



EUROPEAN COMMISSION  
EUROSTAT

Directorate E: Sectoral and regional statistics  
Unit E-3: Transport

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

*Last update: 15/01/2024*

### **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 (EBBR) as from 2016. Annual information on transfer passenger collected by all airports, but only Brussels International airport (EBBR) 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 (EBBR) and Charleroi (EBCI). From 2006 onwards, Liege (EBLG), Oostende (EBOS) and Antwerpen (EBAW) are also sending data.
- From 2015 to 2016 the number of flight 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. Because of above, data for 2020 disseminated in avia\_par\_de and avia\_gor\_de (route data) are flagged with 'b' in order to mark that up.
- 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 Chambéry-Aix-les-Bains (LFLB) and Grenoble-Isere (LFSL) 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, Rimini airport (LIPR) 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.
- Forli airport (LIPK) ceased its operation in May 2013.
- Trapani airport (LICT): the increase of number of passengers and number of flights in 2013 was due to new routes of Ryanair.
- Napoli airport (LIRN): increase of freight and mail was mainly due to new cargo DHL line.
- Pisa airport (LIRP): increase of freight and mail in Q4 of 2014 was because of specific marble transport to Emirates.
- Perugia airport (LIRZ): decrease in the number of flights operation in November 2014 was caused mainly by ceased connections with Tirana airport (LATI) (by Belle Air) and with Brussels (EBBR) (by Ryanair).
- Cuneo/Levaldigi airport (LIMZ): in 2015 the number of passengers serviced decreased by more than 46%. Some flights to/from Cuneo have been redirected to Torino/Caselle airport (LIMF).
- Crotone airport (LIBC): in 2015 number of passengers substantially increased because new connections with Bergamo (LIME), Pisa (LIRP) and Ciampino (LIRA) set up by Ryanair. The airport was closed in 2017.
- Bolzano airport (LIPB): 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 – Fiumicino 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 (LIPO), Parma (LIMP) and Trapani (LICT) airports related mostly with closed connections serviced by low-cost airlines. Increase in passenger transport for Genova (LIMJ), Palermo (LICP) and Napoli (LIRN) related mostly with setting up new connections offered by more airlines.
- 2019 data: no general aviation operations are included.
- 2020 and 2021 data: only Airtaxi, as General Aviation, are included.
- All General Aviation flights are included since 2022.

**Cyprus:**

- Data both on passengers and freight and mail has been reported for 2001 and then starting from 2003 onwards. 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 (EVRA) 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 Kaunas Intl. (EYKA), Palanga/International (EYPA) and Siauliai/International (EYSA) airports as from 2017. Transfer passenger data (monthly) for Vilnius/International airport (EYVI) start being provided as from 2019 reference year.
- In 2003 and 2004, Lithuanian data refer to Vilnius Intl. airport (EYVI) only. From 2005 onwards, data for Kaunas (EYKA) and Palanga (EYPA) 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 (LHBP) 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 (EHAM) (other airports do not record any transfer passenger traffic).
- The growth of passengers in Eindhoven airport (EHEH) is partially the result of more destinations. In addition, number of flights is planned to grow until 2020.
- KLM flew between Maastricht (EHBK) and Amsterdam/Schiphol airport (EHAM) 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 passenger; 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 (EPWA), 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 (national transport data for 1993 is not available). 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 (LZIB) 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 (for 2001 number of passenger on board is not available). Some partial information for the years before 2001 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 (national transport figures are not available for 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 (EFVR) does not have any commercial flights anymore from the beginning of 2014.
- Pori (EFPO), Ivalo (EFIV) and Kittilä (EFKT) 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 (EFLP) 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.
- Göteborg/Säve airport (ESPG) has been closed for commercial flights in the beginning of 2015, therefore Göteborg/Landvatter airport (ESGG) took over most of the traffic therefore the large increase.
- The figures for freight and mail for 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 (BIKF) 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 were not available until 2019.

**Norway:**

- All data sets have been provided according to the legal act (with no derogations) starting from 2003 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 weight of freight and mail is transmitted in tonnes rounded to full numbers.
- For some reporting Norwegian airports, the number of passenger carried available in Eurobase table Airport traffic data by reporting airport and airlines [avia\_tf\_apal] might be higher than the number of passenger 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 includes 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 (ENKR), Bardufoss (ENDU) and Lekens (ENLK) 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 for and Ohrid airport (LWOH), As from 01.2015 all three datasets A1, B1 and C1 are delivered to Eurostat for Skopje airport (LWSK). Passengers carried data (dataset B1) and passengers on board data (dataset A1) have been available from 2015. Freight and mail on board data (dataset B1) and freight and mail loaded and unloaded (dataset A1) 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: Podgorica (LYPG) and Tivat (LYTV).
- 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.

**Turkey:**

- Data has been reported starting from 2012 for flight stage (dataset A1) (passenger data only) and from 2001 for airport data (dataset C1) (passengers and freight). There is no data provided for on flight origin destination (dataset B1). Direct transit passenger data are available as from 2001 and Transfer passenger data (monthly) are available as from 2015.
- 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 (LTAL), Bingöl (LTCU) and Şırnak (LTCV) airports started to operate by July 2013.
- Çanakkale airport (LTBH) entered service in 1995 as a civilian/military airport.
- Rize–Artvin Airport (LTFO) started to operate by May 2022.
- Number of flights disseminated in all dissemination tables in Eurostat's on-line database includes flights with freight and mail only<sup>1</sup>.
- A1 dataset includes number of passenger flights and freight&mail only flights; whereas it excludes freight and mail volume by tonnes.
- C1 dataset includes number of passenger flights and freight&mail only flights as well as freight and mail volume by tonnes.

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<sup>1</sup> Number of flights includes flights with passengers and/or freight and mail

**United Kingdom:**

- Due to Brexit, air transport data available until February 2020.
- Data has been reported starting from 1993 (passengers carried); for the years 1993-1997 figures on national transport for both passengers carried and on board are not available; passengers on board data are available as from 1994. Freight and mail on board data are available from 1998. Freight and mail loaded/unloaded are available from 1993. Direct transit passengers data are available from 1998. Transfer passenger data are available for London Heathrow (EGLL), London Gatwick (EGKK) and Manchester (EGCC) airports for 2012-2013.
- For missing information on seats available, the number of passenger on-board is used.
- Flight stage data (dataset A1) and Flight origin destination data (dataset B1) include scheduled and non-scheduled services operated by aircrafts >15 tonnes (maximum take-off mass, MTOM), as well as Government Charter Services. Other commercial air services (like air taxi or sightseeing trips) performed by aircraft <15 tonnes MTOM are not included. They are reported in Airport data (dataset C1) under total aircraft movements only.
- The weight of freight and mail is transmitted in tonnes rounded to full numbers.
- The drop in number of passengers, freight and flights in 2014 is explained as follow:
  - Manston airport (EGMH) closed 15 May 2014.
  - Prestwick airport (EGPK) has reduced numbers.
  - The Operator running scheduled services from Oxford has now ceased.
  - In 2014, Birmingham had two major Freight Operators that were not operating that year.
- Belfast/Aldergrove airport (EGAA): from April 2016 until July 2017 pure freight and mail services (cargo flights only) are not included in the statistics declared by the airport. As a result, the number of flights with freight and mail only as well as the tonnage are not available for this airport in avia\_go\_uk dissemination table. Consequently, it affects (figures are underestimated) tables which record total number of commercial flights (passenger + freight and mail), weight of freight and mail on board (as well as loaded and unloaded) and commercial aircraft movements. Information on the freight and mail transport at the airport for that period can be found under this [link](#).

**General remarks:**

**Exclusion of double counting:** The national aggregates and total intra-EU aggregates exclude any double counting. Information on double counting exclusion can be found in the [Manual](#) p. 50.