eurostat

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REFERENCE MANUAL ON AIR TRANSPORT STATISTICS

Version N°16

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INTRODUCTION

This document is the fifteenth version of the "Reference manual on Air transport statistics". This Reference manual contains three parts:

- Part I: METHODOLOGY, DEFINITIONS AND CLASSIFICATIONS
- Part II: DESCRIPTION OF THE DATA TREATMENT PROCESS: TRANSMISSION, VALIDATION, DISSEMINATION
- Part III: NATIONAL METHODOLOGIES

The objective of Part I is to give all necessary background information related to the implementation of the 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 as well as the subsequent implementing Commission Regulations 1358/2003, 546/2005 and 158/2007[1]. This part provides a description of the datasets structure, the definition of the statistical units and variables as well as the transmission of the datasets. It also provides an overview of voluntary data collection via the annual questionnaire on air transport.

Part II of the manual gives an overview over how the data are processed and disseminated by Eurostat. It includes the description of the aviation data integration process, as well as a description of the quality checks currently applied. The last section of this part is devoted to the dissemination channels used to disseminate air transport data.

Part III of the manual provides guidelines on the ESS Metadata Handler, countries' individual metadata and and information on how the CSNs (Country Specific Notes) are handled.

The Annex part contains all legal acts, lists of reporting airports and the last version of the Glossary.

The new structure of the questionnaire as well as the updated version of the Country Specific Notes have been detailed. Other amendments cover the revision of the EDAMIS data transmission procedure, the revision of the sub-chapter on SDMX and information regarding the EDAMIS naming Convention and the revision of the procedure on the selection of routes. In addition, more information on data validation in Edamis – structural and content validation – have been provided.

Finally, it has to be mentioned that Eurostat maintains a forum for air transport statistics on CIRCABC, where documents, publications and other relevant information on air transport statistics can be accessed: https://circabc.europa.eu ("Transport Statistics" interest group).

[1] All relevant legal acts are available in the Annexes (I -V).

PART I: METHODOLOGY, DEFINITIONS AND CLASSIFICATIONS

1 DESCRIPTION OF THE DATASETS

Regulation (EC) N°1358/2003, implementing Regulation N°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, mentions three datasets: the Flight Stage dataset, called A1, the On Flight Origin/Destination dataset, called B1, and the Airport dataset, called C1.

A1. This dataset contains periodic **Flight Stage data** registered for airport-to-airport routes, and broken down by arrivals/departures, scheduled/non-scheduled, passenger service/all-freight and mail service, airline information and aircraft type. The values provided concern passengers on board, freight and mail on board, commercial air flights as well as passenger seats available. Since the reference year 2004, data have to be provided on a monthly basis.

Variable	Elements	Coding detail	Nomenclature	Unit
TABLE_IDENTIFIER	Table	2-alpha	A1	
REF_AREA	Reporting country	2-alpha	Main ICAO nationality letters	
TIME_PERIOD	Year and month	7-digit	YYYY-M01, YYYY-M02… YYYY-M11, YYYY-M12 (e.g. 2022-M01)	
FREQ	Frequency	1-digit	M	
AIRPORT	Reporting airport	4-alpha	ICAO (Doc 7910)	
PART_AIRPORT	Next/previous airport	4-alpha	ICAO (Doc 7910)	
DIRECTION	Arrival/departure	1-digit	1 = arrival	
			2 = departure	
SCHEDULED	Scheduled/non-scheduled service	1-digit	1 = scheduled	
			2 = non-scheduled	
SERVICE	Passenger service/all-freight and mail service	1-digit	1 = passenger service	
			2 = all-freight and mail service	
AIRLINE_INFO	Airline information	3-alpha	ICAO (Doc 8585)	
AIRCRAFT_TYPE	Aircraft type	4-alpha	ICAO (Doc 8643)	
NR_PASSENGERS	Passengers on board	12-digit		Passenger
FREIGHT_MAIL	Freight and mail on board	12-digit		Tonne
COMMERCIAL	Commercial air flights	12-digit		Flight
SEATS_AVAIL	Passenger seats available	12-digit		Passenger seat
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)	
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)	

B1. This dataset contains periodic **On Flight Origin/Destination data** registered for airport-to-airport routes, and broken down by arrivals/departures, scheduled/non-scheduled, passenger service/all-freight and mail service and airline information. The values provided concern passengers carried and freight and mail loaded or unloaded. Since the reference year 2004, data have to be provided on a monthly basis.

Variable	Elements	Coding detail	Nomenclature	Unit
TABLE_IDENTIFIER	Table	2-alpha	B1	
REF_AREA	Reporting country	2-alpha	Main ICAO nationality letters	
TIME_PERIOD	Year and month	7-digit	YYYY-M01, YYYY-M02… YYYY-M11, YYYY-M12 (e.g. 2022-M01)	
FREQ	Frequency	1-digit	M	
AIRPORT	Reporting airport	4-alpha	ICAO (Doc 7910)	
PART_AIRPORT	On Flight Origin/Destination airport	4-alpha	ICAO (Doc 7910)	
DIRECTION	Arrival/departure	1-digit	1=arrival	
			2=departure	
SCHEDULED	Scheduled/non-scheduled services	1-digit	1=scheduled	
			2=non-scheduled	
SERVICE	Passenger service/all-freight and mail service	1-digit	1=passenger service	
			2=all-freight and mail service	
AIRLINE_INFO	Airline information	3-alpha	ICAO (Doc 8585)	
NR_PASSENGERS	Passengers carried	12-digit		Passenger
FREIGHT_MAIL	Freight and mail loaded or unloaded	12-digit		Tonne
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)	
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)	

C1. This dataset contains periodic **airport data** registered for declaring airports. The values provided concern total passengers carried, total direct transit passengers, total freight and mail loaded or unloaded, total commercial aircraft movements and aircraft movements. This dataset must contain at least annual data. Provision of monthly statistics in the dataset C1 is highly recommended. The reporting countries are encouraged to provide transfer passenger data instead of airline information.

Variable	Elements	Coding detail	Nomenclature	Unit
TABLE_IDENTIFIER	Table	2-alpha	C1	
REF_AREA	Reporting country	2-alpha	Main ICAO nationality letters	
TIME_PERIOD	Year and month Year (for annual data)	7-digit 4-digit	YYYY-M01, YYYY-M02… (e.g. 2022-M01) YYYY (e.g. 2022)	
FREQ	Frequency	1-digit	M or A	
AIRPORT	Reporting airport	4-alpha	ICAO (Doc. 7910)	
AIRLINE_INFO	Airline information[1]	3-alpha	ICAO (Doc. 8585)	
NR_PASSENGERS	Total passengers carried[2]	12-digit		Passenger
TRANS_PASSENGERS	Total direct transit passengers[2]	12-digit		Passenger
TRANSFER_PAX	*Total transfer passengers*[2] [3]	*12-digit*		*Passenger*
FREIGHT_MAIL	Total freight and mail loaded/unloaded[2]	12-digit		Tonne
COMMERCIAL	Total commercial aircraft movements[2]	12-digit		Movement
MOVEMENTS	Total aircraft movements[2]	12-digit		Movement
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)	
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)	

[1] Following the Task Force of 2009 and subsequent Working Groups, countries which provide transfer passenger data do not need to provide airline information. For details concerning the format of the dataset to be used for such data transmissions, please refer to chapter 3.2.
The airline information is mandatory only for countries that do not provide transfer passenger data for any of their airports (which also have to report datasets A1 and B1). For details concerning the format of the dataset to be used for such data transmissions, please refer to chapter 3.2.
For airports that do not report the A1 and B1 datasets and do not report transfer passengers, a code that covers all airlines ('999') may be used.
[2] Figures aggregated at airport level.
[3] The number of transfer passengers that should be provided in dataset C1 consists of the total number of transfer passengers by reporting airport (see definition 1.5.4).

1.1 DESCRIPTION OF THE STATISTICAL UNITS AND VARIABLES

Following the header of each definition, a reference is given to the tables of the Regulation (A1, B1, C1) where the term is applied.

1.2 DEFINITIONS AND VARIABLES OF GENERAL INTEREST

1.2.1 AIR PASSENGER

Any person, excluding on-duty members of the flight and cabin crew, who makes a journey by air.

Infants in arms are included.

1.2.2 AIRCRAFT MOVEMENT

An aircraft take-off or landing at an airport.

For airport traffic purposes, one arrival and one departure is counted as two movements. Included are all commercial aircraft movements and non-commercial general aviation operations. Excluded are State flights, touch and goes, overshoots and unsuccessful approaches. See also graph on page 15.

1.2.3 COMMERCIAL AIRCRAFT MOVEMENT

An aircraft movement performed for remuneration or for hire.

Includes commercial air service movements and commercial general aviation operations. See also graph on page 15.

1.2.4 PASSENGER SEATS AVAILABLE

The total number of passenger seats available for sale on an aircraft operating a Flight Stage between a pair of airports.

Includes seats which are already sold on a Flight Stage, i.e. including those occupied by direct transit passengers.

Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.

1.2.5 COMMUNITY AIRPORT

A defined area on land or water in a Member State subject to the provisions of the treaty, which is intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for commercial air services (see definition below).

1.2.6 COMMUNITY AIRPORT COVERED

Commission Regulation 1358/2003 implementing Regulation (EC) 437/2003 and the Commission Regulation (EC) No 546/2005 adapting Regulation (EC) No 437/2003 of the European Parliament and of the Council as regards the allocation of reporting-country codes and amending Commission Regulation (EC) No 1358/2003 as regards the updating of the list of Community airports, specify the airport categories applied in order to define the list of community airports covered by the Regulation until the reference year 2005.

The new Regulation (Commission Regulation (EC) No 158/2007 of 16 February 2007 amending Commission Regulation (EC) No 1358/2003 of 31 July 2003 as regards the list of Community airports (Text with EEA relevance)) specifies the airport categories applied in order to define the list of community airports covered by the Regulation for reference year 2007.

Airport categories:

- Airports handling more than 1 500 000 passenger units per year (**category 3**) should transmit datasets A1, B1 and C1. However, they may have had complete or partial derogation on dataset B1 in year 2003.

- Airports handling more than 150 000 and less than 1 500 000 passenger units per year (**category 2**) should transmit datasets A1, B1 and C1. However, they may have had complete or partial derogation on the three datasets in years 2003, 2004 and 2005.
- Airports handling more than 15 000 and less than 150 000 passenger units per year (**category 1**), should transmit dataset C1 only. However, they may have had complete or partial derogation in years 2003, 2004 and 2005
- Airports handling less than 15 000 passenger units annually (**category 0**) have no obligation to report data. In case data are available for airports of category 0, they may be provided in dataset C1. This is recommended for the continuity of time series disseminated, e.g. when an airport changes its category from 1 to 0 (or 0 to 1) from one reporting year to another, or to better assess the airport category (when rule N-1 might be applied for determining airports' reporting obligations).

The list of reporting airports per country is prepared by Eurostat every year for all reporting countries (see Annex VI).

1.2.7 STATE FLIGHT (DATASET C1)

Any flight performed by aircraft for military, customs, police or other law enforcement services of a State.

Any flight declared as a "State flight" by State authorities.

The expression "except for flights by States aircraft" in Article 1 of Regulation (EC) 437/2003 should be interpreted as "except for State flights".

1.2.8 PASSENGER UNIT

One 'passenger unit' is equivalent to either one passenger or 100 kilogrammes of freight and mail.
For the purpose of drawing up the list of Community airports (see definition 1.2.6), the calculation of thresholds using "passenger units" has to take into account the total passengers carried (see definition 1.4.2) plus the total direct transit passengers (see definition 1.5.3) (counted once) plus the total freight and mail loaded and unloaded (see definition 1.4.3) at the Community airports.

1.2.9 COMMERCIAL AIR SERVICE (DATASETS A1, B1, C1)

An air transport flight or series of flights for the public transport of passengers and/or freight and mail, for remuneration or for hire.

The air service may be either scheduled (see definition 1.2.10) or non-scheduled (see definition 1.2.11).

1.2.10 SCHEDULED AIR SERVICE (DATASETS A1 AND B1)

A commercial air service (see definition 1.2.9) operated according to a published timetable, or with such a regular frequency that it constitutes an easily recognisable systematic series of flights.

Includes extra section flights occasioned by overflow traffic from scheduled flights.

1.2.11 NON-SCHEDULED AIR SERVICE (DATASETS A1 AND B1)

A commercial air service (see definition 1.2.9) other than scheduled air service (see definition 1.2.10).

1.2.12 PASSENGER AIR SERVICE (DATASETS A1 AND B1)

Scheduled (see definition 1.2.10) or non-scheduled air service (see definition 1.2.11) performed by aircraft carrying one or more revenue passengers and any flights listed in published timetables as open to passengers.

Includes flights carrying both revenue passengers and revenue freight and mail.

1.2.13 ALL-FREIGHT AND MAIL AIR SERVICE (DATASETS A1 AND B1)

Scheduled (see definition 1.2.10) or non-scheduled air service (see definition 1.2.11) performed by aircraft carrying revenue loads other than revenue passengers, i.e. freight and mail.

Excludes flights carrying one or more revenue passengers and flights listed in published timetables as open to passengers.

1.2.14 AIRLINE (COMMERCIAL AIR TRANSPORT OPERATOR) (DATASETS A1, B1 AND C1)

An air transport undertaking with a valid operating license for operating commercial air flights (see definition 1.3.4).

Where airlines have joint venture or other contractual arrangements requiring two or more of them to assume separate responsibility for the offer and sale of air transport products for a flight or combination of flights, the airline actually operating the flight shall be reported.

ICAO provides airline codes in ICAO document 8585.

1.3 DEFINITIONS AND VARIABLES OF INTEREST FOR DATASET A1 (FLIGHT STAGE)

1.3.1 FLIGHT STAGE

The operation of an aircraft from take-off to its next landing.

1.3.2 PASSENGERS ON BOARD

All passengers on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

All revenue and non-revenue passengers on board an aircraft during a Flight Stage (see definition 1.3.1).

Includes direct transit passengers (see definition 1.5.3) (counted at arrivals and departures).

1.3.3 FREIGHT AND MAIL ON BOARD

All freight and mail on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

All freight and mail on board an aircraft during a Flight Stage (see definition 1.3.1).

Includes direct transit freight and mail (counted at arrivals and departures). Includes express services and diplomatic bags. Excludes passenger baggage.

It is recommended to exclude the weight of containers in the freight data reported.

1.3.4 COMMERCIAL AIR FLIGHT

An air transport flight performed for the public transport of passengers and/or freight and mail, for remuneration and for hire.

In table A1, the commercial air flights are aggregated to calculate the other "indicator fields" ("Passengers on board" (see definition 1.3.2), "Freight and Mail on board" (see definition 1.3.3) and "Passenger seats available" (see definition 1.3.5)).

1.3.5 PASSENGER SEATS AVAILABLE

The total number of passenger seats available for sale on an aircraft operating a Flight Stage (see definition 1.3.1) between a pair of airports.

On a Flight Stage, the total number of revenue passengers should not exceed the total number of passenger seats available for sale. In case the exceeding number of passengers is related to any infants in arms included in the total number of passenger declared, the number of seats available might be increased and made equal to the number of passengers (in order to avoid errors during data validations). Countries that include infants in arms in the statistics provided should inform Eurostat.

Includes seats that are already sold on a Flight Stage, i.e. including those occupied by direct transit passengers (see definition 1.5.3).

Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.

If information on this basis is not available, one of the following estimates should be provided in order of preference (from more to less adequate):

1. The specific aircraft configuration expressed in number of passenger seats available in the aircraft (identified by aircraft registration number),
2. The average aircraft configuration expressed in average number of passenger seats available for the type of aircraft for the airline,
3. The average aircraft configuration expressed in average number of passenger seats available for the type of aircraft.

1.3.6 AIRCRAFT

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of air against the earth's surface

Dirigibles and surface effect vehicles such as hovercraft are excluded.

ICAO provides aircraft type designators in ICAO document 8643.

1.4 DEFINITIONS AND VARIABLES OF INTEREST FOR DATASET B1 (ON FLIGHT ORIGIN/DESTINATION)

1.4.1 ON FLIGHT ORIGIN/DESTINATION

Traffic on a commercial air service (see definition 1.2.9) identified by a unique flight number subdivided by airport pairs in accordance with point of embarkation and point of disembarkation on that flight.

For passengers, freight or mail where the airport of embarkation is not known, the aircraft origin should be deemed to be the point of embarkation; similarly, if the airport of disembarkation is not known, the aircraft destination should be deemed to be the point of disembarkation.

NB: Since an individual passenger's air journey may consist of more than one flight, a passenger's on-flight origin and destination is not necessarily his true origin and destination. This is also the case, to a lower extent, for freight/mail consignments.

1.4.2 PASSENGERS CARRIED*

All passengers on a particular flight (with one flight number), counted once only and not repeatedly on each individual stage of that flight.

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.

Excludes direct transit passengers (see definition 1.5.3), includes transfer passengers (see definition 1.5.4).

1.4.3 FREIGHT AND MAIL LOADED OR UNLOADED*

All freight and mail loaded onto or unloaded from an aircraft.

Includes express services and diplomatic bags. Excludes passenger baggage. Excludes direct transit freight and mail.

It is recommended to exclude the weight of containers in the freight data reported.

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* Definitions on passengers carried and freight and mail loaded and unloaded are common for datasets B1 and C1.

1.5 DEFINITIONS AND VARIABLES OF INTEREST FOR DATASET C1 (AIRPORTS)

1.5.1 PASSENGERS CARRIED*

All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight.

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.

Excludes direct transit passengers (see definition 1.5.3), includes transfer passengers (see definition 1.5.4).

1.5.2 FREIGHT AND MAIL LOADED OR UNLOADED*

All freight and mail loaded onto or unloaded from an aircraft.

Includes express services and diplomatic bags. Excludes passenger baggage. Excludes direct transit freight and mail.

It is recommended to exclude the weight of containers in the freight data reported.

1.5.3 DIRECT TRANSIT PASSENGERS

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

In order to appropriately reflect the level of activity at an airport, direct transit passengers are counted only once. The same convention applies for the calculation of the passenger units (see definition 1.2.8).

Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are counted as direct transit passengers.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. An example is a flight from Barcelona to Hamburg where the flight continues to Frankfurt before returning to Barcelona. Where passengers for an intermediate destination continue their journey on the same aircraft, in such circumstances they should be counted as direct transit passengers.

1.5.4 TRANSFER OR INDIRECT TRANSIT PASSENGERS

Passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft, they should not be counted as transfer or indirect transit passengers at the airport where the flight number is changed.

1.5.5 TOTAL COMMERCIAL AIRCRAFT MOVEMENTS

All take-offs and landings for flights performed for remuneration and for hire.

Includes commercial air services (see definition 1.2.9) as well as all commercial general aviation operations (see diagram on the next page).

1.5.6 TOTAL AIRCRAFT MOVEMENTS

All take-offs and landings by non-military aircraft. Includes aerial work flights, i.e. specialised commercial aviation operations which are performed by aircraft chiefly engaged in agriculture,

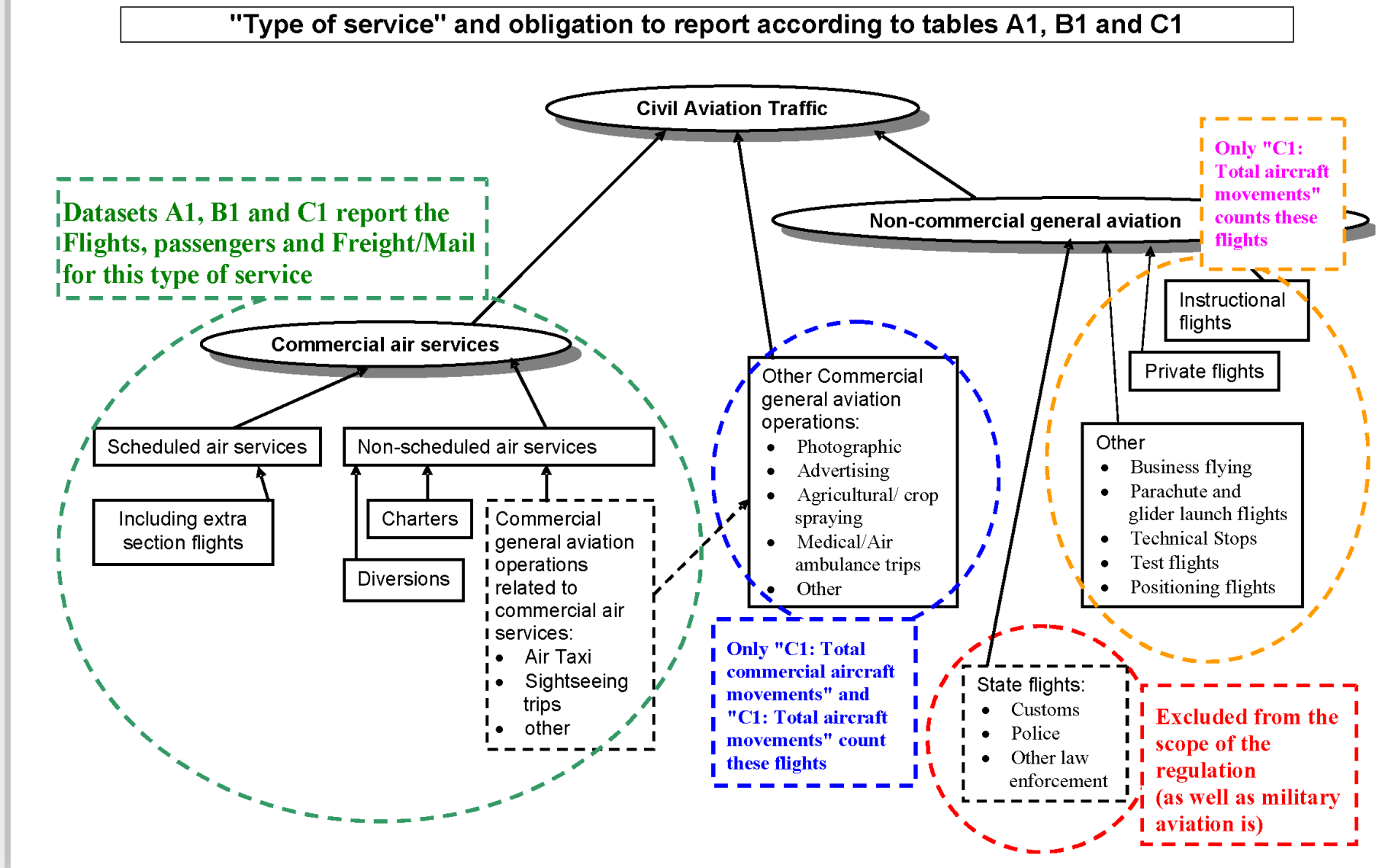
* Definitions on passengers carried and freight and mail loaded and unloaded are common for datasets B1 and C1.

construction, photography and surveying, as well as pilot training, business/executive flying and all other non-commercial flights.

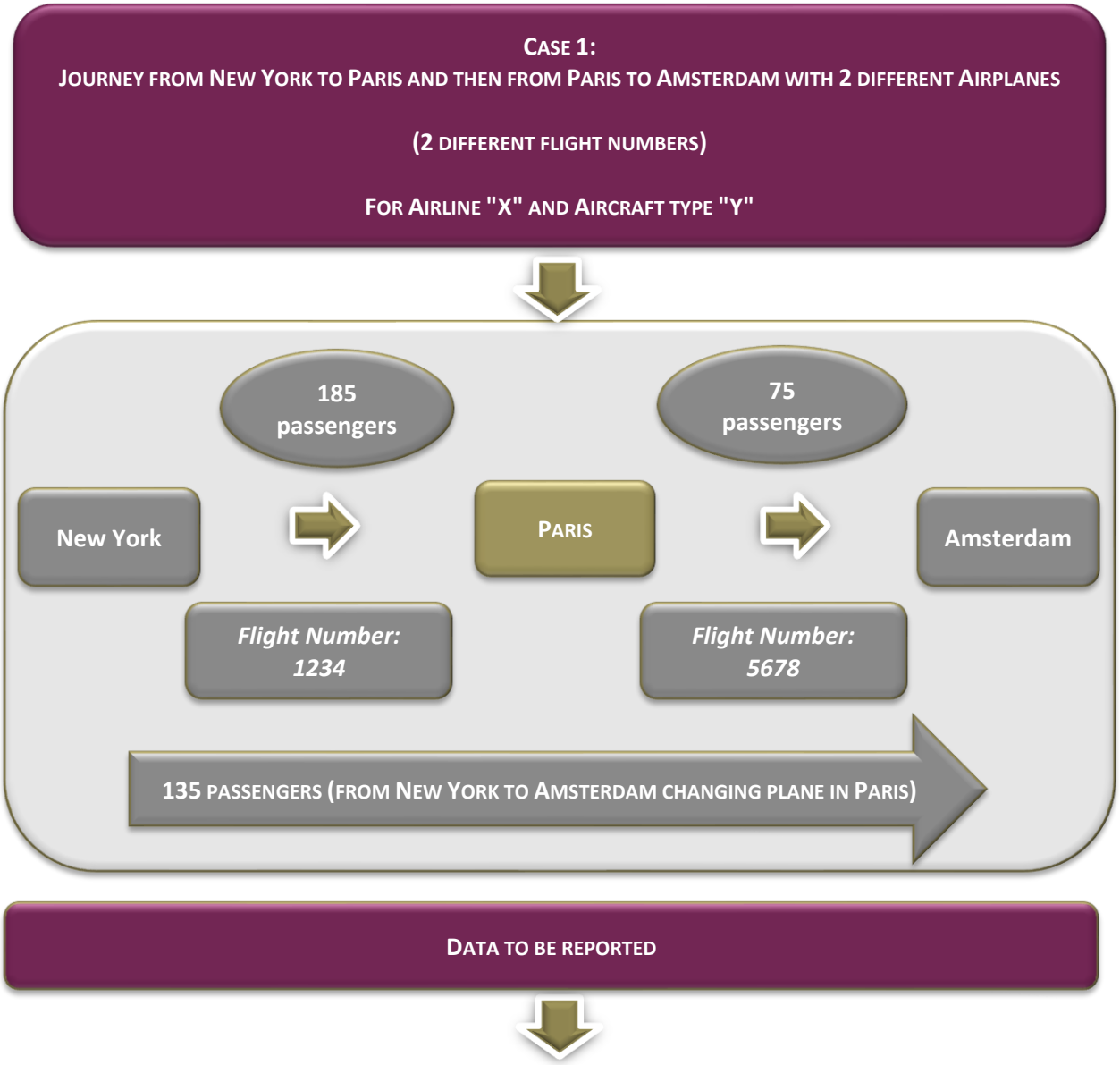
Includes total commercial aircraft movements (see definition 1.5.5) as well as non-commercial general aviation operations. Excludes State Flights (see definition 1.2.7 and diagram on next page). Excludes Touch and goes, overshoots and unsuccessful approaches. Technical stops are included.

1.6 THE DIFFERENCE BETWEEN ON FLIGHT ORIGIN/DESTINATION AND FLIGHT STAGE DATA

The difference between On Flight Origin/Destination and Flight Stage data can be illustrated by the following example (see diagrams on next pages): a flight is operated on a route New York-Paris-Amsterdam. 185 passengers travel from New York to Paris, 135 from New York to Amsterdam and 75 from Paris to Amsterdam. Thus, in terms of On Flight Origin/Destination data the figures recorded are 185 passengers New York-Paris, 135 passengers New York-Amsterdam and 75 passengers Paris-Amsterdam. New York would record the figures for New York-Paris and New York-Amsterdam; Paris would record New York-Paris and Paris-Amsterdam; Amsterdam would record New York-Amsterdam and Paris-Amsterdam. In terms of Flight Stage data there are two Flight Stages and the figures reported by New York and Paris airports are: New York-Paris 320=(185+135) passengers; and by Paris and Amsterdam airports: Paris-Amsterdam 210=(135+75) passengers. See also examples on p. 16-18.


"Type of service" and obligation to report according to tables A1, B1 and C1
Civil Aviation Traffic
Datasets A1, B1 and C1 report the Flights, passengers and Freight/Mail for this type of service
Commercial air services
Non-commercial general aviation
Only "C1: Total aircraft movements" counts these flights
Scheduled air services
Non-scheduled air services
Including extra section flights
Charters
Diversions
Commercial general aviation operations related to commercial air services:
Air Taxi
Sightseeing trips
other
Other Commercial general aviation operations:
Photographic
Advertising
Agricultural/ crop spraying
Medical/Air ambulance trips
Other
Instructional flights
Private flights
Other
Business flying
Parachute and glider launch flights
Technical Stops
Test flights
Positioning flights
Only "C1: Total commercial aircraft movements" and "C1: Total aircraft movements" count these flights
State flights:
Customs
Police
Other law enforcement
Excluded from the scope of the regulation (as well as military aviation is)

The following diagram gives an example of reporting transport in datasets A1 and B1.



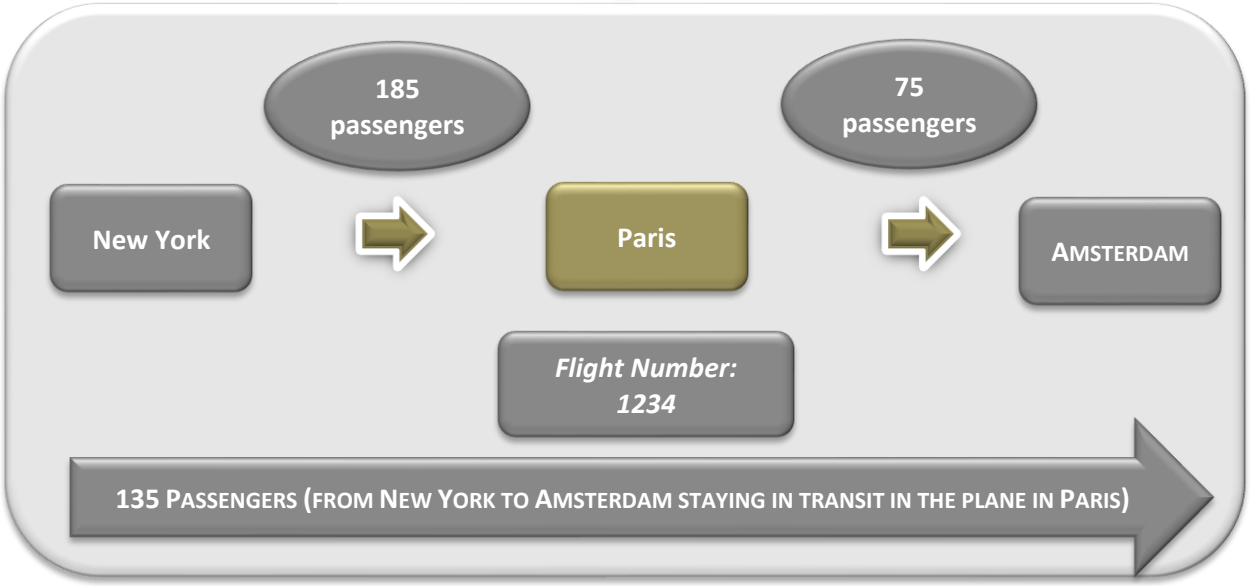
Reporting Airport	Next/Previous Airport	(A/D) Arrival/Depart.	A1 - Flight Stage passengers	B1 - On Flight OD passengers	*True OD passengers (not to be reported)*
		Reported by USA*			
New York	Paris	D	320	320	*185*
		Reported by FR			
Paris	New York	A	320	320	*185*
Paris	Amsterdam	D	210	210	*75*
		Reported by NL			
Amsterdam	Paris	A	210	210	*75*

In case of "Transfer" or "Indirect Transit" passengers, the passengers figures reported in A1 figures are equal to the passenger figures reported in B1.

* As if the US would have reported to Eurostat.

CASE 2:
JOURNEY FROM NEW YORK TO PARIS AND THEN FROM PARIS TO AMSTERDAM WITH THE SAME AIRPLANE (SAME FLIGHT NUMBER), MAKING A TRANSIT IN PARIS.

FOR AIRLINE "X" AND AIRCRAFT TYPE "Y"



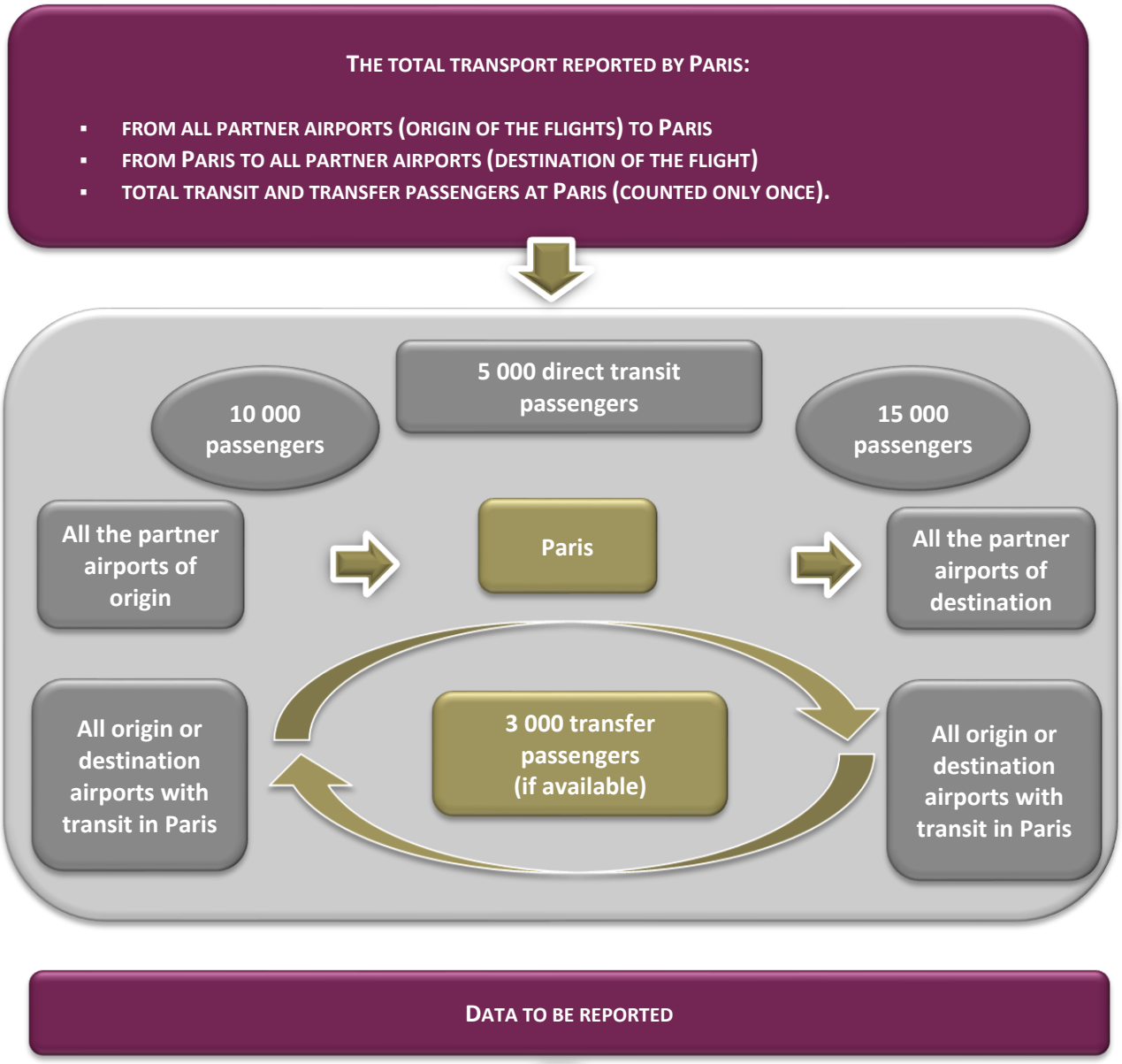
DATA TO BE REPORTED

Reporting Airport	Next/Previous Airport	(A/D) Arrival/Depart.	A1 - Flight Stage passengers	B1 - On Flight OD passengers	*True OD passengers (not to be reported)*
		Reported by USA*			
New York	Paris	D	320	**185**	185
New York	**Amsterdam**	**D**	-	**135**	135
		Reported by FR			
Paris	New York	A	320	**185**	*185*
Paris	Amsterdam	D	210	**75**	*75*
		Reported by NL			
Amsterdam	New York	**A**	-	**135**	135
Amsterdam	Paris	A	210	**75**	75

In case of "Direct Transit" passengers, the passenger figures reported in A1 are different from the passenger figures reported in B1.
In case of only refueling in Paris, the flight should be split into two Flight Stages:

1. New York – Paris with all passengers/freight being in direct transit
2. Paris – Amsterdam with all passengers/freight being in direct transit

1.7 THE REPORTING OF AIRPORT DATA IN TABLE C1



Reporting Airport	Total passengers carried	Total direct transit passengers	Total transfer passengers (if available)
Paris	25 000	5 000	3 000

In case transfer (indirect transit) passenger information is not available, this field in the record should be left empty.

1.8 CODIFICATION OF THE TYPE OF FLIGHT

Validation checks performed within the frame of data integration in the production database have revealed a recurrent problem for the codification of the "Type of Flight" dimension in the 'Flight Stage' and 'On Flight Origin/Destination' datasets.

In order to harmonise the approach for all reporting countries, Eurostat recommends applying a general rule, fully in line with the Regulation:

- if the flight has *at least one passenger*: it is a "*Passenger service flight*" (Code "1")
- if the flight has *no passenger but some freight and mail*: it is an "*All-freight and mail service flight*" (Code "2")
- if the flight has *no passenger and no freight and mail*: it is most probably a *non-commercial flight* that should not be reported in datasets A1 and B1.

The aim of this recommendation is that all reporting countries provide the type of flights in the 'Flight Stage' and 'On Flight Origin/Destination' datasets according to the same methodology.

1.9 HOW TO REPORT DATA WHERE THE FLIGHT DEPARTURE IS AS SCHEDULED BUT IS FORCED TO RETURN TO THE DEPARTING AIRPORT BECAUSE OF WEATHER CONDITIONS, TECHNICAL OR OTHER REASONS

Diversion – definition from the *Glossary for transport statistics*:

> An aircraft landing at an airport other than the one in the aircraft's flight plan because of operational or technical difficulties either on the aircraft or at the destination airport.
>
> *Diversions may be caused by passenger misbehaviour, aircraft technical problems, bad weather conditions, accidents or other emergencies at the planned destination airport.*

Depending on the data availability and level of details on diverted flights (for which the destination/next airport = origin/previous airport), there are the following reporting possibilities, with the first option the one recommended by Eurostat:

1. In case a diverted flight is considered as non-commercial by the reporting country (*recommended*)

   A diverted commercial flight with the destination airport being the same as the departing one and considered as a non-commercial flight should be excluded from reporting in the A1 and B1 datasets; such a flight should be reported only under the total number of aircraft movements (which includes non-commercial movements) within dataset C1.

2. In case a diverted flight is considered as commercial by the reporting country

   A diverted commercial flight considered still as commercial flight may be declared in datasets A1, B1 and C1, following the rules listed below:

   - **In dataset A1:**
     - Reporting airport **=** Next airport (at departure)/=Previous airport (at arrival).
     - Flight should be declared as **non-scheduled** at departure and arrival.
     - All passengers on-board **=** direct transit passengers on both arrival and departure (irrespectively whether they have been leaving the aircraft after arrival or staying on board or whether the flight number changes or not).

- **In dataset B1:**
  - such flights **should not be declared at all**
- **In dataset C1:**
  - all passengers should be declared as **transfer** passengers **only** (irrespectively of whether changing aircrafts, flight number changings or not, etc.). In case transfer passengers are not provided by the reporting country, it is recommended to include these passengers in **transit passengers**.

The approach proposed is specific for diverted flights and *should not be applied in any other cases*.

1.10 HOW TO REPORT ZERO TRAFFIC AT AN AIRPORT

In case a reporting airport is closed, provision of zero records is recommended. It assures that appropriate information is disseminated: '0' instead of ':' (data not available). It also allows better recognition of airports obligations being fulfilled when checking country's compliance with the legal act. For every airport with zero traffic, use the set of records for each dataset for one month for declaring zero traffic in A1 and B1 datasets, as in the examples below. The set of records covers all combinations of variables - that's why for A1/B1 you need to insert 8 records for declaring zero traffic in a particular month. Replace the following codes in the examples with appropriate information, namely:

CC – ICAO country code

YYYY – reporting year, e.g.: 2023

Mxx – reporting month, e.g.: M01, M02, etc.

AAAA – ICAO partner airport code

- **Dataset A1**

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;AIRPORT;PART_AIRPORT;DIRECTION;SCHEDULED;SERVICE;AIRLINE_INFO;AIRCRAFT_TYPE;NR_PASSENGERS;FREIGHT_MAIL;COMMERCIAL;SEATS_AVAIL;OBS_STATUS;CONF_STATUS

A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;1;1;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;1;2;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;2;1;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;2;2;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;1;1;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;1;2;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;2;1;ZZZ;ZZZZ;0;0;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;2;2;ZZZ;ZZZZ;0;0;0;0;A;F

- **Dataset B1**

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;AIRPORT;PART_AIRPORT;DIRECTION;SCHEDULED;SERVICE;AIRLINE_INFO;NR_PASSENGERS;FREIGHT_MAIL;OBS_STATUS;CONF_STATUS

A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;1;1;ZZZ;ZZZZ;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;1;2;ZZZ;ZZZZ;0;0; A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;2;1;ZZZ;ZZZZ;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;1;2;2;ZZZ;ZZZZ;0;0; A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;1;1;ZZZ;ZZZZ;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;1;2;ZZZ;ZZZZ;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;2;1;ZZZ;ZZZZ;0;0;A;F
A1;CC;YYYY-Mxx;M;AAAA;ZZZZ;2;2;2;ZZZ;ZZZZ;0;0;A;F

- **Dataset C1**

  AIR_C1_M

  TABLE_IDENTIFIER;REF_AREA;AIRPORT;TIME_PERIOD;FREQ;AIRLINE_INFO;NR_PASSENGERS;TRANS_PASSENGERS;TRANSFER_PAX;FREIGHT_MAIL;COMMERCIAL;MOVEMENTS;OBS_STATUS;CONF_STATUS

  C1;CC; AAAA; YYYY-Mxx;M;999;0;0;0;0;0;0;A;F

  AIR_C1_A

  TABLE_IDENTIFIER;REF_AREA;AIRPORT;TIME_PERIOD;FREQ;AIRLINE_INFO;NR_PASSENGERS;TRANS_PASSENGERS;TRANSFER_PAX;FREIGHT_MAIL;COMMERCIAL;MOVEMENTS;OBS_STATUS;CONF_STATUS

  C1;CC; AAAA; YYYY;A;999;0;0;0;0;0;0;A;F

2 CLASSIFICATIONS

2.1 COUNTRY CODE

In the files provided, the reporting country code has to be completed.

The countries are coded using a 2-letter code, corresponding to the concatenation of the ICAO Aeronautical fixed service area codes (first digit) and ICAO country identifier codes (second digit).

The list of reporting country codes presented in Annex I to Regulation (EC) No 437/2003 has been amended in order to cover all – EU and non-EU – reporting country codes, as follows:

Country codes for reporting EU Member States:

COUNTRY	COUNTRY CODE
Belgium	EB
Bulgaria	LB
Czechia	LK
Denmark	EK
Germany	ED
Estonia	EE
Ireland	EI
Greece	LG
Spain	LE
France	LF
Croatia	LD
Italy	LI
Cyprus	LC
Latvia	EV
Lithuania	EY
Luxembourg	EL
Hungary	LH
Malta	LM
Netherlands	EH
Austria	LO
Poland	EP
Portugal	LP
Romania	LR
Slovenia	LJ
Slovakia	LZ
Finland	EF
Sweden	ES

Country codes for non-EU reporting countries:

COUNTRY	COUNTRY CODE
Iceland	BI
Norway	EN
Switzerland	LS
Montenegro	LY
North Macedonia	LW
Serbia	LY
Türkiye	LT
Bosnia and Herzegovina	LQ
Albania	LA

2.2 AIRPORT CODE

In the datasets to be provided within the frame of Regulation 437/2003, the airports (reporting airports and partner airports) are coded using the 4-letter ICAO codes as listed in the ICAO Document 7910. The airport codes are composed as a concatenation of the ICAO Aeronautical fixed service area codes (first digit), ICAO country identifier codes (second digit) and national telecommunication center identifier codes (third and fourth digit); the airport code is thus a four digits alphanumeric code.

The airport codes are to be used in all datasets for the reporting airport and also (in A1 and B1) for the partner airport.

Eurostat provides the updated list of airports codes to all reporting countries on a regular basis (approximately every quarter) via the EDAMIS dataset 'AIR_ICAO_Q'.

If the partner airport is unknown, the code to be used to report data is “ZZZZ”.

IATA vs. ICAO codes:

Before the adoption of Regulation (EC) 437/2003, other airport coding systems were used by some countries, notably IATA. IATA has 3-letter location identifiers, which include the codes for airports as used on passenger tickets. Eurostat used to transcode these IATA codes to ICAO codes before importing data to the database.

Nowadays, in order to support the reporting countries in transcoding IATA codes (which may be provided to the NSIs by the data suppliers), Eurostat maintains a correspondence table between ICAO airport codes and IATA airport codes. This correspondence table is sent by Eurostat to the reporting countries on a regular basis (EDAMIS dataset AIR_ICAO_Q). The correspondence table is also available on CIRCABC (Library 06. Aviation 4. Nomenclatures).

2.3 AIR TRANSPORT OPERATOR CODE

It was initially planned to use the 3-letter air transport operator code as listed in ICAO Document 8585 as an obligatory level of detail for all data provisions to Eurostat. Discussion with the data providers led to the conclusion that this information might be regarded as sensitive, and/or would be difficult to obtain from airport authorities. That is why Commission Regulation 1358/2003 gives the list of codes to be used alternatively for the provision of information related to the airline.

One of the codification approaches listed below (from the most to least detailed) have to be used by the data providers:

1. ICAO airline codes from the ICAO code-list Document 8585.
2. "1+ISO alpha 2 country code" (country of licensing of the airline) for airlines licensed in a Member State

   "2+ISO alpha 2 country code" for airlines not licensed in a Member State
3. 1EU or 1NE

Eurostat highly recommends provisions of airline information at the highest level of detail available. In the dissemination tables in Eurobase, the airline information are aggregated into 1EU, 1NE and ZZZ. However, the detailed information on airlines might help in detecting airline codification errors (during data validation at Eurostat) or improving data consistency (e.g. wrong attribution of an airline to the EU or the non-EU category, or finding possible sources of discrepancies when producing mirror checks).

Extra codes allowed in the datasets A1, B1 and C1[9]:

- ZZZ Unknown airlines (datasets A1, B1, C1)
- 888 "confidential" (to be used in datasets A1 and B1 if an "information on the airline" is not allowed to be provided for confidentiality reasons)
- 999 "all airlines" (dataset C1 only)

Airlines partly licensed in the EU shall be reported as "EU airlines". For instance, SAS is reported under the code "1EU"

In dataset C1, in case the old format of dataset C1 (with airline information) is still provided, the airline information field is **mandatory** for airports that also have to report tables A1 and B1. However, if in tables A1 and B1 the airline information is declared as confidential, the code "999" should be provided in table C1.

For airports that do not report the A1 and B1 datasets and do not report transfer passengers, a code that covers all airlines ('999') may be used.

The updated list with correspondence between ICAO codes and 1EU and 1NE is available on CIRCABC (Library 06. Aviation 4. Nomenclatures).

2.4 AIRCRAFT CODE

Information on aircraft type has only to be provided in the table A1 of Regulation 437/2003. The aircraft information has to be coded following the 4-letter codes of the ICAO aircraft type designators, as listed in ICAO Document 8643.

Eurostat provides the updated list of aircraft codes to all reporting countries on a regular basis (approximately every quarter) via EDAMIS as the 'AIR_ICAO_Q' data set.

For unknown type of aircraft, the ''ZZZZ'' code has to be used.

[9] Information on airlines to be provided only if a country provides dataset C1 that do not include transfer passengers (old format without transfer passengers field, see also p. 30).

PART II: DESCRIPTION OF THE DATA TREATMENT PROCESS: TRANSMISSION, VALIDATION, DISSEMINATION

1 DATA TRANSMISSION FORMAT: STANDARDISATION AND VALIDATION

1.1 TRANSMISSION OF RESULTS

Within the frame of Regulation 1358/2003, the reporting countries have to transmit their data as soon as possible and not later than six months after the end of the period of reference. It is acceptable that reporting countries provide monthly data on a quarterly basis[10], but this should only be done in exceptional cases (e.g.: source data available with quarterly periodicity only). Providing datasets on quarterly basis (e.g.: Q1 covering January, February and March) does not extend the six-month deadline; it means Q1 data should be provided with the 'January' deadline – by the end of July. Otherwise, the data provided for January will be regarded as delayed.

The following table gives an overview of the deadlines depending on the observation period and dataset.

PERIOD OF OBSERVATION	LATEST DATE FOR TRANSMISSION
Datasets A1, B1 and C1 (when provided monthly)	
January year t	July year t
February year t	August year t
March year t	September year t
April year t	October year t
May year t	November year t
June year t	December year t
July year t	January year t+1
August year t	February year t+1
September year t	March year t+1
October year t	April year t+1
November year t	May year t+1
December year t	June year t+1
Dataset C1 (when provided quarterly)	
Quarter 1 year t	September year t
Quarter 2 year t	December year t
Quarter 3 year t	March year t+1
Quarter 4 year t	June year t+1
Dataset C1 (when provided annually)	
Year t	June year t+1

[10] Quarterly basis ≠ quarterly data.

1.2 DESCRIPTION OF THE DATA FILES

Data can be transmitted to Eurostat either as CSV (Comma Separated Values) files with semicolon (;) as field separator (see 1.3) or SDMX-ML files (see 1.4). Regardless of format, all files must be transmitted to Eurostat via EDAMIS (see 1.6).

One separate file by table of the Regulation and period has to be sent.

The following file naming convention can be used to facilitate easy identification in EDAMIS:
« AIR_<table>_<frequency>_<country>_<year>_<period>[_<version>].format », where:

AIR	For Aviation data
Table	"A1", "B1" or "C1"
Frequency	"A" for Annual "Q" for Quarterly "M" for Monthly
Country	Reporting country: use the ISO code
Year	Year of the data on 4 positions (e.g. 2022)
Period	"0000" for Annual "0001" for January (and first quarter) "0002" for February (and second quarter) … "0011" for November "0012" for December
Version	OPTIONAL, as EDAMIS will add its own version: V0001, V0002 … etc.
format	File extension: "CSV" for Comma Separated Value, "XML" for SDMX-ML

Example:
The file «AIR_A1_M_FR_2022_0002_V0002.csv» is the file containing data from France for dataset A1; it is the 2nd version of data for February 2022.

1.3 STRUCTURE OF CSV FILES

As of 01 January 2023, AIR datasets transmitted via EDAMIS must follow an SDMX-compliant structure. Files can be transmitted in two formats: CSV files and SDMX-ML files.

In the CSV files, the first line of any dataset must contain a header with the names of the concepts used. Semicolons (';') should be used as field separator. The structure of each dataset is described hereafter.

Dataset A1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;AIRPORT;PART_AIRPORT;DIRECTION;SCHEDULED;SERVICE;AIRLINE_INFO;AIRCRAFT_TYPE;NR_PASSENGERS;FREIGHT_MAIL;COMMERCIAL;SEATS_AVAIL;OBS_STATUS;CONF_STATUS

Example of record:

A1;LK;2022-M12;M;LKKV;LG99;1;2;1;ZZZ;A320;127;0;1;174;A;F

Dataset B1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;AIRPORT;PART_AIRPORT;DIRECTION;SCHEDULED;SERVICE;AIRLINE_INFO;NR_PASSENGERS;FREIGHT_MAIL;OBS_STATUS;CONF_STATUS

Example of record:

B1;LK;2022-M12;M;LKKV;LF99;2;2;1;ZZZ;5;0;A;F

Dataset C1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;AIRPORT;AIRLINE_INFO;NR_PASSENGERS;TRANS_PASSENGERS;TRANSFER_PAX;FREIGHT_MAIL;COMMERCIAL;MOVEMENTS

Example of record:

Monthly:

C1;LK;2022-M12;M;LKKV;999;322;0;0;0.000;20;92

Quarterly:

C1;LK;2022-Q1;M;LKKV;999;322;0;0;0.000;20;92

Annual:

C1;LK;2022;M;LKKV;999;322;0;0;0.000;20;92

1.4 STRUCTURE OF SDMX-ML FILES

The second format for data transmission is the SDMX-ML format, which was developed under the SDMX standard (see www.sdmx.org for more information). Apart from data exchange, it supports validation (code and format) of data files before transmission to Eurostat.

The reporting countries should use the latest version of the DSDs as this is the one implemented in the new validation system (STRUVAL). Any updates of the DSDs will be provided via EDAMIS AIR_ICAO_Q dataset. The file is available for download under the Transmissions >> Received datafiles menu of EDAMIS (please pay attention to the "Filters" section of the page as well as the time interval settings at the end: From – To).

Every **AIR_DSDs_CLs_Package X.X.zip** provided to all reporting countries (1 person per country receives the package with the DSDs) contains:

1. **AIR_DSDs_X.X.**zip files, contain XML version of the DSDs to be used for converting and providing dataset in xml format
2. **Code_lists_X.X.zip** - contains 3 Code lists used for DSDs (CL_AIRCRAFT.csv, CL_AIRLINE.csv and CL_AIRPORT.csv with date of the extraction from ICAO database indicated in the files names) and that are used for validation of the files provided to Eurostat in csv format.
3. The latest version of the ICAO-IATA correspondence table – '***ICAO_IATA_airports correspondence***
4. Explanatory notes – '***IMPORTANT information and remarks.doc***'

NOTE: The use of ICAO original files and the derived code lists is subject to the Licence agreement between Eurostat and ICAO. The files may be used by the officially recognized users (registered in EDAMIS with 'receiver' rights for the dataset AIR_ICAO_Q) for the sole purpose of compiling datasets as defined in Regulation N°437/2003 (and implementing Regulation N°1358/2003) and to transmit the compiled datasets to Eurostat. The electronic data files may not be distributed, published or otherwise used by a recognized user, except as explained here above.

1.5 HOW TO GENERATE SDMX DATA FILES

This part provides information on the technical framework for introducing SDMX-ML transmission of aviation data from the Member States.

A migration towards a new format for data exchange is foreseen to support the validation (code and format) of data files before they are transmitted to Eurostat. This new format is SDMX-ML, a standard developed by the SDMX initiative (see www.sdmx.org for more information).

Detailed instructions on usage of standard software to convert CSV formatted files to SDMX-ML and on finding ways of generating SDMX-ML formatted files directly from internal database management systems are listed in the section below.

CREATING SDMX-ML FILES DIRECTLY FROM THE LOCAL IT SYSTEM

Tools available for creating SDMX-ML files

- The SDMX Converter application is used to validate or convert an existing data file to any SDMX compliant data format, for example from plain CSV to SDMX-ML. For easy access, we also offer the tool as a Web Application. All available information like user guides, offered training courses, explanatory videos and download links are available under SDMX Converter | CROS (europa.eu)

- SDMX Reference Infrastructure SDMX-RI, facilitates the process of generating SDMX compliant data files from your database directly. The included *Mapping Assistant* connects to your local database, maps your schema to the data structure in the DSD and generates a SDMX compliant data file. For further details please visit the dedicated info space: SDMX-RI | CROS (europa.eu)

The detailed structure of SDMX-ML files is described in point 3.2 of that user guide.

Aviation DSDs and SDMX-ML structures

In order to create SDMX-ML files directly, the most recent version of the DSD or Dataflow files must be used. Eurostat provides the Dataflows in the package. The version number (e.g. 6.2) is an example below, and is incremented approximately every quarter, mostly due to the ICAO code list updates. The updated version is provided to the reporting countries via EDAMIS (AIR_ICAO_Q dataset).

- **The Dataflow ESTAT+AIR_A1_M+6.2.xml must be used for dataset A1_M.**
- **The Dataflow ESTAT+AIR_B1_M+6.2.xml must be used for dataset B1_M.**
- **The Dataflow ESTAT+AIR_C1_M+6.2.xml must be used for dataset C1_M, etc.**

EXAMPLE OF RESULTING SDMX RECORD FOR DATASET A1:

```
<air:Series TABLE_IDENTIFIER="A1" REF_AREA="EV" FREQ="M" AIRPORT="EVRA"
PART_AIRPORT="EBBR" DIRECTION="1" SCHEDULED="1" SERVICE="1" AIRLINE_INFO="1EU"
AIRCRAFT_TYPE="B735">
        <air:Obs TIME_PERIOD="2023-M01" NR_PASSENGERS="1" FREIGHT_MAIL="0"
COMMERCIAL="1" SEATS_AVAIL="19" OBS_STATUS="A" CONF_STATUS="F"/>
</air:Series>
```

EXAMPLE OF RESULTING SDMX RECORD FOR DATASET B1:

```
<air:Series TABLE_IDENTIFIER="B1" REF_AREA="EV" FREQ="M" AIRPORT="EVRA"
PART_AIRPORT="EBBR" DIRECTION="1" SCHEDULED="1" SERVICE="1" AIRLINE_INFO="1EU">
        <air:Obs TIME_PERIOD="2023-M01" NR_PASSENGERS="142" FREIGHT_MAIL="0"
OBS_STATUS="A" CONF_STATUS="F"/>
</air:Series>
```

EXAMPLE OF RESULTING SDMX RECORD FOR DATASET C1:

```
<air:Series TABLE_IDENTIFIER="C1" REF_AREA="EV" FREQ="M" AIRPORT="EVRA"
AIRLINE_INFO="999">
        <air:Obs TIME_PERIOD="2023-M01" NR_PASSENGERS="900"
TRANS_PASSENGERS="731" TRANSFER_PAX="8" FREIGHT_MAIL="109.804" COMMERCIAL="119"
MOVEMENTS="168" OBS_STATUS="A" CONF_STATUS="F"/>
</air:Series>
```

HOW TO CONVERT CSV FILES INTO SDMX-ML USING THE CONVERTER

Modifications of the original flat files

To successfully convert the current aviation CSV files into SDMX-ML, the structure of the CSV files needs to be slightly modified. The examples below illustrate the two modifications required before the conversion to SDMX-ML.

1. The existing fields "reference year" and "reference period" should be combined in **one unique field** called **"TIME_PERIOD"**, having the format YYYY-PP for monthly data collections, YYYY for annual collections. See all periodicity examples in the following table, presenting the values for the new record structure:

Year	Period	FREQ	TIME_PERIOD
2023	AN 42	A	2023
2023	Q1 21	Q	2023-Q1
2023	Q4 24	Q	2023-Q4
2023	01	M	2023-M01
2023	12	M	2023-M12

2. Add a new field "**FREQ**" as the first field of the record related to the scope of values: A (Annual), Q (Quarterly), M (Monthly).

EXAMPLES OF RECORDS IN THE CURRENT CSV FILES AND THE RESULTING SDMX-COMPATIBLE CSV FILES:

A1_M EXAMPLE OF RECORD IN A CURRENT CSV FILE:

- A1;EV;**23;1**;EVRA;EBBR;1;1;1;1EU;B735;131;0;2;206
- The record has to be modified as follows before conversion into SDMX:
- **M;**A1;EV;EVRA;EBBR;1;1;1;1EU;B735;**2023-M01**;131;0;2;206

B1_M EXAMPLE OF RECORD IN A CURRENT CSV FILE:

- B1;EV;**23;1**;EVRA;EBBR;1;1;1;1EU;2988;4
- The record has to be modified as follows before conversion into SDMX:
- **M**;B1;EV;EVRA;EBBR;1;1;1;1EU ;**2023-M01**;2988;4

C1_M EXAMPLE OF RECORD IN A CURRENT CSV FILE:

- C1;EV;**23;1**;EVRA;319462;900;73166;1172;4505;4811
- The record can be modified as follows before conversion into SDMX:
- **M**;C1;EV;EVRA;**2023-M01**;319462;900;73166;1172;4505;4811

Using the converter

The SDMX Converter is available in different configuration flavours (as a web application, as a command-line tool, as a web service etc.). More information about the different ways the Converter can be used can be found on the following web page: SDMX Converter | CROS (europa.eu)

The easiest way for new users to get acquainted with the SDMX Converter is by using the SDMX Converter Web Application: https://webgate.ec.europa.eu/sdmxconverter/. The SDMX Converter web application requires no installation and provides a user-friendly interface for users to manually provide / upload the conversion parameters. In order to learn how to use the SDMX Converter Web Application, Eurostat makes available:

- A user guide: SDMX Converter - User Guide | CROS (europa.eu)
- Training videos: SDMX Converter | CROS (europa.eu)

When working with the SDMX Converter in the Air transport domain, the following must be kept in mind:

- The expected output format is STRUCTURE_SPECIFIC_TS_DATA_2_1
- The DSDs/Dataflows to be used are those listed in the previous section.

1.6 DATA TRANSMISSION

Since 2008, transmission of Air datasets using EDAMIS is mandatory.

1.6.1 GENERAL RECOMMENDATIONS

EDAMIS is the "Single-entry point" for data exchange between NSIs, ONAs and Eurostat allowing the monitoring of data exchange and the management of users.

EDAMIS informs the users having Provider rights (senders) about the transfer of their data files as well as the users having Consumer rights (receivers) about the delivery of the files.

When data providers transmit data, they can receive two kinds of notifications:

- An acknowledgement that a file has been transferred.
- A notification of validation report (feedback).

In the same way, the users having Consumer rights (receivers) in a dataset receive a mail:

- When a data file has been delivered to their organisation.
- When a validation report is sent (feedback).

A validation report is only sent if the validation rules have been defined in the transmission process for a dataset. Data providers receive information on potential validation errors to be corrected upon transmission. EDAMIS is, in this case, providing a validation report (feedback), which informs about the status of the file transmitted (accepted, rejected or opending with warnings).

1.6.2 DOUBLE AUTHENTICATION TO LOG IN TO EDAMIS

Access to EDAMIS environment requires a 2-Factor authentication (EU Login and the use of a private device). The 2-Factor Authentication is mandatory as part of the security policy of the Directorate-General for Informatics of the European Commission. It has **been applied to EDAMIS Acceptance since August 2022** and will be **applied to EDAMIS Production as of January 2023**.

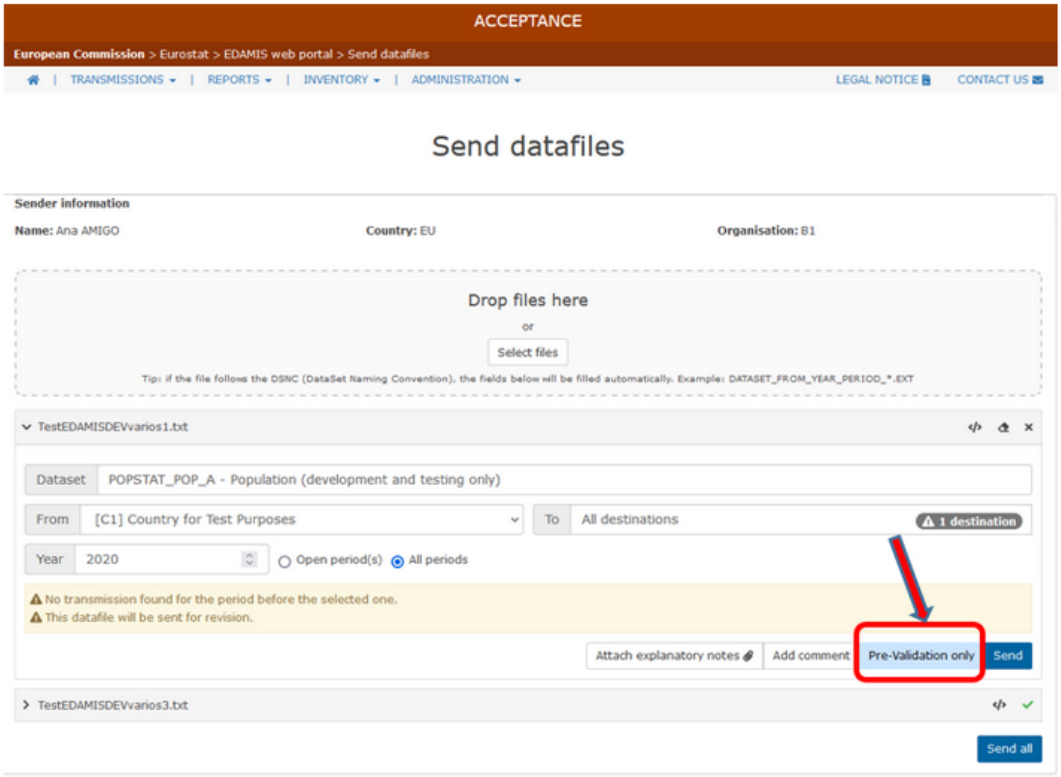
This change has been announced in several communications and in the 2022 meeting of the Data Transmission Coordination Group (DTCG).

If you have questions, please contact either your national transmission coordinator or the EDAMIS support team: ESTAT-SUPPORT-EDAMIS@ec.europa.eu

1.6.3 PRE-VALIDATION

Data files could be pre-validated using the VAIR domain. The files had to be renamed from 'AIR_A1_' into 'VAIR_A1_' and sent via EDAMIS. **This changed in June 2023.** The **Pre-Validation only** button (next to the Send button) allows sending files for **pre-validation only (see screenshot below)**.

In EDAMIS, from the **Transmissions / Send data files** screen, click on the Pre-validation button. This option will be visible once the file has been uploaded and the fields related to the country, reference year and period have been filled in:



The files sent this way will not be counted as official transmissions; they will be pre-validated without reaching the statistical production systems of Eurostat. The validation report is available to the data providers and also to Eurostat domain experts, so the the errors/warnings can be clarified, if needed.

Once the final version of the file is prepared and pre-validated, the files can be officially transmitted to Eurostat.

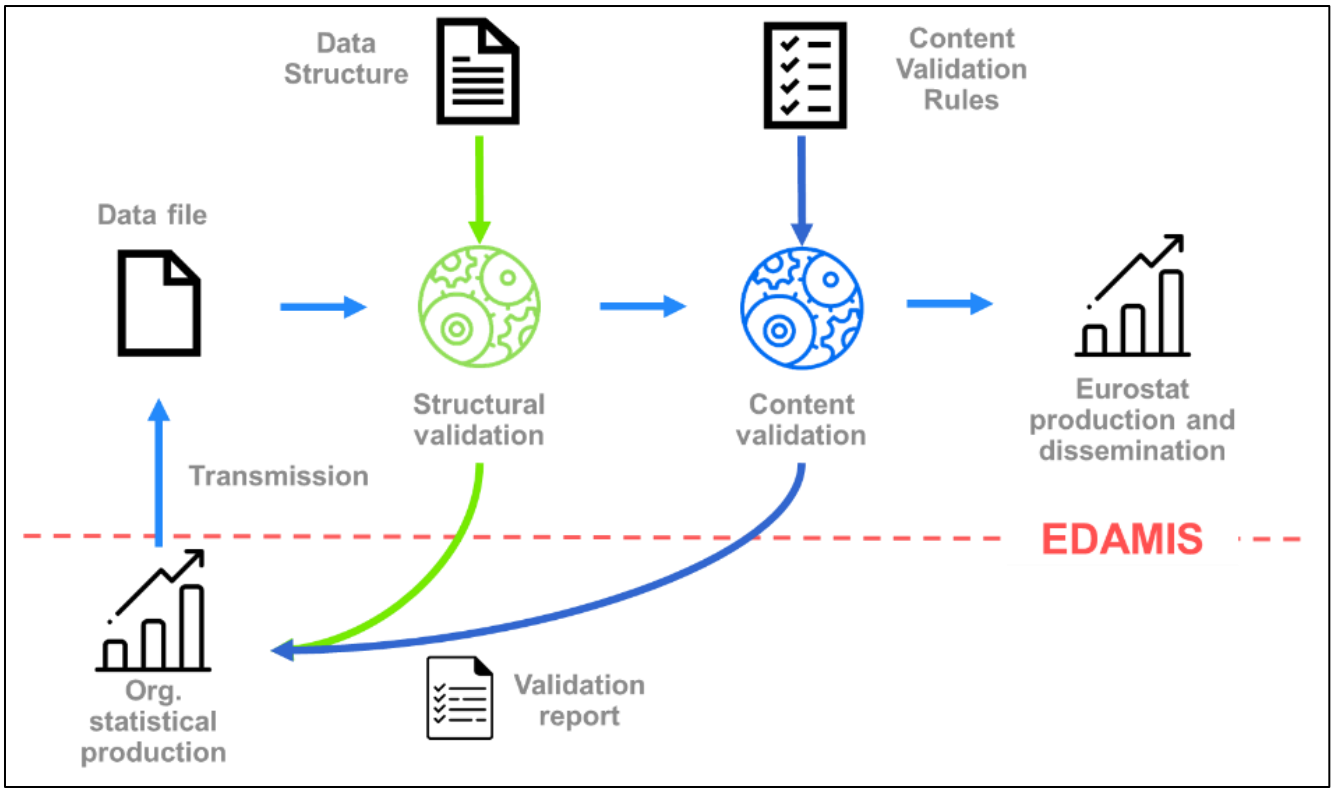
For more details, please refer to the guidelines available under the link: EDAMIS Pre-validation user guide.

1.6.4 STRUVAL/CONVAL

STRUVAL (Structural Validation) is a tool that is able to check the format and the structure of the incoming data files (number of fields, presence of mandatory fields and use of correct code lists defined by the Data Structure Definition (DSD)).

CONVAL (Content Validation) is based on validation rules and is a tool performing checks on the content of the received data (e.g. aggregation checks, consistency of data, airlines, airports and aircraft codes used, etc.).

More detailed information about STRUVAL and CONVAL is available **here** for STRUVAL; and **here** for CONVAL. The validation rules implemented for air transport are described under point 4.1. More detailed list of the validation rules is available on Circabc Library/06. Aviation/2. Data monitoring/List of structural and content validation rules on air transport data.



Validation services behind EDAMIS

All validation rules have a Severity level: **Error, Warning and Info**. In CONVAL, the severity level can be defined specifically for every rule. In STRUVAL, the severity level is always set to Error.

Report metrics	Outcome
ERROR > 0	**Automatic rejection** *(not forwarded to Eurostat production)*
ERROR = 0 WARNING > 0	**WARNING, file reviewed manually by Domain Manager** *(forwarded to Eurostat production if Domain Manager accepts the warnings, rejected otherwise)*
ERROR = 0 WARNING = 0 INFO > 0	**Automatically accepted – validation report contains INFO-level failures** *(forwarded to Eurostat production)*
ERROR = 0 WARNING = 0 INFO = 0	**Automatically accepted** *(forwarded to Eurostat production)*

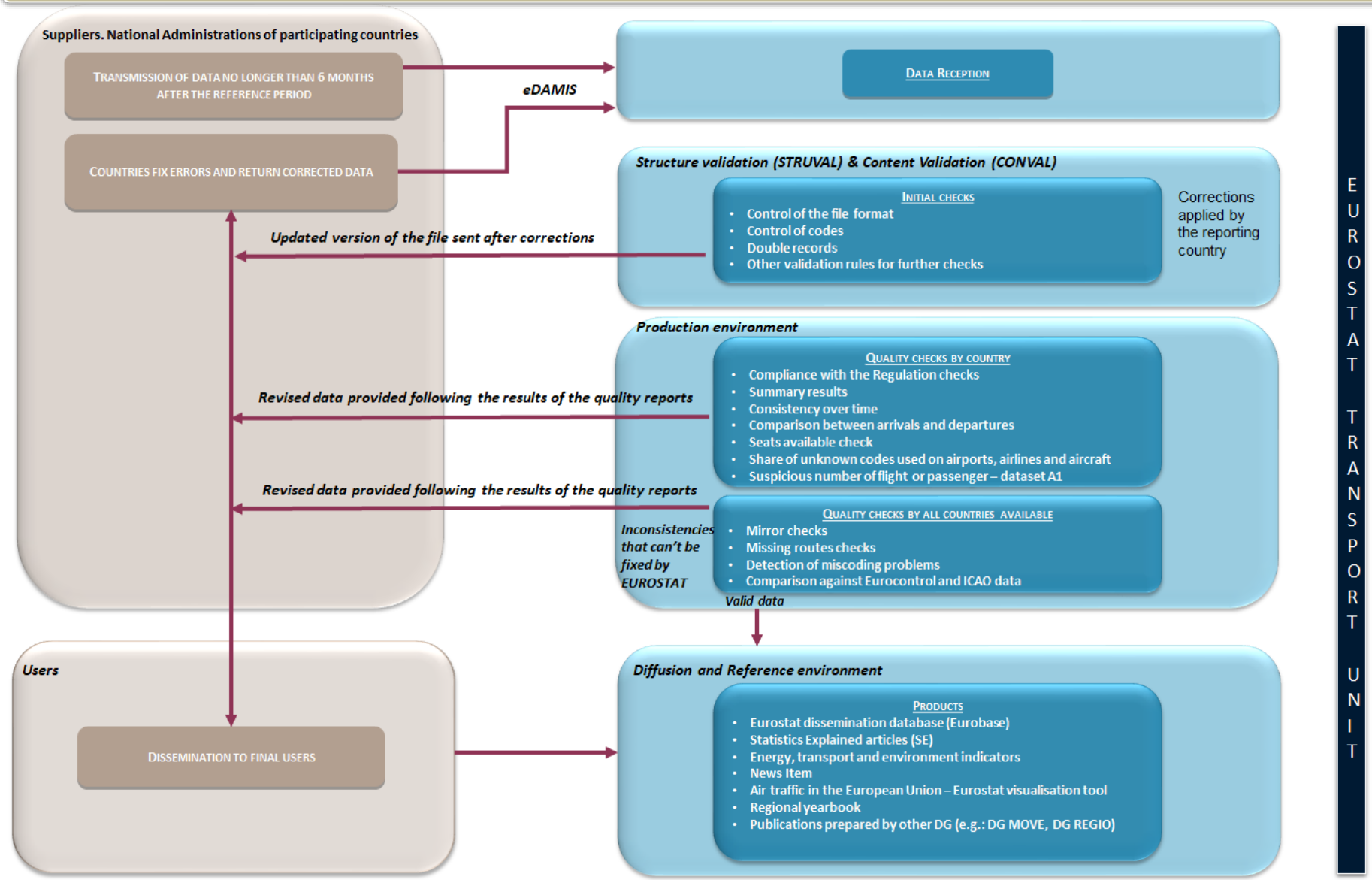
Error severity levels

2 VALIDATION AND QUALITY CHECKS

This section presents the validation and quality checks currently applied to the data collected in the framework of the Directive.

The following diagram describes the production process for aviation statistics both on the data suppliers' side and and on Eurostat's side:

THE PRODUCTION PROCESS FOR AVIATION STATISTICS



2.1 DATA VALIDATION DURING DATA TRANSMISSION

The following checks have been implemented to ensure that for any individual dataset and country the data are valid and the expected datasets are complete:

Several checks are applied during the data transmission process via EDAMIS (STRUVAL/CONVAL) on:

- The file format (Error)
- Consistency between the name and the content of the file (Error)
- Codes (Error)*
- Duplicate records (Error)
- Values (Error or Warning)

* Codes for AIRPORT, AIRLINE_INFO and AIRCRAFT_TYPE are checked by CONVAL from version 6.2 and invalid codes are reported as Warning. Thus Eurostat can catch valid, but yet "unknown" codes and add them to the code lists used for validation.

The following checks are applied in CONVAL:

- Missing mandatory values (Error or Warning)
- Negative values (Error)
- Incorrect airline, aircraft or airport code
- Checks on dataset A1:
    - The number of flights is mandatory and should be greater than 0 (Warning)
    - The number of passenger seats available should be greater or equal to the number of passengers. The number of passengers can sometimes be slightly greater than the seats available for example in case infants in arms are included (Warning)
    - The number of passenger seats available should be equal to zero or empty for type of service "freight and mail" (Warning)
    - If the NR_PASSENGERS or the FREIGHT_MAIL is greater than 0 then COMMERCIAL should be greater than 0 (Warning)
    - If COMMERCIAL is greater than 0 then the NR_PASSENGERS or the FREIGHT_MAIL should be greater than 0 (Warning)
    - If the NR_PASSENGERS is greater than 0 and FREIGHT_MAIL is equal to zero or COMMERCIAL is equal to 1 then SERVICE should be equal to 1 (Error)
    - If the NR_PASSENGERS is greater than 0 then SERVICE should be different to 2 (Warning)
- Checks on dataset B1:
    - If the NR_PASSENGERS is greater than 0 and FREIGHT_MAIL is equal to zero then SERVICE should be equal to 1 (Error)
- Checks on dataset A1 & B1
    - The partner airport should in most of the cases be different than the reporting airport (Warning)
    - If the NR_PASSENGERS is equal 0 and FREIGHT_MAIL is greater than zero then SERVICE should be equal to 2 (Error)
- Checks on dataset C1:
    - The number of commercial aircraft movements is mandatory and should be greater than 0 (Warning)

- Number of flights shouldn't be missing should be greater than 0 (Warning)
- Number of commercial flights should be less or equal than total aircraft movement (Warning)
- Number of commercial flights is greater than 0 while NR_PASSENGERS and FREIGHT_MAIL is equal to 0 (Warning)

More detailed list of the validation rules (together with error messages) is available on Circabc Library/06. Aviation/2. Data monitoring/List of structural and content validation rules on air transport data. The list is updated on regular basis.

2.2 COMPLIANCE AND QUALITY CHEKS BY COUNTRY, PREPARED BY EUROSTAT IN THE PRODUCTION ENVIRONMENT

Several types of quality checks are carried out on datasets A1, B1 and C1 respectively, for national and international air passenger transport, based on annual and monthly declarations, for the total number of passengers, the total volume of freight and mail and the number of commercial air flights. The summary results are prepared once the data provisions have been made for a given reporting year.

Once a country finalises its data provision to Eurostat for a given year, an individual set of **annual data quality reports** is prepared and provided to the reporting country. These quality reports consist of:

- **Compliance with the Regulation checks** (provided to a country only if there are issues with the country's compliance with the Regulation),
- **Quality checks report** (with summary results, time series consistency checks, as well as inter-dataset checks),
- **Seats available report** (provided to a country only if there are issues detected)
- **Inconsistent number of flights vs number of passengers** (provided to a country only if there are issues detected)
- **Share of unknown airport/airline/aircraft** (provided to a country only if there are issues detected).

Each country is requested to provide Eurostat with explanations and/or corrections (where appropriate) of the incoherences and errors detected. In case revised data are provided, updated versions of the annual data quality reports are prepared by Eurostat and provided to the country concerned. Eurostat documents all feedback provided by the countries regarding issues highlighted by the quality reports. Some of the explanations provided are incorporated in the Country Specific Notes (CSNs) (if relevant).

2.2.1 COMPLIANCE WITH THE REGULATION REPORT

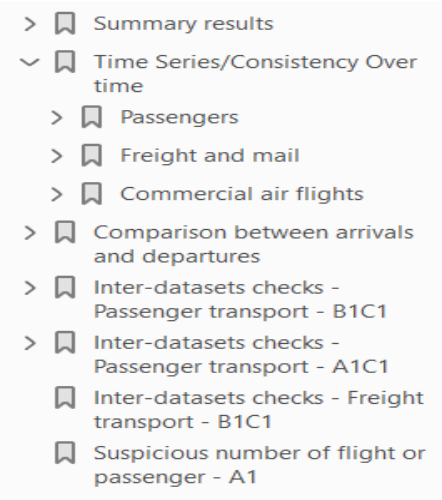
Once the complete data for a given year are available, a check on the compliance with the Regulation is applied for each country separately. This check allows comparing the list of airports defined in the Regulation to the list of airports for which data have been provided by the country (category of the airports; datasets provided for each airports). The report is provided to the reporting country in case compliance issues are detected.

The list of reporting airports for reference year N (with airports categories as well as datasets to be provided) is prepared on the basis of the statistics (passenger units) provided by each airport for reference year N-2. In exceptional cases, the reporting obligations for an airport may be based on the N-1 rule (Annex I of Regulation 1358/2003), but this should be agreed between Eurostat and the country concerned and be based on an airport performance analysis.

As a part of the compliance timeliness report informs when each dataset was provided and whether the delay of maximum M+6 was respected or not.

2.2.2 QUALITY CHECKS REPORT

The structure of the Quality checks report is as follows[11]:



SUMMARY RESULTS

The summary results present the aggregated data at airport level for the values provided in the three datasets (A1, B1 and C1) available in Eurostat database, by reporting country. The figures presented exclude, if necessary, double-counting between an airport and itself: the results presented are then used for dissemination. It is an integral part of the quality checks report.

CONSISTENCY OVER TIME

This check is made in order to detect unlikely increases or decreases in air transport at one of the reporting airports.

This check is applied separately for air passengers, freight and mail transport, and commercial air flights for A1 and B1, at airport level and for annual data. In order to define thresholds to apply for the detection of suspicious growth, a preliminary study of the existing time series has been carried out. This analysis, for specific data ranges, has concluded on the following thresholds for the consistency over time check:

Passenger transport:

Data range		Thresholds
>= 10000 passengers	< 100000 passengers	40%
>=100000 passengers	< 400000 passengers	25%
>= 400000 passengers	< 3000000 passengers	15%
>= 3000000 passengers		10%

Freight transport:

Data range		Thresholds
>= 50 Tonnes	< 1500 Tonnes	100%
>= 1500 Tonnes	< 4000 Tonnes	70%
>= 4000 Tonnes	< 60000 Tonnes	25%
>= 60000 Tonnes		15%

[11] Individual country's quality checks report contains only those parts for which issues were detected.

Commercial air flights:

Data range		Thresholds
>= 100 Flights	< 1200 Flights	70%
>= 1200 Flights	< 12000 Flights	20%
>= 12000 Flights	< 100000 Flights	10%
>= 100000 Flights		5%

Each participating country receives a list of those of their airports that were reported as having an annual growth rate (in absolute value) above the defined thresholds.

Formula used for the calculation:

$$Indicator = \left| \frac{Passenger_Y - Passenger_{Y-1}}{Passenger_{Y-1}} \right| \times 100$$, Y= reference year, Y-1=previous reference year.

$$Indicator = \left| \frac{Freight_Y - Freight_{Y-1}}{Freight_{Y-1}} \right| \times 100$$, Y= reference year, Y-1=previous reference year.

$$Indicator = \left| \frac{Flights_Y - Flights_{Y-1}}{Flights_{Y-1}} \right| \times 100$$, Y= reference year, Y-1=previous reference year.

Some of the data flagged up in the consistency over time check in previous years have proved to be correct, for instance in the case of rapid development of low cost companies' activities at certain airports.

CONSISTENCY BETWEEN ARRIVALS AND DEPARTURES

This check verifies if, for each reporting airport, A1 arrivals (Total Passengers on board at Arrival) "is similar" to A1 departures (Total Passengers on board at Departures). The same way, for each reporting airport, B1 arrivals (Total Passengers carried at Arrivals) "should be similar" to B1 departures (Total Passengers carried at Departures).

In order to define thresholds for the detection of suspicious deviations between arrivals and departures, a preliminary study of historical data has been carried out. This analysis, for specific data ranges, has led to the definition of the following thresholds:

Passengers:

Data range		Thresholds
>= 1500 passengers	< 50000 passengers	10%
>=50000 passengers	< 400000 passengers	4%
>= 400000 passengers		2%

INTER-DATASET CHECKS

This section presents the quality checks to detect discrepancies between the three datasets A1, B1 and C1.

The thresholds for the difference between two datasets have been defined in the frame of a preliminary study of the historical data, and depend on the size of the flow considered.

Comparison between the Flight Stage declarations (A1) and the Airport declarations (C1)

The following statement should be verified for each reporting airport:

A1 (Total Passengers on Board) "is similar" to C1 (Total Passengers on Board)*

**Passengers on board from dataset C1 are calculated as Passengers carried + 2*Transit passengers*

The difference is calculated as follows:

$$\text{Difference A1/C1} = \frac{\text{Absolute value (Passengers on board [A1] - Passengers on board [C1])}}{\text{0.5*(Passengers on board [A1] + Passengers on board [C1])}}$$

The following thresholds are applied on the differences observed:

Data range		Thresholds
>= 0 passenger	< 150000 passengers	50%
>= 150000 passengers	< 400000 passengers	10%
>= 400000 passengers	< 2000000 passengers	5%
>= 2000000 passengers		2%

Comparison between the On Flight Origin/Destination declarations (B1) and the Airport declarations (C1)

The following statements should be verified for each reporting airport:

B1 (Total passengers carried) "is similar" to C1 (Total passengers carried)

B1 (Total Freight and mail loaded/unloaded) "is similar to" C1 (Total Freight and mail loaded/unloaded)

The differences are calculated as follows:

$$\text{Difference B1/C1 (Pax)} = \frac{\text{Absolute value (Passengers carried [B1] - Passengers carried [C1])}}{\text{0.5*(Passengers carried [B1] + Passengers carried [C1])}}$$

$$\text{Difference A1/C1 (freight)} = \frac{\text{Absolute value (Freight and mail loaded/unloaded [B1] - Freight and mail loaded/unloaded [C1])}}{\text{0.5*(Freight and mail loaded/unloaded [B1] + Freight and mail loaded/unloaded [C1])}}$$

The following thresholds are applied on the differences observed:

Passengers carried B1-C1

Data range		Thresholds
>= 0 passenger	< 150000 passengers	10%
>= 1500000 passengers		2%

Freight and mail loaded/unloaded B1-C1

Data range		Thresholds
>= 50 tonnes	< 500 tonnes	15%
>= 500 tonnes	<7000 tonnes	5%
>= 7000 tonnes		2%

Inconsistent number of flights vs number of passengers In order to improve the consistency of the data on the number of flights, an additional quality check was introduced, detecting records where the number of flights seems implausible and/or inconsistent with the number of passengers/volume of freight declared.

This check detects all records in dataset A1 where the number of flights seems implausible when compared to the number of passengers or volume of freight transported (for example: Number of flight>1 while passengers=1). This check also detects records where the *number of flights is greater than 0 but no passenger or freight transport is declared.*

YEAR	PERIOD	RAIRPORT	PAIRPORT	AD	SNS	PASSFREIGH	AIRLINEC	AIRCRAFTTY	PAX	FREIGHT	FLIGHT
2010	01	LFPG	DFFD	2	2	2	ZZZ	A321	0	0,5	10
2010	02	LFPG	DGAA	2	1	1	ZZZ	B733	2	0	4

Whenever such inconsistencies/implausibilities are detected, the country concerned is requested to provide clarification or revision of these records.

SHARE OF UNKNOWN AIRPORT/AIRLINE/AIRCRAFT

In order to constantly improve the quality of the data disseminated, and following the introduction of 2 new Eurobase tables presenting by distance bands and by aircraft type, a new check was introduced.

This check detects the share of records where unknown partner airports, airline or aircraft codes has been provided for each reporting airport.

Reporting airport	Unknown airlines	Number of passengers on board	Share for number of passengers on board	Freight and mail on board	Share for freight and mail on board	Commercial air flights	Share for commercial air flights
LCLK LARNAKA/INTL	ZZZ	660 221	11.1 %	2 198	9.4 %	6 246	14.8 %
LCPH PAFOS/INTL	ZZZ	75 094	2.4 %	0	0.0 %	842	4.2 %

2.2.3 SEATS AVAILABLE REPORT

These checks, by reporting country, highlight the cases where the number of seats available is lower than the number of passengers. In this the case, Eurostat proposes to set the number of passengers=number of seats.

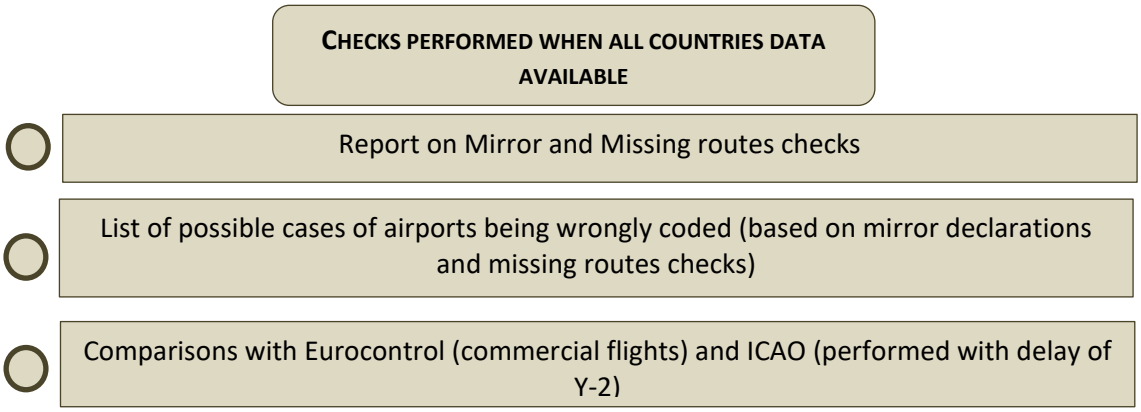
The check contains 4 parts:

- the airport-to-airport routes for which the number of seats available is lower than the number of passengers by aircraft type
- the share of each aircraft type in the total number of airport-to-airport routes where problems are discovered

- the airport-to-airport routes for which the number of seats available is lower than the number of passengers by aircraft type and period
- the share of each aircraft type in the total number of airport-to-airport routes where problems are discovered by period

2.3 QUALITY CHECKS PREPARED BY EUROSTAT IN THE PRODUCTION ENVIRONMENT WHEN DATA ARE AVAILABLE FOR ALL REPORTING COUNTRIES

Once all data of the participating countries have been compiled, mirror and missing routes checks can be run. In addition, comparisons with ICAO data are performed at airport statistics level only (not on a regular basis).



The reports are provided to the reporting countries, informing them of the results of the comparisons with the corresponding data of other participating countries (Mirror and missing routes checks). Because of the large file sizes, the reports for each country are stored on CIRCABC (*Library > 06_aviation > data_monitoring > mirror_checks_missing*), where each reporting country can consult their results. Eurostat sends an official e-mail to the countries when launching the the mirror checks and missing routes checks. Only the list of possible cases of wrong coding of airports (Countries analysis) is attached to the e-mail.

Eurostat recommends that the reporting countries try to find the source of discrepancies (followed by appropriate revisions) by contacting the partner country(ies) bilaterally. In case of problems, Eurostat may be involved in the discussion.

2.3.1 MIRROR CHECKS

These quality checks compare the consistency of the respective declarations for two partner airports for the same dataset: dataset A1 (flight stage declarations) or dataset B1 (On Flight Origin/Destination declarations).

This check is **limited to the routes between the airports of categories 2 and 3** listed in the Regulation (more than 150 000 passenger units annually). When a problem is found for a route between airport A (belonging to city A') and airport B (belonging to city B'), all the airport-to-airport routes available between city A' and city B' are displayed in order to check whether the difference is due to a wrong code attribution.

The check is run at airport level for both national and international declarations.

The formula used for the calculation of the deviation for a given airport-to-airport route is as follows:

Passengers:

$$Deviation_{Mirror} = \frac{\left|Pax_{Reporting\,country} - Pax_{Partner\,country}\right|}{\left(\frac{Pax_{Reporting\,country} + Pax_{Partner\,country}}{2}\right)} \times 100$$

Freight and mail:

$$Deviation_{Mirror} = \frac{\left|Tonnes^{Arrivals}_{Reporting\,country} - Tonnes^{Departures}_{Partner\,country}\right|}{\left(\frac{Tonnes^{Arrivals}_{Reporting\,country} + Tonnes^{Departures}_{Partner\,country}}{2}\right)} \times 100$$

The thresholds defined for the detection of abnormal deviation have been established based on the size of the flows.

National transport of passengers

Data range		Thresholds
>= 2000 passengers	< 5000 passengers	100%
>= 5000 passengers	< 35000 passengers	10%
>= 35000 passengers	< 160000 passengers	2.5%
>= 160000 passengers		1.5%

International transport of passengers

Data range		Thresholds
>= 2000 passengers	< 5000 passengers	100%
>= 5000 passengers	< 15000 passengers	40%
>= 15000 passengers	< 65000 passengers	15%
>= 65000 passengers		5%

National transport of freight and mail

Data range		Thresholds
>= 200 Tonnes	< 800 Tonnes	50%
>= 800 Tonnes	< 2000 Tonnes	25%
>= 2000 Tonnes		20%

International transport of freight and mail

Data range		Thresholds
>= 500 Tonnes	< 1300 Tonnes	150%
>= 1300 Tonnes	< 6500 Tonnes	75%
>= 6500 Tonnes		50%

Concerning the mirror quality checks for freight transport, these have been performed by making a distinction regarding the direction, i.e. for a specific airport-to-airport route, the arrivals at one airport have to be compared with the departures at the partner airport and vice-versa.

Mirror quality checks were implemented for passenger transport already for the first data collection (1993. From reference year 2001 on, mirror quality checks have been introduced also for freight and mail.

It should be noted that thanks to these checks, the number of deviations detected has been decreasing constantly.

Since 2007, the new version of the quality checks (described in this section) has been implemented, with the change that they are now applied at airport-to-airport route level and no longer at city-to-city level.

Since 2020, more detailed mirror checks are produced (e.g.: monthly data and both for arrivals and departures) in order to better detect possible sources of discrepancies and/or for communication with counterparts.

2021 mirror checks reports for BELGIUM

International transport - Passengers - Arrivals*

						Dataset A1				Dataset B1			
City routes	Reporting airport code	Reporting airport	Partner airport code	Partner airport		Number of passengers - Reporting airport	Number of passengers - Partner airport	Absolute deviation	Deviation	Number of passengers - Reporting airport	Number of passengers - Partner airport	Absolute deviation	Deviation
BRUXELLES - ARAXOS	EBBR	BRUSSELS	LGRX	ARAXOS	06	:	180	180	200.0%	:	180	180	200.0%
	EBBR	BRUSSELS	LGRX	ARAXOS	07	:	1 008	1 008	200.0%	:	1 008	1 008	200.0%
	EBBR	BRUSSELS	LGRX	ARAXOS	08	:	1 330	1 330	200.0%	:	1 330	1 330	200.0%
	EBBR	BRUSSELS	LGRX	ARAXOS	09	:	1 150	1 150	200.0%	:	1 150	1 150	200.0%
	EBBR	BRUSSELS	LGRX	ARAXOS	10	:	138	138	200.0%	:	138	138	200.0%
	EBBR	BRUSSELS	LGRX	ARAXOS	12	2	2	0	0.0%	2	2	0	0.0%
						2	3 808	3 806	199.8%	2	3 808	3 806	199.8%

2.3.2 MISSING ROUTES AND DETECTION OF MISCODING ISSUES

This quality check is performed in order to compare the consistency between two partner airport declarations for the same dataset: dataset A1 (flight stage declarations) or dataset B1 (On Flight Origin/Destination declarations).

The aim is to check whether data have been reported by **both** reporting airports for a given route. Only the routes for which both airports are reporting airports are considered for this check. This means that if the route '*airport A (in country X) to airport B (in country Y)*' is reported by country Y but not by country X, Eurostat first checks whether airport A is a reporting airport of country X (i.e. with a volume above the threshold defined by the Regulation) before indicating that the **route is missing**.

For instance, if the route '*DE_Frankfurt/Main-FR_Carcassone*' is reported by Germany *but not by France* and if Carcassone airport is a reporting airport in France (airport with reporting obligations of A1 and B1), then this route will be declared to France as missing.

Eurostat also prepares a **list of cases of possible wrong coding of airports (*Countries analysis*)**. The list presents cases where a reporting airport used a wrong airport code for transport to/from its partner airport. This mainly happens when there are several airports located in the same city. The list is provided to all reporting countries for reference. Starting from 2022 Eurostat corrects all codes list in there unless a country objects.

In the missing routes report, all airport-to-airports routes for which the corresponding mirror route could not be found are listed. These routes are investigated in more detail in order to identify the reasons why these mirror routes are missing in the reporting.

In almost all such cases, the declaring airport has mistakingly used the code of another airport in the partner city rather than the airport code provided by the partner country.

In principle, the declaration of the country in which the partner airport is located is considered as more reliable, so the corrections are proposed to the declaring airport. The corrections proposed by Eurostat to the reporting countries are also based on the coherency of the values provided (predominantly number of passengers). Nevertheless, Eurostat always ask the reporting countries for approval of any modifications in the data. In case of miscoded airports, such modifications can be performed by Eurostat directly in the database and the reporting countries do not have to provide a revised data file.

Missing routes of more than 2 000 passengers in 2019 - Dataset B1

Code Reporting airport	Reporting Airport	Code Partner airport	Partner airport	Partner country	Number of passengers reported only by the partner airport
EDDR	SAARBRUCKEN	LPFR	FARO	LP PORTUGAL	2,430

Since 2020, the missing routes reports are also produced at monthly level.

Missing routes of more than 1 000 passengers in 2021 - Dataset A1 - By month

Code Reporting airport	Reporting Airport	Code Partner airport	Partner airport	Partner country	AD	M	Number of passengers reported only by the partner airport	Number of flights reported only by the partner airport
BE_EBAW	ANTWERPEN/DEURNE	ES_LEMI	MURCIA/AEROPUERTO DE LA REGION DE MURCIA	SPAIN	1	04	178	3
	ANTWERPEN/DEURNE		MURCIA/AEROPUERTO DE LA REGION DE MURCIA	SPAIN	2	04	63	3
	ANTWERPEN/DEURNE		MURCIA/AEROPUERTO DE LA REGION DE MURCIA	SPAIN	1	05	800	9
	ANTWERPEN/DEURNE		MURCIA/AEROPUERTO DE LA REGION DE MURCIA	SPAIN	2	05	726	9
	ANTWERPEN/DEURNE		MURCIA/AEROPUERTO DE LA REGION DE MURCIA	SPAIN	1	06	818	9

2.4 COMPARISONS WITH ICAO DATA

The data collected by Eurostat within the Regulation are from time to time compared with data from ICAO, although not on a regular basis. The ICAO data has to be purchased for every comparison exercise. The results are provided to the reporting countries and stored in CIRCABC under Library 06. Aviation 2. Data Monitoring/ Eurostat vs ICAO data

2.5 COMPARISONS WITH EUROCONTROL DATA

The number of commercial flights collected by Eurocontrol is available just few days after the end of the month. The information collected by Eurocontrol serves air traffic control and safety purposes, so neither the number of passengers nor tonnes of freight are available.

A comparison between Eurocontrol and Eurostat data is prepared once a year, on the number of flights available in both dataset A1 and C1.

The results are provided to the reporting countries and stored in CIRCABC under Library 06. Aviation 2. Data Monitoring/ Mirror checks, missing routes, comparison with Eurocontrol

3 VOLUNTARY DATA COLLECTION

Questionnaire on aviation statistics

The current Regulations on air transport statistics cover traffic and transport measurement. However, there is a need for further information on some additional issues related to the aviation sector, which are also collected for other modes of transport:

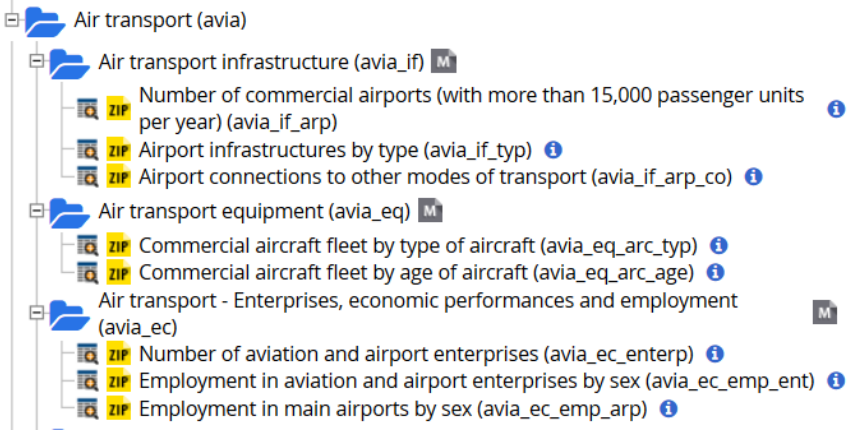
- Infrastructure
- Equipment
- Enterprises, economic performance and employment[12]

For this purpose, a questionnaire has been designed in order to collect information on the above items. Its objective is to collect a limited number of indicators and aggregated data at national level (first part of the questionnaire) and for the main airports (second part of the questionnaire). The second part consists of individual airports' questionnaires. Only airports of category 3 (with more than 1.5 million passenger units) are covered.

As some of the requested data (e.g.: number of reporting airports, number of runaways) could be retrieved from existing sources, Eurostat pre-fills the questionnaires before making them available to the countries for update, providing missing values or validation.

Aircraft fleet data are no longer collected through the questionnaire. The figures are now directly generated from commercial database (Cirium).

This voluntary data collection is launched once a year (usually at the end of year) and lasts for two months. Eurostat uploads the pre-filled questionnaires for all reporting countries into CIRCABC (/circaBC/ESTAT/transport/Library/06_aviation/data_monitoring/no-regulatory_questionnaire) and informs the countries all the details in a separate e-mail. The countries download their individual questionnaire and provide Eurostat with the updated/validated version by e-mail[13]. As it is a voluntary data collection (with no legal act behind), the countries should provide Eurostat with additional methodological information (e.g.: differences in the definitions applied compared to the recommended definitions from the Glossary for Transport Statistics). The data are than uploaded to the reference database and undergo final quality and consistency checks before being disseminated in Eurobase tables.



An example of a questionnaire (version used in the data collection for reference year 2020).

[12] As of reference year 2017, the part on enterprises, economic performance and employment has been substantially reduced (to basic employment information only) due to very low response rate (lack of data).
From reference year 2018 onwards, the number of minor airports is being collected on a regular basis and disseminated in Eurobase table 'avai_if_arp'. The fleet data has gone through some minor changes – the 'combi aircraft' category was abandoned (no aircraft of this type was registered in the EU countries), while the 'cargo aircraft' category was split into two separate categories based on the MTOW.

[13] As from 2024, data collection via the questionnaire will be incorporated into a new IT system. The countries will transmit their questionnaires via eDAMIS where some data consistency check will also be applied.

Country level part of the questionnaire:

		2019			2020		
References	Text	Quantity [1]	Flag [2]	Note [3]	Quantity [1]	Flag [2]	Note [3]
	I. INFRASTRUCTURE						
	1. AIRPORTS (ONLY COMMERCIAL AIRPORTS)						
	Number at 31.12						
	Total						
	References						
	Total						
	by type of airport and traffic						
	1.1 Main airports [with more than 150000 passenger units per year]						
	References						
	Total						
	1.1.1 International airports						
	References						
	Total						
	1.1.2 Domestic airports						
	References						
	Total						
	1.2 Other airports [Airports between 15 000 and 150 000 passenger units]						
	Références						
	Total						
	1.3 Minor airports [Airports below 15 000 passenger units]						
	Références						
	Total						

Airport level part of the questionnaire (airports of category 3 - over 1 500 000 passenger units per year):

		2019			2020			2021		
Reference	Text	Quantity [1]	Flag [2]	Note [3]	Quantity [1]	Flag [2]	Note [3]	Quantity [1]	Flag [2]	Note [3]
	I. INFRASTRUCTURE									
	1. AIRPORT RUNWAYS									
	Number at 31.12									
	Total									
	References									
	Total									
	2. CHECK-IN FACILITIES									
	Number at 31.12									
	Total									
	References									
	Total									
	by type of facility									
	1.1 Conventional check-in desks									
	References									
	Number									
	1.2 Self service check-in kiosks									
	References									
	Number									
	3. PASSENGER GATES									
	Number at 31.12									
	Total									
	References									
	Total									
	by type of gate									
	1.1 Gates equipped with finger/bridges									
	References									
	Number									
	1.2 Other gates									
	References									
	Number									
	4. PARKING PLACES FOR PRIVATE CARS									
	Number at 31.12									
	Total									
	References									
	Total									
	by type of stay									
	1.1 Short stay places									
	References									
	Number									
	1.2 Medium and long stay places									
	References									
	Number									
	5. INTERMODAL FREIGHT AREA									
	References									
	Area in square metres									
	II. EMPLOYMENT									
	1. EMPLOYMENT									
	Number of employees at 31.12.									
	Total									
	References									
	Total									

4 COMPILATION OF AGGREGATES

4.1 METHOD FOR EXCLUDING DOUBLE-COUNTING WHEN COMPILING AGGREGATES FOR AIR TRANSPORT STATISTICS

4.1.1 INTRODUCTION TO THE "DOUBLE-COUNTING" CONCEPT

In the frame of the data dissemination process, Eurostat calculates aggregates at intra-EU level (national, regional and intra-EU aggregates). This requires solving the problem of double-counting for any airport-to-airport routes for which both airports report the volume, as these are the routes where the problem of double-counting occur.

In principle, when calculating the total volumes of passengers and freight in such cases, **only the departure declarations** of the concerned airports are taken into account. The problem of double-counting only appears for the calculation of the "arrivals plus departures" total volumes. It is not a problem for the calculation of total arrivals (respectively total departures), which correspond to the sum of the arrivals (respectively departures) at each airport.

Concerning the total international extra-EU transport, the calculation is easier. In this case, it is the sum of all the declarations of the Member States to/from all partner countries outside the European Union, as there is no double-counting.

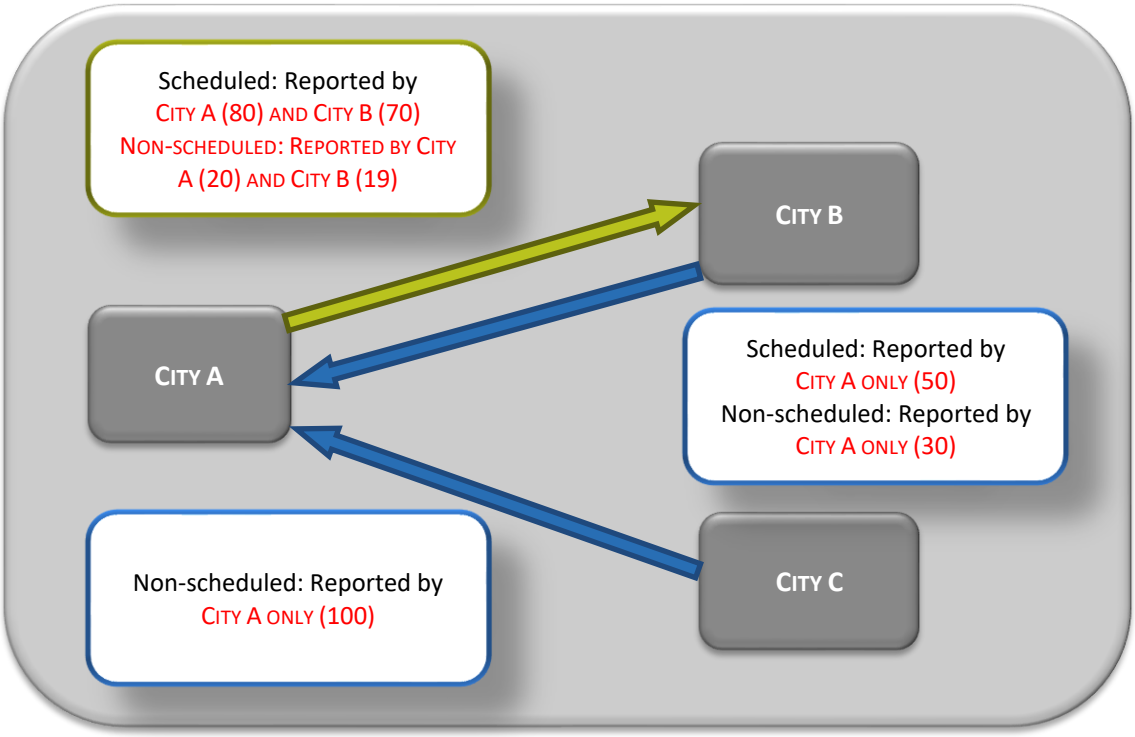
4.1.2 PRINCIPLE OF THE EXCLUSION OF DOUBLE-COUNTING

Ideally, to calculate aggregates at intra-EU level (national, regional and intra-EU aggregates), one should only take departures declarations into account. However, in practice the total transport is calculated as follows: it includes **all the departures** reported ***plus*** **a "part of" arrivals declarations.** This "part of" the arrivals declarations corresponds to those arrivals for which the *corresponding departures declarations of the partner airport are missing*.

The double-counting is excluded at city-to-city route level by taking into consideration the dimensions period, year, arrival/departure and scheduled/non-scheduled. This means that the figures are aggregated on these dimensions before excluding the double-counting. Eurostat has produced a correspondence table between airports and cities that allows aggregation of the figures at city-to-city route level before excluding the double-counting. This aims to prevent, as far as possible, errors due to mis-codifications by the partner airports.

4.1.3 APPLICATION OF THE PRINCIPLE

In order to highlight the principle of exclusion of double-counting, the necessary calculation is applied to the following case:



THE SCHEMA CORRESPONDS TO THE FOLLOWING DECLARATIONS OF THE AIRPORTS LOCATED IN CITIES A AND B:

Period	Year	Reporting City	Partner City	Arrival/ Departure	Scheduled/ Non Scheduled	Number of passengers
01	2013	CITY A	CITY B	1	1	50
01	2013	CITY A	CITY B	2	1	80
01	2013	CITY B	CITY A	1	1	70
01	2013	CITY A	CITY C	1	2	100
01	2013	CITY A	CITY B	1	2	30
01	2013	CITY A	CITY B	2	2	20
01	2013	CITY B	CITY A	1	2	19

The exclusion of the double counting is performed as follows:

Period	Year	Reporting City	Partner City	Arrival/ Departure	Scheduled/ Non Scheduled	Number of passengers	*Mirror declarations available*
01	2013	CITY A	CITY B	1	1	50	
01	2013	CITY A	CITY B	2	1	80	*70*
01	2013	CITY B	CITY A	1	1	70	*80*
01	2013	CITY A	CITY C	1	2	100	
01	2013	CITY A	CITY B	1	2	30	
01	2013	CITY A	CITY B	2	2	20	*19*
01	2013	CITY B	CITY A	1	2	19	*20*

Departures declarations are always taken into consideration

Arrivals taken into consideration, as the partner city has not reported departures to this reporting city

Arrivals *not* taken into consideration, as the partner city has reported departures to this reporting city for this type of flight

Arrivals taken into consideration, as CITY C has no reporting airport (the corresponding departures of CITY C is estimated by the arrivals declared by CITY A)

Arrivals taken into consideration, as the partner city has not reported departures to this reporting city for non-scheduled flights

The total transport, excluding double-counting, is equal to the sum of the remaining records:

Period	Year	Reporting City	Partner City	Arrival/ Departure	Scheduled/ Non Scheduled	Number of passengers	*Mirror declarations available*
01	2013	CITY A	CITY B	1	1	50	
01	2013	CITY A	CITY B	2	1	80	*70*
~~01~~	~~2013~~	~~CITY B~~	~~CITY A~~	~~1~~	~~1~~	~~70~~	~~*80*~~
01	2013	CITY A	CITY C	1	2	100	
01	2013	CITY A	CITY B	1	2	30	
01	2013	CITY A	CITY B	2	2	20	*19*
~~01~~	~~2013~~	~~CITY B~~	~~CITY A~~	~~1~~	~~2~~	~~19~~	~~*20*~~

The total transport excluding double counting is thus calculated by adding the remaining records:

50 + 80 + 100 + 30 + 20 = 280 passengers.

THIS REPRESENTS A DIFFERENCE OF 89 PASSENGERS COMPARED TO THE TOTAL TRANSPORT CALCULATED WITHOUT EXCLUDING DOUBLE-COUNTING.

4.2 PROCEDURES OF CALCULATIONS AND AGGREGATIONS USED IN THE DISSEMINATION PROCESS

Within the frame of the data dissemination process, Eurostat calculates aggregates such as the total volume of domestic transport for each country and the total volume of intra–EU transport. These calculations require that the problem of double-counting is solved. As an example, the calculation of the domestic transport for one country does not correspond to the sum of the total volume of transport reported by each domestic airport. The reason is that, in this case, the volume of transport between two domestic airports would have been counted twice. The problem of double-counting only appears for calculation of the **total transport.** In contrast, it is not a problem when calcualting total arrivals

(respectively total departures), which correspond to the sum of the arrivals (respectively departures) at each domestic airport.

For each aggregate, it is necessary to start at the airport level in order to identify the mirror declarations, i.e. the airport routes for which the volume of transport is reported by both airports, because these constitute the routes where the problem of double-counting occurs. When calculating the total volume of transport in such cases, only the departure declarations of the concerned airports are aggregated.

European aggregates are compiled by Eurostat as soon as all required data are available - provided that dissemination is not limited by confidentiality. In order to estimate regional air transport of passengers/goods in the tables from the 'Regional transport statistics' section, the issue of "double-counting" (transport of the same passenger is declared by both the departing airport - as departures - and the destination airport - as arrivals) has to be addressed.

As was already mentioned, ideally, to calculate these aggregates for air transport, one should only take departures declarations into account. In practice, total transport includes all the departures reported plus "a part of" arrivals declarations. This "part of" includesg those national arrivals declarations for which the corresponding departures declarations of the partner airport are missing.

Until recently, the exclusion of double-counting for regional air transport statistics was performed at the same level of aggregation as for the "Air transport" domain. However, a recent analysis has revealed that a different level of exclusion of double-counting would be more convenient for regional statistics: the double-counting is now excluded at airport-to-airport route level by only taking into consideration the period. This means that the figures are aggregated on these dimensions before excluding double-counting. As a different level of aggregation is used in the "Air transport" domain of the Reference Database, some aggregated figures common to both domains ("Air transport" and "Regional transport") may thus be slightly different, due to this methodological difference in the data compilation.

5 EUROBASE: MAIN DECLARING AIRPORTS, SELECTION OF THE ROUTES BETWEEN THE ''MAIN DECLARING AIRPORTS'' AND THEIR ''MAIN PARTNERS''[14]

The selection of routes between the main declaring airports and their main partners is subject to several constraints, due to the large differences in volumes reported by the main airports of the various reporting countries. The details of the methodology used for the selection is described in the following sections.

5.1 MAIN DECLARING AIRPORTS

The list of airports to be considered as **"main declaring airports"** for the passenger tables (respectively the freight tables) are **all airports reporting data in the Flight Stage dataset and/or in the On Flight Origin/Destination dataset** for passenger transport (respectively freight transport) (reporting datasets A1 and B1).

5.2 ROUTES BETWEEN THE MAIN DECLARING AIRPORTS AND THEIR MAIN PARTNERS

5.2.1 PROBLEMS REGARDING THRESHOLDS

At the time the Regulation itself and the data dissemination was discussed, Eurostat proposed to apply a unique threshold for all routes declared by the main airports.

However, due to the large differences in the volumes reported by the main airports of the various reporting countries, a unique threshold would present two inconveniences:

[14] At the time of preparing this version of the Manual, discussions with the reporting countries on the possible changes in the selection procedure were on-going. Until a final decision is taken, the selection procedure remains as described in this Manual.

- the biggest airports of the smallest countries would fall below the threshold and thus no data would be available in the tables for this country;
- the number of airports selected for the participating countries with largest transport volumes would be too high.

5.2.2 SOLUTION

The methodology which was finally proposed takes into account the size class of the "main declaring airports" in order to determinate appropriate thresholds. This methodology thus avoids the problems mentioned in the previous section.

A. METHOD TO DEFINE THRESHOLDS

In order to select the routes to display in the 'avia_par_' and 'avia_gor _' tables in Eurobase, thresholds for the airports routes should be applied. These thresholds were elaborated separately for passenger transport and for freight and mail transport, as the importance of a route may be quite different in terms of passenger transport and of freight and mail transport.

1. Passengers

Data taken into account for the determination of thresholds

In order to define these thresholds, a table with the total passengers carried was made for the "main reporting airport-to-partner airports" routes, based on the 2003 data of the aviation database.

For each "main declaring airport", **all partner airports** were taken into account.

Details of the calculation

Based on the available data, the total passengers carried for each of the main declaring airports were calculated. Furthermore, for each of the "main declaring airports", the quartiles were calculated on the volumes of the airport-to-airport routes with reported passengers carried for the declaring airport in question.

This provided information on the repartition of the passenger volumes on the airport-to-airport routes declared by the reporting airports.

A summary table was created, associating to each reporting airport its total passengers carried in 2003, the quartiles calculated and the number of airport-to-airport routes declared by this airport. The following table provides an example of these tables.

2003					
	Pax transport	Quartile 1	Quartile 2	Quartile 3	nb routes
EGLL LONDON/HEATHROW	63 208 331	2 823	63 983	268 686	269
EDDF FRANKFURT/MAIN	48 023 283	53	5 933	82 167	571
LFPG PARIS/CHARLES-DE-GAULLE	48 008 164	422	12 851	128 432	439
EHAM AMSTERDAM/SCHIPHOL	39 807 306	2 285	35 986	149 112	362
LEMD MADRID/BARAJAS	35 369 823	230	7 232	97 893	281
EGKK LONDON/GATWICK	29 893 190	520	12 991	91 895	351
LIRF ROMA/FIUMICINO	25 473 178	513	10 616	70 227	261
EDDM MUNCHEN	23 953 104	21	1 663	42 056	422
LEBL BARCELONA	22 492 001	220	3 177	62 210	254
LFPO PARIS/ORLY	22 448 820	228	6 969	44 435	249
...	...	...	...	...	...
EDDV HANNOVER	4 903 012	199	1 914	19 215	215
LPFR FARO	4 634 504	251	7 591	18 156	133
EGAA BELFAST/ALDERGROVE	3 954 859	239	1 757	17 742	104
ENBR BERGEN/FLESLAND	3 314 878	214	912	19 606	63

The quartiles gives information on the repartition of the passengers volumes of all routes selected for each “main declaring airport”: 25% of the routes have a volume of passengers lower than Quartile 1, 50% of the routes have a volume of passengers lower than Quartile 2 and 75% of the routes have a volume of passengers lower than Quartile 3.

Determination of the classes and the thresholds

Following the distribution of the total volume of passengers carried at each reporting airport, airport classes were defined. These classes allowed calculation of different thresholds depending on the size of the reporting airport.

If no classes were defined and a general threshold applied, some airports would not appear in the selection due to the relatively small passenger transport registered for some countries compared to the largest participating countries.

For each declaring airport, the study of the repartition of the volumes across the different routes (based on quartile), following the airport size and the total number of routes, resulted in the definition of the following classes and thresholds. These classes and thresholds have been applied for selecting routes for dissemination in the Eurobase 'avia_par_' dissemination tables since 2003.

Annual data

Classes	Threshold (passengers)
[150 000 ; 300 000[	10 000
[300 000 ; 1 000 000[	15 000
[1 000 000 ; 5 000 000[	20 000
[5 000 0000 ; 10 000 000[	40 000
[10 000 000 ; + [	75 000

2. Freight

Data taken into account for the determination of the thresholds/Details of the calculation

The same type of table as for passenger transport was also created for the “main declaring airports” with respect to transport of freight and mail.

Determination of the classes and the thresholds

For each declaring airport, the study of the repartition of the volumes of the routes (based on quartiles), following the airport size and the total number of routes, led to the following classes and thresholds. Theese have been applied for selecting the routes for dissemination in the Eurobase 'avia_gor_' dissemination tables since 2003.

Annual data

Classes	Threshold (tonnes of freight and mail)
[0;10 000[	50
[10 000;100 000[	100
[100 000;1 000 000[	500
[1 000 000; + [	3 000

B. DISSEMINATION IN EUROBASE

When country XX sends its data, the tables 'avia_par_XX' and 'avia_gor_XX' can be updated. The annual updates can be run for the monthly, quarterly and annual data.

The data for a route are disseminated as soon as the specified threshold has been reached.

This is an example of monthly routes data dissemination, respecting the thresholds:

DZAOUDZI airport - PARIS-ORLY airport			DZAOUDZI airport - PARIS-CHARLES DE GAULLE airport	
Period	Passengers		Period	Passengers
1	1 664		1	6 239
2	600		2	4 108
3	457		3	4 844
4	280		4	5 049
Total 2018	3 001		Total 2018	20 240

The route Dzaoudzi-Paris CDG is above the threshold of 15 000 passengers, so data are disseminated. The route Dzaoudzi-Orly is still below the threshold and will only be disseminated when the cumulative number of passengers has reached 15 000 passengers.

AIRP_PR/TIME	2017	2017M01	2017M02	2017M03	2017M04	2017M05	2017M06	2017M07	2017M08	2017M09	2017M10	2017M11	2017M12	2018M01	2018M02	2018M03	2018M04
FR_FMCZ_FR_LFPG - DZAOUDZI airport - PARIS-CHARLES DE GAULLE airport	75 795	5 029	3 783	4 448	5 805	6 028	7 048	9 121	8 790	6 936	6 467	5 880	6 460	6 239	4 108	4 844	5 049
FR_FMCZ_FR_LFPO - DZAOUDZI airport - PARIS-ORLY airport	19 498	1 123	836	509	1 014	908	1 736	4 214	4 417	2 140	972	176	1 453	:	:	:	:

6 DISSEMINATION

The dissemination of air transport statistics is made through different channels.

6.1 EUROBASE

Eurostat's online dissemination database Eurobase[15] is available to the public since October 2004. The use of Eurobase is free of charge.

The Air transport domain contains detailed data and time series since 1993 (data collected before the adaptation of Regulation 437/2003), collected in the frame of the annual Questionnaire. It is composed of four sub-domains:

- Air transport infrastructure (avia_if)
- Air transport equipment (avia_eq)
- Air transport - Enterprises economic performances and employment (avia_ec)

There are also five sub-domains (based on the data collected within the frame of the Regulation) devoted to:

- Air transport measurement – passengers (avia_pa)
- Air transport measurement – freight and mail (avia_go)
- Air transport measurement – traffic data by airports, aircraft and airlines (avia_tf)
- Air transport – data aggregated at standard regional levels (NUTS) (avia_rg)

There are also a number of derived tables based on the data collected in the frame of the Regulation:

[15] Formerly known as *New Cronos*.

- Air transport of goods by country (yearly data) (ttr00011)
- Air transport of passengers by country (yearly data) (ttr00012)
- Air transport of passengers by country and type of transport (monthly data) (ttr00016)
- Air transport of passengers by airport and type of transport (monthly data) (ttr00017)

Each sub-domain is divided into several collections of tables.

The data availability in Eurobase's 'Air transport' domain can be checked in the Data available tables files available in the public part of CircaBC (/circabc/ESTAT/emisannexes/Library/data_-_database/theme_7_-_transp/air_transport/availability_tables), which is updated after each main update of Eurobase (approximately every quarter).

The details of the tables disseminated in Eurobase are as follows:

Eurobase table label	Eurobase table title	Data source
Air transport infrastructure (avia_if)		
AVIA_IF_TYP	Airport infrastructures by type	Questionnaire
AVIA_IF_ARP_CO	Airport connections to other modes of transport	Questionnaire
AVIA_IF_ARP	Number of airports	Questionnaire
Air transport equipment (avia_eq)		
AVIA_EQ_ARC_TYP	Commercial aircraft fleet by aircraft category and country of operator	Questionnaire
AVIA_EQ_ARC_AGE	Commercial aircraft fleet by age of aircraft and country of operator	Questionnaire
AVIA_EQ_ARC_TYPREG	Commercial aircraft fleet by aircraft category and country of registration	Questionnaire
AVIA_EQ_ARC_AGEREG	Commercial aircraft fleet by age of aircraft and country of registration	Questionnaire
Air transport - Enterprises, economic performances and employment (avia_ec)		
AVIA_EC_ENTERP	Number of aviation and airport enterprises	Questionnaire
AVIA_EC_EMP_ENT	Employment in aviation and airport enterprises by gender	Questionnaire
AVIA_EC_EMP_ARP	Employment in main airports by gender	Questionnaire
Air transport measurement – passengers (avia_pa)		
Overview of the air passenger transport by country and airports (avia_pao)		
AVIA_PAOC	Air passenger transport by reporting country	A1_B1
AVIA_PAOA	Air passenger transport by main airports in each reporting country	A1_B1
AVIA_PAOCC	Air passenger transport between reporting countries	A1_B1
AVIA_PAOAC	Air passenger transport between main airports in each reporting country and partner reporting countries	A1_B1
AVIA_PAODIS	Air passenger transport by aircraft model, distance bands and transport coverage	A1
National air passenger transport by country and airports (avia_pan)		
AVIA_PANC	National air passenger transport by reporting country	A1_B1

AVIA_PANA	National air passenger transport by main airports in each reporting country	A1_B1
International intra-EU air passenger transport by country and airports (avia_pain)		
AVIA_PAINCC	International intra-EU air passenger transport by reporting country and EU partner country	A1_B1
AVIA_PAINAC	International intra-EU air passenger transport by main airports in each reporting country and EU partner country	A1_B1
International extra-EU air passenger transport by country and airports (avia_paex)		
AVIA_PAEXCC	International extra-EU air passenger transport by reporting country and partner world regions and countries	A1_B1
AVIA_PAEXAC	International extra-EU air passenger transport by main airports in each reporting country and partner world regions and countries	A1_B1
Detailed air passenger transport by reporting country and routes* (avia_par)		
AVIA_PAR_XX[17]	Air passenger transport between the main airports of XX country and their main partner airports (routes data)	A1_B1
Air transport measurement - freight and mail (avia_go)		
Overview of the freight and mail air transport by country and airports (avia_goo)		
AVIA_GOOC	Freight and mail air transport by reporting country	A1_B1
AVIA_GOOA	Freight and mail air transport by main airports in each reporting country	A1_B1
AVIA_GOOCC	Freight and mail air transport between reporting countries	A1_B1
AVIA_GOOAC	Freight and mail air transport between main airports in each reporting country and partner reporting countries	A1_B1
AVIA_GOODIS	Freight and mail air transport by aircraft model, distance bands and transport coverage	A1
National freight and mail air transport by country and airports (avia_gon)		
AVIA_GONC	National freight and mail air transport by reporting country	A1_B1
AVIA_GONA	National freight and mail air transport by main airports in each reporting country	A1_B1
International intra-EU freight and mail air transport by country and airports (avia_goin)		
AVIA_GOINCC	International intra-EU freight and mail air transport by reporting country and EU partner country	A1_B1
AVIA_GOINAC	International intra-EU freight and mail air transport by main airports in each reporting country and EU partner country	A1_B1
International extra-EU freight and mail air transport by country and airports (avia_goex)		
AVIA_GOEXCC	International extra-EU freight and mail air transport by reporting country and partner world regions and countries	A1_B1

* Thresholds for data dissemination (see manual chapter 6.2)

[17] Individual country tables.

AVIA_GOEXAC	International extra-EU freight and mail air transport by main airports in each reporting country and partner world regions and countries	A1_B1
Detailed freight and mail air transport by reporting country and routes*(avia_gor)		
AVIA_GOR_XX [18]	Freight and mail air transport between the main airports of XX country and their main partner airports (routes data)	A1_B1
Air transport measurement - traffic data by airports, aircraft and airlines (avia_tf)		
AVIA_TF_ACC	Aircraft traffic data by reporting country	A1
AVIA_TF_ACA	Aircraft traffic data by main airport	A1
AVIA_TF_ALA	Airline traffic data by main airport	A1_B1
AVIA_TF_APAL	Airport traffic data by reporting airport and airlines	C1
AVIA_TF_AIRPM	Commercial air flights by reporting airport – monthly data	Eurocontrol
AVIA_TF_CM	Commercial air flights by reporting country – monthly data	Eurocontrol
Air transport – regional statistics (avia_r)		
TRAN_R_AVPA_NM	Air transport of passengers by NUTS 2 regions	B1
TRAN_R_AVGO_NM	Air transport of freight by NUTS 2 regions	B1
Air transport performance (avia_tp)		
AVIA_TPPA	Passenger air transport over national territory (including territorial sea) - million passenger-km	B1
AVIA_TPGO	Freight and mail air transport over national territory (including territorial sea) - million tonne-km	B1

[18] Individual country tables.

6.2 STATISTICS EXPLAINED

Statistics explained (SE) is an official Eurostat website presenting different statistical topics in an easily understandable way[19]. Together, the Statistics explained articles make up an 'everyone's encyclopedia' of European statistics, complemented by a statistical glossary clarifying the terms used, and providing numerous links to further information and the very latest data and metadata. Statistics explained is a portal for occasional and regular users alike.

Concerning transport statistics, the Statistics Explained article '*Transport statistics introduced*' (https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Transport_statistics_introduced) gives an overview over the transport sector, including air transport.

The following Statistics explained articles are based on the data collected within the framework of the Regulation:

- *Air passenger transport - monthly statistics*: http://ec.europa.eu/eurostat/statistics-explained/index.php/Air_passenger_transport_-_monthly_statistics
- *Air transport statistics* – overview of air transport based on annual data: http://ec.europa.eu/eurostat/statistics-explained/index.php/Air_transport_statistics

The data collected through the questionnaire on air transport are presented in the Statistics explained article:

- *Transport equipment statistics* – providing an overview over the transport sector, including air transport: https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Transport_equipment_statistics#Air_transport_equipment

6.3 NEWS RELEASE[20]

A '*News release on air passenger transport in the EU*' is published every year on December 6th, marking the International Aviation Day (December 7th). This news release presents an overview of the most recent annual data on passenger air transport. It officially concludes the data collection for a given year.

- Air passengers up 35% in 2021 following 2020 decline
- Air passenger transport decreased by 73% in 2020

6.4 OTHER PUBLICATIONS

Air transport data can be also found in other Eurostat publications, including:

- *Airport visualisation tool (https://ec.europa.eu/eurostat/cache/infographs/airports/)*
- *Energy, transport and environment statistics – 2020 edition (https://ec.europa.eu/eurostat/web/products-statistical-books/-/KS-DK-20-001)*
- *News items – ad hoc publications (the recent ones)*
  - August 2022: commercial flights closer to 2019 figures
  - April 2022 Commercial flights see some improvement in March 2022
  - January 2022 Commercial flights in December 2021: closest yet to 2019 figures

[19] *Statistics explained* has replacedthe previous *Data in Focus* and *Statistics in focus* publications.

[20] In 2020, the standard News Release was replaced by ad-hoc News Items in order to inform on the impact of the Covid-19 pandemic on air transport.

PART III: NATIONAL METHODOLOGIES

All the previous versions of the manuals (up to version 14) contained countries' individual explanations on the methodologies applied at national level for the air transport data collection. This information was collected in order to produce a report for the European Parliament (after the finalisation of the 2005 data collection on the experience acquired in the application of the Regulation). In 2015, this information was revised and updated by the majority of the reporting countries. Later on, the information has been incorporated (as far as possible) into so-called **National reference metadata**, which are disseminated together with Eurostat metadata in Eurobase. Therefore, there is no need to keep this information also in the manual, as the update is currently carried out directly in the ESS Metadata Handler application on an annual basis.

The current content of this chapter covers the following topics:

- Guidelines on accessing and updating national metadata files in ESS Metadata Handler
- Information on the Country Specific Notes (CSNs), enriching information available in the national metadata files.

1 NATIONAL REPORTING ON DATA QUALITY (NATIONAL METADATA)

1.1 HOW DID IT START?

National reporting on data quality (national metadata) was introduced to the European Statistical System (ESS) with the provisions of the Regulation (EC) 223/2009, which requires the reporting countries to provide the Commission (Eurostat) with reports on the quality of the data transmitted. Following the Commission Recommendation 2009/498/EC, the Euro SDMX Metadata Structure (ESMS) for reporting on data quality was proposed. The 27th ESSC meeting in 2015 endorsed the Single Integrated Metadata Structure (SIMS) for quality reporting.

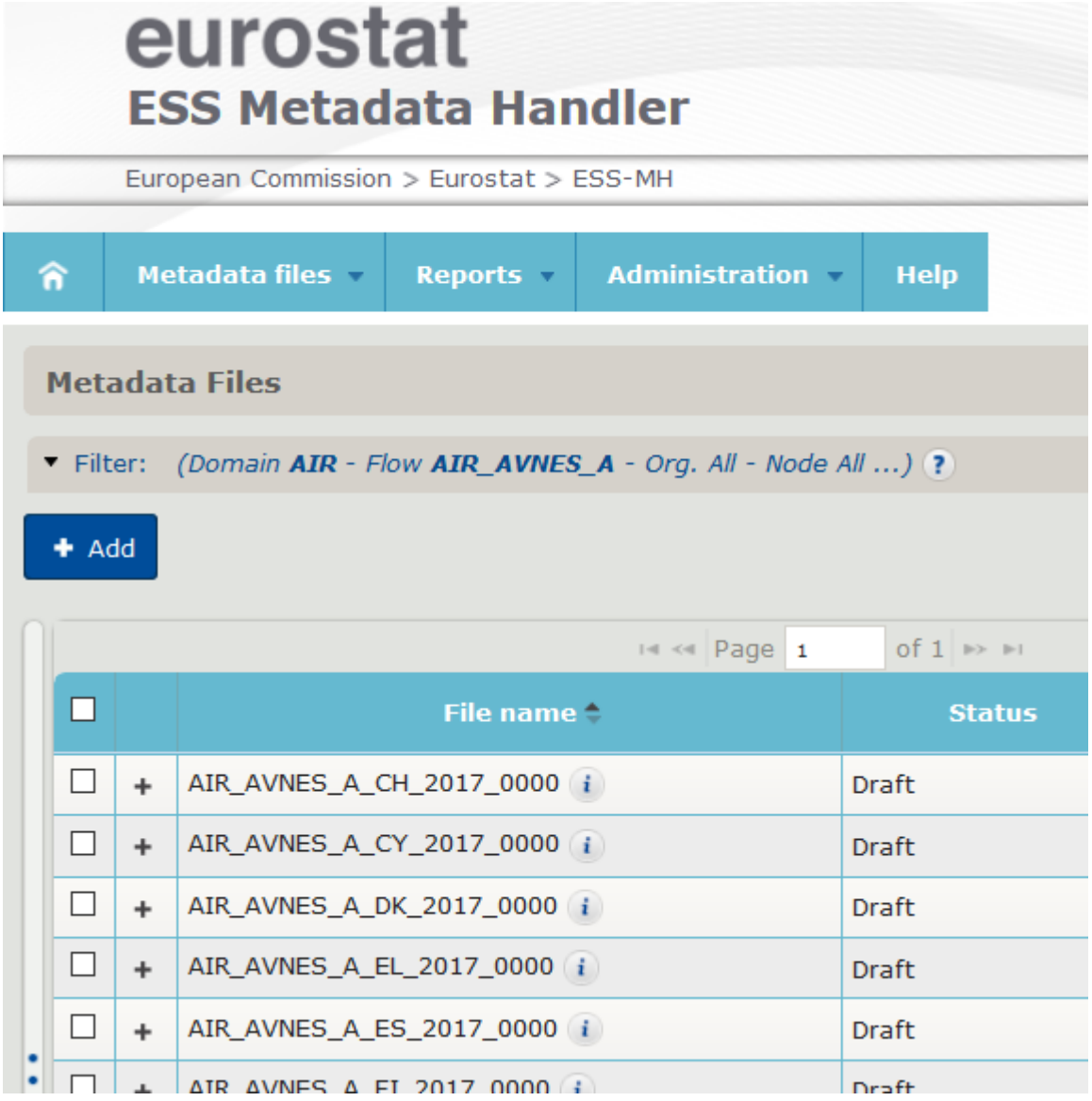
Since 2015, Eurostat has initiated the creation of national reporting files on data quality either in SIMS or ESMS format. Eurostat Unit B5 '*Data and metadata service and standards*' supports all stakeholders in producing national metadata files, mainly by making the ESS Metadata Handler (ESS MH) tool to produce national and European metadata files available to the national and European metadata providers. The production unit E3 '*Transport statistics*' supports transport data providers in prefilling and updating the content of the metadata files.

The implementation of the national metadata for passenger and freight transport by air was launched in 2019. For the air transport domain, the ESMS template has been applied for Passenger and Freight Transport by Air, covering EDAMIS datasets format as outlined in the table below:

Dataset ID	Description	Periodicity
AIR_A1_M	Flight Stages database	Monthly
AIR_B1_M	On Flight Origin/Destination database	Monthly
AIR_C1_A	Airports table	Annual
AIR_C1_Q	Airports table	Quarterly
AIR_C1_M	Airports table	Monthly

A new metadata flow 'AIR_AVNES_A' in ESS MH (which stands for European Statistical System – Metadata Handler) has been created together with 34 national metadata files (one per reporting country) in 'draft' status. These draft files referred to the reference year 2017 (e.g.: AIR_AVNES_A_BE_**2017**_0000), as the 2017 data collection was finalised at that time.

The files was pre-filled by Eurostat based on the information available in the latest version (V. 14) of the *Reference manual on Air Transport Statistics* (Part II National Methodologies). For each concept of the metadata file, customized guidelines (tailored as far as possible to all transport domains) were elaborated.

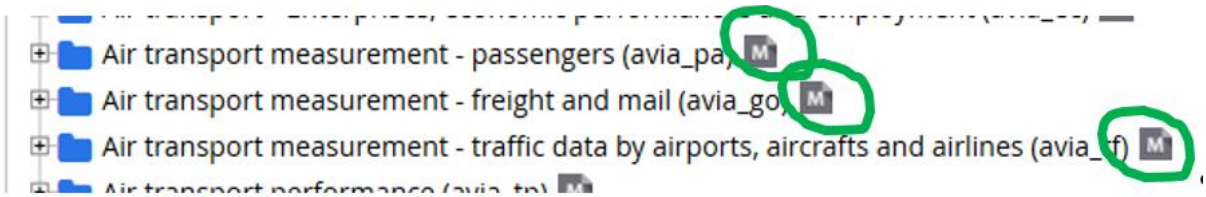


In January 2019, a pilot exercise (Austria) took place – the draft version of the metadata was revised and (where needed) enriched with additional methodological information, which had not been available previously (e.g.: data quality procedures at national level, dissemination channels, data revision policies, etc.). The experience gained from the pilot exercise as well as the metadata file prepared by Austria has been shared with the other reporting countries.

In March 2019, the official collection of the national metadata for air transport statistics started. Since then, countries updates theirr metadata on regular basis. Currently the national metadata are available for almost all reporting countries.

1.2 WHAT HAPPENS WITH NATIONAL METADATA?

The validated national metadata are disseminated together with the Eurostat metadata – they are attached to the Eurobase tables on passenger and freight transport as well as to airport traffic tables in Eurobase:



eurostat

Air transport measurement - passengers (avia_pa)
Reference Metadata in Euro SDMX Metadata Structure (ESMS)
Compiling agency: Eurostat, the Statistical Office of the European Union

Eurostat metadata

Reference metadata

1. Contact
2. Metadata update
3. Statistical presentation
4. Unit of measure
5. Reference Period
6. Institutional Mandate
7. Confidentiality
8. Release policy
9. Frequency of dissemination
10. Accessibility and clarity
11. Quality management
12. Relevance
13. Accuracy
14. Timeliness and punctuality
15. Coherence and comparability
16. Cost and Burden
17. Data revision
18. Statistical processing
19. Comment

Related Metadata
Annexes (including footnotes)

National metadata

National reference metadata
National metadata produced by countries and released by Eurostat

Belgium	Bulgaria	Czechia	Denmark
Germany	Estonia	Ireland	Spain
Croatia	Italy	Cyprus	Latvia
Lithuania	Luxembourg	Hungary	Malta
Netherlands	Austria	Poland	Portugal
Romania	Slovenia	Slovakia	Finland
Sweden	Norway	Switzerland	North Macedonia
Türkiye			

Once the data collection for a reference year is concluded (publication of Eurostat News Release on Passenger air transport, around December each year), Eurostat creates draft versions of the national metadata for each reporting country. The content will basically be copied from thenational metadata of the year before – only a couple of concepts, such as: 5. *Reference period*, might need to be modified accordingly. The reporting countries are asked to check and update the file (if needed, for example in case of any changes in the data collection, quality checks, etc.) and validate the information. Eurostat disseminates the updated version of the metadata files by replacing the previous version by the with the updated one.

The procedure is repeated with each round of the data collection for a reference year (2023, 2024, etc.).

1.3 HOW TO USE THE ESS-MH:

Only registered users can access the ESS-MH tool. Each person who needs access should send a request to Eurostat's 'ESTAT METADATA SUPPORT' team (ESTAT-METADATA@ec.europa.eu) with the following information:

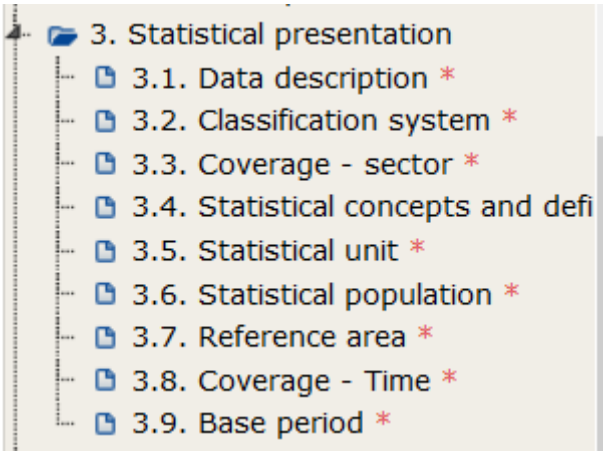
Country	Organisation	Family Name	First Name	e-mail	ECAS UserID

The access can also be requested directly in the ESS-MH: https://webgate.ec.europa.eu/estat/spe/metaconv/home.htm.

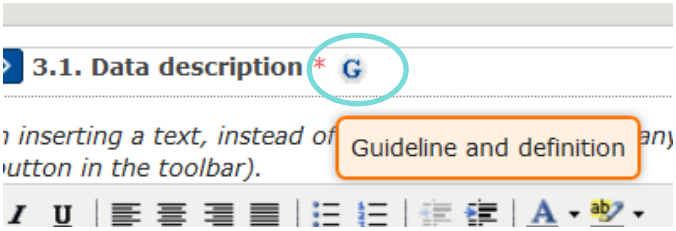
Each reporting country has its own metadata file (files), which follows certain naming conventions:

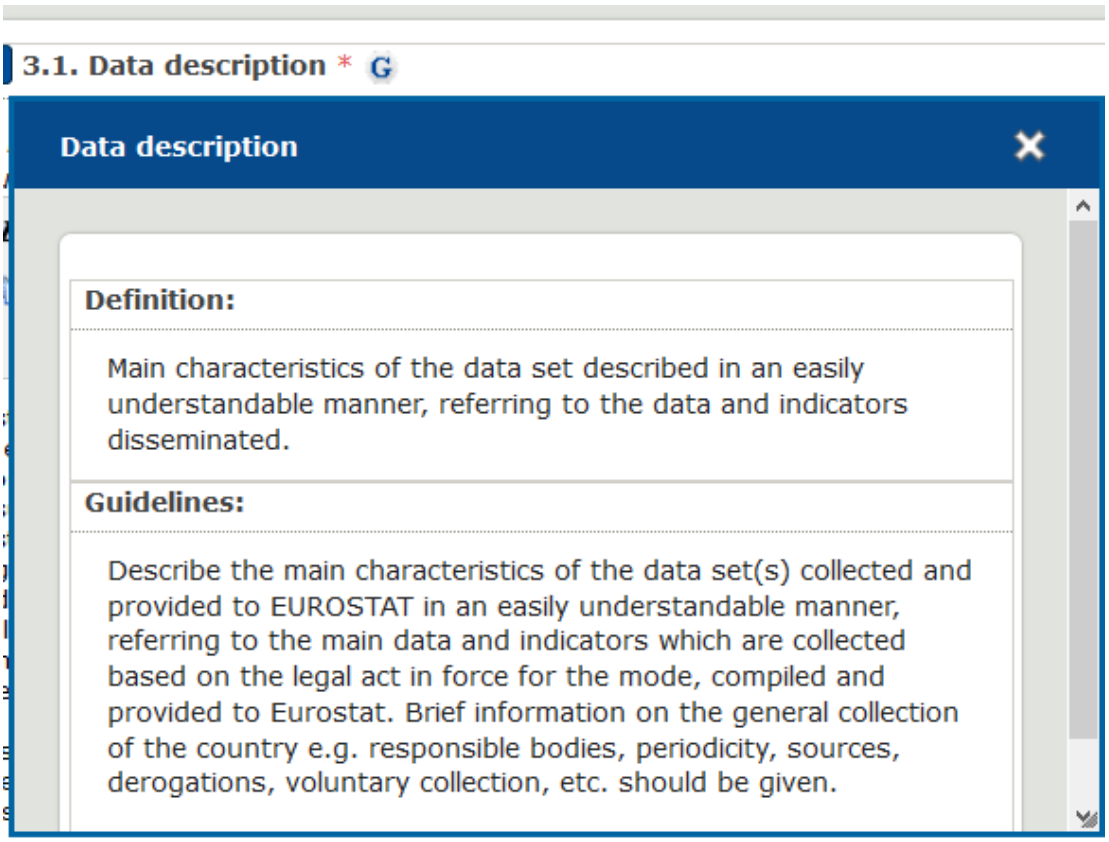
For air transport it is: AIR_AVNES_A_*country code_reference year*_0000.

Each metadata file contains a fixed number of concepts (points) – there are 19 concepts, some of them with sub-concepts (example below):



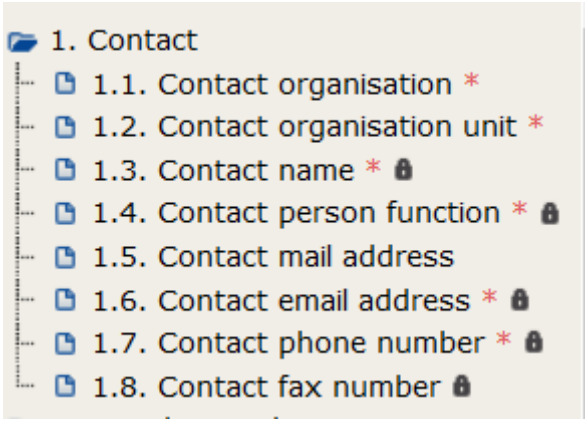
Definition and guidelines for each concept is available under the ***G*** symbol (example below).





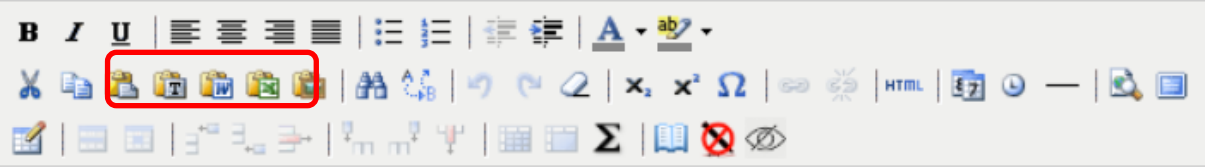
Basically, all concepts and sub-concepts have to be filled in (they can not be left empty). In case a concept (or sub-concept) is not relevant for the statistical domain or the information is not available, it should be filled in with 'Not applicable' or 'Information not available'.

Please note that, in justified cases, a concept may be restricted from dissemination, in case a country regards it as sensitive or confidential. In such a case, the box '*Restricted from publication*' should be ticked. By default, some information under concept 1. '*Contact*' is not disseminated (lock symbol); personal data (name, e-mail, phone number, etc.) are restricted from publication in the metadata.



Recommendation:

When you edit a file in order to insert text, instead of copying the text directly from any external source into the content of a concept in ESS-MH, please always use the "Paste from Word" button (2nd line, 5th button in the toolbar of the text editor).



When a country considers that its metadata file is ready to be published, it should change the status of the file from '*draft*' to '*ready for validation*'. Eurostat checks the file and comes back to the country concerned in case of comments or questions. Once the final version of the file has been agreed, Eurostat publishes the file (status '*Ready for publication*' and then '*Published*').

In case of problems or to find more information, please refer to the ESS-MH support page:

https://webgate.ec.europa.eu/estat/spe/metaconv/help.htm?agencyCode=ESTAT

There is also a dedicated web page: https://ec.europa.eu/eurostat/web/quality/quality-reporting

The ESS-MH User Guide is available on CIRCABC under the following link:

https://circabc.europa.eu/sd/a/d66a5fba-45bd-4145-b688-d8417da490bb/ESS%20MH%20User%20Guide%20June%202018%20EN.doc

2 COUNTRY SPECIFIC NOTES (CSNS)

2.1 HOW DID IT START?

Eurostat proposed to introduce Country Specific Notes (CSNs) in order to complement the methodological information already available for air transport statistics (Reference manual, Eurostat metadata) during the Air Transport Statistics WG in 2015 (document Air/2015/3 available on CIRCBAC). The idea was to attach the CSNs to methodological notes of Eurobase in the ESMS format. The Country Specific Notes should provide detailed information at country level regarding some particularities and breaks in time series observed for data on air transport.

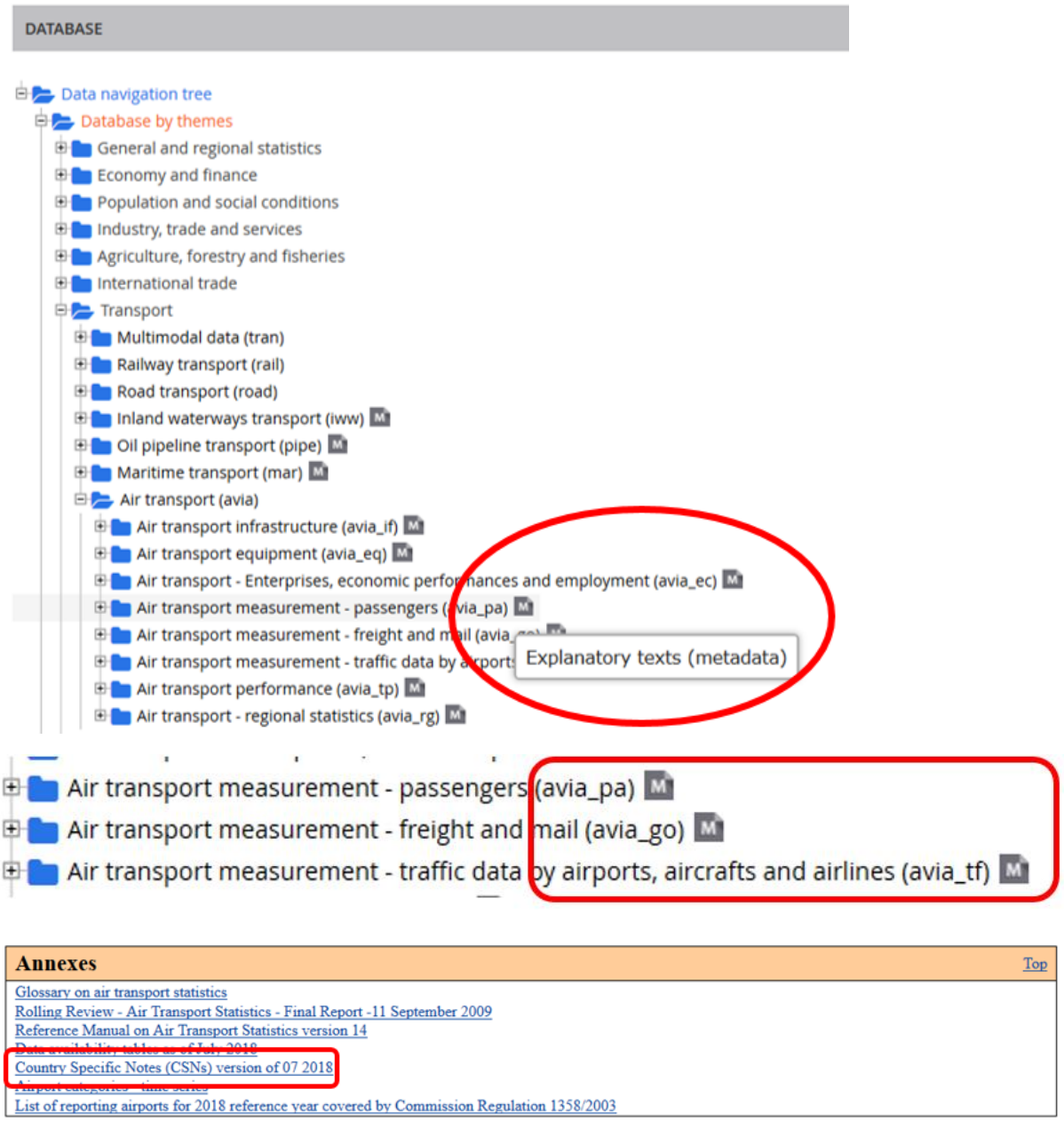
The first version of the CSNs was presented during the next WG on Air Transport Statistics in 2017 (document Air/2017/4 available on CIRCABC). The countries agreed to disseminate the CSNs in the format and at the level of detail proposed by Eurostat.

Since then, Eurostat is producing and regularly updating a set of Country Specific Notes on the basis of the comments received to the check reports (mostly on the annual quality checks reports) from the reporting countries. Eurostat always contacts the countries concerned before updating the Country Specific Notes available online, enabling the countries to validate the proposed changes.

Reporting countries can also propose changes in the CSNs by downloading them from CIRCABC (or directly from Eurobase) and providing a revised version (preferably in track changes) to Eurostat.

2.2 WHERE TO FIND IT?

- All CSNs versions that have been published are available on CIRCABC in the directory: /circabc/ESTAT/transport/Library/06_aviation/data_monitoring/Country Specific Notes CSNs
- The up-to-date validated version of the CSNs is made publically available as an Annex to the Eurostat metadata files on passengers, freight and airport traffic:



2.3 ANY EXAMPLES?

The example of the CSNs file as of Wdzfè 2023 is presented below. For the most up-to-date CSNs file, please refer to the Eurostat metadata file (Annex part).

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Country and table specific notes to be considered
when using data on air transport statistics published in Eurobase

Last update: 26/07/2023

Introduction:

Country Specific Notes complements the methodological information currently available for air transport statistics. They provide detailed information at country level regarding some particularities and breaks in time series observed for data on air transport. The majority of the comments below have been provided by the countries in response to Eurostat's data quality reports (annual data quality reports, mirror check and ad hoc quality and coherence data checks).

Source of the air transport data: *datasets A1, B1 and C1 of the Regulation 437/2003 + implementing Regulations 1358/2003, 546/2005 and 158/2007.*

Flight stage data – dataset A1

Flight origin destination data – dataset B1

Airport data – dataset C1

Please note the availability of the data for the years before the Regulation has been put into force (and during the transitional periods, for some countries until 2005) is limited.

Data on freight and mail transport:

- *some inconsistencies in the mirror reporting result from differences in reporting of freight and mail transported by road (or railways) between some airports. Part of the freight and mail reported by airlines/airports is in fact performed by lorries/trucks (trains) within the same forwarding chain (same flight number).*
- *Some countries provide data to Eurostat in tonnes already rounded at record level to full numbers. That might affect to certain extent the precision of aggregates available in the dissemination tables (at route, airport and country levels) and discrepancies in the mirror declarations. Check with individual country's notes whether a country provides the weight in tonnes rounded to full numbers or detailed information (tonnes with decimal places or kilograms).*
- *In all Eurobase tables presenting freight and mail figures – avia_go_ –distinguish between ':' (no freight transport; real zero) and '0' (freight and mail of less than 0.5 tonnes). Exception: figures on national transport in avia_gooc, avia_goocc, avia_gonc where '0' represents both real zero or freight and mail of less than 0.5 tonnes).*

For more information especially on national methodologies applied, consult countries' metadata.

BELGIUM:

- Data has been reported starting from 1996 for flight stage data, from 1993 for on flight origin destination data; 2001 for airport data.
- Transfer passenger data (annual) are available for Brussels airport as from 2016. Annual information on transfer passenger collected by all airports, but only Brussels International airport records such traffic.
- From 1996 to 1998 the number of flights has not been provided.
- From 1993 to 2003 the data provided by Belgium only refer to Brussels airport, 2004 and 2005 data refer to Brussels and Charleroi. From 2006 onwards, Liege, Oostende and Antwerpen are also sending data.

- From 2015 to 2016 the number of flights is slightly underestimated. (0.1% of the total passengers carried; 4% of the total freight and mail loaded/unloaded).

BULGARIA:

- Data has been reported starting from 2007 for flight stage and on flight origin destination data; 2001 for airport data.
- Data on transfer passenger data not available.
- From 15 October 2011 until 28 February 2012, Varna airport (LBWN) was closed for a reconstruction of the runway.
- In 2014, the increase in freight and mail transport at Burgas airport (LBBG) is due to the improvement of the economic situation in this sector, using air transport for transporting freight and mail. The increases observed bas from 2016 for passenger and freight and mail transport at several airports has been caused mainly by the increased number of destinations and flight frequency operated by low-cost carriers.
- In 2016 and 2017, decrease in freight and mail transport at Burgas airport (LBBG) in November and December caused by airport's maintenance. Traffic moved to Varna airport (LBWN).

CZECHIA:

- Data has been reported starting from 2002 for flight stage and on flight origin destination data; 2001 for airport data.
- Until 2014, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- Monthly transfer passenger data available only for Praha/Ruzyne airport (LKPR) as from 2014.
- Information on airlines and partner airports are aggregated due to confidentiality issue (no data at airport-to-airport level (routes) is disseminated).

DENMARK:

- Data has been reported starting from 1993 for flight stage and on flight origin destination data; 2001 for airport data. For the years 1993-2000, only partial data are available). Monthly data on transfer passenger data are provided on regular basis from all airports as from July 2014.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.
- From 1993 to 1997, the number of flights is slightly underestimated (from 0.01% to 0.2% of the total passengers carried for 1993-1995; around 17% of the total passengers carried for 1996-1997).
- From 1998 to 1999, the number of flights has not been provided.
- Due to the lack of data for 2000, there is a break on the time series. Freight and mail data are not available for Kobenhavn/Kastrup airport (EKCH) from 2004 to 2007.

GERMANY:

- Data sets have been provided according to the legal act (with no derogations) starting from 2002 reference year. Partial information (annual aggregates on passenger transport only; for some years national figures are not available) is available starting from 1993 reference year. Similar data have been published by the NSI since 1951. Until 1991, the data cover the territory of the former Federal Republic of Germany. From 1991 onwards, results for the entire Federal Republic of Germany are published. Data on transfer passengers are provided annually as from 2013.

- Until December 2018, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- A significant number of flights declared by country DE are of unknown type and cannot be allocated neither to passenger nor to freight and mail type of flights (around 90% of the total number of flights for 1993 to 1999).
- For 1998 and from 2000 to 2002 the number of flights has not been provided.
- For the smallest airports there are sometimes important fluctuations of their traffic performance from one year to another. Very often, the services of only one carrier predominate at these airports. If such carriers reduce or cancel their operations, there are significant repercussions on the traffic performance of the airports.
- The airport of Zweibrücken (EDRZ) closed down for commercial services in November 2014.
- The airport of Berlin-Tempelhof (EDDI) was closed down for commercial and non-commercial services in November 2009.
- The 2002 data for Frankfurt-Hahn airport (EDFH) has been removed from dissemination in April 2017 because of substantial underestimation.
- Until end of October 2020 - EDDB - Berlin-Schönefeld; from November 2020 Berlin-Brandenburg. The Berlin-Schönefeld Airport no longer exists as an independent airport, but has become part of the new Berlin-Brandenburg Airport. The ICAO code of the new airport remains the same as that of Berlin-Schönefeld Airport (EDDB). Tegel Airport (EDDT) closed down its civil air traffic in the course of November 2020 and transferred the corresponding traffic to the Berlin-Brandenburg Airport.
- 2021 data for Ingolstadt airport (ETSI) are estimated.

ESTONIA

- Data has been reported starting from 2004 for flight stage and on flight origin destination data; 2001 for airport data. Transfer passengers' data (monthly) are available from July 2013 only for the airport of Lennart Meri Tallinn (EETN). Direct transit passengers' data are available from 2004 only for the airport of Lennart Meri Tallinn.
- Until 2017 reference year, the weight of freight and mail was provided in tonnes already rounded to full numbers.

IRELAND

- Data has been reported starting from 1999 for flight stage data, from 1993 for on flight origin destination data; 2000 for airport data. Transfer passenger data (monthly) are provided on regular basis as from 2012 for the biggest airports.
- In 1993, the data provided by Ireland only refer to Dublin airport (EIDW). From 1994 until 2004, the data refer to Dublin, Shannon (EINN) and Cork (EICK) airports. From 2005 onwards, more airports are providing data, notably Connaught (EIKN), Kerry (EIKY) and Galway (EICM).
- Number of passengers can be greater to the number of seats available because of infant in arms.
- For 2003, only data for the 3 main airports is available.

GREECE

- Data has been reported starting from 1999 for flight stage data, from 1993 for on flight origin destination data; 1999 for airport data.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.

- Seats available not disseminated due to low data quality.
- Due to the lack of data for 2001 and 2002, there is a break on the time series. Until 2000, the airport code for Athens airport is LGAT, in 2001 the new Athens airport was opened with the code LGAV, since 2002 only the code LGAV is used.
- Data for passengers on board from the years 2003 until 2007 are underestimated because they do not include direct transit passengers.

SPAIN

- All data sets have been provided according to the legal act (with no derogations) starting from 2001 reference year. Some partial information available: annual data on passengers carried and freight and mail loaded and unloaded (1993-1999) and monthly data on passengers carried and freight and mail loaded and unloaded for the reference year 2000. Monthly data on commercial passenger and freight flights are available as from reference year 2000.
- Data on transfer passengers not available.
- Until 2015, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- Murcia–San Javier Airport (LELC) has been transformed into military air base as from January 2019. Civil passenger traffic has been moved to Región de Murcia International Airport (LEMI).

FRANCE

- Data has been reported starting from 1993. Passengers carried data are available from 1993 (national passenger transport data not available for the period 1993-1996). Passengers on board data are available from 2002. Direct transit passenger data are available from 2002. Transfer passenger data (monthly) are available as from 2010 for some biggest airports. Freight and mail on board are available from 2002. Freight and mail loaded and unloaded data are available from 1993.
- Seats available for 2005 and 2006 reference years are not disseminated due to low data quality.
- Only the French part of traffic in Bale/Mulhouse (LFSB) is reported by France.
- Up to 2000, figures for Paris concern the airport system (Paris/Charles de Gaulle (LFPG) and Paris/Orly (LFPO) grouped together). From 2001, data are available for Paris/Charles de Gaulle and Paris/Orly separately. Data for freight transport in the Paris airports (Charles de Gaulle and Orly) are systematically underestimated until 2013 due to incomplete data provision. From 2014, data are estimated.
- Until 2009, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- Passenger traffic at Chambery-Aix-les-Bains (LFLB) and Grenoble-Isere (LFLS) airports is subject to seasonal fluctuations from one year to another.
- Saint-Nazaire Montoir (LFRZ) airport the difference between departing and arriving passengers is due to a specific circular triangular passenger traffic.
- Limoges / Bellegarde LFBL was closed in November 2022 due to runway works.

CROATIA

- Data has been reported starting from 2008 for flight stage and on flight origin destination data; 2004 for airport data. Direct transit passenger data are available from 2008. Transfer passenger data (monthly) available as from 2015.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.

- Increase in the number of passengers carried and on board (consequently in number of flights) for all Croatian airports in 2016 (compared with 2015) is mostly due to opening of new lines from these locations, especially in international traffic.

ITALY

- Data has been reported starting from 1999 for flight stage data, from 1993 for on flight origin destination data (with time series break between 1999-2001 both for passenger and freight figures); 2001 for airport data. Transfer passenger data (monthly) started being provided as from 2013 by the biggest airports.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.
- In 2014, LIPR Rimini was closed from 1/11/2014 to 31/3/2015 – in consequence there was a drop in number of passengers serviced and number of flights comparing with previous periods.
- LIPK Forli ceased its operation in May 2013.
- LICT Trapani: the increase of number of passengers and number of flights in 2013 was due to new routes of Ryanair.
- LIRN Napoli: increase of freight and mail was mainly due to new cargo DHL line.
- LIRP Pisa: increase of freight and mail in Q4 of 2014 was because of specific marble transport to Emirates.
- LIRZ Perugia: decrease in the number of flights operation in November 2014 was caused mainly by ceased connections with Tirana (by Belle Air) and with Brussels (by Ryanair).
- LIMZ Cuneo/Levaldigi: in 2015 the number of passengers serviced decreased by more than 46%. Some flights to/from Cuneo have been redirected to LIMF Torino/Caselle airport.
- LIBC Crotone: in 2015 number of passengers substantially increased because new connections with Bergamo, Pisa and Ciampino set up by Ryanair. The airport was closed in 2017.
- LIPB Bolzano: in 2015 number of passengers substantially decreased as the airport almost ceased scheduled flights. Construction works during 2017 – no traffic data available.
- 2016-2017 employment data for Torino, Napoli, Catania, Venezia, Bologna, Bergamo, Verona, Palermo and Cagliari has been revised; as from 2016 the employment figures for Milano cover Malpensa and Linate airports together, while for Roma – Fumicino and Ciampino.
- Starting from 01/2017 the transfer passenger data include Venezia/Tessera (LIPZ) and Catania/Fontanarossa (LICC) airports only.
- 2018/2017 – decreases for Brescia, Parma and Trapani airports related mostly with closed connections serviced by low-cost airlines. Increase in passenger transport for Genova, Palermo and Napoli related mostly with setting up new connections offered by more airlines.
- 2019 data: no general aviation operations are included.
- 2020 data: only Airtaxi, as General Aviation, are included.

CYPRUS

- Data has been reported starting from 2001. Data has been reported starting from 2001. Passengers carried and Passengers on board data are available from 2001. Freight and mail on board and Freight and mail loaded and unloaded data are available from 2001. Direct transit passenger data and transfer passenger data (monthly) are available as from 2013.

LATVIA

- Data has been reported starting from 2004 for flight stage and on flight origin destination data; 2001 for airport data. Transfer passenger data (monthly) available for Riga airport only as from July 2013.
- Until 2016, the weight of freight and mail was provided in tonnes already rounded to full numbers
- The increase in 2013 for freight and mail data was due to freight sent to international forces.

LITHUANIA

- Data has been reported starting from 2003 for flight stage and on flight origin destination data; 2001 for airport data. Passenger carried are available from 2003 and Passenger on board data are available from 2005. Freight and mail on board are available from 2005 and Freight and mail loaded and unloaded data are available from 2004. Direct transit passengers data are available from 2001. Transfer passenger data are collected at monthly basis for (EYKA) Kaunas Intl (EYPA) Palanga/International and (EYSA) Siauliai/International airports as from 2017. Transfer passenger data (monthly) for (EYVI) Vilnius/International airport start being provided as from 2019 reference year.
- In 2003 and 2004, Lithuanian data refer to Vilnius Intl. airport only. From 2005 onwards, data for Kaunas and Palanga airports have been added.
- Until 2016, the weight of freight and mail was provided in tonnes already rounded to full numbers.

LUXEMBOURG

- Monthly data has been reported starting from 2005 for flight stage and on flight origin destination data (passengers and freight and mail data). Some historical annual data are available - passengers on board as from 1993 and freight and mail on board as from 1994; annual data on freight and mail loaded and unloaded, passenger carried and direct transit passengers are available as from 2000. Monthly transfer passenger data available as from August 2013.
- From 1994 to 1999, the number of flight is slightly underestimated. (less than 0.1% of the total passengers carried each year; less than 0,01% of the total freight and mail loaded/unloaded in 1996 and 1999).
- A significant number of flights declared by country LU are of unknown type and cannot be allocated neither to passenger nor to freight and mail type of flights (around 80% of the total number of flights for 1994 to 2003).

HUNGARY

- All datasets have been provided according to the legal act (with no derogations) starting from 2003 reference year. Passengers carried data and passengers on board data are available from 2002. Freight and mail on board data are available from 2001. Freight and mail loaded and unloaded data are available from 2002. Direct transit passengers data are available from 2010 only for the airport of Budapest while transfer passengers data are available as from 2013 for Budapest airport. From 2001 to 2006, the number of flights is underestimated (less than 1% of the total passengers carried for all years; less than 1% of the total freight and mail loaded/unloaded for 2001, 2002, 2003 and 2005, 11% for 2004 and 38% for 2006).
- Until 2016 reference year, the weight of freight and mail was provided in tonnes already rounded to full numbers.

MALTA

- Data has been reported starting from 2001. Passengers carried are available from 2001 and Passengers on board data are available from 2002. Freight and mail on board are available from 2002 and Freight and mail loaded/unloaded data are available from 2002. Direct transit passengers data are available from 2002. Data on transfer passengers (indirect) are not available.
- Transfer passenger data is not available.

NETHERLANDS

- All data sets have been provided according to the legal act (with no derogations) starting from 2002 reference year. Partial information (annual aggregates on passenger transport only) are available starting from 1993 reference year. Direct transit passenger data are available from 2003. Monthly data on transfer passenger data available as from reference year 2015 for Amsterdam/Schiphol airport (other airports do not record any transfer passenger traffic).
- The growth of passengers in Eindhoven airport is partially the result of more destinations. In addition, number of flights is planned to grow until 2020.
- KLM flew between Maastricht and Schiphol until October 2008. Then the connection has been abandoned which resulted in a large decrease in the national passenger transport figures.

AUSTRIA

- All data sets have been provided according to the legal act (with no derogations) starting from 2002 reference year. Partial information (annual aggregates on passenger transport only) are available starting from 1993 reference year. Transfer passenger data (annual) are available for all airports as from 2012.
- A significant number of flights declared by country AT are of unknown type and cannot be allocated neither to passenger nor to freight and mail type of flights (around 74% of the total number of flights from 1993 to 1995).
- Until 2016 reference year, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- Until 2010 reference year, infants in arms were not included in the number of passengers; starting from 2010 infants in arms were included for some airports only, while starting from 2017 reference year infants in arms are included in the statistics for all airports.

POLAND

- The data sets A1 and B1 are transferred from 2004 in the case of the Okęcie - Warsaw airport, and the remaining airports since 2006. Information on airport traffic (dataset C1) are provided since 2002 reference year for all airports. Passengers carried data and passengers on board are available from 2004. Freight and mail on board data, Freight and mail loaded and unloaded data are available from 2004. Direct transit passengers data are available from 2004 for Warsaw airport and from 2005 for most other airports in Poland.
- Data on transfer passengers not available.
- Until 2017 reference year, the weight of freight and mail is transmitted in tonnes rounded to full numbers.
- Since 2019 (included) all Polish airports have been including infants in arms in the passenger numbers.

- Freight data for Krakow/Balice airport (EPKK) is incomplete (e.g. 2020 freight data for EPKK Krakow/Balice covers national traffic only).
- The difference between the number of tones declared in dataset B1 (flight origin/destination) and dataset C1 (airport traffic) by Krakow/Balice airport (EPKK) is due to the fact that the airport records information on cargo in different systems and is not able to provide the mass of freight loaded and unloaded in the sections required by dataset A1 and B1. These datasets only include freight transported in domestic traffic (with a few individual exceptions). Freight transported internationally is only (with a few individual exceptions) included in dataset C1 (figures available in avia_tf_apal Eurobase table only).

PORTUGAL

- Annual data on passengers carried available as from 1993. Annual data on passenger on-board and number of flights available as from 1996. Annual data on airport traffic (passengers carried, freight and mail loaded and unloaded, aircraft movements) available as from 2001. Quarterly and annual data on passenger airport traffic as well as on freight and mail loaded and unloaded available as from 2001. Monthly airport traffic data on passenger and freight transport (according to the regulation, dataset C1) available as from reference year 2003. Monthly transfer passenger data (optional variable provided in dataset C1) available as from reference year 2017.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.
- Until 2004, the airport code for Santa Maria airport is LPAZ and since 2005 it has been replaced by the code LPPO.
- Transfer passenger data available partially for the years 2017-2020.

ROMANIA

- Data has been reported starting from 2001. Passengers carried data are available from 2001 and Passengers on board data are available from 2004. Freight and mail loaded/unloaded are available from 2002. Freight and mail on board are available from 2004. Direct transit passengers data are available from 2001.
- Transfer passenger data (monthly) available as from 2019.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.
- In 2016 and 2017, Baia Mare Airport (LRBM) airport was closed. In 2017 Targu Mures Airport (LRTM) the number of passengers substantially dropped because the airport was under renovation. The works were completed mid-2018.

SLOVENIA

- Data has been reported starting from 2004 for flight stage and on flight origin destination data; 2001 for airport data. All data sets have been provided according to the legal act (with no derogations) starting from 2004 reference year. Passengers on board data are available on monthly basis from 2004. Passengers carried are available on monthly basis from 2004. Freight and mail on board data and freight and mail loaded and unloaded data are available from 2004. Annual data on airport traffic (passengers carried, freight and mail loaded and unloaded, aircraft movements) available for 2001.
- Transfer passenger data (monthly) available as from 2017.
- Number of passengers can be greater to the number of seats available because of infant in arms.

- Until 2017 reference year, the weight of freight and mail was provided in tonnes already rounded to full numbers.

SLOVAKIA

- Data has been reported starting from 2001.
- Slovakia provided data at country level until 2005 included. Until that year, no data at airport-to-airport level (routes) is disseminated.
- Transfer passenger data (monthly) available as from 2014 (no transfer passengers recorded = 0).
- As from 2018, the number of commercial flights reported by Bratislava airport increased, as it includes other commercial general aviation operations (e.g.: photographic, advertising, agricultural, spraying, medical/air ambulance, etc.).
- Until 2017, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- Sliac (LZSL) airport is used only by the military since October 2021, when the airport has been closed to all civilian traffic.

FINLAND

- All data sets have been provided according to the legal act starting from 2001 reference year. Some partial information is available: Passenger carried and passenger on board data are available from 1997. Freight and mail on board and Freight and mail loaded and unloaded data are available from 1997. Transfer passenger data are available from 2015. Direct transit passenger data are available from 1997. Passenger carried and passengers on board data are available from 1997. Freight and mail on board and Freight and mail loaded and unloaded data are available from 1997. Transfer passenger data (monthly) are available from 2015. Direct transit passenger data are available from 1997.
- A significant number of flights declared by country FI are of unknown type and cannot be allocated neither to passenger nor to freight and mail type of flights (94% of the total number of flights in 1997).
- For 2002, the number of flights is slightly underestimated (around 4% of the total passengers carried and the total freight and mail loaded/unloaded).
- Varkaus airport does not have any commercial flights anymore from the beginning of 2014.
- Pori, Ivalo and Kittilä are cases where there are circular flights. For that reason, there are more passengers on board for departures than on board for the arrivals since departures include transit passengers for the second leg of the journey.
- Freight and mail figure for December 2015 for Helsinki airport (EFHK) is overestimated because of addition of some freight and mail weight (app. 10 thousand tonnes) which could not have been allocated to any months of the year.
- From 2016, the statistics of Lappeenranta airport are not available in Airport traffic data by reporting airport and airlines (avia_tf_apal) dissemination table, because the traffic at the airport didn't reach the threshold of 15 000 passenger units.
- From January to April 2017 – transit passenger figures not available separately and not included in the number of passengers on board.

SWEDEN

- Annual passenger data (passengers on board) are available as from reference year 1993. Monthly flight stage data on passenger and freight transport (according to the Regulation, dataset A1) available as from reference year 2003, while monthly data on flight O/D on passenger and freight transport (according to the Regulation, dataset B1) available as from 2004 reference year. Monthly airport traffic data on passenger and freight transport (according to the regulation, dataset C1) available as from reference year 2003. Monthly transfer passenger data (optional variable provided in dataset C1) available as from reference year 2014.
- Until December 2017, the weight of freight and mail was provided in tonnes already rounded to full numbers.
- Number of flights not available for 1993-1998 and cannot be allocated neither to passenger nor to freight and mail type of flights.
- The differences between number of arriving passengers and departing passengers depend on more accurate reporting from the airports of departing passengers.
- From 1993 to 1994, the number of reporting Swedish airports increased from 3 to 15.
- Freight and mail data are not available for Sweden for the period 2005-2007.
- ESPG Göteborg/Säve has been closed for commercial flights in the beginning of 2015, therefor ESGG Göteborg/Landvatter took over most of the traffic therefore the large increase.
- The figures for freight and mail 2019 are underestimated due to missing data from main airports. The figures will be revised as soon as new and reliable data is available.

ICELAND

- Starting from 2003 reference year, the data has been reported for Keflavik airport only (all datasets provided). As from 2018 reference year two other airports - Akureyri (BIAR) and Reykjavik (BIRK) – provide the data according to the Regulation. The other airports in Iceland only provide aggregated airport declarations. Transfer passenger data provided for the biggest airports as from 2020.

NORWAY

- All data sets have been provided according to the legal act (with no derogations) starting from 2002 reference year. Transfer passenger data (monthly) provided as from 2013. Annual data (collected before the legal act was established) on passenger on board and freight and mail on board are available from 1999.
- The data on freight and mail is provisional as data is provided in tonnes already rounded to full numbers.
- For some reporting Norwegian airports, the number of passengers carried available in Eurobase table Airport traffic data by reporting airport and airlines [avia_tf_apal] might be higher than the number of passengers carried available in any other Eurobase tables. It includes commercial air services (related directly with commercial passenger and/or freight and mail transport) and some specific non-commercial general aviation operations - transport of persons to/from oil rigs by helicopters. The commercial aircraft movements also include these specific non-commercial general aviation operations.
- Prior to 2009, the Norwegian air transport data was compiled by the Norwegian airport authority Avinor. Starting from 1 January 2009, the responsibility for compiling the Norwegian air transport statistics was transferred to Statistics Norway. For the years 2002-2008, air freight transport data for Norway is only partially available in the Eurostat database.

- Moss/Rygge (ENRY): airport closed as from 1st of November 2016.
- Narvik/Framnes (ENNK): airport closed as from the 1st of April 2017.
- The number of arriving passengers is considerably lower than departing for Kirkenes/Hoybuktmoen, Bardufoss and Lekens airports. It is mostly caused by the specific tourists travel arrangements – the passengers arrive to some of Norwegian cities/towns by sea (cruise boats) and then leave them by planes.

SWITZERLAND

- Data has been reported starting from 2002. Monthly data on passengers carried, passengers on-board, freight and mail on-board, freight and mail carried as well as number of commercial passenger and freight flights are available as from 1993. Transfer passenger data (annual) provided for the biggest airports as from 2012.
- CH declares air traffic of the Swiss sector of Basel airport. The data are disseminated with airport label: Bale-Mulhouse and code CH_LFSB

BOSNIA AND HERZEGOVINA

- Data has been reported starting from 2021 and cover two airports only: Sarajevo (LQSA) and Tivat (LQTZ).
- Data on transfer passengers available.

NORTH MACEDONIA

- The data according to the Regulation are provided to Eurostat since 2010 for dataset C1, and from 01.2015 all three datasets A1, B1 and C1 are delivered to Eurostat. Passengers carried data and passengers on board data have been available from 2015. Freight and mail on board data and freight and mail loaded and unloaded are available as from 2015. Transfer passenger data (annual) partially available as from 2014.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.

MONTENEGRO

- Data has been reported starting from 2016 and cover two airports only.
- Data on transfer passengers not available

SERBIA

- Data has been reported starting from 2016 and cover one airport only - Beograd/Nikola Tesla airport (LYBE). Since 2018, data for Nis airport (LYNI) are provided as well.
- Transfer passenger data (annual) partially available
- 2016 freight data are not disseminated because of underestimated figures; the airport traffic data is not available for Table C1 for 2017 and 2018.

TÜRKIYE

- Data has been reported starting from 2012 for flight stage (passenger data only) and from 2001 for airport data. There is no data provided for on flight origin destination. Direct transit passenger data are available as from 2001 and Transfer passenger data (monthly) are available as from 2015. Data on freight and mail transport are not provided.
- Some freight flights do not comply with EUROSTAT's definition if flight contains few passengers.

- Until 2017 commercial general aviation operations are excluded from total commercial aircraft movements in dataset C1.
- Kastamonu, Bingöl and Şırnak airports started to operate by July 2013.
- ÇÇanakkale airport entered service in 1995 as a civilian/military airport.

General remarks:

Exclusion of double counting:

The national aggregates and total intra-EU-27 aggregates exclude any double counting.

Annex I:
Regulation (EC) No 437/2003

I

(Acts whose publication is obligatory)

REGULATION (EC) No 437/2003 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 285 thereof,

Having regard to the proposal from the Commission [1],

Having regard to the opinion of the European Economic and Social Committee [2],

Acting in accordance with the procedure laid down in Article 251 of the Treaty [3],

Whereas:

(1) To carry out the tasks entrusted to them, in the context of the Community air transport policy and that of the future development of the Common Transport Policy, the Community institutions should have at their disposal comparable, consistent, synchronised and regular statistical data on the scale and development of the carriage of passengers, freight and mail by air within the Community or to and from the Community.

(2) There are currently no such comprehensive Community-wide statistics.

(3) Council Decision 1999/126/EC of 22 December 1998 on the Community statistical programme 1998 to 2002 [4] has identified the need to establish such statistics.

(4) The common data collection on a comparable or harmonised basis makes possible the provision of an integrated system with reliable, consistent and prompt information.

(5) The data for the carriage of passengers, freight and mail by air should, where possible, be compatible with international data provided by the International Civil Aviation Organisation (ICAO) and be made comparable, where applicable, as between Member States and for the different modes of transport.

(6) After a certain period, the Commission should submit a report in order to allow an assessment of the application of this Regulation to be made.

(7) In accordance with the principle of subsidiarity laid down in Article 5 of the Treaty, the creation of common statistical standards that permit the production of harmonised data is an action which can only be undertaken efficiently at Community level. Such standards should be implemented in each Member State under the authority of the bodies and institutions in charge of producing official statistics.

(8) Council Regulation (EC) No 322/97 of 17 February 1997 on Community statistics [5] provides a reference framework for the provisions laid down by this Regulation.

(9) The measures necessary for the implementation of this Regulation should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission [6].

(10) The Statistical Programme Committee established by Council Decision 89/382/EEC, Euratom [7] has been consulted.

(11) Arrangements for greater cooperation over the use of Gibraltar airport were agreed in London on 2 December 1987 by the Kingdom of Spain and the United Kingdom of Great Britain and Northern Ireland in a joint declaration by the Ministers of Foreign Affairs of the two countries, and such arrangements have yet to come into operation,

[1] OJ C 325, 6.12.1995, p. 11.
[2] OJ C 39, 12.2.1996, p. 25.
[3] Opinion of the European Parliament of 29 February 1996 (OJ C 78, 18.3.1996, p. 28), confirmed on 16 September 1999 (OJ C 54, 25.2.2000, p. 79), Council Common Position of 30 September 2002 (OJ C 275 E, 12.11.2002, p. 33) and Decision of the European Parliament of 18 December 2002 (not yet published in the Official Journal).
[4] OJ L 42, 16.2.1999, p. 1.
[5] OJ L 52, 22.2.1997, p. 1.
[6] OJ L 184, 17.7.1999, p. 23.
[7] OJ L 181, 28.6.1989, p. 47.

HAVE ADOPTED THIS REGULATION:

Article 1

Objective

Member States shall establish statistical returns on the carriage of passengers, freight and mail by commercial air services as well as on civil aircraft movements to or from Community airports, except for flights by State aircraft.

Article 2

Gibraltar

1. The application of this Regulation to the airport of Gibraltar is understood to be without prejudice to the respective legal positions of the Kingdom of Spain and the United Kingdom of Great Britain and Northern Ireland with regard to the dispute over sovereignty over the territory in which the airport is situated.

2. The application of this Regulation to Gibraltar airport shall be suspended until the arrangements in the Joint Declaration made by the Foreign Ministers of the Kingdom of Spain and the United Kingdom of Great Britain and Northern Ireland on 2 December 1987 come into operation. The Governments of Spain and the United Kingdom of Great Britain and Northern Ireland shall inform the Council of such date of entry into operation.

Article 3

Data collection characteristics

1. Each Member State shall collect statistical data relating to the following variables:

(a) passengers

(b) freight and mail

(c) flight stages

(d) passenger seats available

(e) aircraft movements.

The statistical variables in each area, the nomenclatures for their classification, their periodicity of observation and the definitions are set out in Annexes I and II.

2. Each Member State shall collect all data set out in Annex I for all Community airports in its territory with traffic in excess of 150 000 passenger units annually.

A list of Community airports covered by the first subparagraph shall be drawn up by the Commission and, if necessary, updated in accordance with the procedure laid down in Article 11(2).

3. For airports, apart from those having only occasional commercial traffic, which are not covered by paragraph 2, Member States shall transmit only an annual return of the data specified in Table C1 of Annex I.

4. Notwithstanding paragraphs 2 and 3, for airports:

(a) with fewer than 1 500 000 passenger units a year for which no collection of data corresponding to those specified in Annex I exists on the date of entry into force of this Regulation,

(b) and for which the introduction of a new data collection system proves very difficult,

a Member State may for a limited time not exceeding three years from 1 January 2003, in accordance with the procedure laid down in Article 11(2), transmit data less complete than those referred to in Annex I.

5. Notwithstanding paragraph 2, for airports:

(a) for which no collection of data corresponding to those specified in Table B1 of Annex I exists on the date of entry into force of this Regulation,

(b) and for which the introduction of a new data collection system proves very difficult,

a Member State may, until 31 December 2003, in accordance with the procedure laid down in Article 11(2), transmit only existing data.

Article 4

Collection of data

1. The collection of data shall be based where possible on available sources, minimising the burden on respondents.

2. Respondents called upon by Member States to supply information shall be obliged to give true and complete information within the prescribed time limits.

Article 5

Accuracy of statistics

The collection of data shall be based on complete returns, unless other standards of accuracy are established in accordance with the procedure laid down in Article 11(2).

Article 6

Data processing

Member States shall use methods for data processing which ensure that the data collected under Article 3 comply with the standards of accuracy set out in Article 5.

Article 7

Transmission of results

1. Member States shall transmit to the Statistical Office of the European Communities the results of the data processing referred to in Article 6, including data declared confidential by the Member States pursuant to domestic legislation or practice concerning statistical confidentiality, in accordance with Regulation (EC) No 322/97.

2. The results shall be transmitted according to the data files shown in Annex I. The files and the medium to be used for transmission shall be specified by the Commission in accordance with the procedure laid down in Article 11(2).

3. The first period of observation shall begin on 1 January 2003. Transmission shall take place as soon as possible and no later than six months after the end of the period of observation.

Article 8

Dissemination

1. The arrangements whereby the Commission publishes or disseminates the statistical results shall be drawn up in accordance with the procedure laid down in Article 11(2).

2. The Commission shall disseminate to the Member States appropriate statistical results with a frequency similar to that laid down for the transmission of results.

Article 9

Reports

1. At the request of the Commission, Member States shall communicate all information concerning the methods used in the collection of data. Member States shall also, where appropriate, communicate to the Commission any substantive changes to the collection methods used.

2. After data have been collected over a period of three years, the Commission shall submit a report to the European Parliament and the Council on experience acquired in the application of this Regulation, in particular of Articles 7 and 8.

Article 10

Implementing arrangements

The arrangements for implementing this Regulation, including measures for adaptation to economic and technical developments, in particular:

— adaptation of the specifications in the Annexes to this Regulation,

— adaptation of the data collection characteristics (Article 3),

— the list of Community airports covered by Article 3(2),

— accuracy of statistics (Article 5),

— description of the data files, codes and the medium to be used for transmission of results to the Commission (Article 7),

— dissemination of statistical results (Article 8),

shall be laid down by the Commission in accordance with the procedure specified in Article 11(2).

Article 11

Committee procedure

1. The Commission shall be assisted by the Statistical Programme Committee established by Article 1 of Decision 89/382/EEC, Euratom.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its Rules of Procedure.

Article 12

Entry into force

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 27 February 2003.

For the European Parliament
The President
P. COX

For the Council
The President
M. CHRISOCHOÏDIS

ANNEX I

RECORD STRUCTURE FOR DATA TRANSMISSION TO EUROSTAT

A. FLIGHT STAGE DATABASE (AT LEAST QUARTERLY DATA)

The 'flight stage' data refer to commercial air services only.

Data file record format

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	A1	
Reporting country	2-alpha	(1) ICAO nationality letters	
Reference year	2-digit	yy	
Reference period	2-digit	(2) Statra 291 rev., April 1991	
Reporting airport	4-alpha	(3) ICAO	
Next/previous airport	4-alpha	(3) ICAO	
Arrival/departure	1-digit	1 = arrival 2 = departure	
Scheduled/non-scheduled services	1-digit	1 = scheduled 2 = non-scheduled	
Passenger services/all-freight and mail services	1-digit	1 = passenger services 2 = all-freight and mail services	
Airline information		(4) To be defined	
Aircraft type	4-alpha	(5) ICAO + taxiflight code	
Passengers on board	12-digit		Passenger
Freight and mail on board	12-digit		Tonne
Flights	12-digit		Flight
Passenger seats available	12-digit		Passenger seat

B. ON FLIGHT ORIGIN/DESTINATION DATABASE (AT LEAST QUARTERLY DATA)

The 'on flight origin and destination' data refer to commercial air services only.

Data file record format

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	B1	
Reporting country	2-alpha	(1) ICAO nationality letters	
Reference year	2-digit	yy	
Reference period	2-digit	(2) Statra 291 rev., April 1991	
Reporting airport	4-alpha	(3) ICAO	
On flight origin/destination airport	4-alpha	(3) ICAO	
Arrival/departure	1-digit	1 = arrival 2 = departure	

Elements	Coding detail	Nomenclature	Unit
Scheduled/non-scheduled services	1-digit	1 = scheduled 2 = non-scheduled	
Passenger services/all-freight and mail services	1-digit	1 = passenger services 2 = all-freight and mail services	
Airline information		(4) To be defined	
Passengers carried	12-digit		Passenger
Freight and mail loaded/unloaded	12-digit		Tonne

C. AIRPORTS DATABASE (AT LEAST ANNUAL DATA)

The 'airports data' refer to commercial air services only, with the exception of 'total aircraft movements' which refers to all aircraft movements.

Data file record format

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	C1	
Reporting country	2-alpha	(1) ICAO nationality letters	
Reference year	2-digit	yy	
Reference period	2-digit	(2) Statra 291 rev., April 1991	
Reporting airport	4-alpha	(3) ICAO	
Total passengers carried	12-digit		Passenger
Total direct transit passengers	12-digit		Passenger
Total freight and mail loaded/unloaded	12-digit		Tonne
Total aircraft movements on commercial air services	12-digit		Movement
Total aircraft movements	12-digit		Movement

CODES

1. **Reporting country**

The coding system to be used is derived from the ICAO index to nationality letters for location indicators.

Belgium	EB
Denmark	EK
France	LF
Germany	ED
Greece	LG
Ireland	EI
Italy	LI
Luxembourg	EL

Netherlands	EH
Portugal	LP
Spain	LE
United Kingdom	EG
Austria	LO
Finland	EF
Sweden	ES

2. **Reference period**

45	year
21	January to March (first quarter)
22	April to June (second quarter)
23	July to September (third quarter)
24	October to December (fourth quarter)
1 to 12	January to December (month)

3. **Airports**

Airports shall be coded according to the ICAO four-letter codes as listed in ICAO document 7910.

4. **Airline information**

Information related to the airline. The coding of this variable shall be decided in accordance with the procedure laid down in Article 11(2).

5. **Aircraft type**

Aircraft types shall be coded according to ICAO aircraft type designators as listed in ICAO document 8643.

ANNEX II

DEFINITIONS

Community airport

Any area in a Member State which is subject to the provisions of the Treaty and open for commercial air transport operations.

Commercial air services

An air transport flight or series of flights performed by civil aircraft for remuneration to or from Community airports. Services may be either scheduled or non-scheduled.

Scheduled services

Services possessing all the following characteristics:

1. they are performed by aircraft for the transport of passengers, freight and/or mail for remuneration, in such a manner that on each flight seats are available for individual purchase by members of the public (either directly from the airline or from its authorised agents);
2. they are operated so as to serve traffic between the same two or more airports, either:
   (a) according to a published timetable; or
   (b) with flights so regular or frequent that they constitute a recognisably systematic series.

Non-scheduled services

Services for remuneration other than those reported under scheduled services. Includes taxiflights.

Passenger services

All flights carrying one or more revenue passengers, and any flights listed in timetables as providing passenger services.

All-freight and mail services

Services relating to scheduled or non-scheduled services performed by aircraft carrying loads other than passengers, i.e. freight and mail.

Flights by State aircraft

Any flight in the context of military, customs, police, protocol or firefighting services.

Passenger units

For the purpose of drawing up the list of Community airports as referred to in Article 3(2) and for the transitional period referred to in Article 3(4), one passenger unit is equivalent to either one passenger or 90 kilograms of freight and mail.

Airline

An air transport undertaking with a valid operating licence. Where airlines have joint-venture or other contractual arrangements requiring two or more of them to assume separate responsibility for the offer and sale of air transport products for a flight or combination of flights, the airline actually operating the flight shall be reported.

Flight stage

A flight stage is the operation of an aircraft from take-off to its next landing. A technical stop should not result in any flight stage being classified differently. The classification of traffic, irrespective of its nature (passengers, freight and mail), shall be identical to the classification of the flight stage flown by the aircraft.

Flights

The number of flights performed between each pair of airports on a flight stage.

Passengers on board

All passengers whose journey begins or terminates at the reporting airport, including connecting passengers and direct transit passengers.

Direct transit passengers

Passengers who continue their journey on a flight having the same flight number as the flight on which they arrived.

Freight and mail on board

Any property carried on an aircraft other than stores and baggage; includes express services and diplomatic bags but not passenger baggage.

Passenger seats available

The total number of passenger seats available for sale between each pair of airports on a flight stage (excluding seats not actually available for the carriage of passengers because of maximum gross weight limitation). Where information is not available on exact aircraft seating configuration, estimated data may be provided.

On flight origin/destination

Traffic on a given flight with the same flight number subdivided by airport pairs in accordance with point of embarkation and point of disembarkation on that flight. (For passengers or freight where the airport of embarkation is not known, the aircraft origin should be deemed to be the point of embarkation; similarly, if the airport of disembarkation is not known, the aircraft destination should be deemed to be the point of disembarkation).

Passengers carried

Includes all passengers whose journey begins or terminates at the reporting airport. Excludes direct transit passengers.

Freight and mail loaded/unloaded

Any property loaded or unloaded on to or off an aircraft other than stores and baggage. Includes express services and diplomatic bags but not passenger baggage.

Total aircraft movements

All take-offs and landings by non-military aircraft. Includes aerial work flights, i.e. specialised commercial aviation operations which are performed by aircraft chiefly engaged in agriculture, construction, photography and surveying, as well as pilot training, business/executive flying and all other non-commercial flights.

Total aircraft movements on commercial air services

All take-offs and landings performed by civil aircraft for remuneration.

Annex II:
Commission Regulation 1358/2003

COMMISSION REGULATION (EC) No 1358/2003

of 31 July 2003

implementing Regulation (EC) No 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 and amending Annexes I and II thereto

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air [1], and in particular Article 10 thereof,

Whereas:

(1) In accordance with Article 10 of Regulation (EC) No 437/2003, the Commission should lay down the arrangements for implementing that Regulation.

(2) It is necessary to establish the list of Community airports, apart from those having only occasional commercial traffic, and the derogations to be provided.

(3) It is necessary to specify the format in which the data are to be transmitted, in sufficient detail to ensure that such data can be processed rapidly and in a cost-effective way.

(4) The arrangements concerning the dissemination of the statistical results should be drawn up.

(5) In accordance with the first indent of Article 10 of Regulation (EC) No 437/2003, the Commission should also adapt the specifications in the Annexes thereto.

(6) The record structure for data transmission, the codes and the definitions set out in Annexes I and II to Regulation (EC) No 437/2003 need to be adapted.

(7) Regulation (EC) No 437/2003 should therefore be amended accordingly.

(8) The measures provided for in this Regulation are in accordance with the opinion of the Statistical Programme Committee set up by Decision 89/382/EEC/Euratom [2],

HAS ADOPTED THIS REGULATION:

Article 1

For the purposes of Article 3(2), (4) and (5) of Regulation (EC) No 437/2003, the list of Community airports, apart from those having only occasional commercial traffic, and the derogations, shall be as specified in Annex I to this Regulation.

Article 2

For the purposes of Article 7 of Regulation (EC) No 437/2003, the results shall be transmitted according to the description of the data files and transmission medium defined in Annex II to this Regulation.

Article 3

For the purposes of Article 8(1) of Regulation (EC) No 437/2003, the Commission shall disseminate all data not declared as confidential by the Member States, on any medium and with any data structure.

Article 4

Annexes I and II to Regulation (EC) No 437/2003 are replaced by the text set out in Annex III to this Regulation.

Article 5

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 31 July 2003.

For the Commission
Pedro SOLBES MIRA
Member of the Commission

[1] OJ L 66, 11.3.2003, p. 1.

[2] OJ L 181, 28.6.1989, p. 47.

ANNEX I

AIRPORT CATEGORIES, LISTS OF COMMUNITY AIRPORTS AND DEROGATIONS

I. **Airport categories and reference periods taken into account**

Four categories of Community airports can be defined:

— category 0: Airports with less than 15 000 passenger units per year are considered as having only 'occasional commercial traffic', so have, according to Article 3(3), no obligation to report,

— category 1: Airports with between 15 000 and 150 000 passenger units per year shall transmit only table C1,

— category 2: Airports with more than 150 000 passenger units and less than 1 500 000 passenger units per year shall transmit all tables listed in Annex I, but may, according to the terms of Article 3(4), benefit from complete or partial derogations until year 2003, 2004 or 2005,

— category 3: Airports with at least 1 500 000 passenger units per year shall transmit all tables listed in Annex I, but may, according to the terms of Article 3(5), benefit from a complete or partial derogation on table B1, in year 2003 only.

For the purpose of defining the airport category in year N, the reference year taken into account for the calculation of the passenger units is:

— for category 0, 1 and 2 airports: year N-2,

— for category 3 airports: year N (except for the reporting of year 2003 tables where 2001 passenger units are taken into account and for the reporting of year 2004 tables where 2003 passenger units are taken into account).

Airports for which passenger units decreased between year N-2 and year N-1 may use year N-1 as the reference year for their classification.

II. **Permitted derogations**

Summary table by reporting year and according to the Community airport size category.

Community Airports categories by size	Year 2003	Year 2004	Year 2005
(0) **Less than 15 000 passenger units**	No obligation to report	No obligation to report	No obligation to report
(1) **Between 15 000 and 150 000 passenger units**	C1 (possible derogation)	C1 (possible derogation)	C1 (possible derogation)
(2) **More than 150 000 and less than 1 500 000 passenger units**	A1 (possible derogation) B1 (possible derogation) C1 (possible derogation)	A1 (possible derogation) B1 (possible derogation) C1 (possible derogation)	A1 (possible derogation) B1 (possible derogation) C1 (possible derogation)
(3) **At least 1 500 000 passenger units**	**A1 (no derogations)** B1 (possible derogation) **C1 (no derogations)**	**A1(no derogations)** **B1 (no derogations)** **C1 (no derogations)**	**A1(no derogations)** **B1 (no derogations)** **C1 (no derogations)**

Derogations can be either partial or total.

Partial derogations can only be granted for the following fields: 'airline information' and 'passenger seats available'.

In case a partial derogation is granted for these fields, an 'unknown code' shall be reported instead of the expected code (for the 'Passenger seats available' field, the unknown code to be used is '999999999999').

If a derogation was granted for an airport in year N but the airport changes category in year N, then the derogation is no longer valid for that year.

III. **List of Community airports covered and derogations**

Community airports having only occasional commercial traffic (category 0) have no obligation to report. They are therefore excluded from the following lists.

Category 1 airports are mentioned in italic font in the following lists.

Category 2 airports are mentioned in normal font in the following lists.

Category 3 airports are mentioned in bold font in the following lists.

Category 3 airports for which a derogation for table B1 is granted in 2003 are marked with an X in column (4) in case of a total derogation and a P in column (4) in case of a partial derogation.

Category 2 airports for which a derogation for table A1 and/or B1 is granted until year N (year 2003, 2004 or 2005) are marked with 'year N' in column (5.1) and/or (5.2). In case only a partial derogation is granted, a 'P' follows the year.

Category '1' or '2' airports for which a derogation for table C1 is granted until year N (year 2003, 2004 or 2005) are marked with 'year N' in column (5.3). In case only a partial derogation is granted, a 'P' follows the year.

Details related to partial derogations (if any) follow the tables.

Belgium: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested ' ' or '2003' or '2004' or '2005'		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EBAW	Antwerpen/Deurne	2		2005	2005	2005
EBBR	**Bruxelles/National**	**3**				
EBCI	Charleroi/Brussels South	2		2005	2005	2005
EBLG	Liège/Bierset	2		2005	2005	2005
EBOS	*Oostende*	*1*				*2005*

Denmark: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EKAH	Århus	2		2003	2004	
EKBI	**Billund**	**3**	**X**			
EKCH	**Copenhagen Kastrup**	**3**	**X**			
EKEB	Esbjerg	2		2003P	2003	
EKKA	Karup	2		2003P	2004	
EKRK	*Copenhagen Roskilde*	*1*				*2004*
EKRN	Bornholm	2		2003P		
EKSB	*Sønderborg*	*1*				
EKYT	Aalborg	2		2003	2004	

Partial derogations are applicable to the 'passenger seats available' (table A1) field.

Germany: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EDDB	**Berlin-Schönefeld**	**3**				
EDDC	**Dresden**	**3**				
EDDE	Erfurt	2				
EDDF	**Frankfurt/Main**	**3**				
EDDG	**Münster/Osnabrück**	**3**				
EDDH	**Hamburg**	**3**				
EDDI	Berlin-Tempelhof	2				
EDDK	**Köln/Bonn**	**3**				
EDDL	**Düsseldorf**	**3**				
EDDM	**München**	**3**				
EDDN	**Nürnberg**	**3**				
EDDP	**Leipzig/Halle**	**3**				
EDDR	Saarbrücken	2				
EDDS	**Stuttgart**	**3**				
EDDT	**Berlin-Tegel**	**3**				
EDDV	**Hannover**	**3**				
EDDW	**Bremen**	**3**				
EDFH	Hahn	2		2003	2003	
EDFM	*Mannheim*	*1*				
EDHK	*Kiel*	*1*				
EDHL	Lübeck	2		2004	2004	
EDLN	*Mönchengladbach*	*1*				
EDLP	Paderborn/Lippstadt	2		2003	2003	
EDLW	Dortmund	2		2003	2003	
EDMA	Augsburg	2		2004	2004	
EDNY	Friedrichshafen	2		2004	2004	
EDOG	*Gransee*	*1*				
EDOR	*Rostock-Laage*	*1*				
EDQM	*Hof/Plauen*	*1*				
EDTK	Karlsruhe	2		2004	2004	

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EDVE	*Braunschweig*	*1*				
EDVK	*Kassel*	*1*				
EDWG	*Wangerooge*	*1*				
EDWJ	*Juist*	*1*				
EDWS	*Norddeich*	*1*				
EDXP	*Harle*	*1*				
EDXW	*Sylt/Westerland*	*1*				
ETNU	*Neubrandenburg*	*1*				

Greece: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LGAL	Alexandroupolis	2				
LGAT	**Athens**	**3**				
LGBL	*N. Anchialos*	*1*				
LGHI	Chios	2				
LGIK	*Ikaria*	*1*				
LGIO	*Ioannina*	*1*				
LGIR	**Irakleion**	**3**				
LGKF	Kefallinia	2				
LGKL	*Kalamata*	*1*				
LGKO	**Kos**	**3**				
LGKP	*Karpathos*	*1*				
LGKR	**Kerkyra**	**3**				
LGKV	Kavala	2				
LGLM	*Limnos*	*1*				
LGMK	Mykonos	2				
LGMT	Mytilini	2				
LGNX	*Naxos*	*1*				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LGPZ	Aktio	2				
LGRP	**Rodos**	**3**				
LGRX	*Araxos*	*1*				
LGSA	Chania	2				
LGSO	*Syros*	*1*				
LGSK	Skiathos	2				
LGSM	Samos	2				
LGSR	Santorini	2				
LGTS	**Thessaloniki**	**3**				
LGZA	Zakynthos	2				

Spain: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
GCFV	**Puerto del Rosario/Fuerteventura**	**3**				
GCGM	*Gomera España*	*1*				
GCHI	*Hierro*	*1*				
GCLA	Santa Cruz de La Palma	2				
GCLP	**Las Palmas/Gran Canaria**	**3**				
GCRR	**Arrecife/Lanzarote**	**3**				
GCTS	**Tenerife Sur — Reina Sofía**	**3**				
GCXO	**Tenerife Norte**	**3**				
GEML	Melilla	2				
LEAL	**Alicante**	**3**				
LEAM	Almería	2				
LEAS	Avilés/Asturias	2				
LEBB	**Bilbao**	**3**				
LEBL	**Barcelona**	**3**				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LEBZ	*Badajoz/Talavera la Real*	*1*				
LECO	A Coruña	2				
LEGE	Girona/Costa Brava	2				
LEGR	Granada	2				
LEIB	**Eivissa (Ibiza)**	**3**				
LEJR	Jerez	2				
LELC	Murcia-San Javier	2				
LELN	*León*	*1*				
LEMD	**Madrid/Barajas**	**3**				
LEMG	**Málaga**	**3**				
LEMH	**Menorca/Maó (Mahón)**	**3**				
LEPA	**Palma de Mallorca**	**3**				
LEPP	Pamplona	2				
LERS	Reus	2				
LESA	*Salamanca*	*1*				
LESO	San Sebastián	2				
LEST	Santiago	2				
LEVC	**Valencia**	**3**				
LEVD	Valladolid	2				
LEVT	Vitoria	2				
LEVX	Vigo	2				
LEXJ	Santander	2				
LEZG	Zaragoza	2				
LEZL	**Sevilla**	**3**				

France: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
FMEE	**St Denis Roland Garros**	**3**				
LFBA	*Agen La Garenne*	*1*				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LFBD	**Bordeaux Merignac**	**3**				
LFBE	*Bergerac Roumanière*	*1*				
LFBH	*La Rochelle Île de Ré*	*1*				
LFBI	*Poitiers Biard*	*1*				
LFBL	*Limoges*	*1*				
LFBO	**Toulouse Blagnac**	**3**				
LFBP	Pau Pyrénées	2		2005P		
LFBT	Tarbes Lourdes Pyrénées	2		2005P		
LFBV	*Brive Laroche*	*1*				
LFBX	*Périgueux*	*1*				
LFBZ	Biarritz-Bayonne — Anglet	2		2005P		
LFCK	*Castres Mazamet*	*1*				
LFCR	*Rodez Marcillac*	*1*				
LFJL	Metz Nancy Lorraine	2		2005P		
LFKB	Bastia Poretta	2		2005P		
LFKC	Calvi Sainte Catherine	2		2005P		
LFKF	Figari Sud Corse	2		2005P		
LFKJ	Ajaccio Campo dell'oro	2		2005P		
LFLB	*Chambéry — Aix Les Bains*	*1*				
LFLC	Clermont Ferrand Auvergne	2		2005P		
LFLL	**Lyon St Exupéry**	**3**				
LFLP	*Annecy Meythet*	*1*				
LFLS	Grenoble St Geoirs	2		2005P		
LFLW	*Aurillac Tronquières*	*1*				
LFMH	*St Étienne Bouthéon*	*1*				
LFMK	Carcassonne	2		2005P		
LFML	**Marseille Provence**	**3**				
LFMN	**Nice Côte d'Azur**	**3**				
LFMP	Perpignan Rivesaltes	2		2005P		

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LFMT	**Montpellier Méditerranée**	**3**				
LFMU	*Béziers Vias*	*1*				
LFMV	*Avignon Caumont*	*1*				
LFOB	Beauvais Tille	2		2005P		
LFOH	*La Havre Octeville*	*1*				
LFOK	*Châlons Vatry*	*1*				
LFOP	*Rouen Vallée de Seine*	*1*				
LFPG	**Paris Charles De Gaulle**	**3**				
LFPO	**Paris Orly**	**3**				
LFQQ	Lille Lesquin	2		2005P		
LFRB	Brest Guipavas	2		2005P		
LFRD	*Dinard Pleurtuit*	*1*				
LFRH	Lorient	2		2005P		
LFRK	*Caen Carpiquet*	*1*				
LFRN	Rennes St Jacques	2		2005P		
LFRO	*Lannion Servel*	*1*				
LFRQ	*Quimper Pluguffan*	*1*				
LFRS	**Nantes Atlantique**	**3**				
LFSB	**Bâle Mulhouse**	**3**				
LFSD	*Dijon Bourgogne*	*1*				
LFST	**Strasbourg**	**3**				
LFTH	Toulon — Hyères	2		2005P		
LFTW	Nîmes Arles Camargue	2		2005P		
SOCA	Cayenne Rochambeau	2		2005P		
TFFF	**Fort de France**	**3**				
TFFG	*St Martin Grand Case*	*1*				
TFFJ	St Barthélemy	2		2005P		
TFFR	**Pointe à Pitre**	**3**				

Partial derogations are applicable to the 'passenger seats available' (Table A1) field.

Ireland: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EICA	*Connemara Regional Airport*	*1*				
EICK	**Cork**	**3**				
EICM	*Galway*	*1*				
EIDL	*Donegal*	*1*				
EIDW	**Dublin**	**3**				
EIIM	*Inishmore*	*1*				
EIKN	Connaught Regional Airport	2		2005	2005	2005P
EIKY	Kerry	2		2005	2005	2005P
EINN	**Shannon**	**3**				
EISG	*Sligo Regional Airport*	*1*				
EIWF	*Waterford*	*1*				

Partial derogations are applicable to the 'airline information' field.

Italy: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LIBC	*Crotone*	*1*				
LIBD	Bari-Palese Macchie	2				
LIBP	Pescara	2		2005	2005	
LIBR	Brindisi-Casale	2				
LICA	Lamezia Terme	2			2005	
LICC	**Catania-Fontanarossa**	**3**				
LICD	*Lampedusa*	*1*				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LICG	*Pantelleria*	*1*				
LICJ	**Palermo-Punta Raisi**	**3**				
LICR	Reggio di Calabria	2		2005	2005	
LICT	*Trapani-Birgi*	*1*				
LIEA	Alghero-Fertilia	2		2005	2005	
LIEE	**Cagliari-Elmas**	**3**				
LIEO	Olbia — Costa Smeralda	2				
LIET	*Arbatax di Tortoli*	*1*				
LIMC	**Milano-Malpensa**	**3**				
LIME	**Bergamo-Orio al Serio**	**3**				
LIMF	**Torino-Caselle**	**3**				
LIMJ	Genova-Sestri	2		2005	2005	
LIML	**Milano-Linate**	**3**				
LIMP	*Parma*	*1*				
LIPB	*Bolzano*	*1*				
LIPE	**Bologna-Borgo Panigale**	**3**				
LIPH	Treviso-Sant'Angelo	2		2003	2003	
LIPK	*Forlì*	*1*				
LIPO	Brescia-Montichiari	2				
LIPQ	Trieste-Ronchi dei Legionari	2		2004	2004	
LIPR	Rimini	2				
LIPX	**Verona-Villafranca**	**3**				
LIPY	Ancona-Falconara	2		2005	2005	
LIPZ	**Venezia-Tessera**	**3**				
LIRA	Roma-Ciampino	2				
LIRF	**Roma-Fiumicino**	**3**				
LIRN	**Napoli-Capodichino**	**3**				
LIRP	Pisa-San Giusto	2		2005	2005	
LIRQ	Firenze-Peretola	2				
LIRZ	*Perugia*	*1*				

Luxembourg: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
ELLX	**Luxembourg**	**3**	**X**			

Netherlands: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EHAM	**Amsterdam/Schiphol**	**3**	**P**			
EHBK	Maastricht-Aachen	2		2005P		2005P
EHEH	Eindhoven/Welschap	2		2005P		2005P
EHGG	*Eelde/Groningen*	*1*				
EHRD	Rotterdam/Zestienhoven	2		2005P		2005P
EHTE	*Deventer/Teuge*	*1*				*2005*
EHTW	*Enschede/Twenthe*	*1*				*2005*

Partial derogations are applicable to the 'passenger seats available' and 'airline information' fields.

Austria: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LOWG	Graz	2				
LOWI	Innsbruck	2				
LOWK	Klagenfurt	2				
LOWL	Linz	2				
LOWS	Salzburg	2				
LOWW	**Wien/Schwechat**	**3**				

Portugal: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
LPAZ	*Santa Maria*	*1*				
LPFL	*Flores*	*1*				
LPFR	**Faro**	**3**				
LPMA	**Madeira/Madeira**	**3**				
LPHR	Horta	2				
LPLA	Lajes	2				
LPPD	Ponta Delgada	2				
LPPI	*Pico*	*1*				
LPPR	**Porto**	**3**				
LPPS	Porto Santo	2				
LPPT	**Lisboa**	**3**				

Finland: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EFHK	**Helsinki-Vantaa**	**3**				
EFIV	*Ivalo*	*1*				
EFJO	Joensuu	2				
EFJY	Jyväskylä	2				
EFKE	*Kemi-Tornio*	*1*				
EFKI	*Kajaani*	*1*				
EFKK	*Kruunupyy*	*1*				
EFKS	*Kuusamo*	*1*				
EFKT	Kittilä	2				
EFKU	Kuopio	2				
EFLP	*Lappeenranta*	*1*				
EFMA	*Mariehamn*	*1*				
EFOU	Oulu	2				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EFPO	*Pori*	*1*				
EFRO	Rovaniemi	2				
EFSA	*Savonlinna*	*1*				
EFSI	*Seinäjoki*	*1*				
EFTP	Tampere-Pirkkala	2				
EFTU	Turku	2				
EFVA	Vaasa	2				
EFVR	*Varkaus*	*1*				

Sweden: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
ESDB	Ängelholm	2			2005	
ESDF	Ronneby	2			2005	
ESGG	**Göteborg-Landvetter**	**3**	**X**			
ESGJ	Jönköping	2			2005	
ESGP	*Göteborg/Säve*	*1*				*2005*
ESGT	*Trollhättan/Vänersb*	*1*				*2005*
ESKN	Stockholm/Skavsta	2		2005	2005	2005
ESMK	Kristianstad/Everöd	2		2005	2005	2005
ESMO	*Oskarshamn*	*1*				*2005*
ESMQ	Kalmar	2			2005	
ESMS	**Malmö-Sturup**	**3**	**X**			
ESMT	*Halmstad*	*1*				
ESMX	Växjö/Kronoberg	2		2005	2005	2005
ESNG	*Gällivare*	*1*				*2005*
ESNK	*Kramfors*	*1*				*2005*
ESNL	*Lycksele*	*1*				*2005*

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
ESNN	Sundsvall-Härnösand	2			2005	
ESNO	Örnsköldsvik	2			2005	
ESNQ	Kiruna	2			2005	
ESNS	Skellefteå	2			2005	
ESNU	Umeå	2			2005	
ESNV	*Vilhelmina*	*1*				*2005*
ESNX	*Arvidsjaur*	*1*				*2005*
ESOE	Örebro	2		2005	2005	2005
ESOK	Karlstad	2			2005	
ESOW	Stockholm/Västerås	2		2005	2005	2005
ESPA	Luleå	2			2005	
ESPC	Östersund	2			2005	
ESSA	**Stockholm-Arlanda**	**3**	**X**			
ESSB	Stockholm-Bromma	2			2005	
ESSD	*Borlänge*	*1*				*2005*
ESSL	*Linköping/Saab*	*1*				*2005*
ESSP	Norrköping	2			2005	
ESSV	Visby	2			2005	
ESUD	*Storuman*	*1*				*2005*

United Kingdom: List of Community airports and derogations

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EGAA	**Belfast International**	**3**				
EGAC	Belfast City	2				
EGAE	Londonderry	2				
EGBB	**Birmingham**	**3**				
EGBE	*Coventry*	*1*				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EGCC	**Manchester**	**3**				
EGDG	*Newquay*	*1*				*2004*
EGFF	**Cardiff Wales**	**3**				
EGFH	*Swansea*	*1*				*2004*
EGGD	**Bristol**	**3**				
EGGP	**Liverpool**	**3**				
EGGW	**Luton**	**3**				
EGHC	*Land's End*	*1*				
EGHD	*Plymouth*	*1*				
EGHE	*Isles of Scilly (St. Marys)*	*1*				
EGHH	Bournemouth	2				
EGHI	Southampton	2				
EGHK	*Penzance Heliport*	*1*				
EGHT	*Isles of Scilly (Tresco)*	*1*				
EGKK	**Gatwick**	**3**				
EGLC	**London City**	**3**				
EGLL	**Heathrow**	**3**				
EGMH	Kent International	2				
EGNH	*Blackpool*	*1*				
EGNJ	Humberside	2				
EGNM	**Leeds Bradford**	**3**				
EGNT	**Newcastle**	**3**				
EGNV	Teesside	2				
EGNX	**East Midlands**	**3**				
EGPA	*Kirkwall*	*1*				
EGPB	*Sumburgh*	*1*				
EGPC	*Wick*	*1*				
EGPD	**Aberdeen**	**3**				
EGPE	Inverness	2				
EGPF	**Glasgow**	**3**				

(1) ICAO airport code	(2) Airport name	(3) Airport category in 2003	(4) Category 3 airports only: derogation request for table B1 in 2003	(5) Categories 1 and 2 airports only: For each table: last year for which a derogation is requested (' ' or '2003' or '2004' or '2005')		
				(5.1) Table A1	(5.2) Table B1	(5.3) Table C1
EGPH	**Edinburgh**	**3**				
EGPI	*Islay*	*1*				
EGPK	**Prestwick**	**3**				
EGPL	*Benbecula*	*1*				
EGPM	Scatsta	2				
EGPN	*Dundee*	*1*				
EGPO	*Stornoway*	*1*				
EGSC	*Cambridge*	*1*				
EGSH	Norwich	2				
EGSS	**Stansted**	**3**				
EGSY	*Sheffield City*	*1*				
EGTE	Exeter	2				

ANNEX II

DESCRIPTION OF THE DATA FILES AND TRANSMISSION MEDIUM

Two EDI compatible formats are acceptable for the transmission of the regulation tables: 'CSV' (Comma Separated Values) with semicolon (;) as field separator and GESMES-EDIFACT.

List and description of the fields to be used for each table of the Regulation:

The following summary table gives for each table of the regulation (A1, B1 and C1) and each record (line), the list of fields to be provided. Two different types of fields are marked in the column associated to the relevant table:

— 'X': fields that have to be provided for a table,

— ' ' (space): fields not relevant for the table. These fields should normally not be provided in the related tables. Nevertheless empty fields (two fields separator without data between) are also acceptable in this case.

Format and size of the fields:

The format of each field is either numeric (n) or alphabetic (a) or alphanumeric (an)

The size is either fixed ('format + number' — e.g.: 'n4') or variable with a maximum number of positions ('format + ".." + maximum number of positions — e.g.: "n..12"').

Pos	Fields	Format and size	Tables		
			A1	B1	C1
1	Table identification	an2	X	X	X
2	Reporting country	a2	X	X	X
3	Reference year	n2	X	X	X
4	Reference period	an2	X	X	X
5	Reporting airport	an4	X	X	X
6	Partner airport	an4	X	X	
7	Arrival/departure	n1	X	X	
8	Scheduled/non-scheduled services	n1	X	X	
9	Passenger flight/All-freight and mail flight	n1	X	X	
10	Airline information	a3	X	X	X
11	Aircraft type	an..4	X		
12	*Passengers*	*n..12*	*X*	*X*	*X*
13	*Direct transit passengers*	*n..12*			*X*
14	*Freight and mail*	*n..12*	*X*	*X*	*X*
15	*Commercial air flights (table 'A1')/Total commercial aircraft movements (table 'C1')*	*n..12*	*X*		*X*
16	*Total aircraft movements*	*n..12*			*X*
17	*Passenger seats available*	*n..12*	*X*		

One table (for one period) should correspond to one file (or 'consignment') transmitted to Eurostat

Each file (table) should be named according to the following standard: 'CCYYPPTT.csv' (for csv format) or: 'CCYYPPTT.ges' (for gesmes format): where 'CC' represents the Country Code (ISO alpha2), 'YY' the Year, 'PP' the period (AN, Q1..Q4 or 01..12) and 'TT', the Table-ID ('A1', 'B1' or 'C1').

In case the file is compressed, the '.zip' suffix should be used instead of '.csv' or '.ges'.

The transmission mean shall be compatible with an automatic monitoring and processing of data in Eurostat.

EDI compatible tools should be favoured. Nevertheless, 'Pre-EDI' tools as well as structured e-mail sent to an address given by Eurostat could also be accepted in a transitional period.

In case a structured e-mail is used, then:

— the subject field of the e-mail should contain the name of the file (table) to be transmitted,

— the file (table) should be attached to the e-mail (only one file attached per e-mail is acceptable),

— comments on data can be entered as plain text in the body of the message to which a table is attached (formatted text shall not be used).

ANNEX III

Amendments to the Annexes of Regulation (EC) No 437/2003

'ANNEX I

RECORD STRUCTURE FOR DATA TRANSMISSION TO EUROSTAT

The scope of the data to be reported is limited to civil aviation.

State flights and movements by surface modes of either passengers travelling with a flight code or freight shipped using an air waybill are excluded.

A. **Flight stage table (monthly data** (*)**)**

Data reported in this table refer to commercial air services only.

Data file record format

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	"A1"	
Reporting country	2-alpha	(1) Main ICAO nationality letters	
Reference year	2-digit	Type "yy" (2 last positions of the year)	
Reference period	2-alpha	(2) Explicit (or Statra)	
Reporting airport	4-alpha	(3) ICAO	
Next/previous airport	4-alpha	(3) ICAO	
Arrival/departure	1-digit	1 = arrival 2 = departure	
Scheduled/non-scheduled service	1-digit	1 = scheduled 2 = non-scheduled	
Passenger service/all-freight and mail service	1-digit	1 = passenger service 2 = all-freight and mail service	
Airline information	3-alpha	(4) Information on the airline (optional)	
Aircraft type	4-alpha	(5) ICAO	
Passengers on board	12-digit		passenger
Freight and mail on board	12-digit		tonne
Commercial air flights	12-digit		number of flights
Passenger seats available	12-digit		passenger seat

B. **On flight origin/destination table (monthly data** (**)**)**

Data reported in this table refer to commercial air services only.

Data file record format

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	B1	
Reporting country	2-alpha	(1) Main ICAO nationality letters	
Reference year	2-digit	Type "yy" (2 last positions of the year)	
Reference period	2-alpha	(2) Explicit (or Statra)	

(*) In 2003 quarterly data can be accepted.
(**) In 2003 quarterly data can be accepted.

Elements	Coding detail	Nomenclature	Unit
Reporting airport	4-alpha	(3) ICAO	
On flight origin/destination airport	4-alpha	(3) ICAO	
Arrival/departure	1-digit	1 = arrival 2 = departure	
Scheduled/non-scheduled services	1-digit	1 = scheduled 2 = non-scheduled	
Passenger service/all-freight and mail service	1-digit	1 = passenger service 2 = all-freight and mail service	
Airline information	3-alpha	(4) Information on the airline (optional)	
Passengers carried	12-digit		passenger
Freight and mail loaded or unloaded	12-digit		tonne

C. **Airports table (at least annual data)**

Data reported in this table refer to commercial air services only, with the exception of "total commercial aircraft movements" which also refers to all commercial general aviation operations and "total aircraft movements" which refers to all civil aircraft movements (except State flights).

Data file record format

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	C1	
Reporting country	2-alpha	(1) Main ICAO nationality letters	
Reference year	2-digit	Type "yy"	
Reference period	2-alpha	(2) Explicit (or Statra)	
Reporting airport	4-alpha	(3) ICAO	
Airline information (*)	3-alpha	(4) Information on the airline	
Total passengers carried	12-digit		passenger
Total direct transit passengers	12-digit		passenger
Total freight and mail loaded/unloaded	12-digit		tonne
Total commercial aircraft movements	12-digit		movement
Total aircraft movements	12-digit		movement

(*) The "airline information" field is obligatory only for airports which also have to report tables A1 and B1. For the airports which are under no obligation to report tables A1 and B1, a code that covers all airlines may be used.

CODES

1. **Reporting country**

The coding system to be used is derived from the ICAO index to nationality letters for location indicators. If several ICAO prefixes exist for the same country, only the main ICAO prefix of the mainland is applicable.

Belgium	EB
Denmark	EK
Germany	ED
Greece	LG
Spain	LE
France	LF
Ireland	EI

Italy	LI
Luxembourg	EL
Netherlands	EH
Austria	LO
Portugal	LP
Finland	EF
Sweden	ES
United Kingdom	EG

2. **Reference period**

AN	(or 45) year
Q1	(or 21) January-March (first quarter)
Q2	(or 22) April-June (second quarter)
Q3	(or 23) July-September (third quarter)
Q4	(or 24) October-December (fourth quarter)
01 to 12	January to December (month)

3. **Airports**

Airports shall be coded according to the ICAO four-letter codes as listed in ICAO document 7910. Unknown airports should be coded as "ZZZZ".

4. **Airline information**

"1EU" for airlines licensed in the European Union,

"1NE" for airlines not licensed in the European Union,

"ZZZ" for unknown airlines,

"888" for "confidential" (to be used in tables A1 and B1 if an "information on the airline" is not allowed for confidentiality reasons),

"999" for all airlines (to be used in table C1 only).

Airlines partly licensed in EU shall be reported as "EU airlines".

On a voluntary basis, the code "2"+Iso alpha 2 country code (country of licensing of the airline) could also be used as well as the ICAO airline code.

5. **Aircraft type**

Aircraft types shall be coded according to ICAO aircraft type designators as listed in ICAO document 8643.

Unknown aircraft types should be coded as "ZZZZ".

ANNEX II

DEFINITIONS AND STATISTICS TO BE REPORTED

Following the header of each definition, the list of articles or tables of the regulation where a reference to the term is made can be found.

I. DEFINITIONS AND VARIABLES OF GENERAL INTEREST

1. **Community airport** (Articles 1 and 3)

   A defined area on land or water in a Member State subject to the provisions of the treaty, which is intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for ***commercial air services***(see -4-).

2. **State flight** (Article 1 and table C1)

   Any flight performed by aircraft for military, customs, police or other law enforcement services of a State.

   Any flight declared as a "State flight" by State authorities.

   The expression "except for flights by States aircraft" in Article 1 should be interpreted as "except for State flights".

3. **Passenger unit** (Article 3(2), (4) and (5))

   One passenger unit is equivalent to either one passenger or 100 kilograms of freight and mail.

   For the purpose of drawing up the list of ***Community airports***(see-1-) *as referred to in Article 3(2) and for the transitional period referred to in Article 3(4) and (5), the calculation of thresholds using "passenger units" has to take into account at* ***Community airports***(see-1-)*, the total* ***passengers carried***(see-16-) *plus the total* ***direct transit passengers***(see-18-) *(counted once) plus the total* ***freight and mail loaded and unloaded***(see-17-).

4. **Commercial air service** (Article 1 and tables A1, B1, C1)

   An air transport flight or series of flights for the public transport of passengers and/or freight and mail, for remuneration or for hire.

   The air service may be either scheduled(-5-) *or non-scheduled*(-6-).

5. **Scheduled air service** (Tables A1 and B1)

   A **commercial air service**(see-4-) operated according to a published timetable, or with such a regular frequency that it constitutes an easily recognisable systematic series of flights.

   Includes extra section flights occasioned by overflow traffic from scheduled flights.

6. **Non-scheduled air service** (Tables A1 and B1)

   A **commercial air service**(see-4-) other than scheduled air service(see-5-).

7. **Passenger air service** (Tables A1 and B1)

   Scheduled(see-5-) **or non-scheduled air service**(see-6-) performed by aircraft carrying one or more revenue passengers and any flights listed in published timetables as open to passengers.

   Includes flights carrying both revenue passengers and revenue freight and mail.

8. **All-freight and mail air service** (Tables A1 and B1)

   Scheduled(see-5-) **or non-scheduled air service**(see-6-) performed by aircraft carrying revenue loads other than revenue passengers, i.e. freight and mail.

   Excludes flights carrying one or more revenue passengers and flights listed in published timetables as open to passengers.

9. **Airline (Commercial air transport operator)** (Tables A1, B1 and C1)

   An air transport undertaking with a valid operating licence for operating **commercial air flights**(see-13-).

Where airlines have joint-venture or other contractual arrangements requiring two or more of them to assume separate responsibility for the offer and sale of air transport products for a flight or combination of flights, the airline actually operating the flight shall be reported.

II. DEFINITIONS AND VARIABLES OF INTEREST FOR TABLE A1 (FLIGHT STAGE)

10. **Flight stage** (Table A1)

The operation of an aircraft from take-off to its next landing.

11. **Passengers on board** (Table A1)

All passengers on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

All revenue and non revenue passengers on board an aircraft during a ***flight stage****(see-10-).*

Includes direct transit passengers(see-18-) (counted at arrivals and departures).

12. **Freight and mail on board** (Table A1)

All freight and mail on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

All freight and mail on board an aircraft during a ***flight stage****(see-10-).*

Includes direct transit freight and mail (counted at arrivals and departures).

Includes express services and diplomatic bags.

Excludes passenger baggage.

13. **Commercial air flight** (Table A1)

An air transport flight performed for the public transport of passengers and/or freight and mail, for remuneration and for hire.

*In table A1, the commercial air flights are aggregated to calculate the other "indicator fields" ("****Passengers on board****(see-11-)", "****Freight and mail on board****(see-12-)" and "****Passenger seats available****(see-14-)").*

14. **Passenger seats available** (Table A1)

The total number of passenger seats available for sale on an aircraft operating a ***flight stage***(see-10-) between a pair of airports.

On a ***flight stage****(-10-), the total number of revenue passengers should not exceed the total number of passenger seats available for sale.*

Includes seats which are already sold on a flight stage i.e. including those occupied by ***direct transit passengers****(see-18-).*

Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.

If information on this basis is not available, then one of the following estimates should be provided in order of preference (from more to less adequate):

1. *the specific aircraft configuration expressed in number of passenger seats available in the aircraft (identified by aircraft registration number),*
2. *the average aircraft configuration expressed in average number of passenger seats available for the type of aircraft for the airline,*
3. *the average aircraft configuration expressed in average number of passenger seats available for the type of aircraft.*

III. DEFINITIONS AND VARIABLES OF INTEREST FOR TABLE B1 (ON FLIGHT ORIGIN AND DESTINATION) AND TABLE C1 (AIRPORTS)

15. **On flight origin and destination** (Table B1)

Traffic on a commercial air service(see-4-) identified by a unique flight number subdivided by airport pairs in accordance with point of embarkation and point of disembarkation on that flight.

For passengers, freight or mail where the airport of embarkation is not known, the aircraft origin should be deemed to be the point of embarkation; similarly, if the airport of disembarkation is not known, the aircraft destination should be deemed to be the point of disembarkation.

16. **Passengers carried** (Tables B1 and C1)

All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight.

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.

Excludes direct transit passengers(see-18-).

17. **Freight and mail loaded or unloaded** (Tables B1 and C1)

All freight and mail loaded onto or unloaded from an aircraft.

Includes express services and diplomatic bags.

Excludes passenger baggage.

Excludes direct transit freight and mail.

18. **Direct transit passengers** (Table C1)

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

In total airport statistics as well as for the calculation of the passenger units(see-3-), passengers in direct transit are counted once only.

Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are counted as direct transit passengers.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. An example is a flight from Barcelona to Hamburg where the flight continues to Frankfurt before returning to Barcelona. Where passengers for an intermediate destination continue their journey on the same aircraft in such circumstances, they should be counted as direct transit passengers.

19. **Total commercial aircraft movements** (Table C1)

All take-offs and landings for flights performed for remuneration and for hire.

*Includes **commercial air services**(-4-) as well as all commercial general aviation operations.*

20. **Total aircraft movements** (Table C1)

All take-offs and landings of aircraft.

*Includes **total commercial aircraft movements**(-19-) as well as non-commercial general aviation operations.*

*Excludes **State flights**(-2-).*

Excludes Touch and goes, overshoots and unsuccessful approaches.'

Annex III:
Commission Regulation (EC) No 546/2005

COMMISSION REGULATION (EC) No 546/2005

of 8 April 2005

adapting Regulation (EC) No 437/2003 of the European Parliament and of the Council as regards the allocation of reporting-country codes and amending Commission Regulation (EC) No 1358/2003 as regards the updating of the list of Community airports

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air [1], and in particular Article 10 thereof,

Whereas:

(1) In accordance with Article 10 of Regulation (EC) No 437/2003, the Commission is required to lay down the arrangements for the adaptation of the specifications in the Annexes thereto.

(2) It is necessary to establish the list of Community airports, other than those having only occasional commercial traffic, and the derogations to be provided for the Member States joining the European Union on 1 May 2004. Moreover, the codes of the new Member States should be added to those set out in Annex III to Regulation (EC) No 1358/2003, which implements Regulation (EC) No 437/2003 and adapts Annexes I and II thereto.

(3) It is necessary to update the list of Community airports and the derogations provided for in Annex I to Regulation No 1358/2003 in accordance with the rules set out in that Annex.

(4) Regulations (EC) No 437/2003 and (EC) No 1358/2003 should therefore be amended accordingly.

(5) The measures provided for in this Regulation are in accordance with the opinion delivered by the Statistical Programme Committee,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Regulation (EC) No 437/2003 as amended by Regulation (EC) No 1358/2003, is adapted in accordance with Annex I to this Regulation.

Article 2

Annex I to Regulation (EC) No 1358/2003 is amended in accordance with Annex II to this Regulation.

Article 3

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 8 April 2005.

For the Commission
Joaquín ALMUNIA
Member of the Commission

[1] OJ L 66, 11.3.2003, p. 1. Regulation as amended by Regulation (EC) No 1358/2003 (OJ L 194, 1.8.2003, p. 9).

ANNEX I

Annex I to Regulation (EC) No 437/2003 as amended by Annex III to Regulation (EC) No 1358/2003 is adapted as follows:

In the Section 'CODES', '1. Reporting Country', the following codes are added:

Czech Republic	LK
Estonia	EE
Cyprus	LC
Latvia	EV
Lithuania	EY
Hungary	LH
Malta	LM
Poland	EP
Slovenia	LJ
Slovakia	LZ

ANNEX II

Annex I to Regulation (EC) No1358/2003 is amended as follows:

(a) in Section III the following tables are added:

Czech Republic: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
LKPR	**Praha-Ruzyne**	**3**			
LKTB	Brno-Turany	2			
LKMT	Ostrava-Mosnov	2			
LKKV	*Karlovy Vary*	*1*			

Estonia: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2'airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
EETN	Tallinn/Ülemiste	2			
EECL	*Tallinn/City Hall*	*1*			

Cyprus: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
LCLK	**Larnaka**	**3**			
LCPH	**Pafos**	**3**			

Latvia: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
EVRA	Riga International Airport	2			

Lithuania: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
EYVI	**Vilnius**	**2**	**2005**	**2005**	**2005P**
EYKA	*Kaunas*	*1*			*2005P*
EYPA	*Palanga*	*1*			*2005P*

Table C1: Partial derogations are applicable to the 'airline information' field.

Hungary: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
LHBP	**Budapest/Ferihegy**	**3**			

Malta: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
LMML	**Malta/Luqa**	**3**			

Poland: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
EPWA	**Warszawa–Okęcie**	**3**			
EPGD	Gdańsk–Trójmiasto	2	2005	2005	2005P
EPKK	Kraków–Balice	2	2005	2005	2005P
EPWR	Wrocław–Strachowice	2	2005	2005	2005P
EPPO	Poznań–Lawica	2	2005	2005	2005P
EPKT	Katowice–Pyrzowice	2	2005	2005	2005P
EPSC	*Szczecin–Goleniów*	*1*			*2005*
EPRZ	*Rzeszów–Jasionka*	*1*			*2005*
EPBG	*Bydgoszcz*	*1*			*2005*

Table C1: Partial derogations are applicable to the 'airline information' field.

Slovenia: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
LJLJ	Ljubljana	2			

Slovakia: List of Community airports and derogations

(1) ICAO Airport Code	(2) Airport Name	(3) Airport category in 2004	(4) Categories '1' and '2' airports only: For each table: last year for which a derogation is requested (' ' or '2004' or '2005')		
			(4.1) Table A1	(4.2) Table B1	(4.3) Table C1
LZIB	Bratislava/Ivanka	2			
LZKZ	Kosice	2			

(b) in Section III, table '**Germany:** List of Community airports and derogations' the category of Augsburg airport (ICAO code: EDMA) is changed from 2 to 1;

(c) in Section III, table '**France:** List of Community airports and derogations' the category of Limoges airport (ICAO code: LFBL) is changed from 1 to 2;

(d) in Section III, table '**France:** List of Community airports and derogations' the following airports are added with category 1 and without any derogation: Deauville St Gatien (ICAO code: LFRG), Tours St Symphorien (ICAO code: LFOT) and Saint Pierre Pierrefonds (ICAO code: FMEP);

(e) in Section III, table '**Italy**: List of Community airports and derogations' the category of Forli airport (ICAO code: LIPK) is changed from 1 to 2;

(f) in Section III, table '**Netherlands:** List of Community airports and derogations' the following airport is removed: Deventer (ICAO code: EHTE);

(g) in Section III, table '**United Kingdom:** List of Community airports and derogations' the category of Belfast City airport (ICAO code: EGAC) is changed from 2 to 3;

(h) in Section III, table '**United Kingdom:** List of Community airports and derogations' the following airports are removed: Sheffield (ICAO code: EGSY) and Cambridge (ICAO code: EGSC);

(i) in Section III, table '**United Kingdom**: List of Community airports and derogations' a derogation for table C1 is granted until 2005 for Swansea airport (ICAO code: EGFH).

Annex IV:
Commission Regulation (EC) No 158/2007

COMMISSION REGULATION (EC) No 158/2007

of 16 February 2007

amending Commission Regulation (EC) No 1358/2003 as regards the list of Community airports

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air [1], and in particular Article 10 thereof,

Whereas:

(1) In accordance with Article 10 of Regulation (EC) No 437/2003, the Commission is required to lay down the arrangements for the adaptation of the specifications in the Annexes thereto.

(2) Due to the evolution of air transport, it is necessary to update the list of Community airports and their category provided for in Annex I to Commission Regulation (EC) No 1358/2003 [2], in accordance with the rules set out in that Annex.

(3) Commission Regulation (EC) No 1358/2003 should therefore be amended accordingly.

(4) The measures provided for in this Regulation are in accordance with the opinion of the Statistical Programme Committee,

HAS ADOPTED THIS REGULATION:

Article 1

For the purposes of Article 3(2) and Article 3(3) of Regulation (EC) No 437/2003, the list of Community airports, apart from those having only occasional commercial traffic, and their category as specified in Annex I to Regulation (EC) No 1358/2003, as amended by Annex II to Commission Regulation (EC) No 546/2005 [3], is replaced by the list set out in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 16 February 2007.

For the Commission
Joaquín ALMUNIA
Member of the Commission

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[1] OJ L 66, 11.3.2003, p. 1. Regulation as last amended by Regulation (EC) No 1791/2006 (OJ L 363, 20.12.2006, p. 1).

[2] OJ L 194, 1.8.2003, p. 9. Regulation as last amended by Regulation (EC) No 1792/2006 (OJ L 362, 20.12.2006, p. 1).

[3] OJ L 91, 9.4.2005, p. 5.

ANNEX

List of Community airports covered from 1 January 2007

Belgium: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EBAW	Antwerpen/Deurne	2
EBBR	**Bruxelles/National Brussel/Nationaal**	**3**
EBCI	**Charleroi/Brussels South**	**3**
EBLG	**Liège/Bierset**	**3**
EBOS	Oostende	2

Bulgaria: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LBBG	**Burgas**	**3**
LBPD	*Plovdiv*	*1*
LBSF	**Sofia**	**3**
LBWN	**Varna**	**3**

Czech Republic: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LKKV	*Karlovy Vary*	*1*
LKMT	Ostrava/Mošnov	2
LKPR	**Praha/Ruzyně**	**3**
LKTB	Brno-Tuřany	2

Denmark: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EKAH	Århus	2
EKBI	**Billund**	**3**
EKCH	**Copenhagen Kastrup**	**3**
EKEB	Esbjerg	2
EKKA	Karup	2
EKRK	*Copenhagen Roskilde*	*1*
EKRN	Bornholm	2
EKSB	*Sønderborg*	*1*
EKYT	Aalborg	2

Germany: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EDAC	*Altenburg-Nobitz*	*1*
EDDB	**Berlin-Schönefeld**	**3**
EDDC	**Dresden**	**3**
EDDE	Erfurt	2

ICAO airport code	Airport name	Airport category in 2007
EDDF	**Frankfurt/Main**	**3**
EDDG	Münster/Osnabrück	2
EDDH	**Hamburg**	**3**
EDDI	Berlin-Tempelhof	2
EDDK	**Köln/Bonn**	**3**
EDDL	**Düsseldorf**	**3**
EDDM	**München**	**3**
EDDN	**Nürnberg**	**3**
EDDP	**Leipzig/Halle**	**3**
EDDR	Saarbrücken	2
EDDS	**Stuttgart**	**3**
EDDT	**Berlin-Tegel**	**3**
EDDV	**Hannover**	**3**
EDDW	**Bremen**	**3**
EDFH	**Hahn**	**3**
EDFM	*Mannheim-Neuostheim*	*1*
EDHK	*Kiel-Holtenau*	*1*
EDHL	Lübeck	2
EDLN	*Mönchengladbach*	*1*
EDLP	Paderborn/Lippstadt	2
EDLV	Niederrhein	2
EDLW	**Dortmund**	**3**
EDMA	*Augsburg-Mühlhausen*	*1*
EDNY	Friedrichshafen	2
EDOG	*Gransee*	*1*
EDOR	Rostock-Laage	2
EDQM	*Hof*	*1*
EDTK	Karlsruhe	2
EDVE	*Braunschweig*	*1*
EDWG	*Wangerooge*	*1*
EDWJ	*Juist*	*1*
EDWS	*Norden-Norddeich*	*1*
EDXP	*Harle*	*1*
EDXW	*Westerland/Sylt*	*1*
ETNU	*Neubrandenburg*	*1*

Estonia: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EECL	*Tallinn/City Hall*	*1*
EETN	Tallinn/Ülemiste	2

Greece: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LGAL	Alexandroupolis	2
LGAV	**Athens**	**3**
LGBL	*Nea Anchialos*	*1*

ICAO airport code	Airport name	Airport category in 2007
LGHI	Chios	2
LGIK	*Ikaria*	*1*
LGIO	*Ioannina*	*1*
LGIR	**Irakleion**	**3**
LGKC	*Kithira*	*1*
LGKF	Kefallinia	2
LGKL	*Kalamata*	*1*
LGKO	**Kos**	**3**
LGKP	Karpathos	2
LGKR	**Kerkyra**	**3**
LGKV	Kavala	2
LGLE	*Leros*	*1*
LGLM	*Limnos*	*1*
LGMK	Mykonos	2
LGML	*Milos*	*1*
LGMT	Mytilini	2
LGNX	*Naxos*	*1*
LGPA	*Paros*	*1*
LGPZ	Aktio	2
LGRP	**Rodos**	**3**
LGRX	*Araxos*	*1*
LGSA	**Chania**	**3**
LGSK	Skiathos	2
LGSM	Samos	2
LGSR	Santorini	2
LGST	*Siteia*	*1*
LGTS	**Thessaloniki**	**3**
LGZA	Zakynthos	2

Spain: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
GCFV	**Puerto del Rosario/Fuerteventura**	**3**
GCGM	*Gomera*	*1*
GCHI	Hierro	2
GCLA	Santa Cruz de la Palma	2
GCLP	**Las Palmas/Gran Canaria**	**3**
GCRR	**Arrecife/Lanzarote**	**3**
GCTS	**Tenerife Sur-Reina Sofía**	**3**
GCXO	**Tenerife Norte**	**3**
GECT	*Ceuta*	*1*
GEML	Melilla	2
LEAL	**Alicante**	**3**
LEAM	Almería	2
LEAS	Avilés/Asturias	2
LEBB	**Bilbao**	**3**
LEBL	**Barcelona**	**3**

ICAO airport code	Airport name	Airport category in 2007
LEBZ	*Badajoz/Talavera la Real*	*1*
LECO	La Coruña	2
LEGE	**Girona/Costa Brava**	**3**
LEGR	Granada	2
LEIB	**Ibiza**	**3**
LEJR	Jerez	2
LELC	Murcia-San Javier	2
LELN	*León*	*1*
LEMD	**Madrid/Barajas**	**3**
LEMG	**Málaga**	**3**
LEMH	**Menorca/Mahón**	**3**
LEPA	**Palma de Mallorca**	**3**
LERJ	*Logroño*	*1*
LEPP	Pamplona	2
LERS	Reus	2
LESA	*Salamanca*	*1*
LESO	San Sebastián	2
LEST	**Santiago**	**3**
LEVC	**Valencia**	**3**
LEVD	Valladolid	2
LEVT	Vitoria	2
LEVX	Vigo	2
LEXJ	Santander	2
LEZG	Zaragoza	2
LEZL	**Sevilla**	**3**

France: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
FMEE	**St-Denis-Roland-Garros (Réunion)**	**3**
FMEP	*Saint-Pierre-Pierrefonds (Réunion)*	*1*
LFBA	*Agen — La Garenne*	*1*
LFBD	**Bordeaux — Mérignac**	**3**
LFBE	Bergerac — Roumanière	2
LFBH	*La Rochelle — Île de Ré*	*1*
LFBI	*Poitiers — Biard*	*1*
LFBL	Limoges	2
LFBO	**Toulouse — Blagnac**	**3**
LFBP	Pau — Pyrénées	2
LFBT	Tarbes — Lourdes — Pyrénées	2
LFBV	*Brive — Laroche*	*1*
LFBZ	Biarritz — Bayonne — Anglet	2
LFCK	*Castres — Mazamet*	*1*
LFCR	Rodez — Marcillac	2
LFDN	*Rochefort — Saint-Agnant*	*1*
LFJL	Metz — Nancy — Lorraine	2
LFKB	Bastia — Poretta	2

ICAO airport code	Airport name	Airport category in 2007
LFKC	Calvi — Sainte-Catherine	2
LFKF	Figari — Sud Corse	2
LFKJ	Ajaccio — Campo Dell'Oro	2
LFLB	Chambéry — Aix-les-Bains	2
LFLC	Clermont-Ferrand — Auvergne	2
LFLL	**Lyon — St-Exupéry**	**3**
LFLP	*Annecy — Meythet*	*1*
LFLS	Grenoble — St-Geoirs	2
LFLW	*Aurillac — Tronquières*	*1*
LFLX	*Châteauroux/ — Déols*	*1*
LFMD	*Cannes — Mandelieu*	*1*
LFMH	*St-Étienne — Bouthéon*	*1*
LFMK	Carcassonne	2
LFML	**Marseille — Provence**	**3**
LFMN	**Nice — Côte d'azur**	**3**
LFMP	Perpignan — Rivesaltes	2
LFMT	Montpellier — Méditerranée	2
LFMU	*Béziers — Vias*	*1*
LFMV	*Avignon — Caumont*	*1*
LFOB	**Beauvais — Tillé**	**3**
LFOH	*La Havre — Octeville*	*1*
LFOK	Châlons — Vatry	2
LFOP	*Rouen — Vallée de Seine*	*1*
LFOT	*Tours — St-Symphorien*	*1*
LFPG	**Paris — Charles-de-Gaulle**	**3**
LFPO	**Paris — Orly**	**3**
LFQQ	Lille — Lesquin	2
LFRB	Brest — Guipavas	2
LFRD	Dinard — Pleurtuit	2
LFRG	*Deauville — St-Gatien*	*1*
LFRH	Lorient	2
LFRK	*Caen — Carpiquet*	*1*
LFRN	Rennes — St-Jacques	2
LFRO	*Lannion — Servel*	*1*
LFRQ	*Quimper — Cornouaille*	*1*
LFRS	**Nantes — Atlantique**	**3**
LFSB	**Bâle — Mulhouse**	**3**
LFSR	*Reims — Champagne*	*1*
LFST	**Strasbourg**	**3**
LFTH	Toulon — Hyères	2
LFTW	Nîmes — Arles — Camargue	2
SOCA	Cayenne — Rochambeau (Guyane)	2
TFFF	**Fort-de-France (Martinique)**	**3**
TFFG	St-Martin — Grand-Case (Guadeloupe)	2
TFFJ	St-Barthélemy (Guadeloupe)	2
TFFR	**Pointe-à-Pitre (Guadeloupe)**	**3**

Ireland: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EICA	*Connemara Regional Airport*	*1*
EICK	**Cork**	**3**
EICM	Galway	2
EIDL	*Donegal*	*1*
EIDW	**Dublin**	**3**
EIKN	Connaught Regional Airport	2
EIKY	Kerry	2
EINN	**Shannon**	**3**
EISG	*Sligo Regional Airport*	*1*
EIWF	*Waterford*	*1*

Italy: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LIBC	*Crotone*	*1*
LIBD	**Bari-Palese Macchie**	**3**
LIBP	Pescara	2
LIBR	Brindisi-Casale	2
LICA	Lamezia Terme	2
LICC	**Catania-Fontanarossa**	**3**
LICD	Lampedusa	2
LICG	*Pantelleria*	*1*
LICJ	**Palermo-Punta Raisi**	**3**
LICR	*Reggio di Calabria*	*1*
LICT	Trapani-Birgi	2
LIEA	Alghero-Fertilia	2
LIEE	**Cagliari-Elmas**	**3**
LIEO	**Olbia-Costa Smeralda**	**3**
LIMC	**Milano-Malpensa**	**3**
LIME	**Bergamo-Orio al Serio**	**3**
LIMF	**Torino-Caselle**	**3**
LIMJ	Genova-Sestri	2
LIML	**Milano-Linate**	**3**
LIMP	*Parma*	*1*
LIMZ	*Cuneo/Levaldigi*	*1*
LIPB	*Bolzano*	*1*
LIPE	**Bologna-Borgo Panigale**	**3**
LIPH	Treviso-Sant'Angelo	2
LIPK	Forlì	2
LIPO	Brescia-Montichiari	2
LIPQ	Trieste-Ronchi dei Legionari	2
LIPR	Rimini	2
LIPX	**Verona-Villafranca**	**3**
LIPY	Ancona-Falconara	2
LIPZ	**Venezia-Tessera**	**3**
LIRA	**Roma-Ciampino**	**3**

ICAO airport code	Airport name	Airport category in 2007
LIRF	**Roma-Fiumicino**	**3**
LIRN	**Napoli-Capodichino**	**3**
LIRP	**Pisa-San Giusto**	**3**
LIRQ	**Firenze-Peretola**	**3**
LIRZ	*Perugia*	*1*

Cyprus: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LCLK	**Larnaka**	**3**
LCPH	**Pafos**	**3**

Latvia: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EVRA	**Rīga**	**3**

Lithuania: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EYKA	*Kaunas*	*1*
EYPA	*Palanga*	*1*
EYVI	Vilnius	2

Luxembourg: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
ELLX	**Luxembourg**	**3**

Hungary: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LHBP	**Budapest-Ferihegy**	**3**
LHDC	*Debrecen*	*1*
LHSM	*Sármellék-Balaton*	*1*

Malta: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LMML	**Malta/Luqa**	**3**

Netherlands: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EHAM	**Amsterdam/Schiphol**	**3**
EHBK	Maastricht-Aachen	2
EHEH	Eindhoven/Welschap	2
EHGG	*Eelde/Groningen*	*1*
EHRD	Rotterdam/Zestienhoven	2

Austria: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LOWG	Graz	2
LOWI	Innsbruck	2
LOWK	Klagenfurt	2
LOWL	Linz	2
LOWS	**Salzburg**	**3**
LOWW	**Wien/Schwechat**	**3**

Poland: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EPBG	*Bydgoszcz – Szwederowo*	*1*
EPGD	Gdańsk – Rębiechowo	2
EPKK	**Kraków – Balice**	**3**
EPKT	Katowice – Pyrzowice	2
EPPO	Poznań – Ławica	2
EPRZ	*Rzeszów – Jasionka*	*1*
EPSC	*Szczecin – Goleniów*	*1*
EPWA	**Warszawa – Okęcie**	**3**
EPWR	Wrocław – Strachowice	2
EPLL	*Lódź – Lublinek*	*1*

Portugal: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LPFL	*Flores*	*1*
LPFR	**Faro**	**3**
LPFU	**Madeira/Madeira**	**3**
LPHR	Horta	2
LPLA	Lajes	2
LPPD	Ponta Delgada	2
LPPO	*Santa Maria*	*1*
LPPR	**Porto**	**3**
LPPS	Porto Santo	2
LPPT	**Lisboa**	**3**

Romania: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LRBC	*Bacău*	*1*
LRBS	București/Băneasa	2
LRCK	*Constanța/M. Kogălniceanu*	*1*
LRCL	Cluj-Napoca/Someșeni	2
LRIA	*Iași*	*1*
LROD	*Oradea*	*1*
LROP	**București/Otopeni**	**3**
LRSB	*Sibiu/Turnișor*	*1*
LRTR	Timișoara/Giarmata	2

Slovenia: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LJLJ	Ljubljana	2

Slovakia: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
LZIB	Bratislava	2
LZKZ	Košice	2
LZSL	*Sliač*	*1*
LZTT	*Poprad-Tatry*	*1*

Finland: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EFHK	**Helsinki-Vantaa**	**3**
EFIV	Ivalo	2
EFJO	Joensuu	2
EFJY	Jyväskylä	2
EFKE	*Kemi-Tornio*	*1*
EFKI	*Kajaani*	*1*
EFKK	*Kruunupyy*	*1*
EFKS	*Kuusamo*	*1*
EFKT	Kittilä	2
EFKU	Kuopio	2
EFLP	*Lappeenranta*	*1*
EFMA	*Mariehamn*	*1*
EFOU	Oulu	2
EFPO	*Pori*	*1*
EFRO	Rovaniemi	2
EFSA	*Savonlinna*	*1*
EFSI	*Seinäjoki*	*1*
EFTP	Tampere-Pirkkala	2
EFTU	Turku	2
EFVA	Vaasa	2
EFVR	*Varkaus*	*1*

Sweden: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
ESDF	Ronneby	2
ESGG	**Göteborg-Landvetter**	**3**
ESGJ	*Jönköping*	*1*
ESGP	Göteborg City	2
ESGT	*Trollhättan/Vänersborg*	*1*
ESKN	**Stockholm/Skavsta**	**3**
ESMK	*Kristianstad/Everöd*	*1*
ESMQ	Kalmar	2
ESMS	**Malmö-Sturup**	**3**

ICAO airport code	Airport name	Airport category in 2007
ESMT	*Halmstad*	*1*
ESMX	Växjö/Kronoberg	2
ESNG	*Gällivare*	*1*
ESNK	*Kramfors*	*1*
ESNL	*Lycksele*	*1*
ESNN	Sundsvall-Härnösand	2
ESNO	*Örnsköldsvik*	*1*
ESNQ	Kiruna	2
ESNS	Skellefteå	2
ESNU	Umeå	2
ESNX	*Arvidsjaur*	*1*
ESOE	*Örebro*	*1*
ESOK	Karlstad	2
ESOW	Stockholm/Västerås	2
ESPA	Luleå	2
ESPC	Östersund	2
ESSA	**Stockholm-Arlanda**	**3**
ESSB	Stockholm-Bromma	2
ESSD	*Borlänge*	*1*
ESSL	*Linköping/Saab*	*1*
ESSP	*Norrköping*	*1*
ESSV	Visby	2
ESTA	Ängelholm	2

United Kingdom: List of Community airports

ICAO airport code	Airport name	Airport category in 2007
EGAA	**Belfast International**	**3**
EGAC	**Belfast City**	**3**
EGAE	City of Derry (Eglinton)	2
EGBB	**Birmingham**	**3**
EGBE	Coventry	2
EGCC	**Manchester**	**3**
EGCN	Doncaster Sheffield	2
EGDG	Newquay	2
EGFF	**Cardiff Wales**	**3**
EGGD	**Bristol**	**3**
EGGP	**Liverpool**	**3**
EGGW	**Luton**	**3**
EGHC	*Lands End*	*1*
EGHD	*Plymouth*	*1*
EGHE	*Isles of Scilly (St.Marys)*	*1*
EGHH	Bournemouth	2
EGHI	**Southampton**	**3**
EGHK	*Penzance Heliport*	*1*
EGHT	*Isles of Scilly (Tresco)*	*1*
EGKK	**Gatwick**	**3**

ICAO airport code	Airport name	Airport category in 2007
EGLC	**London City**	**3**
EGLL	**Heathrow**	**3**
EGMH	Kent International	2
EGNH	Blackpool	2
EGNJ	Humberside	2
EGNM	**Leeds Bradford**	**3**
EGNR	*Hawarden*	*1*
EGNT	**Newcastle**	**3**
EGNV	Durham Tees Valley	2
EGNX	**Nottingham East Midlands**	**3**
EGPA	*Kirkwall*	*1*
EGPB	*Sumburgh*	*1*
EGPC	*Wick*	*1*
EGPD	**Aberdeen**	**3**
EGPE	Inverness	2
EGPF	**Glasgow**	**3**
EGPH	**Edinburgh**	**3**
EGPI	*Islay*	*1*
EGPK	**Prestwick**	**3**
EGPL	*Benbecula*	*1*
EGPM	Scatsta	2
EGPN	*Dundee*	*1*
EGPO	*Stornoway*	*1*
EGSH	Norwich	2
EGSS	**Stansted**	**3**
EGTE	Exeter	2

Annex V:
Regulation (EC) N° 219/2009

REGULATION (EC) No 219/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 11 March 2009

adapting a number of instruments subject to the procedure referred to in Article 251 of the Treaty to Council Decision 1999/468/EC with regard to the regulatory procedure with scrutiny

Adaptation to the regulatory procedure with scrutiny — Part Two

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Articles 37, 44(1), 71, 80(2), 95, 152(4)(b), 175 (1), 179 and 285 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Economic and Social Committee [1],

Having regard to the opinion of the European Central Bank [2],

After consulting the Committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty [3],

Whereas:

(1) Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission [4] has been amended by Decision 2006/512/EC [5], which introduced the regulatory procedure with scrutiny for the adoption of measures of general scope designed to amend non-essential elements of a basic instrument adopted in accordance with the procedure laid down in Article 251 of the Treaty, *inter alia*, by deleting some of those elements or by supplementing the instrument with new non-essential elements.

(2) In accordance with the statement of the European Parliament, the Council and the Commission [6] concerning Decision 2006/512/EC, for the regulatory procedure with scrutiny to be applicable to instruments adopted in accordance with the procedure laid down in Article 251 of the Treaty which are already in force, those instruments must be adjusted in accordance with the applicable procedures.

(3) Since the amendments made to instruments for this purpose are technical in nature and concern committee procedure only, they do not, in the case of directives, need to be transposed by the Member States,

HAVE ADOPTED THIS REGULATION:

Article 1

The instruments listed in the Annex are hereby adapted, in accordance with that Annex, to Decision 1999/468/EC, as amended by Decision 2006/512/EC.

Article 2

References to provisions of the instruments listed in the Annex shall be understood to be references to those provisions as adapted by this Regulation.

Article 3

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 11 March 2009.

For the European Parliament	*For the Council*
The President	*The President*
H.-G. PÖTTERING	A. VONDRA

[1] OJ C 224, 30.8.2008, p. 35.

[2] OJ C 117, 14.5.2008, p. 1.

[3] Opinion of the European Parliament of 23 September 2008 (not yet published in the Official Journal) and Council Decision of 16 February 2009.

[4] OJ L 184, 17.7.1999, p. 23.

[5] OJ L 200, 22.7.2006, p. 11.

[6] OJ C 255, 21.10.2006, p. 1.

4.5. **Regulation (EC) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air** [1]

As regards Regulation (EC) No 437/2003, the Commission should be empowered to establish standards of accuracy, specify data files and adopt certain implementing measures. Since those measures are of general scope and are designed to amend non-essential elements of Regulation (EC) No 437/2003, *inter alia*, by supplementing it with new non-essential elements, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

Accordingly, Regulation (EC) No 437/2003 is hereby amended as follows:

1. Article 5 shall be replaced by the following:

'Article 5

Accuracy of statistics

The collection of data shall be based on complete returns, unless other standards of accuracy are established by the Commission. Those measures, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 11(3).';

2. Article 7(2) shall be replaced by the following:

'2. The results shall be transmitted according to the data files shown in Annex I. The files shall be specified by the Commission. Those measures, designed to amend non-essential elements of this Regulation, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 11(3).

The medium to be used for transmission shall be specified by the Commission in accordance with the regulatory procedure referred to in Article 11(2).';

3. Article 10 shall be replaced by the following:

'Article 10

Implementing measures

1. The following implementing measures shall be adopted in accordance with the regulatory procedure referred to in Article 11(2):

— the list of Community airports covered by Article 3(2),

— description of the data codes and the medium to be used for transmission of results to the Commission (Article 7),

— dissemination of statistical results (Article 8),

2. The Commission shall adopt the following implementing measures:

— adaptation of the specifications in the Annexes to this Regulation,

— adaptation of the data collection characteristics (Article 3),

— accuracy of statistics (Article 5),

— description of the data files (Article 7),

Those measures, designed to amend non-essential elements of this Regulation by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 11(3).';

[1] OJ L 66, 11.3.2003, p. 1.

4. Article 11 shall be replaced by the following:

'Article 11

Committee procedure

1. The Commission shall be assisted by the Statistical Programme Committee established by Decision 89/382/EEC, Euratom.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The time limit laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. Where reference is made to this paragraph, Article 5a(1) to (4) and (5)(a) and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.'.

4.6. **Regulation (EC) No 48/2004 of the European Parliament and of the Council of 5 December 2003 on the production of annual Community statistics on the steel industry for the reference years 2003-2009** ([1])

As regards Regulation (EC) No 48/2004, the Commission should be empowered to update the list of characteristics concerned by that Regulation. Since those measures are of general scope and are designed to amend non-essential elements of Regulation (EC) No 48/2004, *inter alia,* by supplementing it with new non-essential elements, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

Accordingly, Regulation (EC) No 48/2004 is hereby amended as follows:

1. Article 7 shall be replaced by the following:

'Article 7

Implementing measures

1. The measures for the implementation of this Regulation concerning transmission formats and the first transmission period shall be adopted in accordance with the regulatory procedure referred to in Article 8(2).

2. The measures for the implementation of this Regulation concerning the updating of the list of characteristics, designed to amend non-essential elements of this Regulation, *inter alia,* by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 8(3), provided that no significant additional burden is imposed upon the Member States.';

2. Article 8(3) shall be replaced by the following:

'3. Where reference is made to this paragraph, Article 5a(1) to (4) and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.'

5. INTERNAL MARKET

Directive 2004/25/EC of the European Parliament and of the Council of 21 April 2004 on takeover bids ([2])

As regards Directive 2004/25/EC, the Commission should be empowered to adopt rules for the application of Article 6(3) to the contents of the offer document. Since those measures are of general scope and are designed to amend non-essential elements of Directive 2004/25/EC, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.

Directive 2004/25/EC provided for a time restriction concerning the implementing powers conferred on the Commission. In their statement concerning Decision 2006/512/EC amending Decision 1999/468/EC, the European Parliament, the Council and the Commission have stated that Decision 2006/512/EC provides a horizontal and satisfactory solution to the European Parliament's wish to scrutinise the implementation of instruments adopted under the co-decision procedure and that, accordingly, implementing powers should be conferred on the Commission without time limit. Following the introduction of the regulatory procedure with scrutiny, the provision establishing that time restriction in Directive 2004/25/EC should be deleted.

([1]) OJ L 7, 13.1.2004, p. 1.
([2]) OJ L 142, 30.4.2004, p. 12.

Annex VI – (Part 1)
2022 &2023 List of reporting airports covered by Commission Regulation No 1358/2003

Normally, the list of reporting airports covered by Commission Regulation 1358/2003, required to report data for reference year N, is created based on the data provisions for reference year N-2. In exceptional cases (described in Annex I of Regulation 1358/2003), year N-1 may be applied.

The categorisation of the reporting airports is based on the declarations for dataset B1. If this is not available, the categorisation is based on dataset C1, and if this is also not available on dataset A1.

Exceptionally, because of the pandemic, the Air WG of 2021 decided to keep the very same list as for reporting year 2021 for which the last reference year before the pandemic, 2019, was used to define the list of reporting airports. The list of reporting airports has been 'frozen'for 2022 and 2023 data collection in order to avoid a too important loss of information[21]. The last

For the '2022 & *2023 List of reporting airports*', '2022 & 2023' signifies that the statistics to be provided by the reporting airports to Eurostat refer the reference year 2022 and 2023.

The list presented below is a simplified version of a more detailed list of the reporting airports (available to the reporting countries only on CIRCABC under Library > 06_aviation > data_monitoring > Lists of reporting airports), which contains figures based on which category has been assigned to each airport.

[21] Staring from 2024 reporting year the List of reporting airpots will be based again on regulatory principle N-2, so the data provisions for 2024 will be based on 2022 traffic data, the 2025 – on 2023 traffic data, etc.

LIST OF AIRPORTS FOR THE EU MEMBER STATES

Belgium: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EBAW	ANTWERPEN/DEURNE	2
EBBR	**BRUSSELS**	**3**
EBCI	**CHARLEROI/BRUSSELS SOUTH**	**3**
EBLG	**LIEGE**	**3**
EBOS	OOSTENDE/BRUGGE	2

Bulgaria: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LBBG	**BURGAS**	**3**
LBPD	*PLOVDIV*	*1*
LBSF	**SOFIA**	**3**
LBWN	**VARNA**	**3**

Czechia: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LKKV	*KARLOVY VARY*	*1*
LKMT	OSTRAVA/MOSNOV	2
LKPD	*PARDUBICE*	*1*
LKPR	**PRAHA/RUZYNE**	**3**
LKTB	BRNO/TURANY	2

Denmark: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EKAH	AARHUS	2
EKBI	**BILLUND**	**3**
EKCH	**KOBENHAVN/KASTRUP**	**3**
EKEB	*ESBJERG*	*1*
EKKA	*KARUP*	*1*
EKRK	KOBENHAVN/ROSKILDE	0
EKRN	BORNHOLM/RONNE	2
EKSB	*SONDERBORG*	*1*
EKTS	THISTED	0
EKYT	AALBORG	2

Germany: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EDAH	*HERINGSDORF*	*1*
EDDB	**BERLIN-BRANDENBURG**	**3**
EDDC	**DRESDEN**	**3**
EDDE	ERFURT-WEIMAR	2
EDDF	**FRANKFURT/MAIN**	**3**
EDDG	MUENSTER/OSNABRUECK	2
EDDH	**HAMBURG**	**3**
EDDK	**KOELN/BONN**	**3**
EDDL	**DUESSELDORF**	**3**
EDDM	**MUENCHEN**	**3**
EDDN	**NUERNBERG**	**3**
EDDP	**LEIPZIG/HALLE**	**3**
EDDR	SAARBRUECKEN	2
EDDS	**STUTTGART**	**3**
EDDV	**HANNOVER**	**3**
EDDW	**BREMEN**	**3**
EDFH	**FRANKFURT-HAHN**	**3**
EDFM	*MANNHEIM CITY*	*1*
EDFZ	*MAINZ/FINTHEN*	*1*
EDHL	*LÜBECK/BLANKENSEE*	*1*
EDJA	**MEMMINGEN**	**3**
EDLP	PADERBORN/LIPPSTADT	2
EDLV	NIEDERRHEIN	2
EDLW	**DORTMUND**	**3**
EDMA	*AUGSBURG*	*1*
EDNL	*LEUTKIRCH/UNTERZEIL*	*1*
EDNY	FRIEDRICHSHAFEN	2
EDSB	KARLSRUHE/BADEN-BADEN	2
EDVE	*BRAUNSCHWEIG/WOLFSBURG*	*1*
EDVK	*KASSEL-CALDEN*	*1*
EDWE	*EMDEN*	*1*
EDWG	*WANGEROOGE*	*1*
EDWJ	*JUIST*	*1*
EDWS	*NORDEN/NORDDEICH*	*1*
EDXB	*HEIDE/BUSUM*	*1*
EDXH	*HELGOLAND/DUNE*	*1*
EDXP	*HARLE*	*1*
EDXW	*SYLT*	*1*

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
ETMN	*NORDHOLZ*	*1*
ETNL	*LAAGE*	*1*
ETSI	*INGOLSTADT/MANCHING*	*1*

Estonia: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EETN	**LENNART MERI TALLINN**	**3**

Ireland: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EICA	*CONNEMARA*	*1*
EICK	**CORK**	**3**
EIDL	*DONEGAL*	*1*
EIDW	**DUBLIN**	**3**
EIKN	IRELAND WEST	2
EIKY	KERRY	2
EINN	**SHANNON**	**3**

Greece: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LGAL	ALEXANDROUPOLIS/DIMOKRITOS	2
LGAV	**ATHINAI/ELEFTHERIOS VENIZELOS**	**3**
LGBL	*ALMIROS/NEA ANCHIALOS*	*1*
LGHI	CHIOS/OMIROS	2
LGIK	*IKARIA/IKAROS*	*1*
LGIO	*IOANNINA/KING PYRROS*	*1*
LGIR	**IRAKLION/NIKOS KAZANTZAKIS**	**3**
LGKC	*KITHIRA*	*1*
LGKF	KEFALLINIA	2
LGKL	KALAMATA	2
LGKO	**KOS/IPPOKRATIS**	**3**
LGKP	KARPATHOS	2
LGKR	**KERKIRA/IOANNIS KAPODISTRIAS**	**3**
LGKV	KAVALA/MEGAS ALEXANDROS	2
LGLE	*LEROS*	*1*
LGLM	*LIMNOS/IFAISTOS*	*1*
LGMK	MIKONOS	2
LGML	*MILOS*	*1*
LGMT	MITILINI/ODYSSEAS ELYTIS	2
LGNX	*NAXOS*	*1*
LGPA	PAROS	2
LGPL	*ASTYPALAIA*	*1*
LGPZ	PREVEZA/AKTION	2
LGRP	**RODOS/DIAGORAS**	**3**

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LGRX	ARAXOS	2
LGSA	**CHANIA/IOANNIS DASKALOGIANNIS**	**3**
LGSK	SKIATHOS/ALEXANDROS PAPADIAMANDIS	2
LGSM	SAMOS/ARISTARCHOS OF SAMOS	2
LGSR	**SANTORINI**	**3**
LGST	*SITIA*	*1*
LGSY	*SKIROS*	*1*
LGTS	**THESSALONIKI/MAKEDONIA**	**3**
LGZA	**ZAKINTHOS/DIONISIOS SOLOMOS**	**3**

Spain: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
GCFV	**FUERTEVENTURA**	**3**
GCGM	*LA GOMERA*	*1*
GCHI	HIERRO	2
GCLA	LA PALMA	2
GCLP	**GRAN CANARIA**	**3**
GCRR	**LANZAROTE**	**3**
GCTS	**TENERIFE SUR/REINA SOFIA**	**3**
GCXO	**TENERIFE NORTE**	**3**
GECE	*CEUTA*	*1*
GEML	MELILLA	2
LEAG	*ALGECIRAS (CADIZ)*	*1*
LEAL	**ALICANTE**	**3**
LEAM	ALMERIA	2
LEAS	ASTURIAS	2
LEBB	**BILBAO**	**3**
LEBL	**BARCELONA/EL PRAT**	**3**
LEBZ	*BADAJOZ*	*1*
LECO	A CORUNA	2
LEGE	**GIRONA**	**3**
LEGR	GRANADA/JAEN/FEDERICO GARCIA LORCA	2
LEIB	**IBIZA**	**3**
LEJR	JEREZ	2
LELC	*MURCIA/SAN JAVIER*	*Airport ceased its commercial activity mid-January 2019*
LELN	*LEON*	*1*
LEMD	**MADRID/BARAJAS**	**3**
LEMG	**MALAGA/COSTA DEL SOL**	**3**
LEMH	**MENORCA**	**3**
LEMI	MURCIA/AEROPUERTO DE LA REGION DE MURCIA	2
LEPA	**PALMA DE MALLORCA**	**3**
LEPP	PAMPLONA	2
LERJ	*LOGRONO*	*1*
LERS	REUS	2
LESA	*SALAMANCA*	*1*
LESO	SAN SEBASTIAN	2
LEST	**SANTIAGO**	**3**
LEVC	**VALENCIA**	**3**
LEVD	VALLADOLID	2
LEVT	VITORIA	2

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LEVX	VIGO	2
LEXJ	SANTANDER	2
LEZG	ZARAGOZA	2
LEZL	**SEVILLA**	**3**

France: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
FMCZ	DZAOUDZI	2
FMEE	**LA REUNION/ROLAND GARROS**	**3**
FMEP	*SAINT PIERRE PIERREFONDS*	*1*
LFAQ	*ALBERT-BRAY*	*1*
LFBD	**BORDEAUX-MERIGNAC**	**3**
LFBE	BERGERAC-ROUMANIERE	2
LFBH	LA ROCHELLE-ILE DE RE	2
LFBI	*POITIERS/BIARD*	*1*
LFBL	LIMOGES/BELLEGARDE	2
LFBO	**TOULOUSE/BLAGNAC**	**3**
LFBP	PAU-PYRENEES	2
LFBT	TARBES LOURDES PYRENEES	2
LFBZ	BIARRITZ-PAYS BASQUE	2
LFCK	*CASTRES MAZAMET*	*1*
LFCR	*RODEZ-AVEYRON*	*1*
LFGJ	*DOLE-TAVAUX*	*1*
LFJL	METZ NANCY-LORRAINE	2
LFKB	**BASTIA-PORETTA**	**3**
LFKC	CALVI-SAINTE-CATHERINE	2
LFKF	FIGARI-SUD-CORSE	2
LFKJ	**AJACCIO-NAPOLEON-BONAPARTE**	**3**
LFLB	CHAMBERY-AIX-LES-BAINS	2
LFLC	CLERMONT-FERRAND-AUVERGNE	2
LFLL	**LYON SAINT-EXUPERY**	**3**
LFLS	GRENOBLE-ISERE	2
LFLW	*AURILLAC*	*1*
LFMK	CARCASSONNE/SALVAZA	2
LFML	**MARSEILLE-PROVENCE**	**3**
LFMN	**NICE-COTE D AZUR**	**3**
LFMP	PERPIGNAN RIVESALTES	2
LFMT	**MONTPELLIER MEDITERRANEE**	**3**
LFMU	BEZIERS/VIAS	2
LFOB	**BEAUVAIS-TILLE**	**3**
LFOK	*CHALONS-VATRY*	*1*
LFOT	TOURS VAL DE LOIRE	2
LFPB	*PARIS-LE BOURGET*	*1*
LFPG	**PARIS-CHARLES DE GAULLE**	**3**
LFPO	**PARIS-ORLY**	**3**
LFQQ	**LILLE/LESQUIN**	**3**
LFRB	BREST-BRETAGNE	2
LFRD	*DINARD PLEURTUIT SAINT MALO*	*1*
LFRG	*DEAUVILLE/NORMANDIE*	*1*
LFRH	*LORIENT-LANN-BIHOUE*	*1*
LFRK	CAEN/CARPIQUET	2

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LFRN	RENNES/SAINT JACQUES	2
LFRQ	*QUIMPER-PLUGUFFAN*	*1*
LFRS	**NANTES ATLANTIQUE**	**3**
LFRZ	SAINT-NAZAIRE-MONTOIR	2
LFSB	BALE-MULHOUSE	2
LFSL	*BRIVE/SOUILLAC*	*1*
LFST	STRASBOURG-ENTZHEIM	2
LFTH	HYERES/LE PALYVESTRE	2
LFTW	NIMES/GARONS	2
SOCA	CAYENNE-ROCHAMBEAU	2
SOOA	*MARIPASOULA*	*1*
TFFF	**AIME CESAIRE/MARTINIQUE**	**3**
TFFG	SAINT MARTIN, GRAND CASE, GUADELOUPE	2
TFFR	**POINTE-A-PITRE/LE RAIZET/GUADELOUPE**	**3**

Croatia: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LDDU	**DUBROVNIK/CILIPI**	**3**
LDOS	*OSIJEK/KLISA*	*1*
LDPL	PULA/PULA	2
LDRI	RIJEKA/KRK I.	2
LDSP	**SPLIT/KASTELA**	**3**
LDZA	**ZAGREB/PLESO**	**3**
LDZD	ZADAR/ZEMUNIK	2

Italy: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LIBC	CROTONE	2
LIBD	**BARI/PALESE**	**3**
LIBG	*TARANTO/GROTTAGLIE*	*1*
LIBP	PESCARA	2
LIBR	**BRINDISI/CASALE**	**3**
LICA	**LAMEZIA TERME**	**3**
LICB	COMISO	2
LICC	**CATANIA/FONTANAROSSA**	**3**
LICD	LAMPEDUSA	2
LICG	PANTELLERIA	2
LICJ	**PALERMO/PUNTA RAISI**	**3**
LICR	REGGIO CALABRIA	2
LICT	TRAPANI/BIRGI	2
LIEA	ALGHERO/FERTILIA	2
LIEE	**CAGLIARI/ELMAS**	**3**
LIEO	**OLBIA/COSTA SMERALDA**	**3**
LIMC	**MILANO/MALPENSA**	**3**
LIME	**BERGAMO/ORIO AL SERIO**	**3**
LIMF	**TORINO/CASELLE**	**3**

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LIMJ	**GENOVA/SESTRI**	**3**
LIML	**MILANO/LINATE**	**3**
LIMP	*PARMA*	*1*
LIMZ	*CUNEO/LEVALDIGI*	*1*
LIPE	**BOLOGNA/BORGO PANIGALE**	**3**
LIPH	**TREVISO/S.ANGELO**	**3**
LIPO	*BRESCIA/MONTICHIARI*	*1*
LIPQ	TRIESTE/RONCHI DEI LEGIONARI	2
LIPR	RIMINI/MIRAMARE	2
LIPX	**VERONA/VILLAFRANCA**	**3**
LIPY	ANCONA/FALCONARA	2
LIPZ	**VENEZIA/TESSERA**	**3**
LIRA	**ROMA/CIAMPINO**	**3**
LIRF	**ROMA/FIUMICINO**	**3**
LIRN	**NAPOLI/CAPODICHINO**	**3**

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LIRP	**PISA/S. GIUSTO**	**3**
LIRQ	**FIRENZE/PERETOLA**	**3**
LIRZ	PERUGIA/SAN FRANCESCO	2

Cyprus: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LCLK	**LARNAKA**	**3**
LCPH	**PAFOS**	**3**

Latvia: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EVRA	**RIGA**	**3**

Lithuania: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EYKA	KAUNAS	2
EYPA	PALANGA	2
EYVI	**VILNIUS**	**3**

Luxembourg: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
ELLX	**LUXEMBOURG**	**3**

Hungary: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LHBP	**BUDAPEST/FERIHEGY**	**3**
LHDC	DEBRECEN	2
LHPR	*GYOR/PER*	*1*

Malta: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LMML	**LUQA**	**3**

Netherlands: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EHAM	**AMSTERDAM/SCHIPHOL**	**3**
EHBK	**MAASTRICHT/AACHEN**	**3**
EHEH	**EINDHOVEN**	**3**
EHGG	GRONINGEN/EELDE	2
EHRD	**ROTTERDAM**	**3**

Austria: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LOWG	GRAZ	2
LOWI	INNSBRUCK	2
LOWK	KLAGENFURT	2
LOWL	LINZ	2
LOWS	**SALZBURG**	**3**
LOWW	**WIEN/SCHWECHAT**	**3**

Poland: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EPBY	BYDGOSZCZ/SZWEDEROWO	2
EPGD	**GDANSK IM LECHA WALESY**	**3**
EPKK	**KRAKOW/BALICE**	**3**
EPKT	**KATOWICE/PYRZOWICE**	**3**
EPLB	LUBLIN	2
EPLL	LODZ/LUBLINEK	2
EPMO	**WARSZAWA/MODLIN**	**3**
EPPO	**POZNAN/LAWICA**	**3**
EPRZ	RZESZOW/JASIONKA	2
EPSC	SZCZECIN/GOLENIOW	2
EPSY	*MAZURY*	*1*
EPWA	**WARSZAWA/CHOPINA**	**3**
EPWR	**WROCLAW/STRACHOWICE**	**3**
EPZG	*ZIELONA GORA/BABIMOST*	*1*

Portugal: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LPAZ	*SANTA MARIA*	*1*
LPFL	*FLORES*	*1*
LPFR	**FARO**	**3**
LPGR	*GRACIOSA*	*1*
LPHR	HORTA	2
LPLA	LAJES	2
LPMA	**MADEIRA**	**3**
LPPD	**PONTA DELGADA**	**3**

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LPPI	*PICO*	*1*
LPPR	**PORTO**	**3**
LPPS	PORTO SANTO	2
LPPT	**LISBOA**	**3**
LPSJ	*SAO JORGE*	*1*

Romania: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LRBC	BACAU	2
LRCK	*CONSTANTA/MIHAIL KOGALNICEANU*	*1*
LRCL	**CLUJ NAPOCA/AVRAM IANCU**	**3**
LRCV	CRAIOVA	2
LRIA	IASI	2
LROD	*ORADEA*	*1*
LROP	**BUCURESTI/HENRI COANDA**	**3**
LRSB	SIBIU	2
LRSM	*SATU MARE*	*1*
LRSV	SUCEAVA/STEFAN CEL MARE	2
LRTM	*TARGU MURES/TRANSILVANIA*	*1*
LRTR	**TIMISOARA/TRAIAN VUIA**	**3**

Slovenia: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LJLJ	**LJUBLJANA/BRNIK**	**3**

Slovakia: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LZIB	**BRATISLAVA/M.R.STEFANIK**	**3**
LZKZ	KOSICE	2
LZTT	*POPRAD-TATRY*	*Airport ceased its commercial activity mid-January 2019*
LZZI	*ZILINA*	*0*

Finland: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EFET	*ENONTEKIO*	*1*
EFHK	**HELSINKI/VANTAA**	**3**
EFIV	IVALO	2
EFJO	*JOENSUU*	*1*
EFJY	*JYVASKYLA*	*1*
EFKE	*KEMI/TORNIO*	*1*

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
EFKI	*KAJAANI*	*1*
EFKK	*KOKKOLA-PIETARSAARI*	*1*
EFKS	*KUUSAMO*	*1*
EFKT	KITTILA	2
EFKU	KUOPIO	2
EFLP	*LAPPEENRANTA*	*1*
EFMA	*MARIEHAMN*	*1*
EFOU	OULU	2
EFRO	ROVANIEMI	2
EFTP	TAMPERE/PIRKKALA	2
EFTU	TURKU	2
EFVA	VAASA	2

Sweden: List of reporting airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
ESDF	RONNEBY	2
ESGG	**GOTEBORG/LANDVETTER**	**3**
ESGJ	*JONKOPING*	*1*
ESGT	*TROLLHATTAN/VANERSBORG*	*1*
ESKN	**STOCKHOLM/SKAVSTA**	**3**
ESMK	*KRISTIANSTAD*	*1*
ESMQ	KALMAR	2
ESMS	**MALMO**	**3**
ESMT	*HALMSTAD*	*1*
ESMX	VAXJO/KRONOBERG	2
ESNG	*GALLIVARE*	*1*
ESNL	*LYCKSELE*	*1*
ESNN	SUNDSVALL/HARNOSAND	2
ESNO	*ORNSKOLDSVIK*	*1*
ESNQ	KIRUNA	2
ESNS	SKELLEFTEA	2
ESNU	UMEA	2
ESNX	*ARVIDSJAUR*	*1*
ESNZ	ARE OSTERSUND	2
ESOE	OREBRO	2
ESOK	*KARLSTAD*	*1*
ESOW	*STOCKHOLM/VASTERAS*	*1*
ESPA	LULEA/KALLAX	2
ESSA	**STOCKHOLM/ARLANDA**	**3**
ESSB	**STOCKHOLM/BROMMA**	**3**
ESSD	*BORLANGE*	*1*
ESSL	*LINKOPING/SAAB*	*1*
ESSP	*NORRKOPING/KUNGSANGEN*	*1*
ESSV	VISBY	2
ESTA	ANGELHOLM	2

LIST OF AIRPORTS FOR OTHER PARTICIPATING COUNTRIES

Iceland : List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
BIAR	AKUREYRI	2
BIEG	*EGILSSTADIR*	*1*
BIKF	**KEFLAVIK**	**3**
BIRK	REYKJAVIK	2

Norway : List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
ENAL	ALESUND/VIGRA	2
ENAN	*ANDENES/ANDOYA*	*1*
ENAT	ALTA	2
ENBL	*FORDE/BRINGELAND*	*1*
ENBN	*BRONNOYSUND/BRONNOY*	*1*
ENBO	**BODO**	**3**
ENBR	**BERGEN/FLESLAND**	**3**
ENCN	KRISTIANSAND/KJEVIK	2
ENDU	BARDUFOSS	2
ENEV	HARSTAD/NARVIK/EVENES	2
ENFL	*FLORO*	*1*
ENGM	**OSLO/GARDERMOEN**	**3**
ENHD	HAUGESUND/KARMOY	2
ENHF	*HAMMERFEST*	*1*
ENHV	*HONNINGSVAG/VALAN*	*1*
ENKB	KRISTIANSUND/KVERNBERGET	2
ENKR	KIRKENES/HOYBUKTMOEN	2
ENLK	*LEKNES*	*1*
ENML	MOLDE/ARO	2
ENMS	*MOSJOEN/KJAERSTAD*	*1*
ENNA	*LAKSELV/BANAK*	*1*
ENNM	*NAMSOS*	*1*
ENOL	*ORLAND*	*1*
ENOV	*ORSTA-VOLDA/HOVDEN*	*1*
ENRA	*MO I RANA/ROSSVOLL*	*1*
ENRM	*RORVIK/RYUM*	*1*
ENRO	*ROROS*	*1*
ENSB	SVALBARD/LONGYEAR	2
ENSD	*SANDANE/ANDA*	*1*
ENSG	*SOGNDAL/HAUKASEN*	*1*
ENSH	*SVOLVAER/HELLE*	*1*
ENSK	*STOKMARKNES/SKAGEN*	*1*
ENSO	*STORD/SORSTOKKEN*	*1*
ENST	*SANDNESSJOEN/STOKKA*	*1*
ENTC	**TROMSO/LANGNES**	**3**
ENTO	**SANDEFJORD/TORP**	**3**

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
ENVA	**TRONDHEIM/VAERNES**	**3**
ENVD	*VADSO*	*1*
ENZV	**STAVANGER/SOLA**	**3**

Switzerland : List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LSGG	**GENEVA**	**3**
LSGS	*SION*	*1*
LSZA	*LUGANO*	*1*
LSZB	*BERN/BELP*	*1*
LSZH	**ZURICH**	**3**
LSZM	**BASEL**	**3**
LSZR	*ST. GALLEN/ALTENRHEIN*	*1*

Bosnia and Herzegovina: List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LQSA	SARAJEVO	2
LQTZ	TUZLA	2

Montenegro: List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LYPG	PODGORICA	2
LYTV	TIVAT	2

North Macedonia: List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LWOH	OHRID	2
LWSK	**SKOPJE**	**3**

Serbia: List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LYBE	**BEOGRAD/NIKOLA TESLA**	**3**
LYNI	NIS	2

Turkey: List of airports

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LTAC	**ANKARA/ESENBOGA**	**3**
LTAF	**ADANA**	**3**
LTAI	**ANTALYA**	**3**
LTAJ	**GAZIANTEP**	**3**
LTAL	*KASTAMONU*	*1*
LTAN	KONYA	2
LTAP	AMASYA/MERZIFON	2
LTAR	SIVAS/NURI DEMIRAG	2
LTAS	*ZONGULDAK/CAYCUMA*	*1*
LTAT	MALATYA/ERHAC	2
LTAU	**KAYSERI**	**3**
LTAY	DENIZLI/CARDAK	2
LTAZ	NEVSEHIR/KAPADOKYA	2
LTBA	**ISTANBUL/ATATURK**	**3**

ICAO Airport Code	Airport Name	Airport category for the 2021, 2022 and 2023 data provision
LTBH	*CANAKKALE*	*1*
LTBJ	**IZMIR/ADNAN MENDERES**	**3**
LTBO	*USAK*	*1*
LTBQ	*KOCAELI/CENGIZ TOPEL*	*1*
LTBR	BURSA/YENISEHIR	2
LTBS	**MUGLA/DALAMAN**	**3**
LTBU	*TEKIRDAG/CORLU*	*1*
LTBY	*ESKISEHIR/ANADOLU UNIVERSITESI*	*1*
LTBZ	*ZAFER*	*1*
LTCA	ELAZIG	2
LTCB	ORDU-GIRESUN	2
LTCC	**DIYARBAKIR**	**3**
LTCD	ERZINCAN	2
LTCE	ERZURUM	2
LTCF	KARS	2
LTCG	**TRABZON**	**3**
LTCI	VAN/FERIT MELEN	2
LTCJ	BATMAN	2
LTCK	MUS	2
LTCL	*SIIRT*	*1*
LTCM	*SINOP*	*1*
LTCN	KAHRAMANMARAS	2
LTCO	AGRI	2
LTCP	ADIYAMAN	2
LTCR	MARDIN	2
LTCS	SANLIURFA/GAP	2
LTCT	IGDIR AIRPORT	2
LTCU	BINGOL	2
LTCV	SIRNAK/SERAFETTIN ELCI	2
LTCW	HAKKARI/YUKSEKOVA SELAHADDIN EYYUBI	2
LTDA	HATAY	2
LTFC	*ISPARTA/S.DEMIREL*	*1*
LTFD	BALIKESIR/KOCA SEYIT	2
LTFE	**MUGLA/MILAS-BODRUM**	**3**
LTFG	ANTALYA/GAZIPASA	2
LTFH	SAMSUN/CARSAMBA	2
LTFJ	**ISTANBUL/SABIHA GOKCEN**	**3**
LTFM	**ISTANBUL/ISTANBUL HAVALIMANI**	**3**

Annex VI (Part 2): Time Series – Airport categories

The '*Time Series - Airport categories*' list gives an overview of the reporting obligations of each reporting airport since 2003. The Airport categories attributed for each reporting year determine the level of detail of the data provided to Eurostat for that reference year. This is reflected in the data availability in Eurostat's dissemination tables (Eurobase tables) for each year.

Basically, airports classified within categories 2 or 3 provide detailed information (datasets A1 and B1) on a monthly basis, as well as data at airport level (dataset C1) at least on an annual basis.

Airports classified within category 1 provide less information – dataset C1 only, at least on an annual basis. Nevertheless, some countries continue to provide detailed information for some of these airports, if available, in order to avoid break in time series.

Airports classified within category 0 do not have any legal obligation to provide data to Eurostat. Nevertheless, some countries continue to provide dataset C1 data also for some of these airports, if available, in order to avoid break in time series.

For more up-to-date version, please refer to Eurostat Reference Metadata (Annex).

Airports categories - Time series

	Airport which did not report data at reporting year N-2
0	Airport under reporting threshold (15 000 passenger units/year based on N-2 performance) but included in data provisions (C1)
1	Airport handling more than 15 000 and less than 150 000 passenger units/year (based on N-2 performance) which is included in C1 data provisions in current reporting year (N)
2	Airport handling more than 150 000 and less than 1 500 000 passenger units/year (based on N-2 performance) which is included in A1, B1 and C1 data provisions in current reporting year (N)
3	Airport handling more than 1 500 000 passenger units/year (based on N-2 performance) which is included in A1, B1 and C1 data provisions in current reporting year (N)
T	Total derogation granted (datasets concerned in the brackets)
P	Partial derogation granted for airline information (AI) and passenger seats available (PSA)

NOTE: For the years 2003-2005 the categories of airports could have been either assessed by applying N-2 rule or just declared by a country (in case no data had been provided before 2003 and the N-2 rule could not have been applied).

BELGIUM

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EBAW	ANTWERPEN/DEURNE	T (A1, B1, C1)	T (A1, B1, C1)	T (A1, B1, C1)		2	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
EBBR	BRUSSELS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EBCI	CHARLEROI/BRUSSELS SOUTH	T (A1, B1, C1)	T (A1, B1, C1)	T (A1, B1, C1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EBLG	LIEGE	T (A1, B1, C1)	T (A1, B1, C1)	T (A1, B1, C1)		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EBOS	OOSTENDE/BRUGGE	T (C1)	T (C1)	T (C1)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

BULGARIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LBBG	BURGAS	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LBPD	PLOVDIV		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LBSF	SOFIA	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LBWN	VARNA	2	2	2	2	3	3	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3

CZECHIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LKKV	KARLOVY VARY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LKMT	OSTRAVA/MOSNOV	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LKPD	PARDUBICE									1	1	1	1	2	1	1	1	1	1	1	1	1
LKPR	PRAHA/RUZYNE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LKTB	BRNO/TURANY	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

DENMARK

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EKAH	AARHUS	2, T (A1, B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EKBI	BILLUND	3, T (B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EKCH	KÏ BENHAVN/KASTRUP	3, T (B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EKEB	ESBJERG	2, T (B1), P (A1, PSA)	1	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EKKA	KARUP	2, T (B1), P (A1, PSA)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	1	1	1	2	1	1	1	1	1
EKRK	KOBENHAVN/ROSKILDE	T (C1)	T (C1)	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
EKRN	BORNHOLM/RONNE	2, P (A1, PSA)	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EKSB	SONDERBORG	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EKTS	THISTED				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EKVG	VAGAR	2	2																			
EKYT	AALBORG	2, T (A1, B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2

GERMANY

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ED00	UNKNOWN - GERMANY			1	1	1	1	2	1	1	1											
ED99	UNKNOWN - GERMANY		0																			
EDAC	LEIPZIG/ALTENBURG		0	0	0	0	0	0	0	0	0	1	0									
EDAH	HERINGSDORF		0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
EDAM	MERSEBURG																	1				
EDBC	MAGDEBURG/COCHSTEDT										0	1	1	1	0							
EDBF	RUPPINER LAND																1	1				
EDBH	BARTH		0	0	0	0	0	0	0	0	0											
EDBM	MAGDEBURG/CITY		0	0	0	0	0	0	0	0	0											
EDCG	R¦ GEN		0	0	0	0	0	0	0	0	0											
EDDB	BERLIN/SCH¥ NEFELD	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDC	DRESDEN	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDE	ERFURT/WEIMAR	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EDDF	FRANKFURT/MAIN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDG	M¦ NSTER/OSNABR¦ CK	3	2	2	2	2	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2
EDDH	HAMBURG	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDI	BERLIN/TEMPELHOF	2	2	2	2	2	2	2	Airport ceased its activity in November 2009													
EDDK	K¥ LN/BONN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDL	D¦ SSELDORF	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDM	M¦ NCHEN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDN	N¦ RNBERG	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDP	LEIPZIG/HALLE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDR	SAARBR¦ CKEN	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EDDS	STUTTGART	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDT	BERLIN/TEGEL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Airport ceased its activity in November 2020		
EDDV	HANNOVER		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDDW	BREMEN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDFE	FRANKFURT/EGELSBACH		0	0	0	0	0	0	0	0	0											
EDFH	FRANKFURT/HAHN	T (A1, B1)	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

EDFM	MANNHEIM CITY		1	1	1	1	1	1	1	1	1	1	0			1	1	1	1	1	1	1
EDFV	WORMS		0	0	0	0	0	0	0	0	0											
EDFZ	MAINZ/FINTHEN									1	1	1	1	1	1	0		1	1	1	1	1
EDGS	SIEGERLAND		0	0	0	0	0	0	0	0	0											
EDHE	UETERSEN/HEIST								1	1	0											
EDHI	HAMBURG/FINKENWERDER		0	0	0	0	0	0	0	0	0											
EDHK	KIEL/HOLTENAU		1	1	1	1	0	0	0	0	0											
EDHL*	L¦ BECK/BLANKENSEE	T (A1, B1)	0, T (A1, B1)	0	2	2	2	2	2	2	2	2	2	2	2	1			1	1	1	1
EDJA	MEMMINGEN							1	2	2	2	2	2	2	2	2	2	2	2	3	3	3
EDKA	AACHEN/MERZBR¦ CK									1	0											
EDKB	BONN/HANGELAR		0	0	0	0	0	0	0	0	0											
EDLE	ESSEN/M¦ LHEIM		0	0	0	0	0	0	0	0	0											
EDLF	GREFRATH/NIERSHORST										1	1	0									
EDLN	M¥ NCHENGLADBACH		1	0	0	0	0	0	0	0	0											
EDLP	PADERBORN/LIPPSTADT	T (A1, B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EDLV	NIEDERRHEIN			1	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	2	2	2
EDLW	DORTMUND	T (A1, B1)	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EDMA	AUGSBURG	T (A1, B1)	1, T (A1, B1)	1	1	0	0	0	0	0	0	1	1	1	1	1	1		1	1	1	1
EDML	LANDSHUT		0	0	0	0	0	0	0	0	0							1				
EDMO	OBERPFAFFENHOFEN		0	0	0	0	0	0	0	0	0											
EDMS	STRAUBING		0	0	0	0	0	0	0	0	0											
EDNL	LEUTKIRCH/UNTERZEIL								1	1	1			1	1	1	1	1	1	1	1	1
EDNY	FRIEDRICHSHAFEN	T (A1, B1)	2, T (A1, B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EDOG	TORGAU/BEILRODE				1	1	0															
EDOR	ST¥ LLN/RHINOW		1	1	1	1										1						
EDQD	BAYREUTH		0	0	0	0	0	0	0	0	0											
EDQM	HOF/PLAUEN		1	1	1	1	1	1	1	1	0											
EDRK	KOBLENZ/WINNINGEN		0	0	0	0	0	0	0	0	0											
EDRT	TRIER/F¥ HREN		0	0		0	0	0	0	0	0											
EDRZ	ZWEIBR¦ CKEN								2	2	2	2	2	Airport ceased its activity in November 2014								
EDSB	KARLSRUHE/BADEN-BADEN			2			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

EDTB	BADEN/OOS		0	0	0	0	0	0	0	0	0											
EDTD	DONAUESCHINGEN/VILLINGEN		0	0	0	0	0	0	0	0	0											
EDTF	FREIBURG I.BR.		0	0	0	0	0	0	0	0	0											
EDTK	SINSHEIM	T (A1, B1)	1, T (A1, B1)	0	2	2																
EDTO	OFFENBURG		0	0	0	0	0	0	0	0												
EDTZ	KONSTANZ		0	0	0	0	0	0	0	0	0											
EDVE	BRAUNSCHWEIG/WOLFSBURG		0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
EDVK	KASSEL/CALDEN		0	0	0	0	0	0	0	0	0			1	1	1	1	1	1	1	1	1
EDVM	HILDESHEIM																1	1	1	0	0	0
EDVV	HANNOVER UIR	3																				
EDWB	BREMERHAVEN					0	0	0	0	0	0											
EDWD	LEMWERDER		0	0				0														
EDWE	EMDEN		0	0	0	0	0	0	0	0	0									1	1	1
EDWG	WANGEROOGE		0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
EDWI	WILHELMSHAVEN JADEWESER															1	1					
EDWJ	JUIST		0	0	0	0	0	0	0	0	0	1	1	1	1	1		1	1	1	1	1
EDWL	LANGEOOG		0	0	0	0	0	0	0	0	0											
EDWR	BORKUM		0	0	0	0	0	0	0	0	0											
EDWS	NORDEN/NORDDEICH			1	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1
EDWY	NORDERNEY		0	0	0	0	0	0	0	0	0											
EDXB	HEIDE/B¦ SUM		0	0	0	0	0		0	0	0					1	1	1	1	1	1	1
EDXF	FLENSBURG/SCH FERHAUS		0	0	0	0	0	0	0	0	0											
EDXH	HELGOLAND/D¦ NE		0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
EDXO	ST. PETER/ORDING		0		0	0		0	0	0	0											
EDXP	HARLE			1	0	0	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
EDXW	SYLT		1	1	1	1	1	1	1	1	2	2	2	2	1	1	1	1	1	1	1	1
EDXY	WYK AUF F¥ HR		0	0	0	0	0	0	0	0	0											
ETIE	HEIDELBERG HEL			0		0		0			0											
ETMN	NORDHOLZ																			1	1	1
ETNL	LAAGE						2	2	2	2	2	2	1	1	1		2	2	2	1	1	1
ETNU	NEUBRANDENBURG				1	1	0	0														

ETSI	INGOLSTADT/MANCHING								1	0	0	1	1			1	1		1	1	1	1
ETUO	G¦ TERSLOH		0	0	0	0	0															

* Dataset C1 provided starting from 2020 despite the airport being in category 0.

ESTONIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EECL	TALLINN/CITY HALL				1	1	0		1													
EEKA	KARDLA	0																				
EEKE	KURESSAARE	0									1	1	0	0								
EEPU	PARNU	0																				
EETN	LENNART MERI TALLINN	2	2	2	2	2	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3
EETU	TARTU	0									1	1	1	0	0							

IRELAND

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EICA	CONNEMARA				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EICK	CORK	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EICM	GALWAY				2	2	2	1	2	2	2	1										
EIDL	DONEGAL				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EIDW	DUBLIN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EIIM	INISHMORE				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EIKN	IRELAND WEST	**T** (A1, B1), **P** (C1, AI)	**T** (A1, B1), **P** (C1, AI)	**T** (A1, B1), **P** (C1, AI)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EIKY	KERRY	**T** (A1, B1), **P** (C1, AI)	**T** (A1, B1), **P** (C1, AI)	**T** (A1, B1), **P** (C1, AI)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EINN	SHANNON	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3
EISG	SLIGO				1	1	1	1	1	1	1	0										
EIWF	WATERFORD				1	1	1	1	1	1	1	1	1	1	1	1	0	0				

GREECE

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LGAL	ALEXANDROUPOLIS/DIMOKRITOS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGAT/LGAV	ATHINAI/ELEFTHERIOS VENIZELOS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGBL	ALMIROS/NEA ANCHIALOS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGHI	CHIOS/OMIROS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGIK	IKARIA/IKAROS	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGIO	IOANNINA/KING PYRROS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGIR	IRAKLION/NIKOS KAZANTZAKIS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGKA	KASTORIA/ARISTOTELIS			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGKC	KITHIRA			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGKF	KEFALLINIA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGKJ	KASTELORIZO			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGKL	KALAMATA	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2
LGKO	KOS/IPPOKRATIS	3	3	2	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGKP	KARPATHOS			1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGKR	KERKIRA/IOANNIS KAPODISTRIAS			3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGKS	KASSOS			0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
LGKV	KAVALA/MEGAS ALEXANDROS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGKY	KALYMNOS						0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
LGKZ	KOZANI/FILIPPOS			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGLE	LEROS			1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGLM	LIMNOS/IFAISTOS	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1

LGMK	MIKONOS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGML	MILOS			1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGMT	MITILINI/ODYSSEAS ELYTIS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGNX	NAXOS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGPA	PAROS			1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2
LGPL	ASTYPALAIA			0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1
LGPZ	PREVEZA/AKTION	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGRP	RODOS/DIAGORAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGRX	ARAXOS	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	2	2	2	2	2
LGSA	CHANIA/IOANNIS DASKALOGIANNIS	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGSK	SKIATHOS/ALEXANDROS PAPADIAMANDIS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGSM	SAMOS/ARISTARCHOS OF SAMOS			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LGSO	SYROS/DIMITRIOS VIKELAS	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0
LGSR	SANTORINI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3
LGST	SITIA			0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LGSY	SKIROS			0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1
LGTS	THESSALONIKI/MAKEDONIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LGZA	ZAKINTHOS/DIONISIOS SOLOMOS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3

SPAIN

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
GCFV	FUERTEVENTURA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
GCGM	LA GOMERA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
GCHI	HIERRO	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1	2	2	1	2	2	2
GCLA	LA PALMA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
GCLP	GRAN CANARIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
GCRR	LANZAROTE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
GCTS	TENERIFE SUR/REINA SOFIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
GCXO	TENERIFE NORTE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
GECE/GECT	CEUTA (HEL CIVIL)						1	1	1	1	1	1	1	0	0					1	1	1
GEML	MELILLA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEAB	ALBACETE									0												
LEAG	ALGECIRAS (CADIZ)																		1	1	1	1
LEAL	ALICANTE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEAM	ALMERIA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEAS	ASTURIAS	2	2	2	2	2	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2
LEBA	CORDOBA	0																				
LEBB	BILBAO	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEBG	BURGOS										1	1	1	1	1	0	0	0	0			
LEBL	BARCELONA/EL PRAT	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEBZ	BADAJOZ	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LECO	A CORUNA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LECU	MADRID/CUATRO VIENTOS	0																				

LEGE	GIRONA	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEGR	GRANADA/JAEN/FEDERICO GARCIA LORCA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEIB	IBIZA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEJR	JEREZ	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LELC	MURCIA/SAN JAVIER	2	2	2	2	2	3	3	3	3	2	2	2	2	2	2	2	2	Airport ceased its commercial activity mid-January 2019			
LELL	SABADELL	0																				
LELN	LEON	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LELO	LOGRONO/AGONCILLO				1																	
LEMD	MADRID/BARAJAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEMG	MALAGA/COSTA DEL SOL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEMH	MENORCA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEMI	MURCIA/AEROPUERTO DE LA REGION DE MURCIA																2	2	2	2	2	
LEPA	PALMA DE MALLORCA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEPP	PAMPLONA	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	2	2	2
LERJ	LOGRONO					1	1	1	1	1	1	0								1	1	1
LERS	REUS	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2
LESA	SALAMANCA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1
LESO	SAN SEBASTIAN	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEST	SANTIAGO	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LETO	MADRID/TORREJON							0		1	1	1	1	0								
LEVC	VALENCIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LEVD	VALLADOLID	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEVT	VITORIA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEVX	VIGO	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

LEXJ	SANTANDER	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LEZG	ZARAGOZA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2
LEZL	SEVILLA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

FRANCE

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
FMCZ	DZAOUDZI														2	2	2	2	2	2	2	2
FMEE	LA REUNION/ROLAND GARROS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
FMEP	SAINT PIERRE PIERREFONDS		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LF96	STRASBOURG - AIRPORT SYSTEM			0					0													
LFAQ	ALBERT/BRAY										1	1	1	1	1	1	1	1	0	1	1	1
LFAT	LE TOUQUET-PARIS-PLAGE			0					0													
LFBA	AGEN/LA GARENNE		1	1		1	1		1	1	1	1	1	1	1	1	1	1	1	0	0	0
LFBD	BORDEAUX/MERIGNAC	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFBE	BERGERAC/ROUMANIERE		1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFBH	LA ROCHELLE/ILE DE RE		1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFBI	POITIERS/BIARD		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LFBL	LIMOGES/BELLEGARDE		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFBO	TOULOUSE/BLAGNAC CCER	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFBP	PAU/PYRENEES	**2, P** (A1, PSA)	**2, P** (A1, PSA)	**2, P** (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFBT	TARBES/LOURDES/PYRENEES	**2, P** (A1, PSA)	**2, P** (A1, PSA)	**2, P** (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFBU	ANGOULEME/BRIE/CHAMPNIERS			0			0		1	1	0	0										
LFBV	BRIVE/LA ROCHE		1	1	1	1	1	1	1	1												
LFBX	PERIGEUX/BASSILLAC		1	1	1	0			0													

LFBZ	BIARRITZ/BAYONNE/ANGLET	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFCK	CASTRES/MAZAMET		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LFCR	RODEZ/MARCILLAC		1	1	1	2	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1
LFDN	ROCHEFORT/CHARENTE-MARITIME					1																	
LFEC	OUESSANT			0			0		0														
LFGJ	DOLE/TAVAUX			1							1	1	1	1	1	1	1	1	1	1	1	1	1
LFHP	LE PUY/LOUDES			0			0		0														
LFJL	METZ/NANCY/LORRAINE	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFJR	ANGERS/MARCE		0	0			0		0														
LFKB	BASTIA/PORETTA	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	
LFKC	CALVI/SAINTE-CATHERINE	P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFKF	FIGARI/SUD-CORSE	P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFKJ	AJACCIO/NAPOLEON-BONAPARTE	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	
LFLB	CHAMBERY/AIX-LES-BAINS		1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFLC	CLERMONT-FERRAND/AUVERGNE CCER	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFLJ	COURCHEVEL								0														
LFLL	LYON/SAINT-EXUPERY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFLP	ANNECY/MEYTHET		1	1	1	1	1	1	1	1	1	1	0										
LFLS	GRENOBLE/ISERE	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFLW	AURILLAC		1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LFLX	CHATEAUROUX/DEOLS			1		1		1	1		1	1	1	1	1	1	1	1	1	0	0	0	
LFLY	LYON/BRON			0	0		0		0														
LFMD	CANNES/MANDELIEU			0	0	1	1	1	1	1	1	1	0	0									

LFMH	SAINT-ETIENNE/BOUTHEON		1	1	1	1	1	0	0	1	1	1	1	1	1	1	2	1	1	0	0	0
LFMK	CARCASSONNE/SALVAZA	P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFML	MARSEILLE/PROVENCE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFMN	NICE/CĎTE DAZUR	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFMP	PERPIGNAN/RIVESALTES	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFMQ	LE CASTELLET								0														
LFMT	MONTPELLIER/MEDITERRANEE	3	3	3	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
LFMU	BEZIERS/VIAS		1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
LFMV	AVIGNON/CAUMONT		1	1	1	1	1	1	1	1	1	1	1	0	0								
LFOB	BEAUVAIS/TILLE	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFOH	LE HAVRE/OCTEVILLE		1	1	1	1	1	1	1	1	1	1	1	0	0								
LFOK	CHALONS/VATRY					2	2	2	2	2	1	1	2	2	2	1	2	2	1	1	1	1
LFOP	ROUEN/VALLEE DE SEINE		1	1	1	1	1	1	1	1	0	0											
LFOT	TOURS VAL DE LOIRE		1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
LFPB	PARIS-LE BOURGET										1	1	1	1	1	1	1	1	1	1	1	1	1
LFPG	PARIS/CHARLES DE GAULLE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFPO	PARIS/ORLY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFQQ	LILLE/LESQUIN	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3
LFRB	BREST/BRETAGNE	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFRC	CHERBOURG/MAUPERTUS			0	0		0	0	0														
LFRD	DINARD/PLEURTUIT/SAINT MALO		1	1	1	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LFRG	DEAUVILLE/NORMANDIE		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LFRH	LORIENT/LANN/BIHOUE	P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1

LFRK	CAEN/CARPIQUET		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2
LFRM	LE MANS/ARNAGE			0			0	0	0													
LFRN	RENNES/SAINT JACQUES	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFRO	LANNION		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
LFRQ	QUIMPER/PLUGUFFAN		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LFRS	NANTES/ATLANTIQUE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LFRT	SAINT BRIEUC/ARMOR			0			0		0													
LFRZ	SAINT-NAZAIRE/MONTOIR							1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFSB	BALE/MULHOUSE	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFSD	DIJON/LONGVIC		1	1	0	0	0	0	0		1	1	1	1	0	0						
LFSL	BRIVE/SOUILLAC										1	1	1	1		1	1	1	1	1	1	1
LFSR	REIMS/CHAMPAGNE			1		1	1								1							
LFST	STRASBOURG/ENTZHEIM	3	3	3	3	3	3	3	2	2	2	2	2	2		2	2	2	2	2	2	2	2
LFTH	HYERES/LE PALYVESTRE	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LFTW	NIMES/GARONS	2, P (A1, PSA)	2, P (A1, PSA)	1, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2		2	2	2	2	2	2	2	2
LFTZ	LA MOLE			0			0		0						2								
SOCA	CAYENNE-ROCHAMBEAU	2, P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
SOOA	MARIPASOULA										1	1	1	1		1	1	1	1	1	1	1	1
TFFF	AIME CESAIRE/MARTINIQUE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
TFFG	SAINT MARTIN, GRAND CASE, GUADELOUPE		1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
TFFJ	SAINT BARTHELEMY/FRENCH ANTILLES	P (A1, PSA)	2, P (A1, PSA)	2, P (A1, PSA)	2	2	2	2	2	1	1	2											

TFFM	MARIE GALANTE			1	0		0															
TFFR	POINTE-A-PITRE/LE RAIZET/GUADELOUPE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

CROATIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LDDU	DUBROVNIK/CILIPI	Data started to be reported as from 2004 reference year			2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
LDLO	LOSINJ/LOSINJ I.				0	0	0	0	0	0	0	0	0	0	0							
LDOS	OSIJEK/KLISA				0	0	0	0	1	1	1	1	0	0	1	1	1	1	1	1	1	1
LDPL	PULA				1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LDRI	RIJEKA/KRK				1	1	2	2	1	1	1	1	1	1	1	1	1	1	2	2	2	2
LDSB	BRAC				1	1	0	0	0	0	0	0	0	0	0							
LDSP	SPLIT/KASTELA				2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
LDZA	ZAGREB/PLESO				2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LDZD	ZADAR/ZEMUNIK				1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2

ITALY

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LIBC	CROTONE			1	1	1	1	1	1	1	1	1	2	1	1	2	2		1	2	2	2
LIBD	BARI/PALESE		2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LIBF	FOGGIA/GINO LISA		0	0	0	0	0	0	1	1	1	1	0									
LIBG	TARANTO/GROTTAGLIE			0	0	0	0	0	0	0										1	1	1
LIBP	PESCARA	**T** (A1, B1)	**2, T** (A1, B1)	**2, T** (A1, B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LIBR	BRINDISI/CASALE		2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3
LICA	LAMEZIA TERME	**2, T** (B1)	**T** (B1)	**T** (B1)	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3

LICB	COMISO														2	2	2	2	2	2	2	2	
LICC	CATANIA/FONTANAROSSA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LICD	LAMPEDUSA			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
LICG	PANTELLERIA			1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	2	2	2	
LICJ	PALERMO/PUNTA RAISI	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LICR	REGGIO CALABRIA			2, T (A1, B1)	1		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
LICT	TRAPANI/BIRGI	T (A1, B1)	T (A1, B1)	2, T (A1, B1)	2	2	2	2	2	2	3	2	3	3	3	3	2	2	2	2	2	2	
LIEA	ALGHERO/FERTILIA	T (A1, B1)	T (A1, B1)	T (A1, B1)	2	2	2	2	2	3	2	3	3	3	3	3	2	2	2	2	2	2	
LIEE	CAGLIARI/ELMAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIEO	OLBIA/COSTA SMERALDA	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIET	TORTOLĈARBATAX			1		1		1	1	0	0	0											
LIMC	MILANO/MALPENSA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIME	BERGAMO/ORIO AL SERIO	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIMF	TORINO/CASELLE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIMG	ALBENGA	0		0		0	0	0		0													
LIMJ	GENOVA/SESTRI	2, T (A1, B1)	T (A1, B1)	2, T (A1, B1)	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	
LIML	MILANO/LINATE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIMP	PARMA	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	
LIMW	AOSTA	0	0	0	0	0	0	0															
LIMZ	CUNEO/LEVALDIGI	0	1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	1	1	
LIPB	BOLZANO	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0						
LIPE	BOLOGNA/BORGO PANIGALE		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIPH	TREVISO/S.ANGELO	T (A1, B1)	2	2	2	2	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	
LIPK	FORLI		2	2	2	2	2	2	2	2	2	2	2	1									
LIPN	VERONA/BOSCOMANTICO	3																					
LIPO	BRESCIA/MONTICHIARI	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2	1	1	1	1	
LIPQ	TRIESTE/RONCHI DEI LEGIONARI	2, T (A1, B1)	T (A1, B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
LIPR	RIMINI/MIRAMARE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
LIPX	VERONA/VILLAFRANCA		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LIPY	ANCONA/FALCONARA	T (A1, B1)	T (A1, B1)	2, T (A1, B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
LIPZ	VENEZIA/TESSERA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	

LIRA	ROMA/CIAMPINO	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LIRF	ROMA/FIUMICINO	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LIRJ	MARINA DI CAMPO			0	0	0	0	0	0	0						1	0					
LIRN	NAPOLI/CAPODICHINO	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LIRP	PISA/S. GIUSTO		T (A1, B1)	3, T (A1, B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LIRQ	FIRENZE/PERETOLA	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LIRS	GROSSETO			0	0	0	0	0	0	0												
LIRZ	PERUGIA/SAN FRANCESCO			1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2

CYPRUS

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LCLK	LARNAKA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LCPH	PAFOS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

LATVIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EVLA	LIEPAJA	0	0	0	0	0	0	1	1	0												
EVRA	RIGA	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

LITHUANIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EYKA	KAUNAS	1	**1, P** (C1, AI)	**1, P** (C1, AI)	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EYPA	PALANGA	1	**1, P** (C1, AI)	**1, P** (C1, AI)	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2
EYSA	SIAULIAI												1	1	1	1	1	1	0	0	0	0
EYVI	VILNIUS	2	**2, T** (A1, B1) **P** (C1, AI)	**2, T** (A1, B1) **P** (C1, AI)	2	2	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3

LUXEMBOURG

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ELLX	LUXEMBOURG	**3, T** (B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

HUNGARY

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LHBP	BUDAPEST/LISZT FERENC INTERNATIONAL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LHDC	DEBRECEN							1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
LHPR	GYOR/PER													1	1	1	1	1	1	1	1	1
LHSM	SARMELLEK/BALATON							1	1	0	0	1	0	1	1	0	1	0	0	0	0	0

MALTA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LMML	LUQA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

NETHERLANDS

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EHAM	AMSTERDAM/SCHIPHOL	**3, P** (B1, PSA,AI)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EHBK	MAASTRICHT/AACHEN	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3
EHEH	EINDHOVEN	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EHGG	GRONINGEN/EELDE	1	1	1	1	1	1	1	2	1	1	1	2	2	2	2	2	2	2	2	2	2
EHRD	ROTTERDAM	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3

AUSTRIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LOWG	GRAZ	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LOWI	INNSBRUCK	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LOWK	KLAGENFURT	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LOWL	LINZ	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LOWS	SALZBURG	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LOWW	WIEN/SCHWECHAT	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

POLAND

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EP99	UNKNOWN - POLAND	3																				
EPBD/EPBY	BYDGOSZCZ/SZWEDEROWO		0	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EPGD	GDANSK IM LECHA WALESY		2	**2, T** (A1, B1) **P** (C1, AI)	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EPKK	KRAKOW/BALICE		2	**2, T** (A1, B1) **P** (C1, AI)	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EPKT	KATOWICE/PYRZOWICE		2	**2, T** (A1, B1) **P** (C1, AI)	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EPLB	LUBLIN														2	2	2	2	2	2	2	2
EPLL	LODZ/LUBLINEK		0	0	0	1		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EPMO	WARSZAWA/MODLIN														3	3	3	3	3	3	3	3
EPPO	POZNAN/LAWICA		2	**2, T** (A1, B1) **P** (C1, AI)	2	2	2	2	2	2	2	2	3	2	2	2	3	3	3	3	3	3
EPRZ	RZESZOW/JASIONKA		1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EPSC	SZCZECIN/GOLENIOW		1	**1, T** (C1)	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EPSY	MAZURY		0	0	0															1	1	1
EPWA	WARSZAWA/CHOPINA		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EPWR	WROCLAW/STRACHOWICE		2	**2, T** (A1, B1) **P** (C1, AI)	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3
EPZG	ZIELONA GORA/BABIMOST		0	0	0															1	1	1

PORTUGAL

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LPAZ	SANTA MARIA	1	1	1	1															1	1	1
LPBG	BRAGANCA												0				0	0	0	0	0	0
LPBJ	BEJA											0	0	0	0	0	0	0	0	0	0	0
LPCR	CORVO											0	0	0	0	0	0	0	0	0	0	0
LPCS	CASCAIS												0	0	0	0	0	0	0	0	0	0
LPFL	FLORES	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LPFR	FARO	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LPFU	FUNCHAL/MADEIRA I.	3	3	3	3	3																
LPGR	GRACIOSA											1	0	1	1	1	1	1	1	1	1	1
LPHR	HORTA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LPLA	LAJES				3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LPMA	MADEIRA						3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LPPD	PONTA DELGADA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3
LPPI	PICO											1	0	1	1	1	1	1	1	1	1	1
LPPM	PORTMAO																0	0	0	0	0	0
LPPO	SANTA MARIA OAC/FIC					1	1	1	1	1	1	1	1	1	1	1	1	1	1			
LPPR	PORTO	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LPPS	PORTO SANTO	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2
LPPT	LISBOA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LPSJ	SAO JORGE											1	0	1	1	1	1	1	1	1	1	1
LPVR	VILA REAL												0				0	0	0	0	0	0
LPVZ	VISEU																	0	0	0	0	0

ROMANIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LRAR	ARAD	1	1	0	0															0	0	0
LRBC	BACAU	0	0	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
LRBM	BAIA MARE	0	0	0	0									1	1	1			0	0	0	0
LRBS	BUCURESTI/BANEASA/AUREL VLAICU	1	1	1	1	2	2	2	3	3	3	3	2									
LRCK	CONSTANTA/MIHAIL KOGALNICEANU	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LRCL	CLUJ NAPOCA	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3
LRCS	CARANSEBES	0	0	0																		
LRCV	CRAIOVA	0	0	0	0									1	1	1	2	2	2	2	2	2
LRIA	IASI	0	0	0	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
LROD	ORADEA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	2	2	1	1	1
LROP	BUCURESTI/HENRI COANDA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LRSB	SIBIU	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
LRSM	SATU MARE	0	0	0	0									0	0	1	1	1	1	1	1	1
LRSV	SUCEAVA/STEFAN CEL MARE	0	0	0	0									1	0	0	1	2	2	2	2	2
LRTC	TULCEA/DELTA DUNARII	0	0	0	0															0	0	0
LRTM	TARGU MURES/TRANSILVANIA	0	0	0	0									2	2	2	2	0	1	1	1	1
LRTR	TIMISOARA/TRAIAN VUIA	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3

SLOVENIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LJLJ	LJUBLJANA/BRNIK	2	2	2	2	2	2	3	3	2	2	2	2	2	2	3	2	3	3	3	3	3

SLOVAKIA

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LZ99	UNKNOWN - SLOVAKIA		2	2	2	3																
LZIB	BRATISLAVA/M.R.STEFANIK	2	For 2004-2006 only aggeragted data were provided			2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LZKZ	KOSICE	1				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LZPP	PIESTANY	0				0		0	0	0		0	0	0	0	0	0					
LZSL	SLIAC	0				1		1	0	0		0	1	1	1	1	1	1	1	1	1	1
LZTT	POPRAD/TATRY	0				1		1	1	1	1	1	1	1	1	1	1	1	Airport ceased its commercial activity mid-January 2019			
LZZI	ZILINA					0		0	0	0		0	0	0	0	0	0	0	0	0	0	0

FINLAND

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EF99	UNKNOWN - FINLAND	0	0	0	0	0	0		0	0												
EFET	ENONTEKIO	0	0	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EFHA	HALLI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EFHE	HERNESAARI		0	0	0	0																
EFHF	HELSINKI/MALMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EFHK	HELSINKI/VANTAA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EFHN	HANKO		0						0	0												
EFHV	HYVINKAA			0	0																	
EFIM	IMMOLA				0	0	0	0														
EFIV	IVALO	1	1	1	2	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
EFJO	JOENSUU	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EFJY	JYVASKYLA	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

EFKA	KAUHAVA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
EFKE	KEMI/TORNIO	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EFKI	KAJAANI	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EFKK	KOKKOLA/PIETARSAARI	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EFKS	KUUSAMO	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EFKT	KITTILA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFKU	KUOPIO	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFLA	LAHTI/VESIVEHMAA	0	0																				
EFLN	LIEKSA/NURMES				0																		
EFLP	LAPPEENRANTA	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	0				1	1	
EFMA	MARIEHAMN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
EFMI	MIKKELI	0	0	0	0	0	0	0	0	0													
EFOU	OULU	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFPO	PORI	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1	1	0	0	0	
EFPY	PYHASALMI							0															
EFRO	ROVANIEMI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFSA	SAVONLINNA	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
EFSI	SEINAJOKI	1	1	1	1	1	1	1	1	1	0	1											

EFSO	SODANKYLA			0																		
EFTP	TAMPERE/PIRKKALA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFTU	TURKU	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFUT	UTTI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EFVA	VAASA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EFVR	VARKAUS	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0						
EFYL	YLIVIESKA		0																			

SWEDEN

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ESDB	ANGELHOLM	2, T (B1)	2, T (B1)	2, T (B1)																		
ESDF	RONNEBY	2, T (B1)	2, T (B1)	1, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESGG	GOTEBORG/LANDVETTER	3, T (B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ESGJ	JONKOPING	2, T (B1)	2, T (B1)	2, T (B1)	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1
ESGP	GOTEBORG/SAVE	2, T (C1)	2, T (C1)	2, T (C1)	2	2	2	2	2	2	2	2	2	2	2	0	0					
ESGT	TROLLHATTAN/VANERSBORG	2, T (C1)	2, T (C1)	1, T (C1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESKM	MORA/SILJAN			0	0		0										0					
ESKN	STOCKHOLM/SKAVSTA	T (A1, B1, C1)	T (A1, B1, C1)	2, T (A1, B1, C1)	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ESMK	KRISTIANSTAD	T (A1, B1, C1)	T (A1, B1, C1)	1, T (A1, B1, C1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESMO	OSKARSHAMN	T (C1)	T (C1)	0, T (C1)	0		0															
ESMQ	KALMAR	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESMS	MALMO	3, T (B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ESMT	HALMSTAD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESMX	VAXJO/KRONOBERG	T (A1, B1, C1)	T (A1, B1, C1)	2, T (A1, B1, C1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ESND	SVEG			0	0		0																
ESNG	GALLIVARE	T (C1)	T (C1)	1, T (C1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESNK	KRAMFORS/SOLLEFTEA	T (C1)	T (C1)	1, T (C1)	1	1	1	1	0	1	1	1	1	1	1	1	0	0					
ESNL	LYCKSELE	T (C1)	T (C1)	1, T (C1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1
ESNN	SUNDSVALL/HARNOSAND	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESNO	ORNSKOLDSVIK	2, T (B1)	2, T (B1)	1, T (B1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESNQ	KIRUNA	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESNS	SKELLEFTEA	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESNU	UMEA	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESNV	VILHELMINA	T (C1)	T (C1)	0, T (C1)	0		0										1	0	0	0	0	0	
ESNX	ARVIDSJAUR	T (C1)	T (C1)	1, T (C1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESNZ	ARE OSTERSUND							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESOE	OREBRO	T (A1, B1, C1)	T (A1, B1, C1)	2, T (A1, B1, C1)	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
ESOH	HAGFORS			0	0		0																
ESOK	KARLSTAD	2, T (B1)	2, T (B1)	2, T (B1)	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESOW	STOCKHOLM/VASTERAS	T (A1, B1, C1)	T (A1, B1, C1)	2, T (A1, B1, C1)	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
ESPA	LULEA/KALLAX	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESPC	ÖSTERSUND	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2																
ESSA	STOCKHOLM/ARLANDA	3, T (B1)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ESSB	STOCKHOLM/BROMMA	2, T (B1)	2, T (B1)	2, T (B1)	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ESSD	BORLANGE	T (C1)	T (C1)	1, T (C1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESSF	HULTSFRED/VIMMERBY			0	0		0																
ESSL	LINKOPING/SAAB	T (C1)	T (C1)	1, T (C1)	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1

ESSP	NORRKOPING/KUNGSANGEN	2, T (B1)	2, T (B1)	1, T (B1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ESST	TORSBY			0	0		0															
ESSV	VISBY	2, T (B1)	2, T (B1)	2, T (B1)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESTA	ANGELHOLM			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ESUD	STORUMAM	T (C1)	T (C1)	0, T (C1)	0		0															
ESUP	PAJALA/YLLAS			0	0		0															
ESUT	HEMAVAN TARNABY			0	0		0															

UNITED KINGDOM

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
EGAA	BELFAST/ALDERGROVE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGAC	BELFAST/CITY	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGAE	LONDONDERRY/EGLINTON	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGBB	BIRMINGHAM	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGBE	COVENTRY	1	1	1	2	2	2	2	2	1	0	0	1	1	1	1	1	0	0
EGBJ	GLOUCESTERSHIRE	0	0	0	0	0	0	0	1	1	1	0	1	0	1	0	0	0	0
EGCC	MANCHESTER	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGCN	DONCASTER/SHEFFIELD					2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGDG	NEWQUAY	T (C1)	0, T (C1)		2	2	2	2	2										
EGEC	CAMPBELTOWN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGEN	NORTH RONALDSAY		0																
EGET	LERWICK/TINGWALL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGFF	CARDIFF	3	2	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	3
EGFH	SWANSEA	0, T (C1)	0, T (C1)		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

EGGD	BRISTOL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGGP	LIVERPOOL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGGW	LONDON/LUTON	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGHC	LANDS END/ST JUST			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EGHD	PLYMOUTH	0	0	1	1	1	1	1	1	1	1	1							
EGHE	SCILLY ISLES/ST MARYS	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EGHH	BOURNEMOUTH	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGHI	SOUTHAMPTON	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGHJ	BEMBRIDGE			0	0	0	0	0	0	0	0								
EGHK	PENZANCE			1	1	1	1	1	1	1	1	1	1						
EGHQ	NEWQUAY								0	2	2	2	2	2	2	2	2	2	2
EGHT	TRESCO			1	1	1	1	1	1	1	1	1	1						
EGJA	ALDERNEY	1	1																
EGJB	GUERNSEY	2	2																
EGJJ	JERSEY	3	3																
EGKA	SHOREHAM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGKB	BIGGIN HILL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGKK	LONDON/GATWICK	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGLC	LONDON/CITY	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGLF	FARNBOROUGH	0	0																
EGLL	LONDON/HEATHROW	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGLW	LONDON HELIPORT			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGMC	SOUTHEND	0	0	0	0	0	1	1	1	0	0	1	2	2	2	2	2	2	2

EGMD	LYDD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGMH	MANSTON	2	2	2	2	2	2	2	2	2	2	2	2	2	Airport ceased its activity in May 2014				
EGNC	CARLISLE	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGNH	BLACKPOOL	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1
EGNJ	HUMBERSIDE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGNL	BARROW/WALNEY ISLAND			0	0	0	0												
EGNM	LEEDS BRADFORD	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGNO	WARTON		0																
EGNR	HAWARDEN	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
EGNS	ISLE OF MAN	2	2																
EGNT	NEWCASTLE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGNV	DURHAM TEES VALLEY	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1
EGNX	EAST MIDLANDS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGPA	KIRKWALL	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	2	2
EGPB	SUMBURGH	1	1	1	1	1	1	1	2	1	1	1	1	2	2	2	2	2	2
EGPC	WICK	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EGPD	ABERDEEN/DYCE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGPE	INVERNESS	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGPF	GLASGOW	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGPH	EDINBURGH	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGPI	ISLAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EGPK	PRESTWICK	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2
EGPL	BENBECULA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

EGPM	SCATSTA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGPN	DUNDEE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EGPO	STORNOWAY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EGPR	BARRA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
EGPU	TIREE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGSC	CAMBRIDGE	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
EGSH	NORWICH	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGSS	LONDON/STANSTED	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
EGSY	SHEFFIELD CITY	1	0	0	0														
EGTC	CRANFIELD											0							
EGTE	EXETER	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
EGTG	BRISTOL FILTON		0																
EGTK	OXFORD/KIDLINGTON								0	0	0	0	0	0	0	0	0	0	0
EGUN	MILDENHALL		0																
EGVN	BRIZE NORTON	0	0																

ICELAND

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
BIAR	AKUREYRI			2	2	2	2	2	2	2	2		2	2	2	2	2	2	2	2	2	2
BIBA	BAKKI			1	1	1	1	1	1	1	0		0		0	0	0	0				
BIBD	BILDUDALUR			0	0	0	0	0	0	0	0		0	0	0	0	0	0				
BIEG	EGILSSTADIR			1	1	1	2	2	1	1	1		1	1	1	1	1	1	1	1	1	1
BIGJ	GJOGUR			0	0	0		0	0	0	0		0	0	0	0	0	0				
BIGR	GRIMSEY			0	0	0	0	0	0	0	0		0	0	0	0	0	0				
BIHN	HOFN HORNAFJORDUR			0	0	0	0	0	0	0	0		0	0	0	0	0	0				
BIHU	HUSAVIK			0	0	0		0	0	0	0		0	0	0	0	1	1				
BIIS	ISAFJORDUR			1	1	1	1	1	1	1	1		1	1	1	1	1	1	1			
BIKF	KEFLAVIK	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
BIKP	KOPASKER			0																		
BIKR	SAUDARKROKUR			0	0	0	0	0	0	0	0		0	0	0	0	0	0				
BINF	NORDFJORDUR			0	0	0		0	0	0	0		0	0	0	0	0	0				
BIPA	PATREKSFJORDUR			0				0														
BIRG	RAUFARHOFN			0	0																	
BIRK	REYKJAVIK			2	2	2	2	2	2	2	2		2	2	2	2	2	2	2	2	2	2
BIRL	REYKJAHLID			0	0	0	0	0	0	0	0		0	0	0	0	0	0				
BISI	SIGLUFJORDUR			0	0	0		0	0	0	0											
BIST	STYKKISHOLMUR			0	0	0																

BITE	THINGEYRI			0	0	0		0	0	0	0		0	0	0	0	0	0				
BITN	THORSHOFN			0	0	0	0	0	0	0	0		0	0	0	0	0	0				
BIVM	VESTMANNAEYJAR			1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	0	0	0
BIVO	VOPNAFJORDUR			0	0	0	0	0	0	0	0		0	0	0	0	0	0				

NORWAY

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
EN99	UNKNOWN - NORWAY		1	0	0	0	0	0	0													
ENAE	OSTRE AERA					0		0	0													
ENAH	AL/HALLINGDAL SJUKESTUGU								0													
ENAL	ALESUND/VIGRA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENAN	ANDENES/ANDOYA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENAS	NY ALESUND (SVALBARD)		0	0	0	0	0	0	0													
ENAT	ALTA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENBA	BARENTSBURG		0	0	0	0	0	0	0													
ENBD	BODO ATCC		0	0	0	0	0	0	0													
ENBE	BALDER		0	0	0	0	0	0	0													
ENBG	BERGEN/GRONNEVIKSOREN							0	0													
ENBJ	BJORNOYA		0	0	0	0	0	0	0													
ENBL	FORDE/BRINGELAND	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENBM	BOMOEN		0	0	0	0	0	0	0													
ENBN	BRONNOYSUND/BRONNOY	1	1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	1	1
ENBO	BODO	3	2	2	2	2	2	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3
ENBR	BERGEN/FLESLAND	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ENBS	BATSFJORD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
ENBV	BERLEVAG	0	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
ENCN	KRISTIANSAND/KJEVIK	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENDB	DOMBAS/BRUNSHAGEN								0													
ENDH	DRAMMEN/SYKEHUSET							0														
ENDI	GEILO/DAGALI	0	0	0	0	0	0	0	0													
ENDO	DOKKA/TUMLEVOLD					0	0	0	0													
ENDP	DRAUPNER		0	0	0	0	0	0	0													

ENDR	DRAUGEN		0	0	0	0	0	0	0													
ENDU	BARDUFOSS	2	2	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENEG	EGGEMOEN		0	0	0	0	0	0	0													
ENEK	EKOFISK		0	1	1	1	1	0	0													
ENEL	ELVERUM/SYKEHUSET								0													
ENEV	HARSTAD/NARVIK/EVENES	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENFA	FROYA/FLATVAL		0	0	0	0	0	0	0													
ENFB	STATFJORD B		0	0	0	0	0	0	0													
ENFD	FORDE/SENTRALSJUKEHUSET							0	0													
ENFG	FAGERNES/LEIRIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENFJ	FEDJE						0	0	0													
ENFL	FLORO	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1
ENFR	FRIGG		0	0	0	0	0															
ENFY	FYRESDAL		0	0	0	0	0	0	0													
ENGA	GULLFAKS A		0	0	0	0	0	0	0													
ENGB	GULLFAKS B (OIL RIG)						0	0	0													
ENGC	GULLFAKS C		0	0	0	0	0	0	0													
ENGK	GULLKNAPP					0	0	0	0													
ENGM	OSLO/GARDERMOEN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ENGN	GRIMSMOEN		0	0	0	0	0	0														
ENGS	SNASA/GRONORA								0													
ENHA	HAMAR/STAFSBERG		0	0	0	0	0	0	0													
ENHD	HAUGESUND/KARMOY	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENHE	HEIDRUN		0	0	0	0	0	0	0													
ENHF	HAMMERFEST	1	1	1	1	1	2	2	1	2	2	2	2	2	2	1	1	1	1	1	1	1
ENHK	HASVIK	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0
ENHM	HEIMDAL		0	0	0	0	0	0	0													
ENHN	HORNMOEN		0	0	0	0	0	0	0													
ENHO	HOPEN		0	0	0	0	0	0	0													
ENHS	HOKKSUND		0	0	0	0	0	0	0													
ENHT	HATTFJELLDAL/VOLLEN					0	0	0	0	0	1	1	0	1	0							

ENHV	HONNINGSVAG/VALAN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1
ENHX	HAUGESUND/SJUKEHUSET								0														
ENIS	ISFJORD		0	0	0	0	0	0	0														
ENJA	JAN MAYEN		0	0	0	0	0	0	0														
ENJB	JARLSBERG		0	0	0	0	0	0	0														
ENKA	KAUTOKEINO		0	0	0	0	0	0	0														
ENKB	KRISTIANSUND/KVERNBERGET	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENKJ	KJELLER		0	0	0	0	0	0	0														
ENKL	GOL/KLANTEN					0	0	0	0														
ENKR	KIRKENES/HOYBUKTMOEN	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENLA	ULA		0	0	0	0	0	0	0														
ENLH	LILLEHAMMER/SYKEHUSET								0														
ENLI	FARSUND/LISTA	0	0	0	0	0	0	0	0														
ENLK	LEKNES	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENLU	LUNDE/NOME					0	0	0	0														
ENLX	LORENSKOG/SYKEHUSET							0	0														
ENMH	MEHAMN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
ENML	MOLDE/ARO	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ENMS	MOSJOEN/KJAERSTAD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENNA	LAKSELV/BANAK	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENNE	NORNE		0	0	0	0	0	0	0														
ENNJ	NJORD A		0	0	0	0	0	0	0														
ENNK	NARVIK/FRAMNES	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0				
ENNM	NAMSOS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENNO	NOTODDEN/TUVEN		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENOA	OSEBERG A		0	0	0	0	1	1	1														
ENOC	OSEBERG C		0	0	0	0	0	0	0														
ENOL	ORLAND		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	
ENOP	OPPDAL/FAGERHAUG				0	0	0	0	0														
ENOS	OSLO ATCC		0	0	0	0	0	0	0														
ENOV	ORSTA-VOLDA/HOVDEN		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

ENPA	AASEGARDEN						0	0	0														
ENPB	TANA BRU (TANA BRIDGE)			0	0	0	0	0	0														
ENPF	HAMMERFEST, FUGLENES			0	0	0	0	0	0														
ENPH	HATTFJELLDAL			0	0	0																	
ENPT	REGIONSYKEHUSET TC						0	0	0														
ENPY	PYRAMIDEN		0	0	0	0	0	0	0														
ENQA	TROLL A		0	0	0	0	0	0	0														
ENQB	TROLL B		0	0	0	0	0	0	0														
ENQC	TROLL C		0	0	0	0	0	0	0														
ENQD	BRAGE		0	0	0	0	0	0	0														
ENQE	OSEBERG OST		0	0	0	0	0	0	0														
ENQF	VESLEFRIKK A					0	0	0	0														
ENQG	GULLFAKS B		0	0	0	0	0	0	0														
ENQH	GULLFAKS A SPM1		0																				
ENQI	GULLFAKS A SPM2							0															
ENQK	KVITEBJORN					0	0	0	0														
ENQO	OSEBERG SOR		0	0	0	0	0	0	0														
ENQR	SNORRE B		0	0	0	0	0	0	0														
ENQS	STATFJORD C		0	0	0	0	0	0	0														
ENQU	HULDRA					0	0	0	0														
ENQV	VISUND		0	0	0	0	0	0	0														
ENRA	MO I RANA/ROSSVOLL		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENRG	ROGNAN					0	0	0	0														
ENRI	RINGEBU/FRYA					0	0	0	0														
ENRK	RAKKESTAD				0	0	0	0	0														
ENRM	RORVIK/RYUM		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENRO	ROROS		0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
ENRS	ROST		1	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	
ENRT	TRONDHEIM/ROSTEN							0	0														
ENRV	REINSVOLL				0	0	0	0	0														
ENRY	MOSS/RYGGE		0	0	0	0	0	0	2	2	2	3	3	3	3	3	2						

ENSA	SVEA		0	0	0	0	0	0	0													
ENSB	SVALBARD/LONGYEAR	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2
ENSD	SANDANE/ANDA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENSE	SNORRE A		0	0	0	0	0	0	0													
ENSF	STATFJORD A		0	0	0	0	0	0	0													
ENSG	SOGNDAL/HAUKASEN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENSH	SVOLVAER/HELLE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENSI	SKI/SONDRE SKI GARD					0	0	0	0													
ENSK	STOKMARKNES/SKAGEN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENSL	SLEIPNER A		0	0	0	0	0	0	0													
ENSN	SKIEN/GEITERYGGEN	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
ENSO	STORD/SORSTOKKEN	0	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1
ENSR	SORKJOSEN	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
ENSS	VARDO/SVARTNES		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
ENST	SANDNESSJOEN/STOKKA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENSU	SUNNDALSORA					0	0	0	0													
ENSV	STAVANGER ATCC		0	0	0	0	0	0	0													
ENSX	STAVANGER/SENTRALSYKEHUSET							0	0													
ENTC	TROMSO/LANGNES	3	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ENTO	SANDEFJORD/TORP	2	2	2	2	2	2	2	2	3	3	2	3	3	3	3	2	3	3	3	3	3
ENTR	TRONDHEIM/ST. OLAVS HOSPITAL		0	0	0			0	0													
ENTS	TRYSIL/SAETERASEN					0	0	0	0													
ENTY	TYNSET				0	0	0	0	0													
ENUA	ASGARD A		0	0	0	0	0	0	0													
ENUB	ASGARD B		0	0	0	0	0	0	0													
ENUC	ASGARD C		0	0	0	0	0	0	0													
ENUD	DRAUGEN FLP		0	0	0	0	0	0	0													
ENUH	OSLO/ULLEVAL SYKEHUSET							0	0													
ENUI	KONGSVINGER		0	0	0	0	0	0	0													
ENUK	KRISTIN SEMI		0	0	0	0	0	0	0													
ENUL	OS/VAKSINEN		0	0	0	1	1	1	1	1	1	1	1	1	1							

ENUN	NJORD B		0	0	0	0	0	0	0													
ENUR	RAKKESTAD/RYGGE			0	0	0																
ENUU	OST ADER/GULLKNALL		0	0	0	0																
ENVA	TRONDHEIM/VAERNES	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ENVD	VADSO	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ENVE	VALLE/ARAKSOYENE					0	0	0	0													
ENVF	VESLEFRIKK B		0	0	0	0	0	0	0													
ENVH	VALHALL A		0	0	0	0	0	0	0													
ENVR	VAEROY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENWG	MORE OG ROMSDAL/AUKRA		0	0	0	1	1	1	1													
ENWP	PETROJARL 1							0	0													
ENWS	GRONORA		0	0	0	0	0	0														
ENWV	VALLHALL PH (OIL RIG)		0	0	0	0	0	0	0													
ENWY	YME		0	0	0	0	0	0	0													
ENXA	EKOFISK A			0	0	0		0														
ENXB	ELDFISK B			0	0	0	0	0	0													
ENXC	COD					0																
ENXD	EKOFISK D					0	0															
ENXE	EDDA					0	0															
ENXF	ALBUSKJELL F			0	0	0		0	0													
ENXG	GYDA					0	0	0	0													
ENXH	HOD					0			0													
ENXK	EKOFISK K					0	0	0	0													
ENXL	ELDFISK A					0	0	0	0													
ENXN	JOTUN A					0	0	0	0													
ENXO	RINGHORNE					0	0	0	0													
ENXP	PETROJARL VARG					0	0	0	0													
ENXQ	FRIGG DP2					0	0	0														
ENXR	TAMBAR			0	0		0	0	0													
ENXS	ALBUSKJELL A					0																
ENXT	TOR					0	0	0	0													

ENXU	JOTUN B					0	0	0	0														
ENXV	VARG					0	0	0	0														
ENXW	GRANE					0	0	0	0														
ENXZ	SLEIPNER B						0	0	0														
ENYF	SOGN OG FJORDANE		0	0	0	0	0	0															
ENYM	MANDAL			0	0	0	0	0															
ENYR	ROGALAND/ORRE		0	0	0	0	0	1	1														
ENYV	HORDALAND		0	0	0	0																	
ENZV	STAVANGER/SOLA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

SWITZERLAND

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LS99	UNKNOWN - SWITZERLAND			0																		
LSAW	SWITZERLAND MET			0	0																	
LSER	RARON		0	0	0																	
LSEZ	ZERMATT		0	0	0																	
LSGB	BEX		0	0	0																	
LSGC	LES EPLATURES		0	0	0																	
LSGE	ECUVILLENS		0	0	0																	
LSGG	GENEVA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LSGK	SAANEN		0	0	0																	
LSGL	LAUSANNE/LA BLECHERETTE		0	0	0																	
LSGN	NEUCHATEL		0	0	0																	
LSGP	LA COTE			0	0																	
LSGR	REICHENBACH		0	0	0																	
LSGS	SION	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
LSGT	GRUYERES		0	0	0																	
LSGY	YVERDON-LES-BAINS		0	0	0																	
LSHA	GSTAAD-INN GRUND		0	0	0																	
LSHC	COLLOMBEY-MURAZ		0	0	0																	
LSHG	GAMPEL		0	0	0																	
LSMD	DUBENDORF		0	0	0																	
LSMF	MOLLIS		0	0	0																	
LSMU	BUOCHS		0	0	0																	
LSPA	AMLIKON			0	0																	
LSPD	DITTINGEN			0	0																	
LSPF	SCHAFFHAUSEN			0	0																	
LSPG	KAGISWIL			0	0																	
LSPH	WINTERTHUR			0	0																	
LSPK	HASENSTRICK			0	0																	
LSPL	LANGENTHAL		0	0	0																	
LSPM	AMBRI		0	0	0																	

LSPN	TRIENGEN		0	0	0																	
LSPO	OLTEN			0	0																	
LSPU	MUNSTER			0	0																	
LSPV	WANGEN/LACHEN		0	0	0																	
LSTA	RARON			0	0																	
LSTB	BELLECHASSE			0	0																	
LSTO	MOTIERS			0	0																	
LSTR	MONTRICHER			0	0																	
LSTS	ST.STEPHAN			0	0																	
LSTZ	ZWEISIMMEN		0	0	0																	
LSZA	LUGANO	2	2	2	1	2	2	2	2	2	2	2	2	1	1	2	2	1	1	1	1	1
LSZB	BERN/BELP	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	1	1	1	1
LSZE	BAD RAGAZ		0	0	0																	
LSZF	BIRRFELD		0	0	0																	
LSZG	GRENCHEN		0	0	0																	
LSZH	ZURICH	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LSZI	FRICKTAL/SCHUPFART			0	0																	
LSZJ	COURTELARY			0	0																	
LSZK	SPECK/FEHRALTORF		0	0	0																	
LSZL	LOCARNO		0	0	0																	
LSZM	BASEL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LSZN	HAUSEN AM ALBIS			0	0																	
LSZO	LUZERN/BEROMUNSTER			0	0																	
LSZP	BIEL/KAPPELEN		0	0	0																	
LSZR	ST. GALLEN/ALTENRHEIN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LSZS	SAMEDAN		0	0	0																	
LSZT	LOMMIS			0	0																	
LSZU	BUTTWIL		0	0	0																	
LSZV	SITTERDORF		0	0	0																	
LSZW	THUN			0	0																	
LSZX	SCHANIS			0	0																	

LSZY	PORRENTRUY			0	0																	
LSZZ	COLLECTIVE ADDRESS FOR NOTAM AND SNOWTAM				0																	

BOSNIA AND HERZEGOVINA *

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LQSA	SARAJEVO	Data started to be reported as from 2021																		2	2	2
LQTZ	TUZLA																			2	2	2

* Data provided since 2021.

MONTENEGRO *

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LYPG	PODGORICA	Data started to be reported as from 2016															2	2	2	2	2	2
LYTV	TIVAT																2	2	2	2	2	2

* Dataset C1 provided since 2007.

North Macedonia *

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LWOH	OHRID	Data started to be reported as from 2007						1	1	1	1	1	1	1	1	1	1	2	2	2	2	2
LWSK	SKOPJE							2	2	2	2	2	2	2	2	2	3	3	3	3	3	3

* Dataset C1 provided since 2007.

Serbia

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LYBE	BEOGRAD/NIKOLA TESLA	Data started to be reported as from 2016															3	3	3	3	3	3
LYNI	NIS																1		2	2	2	2

TÜRKIYE *

		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
LTAC	ANKARA/ESENBOGA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LTAF	ADANA	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LTAI	ANTALYA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LTAJ	GAZIANTEP	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
LTAK	HATAY/ISKENDERUN							0														
LTAL	KASTAMONU/UZUNYAZI													1	1	1	1	1	1	1	1	1
LTAN	KONYA						2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LTAP	AMASYA/MERZIFON								0	1	1	1	1	1	1	1	1	2	2	2	2	2
LTAR	SIVAS/NURI DEMIRAG						1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
LTAS	ZONGULDAK/CAYCUMA							0			1	1	1	1	1	1	1	1	1	1	1	1
LTAT	MALATYA/ERHAC				1		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LTAU	KAYSERI/ERKILET	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3
LTAW	TOKAT						0	1	1	0	0	1	1	1	1	1	1	0	0	0	0	0
LTAY	DENIZLI/CARDAK						1	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2
LTAZ	NEVSEHIR/KAPADOKYA						1	1	1	1	1	2	2	2	2	2	2	1	2	2	2	2
LTBA	ISTANBUL/ATATURK	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LTBD	AYDIN/CILDIR														0	0	0	0	0	0	0	0

LTBF	BALIKESIR/MERKEZ							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LTBH	CANAKKALE						0	1	1	1	1	1	1	0	1	2	2	2	2	1	1	1
LTBJ	IZMIR/ADNAN MENDERES	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LTBO	USAK						0	1	1	0	1	1	0	0	0	0	0	0	1	1	1	1
LTBQ	KOCAELI/CENGIZ TOPEL											0	1	0	0	1	1	1	1	1	1	1
LTBR	BURSA/YENISEHIR						1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
LTBS	MUGLA/DALAMAN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LTBU	TEKIRDAG/CORLU						2	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1
LTBY	ESKISEHIR/ANADOLU UNIVERSITESI							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LTBZ	MANISA												0	1	1	1	1	1	1	1	1	1
LTCA	ELAZIG						1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
LTCB	ORDU-GIRESUN															2	2	2	2	2	2	2
LTCC	DIYARBAKIR	2	2	2	2	2	2	2	2	2	2	3	2	3	3	3	3	3	3	3	3	3
LTCD	ERZINCAN						1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
LTCE	ERZURUM	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LTCF	KARS						2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LTCG	TRABZON	2	2	2	2	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3
LTCI	VAN/FERIT MELEN	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	2	2	2
LTCJ	BATMAN						1	1			2	2	2	2	2	2	2	2	2	2	2	2
LTCK	MUS						1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
LTCL	SIIRT						1	0	0	0	0	1	1	1	1	1	1	1	0	1	1	1
LTCM	SINOP								0	1	1	1	1	0	1	1	1	2	2	1	1	1
LTCN	KAHRAMANMARAS						1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2
LTCO	AGRI						1	1	1	0	0	1	2	2	2	2	2	2	2	2	2	2
LTCP	ADIYAMAN						1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2
LTCR	MARDIN						1	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2
LTCS	SANLIURFA/GAP						1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LTCT	IGDIR AIRPORT												1	2	2	2	2	2	2	2	2	2
LTCU	BINGOL													1	1	1	2	2	2	2	2	2
LTCV	SIRNAK/SERAFETTIN ELCI													1	2	2	2	2	2	2	2	2
LTCW	HAKKARI/YUKSEKOVA SELAHADDIN EYYUBI															1	1	2	2	2	2	2

LTDA	HATAY								2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
LTFC	ISPARTA/S.DEMIREL						1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	
LTFD	BALIKESIR/KOCA SEYIT						0	1	1	0	1	1	1	1	2	2	2	2	2	2	2	2	
LTFE	MUGLA/MILAS-BODRUM	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LTFG	ANTALYA/GAZIPASA										0	0	1	2	2	2	2	2	2	2	2	2	
LTFH	SAMSUN/CARSAMBA	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	2	3	2	2	2	
LTFJ	ISTANBUL/SABIHA GOKCEN						3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
LTFK	GOKCEADA										0	0	0	0	0	0	0	0	0	0	0	0	
LTFM	ISTANBUL/ISTANBUL HAVALIMANI																		1	3	3	3	

* Dataset C1 provided since 2001; Dataset A1 provided since 2012.

Annex VII:
Glossary on air transport statistics

Based on the Eurostat/UNECE/ITF Glossary for Transport Statistics - 5th Edition)

The definitions from the Glossary are applied mainly for the data collected under the annual questionnaire, which is not covered by a legal act.

F

Air transport

F. Air transport

F.I INFRASTRUCTURE

F.I-01 AIRPORT

A defined area of land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for commercial air transport operations.

Most airports have a 4-letter ICAO code as listed in the ICAO Document 7910. Most but not all also have codes allocated by IATA. ICAO airport codes may change but not re-used while IATA airport codes may change and may be re-used.

F.I-02 INTERNATIONAL AIRPORT

Any airport designated by the competent authorities in the territory of which it is situated as an airport of entry and departure for international air traffic, where the formalities incidental to customs, immigration, public health, agricultural quarantine and similar procedures are carried out, whether such facilities are provided on a full time or part-time basis.

F.I-03 DOMESTIC AIRPORT

Any airport not designated to handle international traffic.

F.I-04 AIRPORT TERMINAL

A self-contained facility for handling passengers and/or freight:

- Passenger terminal.

An airport terminal with facilities for the handling of passengers, including passenger check-in, baggage handling, security, immigration passenger boarding and disembarkation.

- Freight terminal.

An airport terminal designed solely to handle freight shipments, including freight acceptance and release, secure storage, security and documentation.

F.I.05 AIRPORT RUNWAYS

A defined rectangular area on an airport prepared for the landing and take-off of aircraft with the following characteristics:

- Take-off run available.

The length of runway declared available and suitable for the ground run of an aircraft taking off.

- Landing distance available.

The length of runway which is declared available and suitable for the ground run of an aircraft landing.

F.I.06 AIRPORT TAXIWAYS

A defined path on an airport established for the taxiing of aircraft and intended to provide a link between one part of the airport and another.

F.I-07 CHECK-IN FACILITIES

- Conventional.

A conventional check-in facility where airline staff handle ticket processing, luggage labelling, including fast bag drops, and issue of boarding cards directly.

- Self-service check-in kiosks.

A kiosk providing check-in facilities and offering automatic ticket processing, boarding cards and, in some cases, luggage label printing.

F.I-08 PASSENGER GATES

An area of a passenger terminal where passengers gather prior to boarding their Aircraft.

a) With jet bridges (jetways, air jetty, skybridges or finger bridges).

A gate with a connection to the aircraft to allow boarding without descending to ground level and using steps to board.

b) Other.

Gates other than those with jet bridges.

F.I-09 AIRPORT CAR PARKING

Parking facilities provided at the airport.

For remote parking facilities, only those served by airport buses are considered to be airport car parking.

F.I-10 CONNECTIONS TO OTHER MODES OF TRANSPORT

Facilities provided within the airport for connection to the following modes of surface transport:

a) High speed rail.
b) Main line rail.
c) Metro.
d) Inter urban bus services.
e) Local bus services.
f) Taxi and passenger cars.

F.II TRANSPORT EQUIPMENT (AIRCRAFT)

F.II-01 AIRCRAFT

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of air against the earth's surface.

Dirigibles and surface effect vehicles such as hovercraft are excluded. ICAO provides aircraft type designators in ICAO Document 8643. In addition, ICAO and the Commercial Aviation Safety team (CAST) have jointly developed a new taxonomy to correctly identify aircraft. Also IATA assigns codes for aircraft types.

F.II-02 AVIATION FLEET

Aircraft registered at a given date in a country.

F.II-03 OPERATING FLEET

Operating Fleet includes all aircraft in service for commercial purposes (including all aircraft that are temporarily unserviceable due to major accidents, conversions, government action such as grounding by government regulatory agencies).

Aircraft used solely for training and communications and private flying are not included in the operating fleet.

F.II-04 AIRCRAFT BY CONFIGURATION

a) Passenger aircraft.

An aircraft configured for the transport of passengers and their baggage. Any freight, including mail, is generally carried in cargo holds in the belly of the aircraft.

b) Cargo aircraft.

An aircraft configured solely for the carriage of freight and/or mail.

Persons accompanying certain kinds of cargo, such as livestock, may also be carried.

A passenger aircraft with enhanced capabilities for the carriage of freight on the passenger deck.

c) Quick change aircraft.

An aircraft designed to allow a quick change of configuration from passenger to cargo and vice versa.

d) Other.

An aircraft not used for commercial air transport.

F.II-05 AIRCRAFT BY NOISE CHARACTERISTICS

a) Non-noise certificated aircraft.

Aircraft not certificated against international noise requirements.

b) Chapter II aircraft.

Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter II specifications.

c) Chapter III aircraft.

Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter III specifications.

d) Chapter IV aircraft.

Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter IV specifications.

F.II-06 AIRCRAFT AGE

Years since first registration of an aircraft.

F.III ENTERPRISES, INVESTMENT AND MAINTENANCE

F.III-01 AIRLINE (COMMERCIAL AIR TRANSPORT OPERATOR)

An aviation enterprise operating aircraft for commercial purposes which (i) performs scheduled or non-scheduled air transport services, or both, which are available to the public for carriage of passengers, mail, and /or cargo and (ii) is certified for such purposes by the civil aviation authority of the state in which it is established.

ICAO provides a 3-letter air transport operator code as listed in ICAO Document 8585 and is required for all airlines operating international routes. A two-character airline designator is assigned by IATA in accordance with the provisions of IATA Resolution 762. The two-three character airline designators are used for reservations, schedules, time tables, telecommunications, ticketing, cargo documentation, legal, tariffs, and/or other commercial/traffic purposes. In terms of activity classifications the following classes are involved:

- *ISIC Rev 4: Division 51 – Air transport*
- *NACE Rev 2: Division 51 – Air transport*

F.III-02 AIRPORT OPERATOR

An undertaking operating a commercial airport.

In terms of activity classifications the following classes are involved:

- *ISIC Rev 4: Class 5223 – Service activities incidental to air transport*
- *NACE Rev 2: Class 52.23 – Service activities incidental to air transport*

F.III-03 AIR TRAFFIC CONTROL PROVIDER

An undertaking providing air traffic control services.

In terms of activity classifications the following classes are involved:

- *ISIC Rev 4: Class 5223 – Service activities incidental to air transport*
- *NACE Rev 2: Class 52.23 – Service activities incidental to air transport*

F.III-04 AIRPORT SERVICES PROVIDER

An undertaking providing airport services such as aircraft ground handling, fuelling, maintenance and security, passenger services such as check-in, baggage handling, cargo handling and other services.

In terms of activity classifications the following classes are involved:

- *ISIC Rev.4: Class5223 – Service activities incidental to air transport*
  Class 5224 – Cargo handling
- *NACE Rev.2: Class 52.23 – Service activities incidental to air transport incidental to air transport*
  Class 52.24 – Cargo handling

F.III-05 TYPES OF EMPLOYMENT

a) General administration.

Includes central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors.

The management staff of specialist departments (operations and traffic, aircraft, air traffic control, runway and terminal construction and maintenance, emergency services) are excluded but are taken into account in the statistics specific to each of these services.

b) Operations and traffic.

Cabin and ground crews (excluding flight deck staff) and associated central and regional offices. Includes tourism, advertising and terminal operations.

c) Aircraft.

Flight deck staff, maintenance and inspection staff and associated central and regional offices.

d) Airports.

Air traffic control staff, terminals, runway and other airport facilities construction, maintenance and supervision staff, ground handling staff, emergency services staff.

e) Other operations.

Passenger and freight services, freight shipment services etc.

F.III-06 INVESTMENT EXPENDITURE ON AIRPORTS INFRASTRUCTURE

Capital expenditure on new construction (including new airports) or extension of existing airports infrastructure, including reconstruction, renewal (major substitution work on the existing infrastructure which does not change its overall performance) and upgrades (major modification work improving the original performance or capacity of the infrastructure).

Infrastructure includes land, airport facilities and associated equipment, office and storage buildings, air navigation systems as well as immovable fixtures, fittings and installations connected with them (signalisation, telecommunications, etc.).

F.III-07 INVESTMENT EXPENDITURE ON AIRCRAFTS

Capital expenditure to purchase aircrafts or to upgrade existing ones.

F.III-08 MAINTENANCE EXPENDITURE ON AIRPORT INFRASTRUCTURE

Non-capital expenditure to maintain the original airport services and the capacity of the existing infrastructure and related equipment.

F.III-09 MAINTENANCE EXPENDITURE ON AIRCRAFTS

Non-capital expenditure to maintain aircrafts in working order without improving either their performance or their capacity.

F.III-10 AIRPORTS CAPITAL STOCK

An estimated monetary value reflecting the current stock of physical airport infrastructure assets.

For statistical purposes it is recommended to use the net capital value which takes into account depreciation. There are various methods such as "the replacement cost method" or the "Perpentual Inventory Method (PIM)" that provide the net value of the assets.

F.IV TRAFFIC

F.IV-01 AIRCRAFT MOVEMENT

An aircraft take-off or landing at an airport.

For airport traffic purposes one arrival and one departure is counted as two movements. Included are all commercial aircraft movements and non-commercial general aviation operations. Excluded are State flights, touch and goes, overshoots and unsuccessful approaches.

F.IV-02 COMMERCIAL AIRCRAFT MOVEMENT

An aircraft movement performed for remuneration or for hire.

Includes commercial air service movements and commercial general aviation operations.

F.IV-03 AIRCRAFT DEPARTURE

A take-off of an aircraft.

F.IV-04 AIRCRAFT ARRIVAL

An aircraft landing.

F.IV-05 REVENUE STOP

A traffic stop for purpose of taking on and/or taking off revenue load.

F.IV-06 NON-REVENUE STOP

A stop other than a revenue stop.

Such stops include stops of positioning flights, State flights, training flights and technical stops.

F.IV-07 DIVERSION

An aircraft landing at an airport other than the one in the aircraft's flight plan because of operational or technical difficulties either on the aircraft or at the destination airport.

Diversions may be caused by passenger misbehaviour, aircraft technical problems, bad weather conditions, accidents or other emergencies at the planned destination airport.

F.IV-08 AIRPORT PAIR

An airport pair is defined as two airports between which travel is authorised by a passenger ticket or part of a ticket, or between which freight and mail shipments are made in accordance with a shipment document or part of it (air waybill or mail delivery bill).

F.IV-09 AIRPORT-TO-AIRPORT DISTANCE

For statistical purposes, airport-to-airport distance means the airport-to-airport great circle distance in kilometres.

The measurement is based on airport co-ordinates and a great circle calculation formula.

F.IV-10 CITY PAIR – ON-FLIGHT ORIGIN/DESTINATION (OFOD)

Two cities between which travel is authorised by a passenger ticket or part of a ticket (a flight coupon) or between which freight and mail shipments are made in accordance with a shipment document or a part of it (air waybill or mail delivery bill).

In common usage, city pair is sometimes used interchangeably with airport pair.

F.IV-11 FLIGHT STAGE (FS)

The operation of an aircraft from take-off to its next landing.

Technical stops are not included.

F.IV-12 DOMESTIC FLIGHT STAGE

Any flight stage flown between points within the domestic boundaries of a State.

Flight stages between a State and territories belonging to it, as well as any flight stages between such territories should be classified as domestic.

F.IV-13 INTERNATIONAL FLIGHT STAGE

A flight stage where the take-off is in one country and the next landing is in another country.

F.IV-14 DIRECT FLIGHT

The operation of an aircraft on one or more flight stages, using a single flight number, assigned by the airline.

F.IV-15 NON-STOP FLIGHT

A single flight by an aircraft between two airports with no intermediate stops.

F.IV-16 DOMESTIC FLIGHT

A flight having exclusively domestic flight stages, all using the same flight number.

F.IV-17 INTERNATIONAL FLIGHT

A flight having one or more international flight stages, where all flight stages use the same flight number.

F.IV-18 COMMERCIAL AIR FLIGHT

An air transport flight performed for the public transport of passengers and/or freight and mail, for remuneration and for hire.

F.IV-19 COMMERCIAL AIR SERVICE

An air transport flight or series of flights for the public transport of passengers and/or freight and mail, for remuneration or for hire.

The air service may be either scheduled or non-scheduled.

F.IV-20 SCHEDULED AIR SERVICE

A commercial air service operated according to a published timetable, or with such a regular frequency that it constitutes an easily recognisable systematic series of flights.

Includes extra section flights occasioned by overflow traffic from scheduled flights.

F.IV-21 NON-SCHEDULED AIR SERVICE

A commercial air service other than scheduled air service.

F.IV-22 PASSENGER AIR SERVICE

Scheduled or non-scheduled air service performed by aircraft carrying one or more revenue passengers and any flights listed in published timetables as open to passengers.

Includes flights carrying both revenue passengers and revenue freight and mail.

F.IV-23 ALL-FREIGHT AND MAIL AIR SERVICE

Scheduled or non-scheduled air service performed by aircraft carrying revenue loads other than revenue passengers, i.e. freight and mail.

Excludes flights carrying one or more revenue passengers and flights listed in published timetables as open to passengers. Air freight and air mail combined are sometimes referred to as air cargo.

F.IV-24 GENERAL AVIATION OPERATIONS – COMMERCIAL

All commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of commercial general aviation are as follows:

a) Air taxi.
b) Photographic.
c) Sightseeing trips.
d) Advertising.
e) Agricultural/crop spraying.
f) Medical/air ambulance trips.
g) Other commercial.

F.IV-25 GENERAL AVIATION OPERATIONS – NON-COMMERCIAL

All non-commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of non-commercial general aviation are as follows:

a) State Flight.

Any flight performed by aircraft for military, customs, police or other law enforcement services of a State. Any flight declared as a 'State flight' by State authorities.

b) Instructional flying.
c) Private flying.
d) Business flying.
e) Parachute and glider launch flights.
f) Technical stops.
g) Test flight.

A non-commercial flight carried out for the purpose of testing the aircraft prior to placing it in operational service.

h) Positioning flight.

A non-commercial flight carried out to position an aircraft for a scheduled or non-scheduled flight or service.

i) Other non-commercial.

F.IV-26 FLIGHT NUMBER (AIRCRAFT)

A flight number is the primary published flight number assigned by the air transport operator to the flight. Passengers using a flight by an aircraft may be travelling under a range of different flight numbers. Only the active flight number for the flight is in question here.

F.IV-27 CODE SHARING

The use of one operator's flight number for services/flights provided by other operators.

For statistical purposes, the traffic is assigned to the operating carrier, the flight number for which is used by air traffic control.

F.IV-28 BLOCK-TO-BLOCK TIME

The total time measured in hours and minutes measured from the aircraft's initial move from its departure point until its final stop at its arrival point.

F.IV-29 AIRCRAFT HOURS

An aircraft hour corresponds to one hour of aircraft operation. Aircraft hours are measured on the basis of block-to-block time.

F.IV-30 AVERAGE DAILY AIRCRAFT UTILISATION – REVENUE HOURS

Total revenue hours (scheduled plus charter) flown by aircraft type (block-to-block) during a period divided by the related number of aircraft days available. 'Aircraft days available' shall be the sum of the number of days each aircraft is available for use during the period in question. The following days should be excluded from the days available:

a) Days between the date of purchase and the date actually placed in service.

b) Days after its last revenue flight prior to disposal.

c) Days out of service due to major accidents or conversion.

d) Days when an aircraft is in the possession of others or not available due to government action such as grounding by government regulatory agencies.

All other days must be considered as 'days available', including days required for maintenance or overhaul.

F.IV-31 AIRCRAFT-KILOMETRES PERFORMED

Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed on each flight stage by the airport-to-airport distance.

F.IV-32 PASSENGER SEAT AVAILABLE

Unit of measurement representing the total number of passenger seats available for sale on an aircraft operating a flight stage between a pair of airports.

Includes seats which are already sold on a flight stage i.e. including those occupied by direct transit passengers.

Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.

F.IV-33 SEAT-KILOMETRE AVAILABLE

Unit of measurement representing the movement of seat available in a passenger

aircraft when performing the services for which it is primarily intended over one kilometre.

The distance to be considered is that actually travelled airborne.

Movements on the ground are excluded.

F.IV-34 TONNE-KILOMETRE AVAILABLE

Unit of measurement representing the movement of one tonne of payload available in an aircraft when performing services for which it is primarily intended over one kilometre.

The distance to be considered is that actually travelled.

F.V TRANSPORT MEASUREMENT

F.V-01 AIR TRANSPORT

Any movement of goods and/or passengers on an aircraft movement.

F.V-02 COMMERCIAL AIR TRANSPORT

Any movement of goods and/or passengers on a commercial aircraft movement.

F.V-03 NATIONAL AIR TRANSPORT

Air transport on a domestic flight.

F.V-04 INTERNATIONAL AIR TRANSPORT

Air transport on an international flight.

F.V-05 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 point of embarkation and point of disembarkation on that flight.

For passengers, freight or mail, where the airport of embarkation is not known, the aircraft origin should be deemed to be the point of embarkation; similarly if the airport of disembarkation is not known, the aircraft destination should be deemed to be the point of disembarkation.

F.V-06 AIR PASSENGER

Any person, excluding on-duty members of the flight and cabin crews, who makes a journey by air.

Infants in arms are included.

F.V-07 REVENUE AIR PASSENGER

A commercial passenger for whose transportation an air carrier receives commercial remuneration.

This definition includes, for example, (i) passengers travelling under publicly available promotional offers (for example 'two-for-one') or loyalty programmes (for redemption of frequent flier points); (ii) passengers travelling as compensation for denied boarding; (iii) passengers travelling under corporate discounts; (iv) passengers travelling under preferential fares (government, seamen, military, youth student etc.).

This definition excludes, for example, (i) persons travelling free; (ii) persons travelling at a fare or discount available only to employees of air carriers or their agents or only for the business of the carriers; (iii) infants who do not occupy a seat.

F.V-08 NON-REVENUE AIR PASSENGER

Passengers other than revenue passengers.

F.V-09 AIR PASSENGERS CARRIED

All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight.

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. Excludes direct transit passengers.

F.V-10 PASSENGERS ON BOARD

All passengers whose journey begins or terminates at the reporting airport, including transfer passengers and direct transit passengers.

F.V-11 PASSENGERS CARRIED

Includes all passengers whose journey begins or terminates at the reporting airport.

Excludes direct transit passengers.

F.V-12 TERMINATING PASSENGERS

Passengers starting or ending their trip at the designated airport.

F.V-13 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. Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are also counted as direct transit passengers.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft in such circumstances, they should be counted as direct transit passengers.

F.V-14 TRANSFER OR INDIRECT TRANSIT PASSENGERS

Passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft, they should not be counted as transfer or indirect transit passengers at the airport where the flight number is changed.

F.V-15 TERMINAL PASSENGERS

Total of terminating and transfer passengers.

F.V-16 AIR PASSENGERS ON BOARD

All passengers on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

All revenue and non-revenue passengers on board an aircraft during a flight stage. Includes direct transit passengers.

F.V-17 PASSENGER-KILOMETRE BY AIR

A passenger-kilometre is performed when a passenger is carried for one kilometre.

F.V-18 PASSENGER LOAD FACTOR

Passenger-kilometres expressed as a percentage of available seat-kilometres.

F.V-19 PASSENGER-KILOMETRES FLOWN BY FLIGHT STAGE

The sum of the products obtained by multiplying the number of passengers carried on each flight stage by the airport-to-airport distance.

F.V-20 PASSENGER-KILOMETRES FLOWN BY ON-FLIGHT ORIGIN / DESTINATION AIRPORTS

The product of multiplying the number of passengers flown between two airports as initial origin and final destination by the airport-to-airport distance.

F.V-21 BAGGAGE

Personal property of passengers and crew loaded or carried on board an aircraft by agreement with the operator.

F.V-22 FREIGHT

Any property carried on an aircraft other than mail, stores and baggage.

For statistical purposes, freight includes express freight and parcels and diplomatic bags but not passenger baggage. All trucking operations using an air waybill should be excluded.

F.V-23 GROSS-GROSS WEIGHT OF GOODS

The total weight of the goods carried, all packaging, and the tare weight of the transport unit (e.g. air container).

F.V-24 GROSS WEIGHT OF GOODS

The total weight of the goods carried, including packaging but excluding the tare weight of transport units (e.g. air container).

F.V-25 TARE WEIGHT

The weight of a transport unit (e.g. air container) before any cargo is loaded.

F.V-26 FREIGHT LOADED OR UNLOADED

Any freight loaded onto or unloaded from an aircraft.

Direct transit freight is excluded.

F.V-27 FREIGHT ON BOARD

All freight on board an aircraft upon landing at an airport and at take-off from an airport.

Direct transit freight is included and it is counted at both landing and take-off.

F.V-28 FREIGHT TONNE-KILOMETRES PERFORMED BY FLIGHT STAGE

A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of freight revenue load carried on the flight stage by the airport-to-airport distance.

F.V-29 FREIGHT TONNE-KILOMETRES PERFORMED BY ON-FLIGHT ORIGIN / DESTINATION AIRPORTS

A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of freight revenue load carried between two airports as initial origin and final destination by airport-to-airport distance.

F.V-30 MAIL

Dispatches of correspondence and other objects carried on an aircraft, which have been dispatched by and intended for delivery to postal administrations.

Express freight and express parcel shipments are excluded.

F.V-31 MAIL LOADED AND UNLOADED

Any mail loaded onto or unloaded from an aircraft.

Direct transit mail is excluded.

F.V-32 MAIL ON BOARD

All mail on board during each flight stage, including mail loaded and direct transit mail.

F.V-33 DIPLOMATIC BAG

A mail pouch used by governments to send official letters and dispatches.

F.V-34 MAIL TONNE-KILOMETRES PERFORMED BY FLIGHT STAGE

A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried by the airport-to-airport distance.

F.V-35 MAIL TONNE-KILOMETRES PERFORMED BY ON-FLIGHT ORIGIN / DESTINATION AIRPORTS

A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried between two airports as initial origin and final destination by airport-to-airport distance.

F.V-36 TOTAL FREIGHT /MAIL

The sum of the total freight and mail, both loaded and unloaded, at the reporting airport. All trucking operations using an air waybill should be excluded.

Freight and mail together are sometimes referred to as cargo.

F.V-37 CATEGORIES OF GOODS CARRIED BY AIR

Goods in transport may be classified according to type.

Examples of classification schemes are NST 2007 (Standard Goods Nomenclature for Transport Statistics) that replaces the CSTE nomenclature (Commodity Classification for Transport Statistics in Europe – UNECE) and the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised – Eurostat).

F.V-38 DANGEROUS GOODS

The classes of dangerous goods carried by Air are those defined by the UN Recommendations on the Transport of Dangerous Goods.

- Class 1: Explosives.
- Class 2: Gases.
- Class 3: Flammable liquids.
- Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases.
- Class 5: Oxidising substances and organic peroxides.
- Class 6: Toxic and infectious substances.
- Class 7: Radioactive material.
- Class 8: Corrosive substances.
- Class 9: Miscellaneous dangerous substances and articles, including environmentally hazardous substances.

F.V-39 PAYLOAD CARRIED

The revenue load of passengers, baggage, freight and mail carried in the aircraft as measured in metric tonnes.

F.V-40 REVENUE TONNE-KILOMETRES PERFORMED

A tonne-kilometre is a metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equal the sum of the products obtained by multiplying the total number of tonnes of each category of revenue load carried by the airport-to-airport distance.

F.V-41 WEIGHT LOAD FACTOR

Total revenue tonne-kilometres performed expressed as a percentage of available tonne-kilometres.

F.VI ACCIDENTS

F.VI-01 ACCIDENT

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which one of the following applies:

a) A person is fatally or seriously injured.

Where this is as a result of being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.

b) The aircraft sustains damage or structural failure.

Where this adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component (except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents or puncture holes in the aircraft skin).

c) The aircraft is missing or is completely inaccessible.

An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

F.VI-02 INCIDENT

An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

F.VI-03 SERIOUS INCIDENT

An incident involving circumstances indicating that an accident nearly occurred.

The difference between an accident and a serious incident lies only in the result. Examples of serious incidents can be found in the ICAO Accident/Incident Reporting Manual.

F.VI-04 FATAL INJURY

An injury resulting in death within 30 days of the date of the accident is classified as a fatal injury.

F.VI-05 NON-FATAL INJURY

An injury, other than a fatal injury, which is sustained by a person in an accident.

F.VI-06 SERIOUS INJURY

A non-fatal injury which is sustained by a person in an accident and which:

a) Requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received: or

b) Results in a fracture of any bone (except simple fractures of fingers. toes, or nose): or

c) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage: or

d) Involves injury to any internal organ: or

e) Involves second or third-degree burns, or any burns affecting more than 5 per cent of the body surface: or

f) Involves verified exposure to infectious substances or injurious radiation.

F.VI-07 SLIGHT INJURY

A non-fatal injury, other than a serious injury, which is sustained by a person in an accident.

F.VI-08 STATE OF OCCURRENCE

The country in the national territory of which an accident or incident occurs.

F.VI-09 STATE OF THE OPERATOR

The country in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

F.VI-10 STATE OF REGISTRY

The country on whose register the aircraft is entered.

F.VI-11 ACCIDENT ON NATIONAL TERRITORY

An accident on the national territory of a country.

F.VI-12 AN ACCIDENT ON A NATIONALLY REGISTERED AIRCRAFT

An accident involving an aircraft on the national aircraft register of a country.