg	LU	3 989	12.2	1	-31.1	3 599	12.0	389	14.8
Hungary	HU	15 176	13.7	0	30.6	11 530	8.7	3 646	32.9
Malta	MT	6 806	13.3	0	5042.9	6 179	12.4	627	22.7
Netherlands	NL	79 644	4.5	3	21.4	50 088	3.6	29 553	6.0
Austria	AT	31 138	9.9	585	10.1	21 267	8.7	9 286	12.8
Poland	PL	43 746	16.1	1 905	-13.9	31 401	12.0	10 440	40.4
Portugal	PT	51 018	7.0	5 170	4.3	36 156	5.9	9 692	13.2
Romania	RO	19 317	7.7	1 420	3.7	15 191	5.9	2 706	21.7
Slovenia	SI	1 811	7.6	0*	-	1 111	10.1	700	3.9
Slovakia	SK	2 794	16.3	21	-14.5	2 003	11.7	771	31.5
Finland	FI	22 174	10.6	2 992	8.4	13 579	8.8	5 603	16.3
Sweden	SE	38 945	1.3	7 640	-2.8	23 710	1.0	7 595	6.7
United Kingdom	UK	272 190	2.9	23 661	1.0	167 477	1.4	81 053	6.6

(1) Double counting is excluded in the intra-EU-28 and total EU-28 aggregates by taking into consideration only departure declarations.
0 less than 500 passengers carried
(-) not applicable
0* real zero no passengers carried

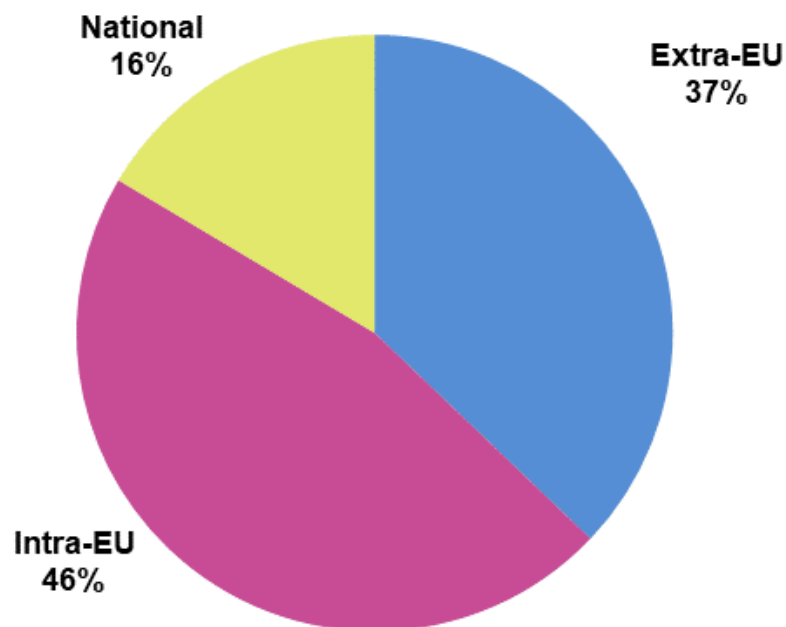Source: Eurostat (online data code: avia_paoc)

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Table 1: Overview of EU-28 air passenger transport by Member States in 2018: passengers carried (in 1000)

Source: Eurostat (avia_paoc)

Total passenger transport to/from Intra-EU-28 represented almost half of the total air passenger transport

Figure 3 indicates that the intra-EU share in total transport could be established at 46%. It was the main destination ahead of extra-EU transport (37%) and domestic passenger transport (17%).

Source: Eurostat (online data code: avia_paoc)

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Figure 3: Overview of EU-28 air passenger transport in 2018

Source: Eurostat (avia_paoc)

International intra-EU traffic at country level, as set out in Table 2, shows that for 2018, the top ten country-to-country flows in general remained stable compared with 2017. The United Kingdom is the

country the most represented, being involved in half of the top ten routes. All routes are showing increases between 2017 and 2018 with the exception of the most important route, United Kingdom – Spain, that show a 3% decrease.

Intra-EU traffic at country level: Top-10 country pairs represent almost 40 % of 2018 intra-EU traffic

Rank	Country pairs		2017		2018	
			Passengers carried (in 1000)	Share in total intra-EU (%)	Passengers carried (in 1000)	Share in total intra-EU (%)
1	United Kingdom	Spain	45 392	9.6	44 036	8.9
2	Spain	Germany	28 534	6.0	29 579	6.0
3	United Kingdom	Italy	15 106	3.2	15 819	3.2
4	United Kingdom	Germany	14 608	3.1	15 092	3.0
5	Italy	Spain	13 982	3.0	15 262	3.1
6	Italy	Germany	14 062	3.0	14 389	2.9
7	France	Spain	13 658	2.9	14 582	2.9
8	United Kingdom	France	13 478	2.8	13 466	2.7
9	United Kingdom	Ireland	12 856	2.7	13 017	2.6
10	Italy	France	11 431	2.4	11 912	2.4

Note: See methodological notes
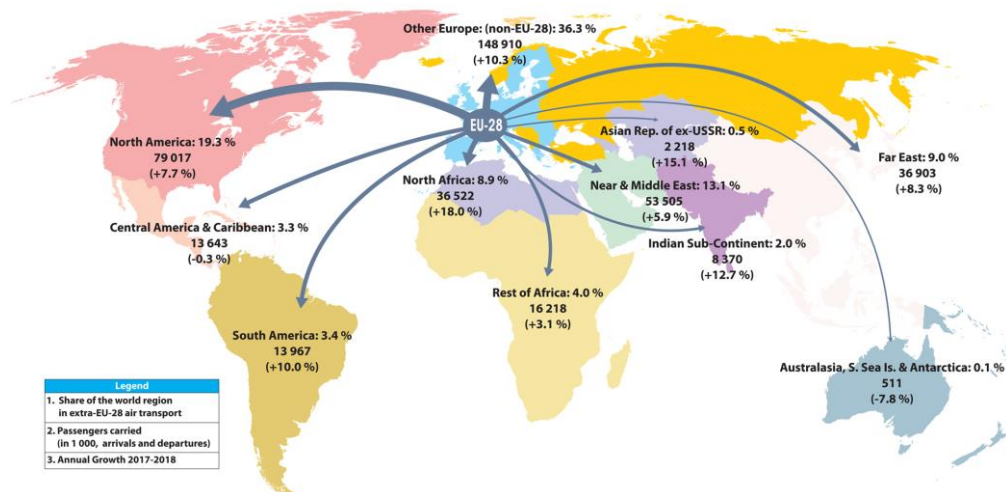Source: Eurostat (online data code: avia_paocc)

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Table 2: Intra-EU traffic at country level: top-10 country pairs represent 40 % of 2018 intra-EU traffic

Note: See methodological notes

Source: Eurostat (avia_paocc)

Map 1 gives an overall picture of the extra-EU market. With a 18% increase between 2017 and 2018, 'North Africa' is the partner world region with the highest increase for EU passenger transport. The highest and continued decrease of Australia – 7.8% could be partially linked to the increase in Middle East (+5.9%) – more passengers taking indirect flight to Australia changing in Near and Middle East airports. 'Asian Republics of the Ex-USSR ' also recorded an important increase after a several years decrease +15.1%.

Other Europe: (non-EU-28): 36.3 %
148 910
(+10.3 %)

Asian Rep. of ex-USSR: 0.5 %
2 218
(+15.1 %)

EU-28

Far East: 9.0 %
36 903
(+8.3 %)

North America: 19.3 %
79 017
(+7.7 %)

North Africa: 8.9 %
36 522
(+18.0 %)

Near & Middle East: 13.1 %
53 505
(+5.9 %)

Central America & Caribbean: 3.3 %
13 643
(-0.3 %)

Indian Sub-Continent: 2.0 %
8 370
(+12.7 %)

Rest of Africa: 4.0 %
16 218
(+3.1 %)

South America: 3.4 %
13 967
(+10.0 %)

Australasia, S. Sea Is. & Antarctica: 0.1 %
511
(-7.8 %)

Legend
1. Share of the world region in extra-EU-28 air transport
2. Passengers carried (in 1 000, arrivals and departures)
3. Annual Growth 2017-2018

Map 1: Extra-EU-28 transport of passengers in 2018

Source: Eurostat (avia_paexcc)

Table 3 shows that London Heathrow still predominates among EU-28 airports, with the highest total of passengers transported by air (80 million passengers in 2018). It was followed by Paris Charles de Gaulle (72 million), Amsterdam Schiphol (71 million), Frankfurt Main (69 million) and Madrid Barajas (56 million), the sole airports registering over 50 million passengers.

Top airports in the EU-28 in terms of total passengers carried in 2018

Rank	Country	Airport	Total air transport (in 1000 passengers)	of which			Growth of total air transport 2017-2018 (%)	Total number of passenger flights (in 1000)	Growth of total number of flights 2017-2018 (%)
				National air transport	International intra-EU-28 air transport	International extra-EU-28 air transport			
1	UK	LONDON/HEATHROW	80 100	4 793	27 730	47 577	2.7	477	1.2
2	FR	PARIS/CHARLES DE GAULLE	72 196	6 472	28 257	37 468	4.0	451	1.0
3	NL	AMSTERDAM/SCHIPHOL	70 979	1	42 151	28 828	3.7	487	1.1
4	DE	FRANKFURT/MAIN	69 386	7 601	30 684	31 102	7.8	483	8.0
5	ES	MADRID/BARAJAS	56 478	15 952	24 769	15 758	8.6	380	6.2
6	ES	BARCELONA/EL PRAT	49 594	13 427	27 190	8 978	6.0	318	3.9
7	DE	MÜNCHEN	46 206	9 662	22 951	13 593	3.8	394	2.2
8	UK	LONDON/GATWICK	46 081	3 729	28 633	13 719	1.2	283	0.1
9	IT	ROMA/FIUMICINO	42 894	11 464	18 056	13 374	5.0	308	4.3
10	FR	PARIS/ORLY	33 115	14 125	11 354	7 636	3.4	229	0.0
11	IE	DUBLIN	31 225	98	25 257	5 870	6.4	218	5.0
12	DK	KØBENHAVN/KASTRUP	30 192	1 836	19 746	8 609	3.7	254	2.6
13	ES	PALMA DE MALLORCA	29 069	7 012	20 833	1 224	4.0	207	6.8
14	PT	LISBOA	29 046	3 633	17 887	7 526	8.9	216	9.2
15	UK	MANCHESTER	28 256	2 552	17 778	7 926	1.7	193	-0.9
16	UK	LONDON/STANSTED	27 995	1 945	23 964	2 086	8.1	176	8.6
17	AT	WIEN/SCHWECHAT	27 025	581	17 546	8 897	11.1	234	7.6
18	SE	STOCKHOLM/ARLANDA	26 841	5 285	15 221	6 335	1.0	231	-1.6
19	BE	BRUSSELS/NATIONAL	25 637	3	17 174	8 461	3.5	208	-1.6
20	DE	DÜSSELDORF	24 256	4 184	12 530	7 542	-1.4	209	-1.4
21	IT	MILANO/MALPENSA	24 148	4 017	12 327	7 804	9.6	178	8.8
22	EL	ATHINAI/ELEFTHERIOS VENIZELOS	24 130	7 736	11 278	5 116	11.1	205	11.4
23	DE	BERLIN/TEGEL	21 991	8 112	9 958	3 921	7.5	180	8.0
24	FI	HELSINKI/VANTAA	20 990	2 976	12 510	5 505	10.6	181	9.0
25	ES	MALAGA/COSTA DEL SOL	18 927	2 738	14 680	1 510	1.9	130	3.9
26	PL	WARSZAWA/CHOPINA	17 772	1 749	10 213	5 810	12.8	172	7.2
27	DE	HAMBURG	17 198	5 161	8 551	3 487	-2.2	139	-3.7
28	CZ	PRAHA/RUZYNE	16 810	29	11 536	5 245	9.4	139	5.7
29	UK	LONDON/LUTON	16 767	1 197	13 685	1 884	4.9	105	0.5
30	HU	BUDAPEST/LISZT FERENC INTERNAT	14 801	0	11 226	3 575	13.6	102	12.6
34	RO	BUCURESTI/HENRI COANDA	13 819	1 379	10 145	2 295	7.9	114	5.6
55	CY	LARNAKA	8 057	0	4 979	3 078	4.3	58	3.4
60	LV	RIGA	7 037	11	4 984	2 043	15.8	78	13.0
61	BG	SOFIA	6 932	309	5 621	1 002	7.0	52	4.8
63	MT	LUQA	6 806	0	6 179	627	13.3	47	14.5
83	LT	VILNIUS	4 920	0	3 538	1 382	30.9	42	20.1
91	LU	LUXEMBOURG	3 988	0	3 599	389	12.2	55	8.1
96	HR	ZAGREB/PLESO	3 322	499	1 877	946	7.8	38	4.5
106	EE	LENNART MERI TALLINN	2 996	28	2 330	638	13.7	40	8.3
125	SK	BRATISLAVA/M.R.STEFANIK	2 273	13	1 606	654	17.9	29	86.6
139	SI	LJUBLJANA/BRNIK	1 811	0*	1 111	700	7.6	25	3.8

0 less than 500 passengers carried
(-) not applicable
0* real zero no passengers carried

Source: Eurostat (online data code: avia_paoa)

eurostat

Table 3: Top airports in the EU-28 in terms of total passengers carried in 2018

Source: Eurostat (avia_paoa)

Although for a number of airports, total number of flights decreased (5 airports out of 41), total passenger numbers increased in 2018 compared with 2017 for almost all airports. There was a slight decrease for only two airports, Hamburg (-2.2%) and Düsseldorf (-1.4%).

Map 2 presents the top ten airport pairs within the EU-28. It is worth noting that all but one route are domestic ones. The route between Paris/Orly and Toulouse shows a decrease of 1.9% in 2018, contrasting with the 17.1% rise observed for the route between Berlin and Frankfurt Main.
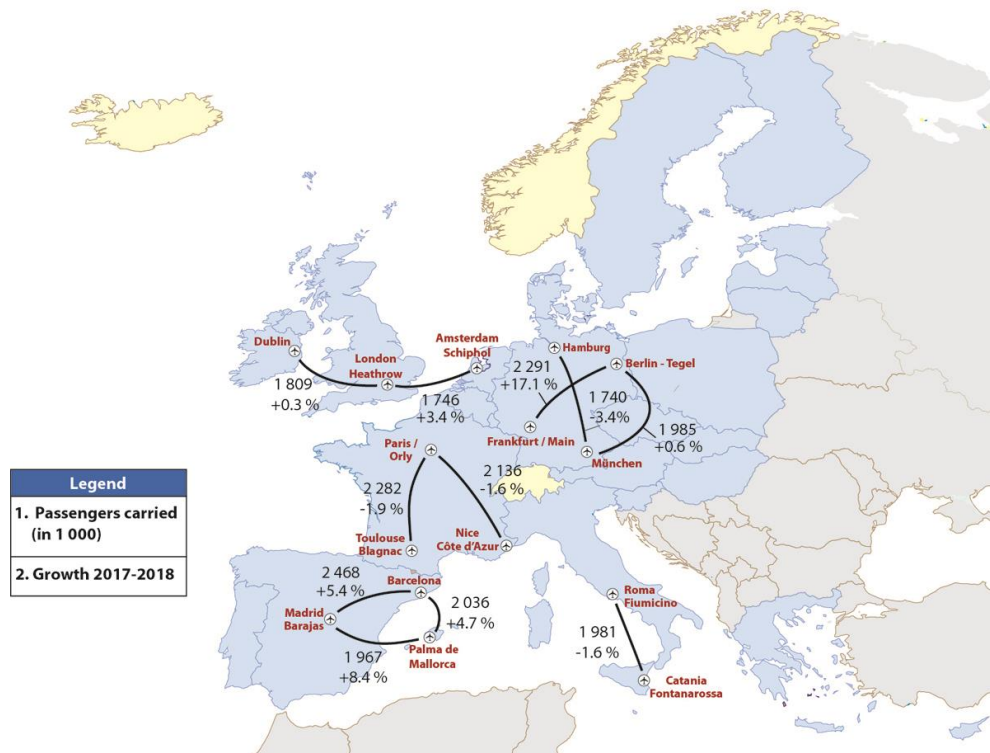
Map 2: Top ten airport pairs within the EU-28 in 2018

Source: avia_par

Air freight and mail transport: increasing international transport between 2017 and 2018

The growing importance of the international transport segment is reflected in air freight and mail transport figures at EU level. Growths of 1.9% and 2.5% were recorded for total transport and extra-EU transport respectively in 2018 compared with 2017. Compared with previous year where an increase of 4.9% and 1.6% were recorded, domestic and intra-EU freight and mail transport recorded decreases of 0.7% and 0.5% between 2017 and 2018. Table 4 shows that the evolution of freight and mail transport by air between 2017 and 2018 varies significantly at country level, with growths ranging from -14.2% in Bulgaria, to +40.3% in Greece.

Overview of EU-28 air freight and mail transport by Member States in 2018: freight and mail loaded/unloaded
(Tonnes)

		Total transport		National transport		International intra-EU-28 transport		International extra-EU-28 transport	
		Volume of freight and mail	Growth (%) 2017-2018	Volume of freight and mail	Growth (%) 2017-2018	Volume of freight and mail	Growth (%) 2017-2018	Volume of freight and mail	Growth (%) 2017-2018
EU-28[1]		16 625 168	1.9	562 948	-0.7	2 683 264	-0.5	13 378 957	2.5
Belgium	BE	1 416 428	13.2	223	97.3	405 572	8.1	1 010 633	15.4
Bulgaria	BG	29 867	-14.2	54	58.8	17 380	5.2	12 433	-31.9
Czechia	CZ	90 526	1.4	1 236	1 570.3	45 305	6.0	43 985	-5.3
Denmark	DK	242 068	2.6	975	197.3	72 071	6.5	169 022	0.6
Germany	DE	4 842 716	1.5	130 996	2.2	1 157 114	1.6	3 554 606	1.4
Estonia	EE	11 475	2.2	0	-	9 755	12.8	1 719	-33.4
Ireland	IE	156 265	-4.2	4 932	3.2	72 648	0.6	78 685	-8.6
Greece	EL	96 889	40.3	6 595	88.2	48 445	28.3	41 849	50.5
Spain	ES	806 518	8.6	59 093	-3.2	210 179	4.3	537 246	12.0
France	FR	2 407 878	-1.7	186 941	-1.7	489 919	-13.2	1 731 018	2.1
Croatia	HR	11 934	25.5	401	-15.6	5 399	12.7	6 134	44.6
Italy	IT	1 066 221	-1.1	49 727	0.7	292 496	-1.7	723 998	-0.9
Cyprus	CY	32 186	4.2	0	-	21 870	3.7	10 316	5.3
Latvia	LV	24 628	16.1	0	-	12 853	13.0	11 775	19.8
Lithuania	LT	16 779	11.4	0	-100.0	12 698	5.4	4 081	35.7
Luxembourg	LU	895 004	0.3	1	0.0	46 258	-9.9	848 745	0.9
Hungary	HU	101 411	16.2	1	-	49 162	2.6	52 248	32.8
Malta	MT	17 677	9.2	0	-	12 450	7.9	5 227	12.2
Netherlands	NL	1 854 272	-0.6	768	-	68 640	-8.6	1 784 864	-0.3
Austria	AT	237 701	4.4	93	-16.2	56 589	0.6	181 019	5.7
Poland	PL	135 691	11.9	582	-7.9	66 474	10.3	68 634	13.6
Portugal	PT	173 493	5.3	14 197	1.2	61 314	5.3	97 982	6.0
Romania	RO	45 310	8.7	892	171.1	31 344	3.5	13 074	18.1
Slovenia	SI	12 337	2.6	0	-	10 041	1.5	2 296	7.5
Slovakia	SK	24 565	-9.6	3	50.0	21 998	-13.4	2 563	44.6
Finland	FI	196 810	4.3	1 371	-34.1	56 129	-12.2	139 310	13.5
Sweden	SE	158 632	-0.3	11 054	-24.6	60 266	3.8	87 312	1.1
United Kingdom	UK	2 748 539	0.4	92 813	-4.2	497 542	3.7	2 158 184	-0.2

(¹) Double counting is excluded in the intra-EU-28 and total EU-28 aggregates by taking into consideration only departure declarations.
(-) not applicable
'0' means real zero

Source: Eurostat (online data code: avia_gooc)

eurostat

Table 4: Overview of EU-28 air freight and mail transport by Member States in 2018: freight and mail loaded/unloaded (in tonnes)

Source: Eurostat (avia_gooc)

In the EU-28, Paris/Charles de Gaulle became the second largest European airport for freight and mail after three consecutive years at the top. Frankfurt Main became the main European airport in terms of freight and mail loaded/unloaded. Among the top 20 airports, seven countries registered a decrease between 2017 and 2018 in terms of total freight and mail loaded/unloaded, particularly London/Stansted airport that recorded a decrease of 5.3%; -5.0% in number of freight flights.

Frankfurt-Hahn shows an increase of 33.9% in terms of freight and mail loaded/unloaded between 2017 and 2018.

Top-20 airports in the EU-28 in terms of total freight and mail loaded/unloaded in 2018
(Tonnes)

Rank	Country	Airport	Total air transport (in tonnes)	Freight and mail loaded	Freight and mail unloaded	Growth of total freight transport 2017-2018 (%)	Total number of freight flights (in 1000)	Growth of total number of freight flights 2017-2018 (%)
1	DE	FRANKFURT/MAIN	2 175 720	1 115 317	1 060 403	-0.8	22	1.9
2	FR	PARIS/CHARLES DE GAULLE	2 123 836	1 106 125	1 017 711	-1.7	27	0.9
3	UK	LONDON/HEATHROW	1 783 369	912 473	870 896	-0.5	3	0.6
4	NL	AMSTERDAM/SCHIPHOL	1 729 618	851 887	877 731	-2.7	15	-10.6
5	DE	LEIPZIG/HALLE	1 209 292	634 006	575 286	7.0	46	14.1
6	LU	LUXEMBOURG	895 003	451 127	443 876	0.3	10	5.8
7	DE	KÖLN/BONN	844 290	434 173	410 117	2.7	31	1.6
8	BE	LIEGE	799 447	417 904	381 543	14.9	23	-13.4
9	BE	BRUSSELS	586 894	312 976	273 918	10.7	14	8.7
10	IT	MILANO/MALPENSA	577 421	338 807	238 614	-2.1	12	14.6
11	ES	MADRID/BARAJAS	492 164	255 602	236 562	9.4	11	10.0
12	DE	MÜNCHEN	368 134	208 974	159 160	-2.8	4	-0.2
13	UK	EAST MIDLANDS	354 498	174 315	180 183	2.5	22	4.2
14	UK	LONDON/STANSTED	241 649	88 656	152 993	-5.3	10	-5.0
15	AT	WIEN/SCHWECHAT	229 607	105 632	123 974	4.0	4	-4.7
16	DK	KØBENHAVN/KASTRUP	224 627	130 329	94 298	2.4	6	1.9
17	IT	ROMA/FIUMICINO	205 772	123 483	82 289	10.7	1	15.3
18	FI	HELSINKI/VANTAA	192 413	97 256	95 158	3.9	3	72.5
19	DE	FRANKFURT/HAHN	149 604	82 913	66 691	33.9	3	16.4
20	ES	BARCELONA/EL PRAT	149 216	77 216	72 000	7.4	4	3.0

Source: Eurostat (online data code: avia_gooa)

eurostat

Table 5: Top 20 airports in the EU-28 in terms of total freight and mail loaded/unloaded in 2018 (in tonnes)

Source: Eurostat (avia_gooa)

Air transport in EFTA and candidate countries

All EFTA and candidate countries recorded an increase in terms of passengers transported. The evolution of freight and mail transport by air in those countries between 2017 and 2018 varies significantly, with growths ranking from 1.4% in Switzerland, to +17.0% in North Macedonia (see table 6).

Overview of air passenger transport in EFTA and Candidate countries in 2018
(1000 passengers and tonnes)

	Passengers carried				Freight and mail loaded/unloaded			
	Total (in 1000)	Growth 2017-2018 (%)	National transport	International transport	Total (in tonnes)	Growth 2017-2018 (%)	National transport	International transport
ICELAND (¹)	10 166	22.2	365	9 802	56 889	7.6	441	56 448
NORWAY	40 030	3.3	15 928	24 102	174 840	3.3	13 513	161 327
SWITZERLAND	56 140	4.8	720	55 420	493 202	1.4	3 869	489 333
MONTENEGRO	2 440	12.3	0	2 440	915	5.3	0	915
NORTH MACEDONIA	2 153	15.7	0	2 153	3 298	17.0	0	3 298
TURKEY(²)	154 731	11.2	56 675	98 056	1 426 585	10.8	:	:

(¹) Break in time series: As of 2018, Iceland data include data on three airports: Akureyri, Keflavik and Reykjavik.

(²) Passengers: based on flight stage data; Freight and mail: total based on the addition of airport declarations
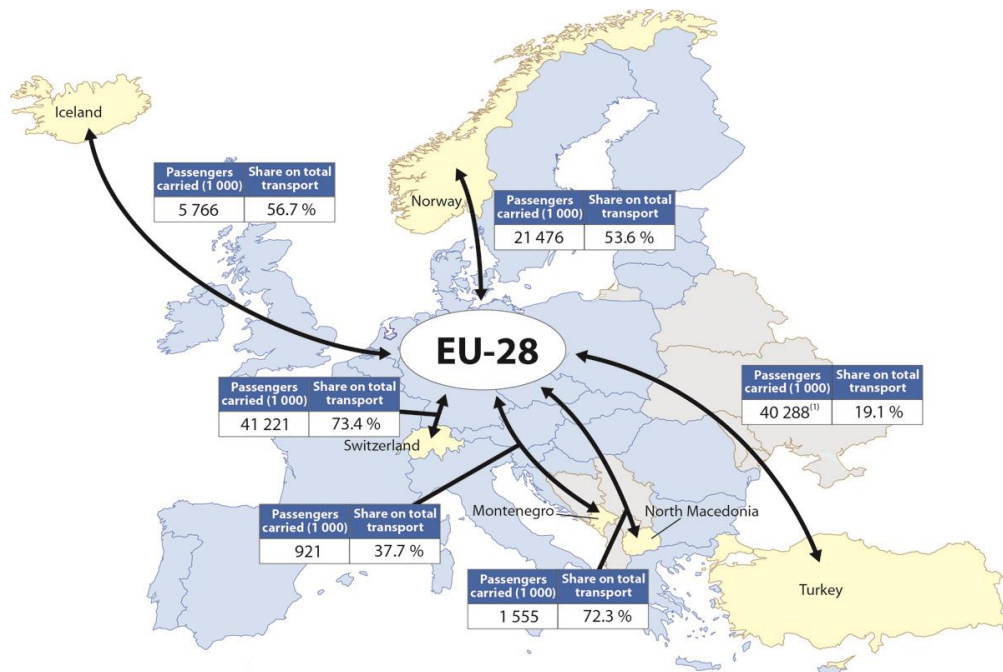
(:) not available

(0) real zero

Source: Eurostat (online data code: avia_paoc and avia_gooc)

eurostat

Table 6: Overview of air passenger transport in EFTA and Candidate countries in 2018 (in 1000 passengers and in tonnes)

Source: Eurostat (avia_paoc) Eurostat (avia_gooc)

Map 3: Air passenger transport flows between EFTA, candidate countries and the EU-28 in 2018 (in 1000 passengers)

Source: Eurostat (avia_paoc)

Source data for tables and graphs

- Air transport statistics 📊

Data sources

Main definitions

The definitions used for air transport statistics are included in Regulation (EC) No 1358/2003 of 31 July 2003 implementing Regulation (EC) No 437/2003 of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air. The main definitions are the following:

- On Flight Origin and Destination (OFOD):

Traffic on a commercial air service identified by a unique flight number subdivided by airport pairs in accordance with the point of embarkation and point of disembarkation on that flight. This is linked to the definition of passengers carried.

- Passengers carried:

Refers to all passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight. It includes all revenue and non-revenue passengers whose journey begins or terminates at the reporting airport and transfer passengers joining or leaving the flight at the reporting airport as well as transfer passengers. Direct transit passengers are excluded.

- Passengers on board (data for Turkey):

Refers to all passengers on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport. It includes all revenue and non-revenue passengers on board an aircraft during a flight stage as well as direct transit passengers (counted at arrivals and departures).

- Freight and mail loaded/unloaded:

All freight and mail loaded onto or unloaded from an aircraft. This excludes direct transit freight and mail. In principle, information provided in this article is based on On Flight Origin/Destination (OFOD) data. Only when OFOD data have not been reported have airport declarations been used.

- Airport coverage:

In principle, this article covers air transport to and from any airports in the reporting countries with more than 150 000 passengers annually.

Notes on some reporting countries

- Turkey: only provides flight stage data (Dataset A1) (in which there is no information on passenger carried and freight and mail loaded/unloaded) and airport declarations (Dataset C1) in which the partner airport is not provided. National and international transport cannot be calculated.

- Iceland: Break in time series: As of 2018, Iceland data include data on three airports: Akureyri, Keflavik and Reykjavik.

Double counting: the national aggregates and total intra-EU-28 aggregates exclude any double counting. It includes all the departures figures reported plus "a part of" arrivals declarations, "a part of" including those arrivals declarations for which the corresponding departures declarations of the partner airport are missing.

Table 1: the figures (and related shares) for the countries flows have been calculated by excluding the double counting at country-to-country route level. The figures are derived from table avia_paocc; the double counting for identical routes is excluded in order to obtain the correct total for country pairs. The data can be extracted from the aviation domain of the Eurostat on-line database or obtained upon request.

Map 1: the component countries comprising the world regions as defined for this map are based on the geonomenclature used by Eurostat for external trade statistics. The components of each world region can be extracted from the aviation domain of the Eurostat on-line database or obtained upon

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

Map 2: the total figures for each pair of airports have been calculated by adding together the 'Departures' declarations of the two airports concerned.

Map 3: the share of total transport represents, for each candidate country and each EFTA country, the share of total transport to/from EU countries. As indicated under the maps, transport to/from EU countries is sometimes estimated on the basis of mirror EU declarations.

Context

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