

PROTOCOL FOR UK START-UP AID FOR AIRPORTS OF LESS THAN 3 MILLION PASSENGERS PER ANNUM

1. Introduction

This document was withdrawn on 1 March 2018. The latest information on the government's aviation and airports policy is available on GOV.UK.

Policy Background

- 1.1 The Aviation Policy Framework¹ sets out the UK Government's policy to allow the aviation sector to continue to make a significant contribution to the economic growth of the country.
- 1.2 The UK Government recognises the very important role airports across the UK play in:
 - attracting new or more frequent international connections to attract new business activity to support the growth of a more balanced economy
 - reducing the need for long-distance travel to and from airports; and
 - giving air passengers greater choice.
- 1.3 The UK Government believes that airlines operate best in a competitive, commercial environment and it is for individual airlines to determine the routes that they operate. However, the UK recognises that aviation plays an important role in connecting regions and accepts that aid may be necessary to develop air services to airports where local economic conditions prove unattractive to incentivise airlines.
- 1.4 However, any Government intervention in this market must ensure that it does not distort competition and is compliant with the European Commission aviation State aid guidelines for airports and airlines² ("Guidelines").
- 1.5 The Guidelines note that:

"Development of new air traffic should, in principle, be based on a sound business case. However, airlines are not always prepared, without appropriate incentives, to run the risk of opening new routes from unknown and untested small airports. Therefore, under certain conditions, airlines can be granted start-up aid even after the

¹https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/153776/aviation-policy-framework.pdf

² <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:C:2014:099:FULL&from=EN>

transitional period, if this provides them with the necessary incentive to create new routes from regional airports, increases the mobility of the citizens of the Union by establishing access points for intra-Union flights and stimulates regional development.”

Purpose of a Protocol for UK provision of start-up aid

1.6 This Protocol has been prepared to provide a framework of rules and guidance that an airline would need to comply with in order to be considered compliant with the Guidelines, and to ensure funding can be allocated in an open and fair method.

1.7 The Protocol has been designed to ensure that any start-up aid given:

- is in line with the objectives of the Aviation Policy Framework on regional airports;
- complies with UK and European Union law, especially in respect of State aids and competition policy;
- operates on a consistent basis, ensuring transparency, non-discrimination and proportionality; and
- works with the market to provide carefully targeted, time-limited interventions.

1.8 The UK’s Secretary of State for Transport is responsible to the European Commission for the implementation of State aid policy in relation to transport in the UK on behalf of the UK Government.

1.9 This Protocol has been notified to the Commission. Upon clearance of this Protocol by the Commission, the UK Government can award aid in respect to routes from airports handling fewer than 3 million passengers per annum which commence services after from the date of approval by the European Commission without further notification.

1.10 Therefore any airlines which are deemed to meet the criteria set out in section 3 of this document can be considered eligible for start-up aid funding. However in addition before any funding is provided the UK Government will also require airlines to show that the route offers value for money and meets any further strategic aims the UK Government considers appropriate.

Timescale for funding

1.11 To ensure an open and fair process the UK’s Department for Transport will publish a timetable for receiving bids from airlines to provided start-up aid.

1.12 The timetable will provide sufficient time for airlines to work with the airport that it will serve with fewer than 3 million passengers per annum to provide evidence that the route meets the requirements set out in section 3 of this document.

1.13 In addition airlines will need to provide the UK Government with further information to show that any funding provided will offer the UK Government value for money. The timetable will also allow a period of time for the UK Government to hear any objections from other interested parties who believe that the provision of aid may distort the market before any decision is made with regards to whether a route will be funded.

Structure of this Document

1.14 The structure of the remainder of the guidance is as follows:

- Section 2 - sets out the key principles underpinning start-up aid and their operation.
- Section 3 - outlines the rules and criteria that airlines must abide by in order to be compliant in terms of competition and State aid rules, and with national and regional policy and value for money objectives.
- Section 4 – Summary of further evidence required by the UK Government
- Annex – Map highlighting airports that qualify for routes to be funded by start-up aid

2. Key Principles

The Policy and Legal Context

- 2.1 In preparing this Protocol we have sought to reflect a range of relevant policy and legal principles developed at European, national and regional level and draw them together.
- 2.2 In a European context, we have had regard to the European Commission's Transport White Paper³, the key aims of which can be summarised as improving transport connections between all areas of the European Union by developing new links and removing bottlenecks, in order to allow access to the European Single Market and enable it to operate more competitively and therefore efficiently. As noted in Section 1 above, in preparing this Protocol we have had particular regard to the European Commission's State aid Guidelines for airports and airlines⁴ ("Guidelines").
- 2.3 At national level, as explained in Section 1, the UK Government is committed to encouraging the growth of regional airports and to stimulating regional economies. This Protocol and the associated Appraisal Framework that the UK Department for Transport will publish on its website will provide the practical delivery tools through which the Government envisages implementation of the policy will take place.

The Objectives of the start-up aid

- 2.4 The objectives of start-up aid is to create net economic benefits for the region by improving the connectivity between the UK regions and their domestic and European counterparts.
- 2.5 It should work with the market to support new air services by sharing risk during the period of route start-up. As such, it will provide a mechanism that allows an airline to bring forward the commencement of new air services that are expected to become commercially sustainable in the medium term, thereby securing the resultant economic benefits to be derived from additional connectivity.
- 2.6 Start-up aid is not intended to support services that have the potential to be commercially viable without assistance, that serve primarily outbound leisure markets, or that will not be commercially sustainable in the medium term. It is expected to be a strictly short-term measure providing limited

³ http://ec.europa.eu/transport/themes/strategies/2011_white_paper_en.htm

⁴ <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:C:2014:099:FULL&from=EN>

sums for start-up assistance over a maximum period of three years. It is not intended to distort existing competition by bringing forward routes at one airport that will significantly affect the viability of existing routes from another with a shared catchment area.

2.7 Start-up aid will only be provided, therefore, where:

- a route complies with EU Guidelines on State aid, and where
- an assessment indicates that the development of new routes from airports within the region or sub-region in question will bring demonstrable economic benefits and make better use of regional airport infrastructure, and where
- if number of bids exceeds funding availability, the route provides best value for money and meets the objectives set out for strategic aims of the scheme.

2.8 No aid will be given for routes that are not actually new routes, but instead simply involve a more frequent schedule on a route already served.

Funding Applications

2.9 To ensure that start-up aid is provided in a transparent and non-discriminatory way in line with EU guidelines, access to start-up aid fund is open to all airlines who wish to operate from an airport handling fewer than 3 million passengers per annum. All processes must be compliant with the requirement for good public governance, be clearly auditable and transparent in their allocation of resources.

2.10 It will be for airlines with the support of other interested parties (airports, local authorities etc.) to consider whether a route is suitable for start-up aid. Where airlines decide that the route meets such criteria they will be required to submit to the Department for Transport evidence that shows the route(s) meets the EC guidelines on state aid as defined in section 3 of this Protocol.

2.11 To ensure that this is carried out on a transparent, objective and consistent basis this Protocol the UK's Department for Transport will set out timetable to receive bids and assess bids for funding. All applications will be evaluated using a common process.

2.12 Any routes deemed to be compliant with this Protocol will also be examined against a range of criteria (i.e. economic and strategic appraisal) to ensure any funding as well as being compliant the EC guidelines meets the UK's aims of the scheme and offers value for money.

2.13 An 'Appraisal Framework', specifically designed to meet these requirements in relation to start-up funding for new air services, has been

developed by the UK Government. It provides guidance on the appraisal process and contains minimum economic benefit thresholds, weighting and scoring of the appraisal criteria.

Form of the aid

- 2.14 Start-up aid will be provided as a direct grant to passenger airlines whose proposals have been accepted.
- 2.15 The proposed aid to support the launch of new routes is intended to cover up to 50% of the costs of published airport charges at UK airports of fewer than 3 million passengers per annum for a maximum of three years.

National Legal Basis

- 2.16 The aid awarded under the proposed scheme will be paid from the “Regional Air Connectivity Fund”.

Duration of the scheme and the aid

- 2.17 The implementation of the proposed scheme will only start when approval of the European Commission has been obtained.
- 2.18 The scheme will support airlines in establishing a new route for duration of up to three years. We would expect funding to be regression over the three year period to ensure that by year four the route will be commercially viable.

Beneficiaries

- 2.19 The beneficiaries of the aid will be airlines which satisfy certain technical criteria as described below, and which are chosen following a call for tenders.
- 2.20 Undertakings of all sizes are eligible. The estimated number of beneficiaries of the scheme is between 11 and 50.

Performance Review and Reporting

- 2.21 All airlines will be expected to review the operation of the route, and provide DfT with information on number of flights, passenger numbers and funding received to the DfT on an annual basis.

Dispute Procedures

2.22 A number of potential areas of conflict or dispute could arise, including:

- i) complaints from unsuccessful applicants;
- ii) complaints from airport operators;
- iii) complaints from other airlines.

2.23 Any disputes should be directed to the UK's Department for Transport, which will be expected to explain, within the scope allowed by commercially confidential agreements between the Department of Transport and the applicant, why a particular route or airport received support and others did not.

3 Essential Start-up Aid Operating Requirements

Introduction

3.1 The European Commission published their updated guidelines regarding State aid for airports and airlines in April 2014⁵ (“the Guidelines”). The Guidelines set out in section 5.2 (Start-up aid to airlines) the criteria under which State aid can be granted to an airline for launching a new route with the aim of increasing the connectivity of a region and facilitating regional development. Aid will be considered compatible with the internal market pursuant to Article 107(3)(c) of the Treaty, if the cumulative conditions in point 79 are fulfilled as set out in points 139-153.

(a) Contribution to a well-defined objective of common interest (points 139 – 140)

Start-up aid to airlines will be considered to contribute to the achievement of an objective of common interest, if it:

- a) increases the mobility of Union citizens and the connectivity of the regions by opening new routes; or*
- b) facilitates regional development of remote regions.*

When a connection which will be operated by the new air route is already operated by a high-speed rail service or from another airport in the same catchment area under comparable conditions, in particular in terms of length of journey, it cannot be considered to contribute to a well-defined objective of common interest.

3.2 Aid is to be provided to encourage airlines to launch new routes from UK airports of fewer than 3 million passengers per annum, to create net economic benefits for the region they serve by improving connectivity between the UK regions and their domestic and European Counterparts.

3.3 New route are defined as:

- Routes that have not been served by an airline offering transport to paying passengers within the 12 months preceding the planned start date for the operation of the new services.

⁵ <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:C:2014:099:FULL&from=EN>

- Routes where, prior to the publication of the call for bids, there had been no announcement by an airline of a planned start of operation of the route during the 12 month period following the publication.
- Routes to destinations that are not likely to result in transfer of passengers from an existing route involving another airport within the catchment area.

3.4 There must be no duplication of existing comparable connections operated by a high-speed service or by another airport in the same catchment area under comparable condition.

(b) Need for State intervention (points 141-145)

The conditions that smaller airports face when developing their services are often less favourable than those faced by the major airports in the Union. Also, airlines are not always prepared to run the risk of opening new routes from unknown and untested airports, and may not have appropriate incentives to do so.

On this basis, start-up aid will only be considered compatible for routes linking an airport with less than 3 million passengers per annum to another airport within the Common European Aviation Area.

Start-up aid for routes linking an airport located in a remote region to another airport (within or outside the Common European Aviation Area) will be compatible irrespective of the size of the airports concerned.

Start-up aid for routes linking an airport with more than 3 million passengers per annum and less than 5 million passengers per annum not located in remote regions can be considered compatible with the internal market only in duly substantiated exceptional cases.

Start-up aid for routes linking an airport with more than 5 million passengers per annum not located in remote regions cannot be considered compatible with the internal market.

3.5 The guidelines recognise that smaller airports (handling fewer than 3 million passengers per annum) can encounter proportionally greater obstacles than those faced by major airports (handling more than 5 million passengers per annum) when seeking to develop air services. It recognises that airlines are not always prepared to run the risk of opening new routes from smaller airports without an appropriate incentives to do so.

3.6 Therefore start-up aid can only be awarded for airports handling fewer than 3 million passengers per annum.

3.7 In defining airport size the Guidelines sets out that traffic levels at an airport should be calculated as the:

“Actual average annual passenger traffic during the two financial years preceding that in which the aid is notified or actually granted or paid in the case of non-notified aid. In the case of a newly created passenger airport, the forecasted average annual passenger traffic during the two financial years after the beginning of the operation of commercial passenger air traffic should be considered. These thresholds refer to a one-way count. This means a passenger flying for example to the airport and back would be counted twice; it applies to individual routes.”

3.8 For consistency the UK will define the financial year to be the same as the calendar year (January – December). Annex A contains a list of UK airports that would be deemed to be compatible for start-up aid in 2015, based on the average traffic numbers at these airports in 2013 and 2014.

3.9 Funding will be provided for only those routes that serve countries in the Common European Aviation Area (CEAA) can be a recipient of start-up aid. This area is defined in the Council Decision 2006/682/EC as:

“the Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, the former Yugoslav Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo on the Establishment of a European Common Aviation Area (ECAA) (OJ L 285, 16.10.2006, p. 1).”

(c) Appropriateness of State aid as policy instrument (points 146-147)

The Member States must demonstrate that the aid is appropriate to achieve the intended objective or resolve the problems intended to be addressed by the aid. An aid measure will not be considered compatible with the internal market if other less distortive policy instruments or aid instruments allow the same objective to be reached.

An ex ante business plan prepared by the airline should establish that the route receiving the aid has prospects of becoming profitable for the airline without public funding after 3 years. In the absence of a business plan for a route, the airlines must provide an irrevocable commitment to the airport to operate the route for a period at least equal to the period during which it received start-up aid.

- 3.10 To ensure that a route is commercially viable at the end of the funding period it will be necessary for an interested party to submit, alongside any funding bid, an ex-ante business plan for each route. It should indicate that a route cannot operate to acceptable levels of profit or loss during the initial start-up period without assistance demonstrates but that at the end of the funding period the route can be operated on a commercial basis.
- 3.11 The ex-ante business plan should:
- The period for which the airline requires the start-up aid.
 - A study of the viability of the route, where the future viability after the period of support is justified.
 - Details of the planned promotion, marketing and pricing of the new route.
 - Estimate expected number of passengers in each direction on the route and the expected profile of the passengers.
- 3.12 The business plan must clearly show that the route will become profitable on own merits upon expiration of the aid, which can be no longer than three years after the commencement of the operation of the route.
- 3.13 Applicant airlines will also be asked to include in their business plans a justification of why they would not have operated the route in question in the absence of the aid.
- 3.14 To further ensure that the route can be commercial viable at the end of the funding period, the UK Government will also seek independent advice to assess whether the proposed route can reasonably be considered to be commercially viable at the end of the funding period.

(d) Existence of incentive effect (points 148-149)

Start-up aid to airlines has an incentive effect if it is likely that, in the absence of the aid, the level of economic activity of the airline at the airport concerned would not be expanded. For example the new route would not have been launched.

The new route must start only after the application for aid has been submitted to the granting authority. If the new route begins before the application for aid is submitted to the granting authority, any aid awarded in respect of that individual route will not be considered compatible with the internal market.

- 3.15 Start-up aid will only be consider for routes that would not be operated without the proposed aid. Airlines will need to justify why they would not have operated the route in question in the absence of aid, as set out in Chapter 4.

3.16 To ensure openness UK's Department for Transport will publish on its website a list of routes submitted that meet these criteria. This will allow either other airlines or airports within the same catchment area a period of time to make representation to the Department if they are planning to operate the route commercially. The DfT will publish the following information:

- the two airports flight will operate between,
- the airline providing the service, and
- the frequency of service.

3.17 If another airlines announces the same route from an airport in the same catchment area before final agreement on funding is made, then the application for start-up aid will fall (this assumes the second airline's plans are well- advanced, as evidenced by, for example, its selling seats for the route). However once funding has been agreed we will honour the commitment.

3.18 The UK Government will never grant aid for the launch of a new route before the official application for aid under the rules of the selection procedures has been received.

(e) Proportionality of the aid amount (aid limited to the minimum necessary) (point 150)

Start-up aid may cover up to 50 % of airport charges in respect of a route for a maximum period of three years. The eligible costs are the airport charges in respect of the route.

3.19 The aim of start-up aid is to act as an incentive to develop new routes that, whilst not being profitable in the short term, will be profitable in the medium term. The amount of start-up aid that can be provided may cover up to 50% of the eligible airport charges in respect of a route for a maximum period of three years.

3.20 The Guidelines define airport charges as:

“a means a price or a levy collected for the benefit of the airport and paid by the airport user (airline) for the use of facilities and services which are exclusively provided by the airport and which are related to landing, take-off, lighting and parking of aircraft and processing of passengers and freight. It may also include charges or fees paid for ground handling services and fees for centralised ground handling infrastructure.”

3.21 The UK would normally expect airports to have official published airport charges on their website and for this to act as the basis for the amount of revenue eligible for aid.

(f) Avoidance of undue negative effects on competition and trade (points 151-153)

In order to avoid undue negative effects on competition and trade, where a connection (for example, city-pair) which will be operated by the new air route is already operated by a high-speed rail service or by another airport in the same catchment area under comparable conditions, notably in terms of length of journey, such air route will not be eligible for start-up aid.

Any public body which plans to grant start-up aid to an airline for a new route, whether or not via an airport, must make its plans public in good time and with adequate publicity to enable all interested airlines to offer their services.

Start-up aid cannot be combined with any other type of State aid granted for the operation of a route.

3.22 It is important to protect against the distortion of competition. Airlines in the UK operate in a competitive, commercial environment and it is for individual airlines to determine the routes that they operate. Start-up aid should therefore only be provided in appropriate circumstances and routes, which would minimise the risk of distortions to competition.

3.23 Therefore start-up aid to airlines can only be provided if the following criteria are met:

- i. air service is not already being operated between the two airports of the proposed route;
- ii. there is no high speed rail between the city pairs served by the airport; or
- iii. by another airport in the same catchment area under comparable conditions.

3.24 The Guidelines define the catchment area of an airport as:

“a geographic market boundary that is normally set at around 100 kilometres or around 60 minutes’ travelling time by car, bus, train or high-speed train; however, the catchment area of a given airport may be different and needs to take into account the specificities of each particular airport. The size and shape of the catchment area varies from airport to airport, and depends on various characteristics of the airport, including its business model, location and the destinations it serves.”

- 3.25 The UK will therefore consider an airport to be within the same catchment area if the journey time by car, bus, train or high-speed train between the two airports can be reasonably expected to be less than 60 minutes. Any approach by an airline which would involve moving a service from one UK airport to another serving broadly the same catchment area will be turned down.
- 3.26 A new service which involves switching a service from one airport in the catchment area to another will not be eligible for start-up aid. Any new service should result in an increase in the net volume of passengers and not simply encourage traffic to relocate from one airline or company to another.
- 3.27 To further protect against market distortion the UK Government will also take into account whether a proposed route is already served by any airports within around a 100km radius, but over 60 minutes journey time. Where this is found to be the case the Department will look to assess whether the introduction of the route is likely to cause distortion to the market (i.e. possible loss of viability of the existing route or frequency). Where evidence establishes that the introduction to the route is likely to cause such distortion to the market the proposed route will no longer be considered compliant for start-up aid. However, where it is believed that both services can continue to operate, funding will be deemed compatible.
- 3.28 A city pair will be regarded as being served by high speed rail if it is capable of reaching speeds of over 124mph on the routes between the two cities.
- 3.29 Once an offer has been made for start-up aid, it cannot be extended or converted to a Public Service Obligation.

Cumulation (points 158-159)

The guidelines set out in points 158-159 in relation to the cumulation of State aid:

The maximum aid intensities applicable under these guidelines apply regardless of whether the aid is financed entirely from State resources or is partly financed by the Union.

Aid authorised under these guidelines may not be combined with other State Aid, de minimis aid or other forms of Union financing, if such a combination results in an aid intensity higher than that laid down in these guidelines.

The UK authorities intend to ensure that the proposed aid cannot be combined with other types of state aid for operation of the same route,

and this should thereby ensure that the maximum aid intensity of 50% applicable to start-up aid schemes will not be exceeded.

3.30 Under the terms of this Protocol, the Department for Transport will require all applicants for funding to make a “declaration of other aid” including declaration of aid in respect of aid paid in another state and not just the UK. The aim of this is to identify whether other sources of public funding, which might count toward start-up aid limits, have been applied for or secured. The UK’s Department for Transport will also check with the appropriate governmental bodies as to the existence of other aid schemes. In the event of other aid being present, the exact intensity will be calculated and the aid given under this Protocol will be reduced below the 50% maximum accordingly.

4 Summary of the Appraisal Framework

4.1 This section outlines the structure of the proposed appraisal framework, as show in Figure 1. A more detailed document will be produced.

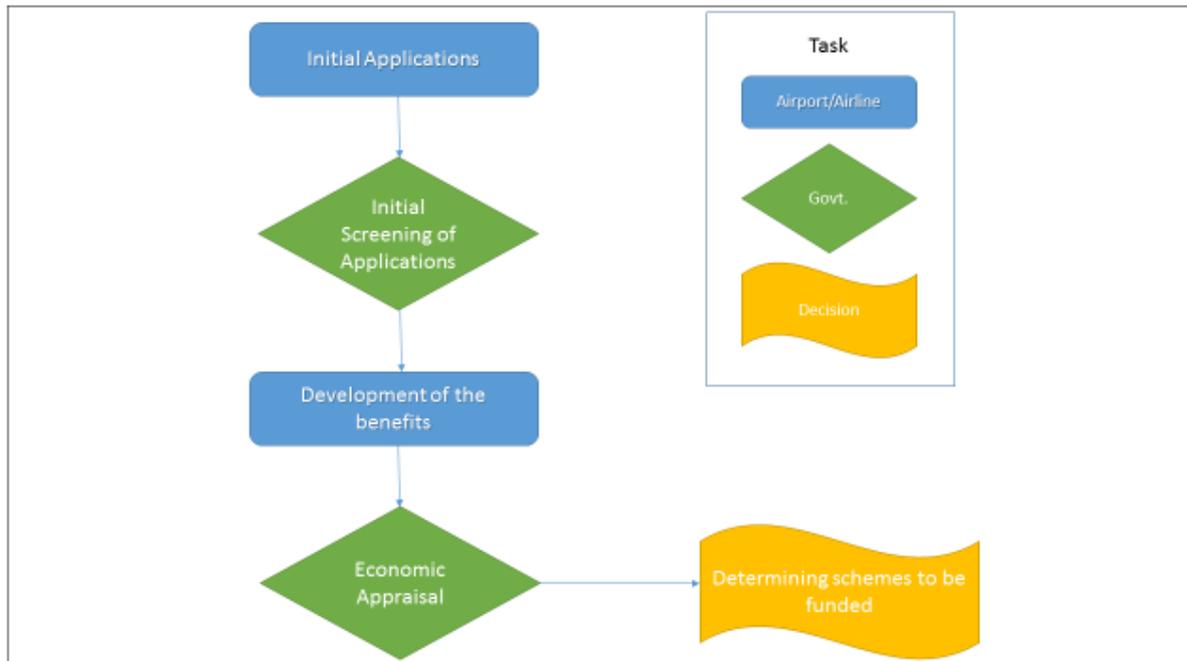


Figure 1: Components of the Appraisal Framework

4.2 The broad approach set out here follows that of public sector project appraisal in general, customised to the specific requirements of appraising individual applications for support at the level of a single air route or service. It follows the general approach to transport appraisal, as set out in Department for Transport's Appraisal Guidance.

Stage 1: Initial application

4.3 Airlines will be asked to supply information to allow the UK Government to determine whether the proposed route meets the UK Protocol on start-up aid. The information requested will include

- **Contact information** – Airline / airport / local authorities who support the scheme
- **Airport information** - Evidence that the airport meets protocol requirement (fewer than 3mppa)
- **Airline information** - Evidence that the airline is viable
- **Route information** - Evidence that the route meets the criteria and will generate inward benefits
- **Route data and funding profile** - Funding requirement and evidence that the route will be commercially viable at the end of the funding period

- **Ex-ante business plan** – This should include at least the following information:
 - Rationale for the route – what markets is it trying to serve - Point to Point, Onward Connecting, Business, Leisure, Inbound, Outbound
 - Why there is believed to be a 'gap' in the market
 - Strategic fit with other routes by the same airline
 - What other routes the aircraft will be used for
 - Fit with the origin airport route portfolio
 - Information regarding the route
 - i. Airports being served
 - ii. Distance between the two airports
 - iii. Journey times by different modes
 - iv. Proposed air service provision
 - v. Aircraft type
 - vi. Catchment area size
 - Any information regarding previous services run on the route
 - Explanation why the route is not commercially viable in the years funding is being sought for
 - Evidence that supports the passenger number forecasts for each of the four years, including supporting evidence / rationale in relation to the levels of stimulation

Applications will be subject to an initial screening process. This will include consideration of whether:

- the route or planned service meets the criteria as set out in the EU guidelines;
- the airline has an EU operating licence, and is a credible provider of the service;
- slots are available to meet the planned schedule;
- the airport is able to handle the service at the planned operating times;
- there is prima facie evidence that the service is capable of being commercially viable in the medium term (at the end of the funding period).

In reaching decisions on applications during the initial screening process, attention will be paid first and foremost to whether applications meet the EU guideline requirements. Proposed services could be rejected after the initial screening, but eligibility for funding will not be established at this stage.

Routes that pass the initial screening stage would move forward to more detailed assessment.

Routes that are assessed to meet the EC Guidelines will be published in advance of moving to the next stage of work to allow either other airlines or airports within the same catchment area a period of time to make representation to the Department if they are planning to operate the route commercially.

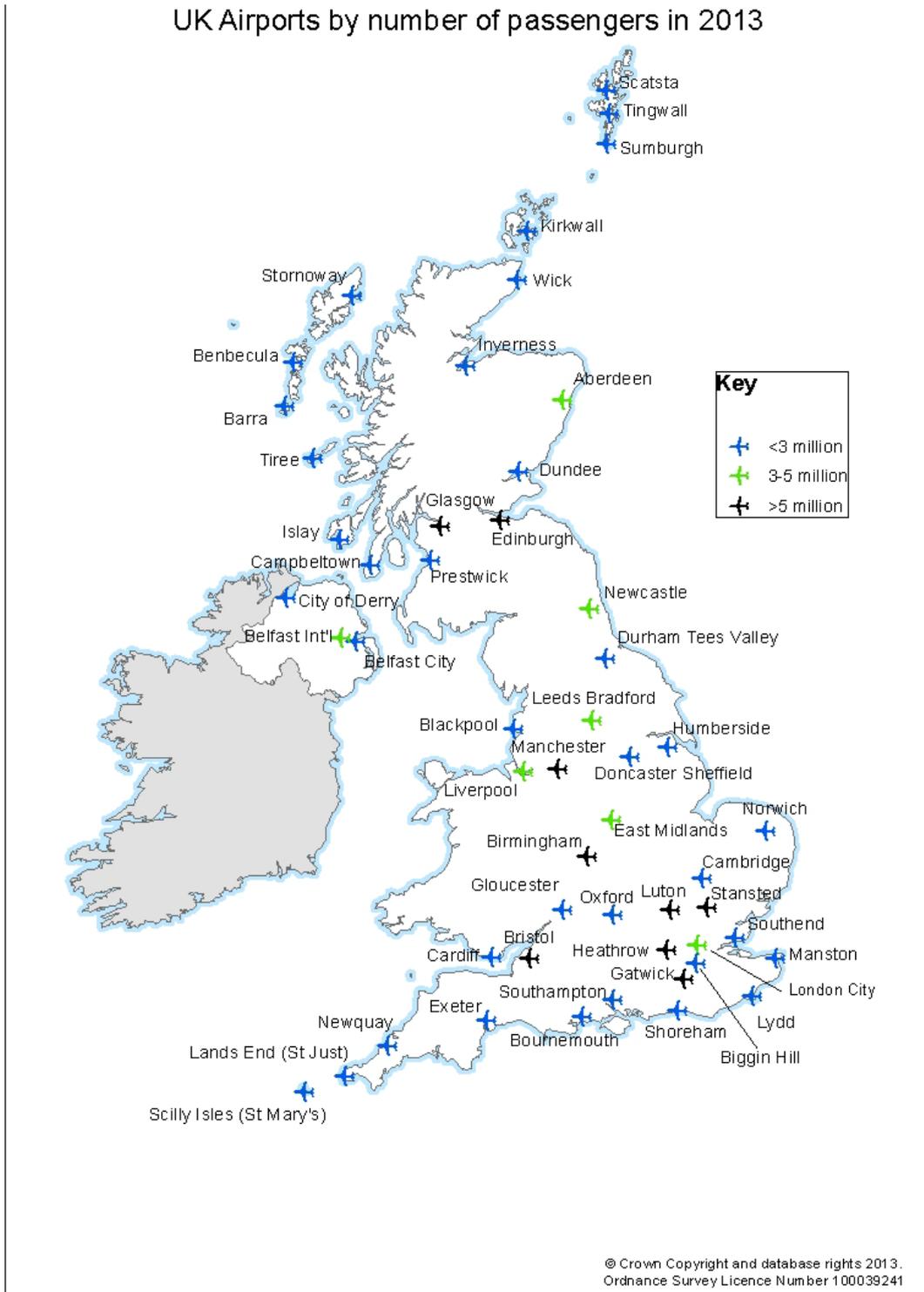
Stage 2: Commercial, economic and strategic appraisal

4.4 Schemes that have passed the initial screening process will be required to submit the following information:

- **Application letter from airline:** The airline wishing to operate the route should provide a cover letter setting out that the route they are seeking funding for and amount of funding required.
- **Route information:** Similar information submitted in the initial application stage.
- **Ex-ante business plan:** Evidence how the route will be commercially viable at the end of the funding period.
- **Commercial Appraisal:** Each route will be independently assessed, to establish, whether the route will be commercially viable at the end of the funding period, based on the information provided in the route information form and the ex-ante business plan.
- **Economic Appraisal:** A full economic and environmental appraisal will be undertaken, from which a Benefits-Costs ratio will be calculated and a quality score developed.
- **Strategic Appraisal:** Benefits that cannot necessarily be monetised and meet the strategic aims of the scheme.

Annex

UK Airports by number of passengers in 2013



Airport	2014	2013	Average 2013/14
BELFAST CITY (GEORGE BEST)	2,555,111	2,541,703	2,548,407
SOUTHAMPTON	1,829,607	1,722,443	1,776,025
CARDIFF WALES	1,019,545	1,057,073	1,038,309
SOUTHEND	1,102,260	969,912	1,036,086
PRESTWICK	912,399	1,144,568	1,028,484
EXETER	766,572	737,919	752,246
DONCASTER SHEFFIELD	724,252	689,761	707,007
BOURNEMOUTH	660,374	659,021	659,698
INVERNESS	611,150	606,722	608,936
NORWICH	458,931	463,029	460,980
CITY OF DERRY (EGLINTON)	350,257	384,973	367,615
SCATSTA	279,799	298,308	289,054
BLACKPOOL	223,998	262,630	243,314
SUMBURGH	262,626	209,747	236,187
HUMBERSIDE	237,329	234,641	235,985
NEWQUAY	219,167	174,632	196,900
DURHAM TEES VALLEY	142,274	159,311	150,793
KIRKWALL	150,877	149,574	150,226
STORNOWAY	127,237	119,904	123,571
ISLES OF SCILLY (ST.MARYS)	90,944	89,170	90,057
LANDS END (ST JUST)	44,284	46,299	45,292
BENBECULA	31,190	30,612	30,901
WICK JOHN O GROATS	27,633	33,091	30,362

Airport	2014	2013	Average 2013/14
ISLAY	27,412	25,721	26,567
MANSTON (KENT INT)	12,385	40,143	26,264
DUNDEE	22,069	27,560	24,815
CAMBRIDGE	20,663	9,249	14,956
GLOUCESTERSHIRE	15,141	14,129	14,635
BARRA	10,521	9,410	9,966
CAMPBELTOWN	9,331	9,427	9,379
TIREE	9,026	8,270	8,648
OXFORD (KIDLINGTON)	1,194	6,840	4,017
LERWICK (TINGWALL)	3,591	3,784	3,688
LYDD	1,227	670	949
SHOREHAM	452	732	592
BIGGIN HILL	497	326	412