



Arrivals



Departures



Reaching Out to the World – How Scotland's Aviation Connectivity Compares

September 2017

Foreword

This report has been jointly commissioned by our two organisations, Airlines UK and ABTA – the travel association, in order to provide greater insight into the current level of Scotland's aviation connectivity. It offers an assessment of how Scotland compares with 10 similar sized European countries in terms of destinations served and also whether those countries levy a similar tax to the UK's Air Passenger Duty (APD) – to be replaced in Scotland from April 2018 by an Air Departure Tax (ADT) as a result of its devolution from London to Holyrood.

The analysis in the report has found that Scotland currently has the highest air passenger tax of all the 11 countries assessed. Of the 10 other countries, only two levy an air passenger tax and both at much lower rates than that levied in Scotland. Despite having the eighth largest population of the 11 countries, Scotland generally ranks 10th in terms of its connectivity – ahead of only Iceland – a country with a population one twentieth the size of Scotland. Ireland and Norway are smaller in terms of population but have measurably greater connectivity than Scotland.

Scotland's strongest area is in its indirect connectivity, where it has services to a reasonable number of European and Middle Eastern hubs, which in turn provide access to a large number of global destinations, whilst its weakest area is in direct long-haul connectivity, where it comes last in terms of the number of destinations served.

It is clear from the report that while an impressive number of new routes have been established in recent years, Scotland could enhance its air connectivity still further. The benchmark countries assessed provide an insight into what Scotland could achieve if it adopted a similar taxation regime.

Of course, there are many reasons and factors that contribute to different types of connectivity – but the level of taxation on air passengers is certainly an important factor in that complex equation. We hope that this report, prepared and written by expert aviation analysts RDC, will make a valuable contribution to the overall evidence base.

This report supports our belief that the historic opportunity offered by devolution of APD to Scotland should be seized without delay in order to increase Scotland's air links with the world and that the Scottish Government is right in identifying future reductions in ADT as a powerful lever in boosting future connectivity, with all the economic advantages that brings, to and from Scotland's airports.

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September 2017

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Introduction

The purpose of this report is to investigate the relative connectivity of Scotland to its peers across Europe, in the context of the devolution of air passenger taxes and the proposed reductions in the current UK tax following devolution to the Scottish Government. Being the highest tax of its kind in Europe, it is not an illogical leap to suggest that the tax may be limiting the number of passengers travelling through Scottish airports, and that a significant reduction in the tax could release some of this restrained connectivity.

The Air Departure Tax (ADT) is a planned form of taxation on passengers departing from Scottish airports, to replace UK Air Passenger Duty (APD). ADT is defined by Revenue Scotland as:

“... a tax payable by aircraft operators on the carriage of passengers on aircraft from airports in Scotland.”

The tax is due to be introduced from April 1st 2018 as a direct replacement for the UK APD, which currently applies to passengers departing UK airports (including Scotland). This is part of a wider UK government policy to devolve certain powers from Westminster to the Scottish Government in Holyrood.

Summary of Findings

Our analysis has looked to compare Scotland to 10 benchmark countries across Europe. The following observations have been made:

- Despite having the eighth largest population of the 11 countries, Scotland generally ranks 10th in terms of connectivity – ahead of only Iceland (with a population 1/20th the size of Scotland’s). Ireland and Norway are smaller in terms of population but have measurably greater connectivity than Scotland.
- Scotland’s weakest area is in direct long-haul connectivity, where it ranks 11th out of 11 in terms of the number of destinations served.
- Scotland’s strongest area is in its indirect connectivity, where it serves a reasonable number of hubs from its 4 main airports (Edinburgh, Glasgow, Aberdeen, Inverness).

The last two points are most likely inter-connected, as either the lack of direct services provides high volumes of feeder traffic for hubs and/or the presence of high quality hub services placates the demand for direct services – which is not to say that more direct services would not be successful from Scotland.

From the above analysis it is clear that Scotland is an underperforming country in terms of air connectivity. How much demand is being held back by high air taxes in the form of UK APD is unclear, however the benchmark countries provide a window into what Scotland could achieve under similar taxation regimes.

Background

Air Passenger Duty (APD)

Current Rates

Until the new ADT is introduced in April 2018, Scotland remains subject to the UK's Air Passenger Duty (APD) tax regime. APD was introduced in 1994 – at £5/passenger for short-haul flights and £10/passenger for long-haul flights. The current tax bands (for 2017/18) are shown in the table below.

	Reduced Economy	Standard Premium Economy/ Business/First	Higher Private flights
Band A (0 to 2000 miles)	£13	£26	£78
Band B (2001+ miles)	£75	£150	£450

The tax is paid by airlines per departing passenger from most UK airports, and is passed on directly to the passenger as a component of the full ticket price. The exact amount paid is dependent on two criteria, the first of these relates to the distance of the flight:

“**Band A**” – 0 to 2,000 miles, e.g. UK domestic, most of Europe, North Africa

“**Band B**” – Over 2,000 miles, e.g. North America, Middle East, Australasia

(Note that the distance is measured to the capital of the destination country, rather than the destination airport itself.)

The second criteria is the class of travel, for which there are three categories:

“**Reduced**” – Essentially for all economy class passengers. It refers to the lowest class of travel on board, unless the seat pitch of that class of travel is greater than 40 inches, in which case the next higher rate applies.

“**Standard**” – Applies to passengers in any other class of travel and/or any class of travel with a seat pitch greater than 40 inches. Passengers are therefore eligible to pay this rate in premium economy, business or first class for most flights that have these cabins on board.

“**Higher**” – Essentially for flights on private or chartered aircraft. It applies to aircraft with a weight greater than 20 tonnes but with fewer than 19 seats on board.

Although a simple structure, one causation is that most domestic passengers, e.g. Edinburgh – Bristol, are effectively double-charged, as both the outbound and return leg depart UK airports.

Air Departure Tax (ADT)

Following the referendum on Scottish independence in September 2014, a report from the Smith Commission recommended that Air Passenger Duty should be devolved from Westminster to Edinburgh. The legislation has been enshrined in the 2016 Scotland Act – allowing APD as it currently stands to be scrapped and replaced with the Scottish equivalent, ADT.

The rates and bands for ADT have yet to be announced by the Scottish Government and voted on in the Scottish Parliament. The Scottish Government is, however, committed to halving the tax, to be followed by full abolition when resources allow. The aim of the Scottish Government, as set out in its Programme for Scotland 2016-17, is to “design a tax that better fits the needs of Scotland’s economy and best supports our strategic objective to boost Scotland’s international connectivity.”

Definition of Connectivity

In this report, we refer frequently to “connectivity”. While a common phrase and concept among aviation and transport sectors, the word can have various meanings and is generally ill-defined. For the purposes of clarity, our definition of connectivity, used in preparing this report, is derived from the UK Government’s ‘Airports Commission’ and is summarised below:

“For aviation, connectivity is the quantity of air services available to passengers, both in terms of the number of destinations available and the frequency of services to each.”

This means we are boiling down the inputs to connectivity into two factors:

- Availability of (direct or indirect) flights
- Frequency of the flights available

The interplay between direct/indirect flights and frequency is complex (e.g. is a 1x daily direct flight better/worse than a 3x daily flight via a hub?). In this report we look at both direct and indirect connectivity separately and do not treat or judge either one as any better or more important than the other.

We are aware that other factors can also affect connectivity, e.g. reliability, punctuality and accessibility. However as these are generally less important to the passenger and vary less across the continent of Europe, for the simplicity of this analysis we have limited it to the above.

For the purposes of this report, when counting the number of countries/destinations served from a particular country we use a frequent cut-off of one weekly flight in each direction (or 52 flights over a year). The data used for this report in calculating and assessing the number of countries/destinations served relates to 2016.

How connectivity has improved: Case Studies

A number of impressive new routes serving Scotland have been added by Airlines UK members in recent years, helping to improve connectivity and choice for passengers. However, the industry believes even more could be achieved – especially if there was a supportive and competitive tax environment established by the Scottish Government, with the reduction and eventual abolition of ADT.



British Airways flies regular services from Glasgow, Edinburgh, Aberdeen and Inverness. The airline also operates more flights to Edinburgh than to any other destination on its global network.

Inverness – London Heathrow

In May 2016, British Airways launched a new daily service between London Heathrow and Inverness, connecting the Highland Capital with the airline's global network of over 130 destinations operating from Heathrow's Terminal 5 hub.

"British Airways flights will benefit the Inverness economy by linking the business community of the city and its environs with our global network of over 130 destinations, and help boost the area's vital inbound tourism sector by bringing even more visitors to this beautiful and historic city with its unique environment, scenery and culture."

British Airways Codeshare with Loganair

On 16th August 2017, British Airways announced a new codeshare agreement with Loganair which will enable customers from the Highlands and Islands to book directly on to services on British Airways global network from London's Heathrow, Gatwick and City airports.

"We believe the new codeshare agreement will bring enormous benefits to the Highlands and Islands, significantly boosting the region's economy by extending the global reach of the area's businesses and communities through British Airways' worldwide network with flights serving more than 200 destinations from Heathrow, Gatwick and London City Airports. Additionally, it will boost the region's inbound tourism sector by making it even easier for visitors from all over the world to travel to some of the most remote and beautiful parts of Scotland."



Since the start of 2015, easyJet have added 10 new routes from Scottish airports:

- New routes from Edinburgh to Funchal, Stuttgart, Vienna, Venice and Bilbao.
- Routes from Glasgow to Bordeaux, Milan and Marseille.
- Linking Aberdeen and Inverness airports with Geneva.



Since 2014, Flybe has launched 10 new routes which touch Scotland. While 40% of these routes connect Scotland with London, the other 60% connect Scotland with other destinations in the UK and Ireland.

These 10 new routes include:

Inverness – Dublin

Connecting Northern Scotland where both tourism and agribusiness is growing with Dublin, providing connectivity to North America.

Aberdeen and Edinburgh – London City

Two routes which connect Eastern Scotland with the heart of London.

Aberdeen and Edinburgh – London Heathrow

Facilitating long-haul codeshare and interline arrangements which help strengthen Scottish global connectivity.

Edinburgh – Knock

Increasing connectivity for regional Ireland and Scotland.

Glasgow – Southend

Flybe's franchise partner, Stobart, is initiating this route to further enhance connectivity with London.



A number of new routes were launched in June 2017, with 14 weekly transatlantic flights to the USA in service:

- Daily flights from Edinburgh to Stewart-New York
- 4-weekly flights from Edinburgh to Boston/Providence
- 3-weekly flights from Edinburgh to New England/Connecticut

Norwegian is the European launch customer for the new Boeing 737 MAX aircraft. The aircraft's longer range and increased fuel efficiency opens the door to a single-aisle aircraft being used on a range of new transatlantic routes between Europe and the US East Coast.

The inclusion of APD in fares for flights from Scotland means a higher fare is required than for similar flights from Belfast and Irish airports, where there is no APD applied. This presents challenges to passenger demand and future airline growth.

"Norwegian has a long-term commitment to its Edinburgh operation and together with the 14 new weekly transatlantic flights, we have set up a new pilot and crew base at Edinburgh airport with more than 130 new jobs."



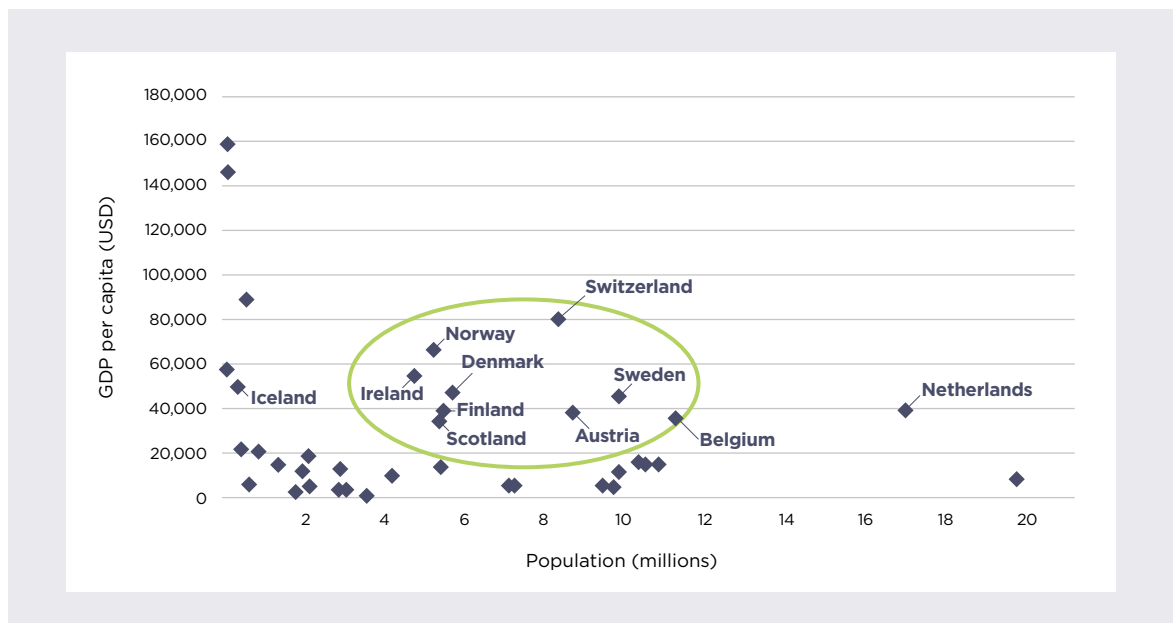
Virgin Atlantic has a transatlantic joint venture with Delta Air Lines that includes all its services from across the UK to the US. In 2017 it celebrated its tenth anniversary of flying from Glasgow, having taken over 150,000 holiday makers to Orlando during the past decade. In the last two years its partnership has grown significantly in Scotland with increased frequencies on the Glasgow to Orlando service, and new services to New York JFK from Edinburgh, and Glasgow in 2017 operated by Delta Air Lines.

"The Scottish Government's positive attitude to growing aviation, including their air passenger tax position, have supported giving us the confidence to grow our services for Scottish customers."

Scotland's Relative Connectivity

Selection of Benchmarks

To provide a comparison of Scottish connectivity, 10 benchmark countries have been selected. The selection of these was limited to Europe in order to avoid economic or cultural differences in air travel. The populations and GDP/capita for all European countries were plotted to find the countries most similar to Scotland.



From this, a list of eight initial benchmarks (inside the circle in the above chart) were drawn up.

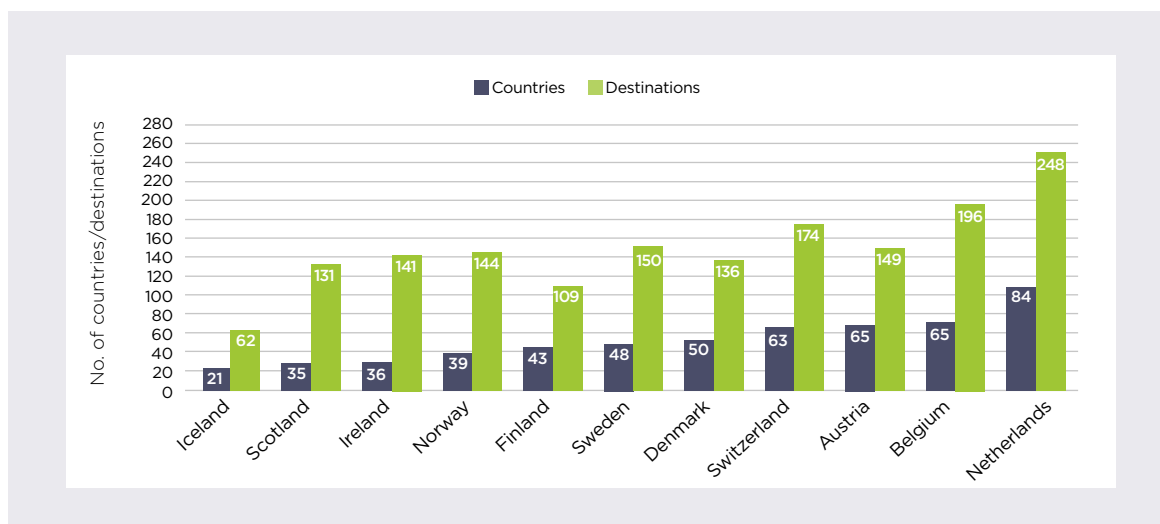
Finally, two additional benchmark countries were chosen at the high and low end of the population spectrums, Iceland and the Netherlands, bringing the total in our sample to 11. Whilst being quite different in terms of population size, both of these countries have a GDP/capita that is similar to Scotland and therefore may provide useful insights.

Total Direct Connectivity

In this, and the following sections, we measure connectivity as the number of destinations (these may also be referred to as “cities”, however a destination does not have to officially be named as a city in the geographical sense) or countries served with an average of at least one flight per week (or 52 over the course of a year).

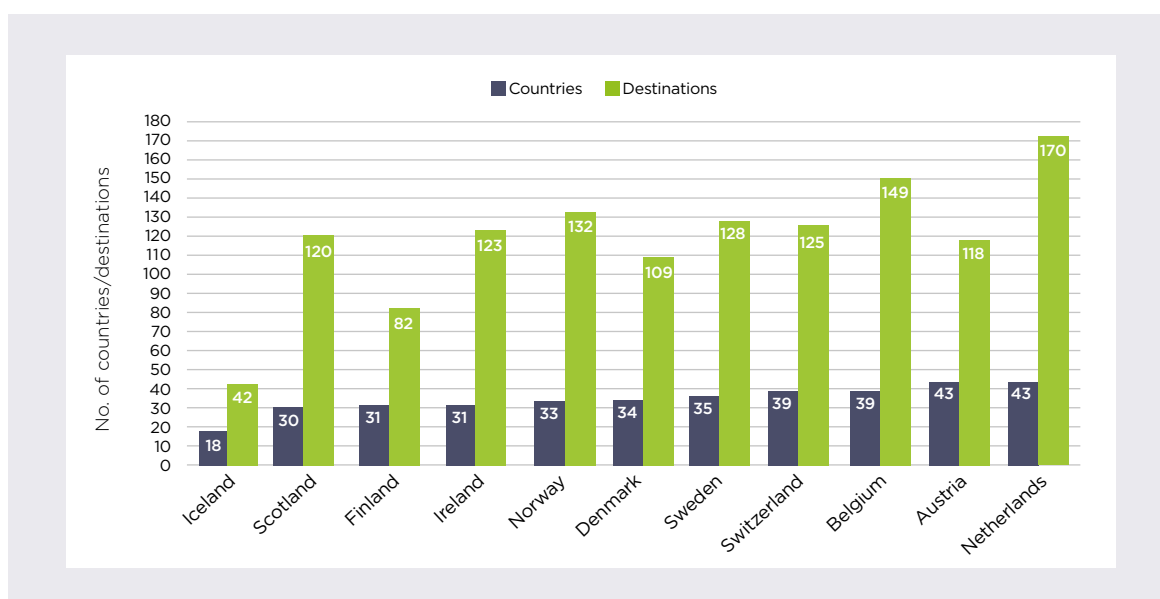
Using these criteria, airlines operate direct flights from Scotland to 131 destinations in 35 countries, plus indirect flights to 420 destinations in 136 countries. When compared with the 10 benchmark countries, Scotland ranks 10th in terms of countries served (ninth in terms of destinations) only ahead of Iceland with its population of just 300,000 people. As a rule, the larger the population of a country, the more destinations it is likely to be connected to. However this rule is not universal and Scotland appears as a stand-out exception.

Despite being larger (in terms of population) than Ireland and Norway, both these countries serve more destinations and countries with direct flights than Scotland. The chart below shows this connectivity, listed in reverse order of number of countries served.



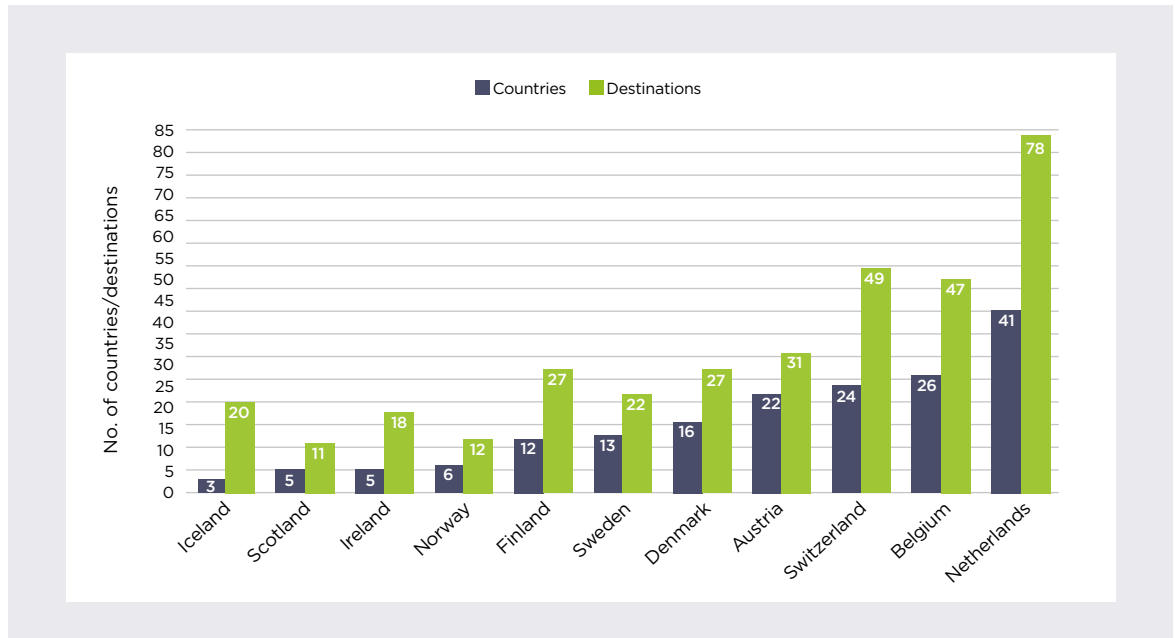
Direct Short-haul Connectivity

With respect to direct short-haul connectivity, Scotland ranks 10th out of 11 in terms of countries served (above only Iceland) and seventh out of 11 in terms of destinations served with direct flights (edging above Finland, Denmark and Austria). This suggests that Scotland serves a small number of countries well, but has a poor range of destination countries available. The chart below shows this connectivity, listed in reverse order of number of countries served.



For simplicity when comparing multiple locations, short-haul connectivity here refers to flights to the continent of Europe and includes domestic destinations.

Direct Long-haul Connectivity



With respect to direct long-haul connectivity, Scotland ranks 11th out of 11 in terms of the number of destinations served, and joint ninth out of 11 (with Ireland) in terms of the number of countries served, using the metric we have adopted.

Scotland's direct long-haul connectivity is hampered by its lack of a based long-haul or hub airline. It is unclear what impact APD/ADT may have had on this. The APD payable on a direct flight is generally the same as that paid on an indirect flight to the same destination, therefore by lowering APD this could result in more direct flights, better indirect connections or a combination of the two.

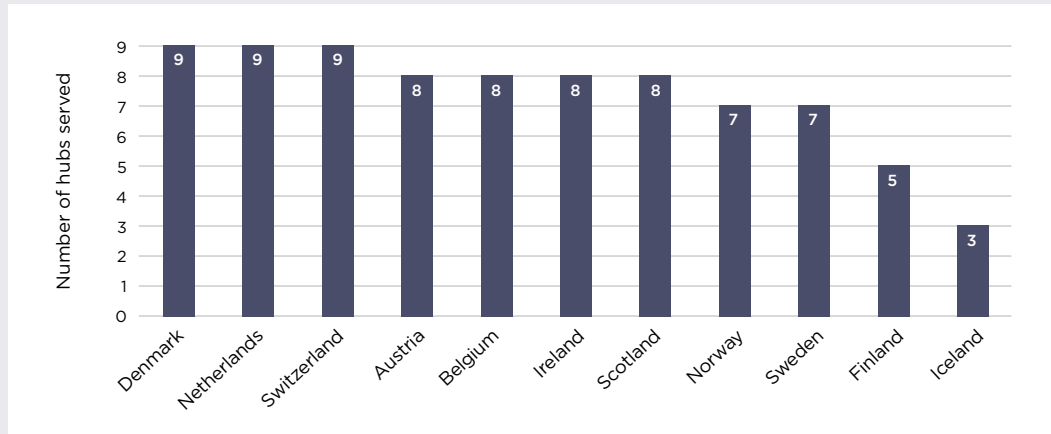
For simplicity when comparing multiple locations, long-haul connectivity here refers to flights to destinations outside of the continent of Europe.

Hub (Indirect) Connectivity

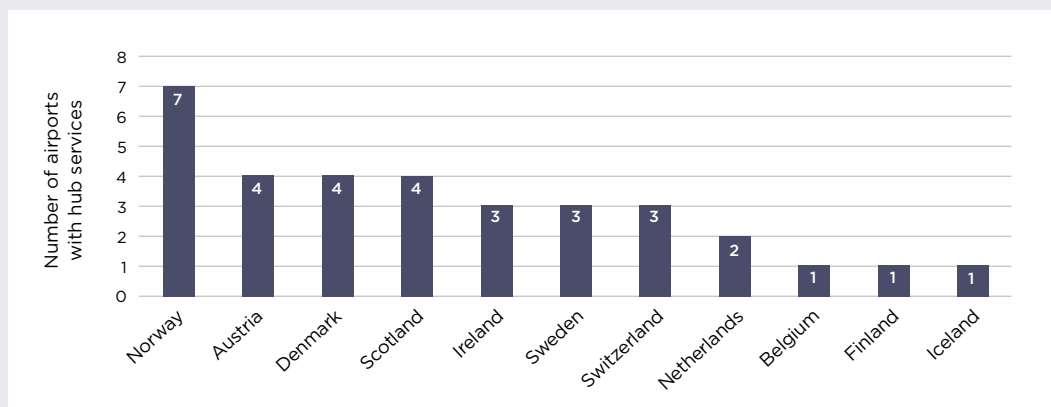
Hub connectivity can be measured in two ways: first of all the number of airports inside the country that are connected to hubs – and second of all the number and spread of hubs served from the country.

In terms of the number of hubs served, Scotland ranks in the middle of the pack compared to the other benchmark countries. Of the nine largest European and Middle Eastern hubs, Scotland has frequent services to eight. Four countries in our sample have services to all nine.

In this section the nine hubs used are: London Heathrow, Dublin, Amsterdam, Paris Charles de Gaulle, Frankfurt, Rome Fiumicino, Copenhagen, Istanbul and Dubai.



In terms of the number of airports with hub services, Scotland ranks relatively highly, with four (Glasgow, Edinburgh, Aberdeen and Inverness). Two other countries also have four airports with hub services, while Norway has seven. This does not include hubs in North America, which would bump Iceland up to around 5 or 6 due to its geographical and strategic position in the North Atlantic.



Scotland is aided here by two factors. Firstly its population is not concentrated in one particular location – the two major cities of Edinburgh and Glasgow act to split the economic power of Scotland, meanwhile the geographical terrain makes these cities difficult to access for areas further north. The second factor (which may be related to the first) is that Scotland does not have a hub of its own, with the main hub for the UK being at London Heathrow. For these reasons it is reliant on hub services to provide greater connectivity. However what this shows is that there is significant demand present for long-haul services from Scotland which are currently leaking to foreign hubs but could be served with direct flights or flights via hubs in the UK.

Scotland and APD

A report commissioned by Airlines UK and produced by the consultancy Steer Davies Gleave in 2016 clearly established that UK APD is the highest aviation tax levied on passengers departing European airports on short-haul and long-haul flights by some distance.

UK APD is significantly higher than comparable taxes applicable elsewhere in Europe. It is more than twice the rate in Germany and up to six times the rate in France.

Compared with member countries of the Organisation for Economic Co-operation and Development (OECD), UK APD is amongst the highest taxes applicable for travel in economy for Band A, it is the highest for travel in economy in Band B and is the highest tax applicable for travel in higher classes, such as premium economy, business and first.

The 2016 report also concluded that if current UK APD rates were halved by the Scottish Government following the introduction of the Air Departure Tax, then that would significantly improve Scotland's competitive position compared with the rest of the UK. In this scenario, for Band A economy, Scotland would rank fourth amongst the EU28+2 countries (EU, Norway and Switzerland), behind the UK, Greece and Italy. Scotland would still rank second highest for Band B economy, behind England & Wales, however its rate would be much more in line with equivalent rates in Germany and Austria.

Globally, Scottish APD would rank 99th highest for Band A economy compared to 61st for the UK. It would rank 9th highest for Band B economy, compared to 1st for England & Wales.

If we now compare the current aviation taxation regime in Scotland with that of the ten other benchmark countries included in this new report, the highly uncompetitive situation Scotland finds itself compared with similar countries becomes obvious:

Country	Band A (Economy) Rate	Band B (Economy) Rate
Scotland (with current rates of UK APD)	£13	£75
Austria	€7 (around £6.30)	€15 or €35 (around £13.60 or £31.80)
Norway	NOK 82 (around £8)	NOK 82 (around £8)
Belgium	0	0
Catalonia	0	0
Denmark	0	0
Finland	0	0
Iceland	0	0
Ireland	0	0
Netherlands	0	0
Sweden*	0	0
Switzerland	0	0

* there are proposals to introduce a flight tax in Sweden, with details expected to be introduced in the 2017 autumn budget and if passed in Parliament, the tax to take effect from 2018. Rates are reported to be expected between 80 and 430 Swedish Krona (around £7.60 to £41).

Country Information

Busiest airports identified on maps, with number of passengers in 2016.

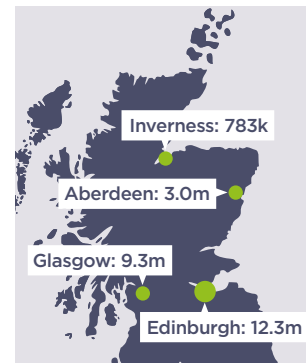
Percentage figures shown in the information for the 10 benchmark countries are relative to Scotland.

Scotland



Population	5.37 million
GDP/Capita (US\$)	36,200
Land Area: (sq. km)	77,900
Population density (p/sq. km)	69.0

Annual Passengers	24.6 million
Annual Scheduled Departures	153,800
Destinations Direct (Indirect)	131 (420)
Countries Direct (Indirect)	35 (136)



Air Passenger Tax Info:

UK Air Passenger Duty/ Air Departure Tax

Per passenger departing UK airports – rates for 2017/18

Band A (0-2000) km: £13 (economy), £26 (business/first)

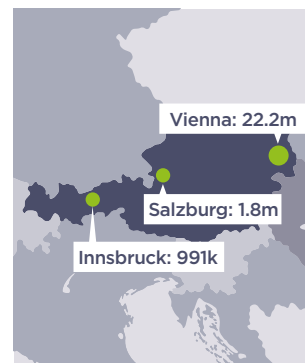
Band B (2001km+): £75 (economy), £150 (business/first).

Austria



Population	8.64 million	+61%
GDP/Capita (US\$)	43,600	+21%
Land Area: (sq. km)	82,500	+6%
Population density (p/sq. km)	105	+52%

Annual Passengers	26.8 million	+9%
Annual Scheduled Departures	134,700	-12%
Destinations Direct (Indirect)	149 (420)	+14%
Countries Direct (Indirect)	65 (136)	+86%



Air Passenger Tax info:

Air Transport Levy being halved from January 2018

- Short haul – from €7 to €3.50

- Medium haul – from €15 to €7.50

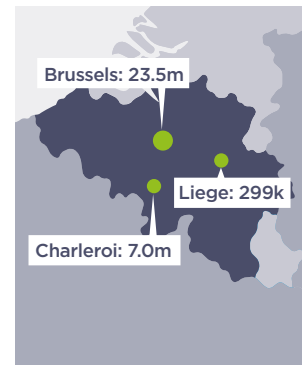
- Long haul – from €35 to €17.50.

Belgium



Population	11.2 million	+109%
GDP/Capita (US\$)	40,500	+11%
Land Area: (sq. km)	30,300	-61%
Population density (p/sq. km)	372	+439%

Annual Passengers	31.0 million	+26%
Annual Scheduled Departures	129,200	-16%
Destinations Direct (Indirect)	196 (411)	+50%
Countries Direct (Indirect)	65 (127)	+86%



Air Passenger Tax info:

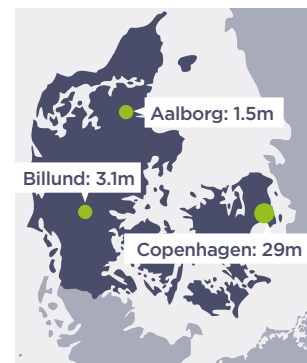
Proposed tax scrapped in 2008.

Denmark



Population	5.68 million	+6%
GDP/Capita (US\$)	53,000	+46%
Land Area: (sq. km)	42,300	-46%
Population density (p/sq. km)	135	+95%

Annual Passengers	30.1 million	+22%
Annual Scheduled Departures	160,400	+4%
Destinations Direct (Indirect)	136 (430)	+4%
Countries Direct (Indirect)	50 (136)	+43%



Air Passenger Tax info:

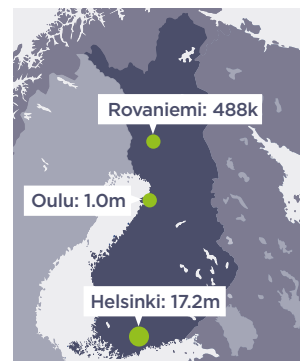
Tax phased-out in 2006-07.

Finland



Population	5.48 million	+2%
GDP/Capita (US\$)	42,400	+17%
Land Area: (sq. km)	304,000	+290%
Population density (p/sq. km)	18.0	-74%

Annual Passengers	17.5 million	-29%
Annual Scheduled Departures	103,673	-33%
Destinations Direct (Indirect)	109 (361)	-17%
Countries Direct (Indirect)	43 (118)	+23%



Air Passenger Tax Info:

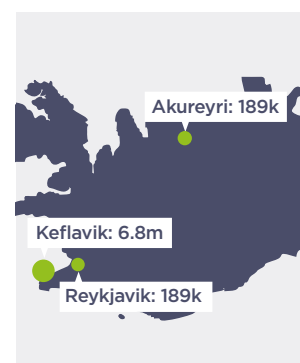
No such tax applies in Finland.

Iceland



Population	331,000	-94%
GDP/Capita (US\$)	50,700	+40%
Land Area: (sq. km)	100,000	+29%
Population density (p/sq. km)	3.30	-95%

Annual Passengers	7.60 million	-69%
Annual Scheduled Departures	28,800	-81%
Destinations Direct (Indirect)	62 (202)	-53%
Countries Direct (Indirect)	21 (74)	-40%



Air Passenger Tax Info:

No such tax applies in Iceland – a plan in 2011 to introduce one was dropped.

Ireland



Population	4.64 million	-14%
GDP/Capita (US\$)	61,100	+69%
Land Area: (sq. km)	68,900	-12%
Population density (p/sq. km)	67.4	-2%

Annual Passengers	29.5 million	+20%
Annual Scheduled Departures	122,600	-20%
Destinations Direct (Indirect)	141 (420)	+8%
Countries Direct (Indirect)	36 (136)	+3%



Air Passenger Tax info:

Tax abolished in 2014 after first being introduced in 2009.

Netherlands



Population	16.9 million	+215%
GDP/Capita (US\$)	44,300	+22%
Land Area: (sq. km)	33,700	-57%
Population density (p/sq. km)	503	+629%

Annual Passengers	64.6 million	+162%
Annual Scheduled Departures	250,000	+63%
Destinations Direct (Indirect)	248 (430)	+89%
Countries Direct (Indirect)	84 (136)	+140%



Air Passenger Tax Info:

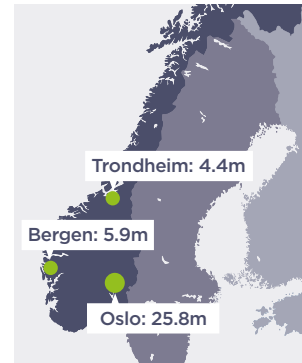
Tax abolished in 2009 - less than 12 months after being introduced.

Norway



Population	5.19 million	-4%
GDP/Capita (US\$)	74,500	+106%
Land Area: (sq. km)	365,000	+369%
Population density (p/sq. km)	14.2	-79%

Annual Passengers	37.5 million	+52%
Annual Scheduled Departures	336,300	+119%
Destinations Direct (Indirect)	144 (404)	+10%
Countries Direct (Indirect)	39 (136)	+11%



Air Passenger Tax info:

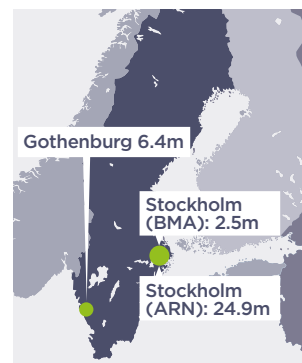
Introduced a tax of NOK 82 (about £7.50) from June 2016.

Sweden



Population	9.80 million	+82%
GDP/Capita (US\$)	50,600	+40%
Land Area: (sq. km)	407,300	+423%
Population density (p/sq. km)	24	-65%

Annual Passengers	34.0 million	+38%
Annual Scheduled Departures	233,800	+52%
Destinations Direct (Indirect)	150 (404)	+15%
Countries Direct (Indirect)	48 (136)	+37%



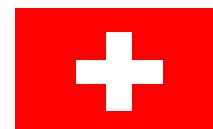
Air Passenger Tax info:

Proposed tax scrapped in 2006

New tax may be introduced from 2018

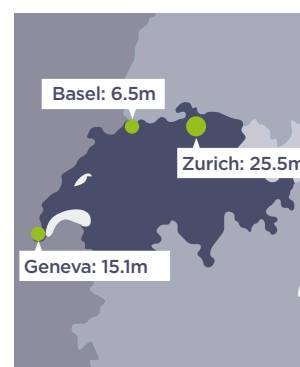
Rates between SEK 80 and 430 (£7.17 - £38.50).

Switzerland



Population	8.28 million	+54%
GDP/Capita (US\$)	81,000	+124%
Land Area: (sq. km)	39,500	-49%
Population density (p/sq. km)	210	+204%

Annual Passengers	48.0 million	+95%
Annual Scheduled Departures	229,400	+49%
Destinations Direct (Indirect)	174 (430)	+33%
Countries Direct (Indirect)	63 (136)	+80%



Air Passenger Tax info:

No such tax applies in Switzerland.

Supporting Table – Country Stats

	Population	GDP (US\$mil)	GDP/ Capita (US\$)	Land area (sq.km)	Population/ sq.km	Inbound Tourists	Air Passengers	Flights	Cities	Countries
Iceland	330,815	16,780	50,722	100,250	3.3	1,289,000	4,847,288	28,776	62	21
Ireland	4,643,740	283,703	61,094	68,890	67.4	9,528,000	29,546,935	122,622	141	36
Norway	5,190,239	386,578	74,482	365,245	14.2	5,361,000	37,501,095	336,313	144	39
Scotland	5,373,000	194,517	36,203	77,900	68.97	2,590,000	24,634,584	153,806	131	35
Finland	5,479,531	232,351	42,403	303,890	18.0	2,622,000	17,479,246	103,673	109	43
Denmark	5,683,483	301,308	53,015	42,262	134.5	10,424,000	30,089,831	160,405	136	50
Switzerland	8,281,430	670,790	80,999	39,516	209.6	9,305,000	48,026,375	229,383	174	63
Austria	8,638,366	376,950	43,637	82,523	104.7	26,719,000	26,754,007	134,681	149	65
Sweden	9,799,186	495,694	50,585	407,310	24.1	6,482,000	34,010,601	233,821	150	48
Belgium	11,249,420	455,086	40,454	30,280	371.5	8,355,000	30,957,125	129,203	196	65
Netherlands	16,939,923	750,284	44,291	33,690	502.8	15,007,000	64,570,874	250,052	248	84

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