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**Michael Smethers**

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(Third Pacage)

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**2002**



AIR TRANSPORT LIBERALISATION IN EUROPE: KEY INDICATORS

	Pre- Liberalisation	Current (a)	Change	Source
Number of EU Scheduled Airlines	124	131	6%	A
Number of EU domestic routes	813	910	12%	EU1
Number of domestic routes with more than one carrier	106	199	88%	EU1
Weekly Seats on EU domestic routes (in thousands)	2,910	4,097	41%	EU1
Yearly ASKs on EU domestic routes (in billions)	74	105	43%	EU1
Share of EU domestic ASKs on routes with more than one carrier	34%	68%	+34%pts	EU1
Number of Intra-EU (international) routes	692	1,202	74%	EU1
Number of Intra-EU routes with more than two carriers	61	217	256%	EU1
Weekly Seats on Intra-EU routes (In thousands)	2,345	4,603	96%	EU1
Yearly ASKs on Intra-EU routes (in billions)	107	244	129%	EU1
Share of Intra-EU ASKs on routes with more than two carriers	42%	52%	+10%pts	EU1
No-Frills Airline share of total ASKs	0.4%	11.6%	+11%pts	EU2
Change in Business Fares ,on Intra-EEA routes (nominal) .	∓ 233	∓ 309	32%	EU3
Change in Economy Fares on Intra-EEA routes (nominal)	∓ 209	∓ 263	26%	EU3
Change in Promotional Fares on Intra-EEA routes nominal	∓ 123	∓ 108 -	13%	EU3

Notes:

-frills airline share, which refers to

summer 2002.

(b) The analysis is based on OAG data and it therefore excludes non-scheduled services.

(c) No Frills airlines defined as bmibaby, Buzz, Debonair, easyJet, Go, Ryanair, Virgin Express

Sources:

AEA Association of European Airlines, January 1993 to February 2000

EU European Commission publication: "Updating and development of economic and fares data regarding the European Air Travel Industry":

EU1 -Summer 2002 update, comparing summer schedule 2000 with summer schedule 1992;

EU2 -July 1992 from 2000 Annual Monitoring Report, Summer 2002 from OAG schedules;

EU3 -Winter 2001 Fares Report, comparing January 2001 with January 1993.