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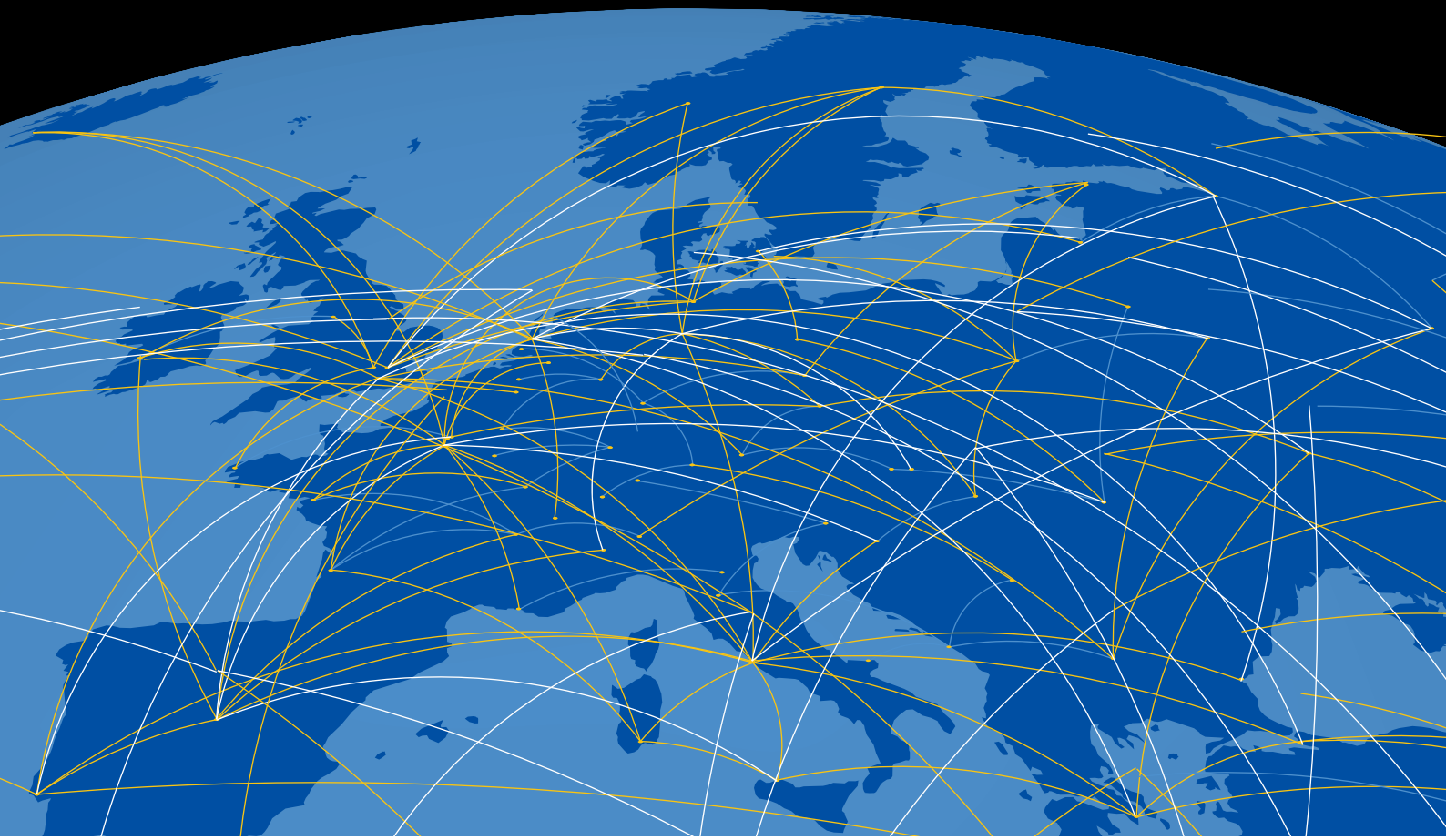
AIRPORT INDUSTRY CONNECTIVITY REPORT



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ACI EUROPE published its first *'Airport Industry Connectivity Report 2004-2014'* in June 2014 – providing for the first time an in-depth analysis of European air connectivity. This year's report is an update of this work focused on more recent developments and charting how Europe's connectivity has evolved over the past 12 months.

Since the publication of the 2014 Report, the issue of air connectivity has shot up the policy agenda in Europe. Beyond on-going debates about airport expansion (notably in the UK's South East) and the implications of the expansion of the Gulf carriers for the European aviation industry and the travelling public, there is now an increased understanding that air connectivity has a fundamental role to play in the EU's Jobs, Growth and Investment Agenda – and in guiding our continent back to a stronger and more sustainable economic recovery. This is reflected in the European Commission's decision to include aviation amongst its strategic priorities in its 2015 Work Programme, and to unveil a new 'Aviation Strategy' by the end of the year.

While a crucially important policy issue, air connectivity can also be quite a difficult concept to qualify, or describe in concrete terms. In this context the ACI EUROPE reports on airport connectivity offer a comprehensive and consistent methodology which allows policy makers, industry players and other interested parties to better understand:

- The *nature* of air connectivity – and specifically whether it is comprised primarily of direct or indirect connections.
- To *where* in the world and how air connectivity is establishing links.
- How an airport, country or region's connectivity *compares* – both with competitors and against their own historical performance.

This year's report provides an overview of key air connectivity trends in the following fields:

- **'European Airport Connectivity at a Glance**' – key developments in terms of Europe's direct and indirect connectivity, as well as its connectivity with world regions.
- **'EU & Non-EU Markets'** – a more detailed view of the connectivity trends and connections with world regions in the differing markets of the EU and non-EU bloc of countries.
- **'Airport Groups'** – how connectivity is developing in the different segments of the airport industry.
- **'Hub Connectivity'** – a focus on the position and performance of European airports in the transfer market, with a comparative snapshot analysis of other global hubs – providing an insight into Europe's relative position in terms of both total hub connectivity and intercontinental hub connectivity.
- **Country and airport-specific data** – available in the Annex.

The methodology underlying this analysis as well as a clear definition of related key concepts, are all outlined in the *'Airport Industry Connectivity Report 2004-2014'*, which is available in the ACI EUROPE website. All 2015 analysis was derived from the SEO Netscan connectivity model, based upon flight schedule data for the 3rd week of June 2015.

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1 EUROPEAN AIRPORT CONNECTIVITY AT A GLANCE

- 2015 has been a very positive year for European air connectivity, with an increase in total airport connectivity of +8,9% on 2014 levels. This was driven by a healthy +4,6% increase in direct connectivity, and a +11,1% increase in indirect connectivity. The central themes of this year's results are the increased growth of connectivity in/to relatively more mature markets – within Europe and to North America and the continuously strong performance of connectivity to the Middle East – largely driven by the Gulf States.

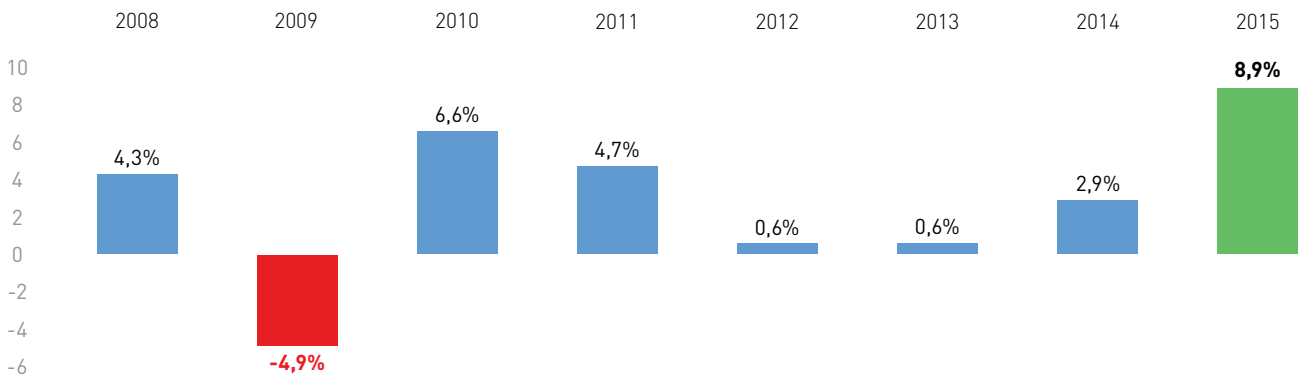
Beneath these positive headline figures however, there are underlying trends which indicate that Europe's air connectivity cannot be taken for granted, and which illustrate some of the threats facing the continent. In particular:

- 2015 improvements follow several years of weaker or negative growth, reflecting a difficult and protracted economic recovery in the EU, but also the behaviour of European airlines.
- 2015 saw **Europe finally push past its pre-crisis 2008 direct connectivity levels**, but this recovery remains unevenly distributed across the airport industry.
- Air connectivity **within Europe** and **to North America** improved significantly, while air connectivity growth to the **Middle East** continued to substantially outperform other World regions – resulting in both important opportunities and challenges in terms of Europe's connectivity with the emerging economies of Asia-Pacific.

Europe's connectivity growth linked to airline capacity developments

With **+8,9%** growth over the past year, 2015's total airport connectivity growth is in stark contrast to annual growth since the global financial crisis erupted in 2008. This trend is especially reflected in direct connectivity, which has grown by +4,6% this year[1]. Indeed, year-on-year direct connectivity growth in Europe between 2009 and 2014 was only +1,4%, with an actual decrease even occurring between 2011 and 2014.

1 Airport connectivity (2008–2015)



[1] See Appendix A

This slowdown in total airport connectivity growth after an initial recovery in 2010 is closely linked to the **behaviour of airlines**. Over the past few years European airlines have generally been more focused on growing yields (unit revenues) to the detriment of adding new capacity into the market and network growth. In practice this means a retrenchment to core routes and larger airport markets as well as less appetite for launching new routes.

Since 2008 the average number of passengers per aircraft movement has increased by circa 20% in all size categories of airports, big and small[2]. This can also be seen in the clear gap in the growth rates of passenger traffic compared to direct connectivity growth, which has opened up since 2010.

This behaviour has allowed airlines to better fill their aircraft – often with passengers who are prepared to pay more – and is therefore positive for their profitability. Given the historical difficulties some European airlines have had in achieving financial viability, this is a very welcome development, as it places the sector onto a more financially sustainable path.

However these developments also come with a cost as regards connectivity. The cautious airline approach towards capacity deployment means that **Europe's air connectivity growth has been correspondingly limited.** Alongside and as part of this, the airline's focus on already-served destinations and mature market growth means that any improvements to Europe's air connectivity are likely to be in the form of a **deepening** (ie. more frequencies on existing routes) **more so than a widening** (ie. less new routes).

Even as airlines became increasingly discerning in their deployment of capacity, the European economy and by extension the underlying demand of citizens for air transport continued to grow. The positive connectivity developments of 2015 are therefore pointing to a **'catch-up' effect with demand for air transport** – and may not necessarily be replicated in the coming years.

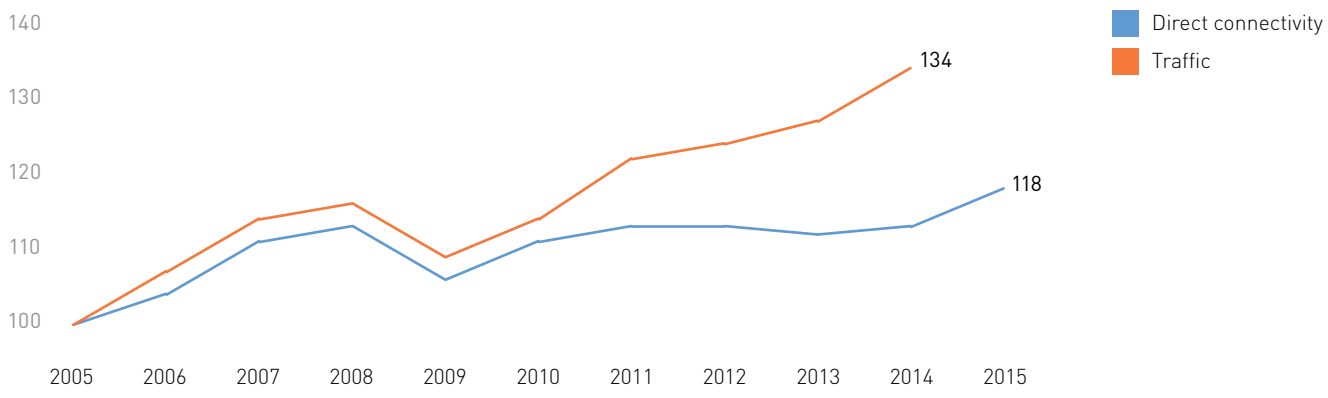
Indeed traffic figures show that the average number of passengers per aircraft at European airports has increased by +3,5% in the first quarter of 2015, compared to the same period in 2014[3]. Airlines may now be deploying more capacity, but so far it does not seem to be at the expense of load factors. However year to date figures (January-April) show that the volume of aircraft movements has only increased by +1,8%[4]. A direct connectivity increase of +4,6% indicates that the 2015 peak Summer months will see a significant upturn in airline capacity deployment.

Slow & uneven recovery in direct connectivity

While **Europe's total airport connectivity is now +20,6% above 2008 pre-crisis levels**, direct connectivity has only increased by **+4,8%** since then, compared to close to **+30%** growth in **indirect connectivity**.

Direct connectivity growth of +4,8% since 2008 may seem impressive, but this is in the context of +4,6% growth in 2015 alone. Essentially all post-crisis gains have been achieved in the current year. Prior to 2015, European direct connectivity had essentially stagnated

2 Direct connectivity and passenger traffic (index base 100 = 2005)



[2] ACI EUROPE airport traffic data

[3] 'ACI EUROPE Airport Traffic Report March & Q1 2015', ACI EUROPE

[4] Ibid

and even decreased since 2011. While this year's growth in direct connectivity is to be welcome and hopefully signals a turning point, the reality remains that since the crisis, **Europe has become more reliant on indirect connectivity** – which is considered to be less valuable than direct connectivity given the increased travel times.

It is also the case that while total European airport connectivity has recovered, **the recovery is extremely uneven**. 7 years after the crisis, almost half of Europe's airports (45%) have not recovered their direct connectivity. More than 1 in 4 airports (28%) have not even recovered their total airport connectivity, in spite of the increases facilitated by growth in indirect connectivity. The fate of individual airports is closely linked with national economic performance as well as their size – Sections 2 & 3 provide more insight into this.

Connectivity gains to Europe and North America

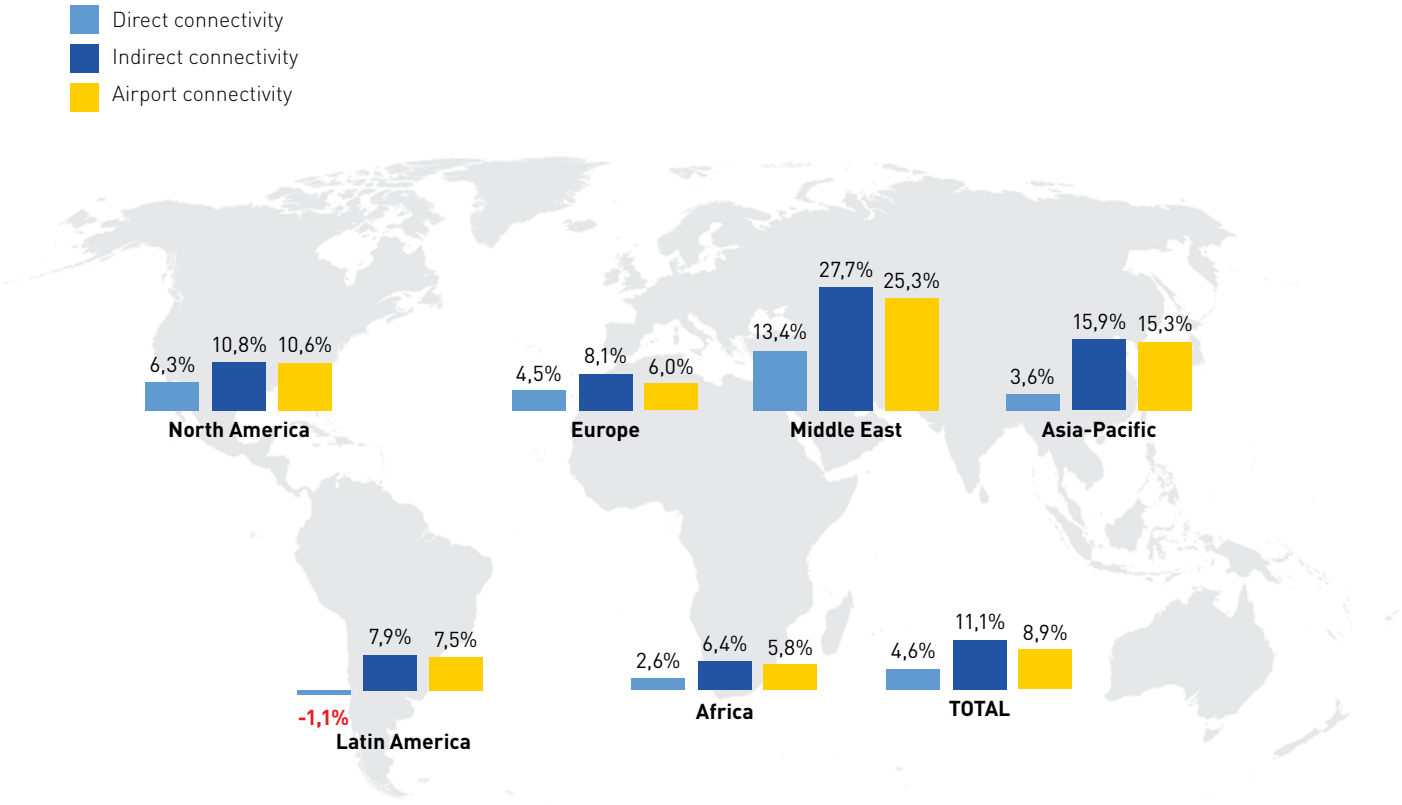
Europe's growth in direct connectivity is now **driven by intra-European direct connectivity growth (+4,5%)** as well as **connectivity to North America (+6,3%)**. Indeed these regions have experienced growth in 2015 at or above the overall level of direct connectivity growth (+4,6%). This development is significant, not only in light of the maturity of these regions' economies and aviation market, but also given their large size – together Europe and North America account for 64% of overall European airport connectivity. As a result of these increases in direct connectivity, indirect and subsequently total airport connectivity within Europe and to North America also grew dynamically.

However 2015 represents the **first year in which direct connectivity to these regions has recovered to pre-crisis levels (2008)**. Until this year, direct connectivity to North America had been -3,9% down on 2008 levels while direct connectivity to Europe remained -1,2% below 2008 levels. The solid growth posted in 2015 must therefore be considered as a **restoration of previous linkages** rather than the securing of new connectivity.

3 Direct, indirect & airport connectivity

	2015 vs. 2005	2015 vs. 2008	2015 vs. 2014
Direct connectivity	18,3%	4,8%	4,6%
Indirect connectivity	51,4%	29,8%	11,1%
Airport connectivity	39,0%	20,6%	8,9%

4 Direct, indirect and total airport connectivity by world region (2015 vs. 2014)

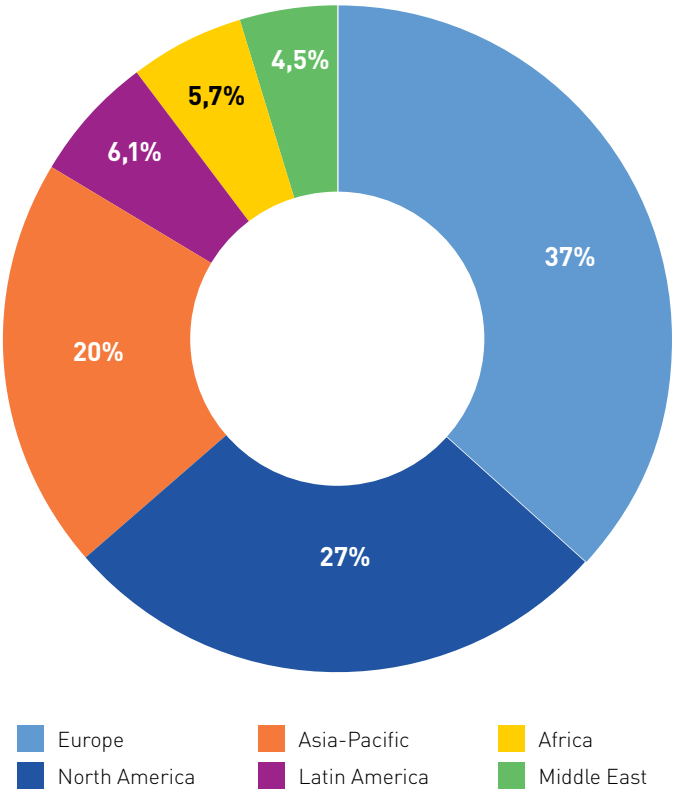


Middle East outperforming & Africa slowing down

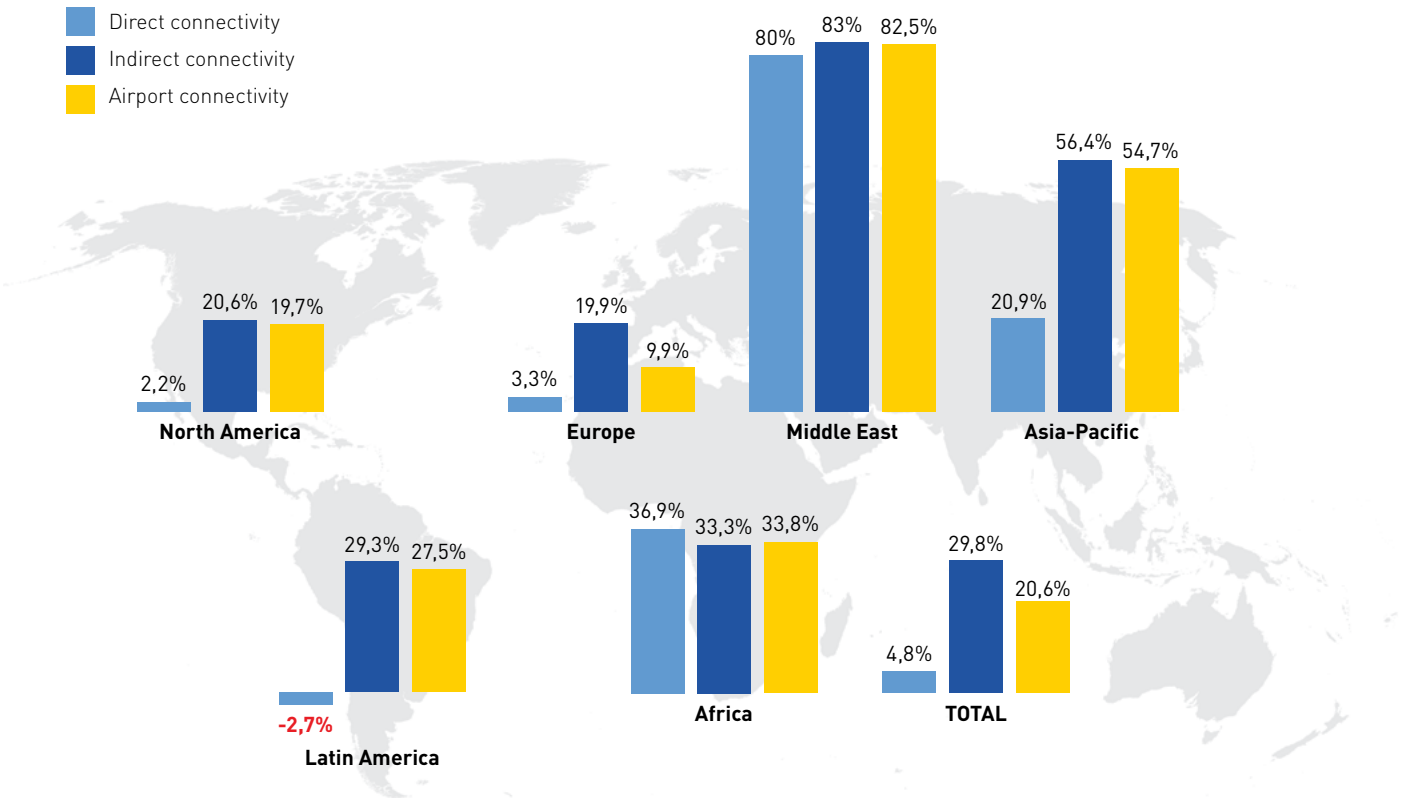
Connectivity growth to the **Middle East** continues to **significantly outperform other world regions**, with direct connectivity increasing by **+13,4%** and total airport connectivity growth of **+25,3%**. This of course is a reflection of the unique geographical position of the Gulf airports – which confers remarkable competitive advantages to airlines which operate at these airports[6] – as well as supportive government aviation polices in place in the Gulf States. To put it in context, 2015 growth in airport connectivity to the Middle East is well above both pre- and post-crisis year-on-year growth rates (+6,9% and 5,6% respectively) despite now being increases upon a much larger base than was previously the case.

2015 direct connectivity growth to **Asia-Pacific** remains muted at **+3,6%**, in contrast to historical year-on-year growth rates of +6% before the crisis and +4,5% in post-crisis years. However a strong increase in **indirect connectivity** – most likely a function of Europe's increased direct links with both Turkish and Gulf airports – means that overall airport connectivity with

5 European airport connectivity shares by world region[5]



6 Direct, indirect & airport connectivity by world region (2015 vs. 2008)



[5] Figures are adjusted to avoid the 'double-counting' of intra-European routes compared to extra-European routes

[6] In particular their ability to cater for almost exclusively long-haul markets. See 'Hub Connectivity' section for more information

Asia-Pacific has increased by **+15,3%** (almost twice the increase in overall airport connectivity in 2015). As a result Europe's total airport connectivity with Asia Pacific now stands at **+54,7% above 2008 levels**.

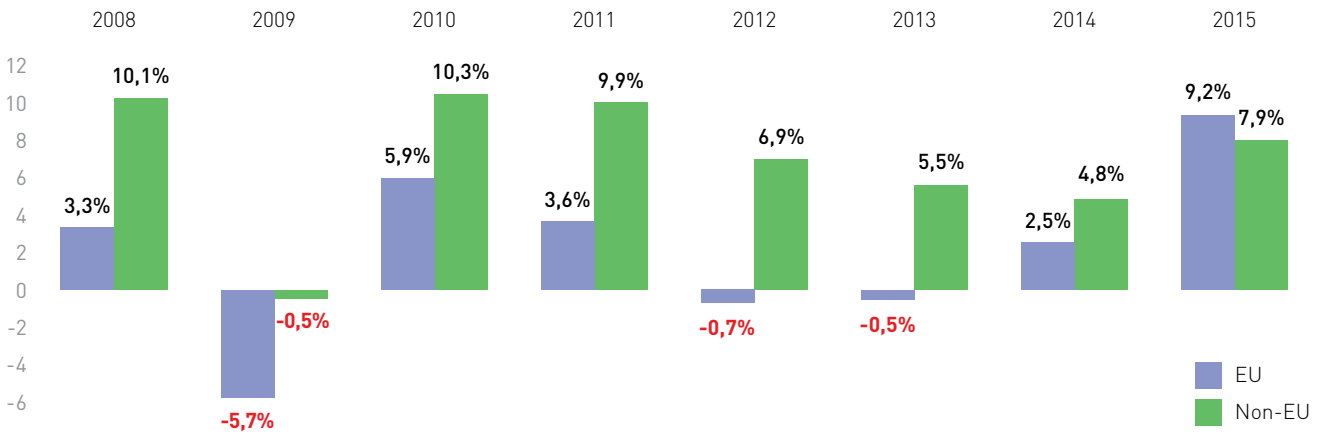
After several years of impressive growth (with a rate of post-crisis direct growth second only to the Middle East) total airport connectivity to **Africa** has slowed down in 2015, posting the lowest growth rate of all World regions (**+5,8%**). **Direct connectivity** is growing only by **+2,6%**, although stronger **indirect connectivity** growth (**+6,4%**) compensates somewhat.

Connectivity to **Latin America** continues to underperform, in line with recent years. 2015 represents another year of decline for **direct connectivity (-1,1%)**. Overall airport connectivity gains of **+7,5%** may appear impressive at first glance, but mask the fact that very low levels of existing connectivity between the two continents means that just a small absolute improvement in the situation can translate into significant increases in relative terms. This weaker performance reflects more limited economic links between the two regions as well as generally a weaker performance in the continent's main economies.

2 EU & NON-EU MARKETS

- **Strong** 2015 gains for the EU in total airport connectivity remain insufficient to restore direct connectivity back to 2008 pre-crisis levels. The growth in indirect connectivity reflects the EU's increasingly concentrated aviation network, as well as connectivity gains in aviation network outside Europe. For the first time, EU airport connectivity is growing above that of the non-EU bloc.

7 Airport connectivity in EU & Non-EU (2008–2015)



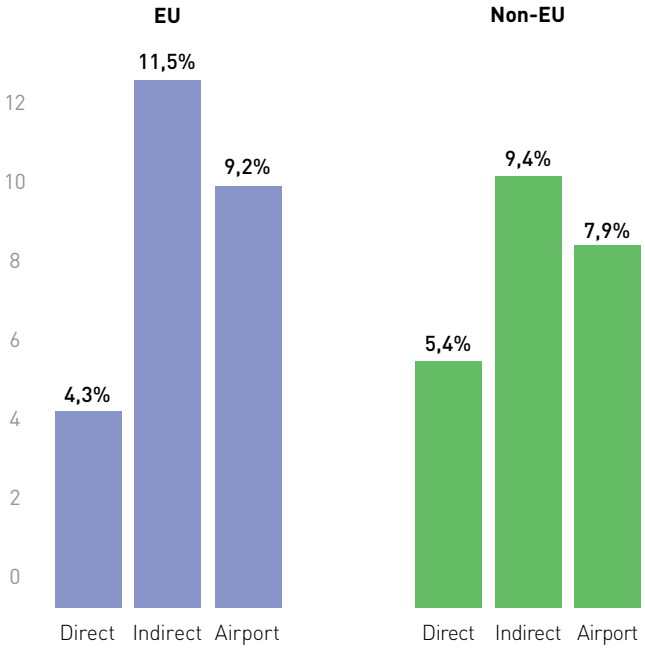
EU direct connectivity improving – but still below 2008 levels

2015 is a good year for EU airport connectivity, with **direct connectivity** growing by a healthy **+4,3%**. This is a significant improvement on recent years, during which EU direct connectivity had not made any gains – average year-on-year variations between 2009 and 2014 were -0,1%.

However this has not been sufficient to restore the EU's pre-crisis strength: **2015 direct connectivity is still a significant -3% below 2008 pre-crisis levels**. All connectivity gains since then are entirely due to indirect connectivity, which grew by +24,1% – pulling total airport connectivity up by + 14,4%.

Crucially, only a minority of EU airports have recovered their 2008 levels of direct connectivity, with **57%** still below pre-crisis strength. Even factoring in stronger improvements in

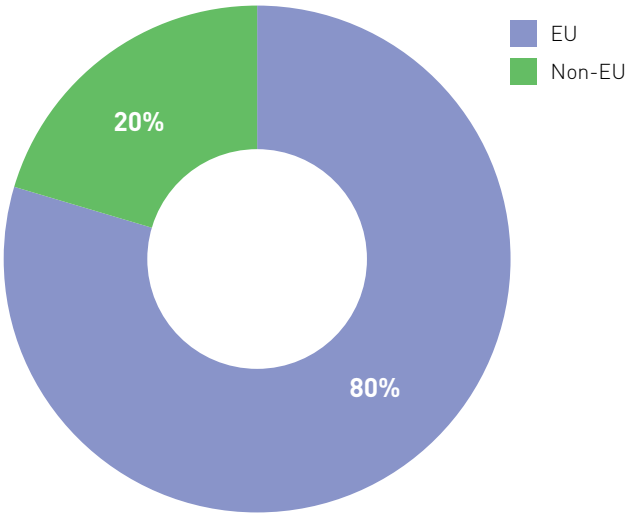
8 Direct, indirect & airport connectivity (2015 vs. 2014)



indirect links, more than 1 in 3 EU airports (**36%**) have not recovered their pre-crisis levels in total airport connectivity.

As with the overall European situation, the return of growth in direct connectivity growth is to be welcomed, but again it mainly reflects airlines' response to several years of increased underlying demand for air services. Moving forward, this year's growth spurt may not necessarily be replicated.

9 EU & non-EU market share in total airport connectivity (2015)

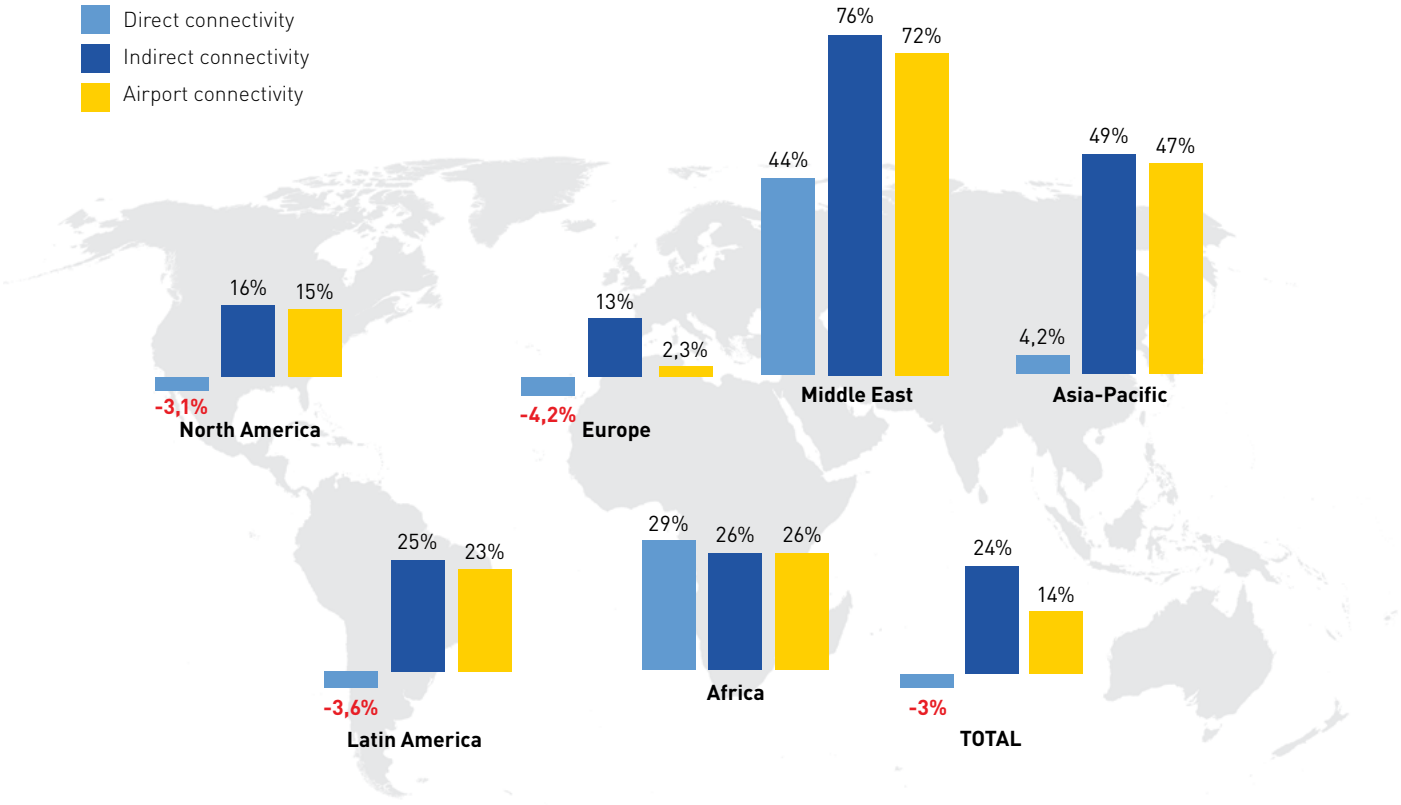


In terms of global connectivity, EU growth in 2015 is very much directed **towards mature markets**. Direct connectivity to **North America** has increased by **+5,8%** while **intra-European connectivity** has increased by **+4,3%**. However full recovery in these markets remains out of reach – direct connectivity to North America and within Europe continue to be **down by -3,1% and -4,2% respectively on 2008 levels**.

Growth to the **Middle East** keeps soaring, albeit from a much smaller base, with a direct connectivity increase of **+13%**. The resulting additional indirect connectivity gains have helped transform a modest increase in **direct connectivity to Asia Pacific (+1,9%)** into an impressive **+15%** increase in **total airport connectivity** to the region – well in excess of the EU's overall increase in airport connectivity (+9,2%).

EU airports continue to account for **80% of total airport connectivity**, although the rebalancing towards non-EU airports continues.

10 Direct, indirect & airport connectivity from EU airports by world region (2015 vs. 2008)



Non-EU connectivity remains dynamic

For the non-EU countries, **2015 is another year of robust connectivity gains**, although direct connectivity growth of **+5,4%** was marginally down on average year-on-year growth post crisis (+6,7%). This positive longer-term trend largely reflects the faster underlying growth of the economies concerned and as yet still untapped potential demand for air transport. It also reflects supportive government policies in selected countries such as Turkey. **Total airport connectivity** in the non-EU market has increased by **+7,9%** with **indirect growth (+9,4%)** playing a proportionately stronger role in driving this performance than in recent years, as detailed above.

In contrast with the situation in the EU, only 1 in 5 non-EU airports **(22%)** have not regained their 2008 levels of direct connectivity, and only **12%** are below equivalent levels of overall airport connectivity.

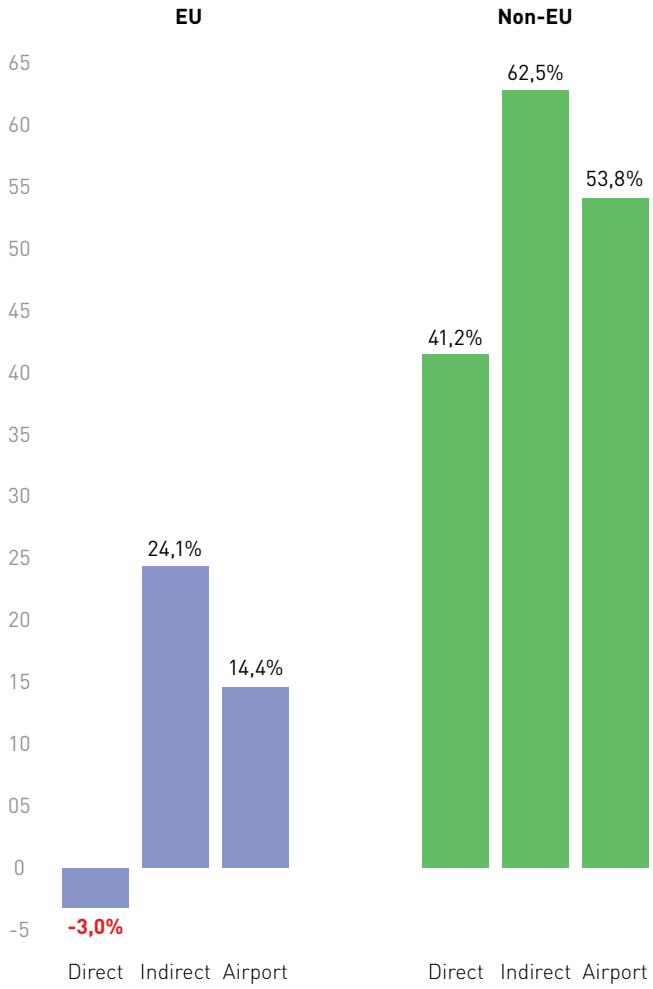
The growth in connectivity to global regions was relatively evenly spread for non-EU airports, with respectable growth in **direct connectivity** of **+8,8%** and **+6,5%** for **Africa** and **Asia-Pacific** in particular. However this was slightly slower than average year-on-year post crisis growth to these regions (+9,1% and +10% respectively). As expected, direct connectivity to the **Middle East** continued to experience strong growth, increasing by **+14%** in 2015. But connectivity gains were not just limited to emerging economies. Direct connectivity to **Europe** increased by **+5%** while direct connectivity to **North America** increased by an impressive **+9,9%**.

Total airport connectivity growth was strongest to the Middle East (+21,5%) and to Asia Pacific (+16,9%).

Contrasting patterns between EU and non-EU markets

2015 sees the EU outperforming the non-EU market in terms of total airport connectivity growth (+9,2% and +8% respectively). This mildly reverses the historical trend over the past decade, when the rate of airport connectivity growth in non-EU countries has been 3.5 times faster than equivalent growth in their EU counterparts. This reverse is likely to be temporary. Most non-EU aviation market remain substantially smaller

11 EU & Non-EU connectivity (2015 vs. 2008)



than EU markets with significant growth potential still ahead. 2015 results partly reflect resurgence in mature markets which have taken longer to recover from the crisis, as well as lower growth in emerging markets, in part impacted by geopolitical tensions in the region.

Comparing longer-term EU and non-EU growth since the crisis, the divergence of fortunes becomes very apparent.

The nature of connectivity growth within EU and non-EU airports also differs substantially. Within the EU, direct connectivity accounts for 30,5% of overall airport connectivity, with indirect connectivity making up the remainder. In contrast 37,4% of non-EU connectivity is comprised of direct connections. This remained the situation in 2015, with indirect providing the bulk of growth in the EU, and direct making a relatively stronger contribution within non-EU airports, reflecting the difference in maturity and potential of both markets.

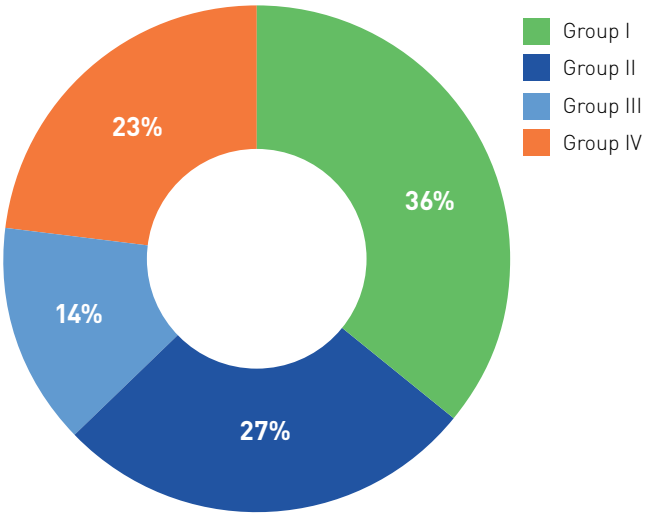
3 AIRPORT GROUPS

- Alongside significant growth in 2015 in airport connectivity for Europe, the different size categories of airports registered significantly higher year-on-year growth in direct, indirect and total airport connectivity compared with the previous year – with the largest airports performing particularly well.

Airports above 10 mppa (groups 1 & 2) are seeing their direct connectivity in 2015 increasing at comparable or higher rates than the average annual growth rate of the pre-crisis years, while their indirect connectivity is growing at two-fold the pre-crisis growth rates.

The presence of large airports located in not-yet-mature markets significantly building up their connectivity is one important growth factor. However it appears that airports located in mature markets also registered strong growth in connectivity – which is even more impressive when considering the size of the market and capacity constraints that some of these airports face. Airports with some spare capacity tend to have higher increase in direct connectivity, while indirect

13 Airport connectivity market share by airport group (2015)



12 Direct, indirect & airport connectivity by airport group

Direct connectivity	2015 vs. 2014	2014 vs. 2013	2015 vs. 2008	YoY 2005-2008	YoY 2009-2014
Gr I	4,8%	1,1%	6,5%	3,3%	1,5%
Gr II	3,5%	2,6%	6,2%	3,6%	2,2%
Gr III	4,0%	-0,8%	2,8%	4,2%	0,4%
Gr IV	4,5%	0,1%	2,3%	5,6%	0,9%
Total	4,6%	0,9%	4,8%	4,1%	1,3%

Indirect connectivity	2015 vs. 2014	2014 vs. 2013	2015 vs. 2008	YoY 2005-2008	YoY 2009-2014
Gr I	10,5%	5,5%	30,9%	4,5%	4,3%
Gr II	10,3%	2,4%	27,8%	5,6%	3,7%
Gr III	12,2%	1,8%	26,6%	3,6%	3,1%
Gr IV	12,5%	6,2%	33,0%	7,2%	4,5%
Total	11,1%	4,1%	29,8%	5,3%	4,0%

Airport connectivity	2015 vs. 2014	2014 vs. 2013	2015 vs. 2008	YoY 2005-2008	YoY 2009-2014
Gr I	8,7%	4,0%	22,4%	4,1%	3,4%
Gr II	8,0%	2,5%	20,1%	4,9%	3,2%
Gr III	9,4%	0,9%	17,8%	3,8%	2,1%
Gr IV	9,5%	3,9%	20,5%	6,5%	3,1%
Total	8,9%	2,9%	20,6%	4,8%	3,1%

connectivity is growing faster at airports with more acute capacity issues. Overall, this confirms again that 2015 is a year of growth in mature markets.

For smaller airports below 10 millions passenger per annum (groups 3 & 4) growth in direct connectivity in 2015 has also been resilient but lower than in the pre-crisis years – while indirect connectivity is growing faster than the European average.

This reflects **structural aviation market changes** with low cost carriers and legacy carriers consolidating their network, generally leading to **fewer direct connections from regional airports**.

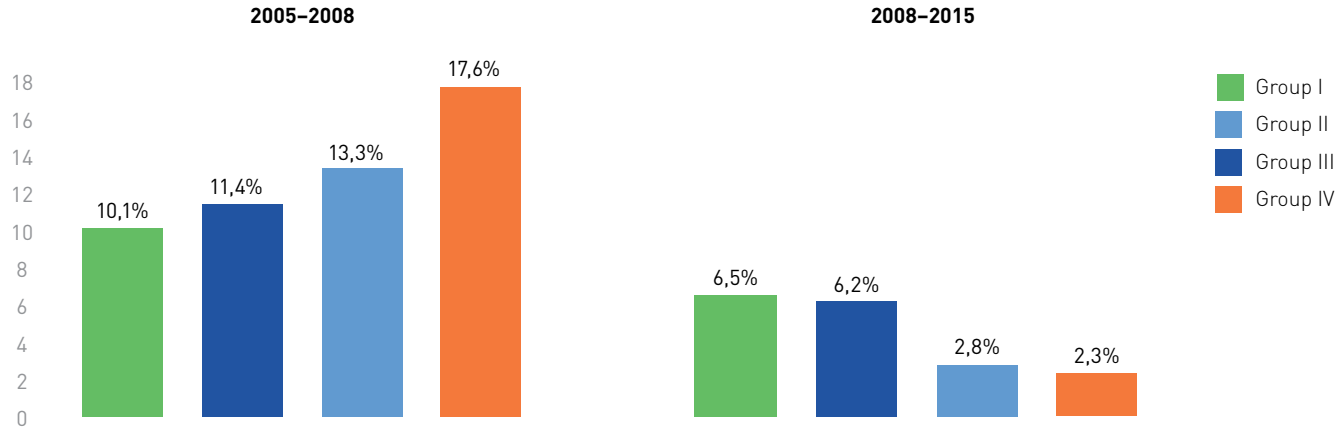
These structural changes impacting the long-term stability of direct connectivity at smaller airports are **particularly relevant to airports with less than 5 millions passenger per annum (group 4)**. In spite of a strong 2015 growth, these airports experience the most volatility when it comes to connectivity: indeed, while direct connectivity at Group 4 airports grew the fastest of all groups in 2005-2008, **these airports have only this year recovered their pre-crisis levels of direct connectivity** – while larger airports are now over **6%** above their 2008 levels.

Group average values hide the diverse realities that different airports face, which is, here again, especially true for airports below 5 millions passenger per annum (Group 4). While a vast majority of airports over 5 millions passenger per annum have recovered their total airport connectivity levels compared with pre-crisis, total airport connectivity in 2015 at nearly a third (32%) of Group 4 airports still remains below 2008 levels.

14 Airports with total 2015 connectivity below 2008 levels

Group	
1	6%
2	4%
3	10%
4	32%

15 Direct connectivity by airport group (2005–2015)



4 HUB CONNECTIVITY

- Europe's hub connectivity reflects the position and performance of European airports in the transfer market – which delivers both enhanced intra-European and global outreach through indirect connections and also additional direct connections which would otherwise not be sustainable based on local demand only.

  Europe's total hub connectivity remains strong, with growth in 2015 of +5,5% – in line with developments over the past decade. The top 3 EU hubs have grown above this average and have more than 3 times the level of total hub connectivity offered by the top 3 Gulf hubs. However, their level of intercontinental hub connectivity – a crucial indicator of their position as global aviation hubs – is steadily losing ground to the Gulf hubs.

Healthy hub connectivity growth – focused on Europe and North America

In 2015, Europe's **total hub connectivity** has increased by **+5,5%**. This compares to year on year increases of +5,6% before the crisis, and +5,9% subsequent to 2008. This highly consistent growth across the past decade is remarkable, and a reflection of **Europe's continued strong ability to provide indirect connections via its own hubs within Europe and to the wider world**.

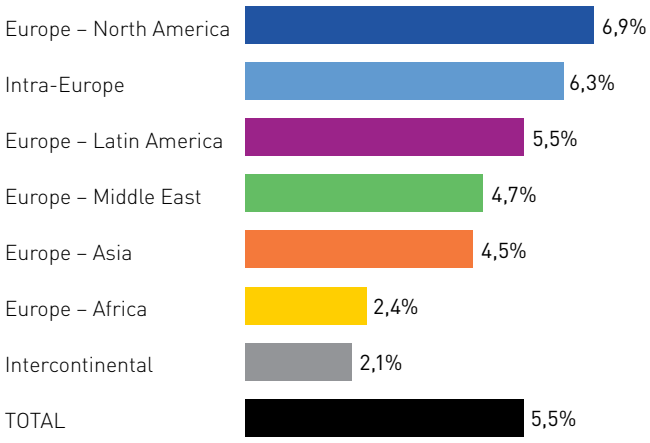
Growth in European hub connectivity is reasonably well spread to all world regions, with 2015 developments reflecting the wider European connectivity trend, and the strongest growth being on the **Europe-North America (+6,9%)** and **intra-European (+6,3%)** markets. This focus on the mature markets is significant, as combined Intra-Europe and North America account for over half of Europe's total hub connectivity. Conversely, 2015 growth on the **Europe-Africa** market and the intercontinental[7] market is much less significant. As regards, the **intercontinental market**, this is in sharp contrast to trends over the last 10 years, during which that market registered the largest growth in relative terms along with the **Europe-Middle East** market (year on year growth of 7,6% and 7,3% between 2004 and 2014 respectively). This development is pointing to an **increased focus on connecting Europe with the rest of the World, rather than connecting other World regions between themselves via Europe**. The Intercontinental market only accounts for 5,1% of the total hub connectivity offered by European hubs.

Strong – but increasingly challenged position for EU hubs

The position of the **top 3 European hubs (London-Heathrow, Paris-Charles de Gaulle and Frankfurt airports)** in terms of total hub connectivity remains strong – well above the level of the **top 3 Gulf hubs (Dubai, Doha and Abu Dhabi airports)**. Indeed, their combined level of **total hub connectivity is 3.3 times higher than their Gulf competitors**.

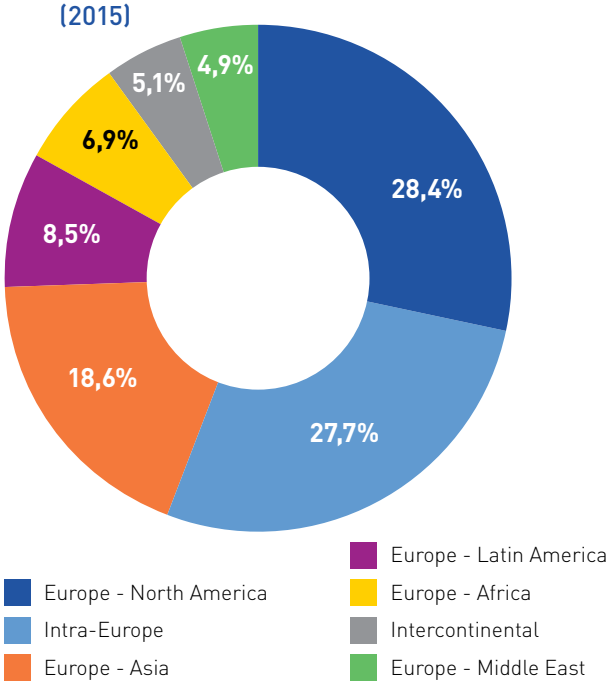
This primarily reflects the fact that Europe has a population which is both relatively large, concentrated and wealthy. As a result, passenger demand in Europe is sufficient to sustain a wide range of connections both within Europe and between Europe and the rest of the

16 Hub connectivity between Europe and world regions (2015 vs. 2014)



[7] All routes originating outside Europe and terminating outside Europe via European hubs.

17 Share of hub connectivity by connecting markets (2015)



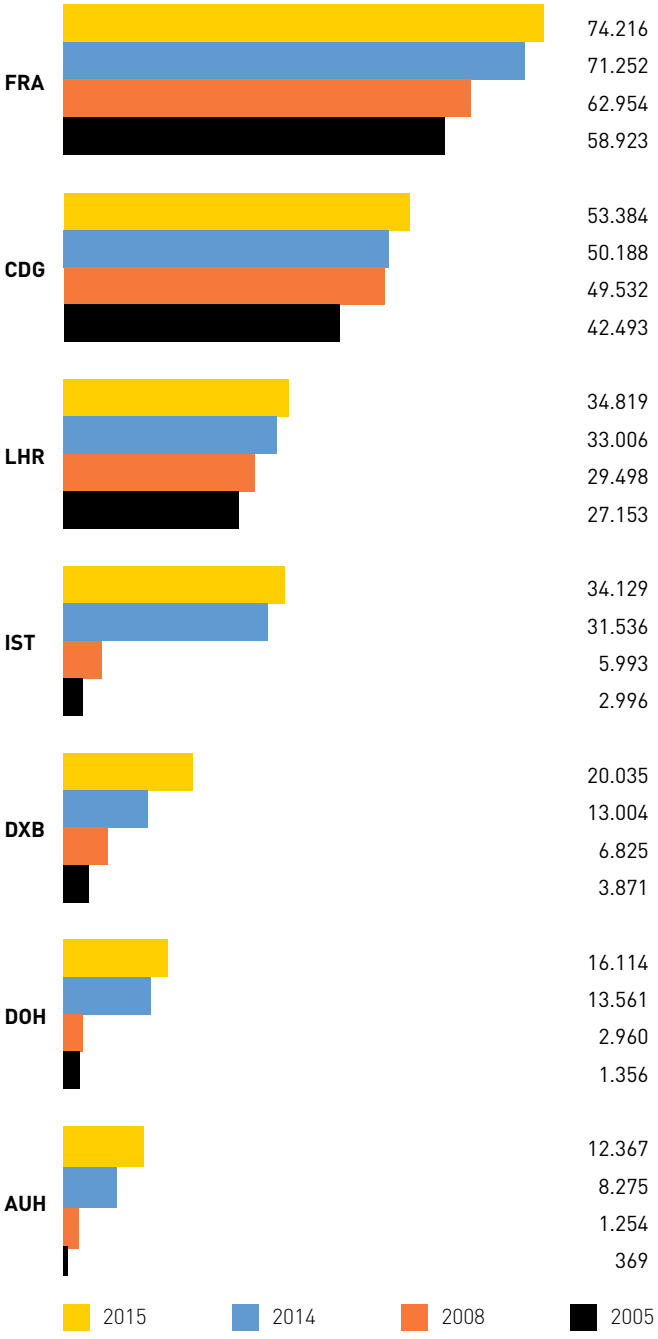
World. In contrast, Gulf hubs do not have large domestic markets and so instead focus on creating connections between other world regions – intercontinental hub connectivity – using their geographical position to their advantage. This has both allowed and forced them to develop long-haul networks without the accompanying short-haul feeder network.

In this respect, **Istanbul-Atatürk airport** is something of a **hybrid** between the two markets. The combination of a favourable geographic position with a strong domestic market as well as close access to the rest of Europe which can be tapped into to support and expand its hub connectivity.

This has allowed **Istanbul-Atatürk airport to outperform both the top 3 EU hubs and Gulf hubs** in terms of total hub connectivity growth in recent years. In 2005 the level of total hub connectivity at Istanbul-Atatürk airport was in the same range as that of the top 3 Gulf hubs, but by 2015 growth of +1039% ensured that the airport had surpassed these hubs – with its total hub connectivity level 70% higher than that of Dubai. Indeed, Istanbul-Atatürk's total hub connectivity is now almost the same at London-Heathrow. The continued growth of Turkish Airlines and the prospect of a new Istanbul airport with ample capacity means that the city of Istanbul will undoubtedly be able to further grow its total hub connectivity in the future – and that it is likely become even more important in developing connectivity between Europe and the rest of the World.

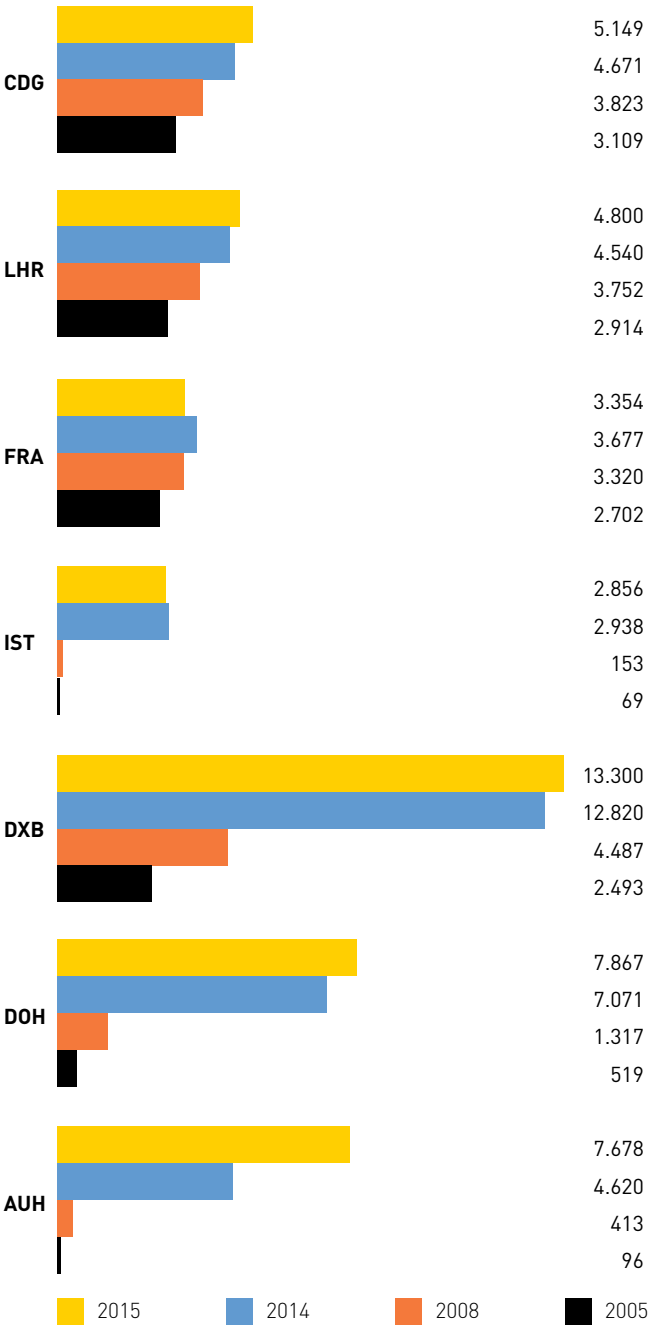
As regards the **3 top Gulf hubs**, it should be noted that while their absolute total hub connectivity remains well below that of the top 3 EU hubs, their development over the past years has been impressive and has far **outpaced the top 3 EU hubs**. Since 2008, the top 3 Gulf hubs have seen their total hub connectivity growing by **+340%** compared to **+14,4%** for the top 3 EU hubs.

18 Total hub connectivity



All these developments are pointing to **increased competition for EU hubs** – with the **success of the Gulf hubs in particular facilitated by a series of key positive factors** beyond their geographical location: significant airport capacity expansion, limited or non-existent operating restrictions, open skies, successful and ambitious hub-based airlines and public policies supporting air connectivity and global outreach.

19 Hub connectivity: intercontinental market



Weakening global position

The differences in market positioning and strategy between European and Gulf hub airports are most visible in their respective **intercontinental connectivity values**. While European airports have strong hub connectivity positions overall, they have a significantly weaker ability to facilitate passengers travelling between two different continents via Europe. In this respect the **intercontinental connectivity score of the 3 top EU hubs is less than half that of the top 3 Gulf hubs**. Indeed, as already mentioned, intercontinental connectivity growth for Europe as a whole is only **+2,1%** in 2015, lagging behind all other hub connectivity markets to/from Europe. This compares with **+7,6%** for the top 3 Gulf hubs.

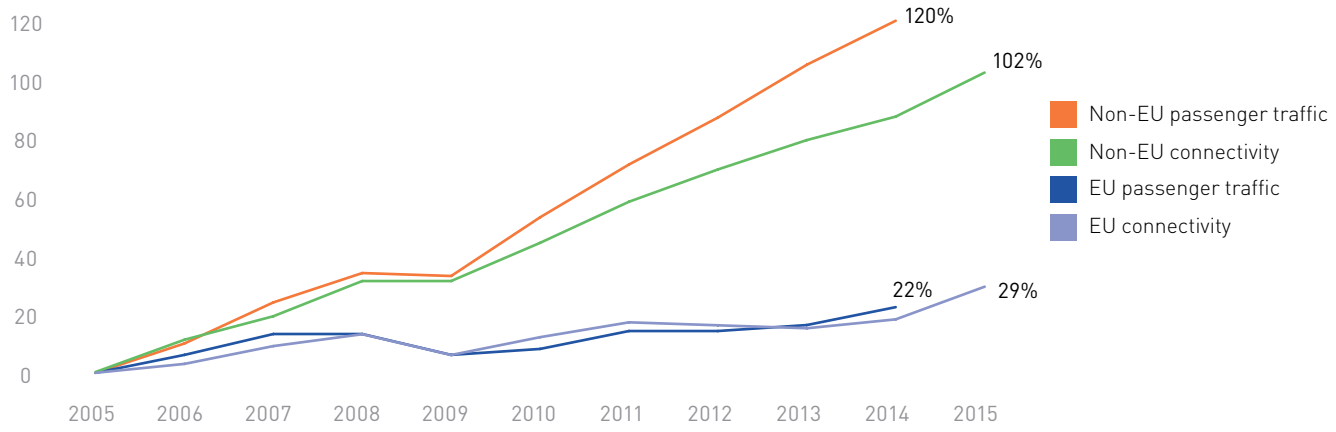
This indicates a **relative decline in the global position of European hubs**, and especially in their connectivity outreach beyond their home market. This is significant for Europe and its economy in the context of 'South-South' trade and investment flows being now an engine of growth for the global economy. To remain relevant, Europe needs to remain firmly ingrained into global trade and investment – in particular via its aviation network. Europe's ability to develop air connectivity not only from/to Europe but also between other world regions via Europe will ultimately shape its standing. **This requires a public policy shift to embrace and support air connectivity as a key strategic asset for economic development**.

APPENDICES

Appendix A Direct, indirect and airport connectivity

	2015 vs. 2014	2014 vs. 2013	2015 vs. 2005	YoY 2005-2008	YoY 2009-2014
Direct connectivity	4,6%	0,1%	18,3%	4,1%	1,4%
Indirect connectivity	11,1%	4,1%	51,4%	5,3%	4,1%
Airport connectivity	8,9%	3,1%	39,0%	4,8%	3,1%

Appendix B EU & non-EU airport connectivity and passenger traffic (2005-2015)



Appendix C Connectivity by destination world region

Table 1 Direct, indirect & airport connectivity at EU airports by destination region

EU	Direct				Indirect				Airport			
	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14
Africa	1,7%	-0,2%	6,8%	3,9%	7,1%	-3,6%	4,2%	2,5%	6,1%	-3,0%	4,7%	2,7%
Asia-Pacific	1,9%	6,8%	3,2%	1,9%	15,5%	3,5%	6,5%	6,7%	15,0%	3,6%	6,4%	6,5%
Europe	4,3%	-0,1%	3,4%	-0,3%	8,6%	3,6%	5,6%	2,4%	6,1%	1,4%	4,2%	0,8%
Latin America	-0,9%	6,7%	1,9%	-0,1%	8,7%	10,7%	2,0%	3,5%	8,2%	10,5%	2,0%	3,3%
Middle East	13,0%	0,9%	4,3%	3,7%	28,1%	-3,7%	6,9%	4,6%	26,1%	-3,1%	6,5%	4,5%
North America	5,8%	5,8%	6,2%	0,0%	11,0%	4,4%	2,3%	1,9%	10,8%	4,5%	2,5%	1,8%

Table 2 Direct, indirect & airport connectivity at non-EU airports by destination region

Non-EU	Direct				Indirect				Airport			
	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14
Africa	8,8%	-4,2%	9,7%	9,1%	3,7%	6,3%	12,5%	10,6%	4,3%	4,9%	12,2%	10,5%
Asia-Pacific	6,5%	3,2%	15,2%	10,0%	18,0%	9,0%	15,0%	12,6%	16,9%	8,4%	15,0%	12,3%
Europe	5,0%	1,7%	6,6%	6,4%	6,8%	5,8%	12,6%	7,2%	5,8%	3,5%	9,1%	6,8%
Latin America	-9,6%	-31,9%	45,4%	14,7%	2,8%	5,3%	4,8%	10,3%	2,6%	4,6%	5,1%	10,4%
Middle East	14,0%	9,8%	10,4%	14,9%	25,4%	2,8%	9,7%	10,2%	21,5%	5,1%	9,9%	11,7%
North America	9,9%	8,8%	7,4%	6,0%	9,2%	8,1%	8,4%	5,3%	9,2%	8,2%	8,4%	5,3%

Table 3 Direct, indirect & airport connectivity at European airports by destination region

Total Europe	Direct				Indirect				Airport			
	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14	2015 vs. 2014	2014 vs. 2013	YoY 2005-08	YoY 2009-14
Africa	2,6%	-0,7%	7,1%	4,5%	6,4%	-1,9%	5,2%	3,8%	5,8%	-1,7%	5,5%	3,9%
Asia-Pacific	3,6%	5,5%	6,0%	4,5%	15,9%	4,3%	7,4%	7,5%	15,3%	4,4%	7,3%	7,4%
Europe	4,5%	0,3%	4,0%	1,1%	8,1%	4,1%	7,0%	3,6%	6,0%	1,9%	5,1%	2,1%
Latin America	-1,1%	5,0%	2,3%	0,2%	7,9%	10,0%	2,2%	4,2%	7,5%	9,8%	2,2%	4,0%
Middle East	13,4%	4,0%	5,4%	7,0%	27,7%	-2,8%	7,2%	5,3%	25,3%	-1,7%	6,9%	5,6%
North America	6,3%	6,1%	6,3%	0,7%	10,8%	4,9%	2,9%	2,4%	10,6%	5,0%	3,1%	2,3%

Appendix D Airports with direct, indirect and airport connectivity in 2015 below 2008 levels

	Direct	Indirect	Airport
EU	57%	25%	36%
Non-EU	22%	7%	12%
Total	45%	19%	28%

Appendix E Hub connectivity by world region

Hub Connectivity	2015	2014	2015 vs. 2008	YoY 2005-2008	YoY 2009-2014
Europe-Africa	2,4%	-2,1%	25,8%	5,2%	3,5%
Europe-Asia	4,7%	5,0%	28,2%	5,5%	5,8%
Europe-Latin America	4,5%	5,1%	17,8%	2,5%	2,7%
Europe-Middle East	5,5%	12,9%	67,6%	6,0%	7,6%
Europe-North America	6,9%	6,4%	23,5%	4,6%	3,3%
Intercontinental	2,1%	10,7%	47,5%	8,1%	6,3%
Intra-Europe	6,3%	5,0%	21,6%	7,3%	4,3%
Total	5,5%	5,5%	26,1%	5,6%	5,9%

Appendix F Total hub connectivity & Intercontinental hub connectivity (2015 vs. 2005, 2008, 2014)

Total hub connectivity

2015 vs...	2005	2008	2014
AUH	3.249%	887%	49%
DOH	1.088%	444%	19%
DXB	418%	194%	54%
IST	1.039%	470%	8%
LHR	28%	18%	5%
CDG	26%	8%	6%
FRA	26%	18%	4%

Intercontinental hub connectivity

2015 vs...	2005	2008	2014
AUH	7.898%	1.759%	66%
DOH	1.416%	497%	11%
DXB	433%	196%	4%
IST	4.035%	1.762%	-3%
FRA	24%	1%	-9%
LHR	65%	28%	6%
CDG	66%	35%	10%

Appendix G Airport Connectivity (2015) & GDP (2013) by European country

COUNTRY	CONNECTIVITY			HUB	GDP (m€)
	Total	Direct	Indirect		
Albania	712	178	534	–	9.569
Austria	10.909	2.911	7.998	13.329	313.197
Belarus	1.110	327	783	18	46.148
Belgium	8.903	2.781	6.122	6.972	382.692
Bosnia and Herzegovina	499	88	410	1	12.436
Bulgaria	2.205	542	1.663	27	39.940
Croatia	3.424	964	2.460	9	43.313
Cyprus	1.511	505	1.006	15	16.504
Czech Republic	4.595	1.262	3.333	1.246	149.491
Denmark	9.800	2.815	6.985	5.759	249.125
Estonia	1.685	319	1.366	17	18.435
Finland	7.256	2.006	5.250	8.096	193.443
France	43.247	13.770	29.477	55.359	2.059.852
Georgia	876	213	663	1	11.546
Germany	68.386	18.083	50.302	110.304	2.737.600
Greece	11.010	4.615	6.394	2.817	182.054
Hungary	3.427	814	2.613	77	98.071
Iceland	901	431	470	1.788	11.000
Ireland	8.817	2.429	6.389	2.651	164.050
Israel	5.171	1.066	4.105	122	200.500
Italy	38.659	10.870	27.788	14.807	1.560.024
Latvia	1.871	686	1.185	196	23.372
Lithuania	1.123	435	688	7	34.631
Luxembourg	2.058	442	1.615	–	45.478
FYROM	375	80	295	0	7.048
Malta	1.310	397	913	49	7.186
Moldova	638	191	446	30	5.291
Monaco	334	334	–	–	6.075
Montenegro	568	210	358	6	3.086
Netherlands	16.670	4.866	11.804	50.718	602.658
Norway	16.701	7.726	8.975	4.631	384.747
Poland	7.539	2.280	5.260	2.242	389.695
Portugal	10.210	3.295	6.916	4.510	165.666
Romania	4.044	962	3.082	261	142.245
Russian Federation	19.502	7.978	11.524	18.911	1.577.000
Serbia	2.595	634	1.961	301	31.988
Slovakia	140	97	44	3	72.134
Slovenia	1.026	211	815	105	35.275
Spain	42.471	16.296	26.175	20.897	1.022.988
Sweden	11.278	3.568	7.710	2.503	420.088
Switzerland	18.899	4.576	14.323	16.084	489.978
Turkey	23.914	10.969	12.945	36.888	616.345
Ukraine	3.028	806	2.222	901	128.594
United Kingdom	54.981	17.463	37.518	39.379	1.908.540

Appendix H Connectivity by individual airport

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
LHR	London	24.942	4.759	20.183	34.819	12%	1%	15%	5%
CDG	Paris	19.679	4.510	15.169	53.384	9%	1%	12%	6%
FRA	Frankfurt	18.789	4.740	14.049	74.216	2%	2%	2%	4%
AMS	Amsterdam	16.004	4.390	11.614	50.671	13%	5%	16%	3%
MUC	Munich	12997	3.801	9.196	28.697	7%	8%	7%	10%
FCO	Rome	11749	3.398	8.351	12.703	19%	4%	26%	0%
MAD	Madrid	11374	3.469	7.905	16.773	9%	9%	9%	12%
ZRH	Zurich	9.912	2.401	7.510	14.576	6%	4%	7%	4%
IST	Istanbul	9.729	4.258	5.471	34.129	4%	7%	1%	8%
BCN	Barcelona	9.328	2.948	6.380	3.051	9%	3%	11%	10%
BRU	Brussels	8.266	2.264	6.002	6.915	5%	5%	4%	8%
CPH	Copenhagen	8.187	2.492	5.695	5.742	3%	3%	3%	-8%
DUS	Düsseldorf	7.592	2.168	5.424	3.136	9%	9%	8%	6%
VIE	Vienna	7.562	2.388	5.174	13.293	9%	1%	14%	2%
TXL	Berlin	7.181	1.872	5.309	2.575	17%	4%	22%	-3%
DUB	Dublin	7.177	1.999	5.178	2.622	16%	17%	15%	35%
ARN	Stockholm	6.959	2.015	4.944	2.141	-1%	-14%	5%	-20%
MAN	Manchester	6.461	1.729	4.732	966	2%	-1%	3%	-1%
GVA	Geneva	6.438	1.448	4.990	1.315	9%	3%	10%	6%
LIS	Lisbon	6.413	1.659	4.754	4.395	11%	10%	12%	1%
HAM	Hamburg	6.321	1.489	4.833	494	14%	8%	16%	2%
OSL	Oslo	6.153	2.349	3.804	4.133	0%	-1%	1%	1%
MXP	Milan	6.067	1.496	4.571	817	10%	-1%	14%	5%
ATH	Athens	5.458	1.729	3.729	2.736	21%	19%	22%	38%
SVO	Moscow	5.062	2.478	2.584	15439	6%	7%	6%	12%
TLV	Tel-Aviv	5.029	925	4.104	122	10%	2%	12%	34%
DME	Moscow	4.920	2.241	2.679	2.385	11%	11%	12%	4%
HEL	Helsinki	4.775	1.504	3.271	8.093	3%	-3%	6%	6%
PRG	Prague	4.437	1.158	3.279	1.244	7%	-1%	9%	-19%
NCE	Nice	4.423	1.512	2.911	141	1%	1%	1%	13%
VCE	Venice	4.327	813	3.514	321	17%	2%	21%	10%
STR	Stuttgart	4.299	1.119	3.180	604	17%	15%	18%	31%
WAW	Warsaw	4.161	1.222	2.939	2.217	-2%	6%	-6%	-4%
LGW	London	4.018	2.779	1.239	1.290	7%	3%	16%	31%
EDI	Edinburgh	4.002	1.065	2.937	65	10%	7%	11%	25%
LIN	Milan	3.856	976	2.879	580	16%	6%	20%	22%
ORY	Paris	3.731	2.507	1.225	1.194	8%	5%	13%	3%
BHX	Birmingham	3.553	936	2.617	93	6%	-5%	11%	-21%
LED	St Petersburg	3.505	1.230	2.275	1.043	10%	3%	13%	16%
LYS	Lyon	3.486	1.058	2.427	387	5%	5%	5%	2%
BUD	Budapest	3.427	814	2.613	77	10%	11%	9%	6%
PMI	Palma De Mallorca	3.312	2.035	1.277	665	10%	4%	21%	-13%
OTP	Bucharest	3.231	733	2.498	260	5%	3%	5%	-4%
AGP	Malaga	2.999	1.117	1.882	92	13%	3%	20%	14%

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
LHR	London	29%	0%	39%	18%	51%	-1%	72%	28%
CDG	Paris	17%	-11%	29%	8%	35%	-2%	51%	26%
FRA	Frankfurt	15%	3%	20%	18%	22%	2%	31%	26%
AMS	Amsterdam	17%	9%	21%	37%	22%	17%	24%	53%
MUC	Munich	19%	-8%	36%	6%	38%	0%	65%	48%
FCO	Rome	25%	-3%	42%	5%	39%	16%	52%	106%
MAD	Madrid	11%	-22%	36%	-16%	26%	-10%	53%	10%
ZRH	Zurich	26%	5%	34%	10%	48%	12%	66%	66%
IST	Istanbul	86%	102%	75%	470%	187%	169%	203%	1.039%
BCN	Barcelona	11%	-5%	21%	-15%	27%	3%	43%	-18%
BRU	Brussels	19%	4%	25%	94%	34%	19%	40%	148%
CPH	Copenhagen	17%	-4%	29%	-26%	29%	-4%	51%	-32%
DUS	Düsseldorf	14%	0%	20%	18%	39%	14%	52%	233%
VIE	Vienna	12%	-7%	23%	-8%	32%	6%	50%	-4%
TXL	Berlin	40%	21%	48%	616%	63%	41%	73%	1.682%
DUB	Dublin	38%	8%	54%	134%	51%	30%	61%	392%
ARN	Stockholm	3%	-11%	10%	-8%	17%	-11%	34%	20%
MAN	Manchester	11%	-2%	17%	11%	6%	-2%	10%	-9%
GVA	Geneva	35%	20%	40%	191%	56%	41%	61%	344%
LIS	Lisbon	36%	26%	39%	40%	53%	41%	58%	120%
HAM	Hamburg	19%	-5%	29%	-22%	42%	12%	55%	55%
OSL	Oslo	19%	4%	30%	32%	45%	21%	64%	47%
MXP	Milan	2%	-14%	8%	-4%	7%	-26%	26%	-89%
ATH	Athens	7%	-1%	12%	100%	48%	8%	79%	118%
SVO	Moscow	41%	63%	25%	183%	49%	86%	25%	437%
TLV	Tel-Aviv	41%	56%	38%	122%	107%	106%	107%	211%
DME	Moscow	43%	38%	49%	250%	278%	129%	732%	638%
HEL	Helsinki	1%	-16%	10%	22%	16%	-7%	30%	94%
PRG	Prague	2%	-23%	16%	-61%	25%	-10%	45%	-51%
NCE	Nice	4%	-15%	18%	22%	14%	-6%	28%	32%
VCE	Venice	41%	8%	52%	90%	67%	16%	86%	80%
STR	Stuttgart	9%	-14%	19%	8%	14%	-7%	24%	127%
WAW	Warsaw	6%	-4%	11%	41%	17%	9%	20%	50%
LGW	London	-20%	12%	-51%	27%	-39%	34%	-73%	-37%
EDI	Edinburgh	24%	-3%	38%	388%	31%	-4%	51%	259%
LIN	Milan	36%	7%	50%	123%	66%	9%	101%	293%
ORY	Paris	26%	8%	88%	12%	28%	15%	70%	-3%
BHX	Birmingham	16%	-4%	26%	26%	13%	-11%	24%	-20%
LED	St Petersburg	45%	46%	44%	141%	138%	93%	172%	261%
LYS	Lyon	1%	-14%	10%	-63%	5%	-9%	13%	-62%
BUD	Budapest	2%	-20%	12%	-93%	5%	-24%	20%	-91%
PMI	Palma De Mallorca	39%	19%	90%	-35%	71%	45%	139%	-1%
OTP	Bucharest	20%	21%	20%	19%	58%	56%	59%	57%
AGP	Malaga	30%	7%	48%	114%	32%	9%	50%	35%

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
TLS	Toulouse	2.940	799	2.142	45	5%	2%	6%	-13%
HAJ	Hanover	2.917	529	2.387	50	10%	9%	11%	21%
MRS	Marseille	2.850	834	2.016	111	5%	-1%	8%	-27%
GOT	Gothenburg	2.754	580	2.174	82	5%	4%	5%	-4%
BLQ	Bologna	2.560	555	2.005	77	0%	-2%	1%	-15%
SAW	Istanbul	2.466	1.857	609	2.715	33%	12%	213%	15%
GLA	Glasgow	2.411	855	1.556	67	8%	11%	6%	70%
BSL	Basel	2.388	628	1.760	185	9%	4%	11%	-5%
BIO	Bilbao	2.354	446	1.907	67	20%	11%	22%	52%
CGN	Cologne	2.324	900	1.423	422	9%	7%	10%	11%
ABZ	Aberdeen	2.273	587	1.686	21	3%	1%	5%	16%
KBP	Kiev	2.232	624	1.607	896	-10%	-20%	-6%	-31%
SVG	Stavanger	2.134	603	1.530	214	5%	-5%	9%	60%
NUE	Nuremberg	2.100	379	1.721	52	1%	2%	1%	22%
FLR	Florence	2.080	319	1.760	26	9%	0%	11%	1%
LUX	Luxembourg	2.058	442	1.615	--	9%	3%	10%	--
BEG	Belgrade	2.011	548	1.462	301	7%	-1%	10%	10%
AYT	Antalya	1.998	1.028	970	10	16%	14%	17%	43%
ESB	Ankara	1.950	817	1.133	21	1%	-8%	8%	43%
OPO	Porto	1.928	680	1.248	88	21%	18%	23%	-9%
ZAG	Zagreb	1.923	361	1.561	--	14%	6%	15%	--
RIX	Riga	1.871	686	1.185	196	25%	14%	32%	-36%
BGO	Bergen	1.855	826	1.028	173	-1%	5%	-6%	16%
TRN	Turin	1.777	320	1.457	19	5%	-6%	7%	32%
SOF	Sofia	1.725	307	1.418	26	8%	-17%	16%	-30%
LCY	London	1.708	808	900	376	14%	24%	6%	-10%
BRE	Bremen	1.685	266	1.419	24	6%	-2%	7%	-17%
TLL	Tallinn	1.685	319	1.366	17	25%	13%	29%	101%
STN	London	1.682	1.493	189	1.258	4%	6%	-13%	40%
BLL	Billund	1.614	323	1.291	17	12%	7%	14%	3%
VLC	Valencia	1.607	470	1.137	35	12%	11%	12%	15%
NAP	Naples	1.582	551	1.031	27	22%	4%	34%	-15%
ADB	Izmir	1.534	640	894	12	3%	7%	-1%	-35%
BOD	Bordeaux	1.521	579	942	47	23%	10%	34%	0%
ALC	Alicante	1.455	797	658	35	16%	8%	27%	38%
BRS	Bristol	1.412	602	810	205	31%	5%	62%	2%
TRD	Trondheim	1.393	668	725	14	-1%	2%	-4%	-27%
LPA	Gran Canaria	1.332	694	637	38	14%	3%	30%	137%
MLA	Malta	1.310	397	913	49	21%	11%	26%	18%
KRK	Krakow	1.298	357	941	1	9%	12%	8%	-48%
LCA	Larnaca	1.251	355	897	15	20%	3%	28%	-46%
NTE	Nantes	1.205	500	705	22	13%	7%	18%	33%
IBZ	Ibiza	1.131	709	422	47	12%	9%	17%	25%
MSQ	Minsk	1.110	327	783	18	30%	11%	39%	2%
GRZ	Graz	1.048	163	886	11	18%	14%	18%	2%

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
TLS	Toulouse	15%	4%	19%	66%	37%	20%	44%	-37%
HAJ	Hanover	7%	-20%	15%	-36%	19%	-20%	33%	23%
MRS	Marseille	25%	2%	38%	-64%	19%	12%	22%	-68%
GOT	Gothenburg	18%	-7%	27%	-59%	25%	-7%	38%	-24%
BLQ	Bologna	18%	12%	20%	191%	24%	27%	24%	945%
SAW	Istanbul	873%	803%	1.173%	33.699%	4.044%	4.673%	2.855%	--
GLA	Glasgow	4%	-1%	7%	59%	-10%	-7%	-12%	-47%
BSL	Basel	56%	23%	73%	271%	67%	48%	75%	115%
BIO	Bilbao	26%	-15%	43%	-12%	41%	-12%	65%	106%
CGN	Cologne	7%	-15%	27%	5%	-4%	-18%	8%	40%
ABZ	Aberdeen	32%	-2%	50%	27%	48%	9%	70%	201%
KBP	Kiev	0%	-12%	5%	228%	64%	29%	83%	553%
SVG	Stavanger	53%	10%	82%	155%	78%	24%	114%	179%
NUE	Nuremberg	4%	-20%	11%	-61%	20%	-11%	30%	1%
FLR	Florence	22%	1%	26%	88%	44%	13%	51%	29%
LUX	Luxembourg	27%	8%	34%	--	52%	11%	69%	--
BEG	Belgrade	54%	52%	55%	621%	118%	78%	138%	1.510%
AYT	Antalya	197%	139%	298%	-19%	297%	174%	662%	-4%
ESB	Ankara	61%	90%	45%	-33%	142%	143%	141%	39%
OPO	Porto	43%	37%	47%	-50%	32%	61%	20%	-37%
ZAG	Zagreb	23%	7%	27%	--	46%	23%	52%	--
RIX	Riga	70%	33%	101%	28%	99%	136%	82%	922%
BGO	Bergen	10%	6%	13%	38%	42%	23%	63%	82%
TRN	Turin	-3%	-34%	8%	-61%	11%	-19%	21%	-4%
SOF	Sofia	12%	-22%	24%	-49%	64%	24%	76%	183%
LCY	London	-18%	-6%	-27%	110%	32%	26%	39%	864%
BRE	Bremen	6%	-14%	10%	-23%	9%	0%	11%	294%
TLL	Tallinn	54%	-2%	78%	133%	132%	29%	185%	268%
STN	London	-10%	-13%	23%	13%	-5%	-8%	36%	53%
BLL	Billund	36%	1%	49%	-45%	47%	12%	60%	-49%
VLC	Valencia	-5%	-34%	16%	-54%	16%	-23%	47%	9%
NAP	Naples	26%	-9%	59%	35%	64%	23%	100%	-10%
ADB	Izmir	101%	92%	108%	-74%	225%	229%	223%	126%
BOD	Bordeaux	-6%	10%	-14%	-71%	18%	24%	16%	-72%
ALC	Alicante	10%	2%	22%	128%	38%	29%	50%	93%
BRS	Bristol	-8%	1%	-13%	89%	25%	29%	22%	118%
TRD	Trondheim	21%	6%	41%	-27%	20%	6%	35%	-44%
LPA	Gran Canaria	-11%	-16%	-5%	544%	12%	10%	14%	219%
MLA	Malta	105%	38%	159%	64%	155%	40%	296%	189%
KRK	Krakow	24%	9%	31%	-95%	63%	57%	65%	-93%
LCA	Larnaca	21%	-9%	38%	-84%	36%	-8%	67%	-78%
NTE	Nantes	20%	39%	9%	266%	99%	82%	114%	-24%
IBZ	Ibiza	66%	46%	113%	857%	122%	106%	158%	2.788%
MSQ	Minsk	157%	147%	162%	5.768%	208%	303%	180%	4.980%
GRZ	Graz	8%	-17%	14%	3%	11%	-11%	16%	663%

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
FAO	Faro	1.040	536	504	2	4%	2%	6%	-50%
LJU	Ljubljana	1.026	211	815	105	9%	5%	11%	6%
SKG	Thessaloniki	1.002	462	541	56	5%	8%	3%	9%
VNO	Vilnius	997	368	629	6	23%	19%	25%	-6%
VRN	Verona	993	240	753	0	1%	-11%	6%	441%
SXF	Berlin	937	551	387	25	12%	5%	24%	3%
KEF	Keflavik	901	431	470	1.788	36%	16%	62%	27%
SZG	Salzburg	891	173	718	17	1%	5%	0%	-7%
PMO	Palermo	874	417	458	11	-6%	-5%	-7%	53%
HER	Heraklion	861	460	400	9	15%	4%	31%	129%
SVQ	Sevilla	842	345	496	30	15%	8%	20%	9%
SNN	Shannon	827	143	684	21	5%	-21%	13%	-55%
TFN	Tenerife	814	419	394	30	9%	1%	18%	5.880%
SVX	Ekaterinburg	794	321	473	21	13%	19%	10%	-9%
TBS	Tbilisi	773	170	603	1	12%	1%	15%	-69%
OVB	Novosibirsk	743	292	451	8	12%	29%	3%	86%
FMO	Muenster	739	111	628	6	27%	28%	27%	7.213%
BGY	Milan	738	585	153	176	1%	-1%	11%	18%
TOS	Tromsoe	721	459	263	64	-1%	-1%	0%	-3%
TIA	Tirana	712	178	534	--	-5%	-32%	9%	--
ADA	Adana	688	282	405	0	9%	2%	13%	-56%
CAG	Cagliari	666	312	354	2	3%	-6%	13%	-66%
WRO	Wroclaw	663	193	470	9	24%	13%	30%	50%
ORK	Cork	660	193	467	6	5%	-10%	12%	-38%
SPU	Split	660	240	419	7	26%	21%	30%	46%
INN	Innsbruck	653	76	577	2	6%	8%	5%	104%
KIV	Chisinau	638	191	446	30	18%	15%	20%	110%
BOO	Bodo	632	479	153	32	7%	5%	12%	-3%
TFS	Tenerife	626	382	243	5	3%	-3%	14%	-16%
BJV	Bodrum	612	277	335	1	19%	16%	22%	--
POZ	Poznan	596	135	462	1	8%	22%	4%	20%
ACE	Lanzarote	593	407	186	1	26%	10%	87%	-58%
RHO	Rhodes	587	342	245	8	6%	4%	8%	15%
PRN	Pristina	585	86	499	--	--	--	--	--
KRS	Kristiansand	580	167	413	0	8%	9%	7%	-78%
SOU	Southampton	578	361	217	73	4%	-6%	27%	-19%
DBV	Dubrovnik	570	203	368	1	7%	14%	4%	58%
DLM	Mugla	551	320	231	1	17%	16%	20%	404%
SXB	Strasbourg	549	218	331	25	11%	6%	14%	-5%
BMA	Stockholm	533	391	142	276	-4%	-14%	41%	-1%
KUF	Samara	530	178	352	1	30%	50%	22%	210%
AER	Sochi	529	268	261	6	--	--	--	--
EMA	East Midlands	527	422	105	56	14%	-6%	594%	5%
CFE	Clermont-Ferrand	500	75	424	--	23%	-6%	30%	--
SJJ	Sarajevo	499	88	410	1	2%	-13%	6%	-21%

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
FAO	Faro	47%	27%	76%	-73%	107%	88%	133%	-85%
LJU	Ljubljana	-18%	-32%	-13%	-41%	21%	-7%	31%	114%
SKG	Thessaloniki	14%	1%	28%	16%	44%	10%	94%	62%
VNO	Vilnius	1%	8%	-2%	-78%	20%	40%	11%	-14%
VRN	Verona	-17%	-28%	-13%	-86%	3%	-14%	10%	-88%
SXF	Berlin	31%	-1%	144%	-38%	63%	24%	193%	20%
KEF	Keflavik	229%	119%	509%	536%	115%	148%	91%	781%
SZG	Salzburg	8%	6%	9%	136%	-19%	-15%	-20%	189%
PMO	Palermo	2%	-12%	18%	-26%	16%	6%	27%	120%
HER	Heraklion	99%	52%	207%	2.312%	177%	92%	471%	2.473%
SVQ	Sevilla	-9%	-26%	8%	-39%	3%	-6%	10%	-41%
SNN	Shannon	-2%	-40%	12%	-17%	-29%	-42%	-25%	-54%
TFN	Tenerife	-15%	-29%	5%	--	7%	-3%	20%	1.407%
SVX	Ekaterinburg	39%	31%	45%	21%	84%	53%	113%	241%
TBS	Tbilisi	93%	31%	123%	-80%	190%	116%	221%	-21%
OVB	Novosibirsk	71%	28%	117%	29%	193%	67%	479%	281%
FMO	Muenster	-3%	-45%	11%	-58%	12%	-47%	40%	-54%
BGY	Milan	23%	21%	33%	601%	90%	93%	83%	26.703%
TOS	Tromsoe	11%	8%	18%	120%	22%	10%	52%	185%
TIA	Tirana	34%	-3%	54%	--	95%	15%	154%	--
ADA	Adana	174%	139%	205%	--	263%	198%	329%	91%
CAG	Cagliari	20%	-5%	56%	8%	87%	48%	142%	50%
WRO	Wroclaw	16%	5%	22%	-4%	131%	143%	127%	745%
ORK	Cork	-5%	-34%	17%	20%	6%	-32%	38%	--
SPU	Split	94%	78%	105%	25%	177%	130%	213%	298%
INN	Innsbruck	-1%	-34%	6%	12%	35%	-13%	45%	22%
KIV	Chisinau	138%	65%	194%	362%	271%	122%	423%	1.695%
BOO	Bodo	-6%	-4%	-13%	230%	1%	1%	3%	257%
TFS	Tenerife	24%	35%	9%	-56%	62%	73%	48%	-66%
BJV	Bodrum	224%	154%	320%	7%	452%	311%	670%	--
POZ	Poznan	18%	-17%	34%	-77%	79%	53%	88%	476%
ACE	Lanzarote	29%	26%	38%	-87%	75%	84%	59%	-72%
RHO	Rhodes	53%	37%	85%	4.910%	81%	61%	119%	--
PRN	Pristina	--	--	--	--	--	--	--	--
KRS	Kristiansand	17%	0%	26%	-88%	50%	20%	67%	--
SOU	Southampton	-24%	-25%	-24%	-49%	-20%	-24%	-14%	-7%
DBV	Dubrovnik	73%	78%	70%	160%	149%	123%	165%	2.468%
DLM	Mugla	233%	198%	298%	-87%	430%	337%	651%	-83%
SXB	Strasbourg	-38%	-34%	-40%	-62%	-34%	-39%	-30%	-26%
BMA	Stockholm	33%	11%	198%	697%	34%	20%	91%	693%
KUF	Samara	8%	-17%	29%	-87%	25%	-2%	44%	-87%
AER	Sochi	--	--	--	--	--	--	--	--
EMA	East Midlands	17%	-1%	336%	-36%	69%	52%	199%	34%
CFE	Clermont-Ferrand	-7%	-62%	25%	--	14%	-65%	91%	--
SJJ	Sarajevo	30%	-17%	49%	380%	61%	19%	74%	--

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
AES	Aalesund	498	125	372	--	2%	4%	2%	--
MAH	Menorca	497	332	165	1	55%	46%	78%	117%
CRL	Charleroi	487	425	62	57	-1%	2%	-17%	28%
FNC	Funchal	479	184	295	3	11%	8%	12%	-34%
LNZ	Linz	479	73	406	5	-32%	-26%	-32%	-38%
KGD	Kaliningrad	462	138	324	--	18%	10%	21%	--
RNS	Rennes	457	107	350	0	3%	14%	0%	22%
KTW	Katowice	455	154	302	7	34%	154%	8%	4.857%
ODS	Odessa	451	101	351	4	1%	2%	1%	-32%
FUE	Fuerteventura	431	295	135	2	18%	10%	40%	-38%
FDH	Friedrichshafen	430	90	340	2	32%	28%	34%	--
ASR	Kayseri	421	135	286	--	3%	14%	-2%	--
VVO	Vladivostok	421	143	278	4	7%	20%	2%	13%
KZN	Kazan	416	122	294	--	34%	24%	38%	--
TZX	Trabzon	413	187	226	--	11%	11%	11%	--
SCQ	Santiago de Compostela	402	172	230	11	-2%	1%	-5%	17%
LCG	A Coruna	394	95	299	1	19%	-3%	28%	21%
OLB	Olbia	391	257	134	3	11%	-6%	70%	-27%
OUL	Oulunsalo	383	85	299	--	-7%	-15%	-4%	--
PUF	Pau	382	92	289	--	6%	6%	6%	--
TRS	Trieste	375	83	292	1	10%	-3%	14%	144%
BES	Brest	373	122	251	--	16%	-2%	27%	--
SKP	Skopje	371	76	295	0	-6%	-37%	9%	--
OVD	Asturias	368	99	269	--	10%	-8%	19%	--
GOJ	Nizhniy Novgorod	354	90	264	--	18%	43%	11%	--
LPL	Liverpool	354	331	23	89	--	--	--	--
MRV	Mineralnye Vody	353	150	203	4	14%	46%	-2%	45%
RTM	Rotterdam	351	187	164	--	-10%	2%	-21%	--
JER	Jersey	348	275	72	--	-11%	-17%	18%	--
CFU	Kerkyra	348	218	130	2	11%	3%	25%	23%
VGO	Vigo	346	75	271	--	8%	0%	10%	--
TGD	Podgorica	342	99	243	1	15%	9%	17%	26%
CEK	Chelyabinsk	337	95	242	--	18%	17%	18%	--
CIA	Rome	336	287	49	35	3%	1%	14%	-51%
MCM	Monaco	334	334	--	--	0%	0%	--	--
JTR	Santorini/Thira	332	149	183	1	15%	30%	5%	112%
KGS	Kos	330	184	146	--	23%	9%	46%	--
GZT	Gaziantep	329	149	180	--	6%	12%	1%	--
CHQ	Chania	317	159	158	4	29%	15%	47%	63%
KYA	Konya	303	84	219	0	-5%	11%	-10%	127%
EIN	Eindhoven	303	277	26	47	2%	4%	-16%	-21%
SDR	Santander	289	92	197	--	32%	9%	46%	--
JMK	Mikonos	286	124	162	0	23%	24%	22%	-97%
KLU	Klagenfurt	276	38	238	--	3%	-10%	5%	--
TOF	Tomsk	273	44	230	--	33%	62%	29%	--

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
AES	Aalesund	99%	18%	159%	--	185%	28%	386%	--
MAH	Menorca	40%	40%	42%	--	91%	68%	166%	91%
CRL	Charleroi	149%	128%	578%	845%	299%	249%	45.305%	931%
FNC	Funchal	13%	-4%	26%	-84%	3%	-18%	23%	-95%
LNZ	Linz	-43%	-47%	-42%	-32%	-32%	-40%	-31%	204%
KGD	Kaliningrad	35%	-49%	341%	--	189%	55%	358%	--
RNS	Rennes	30%	-13%	53%	--	48%	-19%	98%	--
KTW	Katowice	-5%	-17%	1%	14%	40%	50%	35%	416%
ODS	Odessa	31%	-19%	59%	55%	125%	18%	203%	--
FUE	Fuerteventura	-1%	-6%	12%	-2%	25%	22%	32%	198%
FDH	Friedrichshafen	21%	-32%	53%	--	32%	22%	36%	--
ASR	Kayseri	293%	315%	284%	--	404%	513%	365%	--
VVO	Vladivostok	111%	24%	230%	-28%	150%	20%	462%	56%
KZN	Kazan	180%	49%	343%	--	254%	82%	483%	--
TZX	Trabzon	217%	171%	268%	--	305%	252%	362%	--
SCQ	Santiago de Compostela	-8%	0%	-13%	662%	-18%	-21%	-15%	590%
LCG	A Coruna	-10%	-18%	-7%	--	-6%	-22%	0%	--
OLB	Olbia	55%	14%	411%	240%	40%	16%	140%	65%
OUL	Oulunsalo	-13%	-13%	-13%	--	-11%	-32%	-3%	--
PUF	Pau	-16%	-14%	-17%	--	14%	7%	17%	--
TRS	Trieste	-37%	-42%	-35%	--	12%	-10%	21%	--
BES	Brest	-1%	-5%	1%	--	7%	9%	6%	--
SKP	Skopje	40%	-18%	72%	--	-5%	-18%	-1%	11%
OVD	Asturias	-12%	-41%	9%	--	2%	-34%	27%	--
GOJ	Nizhniy Novgorod	160%	73%	212%	--	294%	121%	437%	--
LPL	Liverpool	--	--	--	--	--	--	--	--
MRV	Mineralnye Vody	176%	72%	403%	515%	328%	128%	1.129%	--
RTM	Rotterdam	155%	42%	2.421%	--	136%	27%	11.127%	--
JER	Jersey	-34%	-40%	14%	--	-11%	-12%	-5%	--
CFU	Kerkyra	95%	75%	144%	-56%	203%	160%	320%	65%
VGO	Vigo	-46%	-46%	-46%	--	-37%	-46%	-34%	--
TGD	Podgorica	148%	31%	292%	319%	341%	93%	831%	--
CEK	Chelyabinsk	85%	13%	145%	--	414%	65%	2.876%	--
CIA	Rome	-12%	-13%	-3%	1.033%	-5%	-8%	12%	2.585%
MCM	Monaco	-54%	-54%	--	--	-50%	-50%	--	--
JTR	Santorini/Thira	140%	98%	189%	--	228%	146%	351%	--
KGS	Kos	113%	84%	167%	--	151%	121%	203%	--
GZT	Gaziantep	148%	210%	112%	--	--	--	--	--
CHQ	Chania	76%	66%	87%	--	127%	95%	171%	--
KYA	Konya	492%	252%	703%	--	1.058%	605%	1.441%	--
EIN	Eindhoven	136%	129%	271%	346%	-7%	251%	-90%	8.205%
SDR	Santander	-23%	-36%	-14%	--	9%	-24%	36%	--
JMK	Mikonos	174%	95%	300%	-97%	265%	132%	550%	--
KLU	Klagenfurt	-29%	-50%	-25%	--	-42%	-54%	-40%	--
TOF	Tomsk	719%	105%	1.811%	--	1.030%	212%	2.169%	--

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
KUO	Kuopio	269	37	232	--	-8%	-23%	-5%	--
XRY	Jerez	268	80	188	--	-6%	1%	-8%	--
GRX	Granada	267	71	196	--	0%	0%	0%	--
HTY	Antakya	265	81	184	--	5%	2%	6%	--
PFO	Paphos	260	150	109	--	32%	5%	104%	--
TKU	Turku	251	59	192	--	-25%	-22%	-25%	--
TMP	Tampere	249	60	189	--	-8%	-20%	-3%	--
SZF	Samsun	247	109	139	--	-15%	20%	-31%	--
DIY	Diyarbakir	246	98	148	--	-15%	-14%	-15%	--
VAA	Vaasa	245	52	193	--	-5%	-19%	-1%	--
BOJ	Bourgas	244	143	102	--	38%	38%	37%	--
IOM	Isle Of Man	243	177	66	--	37%	54%	7%	--
PDL	Ponta Delgada	239	159	80	22	22%	18%	30%	-22%
VAR	Varna	230	87	142	0	23%	18%	26%	--
TIV	Tivat	226	111	115	5	41%	40%	43%	64%
TSR	Timisoara	224	45	180	--	-7%	-22%	-2%	--
MMX	Malmo	224	159	65	--	-27%	-25%	-31%	--
LIL	Lille	222	185	37	3	-10%	-11%	-3%	-78%
UME	Umeå	221	123	98	5	-21%	-15%	-27%	-19%
GRO	Girona	221	147	74	15	-17%	-27%	11%	-32%
GZP	Gazipasa	219	59	160	1	94%	43%	123%	--
ASF	Astrakhan	214	48	165	--	49%	56%	47%	--
WMI	Warsaw	214	164	50	9	49%	52%	41%	73%
LLA	Luleå	212	111	101	--	-15%	-22%	-6%	--
RVN	Rovaniemi	209	30	179	--	-4%	-6%	-3%	--
AJA	Ajaccio	203	159	45	--	4%	-1%	29%	--
BAX	Barnaul	203	31	172	--	10%	52%	4%	--
VOG	Volgograd	200	63	137	--	34%	43%	30%	--
HAU	Haugesund	198	72	126	--	6%	1%	9%	--
INV	Inverness	196	117	78	--	16%	12%	23%	--
EVE	Harstad	195	76	119	--	-11%	-13%	-10%	--
CLJ	Cluj	194	54	140	--	11%	2%	15%	--
ZTH	Zakynthos Island	192	109	84	--	56%	56%	56%	--
ZTH	Zakynthos Island	192	109	84	--	56%	56%	56%	--
EAS	San Sebastian	191	44	147	--	10%	5%	12%	--
LWO	Lviv	189	49	140	1	-17%	-22%	-14%	13%
MLN	Melilla	186	79	108	--	24%	16%	31%	--
ALF	Alta	183	106	77	--	6%	7%	4%	--
DNZ	Çardak	182	41	141	--	6%	18%	3%	--
HTA	Chita	179	39	140	--	13%	-6%	21%	--
VAN	Van	177	66	111	--	23%	0%	43%	--
LEI	Almería	174	75	98	--	-30%	-15%	-38%	--
SBZ	Sibiu	172	36	136	--	-2%	6%	-4%	--
BOH	Bournemouth	166	96	70	1	172%	63%	3.058%	83%
VAS	Sivas	164	36	128	--	47%	12%	61%	--

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
KUO	Kuopio	-15%	-42%	-8%	--	15%	-38%	34%	--
XRY	Jerez	-24%	-26%	-23%	--	-9%	-36%	11%	--
GRX	Granada	-27%	-44%	-18%	--	-7%	-17%	-2%	--
HTY	Antakya	588%	636%	569%	--	--	--	--	--
PFO	Paphos	65%	53%	85%	--	133%	175%	92%	--
TKU	Turku	-25%	-13%	-28%	--	-22%	-31%	-18%	--
TMP	Tampere	-50%	-46%	-51%	--	-35%	-49%	-29%	--
SZF	Samsun	184%	283%	136%	--	305%	418%	246%	--
DIY	Diyarbakir	268%	146%	449%	--	482%	250%	938%	--
VAA	Vaasa	-19%	-36%	-13%	--	-6%	-44%	16%	--
BOJ	Bourgas	147%	156%	136%	--	564%	400%	1.134%	--
IOM	Isle Of Man	-16%	-31%	102%	--	-23%	-32%	17%	--
PDL	Ponta Delgada	11%	16%	1%	163%	50%	31%	109%	394%
VAR	Varna	17%	2%	29%	147%	137%	87%	184%	--
TIV	Tivat	177%	78%	493%	477%	435%	179%	4.640%	--
TSR	Timisoara	-49%	-79%	-21%	--	-43%	-76%	-13%	--
MMX	Malmo	-10%	-17%	14%	--	-10%	-17%	14%	--
LIL	Lille	0%	18%	-43%	-60%	1%	27%	-50%	-68%
UME	Umeå	16%	-4%	57%	--	20%	7%	44%	--
GRO	Girona	-52%	-63%	36%	-83%	-8%	-30%	153%	10%
GZP	Gazipasa	--	--	--	--	--	--	--	--
ASF	Astrakhan	1.388%	247%	42.154%	--	440%	42%	2.873%	--
WMI	Warsaw	--	--	--	--	--	--	--	--
LLA	Luleå	-19%	-20%	-18%	--	10%	0%	25%	--
RVN	Rovaniemi	-5%	-12%	-3%	--	23%	-14%	33%	--
AJA	Ajaccio	22%	44%	-21%	--	20%	41%	-21%	--
BAX	Barnaul	51%	-37%	102%	--	150%	31%	200%	--
VOG	Volgograd	94%	45%	129%	--	200%	119%	260%	--
HAU	Haugesund	9%	-9%	22%	--	17%	-23%	67%	--
INV	Inverness	3%	-22%	97%	--	-6%	-26%	59%	--
EVE	Harstad	11%	14%	9%	--	15%	3%	24%	--
CLJ	Cluj	-25%	-48%	-10%	--	40%	-30%	130%	--
ZTH	Zakynthos Island	232%	148%	496%	--	503%	356%	939%	--
ZTH	Zakynthos Island	232%	148%	496%	--	503%	356%	939%	--
EAS	San Sebastian	-26%	-36%	-22%	--	4%	-37%	30%	--
LWO	Lviv	22%	-21%	50%	--	85%	0%	162%	--
MLN	Melilla	20%	21%	19%	--	73%	13%	185%	--
ALF	Alta	26%	8%	62%	--	33%	23%	48%	--
DNZ	Çardak	272%	197%	301%	--	1.583%	593%	2.771%	--
HTA	Chita	771%	175%	2.074%	--	786%	113%	6.860%	--
VAN	Van	145%	126%	157%	--	436%	368%	485%	--
LEI	Almería	-57%	-37%	-66%	--	-47%	-40%	-51%	--
SBZ	Sibiu	30%	-21%	58%	--	103%	20%	149%	--
BOH	Bournemouth	99%	20%	1.862%	62%	465%	241%	5.159%	--
VAS	Sivas	313%	226%	346%	--	1.325%	1.096%	1.405%	--

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
BIQ	Biarritz	164	117	47	--	2%	12%	-16%	--
MOL	Molde	162	79	83	--	0%	2%	-2%	--
BRN	Bern	161	99	62	7	16%	16%	--	-48%
KOK	Kronoby	156	32	124	0	-7%	-29%	1%	--
HRK	Kharkiv	156	33	124	0	-25%	-24%	-26%	--
NAV	Nevsehir/Kapadokya	155	29	126	--	-2%	-3%	-2%	--
SPC	La Palma	153	106	47	--	11%	5%	26%	--
EZS	Elazig	151	62	89	--	27%	3%	52%	--
ERZ	Erzurum	148	54	94	--	1%	-15%	13%	--
KKN	Kirkenes	145	97	48	--	-4%	4%	-17%	--
MLX	Malatya	144	38	106	--	-4%	-19%	2%	--
MJV	Murcia	143	101	42	--	-14%	-4%	-30%	--
HFT	Hammerfest	142	138	4	--	-3%	-2%	-36%	--
TSF	Treviso	140	124	16	8	-10%	-13%	29%	-17%
BTS	Bratislava	140	97	44	3	26%	12%	77%	464%
IAS	Iasi	135	43	92	2	8%	0%	12%	20.346%
KSU	Kristiansund	135	72	64	--	0%	-5%	7%	--
TPS	Trapani	135	123	12	1	-10%	-6%	-34%	-57%
VBY	Visby	133	88	45	--	-11%	-4%	-20%	--
PNA	Pamplona	133	29	104	--	24%	17%	26%	--
OSD	Ostersund	131	53	78	--	-30%	-31%	-29%	--
KAJ	Kajaani	128	21	107	--	1%	-9%	3%	--
MJT	Mytilene	128	57	71	--	17%	3%	30%	--
JYV	Tikkakoski	125	18	107	--	-9%	6%	-11%	--
VDS	Vadso	122	121	0	--	5%	7%	-89%	--
BAL	Batman	120	19	102	--	3%	-52%	30%	--
JOE	Joensuu	112	23	89	--	-8%	-23%	-3%	--
NQY	Newquay	109	72	37	--	--	--	--	--
ZAD	Zadar	106	70	37	0	-14%	-2%	-31%	--
PUY	Pula	102	57	45	--	-15%	-10%	-20%	--
EFL	Kefallinia	98	54	44	--	31%	8%	78%	--
LCJ	Lodz	98	31	67	0	141%	64%	208%	--
KEM	Kemi-Tornio	97	16	81	--	-6%	-20%	-3%	--
AOK	Karpathos	94	46	48	--	31%	7%	66%	--
NOC	Knock	93	60	33	2	-16%	-21%	-5%	66%
GNY	Sanliurfa	93	32	61	--	-22%	-37%	-10%	--
LYR	Longyearbyen	91	17	74	--	45%	13%	56%	--
SMI	Samos	91	47	44	--	22%	5%	48%	--
JKH	Chios	90	33	57	--	9%	-3%	18%	--
BNN	Bronnoysund	88	87	1	--	2%	1%	59%	--
TLN	Toulon	84	57	26	--	3%	5%	0%	--
REU	Reus	81	69	12	--	-14%	-20%	56%	--
LGG	Liege	81	27	54	0	186%	8%	1.476%	-91%
ETH	Eilath	81	80	1	--	-37%	-37%	24%	--
FRO	Floro	80	73	6	--	7%	1%	381%	--

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
BIQ	Biarritz	-19%	-3%	-42%	--	-53%	22%	-81%	--
MOL	Molde	58%	27%	106%	--	55%	33%	84%	--
BRN	Bern	2%	254%	-52%	--	31%	234%	-34%	--
KOK	Kronoby	-24%	-18%	-25%	--	53%	-24%	108%	--
HRK	Kharkiv	9%	-40%	40%	--	92%	113%	87%	--
NAV	Nevsehir/Kapadokya	1.165%	624%	1.427%	--	--	--	--	--
SPC	La Palma	-20%	-31%	24%	--	-16%	-34%	107%	--
EZS	Elazig	603%	341%	1.094%	--	782%	782%	--	--
ERZ	Erzurum	147%	58%	262%	--	549%	284%	974%	--
KKN	Kirkenes	-13%	-17%	-3%	--	-9%	-12%	-3%	--
MLX	Malatya	268%	58%	599%	--	240%	110%	336%	--
MJV	Murcia	-58%	-42%	-74%	--	-34%	-19%	-54%	--
HFT	Hammerfest	12%	10%	557%	--	2%	3%	-6%	--
TSF	Treviso	-11%	-3%	-47%	352%	10%	21%	-34%	1.108%
BTS	Bratislava	-62%	-49%	-75%	-84%	-61%	-47%	-76%	-62%
IAS	Iasi	76%	36%	103%	--	399%	236%	548%	--
KSU	Kristiansund	11%	8%	14%	--	18%	-1%	50%	--
TPS	Trapani	44%	61%	-30%	--	57%	64%	10%	137%
VBY	Visby	31%	13%	90%	--	-6%	-24%	77%	--
PNA	Pamplona	-54%	-61%	-51%	--	-29%	-61%	-8%	--
OSD	Ostersund	21%	-28%	120%	--	105%	39%	201%	--
KAJ	Kajaani	11%	6%	12%	--	32%	-1%	41%	--
MJT	Mytilene	17%	-20%	83%	--	14%	-23%	84%	--
JYV	Tikkakoski	-47%	-63%	-43%	--	2%	-65%	49%	--
VDS	Vadso	13%	13%	--	--	15%	15%	--	--
BAL	Batman	503%	72%	1.014%	--	523%	523%	--	--
JOE	Joensuu	-10%	-26%	-5%	--	50%	-30%	114%	--
NQY	Newquay	--	--	--	--	--	--	--	--
ZAD	Zadar	225%	124%	2.356%	--	279%	273%	291%	--
PUY	Pula	207%	81%	2.482%	--	392%	241%	1.027%	--
EFL	Kefallinia	83%	69%	105%	--	99%	149%	60%	--
LCJ	Lodz	92%	-15%	361%	--	--	--	--	--
KEM	Kemi-Tornio	141%	-51%	872%	--	11%	-18%	19%	--
AOK	Karpathos	63%	8%	214%	--	108%	19%	650%	--
NOC	Knock	21%	15%	34%	--	36%	27%	56%	--
GNY	Sanliurfa	277%	127%	478%	--	--	--	--	--
LYR	Longyearbyen	28%	-9%	42%	--	46%	-4%	66%	--
SMI	Samos	-25%	-26%	-23%	--	4%	-3%	12%	--
JKH	Chios	24%	-22%	89%	--	9%	-38%	94%	--
BNN	Bronnoysund	7%	7%	87%	--	9%	8%	106%	--
TLN	Toulon	-12%	-11%	-14%	--	13%	20%	2%	--
REU	Reus	2%	19%	-44%	--	-31%	25%	-81%	--
LGG	Liege	464%	93%	13.621%	-84%	--	--	--	--
ETH	Eilath	-30%	-29%	-76%	--	-35%	-34%	-66%	--
FRO	Floro	37%	37%	--	--	53%	53%	--	--

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
PGF	Perpignan	79	57	23	--	29%	33%	20%	--
SSJ	Sandnessjoen	78	78	0	--	5%	5%	-57%	--
MJF	Mosjoen	78	78	0	--	9%	9%	-54%	--
MQN	Mo i Rana	78	77	1	--	6%	5%	58%	--
BUS	Batumi	75	20	55	--	-5%	-6%	-4%	--
ERC	Erzincan	74	21	53	--	-11%	-1%	-15%	--
HOR	Horta	73	41	32	--	3%	0%	7%	--
JSI	Skiathos	72	28	44	--	60%	31%	86%	--
MZH	Amasya	72	11	61	--	11%	10%	11%	--
OSR	Ostrava	71	47	24	1	8%	-4%	45%	-60%
KUN	Kaunas	70	46	24	1	1%	-9%	28%	-89%
KTT	Kittilä	70	7	63	--	-13%	0%	-15%	--
SKN	Stokmarknes	69	65	4	--	7%	10%	-21%	--
FMM	Allgau Memmingen	69	62	7	1	4%	1%	46%	64%
KAO	Kuusamo	65	6	60	--	10%	0%	11%	--
LRH	La Rochelle	65	47	18	--	7%	-7%	79%	--
RNB	Ronneby	63	33	30	--	-27%	-28%	-26%	--
PAS	Paros	63	29	34	--	51%	7%	131%	--
SOG	Sogndal	63	60	2	--	11%	9%	84%	--
LXS	Limnos	62	34	28	--	21%	12%	35%	--
HOV	Orsta	61	58	3	--	22%	20%	74%	--
KIR	Kerry	61	34	27	0	-3%	0%	-5%	--
SDV	Tel-Aviv	61	61	--	--	-34%	-34%	--	--
NOP	Sinop	60	7	53	--	9%	0%	10%	--
KVA	Kavala	59	31	28	--	4%	5%	2%	--
PVK	Preveza/Lefkas	58	35	23	--	62%	42%	107%	--
BDU	Bardufoss	58	20	38	--	-12%	0%	-17%	--
AXD	Alexandroupolis	57	30	28	--	69%	45%	106%	--
LKN	Leknes	57	53	4	--	6%	4%	36%	--
IVL	Ivalo	57	13	44	--	-18%	0%	-22%	--
MLO	Milos	56	27	29	--	151%	125%	181%	--
PLQ	Palanga	56	21	35	--	-23%	0%	-32%	--
MEH	Mehamn	56	56	--	--	5%	5%	--	--
LIG	Limoges	55	47	9	--	-11%	-8%	-20%	--
HVG	Honningsvag	55	52	3	--	5%	4%	36%	--
CFR	Caen	54	27	27	--	29%	19%	41%	--
BJF	Batsfjord	54	54	--	--	7%	7%	--	--
LUZ	Lublin	54	24	30	--	424%	262%	706%	--
PIS	Poitiers	54	39	14	--	53%	43%	93%	--
LDE	Lourdes	54	28	26	--	46%	8%	138%	--
RJK	Rijeka	53	23	30	--	133%	54%	279%	--
MQM	Mardin	52	30	23	--	-18%	-15%	-22%	--
KCM	Kahramanmaras	51	14	37	--	4%	-18%	16%	--
BRQ	Brno	50	48	2	1	13%	25%	-67%	21%
KLX	Kalamata	49	22	27	--	-21%	-21%	-21%	--

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
PGF	Perpignan	14%	17%	7%	--	4%	11%	-11%	--
SSJ	Sandnessjoen	-3%	-3%	-42%	--	2%	2%	-68%	--
MJF	Mosjoen	12%	13%	-89%	--	2%	3%	-81%	--
MQN	Mo i Rana	-3%	-3%	-27%	--	-3%	-3%	73%	--
BUS	Batumi	131%	74%	162%	--	94%	94%	--	--
ERC	Erzincan	215%	112%	289%	--	1.917%	595%	7.985%	--
HOR	Horta	-16%	-34%	32%	--	10%	-22%	139%	--
JSI	Skiathos	313%	125%	788%	--	729%	304%	2.463%	--
MZH	Amasya	--	--	--	--	--	--	--	--
OSR	Ostrava	-40%	12%	-68%	--	-38%	17%	-67%	--
KUN	Kaunas	94%	73%	154%	--	89%	89%	--	--
KTT	Kittilä	111%	-7%	147%	--	411%	-10%	973%	--
SKN	Stokmarknes	10%	6%	144%	--	12%	6%	659%	--
FMM	Allgau Memmingen	39%	33%	149%	-71%	--	--	--	--
KAO	Kuusamo	14%	-4%	16%	--	29%	-45%	49%	--
LRH	La Rochelle	2%	-9%	48%	--	49%	16%	498%	--
RNB	Ronneby	-6%	-34%	77%	--	21%	-21%	191%	--
PAS	Paros	74%	61%	87%	--	30%	53%	15%	--
SOG	Sogndal	-2%	-3%	31%	--	1%	-3%	4.262%	--
LXS	Limnos	22%	-7%	95%	--	17%	10%	28%	--
HOV	Orsta	27%	23%	237%	--	71%	64%	482%	--
KIR	Kerry	-28%	-40%	-2%	--	-13%	-30%	28%	--
SDV	Tel-Aviv	-25%	-25%	--	--	-39%	-39%	--	--
NOP	Sinop	--	--	--	--	--	--	--	--
KVA	Kavala	3%	3%	4%	--	21%	-5%	72%	--
PVK	Preveza/Lefkas	152%	63%	1.455%	--	138%	53%	1.498%	--
BDU	Bardufoss	89%	33%	144%	--	-36%	5%	-47%	--
AXD	Alexandroupolis	14%	-5%	45%	--	-11%	-14%	-8%	--
LKN	Leknes	19%	10%	3.293%	--	10%	10%	--	--
IVL	Ivalo	64%	38%	74%	--	232%	7%	797%	--
MLO	Milos	197%	108%	389%	--	299%	238%	380%	--
PLQ	Palanga	-26%	-15%	-31%	--	-39%	-67%	23%	--
MEH	Mehamn	-1%	-1%	--	--	-2%	-2%	--	--
LIG	Limoges	-68%	-35%	-91%	--	-65%	-24%	-91%	--
HVG	Honningsvag	7%	7%	--	--	-17%	-19%	64%	--
CFR	Caen	15%	19%	12%	--	21%	44%	4%	--
BJF	Batsfjord	6%	6%	--	--	4%	4%	--	--
LUZ	Lublin	--	--	--	--	--	--	--	--
PIS	Poitiers	56%	30%	251%	--	50%	37%	101%	--
LDE	Lourdes	72%	33%	152%	--	77%	47%	129%	--
RJK	Rijeka	201%	76%	547%	--	356%	227%	550%	--
MQM	Mardin	132%	203%	77%	--	1.026%	645%	3.351%	--
KCM	Kahramanmaras	156%	40%	270%	--	--	--	--	--
BRQ	Brno	-31%	36%	-95%	--	311%	596%	-62%	--
KLX	Kalamata	1.121%	682%	2.127%	--	994%	994%	--	--

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
SVJ	Svolvaer	49	43	6	--	8%	10%	-3%	--
KRN	Kiruna	48	16	32	--	-40%	-55%	-29%	--
ANR	Antwerp	48	45	3	0	86%	75%	895%	--
ANX	Andoya	48	35	13	--	-5%	5%	-25%	--
ISE	Süleyman Demirel-Isp	48	7	41	--	-5%	0%	-5%	--
ADF	Adiyaman	46	14	32	--	8%	0%	11%	--
VAW	Vardo	46	46	--	--	9%	9%	--	--
FDE	Forde	44	42	2	--	9%	5%	284%	--
MSR	Mus	44	19	25	--	-6%	-10%	-3%	--
EDO	Balikesir	43	24	20	--	93%	70%	128%	--
JNX	Naxos	43	23	20	--	251%	156%	518%	--
AJI	Agri	42	14	28	--	-1%	-1%	-1%	--
OSY	Namsos	41	41	--	--	7%	7%	--	--
RJL	Logroño	40	6	34	--	-2%	0%	-3%	--
RVK	Rorvik	40	40	--	--	5%	5%	--	--
UIP	Quimper	38	24	15	--	-1%	-1%	0%	--
KLV	Karlovy Vary	37	9	28	--	-33%	13%	-41%	--
SDN	Sandane	37	36	0	--	5%	5%	56%	--
IOA	Ioannina	35	14	21	--	59%	17%	112%	--
BVG	Berlevag	34	34	--	--	8%	8%	--	--
SOJ	Sorkjosen	33	32	2	--	6%	3%	131%	--
MHQ	Maarianhamina	33	23	10	3	-15%	-15%	-16%	-20%
CND	Constanta	33	5	28	--	-10%	-3%	-11%	--
VDE	Hierro	32	29	3	--	11%	0%	37.105%	--
LKL	Lakselv	32	26	6	--	24%	13%	111%	--
IGD	Igdir	32	14	18	--	-39%	-2%	-52%	--
JKL	Kalymnos	32	21	11	--	21%	0%	100%	--
BCM	Bacau	31	31	--	--	-8%	-8%	--	--
JIK	Ikaria	30	19	11	--	5%	4%	7%	--
ZAZ	Zaragoza	30	23	7	--	15%	4%	71%	--
KUT	Kutaisi	28	22	6	--	-29%	-29%	-28%	--
LRS	Leros	27	22	6	--	1%	2%	-4%	--
POR	Pori	27	19	8	--	-50%	-50%	--	--
KSY	Kars	27	21	6	--	-45%	-22%	-72%	--
JSH	Sitia	24	24	0	--	-9%	-10%	192%	--
KIT	Kithira	23	15	9	--	3%	-7%	26%	--
BJZ	Badajoz	23	11	12	--	-3%	-5%	-1%	--
GPA	Araxos/Patras	22	8	14	--	41%	-11%	111%	--
JTY	Astypalaia	21	12	10	--	42%	2%	171%	--
OST	Ostend	21	20	1	0	24%	26%	-2%	-11%
HAA	Hasvik	20	20	--	--	16%	16%	--	--
KSJ	Kasos	20	19	1	--	1%	0%	66%	--
DNR	Dinard	20	13	7	--	5%	-6%	35%	--
NVK	Narvik	19	19	0	--	5%	6%	-16%	--
DLE	Dole	19	19	--	--	139%	139%	--	--

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
SVJ	Svolvaer	3%	-9%	961%	--	-9%	-9%	--	--
KRN	Kiruna	-21%	-46%	2%	--	-13%	-48%	29%	--
ANR	Antwerp	29%	30%	10%	--	21%	60%	-71%	--
ANX	Andoya	9%	-10%	160%	--	29%	0%	550%	--
ISE	Süleyman Demirel-Isp	--	--	--	--	--	--	--	--
ADF	Adiyaman	112%	17%	226%	--	--	--	--	--
VAW	Vardo	11%	11%	--	--	13%	13%	--	--
FDE	Forde	9%	5%	908%	--	14%	14%	--	--
MSR	Mus	256%	169%	370%	--	523%	523%	--	--
EDO	Balikesir	1.085%	1.085%	--	--	--	--	--	--
JNX	Naxos	160%	188%	134%	--	241%	188%	335%	--
AJI	Agri	94%	99%	92%	--	360%	360%	--	--
OSY	Namsos	5%	5%	--	--	2%	2%	--	--
RJL	Logroño	-38%	-66%	-28%	--	-29%	-66%	-13%	--
RVK	Rorvik	45%	45%	--	--	45%	45%	--	--
UIP	Quimper	-6%	-5%	-8%	--	-9%	-1%	-18%	--
KLV	Karlovy Vary	22%	30%	20%	--	151%	50%	221%	--
SDN	Sandane	-3%	-3%	--	--	-5%	-5%	--	--
IOA	Ioannina	24%	-33%	197%	--	-10%	-52%	113%	--
BVG	Berlevag	-12%	-12%	--	--	-10%	-10%	--	--
SOJ	Sorkjosen	14%	10%	346%	--	13%	11%	56%	--
MHQ	Maarianhamina	-32%	-32%	--	--	2.200%	2.200%	--	--
CND	Constanta	167%	-50%	1.042%	--	173%	-29%	443%	--
VDE	Hierro	-24%	-24%	--	--	-12%	-12%	--	--
LKL	Lakselv	15%	4%	103%	--	7%	-4%	101%	--
IGD	Igdir	--	--	--	--	--	--	--	--
JKL	Kalymnos	160%	157%	164%	--	--	--	--	--
BCM	Bacau	82%	82%	--	--	91%	91%	--	--
JIK	Ikaria	210%	220%	193%	--	245%	380%	131%	--
ZAZ	Zaragoza	-75%	-64%	-87%	--	-55%	-18%	-81%	--
KUT	Kutaisi	255%	244%	310%	--	1.196%	2.144%	380%	--
LRS	Leros	31%	34%	20%	--	33%	46%	-1%	--
POR	Pori	-23%	-42%	267%	--	-44%	-44%	--	--
KSY	Kars	-19%	9%	-57%	--	275%	203%	1.723%	--
JSH	Sitia	-20%	-16%	-87%	--	147%	149%	39%	--
KIT	Kithira	84%	108%	54%	--	116%	108%	132%	--
BJZ	Badajoz	-74%	-58%	-81%	--	-68%	-40%	-78%	--
GPA	Araxos/Patras	6%	-44%	119%	--	57%	-38%	1.269%	--
JTY	Astypalaia	51%	0%	298%	--	123%	25%	4.812%	--
OST	Ostend	123%	123%	--	--	--	--	--	--
HAA	Hasvik	6%	6%	--	--	12%	12%	--	--
KSJ	Kasos	-22%	-22%	--	--	26%	26%	--	--
DNR	Dinard	-42%	-46%	-32%	--	-21%	-46%	992%	--
NVK	Narvik	-23%	-21%	-83%	--	24%	27%	-62%	--
DLE	Dole	--	--	--	--	--	--	--	--

AIRPORT		CONNECTIVITY							
		Absolute 2015				Growth 2015 vs. 2014			
Code		airport	direct	indirect	hub	airport	direct	indirect	Hub
VLL	Valladolid	19	12	7	--	-36%	-20%	-52%	--
SKE	Skien	18	17	1	--	11%	13%	-37%	--
RET	Rost	17	17	--	--	11%	11%	--	--
FNI	Nimes	17	16	1	--	-2%	0%	-31%	--
GMZ	La Gomera	16	14	2	--	0%	0%	--	--
FLW	Flores	15	15	0	--	0%	0%	10%	--
SMA	Santa Maria	14	12	2	--	0%	0%	0%	--
PMF	Parma	14	12	2	--	-35%	-33%	-45%	--
TEQ	Çorlu	13	13	--	--	-7%	-7%	--	--
GRQ	Groningen	13	13	--	--	8%	8%	--	--
RRS	Roeros	12	12	0	--	0%	0%	--	--
JSY	Syros Island	11	6	5	--	32%	0%	126%	--
OSI	Osijek	10	10	--	--	139%	139%	--	--
PXO	Porto Santo	9	9	--	--	50%	50%	--	--
SNR	Saint-Nazaire	9	9	--	--	29%	29%	--	--
SKU	Skiros	8	6	2	--	-6%	0%	-19%	--
SUJ	Satu Mare	8	6	3	--	7%	0%	26%	--
TGM	Targu Mures	8	6	2	--	-9%	0%	-28%	--
BAY	Baia Mare	8	5	3	--	-14%	0%	-28%	--
NAL	Nalchil	8	7	1	--	--	--	--	--
CKZ	Çanakkale	7	7	--	--	40%	40%	--	--
KZS	Kastelorizo	7	7	--	--	0%	0%	--	--
ANE	Marce	7	6	1	--	115%	178%	2%	--
VOL	Volos	6	4	3	--	-60%	-58%	-63%	--
KSF	Kassel	6	6	--	--	50%	50%	--	--
PDV	Plovdiv	6	5	1	--	-38%	-15%	-76%	--
KZI	Kozani	5	5	--	--	--	--	--	--
KSO	Kastoria	5	5	--	--	-15%	-15%	--	--
ILD	Lleida	5	2	3	--	133%	-1%	1.974%	--
LPP	Lappeenranta	4	2	2	--	-43%	-67%	34%	--
TUF	Tours	4	3	1	--	-76%	-77%	-74%	--
OHD	Ohrid	4	4	--	--	77%	77%	--	--
AVN	Avignon	2	2	--	--	7%	7%	--	--
CHR	Chateroux	2	2	--	--	--	--	--	--
EPL	Vosges	2	2	--	--	--	--	--	--
BWK	Bol	1	1	--	--	--	--	--	--
VDA	Ovda	1	1	--	--	--	--	--	--

AIRPORT		CONNECTIVITY							
		Growth 2015 vs. 2008				Growth 2015 vs. 2005			
Code		airport	direct	indirect	Hub	airport	direct	indirect	Hub
VLL	Valladolid	-89%	-86%	-92%	--	-87%	-84%	-91%	--
SKE	Skien	-50%	-51%	200%	--	31%	31%	--	--
RET	Rost	45%	45%	--	--	45%	45%	--	--
FNI	Nimes	-18%	-12%	-68%	--	-7%	-10%	246%	--
GMZ	La Gomera	-50%	-50%	--	--	-50%	-50%	--	--
FLW	Flores	-27%	-28%	7%	--	-24%	-24%	--	--
SMA	Santa Maria	-23%	-21%	-36%	--	-20%	-20%	-17%	--
PMF	Parma	-90%	-71%	-98%	--	-80%	-59%	-96%	--
TEQ	Çorlu	--	--	--	--	--	--	--	--
GRQ	Groningen	-11%	-11%	--	--	87%	87%	--	--
RRS	Roeros	92%	100%	-75%	--	94%	100%	-69%	--
JSY	Syros Island	103%	500%	8%	--	159%	100%	322%	--
OSI	Osijek	377%	377%	--	--	--	--	--	--
PXO	Porto Santo	-75%	-75%	--	--	-83%	-83%	--	--
SNR	Saint-Nazaire	-2%	-2%	--	--	--	--	--	--
SKU	Skiros	-28%	0%	-58%	--	34%	20%	87%	--
SUJ	Satu Mare	-40%	-56%	145%	--	94%	94%	--	--
TGM	Targu Mures	-60%	-62%	-50%	--	-65%	-60%	-74%	--
BAY	Baia Mare	-79%	-40%	-89%	--	140%	61%	695%	--
NAL	Nalchil	--	--	--	--	0%	0%	--	--
CKZ	Çanakkale	17%	17%	--	--	--	--	--	--
KZS	Kastelorizo	17%	17%	--	--	40%	40%	--	--
ANE	Marce	53%	55%	47%	--	-68%	-68%	--	--
VOL	Volos	123%	86%	208%	--	--	--	--	--
KSF	Kassel	--	--	--	--	--	--	--	--
PDV	Plovdiv	--	--	--	--	--	--	--	--
KZI	Kozani	61%	61%	--	--	7%	7%	--	--
KSO	Kastoria	71%	71%	--	--	71%	71%	--	--
ILD	Lleida	--	--	--	--	--	--	--	--
LPP	Lappeenranta	-90%	-90%	--	--	-87%	-94%	238%	--
TUF	Tours	-68%	-67%	-71%	--	-88%	-89%	-88%	--
OHD	Ohrid	-63%	-63%	--	--	-43%	-43%	--	--
AVN	Avignon	-93%	-93%	--	--	-92%	-92%	--	--
CHR	Chateroux	--	--	--	--	--	--	--	--
EPL	Vosges	--	--	--	--	-83%	-83%	--	--
BWK	Bol	--	--	--	--	--	--	--	--
VDA	Ovda	--	--	--	--	--	--	--	--

Connectivity is the metric by which airports live – the more connected an airport is to the wider world, the more attractive it becomes to its users and the greater the value it provides to the community and local, regional or indeed national economy it serves.

Globalisation has prompted burgeoning interest in measuring the connectivity of hub airports and other airports offering point-to-point services. With airport competition now a firm reality for European airports big and small, connectivity is shifting, changing each year.

In 2014, ACI EUROPE partnered with SEO Aviation Economics to produce the first ever industry-wide analysis of airport connectivity. That report measured direct and indirect connectivity between 2004 and 2014 and contained analysis based on SEO's NetScan connectivity methodology. This report is the second edition, measuring direct and indirect connectivity between 2005 and 2015 and containing analysis based on SEO's NetScan connectivity methodology.

Produced by ACI EUROPE in partnership with SEO Aviation Economics.

Designed by Daniil Alexandrov.

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EVERY FLIGHT BEGINS AT THE AIRPORT.

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