

**Documentation of statistics for
Aviation 2026**

1 Introduction

The aviation statistics sheds light on investments in the airports' infrastructure and on the development of transport of goods and passengers through Danish airports. The present aviation statistics were established in 1997. Previously aviation statistics were published only in summary form in the *Statistical Yearbook*.

2 Statistical presentation

The Aviation statistics describe annually investments in the infrastructure and quarterly and annually the development in air transport of passengers and goods through Danish airports. Statistics are compiled for domestic and international flights and subdivided into scheduled flights, non scheduled flights (charter and taxi flights) and other flights. Quarterly figures on passengers are seasonally adjusted.

2.1 Data description

The statistics contain information on flights in public Danish airports. The information covers the number of passengers, amount of goods, direction of the flight, country of origin or destination, national or international flight and the type of flight, e.g. scheduled flights.

Outbound flights are determined by departure time and inbound by the arrival time. Round trips by the departure time.

2.2 Classification system

Countries are categorized using the international standard ISO 3166-1 alfa.2.

Other classifications are defined as in the European legislation.

2.3 Sector coverage

Transport.

2.4 Statistical concepts and definitions

Scheduled flight: Commercial, regular air traffic, which normally takes place according to a timetable.

Charter flight: Commercial non-regular public air transport, including taxi flight.

2.5 Statistical unit

The statistical unit in dissemination is the airport.

2.6 Statistical population

Aviation.

2.7 Reference area

The statistics covers flights using public airports in Denmark.

The statistics cover flights to and from public, controlled airports in Denmark.

Travel to and from Greenland and the Faroe Islands is considered domestic aviation. This means that in the statistics, the number of departing passengers in domestic traffic does not equal the number of arriving passengers in domestic traffic (although in reality these numbers are of course usually identical). For example, on a flight from Aalborg to Copenhagen, the number of departing passengers from Aalborg equals the number of arriving passengers in Copenhagen. For travel from Greenland to Copenhagen, only the number of arriving passengers from Greenland—reported by Copenhagen Airport—is known. The number of departing passengers from Greenland is not known, as those figures are not reported to the Danish Civil Aviation and Railway Authority."

2.8 Time coverage

The statistics on passengers and freight transport have been compiled in their current form since 1997.

The statistics on investments have been compiled in their current form since 1992.

The statistics on infrastructure have been compiled in their current form since 1990.

2.9 Base period

Fixed investments in airports are published in current prices, 1990-prices, 1995-prices and 2000-prices.

2.10 Unit of measure

Persons (for passengers) and tonnes (for goods).

2.11 Reference period

The reference period is either a full quarter (quarterly statistics) or a full calendar year (yearly statistics).

2.12 Frequency of dissemination

Annually since 1997.

Both annual and quarterly since 2000.

2.13 Legal acts and other agreements

Data are collected by the Danish Civil Aviation and Railway Authority as part of their monitoring role for aviation and airports.

Data are submitted to Eurostat by the Danish Civil Aviation and Railway Authority according to EU legislation:

- Regulation (EC) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air.
- Commission Regulation (EC) No 1358/2003 of 31 July 2003 implementing Regulation (EC) No 437/2003 of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air.
- Commission Regulation (EC) No 546/2005 of 8 April 2005 adapting Regulation (EC) No 437/2003 of the European Parliament and of the Council as regards the allocation of reporting-country codes and amending Commission Regulation (EC) No 1358/2003 as regards the updating of the list of Community airports.

2.14 Cost and burden

The response burden is not calculated.

2.15 Comment

There is a general page for the subject of [transport statistics](#).

3 Statistical processing

Data from the Danish Civil Aviation and Railway Authority are wholly covering the population and no imputation is made. Data on passengers are seasonally adjusted.

3.1 Source data

Data are collected monthly from the airports by the Danish Civil Aviation and Railway Authority as part of the duties as monitoring authority.

3.2 Frequency of data collection

Data are collected monthly by the Danish Civil Aviation and Railway Authority and submitted to Statistics Denmark quarterly.

3.3 Data collection

Statistics Denmark receives an extract of the database at the Danish Civil Aviation and Railway Authority.

3.4 Data validation

The data is checked for significant deviations at airport level compared to previous periods.

No imputation is done since data coverage is complete.

3.5 Data compilation

There is no actual data compilation

3.6 Adjustment

No corrections are made to the data other than seasonal adjustment of passenger information.

4 Relevance

The statistics are used widely by e.g. news media, the air ports themselves, ministries, etc. mostly for monitoring the market, deciding on transport policies and plan for investments in infrastructure.

4.1 User Needs

The main users are the EU Commission, Danish ministries, business organizations and private enterprises.

The statistics are mostly used for monitoring the market, deciding on transport policies, and plan for investments in infrastructure.

4.2 User Satisfaction

No information on user satisfaction is collected and there is rarely feedback from users.

The user contact that occurs shows that the statistics are used widely by news media, the air ports, ministries, etc. and it is the impression that the easy access to data in Statbank Denmark is appreciated.

4.3 Data completeness rate

Data are complete.

5 Accuracy and reliability

The aviation statistics is based on an exhaustive census, i.e. there is no sampling errors and total error in the final statistics is assessed to be very small.

Minor revisions do occur after first publication but the statistics are generally correct.

5.1 Overall accuracy

The statistics are in general reliable without systematic errors.

5.2 Sampling error

Not applicable

5.3 Non-sampling error

The statistics cover the area in full, as all relevant enterprises report data.

Minor revisions occur as a result of data entry or registration errors. These account for less than 1% of the total volume of goods or the number of passengers. The Danish Civil Aviation and Railway Authority seeks to reduce this type of error by establishing electronic data deliveries from the airports.

There is no non-response, no calculation errors and no model assumptions in the statistics.

5.4 Quality management

Statistics Denmark follows the recommendations on organisation and management of quality given in the Code of Practice for European Statistics (CoP) and the implementation guidelines given in the Quality Assurance Framework of the European Statistical System (QAF). A Working Group on Quality and a central quality assurance function have been established to continuously carry through control of products and processes.

5.5 Quality assurance

Statistics Denmark follows the principles in the Code of Practice for European Statistics (CoP) and uses the Quality Assurance Framework of the European Statistical System (QAF) for the implementation of the principles. This involves continuous decentralized and central control of products and processes based on documentation following international standards. The central quality assurance function reports to the Working Group on Quality. Reports include suggestions for improvement that are assessed, decided and subsequently implemented.

5.6 Quality assessment

In general the quality of the statistics are assessed to be quite high. Data are collected for administrative purposes and response rate is very high. The collected information are consistent with the statistical concepts.

Revisions occur from time to time that introduces a slightly higher uncertainty on first disseminations but overall the uncertainty on passengers and tonnes are assessed to be less than 1 per cent.

5.7 Data revision - policy

Statistics Denmark revises published figures in accordance with the [Revision Policy for Statistics Denmark](#). The common procedures and principles of the Revision Policy are for some statistics supplemented by a specific revision practice.

5.8 Data revision practice

Data is revised for current year until figures for a year is published.

If significant errors or revisions are detected, revisions are reflected in the statistics at first given opportunity.

6 Timeliness and punctuality

Statistics Denmark publishes quarterly data approximately 50 days after end of reference period.

Data are always published at the scheduled and announced time of publication.

6.1 Timeliness and time lag - final results

Quarterly statistics are published approximately 50 days after the end of the reference period.

Annual statistics are published approximately 120 days after the end of the reference year.

6.2 Punctuality

The statistics are usually published without delay compared to scheduled and announced date of publication.

7 Comparability

There is a consistent time series dating back to 1990. Data are wholly comparable with statistics from other countries within the European Statistical System, ESS.

7.1 Comparability - geographical

The statistics are wholly comparable with other EU- and EFTA-countries statistics on passenger and goods transport on airplanes. Comparable statistics are published by [Eurostat](#).

7.2 Comparability over time

Statistics on air passenger traffic and air goods transport are consistent from 1990.

7.3 Coherence - cross domain

At the [Danish Civil Aviation and Railway Authority](#), you can find statistics for the individual airports.

7.4 Coherence - internal

The statistics are prepared on the basis of data from airports reported to the Danish Civil Aviation and Railway Authority as well as from the National Accounts. No effort is made to ensure consistency, as none of the sources are combined.

8 Accessibility and clarity

These statistics are published in a Danish press release and in the StatBank under [Transport](#).

8.1 Release calendar

The publication date appears in the release calendar. The date is confirmed in the weeks before.

8.3 User access

Statistics are always published at 8:00 a.m. at the day announced in the release calendar. No one outside of Statistics Denmark can access the statistics before they are published.

8.2 Release calendar access

The Release Calendar can be accessed on our English website: [Release Calendar](#).

8.4 News release

These statistics are published yearly in a Danish press release.

8.5 Publications

Not relevant.

8.6 On-line database

These statistics are published in the StatBank under [Transport](#) in the following tables:

Transport equipment

- [FLYV11](#): Danish registered aircraft 1st January by type and unit

Traffic and infrastructure - Airports

- [FLYV3](#): Activities on public manned airports by airport and unit
- [FLYV21](#): Flight operations on bigger, manned Danish airport by airport, flight and type of transport
- [FLYV1](#): Public manned airports by airport and length of runway
- [FLYV2](#): Fixed investments in airports by type of investment and unit

Passenger transport

- [FLYV31](#): Passengers on bigger public, manned Danish airports by airport and category of passenger
- [FLYV32](#): Departing passengers from bigger, public, manned airports by airport, type of transport and flight
- [FLYV33](#): Passenger transport by air with commercial flights between Danish airports by alight on and alight from
- [FLYV34](#): Commercial air journeys between bigger public, manned Danish airports and abroad by airport, land of destination and direction
- [FLYV35](#): Passengers in international flights by length of journey, flight and unit
- [FLYV36](#): Passenger transport performance by air by type of transport
- [FLYV91](#): Departing passengers from major airports by airport, type of transport and flight
- [FLYV92](#): Departing passengers from major, manned, public airports by type of transport and flight
- [FLYV93](#): Departing passengers from major, manned, public airports (seasonally adjusted) by type of transport and flight

Transport of goods by plane

- [FLYV41](#): Air transport of goods via manned Danish airports by airport and type of transport

8.7 Micro-data access

Micro-data are made available to researchers through Statistics Denmark's Researcher Access.

8.8 Other

Not applicable

8.9 Confidentiality - policy

[Data Confidentiality Policy](#) for Statistics Denmark.

8.10 Confidentiality - data treatment

No confidentiality rules are applied to the data at Statistics Denmark. At the Danish Civil Aviation and Railway Authority information on passenger figures for individual flight operators are removed before data is transmitted to Statistics Denmark.

8.11 Documentation on methodology

For additional documentation on the methodology, please refer to the [Danish Civil Aviation and Railway Authority](#).

8.12 Quality documentation

Results from the quality evaluation of products and selected processes are available in detail for each statistics and in summary reports for the Working Group on Quality.

9 Contact

The administrative placement of these statistics is in the division of Short Term Statistics, Business Statistics. The contact person is Peter Ottosen, tel.: + 45 3042 9191, and e-mail: POT@dst.dk.