THE OWNERSHIP OF EUROPE'S AIRPORTS

2010



ACI EUROPE
AIRPORTS COUNCIL INTERNATIONAL









This report is sponsored by

Tepe Akfen

TAV Airports

Table of Contents

Introduction 3

Methodology 5

Summary Statistics 6

1. General Statistics: Ownership 6

2. Ownership structure 8
   2.1. Public ownership 8
   2.2. Mixed ownership 9
   2.3. Private ownership 9

3. Type of ownership by country 9
   3.1. EU Member States 9
   3.2. Non-EU Member States 10

4. Concessions 11

Summary data by country 13

Detailed data by country 20

1. Albania 21
2. Armenia 21
3. Austria 21
4. Belarus 22
5. Belgium 22
6. Bosnia and Herzegovina 23
7. Bulgaria 24
8. Croatia 24
9. Cyprus 25
10. Czech Republic 26
11. Denmark 26
12. Estonia 27
13. Finland 27
14. France 27
15. Georgia 32
16. Germany 31
17. Greece 35
18. Hungary 36
19. Iceland 36
20. Ireland 36
21. Israel 37
22. Italy 37
23. Kosovo 41
24. Latvia 41
25. Lithuania 41
26. Luxembourg 41
27. Macedonia 42
28. Malta 42
29. Moldavia 42
30. Montenegro 43
31. Netherlands 43
32. Norway 44
33. Poland 44
34. Portugal 45
35. Romania 45
36. Russia 47
37. Serbia 48
38. Slovakia 48
39. Slovenia 48
40. Spain 49
41 Sweden 49
42. Switzerland 49
43. Turkey 50
44. Ukraine 51
45. United Kingdom 52

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Introduction

"Public or Private?" A simple question, but the answer is not so easy when it comes to airports. Matters are not helped by the ambiguity of language: for example in English, a Public Limited Company (plc) may be quoted on a stock exchange and be owned by a large number of private individuals (alongside pension funds etc), while the example of English Public schools which are part of the private education system in the UK is also widely known.

Airports have added complexity to this question, since some are operated by concession companies, with the assets being held by a different organisation, generally one which is within the Public (or State) Sector, that is to say it is part of Government, be it national/federal, provincial/regional, or city/local. Airport concessions often bring with them an obligation to develop new facilities, ownership of which at the end of the concession passes to the grantor of the concession – hence the ambiguities.

Even absent a concession, the land on which the airport stands may be rented by the airport operator from the local or national government, adding to the potential confusion. The airport operator itself may be a government department, an airport authority with a degree of independence from government but ultimately controlled by it, or may have been corporatised into a Joint Stock Company (JSC) and comply with all/most laws applying to commercial companies. Those associated with a JSC often regard it as being private, even though its shares may be wholly owned by government (perhaps through some wider state holding company or national pension or property fund). Sometimes, of course, the shares may have been sold in part or in whole to private investors.

Against this complex background, this ACI EUROPE study presents valuable information on the ownership status and management structures of Europe's airports. Given the diversity in tradition and culture across Europe, there are many different models of airport ownership and operation in existence. The difficulty has been to apply a consistent definition of the key terms when gathering the information contained in this study – quite a challenge! Inevitably, not all situations will fit into a standard box, so some degree of discretion has had to be applied to categorise the data gathered.

But, why is the status of airport ownership important?

Fortunately, the answer to this question is easier, since ownership status exerts considerable influence over how airports are financed and how airports may be managed. These matters are becoming increasingly important as European airports have in recent years undergone a process of business transformation. Airports in Europe used to be mere infrastructure providers, dependent on public finances and focused on the interests of their country's flag carriers. Today, they are diversified and complex businesses, self financed and responding to the needs to diversified customers.

The main factors behind this transformation rest with the un-readiness of States to finance airport infrastructure and the EU-driven liberalisation of European aviation, which has exposed airports to ever increasing competitive pressures.

The combination of the current global economic crisis and strong long-term outlooks for demand in air services is throwing additional focus on airport financing - as airport operators seek to finance expansion projects or re-finance existing borrowings in order to keep modernized and be ready for the rebound. With public finances facing more challenges than ever, private sector involvement in airports is likely to increase either through the provision of privately financed facilities (such as passenger terminals) or through the partial or total sale of the airport company, be it the owner of the assets or just the operator of the airport concession.

But this report confirms that the private sector is already significantly involved in the operation of European airports.

Over 20% of European airports are already privatised or are run as a Public-Private Partnership. This applies in particular to the largest European airports, accounting for a large part of European passenger traffic: in 2008, airports with private shareholders accounted for 48% of all passengers handled by European airports. Given the important role of airports as engines of economic growth and jobs in their countries, public authorities will have a strong incentive to closely work together with the private sector on the efficient operation and management of one of the core assets of European traffic infrastructure.

Equally significant, this report also shows that most publicly-owned European airports are now run as corporatised entities abiding to commercial and fiscal discipline - just like any other competitive business. Indeed, a staggering 74% of publicly owned airport operators (236 airports in absolute numbers) are now managed as normal commercial entities.

Public or private, the ownership and management structures of European airports has come to reflect the need for them to become businesses in their own right actively pursuing the opportunities of an expanding single European aviation market.

SEABURY

ACI EUROPE would like to thank Dr. Chris Smith of Seabury Aviation & Aerospace for his valuable contribution to this report.

Tepe Akfen TAV Airports

This report has been kindly sponsored by TAV Airports Holding.

Established in 1997, TAV now operates 10 airports in Turkey, Georgia, Macedonia and Tunisia. Their state-of-the-art airport facilities welcome over 42 million passengers every year and enjoy some of the highest traffic growth rates in Europe. For more information on TAV, go to www.tavairports.com

Note: While considerable effort has been exerted in the preparation of this report, some of the data may be occasionally out-of-date due to the time lag between data gathering and publication (data was finalised in December 2009), inaccurate as a result of different interpretations of particular terms (e.g. public/private, concession) by the respondents to ACI EUROPE's survey or incomplete due to information not readily available.

Methodology

- This report aims at illustrating different models of ownership of airport operators in Europe, as well as to identify where airports operate on a concession basis.
- European airports are operated under many different ownership models. In order to facilitate data gathering and their comparisons, as well as the identification of the main trends in airports' ownership and management, our data collection methods were based on the following classification of airport operators:

Basic categories of airport operator ownership

- **1.) PUBLIC OWNERSHIP of airport operator**
  - 1.1) Public Airport Operator as part of the administration
  - 1.2) Corporatised Public Airport Operator
- **2.) MIXED PUBLIC-PRIVATE OWNERSHIP of airport operator**
  - 2.1) Public sector owning a majority share in the airport operator
  - 2.2) Private sector owning a majority share in the airport operator
- **3.) PRIVATE OWNERSHIP of airport operator**
  - 3.1) Fully privatised airport operator
- **Specific definitions:**
  - An airport operator is considered part of the administration if the airport operator is functionally dependent on the national and/or regional/local administration (e.g. Ministry of Transport, Regional and/or City Councils).
  - A corporatised public airport operator is an independently acting economic entity, structured according to and complying with normal commercial law, whose shares are wholly owned by public authorities[1] of the country where the airport is located.
  - A mixed Public-Private ownership of an airport operator involves an independently acting economic entity, structured according to and complying with normal commercial law, whose shares are owned by a combination of public authorities[2] of the country where the airport is located and private investor(s).
  - Private ownership of an airport operator involves a commercial company wholly owned by private investors and/or other corporatised entities wholly or partially owned by public authorities from a country or region other than the one where the airport operator is located.[2]
- In the statistics overview section, an additional distinction is made between airports located in the European Union (EU-27) and those located in non-EU countries.
- Data gathering involved a survey sent to all ACI EUROPE Members (more than 400 airports). Collected data were subsequently verified and completed by the publicly available information through different sources including airports' websites and airports annual reports.

[1]For the purpose of this report, at least 98% of shares of a corporatised entity have to be held by public authorities or public companies so as to consider the influence of other private investors to be marginal.

[2]As an example, investments by public authorities or a public-private airport operator from country A in an airport operator in country B will be considered as fully private, as the investment constitutes an economic activity without specific governmental purpose in country B.

Summary Statistics

In this section we illustrate general data and statistics for European airports in terms of ownership of airport operators, both in absolute and relative figures.

Descriptive statistics are shown for each ownership structure (public, mixed and private) and by country, so as to allow an easy comparison between all variables.

For each variable, a table with absolute data and a graph with relative figures are presented.

1 General Statistics: Ownership of airport operators

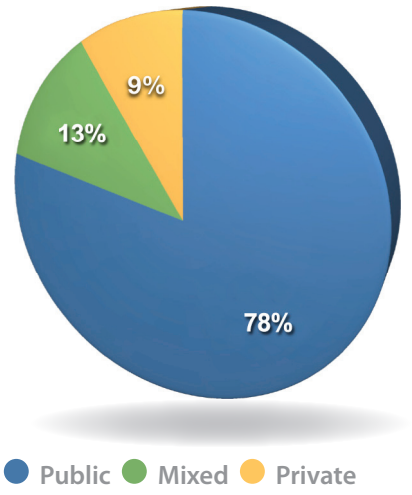
ABSOLUTE FIGURES	Number of Airports	Number of Public Owned Airports	Number of Mixed Owned Airports	Number of Private Owned Airports
All airports	404	317	52	35
EU-27 airports	306	237	43	26
Non-EU airports (18 countries)	98	80	9	9

Statistical snapshot:

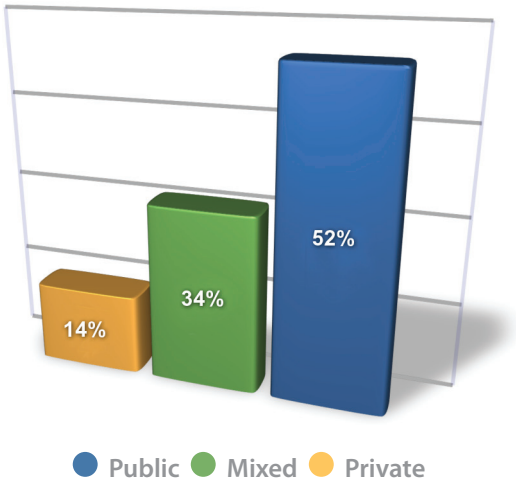
A vast majority of European airports (78%) are publicly owned, while 13% are owned by mixed public-private shareholders and 9% are fully privatised.

However, the picture looks different in terms of total passengers handled by the different categories of airports. The 78% of publicly owned airports only handled 52% total European passenger traffic whereas mixed public-private ownership or fully privatised airports handled 48% of all European passenger traffic (22% of the total number of airports). This underlines the fact that private investors are to be found predominantly at larger airports such as London-Heathrow (BAA), Frankfurt (FRAPORT) and Moscow-Domodedevo (EastLine Group).

Type of airport ownership in all participating airports (N=404)



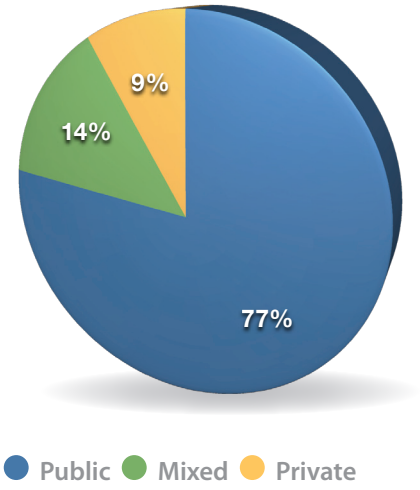
Traffic representation of different ownership structures



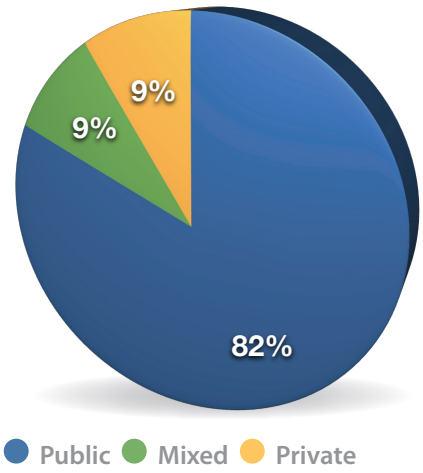
In a comparison between EU and non-EU countries, it is noteworthy that 9% of EU and non-EU airports are privately owned. However, only 9% of non-EU airports operators have a mixed public-private ownership, while public-private partnerships are more common in the EU (14% of EU airport operators).

Privatisation, either full or partial is planned for at least 20 European airports within the next 5 years. Those include 7 airports in Portugal (ANA), 6 in Croatia, 2 in Romania, 2 in Montenegro, 1 in the Czech Republic, 1 in the UK and 1 in Kosovo. The negative economic outlook delayed the privatisation process of airports such as Prague airport. Schiphol management team had planned to privatize the airport in the coming years, but the decision was withdrawn in May 2009. Furthermore, the Spanish government has announced in December 2009 a change in Aena's management model. This change would involve, among other aspects, the creation of "Aena Aeropuertos S.A." that would still be part of Aena and in which it is expected the participation of up to 30% of private capital. Also, the local authorities would participate at subsidiary companies created for those airports deemed necessary due to their special complexity.

Type of airport ownership in EU Member States (N=306)



Type of airport ownership in Non-EU Member States (N=98)



2 Ownership of airport operators: Detailed presentation

2.1 Public ownership

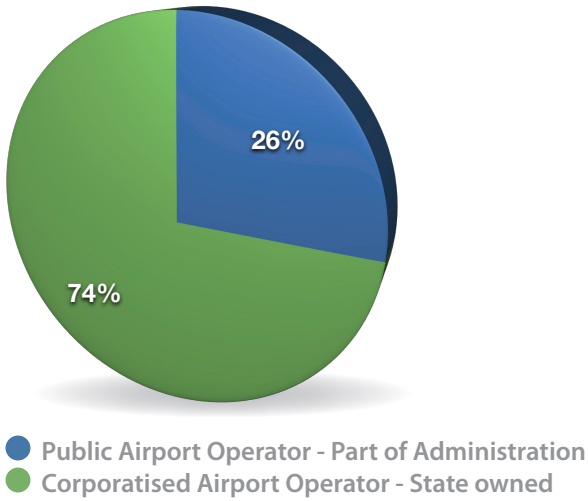
ABSOLUTE FIGURES	Number of Airports	Public Airport Operator as part of the administration	Corporatised Airport Operator
All airports	317	81	236
EU-27 airports	237	70	167
Non-EU airports (18 countries)	80	11	69

Statistical snapshot:

With regard to the organizational form of publicly owned airports, most airport operators in Europe are corporatised companies. In total, 74% of publicly owned European airports are corporatised airport operators, as opposed to 26% of airports run by public administrations.

In a comparison between EU and non-EU countries, it is evident that relatively more airports are corporatised in non-EU Countries. Whereas 86% of non-EU publicly owned airports are corporatised companies, the percentage of corporatised airport operators in the EU is significantly lower (70%).

Specification of the type of ownership in Publicly owned Airports (N=317)



2.2 Ownership of mixed PUBLIC-PRIVATE airport operators

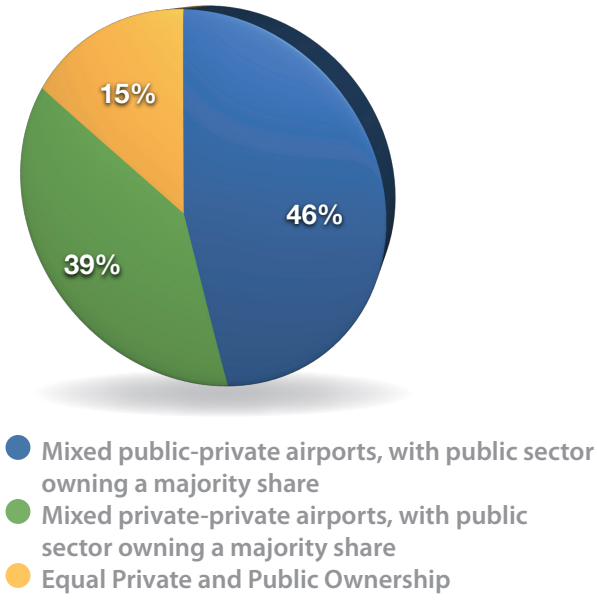
ACI EUROPE MIXED AIRPORTS	Number of Airports	Mixed public-private airport operators, with public sector owning a majority share	Mixed private-public airports, with private sector owning a majority share	Equal Public and Private Ownership
Total	52	24	20	8
EU-27: Mixed Airport operators	43	23	18	2
Non-EU Mixed Airports (18 countries)	9	1	2	6

Statistical snapshot:

In total, 52 European airports are characterised by a mixed public-private ownership structure. In 46% of the cases, the public sector is the majority shareholder, while 39% of the airports are owned in majority by private shareholders. In the remaining 15% of the airports, private and public shareholders equally detain 50% of the shares or are jointly operated by public-private entities.

Overall, airports with mixed ownership account for approximately 34% of the total European passenger traffic (2008 figures). Noticeably, the majority of mixed airport operators are based in EU Member States (83%), while public-private ownership appears to be fairly unpopular amongst the non-EU airport operators.

Specification of the type of ownership in Mixed Airports (N=52)



2.3 Private ownership of airport operators

ACI EUROPE PRIVATE AIRPORTS	Number of Private Airports
Total	35
EU-27 Private airports	26
Non-EU Private airports (18 countries)	9

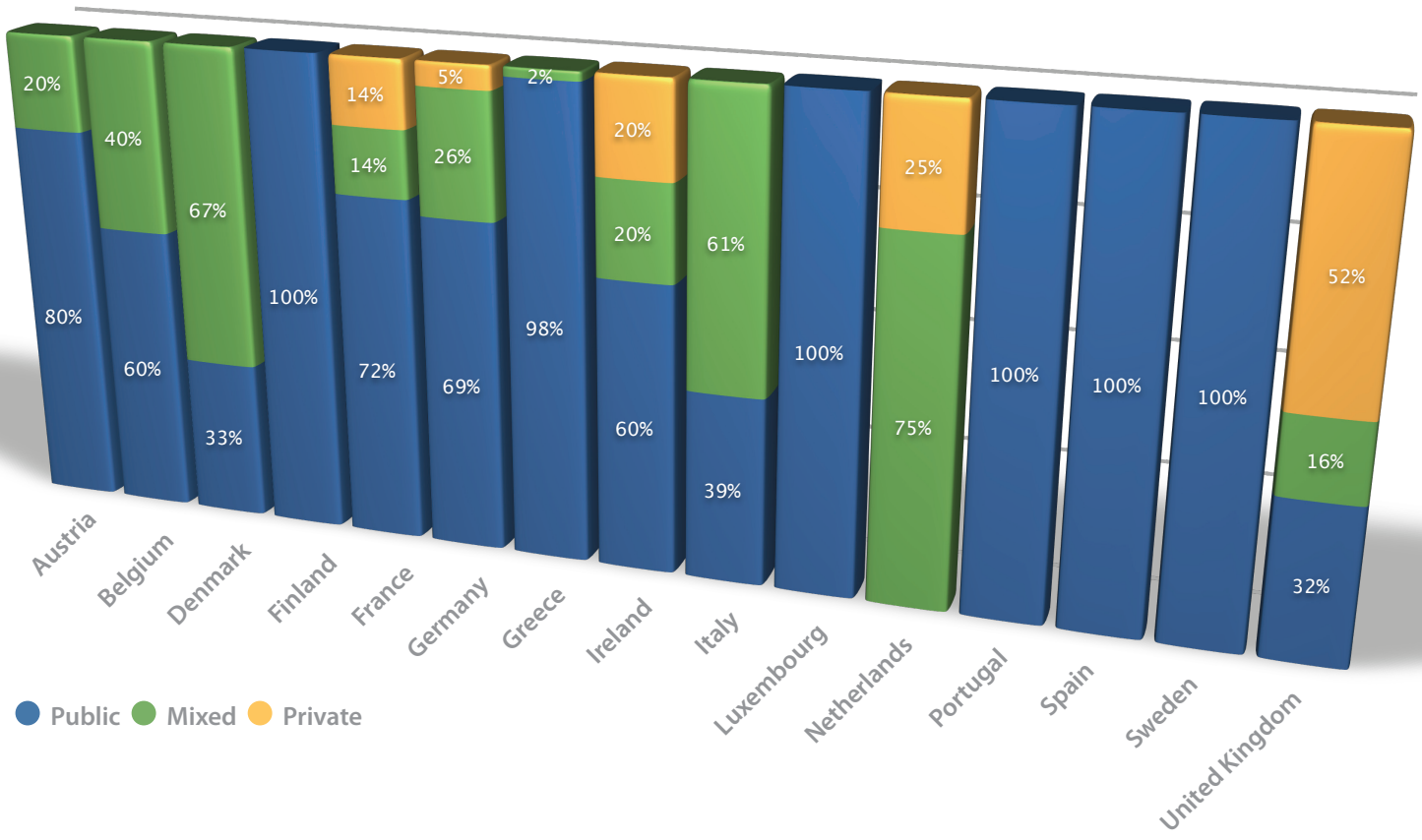
Statistical snapshot:

Most of the private airports are situated in the EU (74%), while the majority of the private EU airports are located in the United Kingdom (14 airports). It is noteworthy that all but one fully privatised airport operator are regional airports (except BAA).

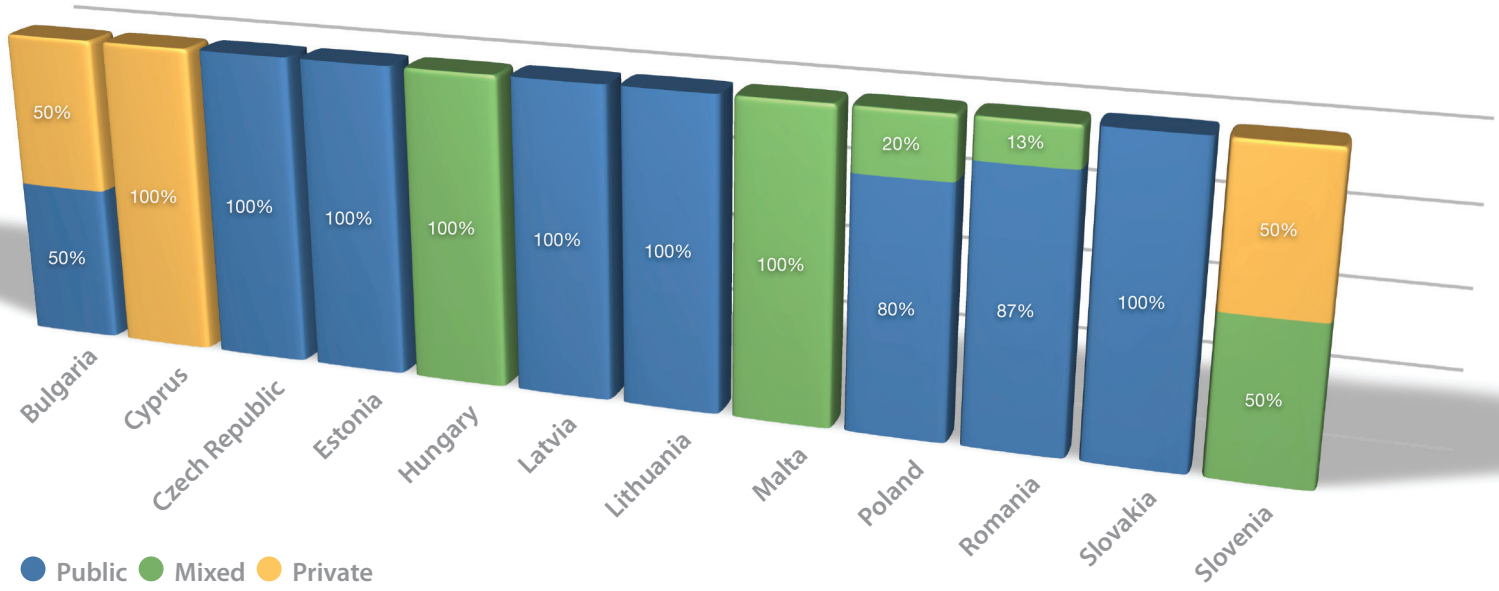
3 Type of ownership by country

3.1 EU Member States

Type of ownership in EU-15 Member airports (N=266)



Type of ownership in New EU Member States (N=40)



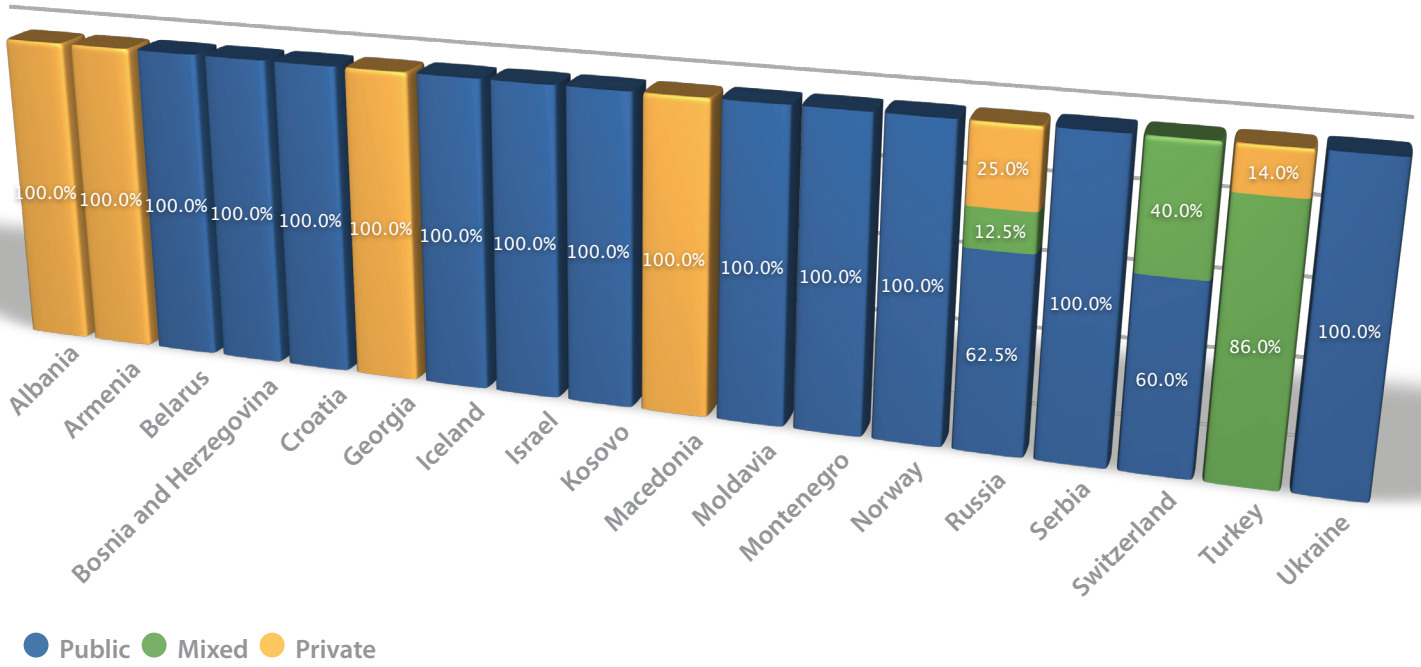
Key statistics:

- There are private airports in only eight countries : five «old» Member States (France, Germany, Ireland, Netherlands, United Kingdom) and three «new» Member States (Bulgaria, Cyprus and Slovenia).

- In the EU 27, private airports account for 9%, 14% are mixed, while the remaining 77% are public airport operators.

3.2 Non-EU Member States

Type of ownership in Non-EU Member States (N=98)



Key statistics:

- There are private airports in six countries:
  Albania, Armenia, Georgia, Macedonia, Russia and Turkey.

- In the Non-EU countries, private airports represent 9%, 9% are mixed, while the remaining 82% are publicly owned airports.

4 Types and lengths of Concessions:

What is a Concession?

The term "concession" often has different meanings in different geographies. There appear to be three different circumstances which respondents to the survey have in mind when using the term, namely:

- The operation of government-owned assets by a separate organisation, normally for a specified period of time.

- While the airport operator may own the physical assets, it may not own the land on which they stand, but rather pay a rent on a very long-term lease for its use. In general, the land will be owned by the government or local authorities, so that the risk of the landlord deciding that his land should no longer be used as an airport is very low.

- To ensure that an airport continues to be operated in the public interest, a government may as a tool of regulatory control issue an operating licence to an airport operator which owns the assets of the airport facility. Such a licence might be granted in perpetuity though subject to withdrawal in the event of serious and persistent behaviour contrary to the public interest, or be renewable on a periodic basis. For example, Copenhagen Airports A/s is subject to such control, and the English language version of its annual report describes this arrangement as a concession.

Despite differences among different types of contracts, for simplicity's sake this study categorises all these legal arrangements as concessions.

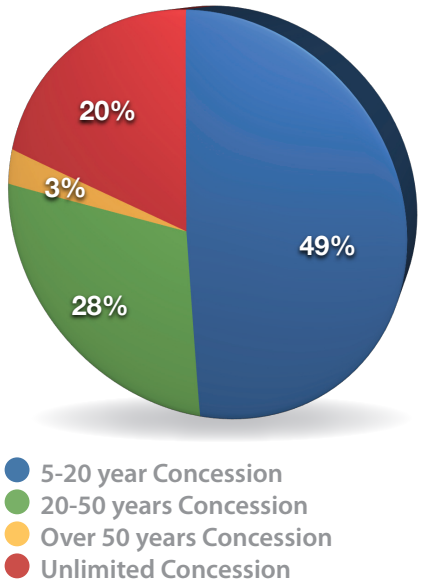
A further complication arises when a private sector organisation has been awarded a contract to develop some aspect of airport infrastructure, typically a passenger terminal. The private sector may be responsible for various aspects of its design, financing, construction and operation for an agreed period, after which ownership reverts to the government (or successor concessionaire). These arrangements are frequently described as a BOT (Build, Operate, Transfer) or with a similar acronym for the responsibilities involved. As the asset ownership ultimately passes to Government and as the private sector operator has a finite time at the airport, in this study we have classified such models as "concession" in view of the consistency with the first of the above definitions.

Types and Lengths of Concessions

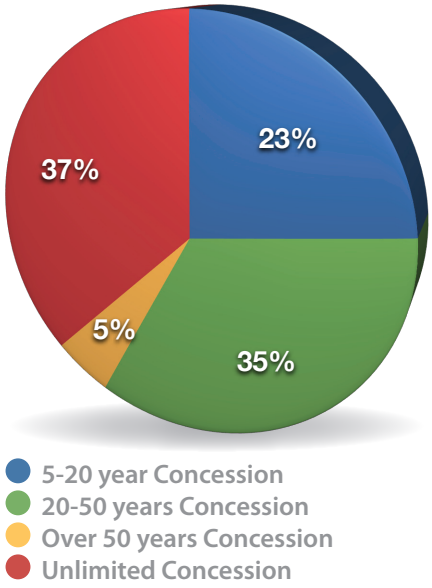
ACI EUROPE AIRPORTS	Number of Airports	5-20 year Concession	20-50 years Concession	Over 50 years Concession	Unlimited Concession	Does not operate under Concession	Not available
All airports	404	73	41	4	29	194	63
EU-27 airports	306	17	26	4	28	175	56
Non-EU airports	98	56	15	0	1	19	7

*The following graphs exclude airports that do not operate under concession, as well as those that did not provide the details on concessions.

Types and Lengths of Concessions (N=147*)



Concessions EU Member States (N=75*)



Statistical snapshot:

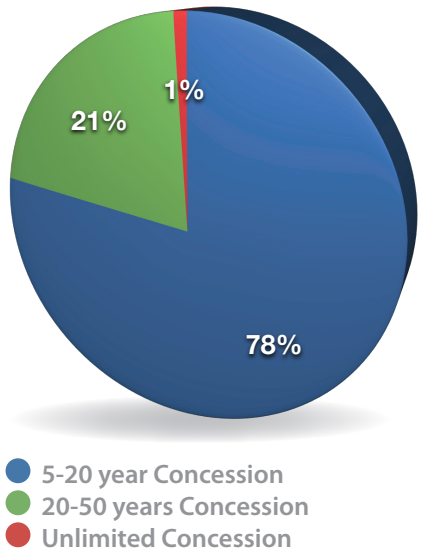
Group:

While the average concession length is 21.4 years, 49% of airport operators are granted 5 to 20 year lease and 28% obtained 20 to 50 year concession. About 20% of the European airports operate under unlimited concession.

EU vs. Non-EU Airport Operators:

We observe differences between types and forms of Concessions in the EU-27 and Non-EU countries. Airports in the EU appear more inclined to operate under unlimited concession (37%) or 20-50 years concession (35%), while Non-EU airports tend to have 5 to 20 years types of Concessions (78%) with 21% of those who signed 20 to 50 years concession. Unlike concession arrangements in the EU, the non-EU authorities do not seem to be fond of long concessions over 50 years and unlimited concessions.

Concessions Non-EU Member States MS (N=72*)



Summary data by country



Ankara Airport

ACI EUROPE Member Airports				
Country	Number of airports	Airport Code	Airport name	PUE Airport Operator as part of the administration
Albania	1	TIA	Tirana International Airport	
Armenia	1	EVN	Yerevan International Airport	
Austria	5	GRZ	Graz Airport	
		INN	Innsbruck Kranebitten Airport	
		LNZ	"Blue Danube" Linz Airport	
		SZG	Salzburg-W.A. Mozart Airport	
		VIE	Vienna International Airport	
Belarus	1	MSQ	Minsk International Airport	
Belgium	5	ANR	Antwerp Airport	
		BRU	Brussels International Airport	
		CRL	Brussels South Charleroi Airport	
		LGG	Liege Airport	
		OST	Ostend Airport	
Bosnia and Herzegovina	3	BNX	Banja Luka Airport	
		OMO	Mostar Airport	
		SJJ	Sarajevo Airport	
Bulgaria	4	BOJ	Burgas Airport (Fraport)	
		PDV	Plovdiv Airport	
		SOF	Sofia Airport	
		VAR	Varna Airport (Fraport)	
Croatia	6	DBV	Dubrovnik Airport	
		PUY	Pula Airport	
		SPU	Split Airport	
		ZAD	Zadar Airport	
		ZAG	Zagreb Airport	
		OSI	Osijek Airport	
Cyprus	2	LAC	Larnaca Airport	
		PFO	Paphos Airport	
Czech Rep.	4	BRQ	Brno Airport	
		KLV	Karlovy Vary Airport	
		OSR	Ostrava Airport	
		PRG	Prague International Airport	
Denmark	3	CPH	Copenhagen Kastrup International Airport	
		BLL	Billund Airport	
Estonia	1	TLL	Tallinn Lennujaama Airport	
Finland	24		Finavia	

Ownership of airport operator				
…BLIC	MIXED PUBLIC-PRIVATE		PRIVATE
Corporatised airport operator	Mixed public-private airport operator, with public sector owning a majority share	Mixed private-public airport operator, with private sector owning a majority share	Fully privatised and corporatised airport operator

ACI EUROPE Member airports				
Country	Number of airports	Airport Code	Airport name	PUB Airport Operator as part of the administration
France	36	AJA	Ajaccio Airport	
		ANG	Angoulême Airport	
		AVN	Avignon-Caumont Airport	
		BIA	Bastia Airport	
		BIQ	Biarritz Airport	
		BOD	Bordeaux Airport	
		BES	Brest Airport	
		CFR	Caen Airport	
		CMF	Chambery Airport	
		CHR	Chateauroux Airport	
		DIJ	Dijon Airport	
		DLE	Dole Airport	
		GNB	Grenoble Airport	
		LRH	La Rochelle – Ile de Ré Airport	
		LEH	Le Havre Octeville Airport	
		LIL	Lille Airport	
		LIG	Limoges Airport	
		LYS	Lyon Airport	
		MRS	Marseille Airport	
		NTE	Nantes Airport	
		NCE	Nice Côte d'Azur Airport	
		FNI	Nimes Airport	
		CDG	Paris-Charles de Gaulle Airport (ADP)	
		ORY	Paris Orly Airport (ADP)	
		LBG	Paris Le Bourget Airport (ADP)	
		PUF	Pau Pyrenees Airport	
		PGF	Perpignan Airport	
		UIP	Quimper Airport	
		RHE	Reims Airport	
		RNS	Rennes Airport	
		URO	Rouen Airport	
		SXB	Strasbourg Airport	
		LDE	Tarbes Airport	
		TLN	Toulon Hyeres Airport	
		TLS	Toulouse Airport	
		XCR	Europort Vatry Airport	
Georgia	2	TBS	Tbilisi Airport	
		BUS	Batumi Airport	
		SXF	Berlin-Schönefeld	
		TXL	Berlin-Tegel	
		BRE	Bremen Airport	

Ownership of airport operator			
BLIC	MIXED PUBLIC-PRIVATE		PRIVATE
Corporatised airport operator	Mixed public-private airport operator, with public sector owning a majority share	Mixed private-public airport operator, with private sector owning a majority share	Fully privatised and corporatised airport operator

ACI EUROPE Member airports				
Country	Number of airports	Airport Code	Airport name	PUE Airport Operator as part of the administration
Germany	19	DTM	Dortmund Airport	
		DRS	Dresden Airport	
		DUS	Düsseldorf Airport	
		FRA	Frankfurt-Main Airport (Fraport)	
		FDH	Friedrichshafen Airport	
		HHN	Frankfurt-Hahn Airport	
		HAM	Hamburg Airport	
		HAJ	Hannover Airport	
		LHA	Lahr Airport	
		LEJ	Leipzig Airport	
		ZMG	Magdeburg Airport	
		MUC	Munich – Franz Josef Strauss Airport	
		FMO	Muenster-Osnabrueck Airport	
		NUE	Nürnberg Airport	
		RGL	Rostock Airport	
		STR	Stuttgart Airport	
Greece	45	ATH	Athens International Airport	
			Hellenic Civil Aviation Authority	
Hungary	1	BUD	Budapest-Ferihegy Airport	
Iceland	1	KEF	Keflavik Airport	
Ireland	5	DUB	Dublin Airport (DAA)	
		ORK	Cork Airport (DAA)	
		SNN	Shannon Airport (DAA)	
		GWY	Galway Airport	
		NOC	Ireland West Knock Airport	
Israel	7	IAA	Israël Airport Authority	
Italy	23	BRI	Bari Airport	
		BDS	Brindisi Airport	
		FOG	Foggia Airport	
		TAR	Grottaglie Taranto Airport	
		BGY	Milan-Bergamo-Orio Al Serio Airport	
		BLQ	Bologna Airport	
		CAG	Cagliari Airport	
		CTA	Catania Airport	
		FLR	Firenze Airport	
		GOA	Genova Airport	
		LIN	Milan-Linate Airport (SEA)	
		MXP	Milan-Malpensa Airport (SEA)	
		NAP	Naples Airport (BAA)	
		OLB	Olbia (Sardinia) Airport	
		PMO	Palermo Airport	
		PMF	Parma Airport	
		CIA	Rome-Ciampino Airport (ADR)	
		FCO	Rome-Fuimicino Airport (ADR)	
		TRS	Trieste Airport	
		TRN	Turin Airport	

Ownership of airport operator			
BLIC	MIXED PUBLIC-PRIVATE		PRIVATE
Corporatised airport operator	Mixed public-private airport operator, with public sector owning a majority share	Mixed private-public airport operator, with private sector owning a majority share	Fully privatised and corporatised airport operator

ACI EUROPE Member airports				
Country	Number of airports	Airport Code	Airport name	PUE Airport Operator as part of the administration
Italy	23	VCE	Venice Marco Polo Airport	
		VRN	Verona Villafranca Airport	
		VBS	Brescia Airport	
Kosovo	1	PRN	Pristina Airport	
Latvia	1	RIX	Riga International Airport	
Lithuania	3	KUN	Kaunas Airport	
		PLQ	Palanga Airport	
		VNO	Vilnius Airport	
Luxemburg	1	LUX	Luxembourg Airport	
Macedonia	2	OHD	Ohrid Airport	
		SKP	Skopje Airport	
Malta	1	MLA	Malta Airport	
Moldavia	1	KIV	Kishinev Airport	
Montenegro	2	TGD	Podgorica Airport	
		TIV	Tivat Airport	
Netherlands	4	AMS	Amsterdam-Schiphol Airport	
		MST	Maastricht Aachen Airport	
		RTM	Rotterdam Airport	
		EIN	Eindhoven Airport	
Norway	46		Avinor	
Poland	5	KTW	Katowice Airport	
		KRK	Krakow Airport	
		POZ	Poznan Airport	
		WAW	Warsaw Airport	
		WRO	Wroclaw Airport	
Portugal	8	ANA	Aeroportos de Portugal	
		FNC	Funchal Madeira Airport	
Romania	15	ARW	Arad Airport	
		BCM	Bacau Airport	
		BAY	Baia Mare Airport	
		BUH	Bucharest-Henri Coanda Airport	
		BBU	Bucharest Baneasa Airport	
		CLJ	Cluj-Napoca Airport	
		CND	Constanta International Airport	
		CRA	Craiova Airport	
		IAS	Iasi Airport	
		OMR	Oradea Airport	
		SUJ	Satu Mare Airport	
		SBZ	Sibiu Airport	
		TSR	Timisoara Airport	
		TCE	Tulcea Airport	

Ownership of airport operator			
BLIC	MIXED PUBLIC-PRIVATE		PRIVATE
Corporatised airport operator	Mixed public-private airport operator, with public sector owning a majority share	Mixed private-public airport operator, with private sector owning a majority share	Fully privatised and corporatised airport operator

ACI EUROPE Member airports				
Country	Number of airports	Airport Code	Airport name	PUE Airport Operator as part of the administration
Romania	15	TGM	Targumures Airport	
Russia	8	SVX	Koltsovo Airport	
		KGP	Kogalym Airport	
		KUF	Samara-Kurumoch Airport	
		DME	Moscow Domodedovo Airport	
		SVO	Moscow-Sheremetyevo Airport	
		VKO	Moscow-Vnukovo Airport	
		LED	St. Petersburg – Pulkovo Airport	
		YKS	Yakutsk Airport	
Serbia	2	BEG	Belgrade Airport	
		INI	Niš Airport	
Slovakia	1	BTS	Bratislava Airport	
Slovenia	2	LJU	Ljubljana Airport	
		MBX	Maribor Airport	
Spain	47	AENA	AENA	
Sweden	16	LFV	LFV Group	
Switzerland	5	BSL	Euroairport	
		BRN	Bern Airport	
		GVA	Geneva Airport	
		LUG	Lugano Airport	
		ZRH	Zürich Airport	
Turkey	7	GZP	Antalya Gazipasa Airport	
		AYT	Antalya Airport (Fraport)	
		DLM	Dalaman Airport	
		SAW	Istanbul 'Sabiha Gökçen' Int. Airport	
		IST	Istanbul Ataturk Airport	
		ESB	Ankara Airport	
		ADB	Izmir Airport	
Ukraine	2	KBP	Kiev-Borispol Airport	
		IEV	Kiev-Zhulhany Airport	
United Kingdom	25	LHR	London Heathrow Airport (BAA)	
		LGW	London Gatwick Airport	
		STN	London Stansted Airport (BAA)	
		EDI	Edinburgh Airport (BAA)	
		GLA	Glasgow Airport (BAA)	
		SOU	Southampton Airport (BAA)	
		ABZ	Aderdeen Airport (BAA)	
		BHX	Birmingham Airport	

Ownership of airport operator			
BLIC	MIXED PUBLIC-PRIVATE		PRIVATE
Corporatised airport operator	Mixed public-private airport operator, with public sector owning a majority share	Mixed private-public airport operator, with private sector owning a majority share	Fully privatised and corporatised airport operator

ACI EUROPE Member airports				
Country	Number of airports	Airport Code	Airport name	PUE Airport Operator as part of the administration
United Kingdom	25	BRS	Bristol International Airport	
		LDY	City of Derry Airport	
		PIK	Glasgow-Prestwick Airport	
		EXT	Exeter Airport	
		IOM	Isle of Man Airport	
		LCY	London City Airport	
		MAN	Manchester Airport	
		EMA	Nottingham East Midlands Airport	
		HUY	Humberside International Airport	
		BOH	Bournemouth Airport	
		DSA	Doncaster Sheffield Airport	
		LPL	Liverpool Airport	
		MME	Durham Tees Valley Airport	
		SEN	London Southend Airport	
		BQH	Biggin Hill Airport (2 airports)	
		JER	Jersey Airport	
		GIB	Gibraltar Airport	

Major airport networks and operators in Europe

	Country	Airport network	Number of airports
1	Finland	Finavia	24
2	Greece	Hellenic Civil Aviation Authority	44
3	Israel	Israel Airport Authority (IAA)	7
4	Norway	Avinor	46
5	Poland	Polish Airports State Enterprise (PLL)	2+5 (5 in the survey)
6	Portugal	Aeroportos de Portugal (ANA)	7
7	Spain	Aeropuertos Espanoles (AENA)	47
8	Sweden	LFV Group	16
	Country	Multi-Airport operator	Number of airports
9	France	Aéroports de Paris (ADP)	3
10	Germany	Fraport (FRA)*	5
11	Ireland	Dublin Airport Authority (DAA)	3
12	Italy	Aeroporti di Roma (ADR)	2
13	Italy	Aeroporti Milano (SEA)	2
14	Turkey (& Others)	TAV Airports Holding	10
15	United Kingdom	BAA (formerly the British Airports Authority)	7

* It refers to shareholding of airports in the case of Fraport. While Fraport has shares in 12 airports in total, the 5 airports in the table are those placed in the European region.

Ownership of airport operator			
BLIC	MIXED PUBLIC-PRIVATE		PRIVATE
Corporatised airport operator	Mixed public-private airport operator, with public sector owning a majority share	Mixed private-public airport operator, with private sector owning a majority share	Fully privatised and corporatised airport operator

Detailed data by country



Istanbul Airport

1. ALBANIA

Airport	Ownership of airport operator	Date and source of data
Tirana International Airport	Private	Questionnaire 2009

1.01 TIRANA INTERNATIONAL AIRPORT	Interest in Capital (%)
Private, Tirana international Airport SHPK	
Ownership structure	
HOCHTIEF AirPort GmbH (HTA)	47%
Deutsche Investitions und Entwicklungsgesellschaft	31.7%
Albanian-American Enterprise Fund (AAEF)	21.3%

2. ARMENIA

Airport	Ownership of airport operator	Date and source of data
Yerevan	Private	Questionnaire and websites 2009

2.01 YEREVAN INTERNATIONAL AIRPORT	Interest in Capital (%)
Private; Armenia International Airports CJSC	
Ownership structure	
American International Airports LLC	100%

3. AUSTRIA

Airport	Ownership of airport operator	Date and source of data
Graz	Public, Corporatised	Annual report 2008
Innsbruck	Public, Corporatised	Website, 2009
Linz	Public, Corporatised	Website, 2009
Salzburg	Public, Corporatised	Website, 2009
Vienna	Mixed, Equal Public-Private Partnership	Website, 2009

3.01 GRAZ AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Graz Betriebs GmbH	
Ownership structure	
Grazer Stadtwerke AG	99,9%
Gesellschaft für Strategische GSU Unternehmensbeteiligungen m.b.H.	0,1%

3.02 INNSBRUCK AIRPORT	Interest in Capital (%)
Public, corporatised; Tiroler Fulghafenbetriebsgesellschaft m.b.H.	
Ownership structure	
IKB (Innsbrucker Kommunalbetriebe)	49%
Tyrolean Provincial Authority	25,5%
Municipality of Innsbruck	25,5%

3.03 LINZ AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Linz GesmbH	
Ownership structure	
Province of Upper Austria	50%
City of Linz	50%

3.04 SALZBURG AIRPORT	Interest in Capital (%)
Public corporatised; Salzburger Flughafen GmbH	
Ownership structure	
Province of Salzburg	75%
City of Salzburg	25%

3.05 WIEN AIRPORT	Interest in Capital (%)
Mixed, Majority private; Flughafen Wien AG	
Ownership structure	
Province of Lower Austria	20%
City of Vienna	20%
Employees of Flughafen Wien AG	10%
Private individuals, free floating	50%

4. BELARUS

Airport	Ownership of airport operator	Date and source of data
Minsk	Public, Part of administration	Questionnaire, 2009

4.01 MINSK AIRPORT	Interest in Capital (%)
Public, part of administration; HEYDAR ALIYEV International Airport	
Ownership structure	
State Aviation Department of Belarusian Transport Ministry	100%

5. BELGIUM

Airport	Ownership of airport operator	Date and source of data
Antwerp	Public, Part of administration	Questionnaire, 2009
Brussels	Mixed, Majority private	Website, 2009;European Airports-Capital Investment Programs – Brooks Reports, 2009, Questionnaire 2009
Charleroi	Mixed, majority public	Website, 2009
Liège	Mixed, Public Corporatised	Website, 2009
Ostend - Bruges	Public, Part of administration	Website, 2009

5.01 ANTWERP AIRPORT	Interest in Capital (%)
Public, part of administration; Antwerp Airport	
Ownership structure	
Government (Flemish Region)	100%

Note: Antwerp Airport is managed by the Flemish Ministry of Mobility and Public Works as a "Separate Management Service", while it remains a property of the Government (Flemish Region).

5.02 BRUSSELS AIRPORT	Interest in Capital (%)
Mixed, majority private; The Brussels Airport Company	
Ownership structure	
Macquarie Airports (Map), Australian investors	75%
Belgian State	25%

5.03 BRUSSELS SOUTH CHARLEROI AIRPORT	Interest in Capital (%)
Public, corporatised; Brussels South Charleroi Airport (BSCA)	
Ownership structure	
SOWAER	48.89%
RW Loco SOGEPA	27.65%
S.A Samvrinvest	19.15%
IGRETIEC, Sonaca, Sabca, Koeckelberbg, City parking SA	4.31%

5.04 LIEGE AIRPORT	Interest in Capital (%)
Mixed, majority public, LIEGE AIRPORTSAB s.a.	
Ownership structure	
S.L.F., Liège Finance Company, Société Liégeoise de Financement	50%
SOWAER, Walloon Regional Airports Company, Société Wallonne des Aéroports régionaux	25%
ADPM, (Paris Airports Management), a subsidiary of Paris Airports, Aéroports de Paris Management	25%

5.05 OSTEND BRUGES AIRPORT	Interest in Capital (%)
Public, part of administration; Ostende-Bruges international Airport	
Ownership structure	
Flemish region	100%

6. BOSNIA AND HERZEGOVINA

Airport	Ownership of airport operator	Date and source of data
Banja Luka	Public, Part of administration	Website, 2009
Mostar	Public, Corporatised	Website 2009
Sarajevo	Public, Corporatised	Website 2009

6.01 BANJA LUKA AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Republic of Srpska	100%

6.02 MOSTAR AIRPORT	Interest in Capital (%)
Public; corporatised, Public Enterprise "Airport Mostar"	
Ownership structure	
State Of Bosnia and Herzegovina (Bosnia and Herzegovina Directorate of Civil Aviation (BHDCA)	100%

6.03 SARAJEVO AIRPORT	Interest in Capital (%)
Public, corporatised, Public Enterprise "Airport Sarajevo"	
Ownership structure	
Federation of Bosnia and Hercegovina	100%

6. BULGARIA

Airport	Ownership of airport operator	Date and source of data
Bourgas	Private	Website, Wikipedia 2009, Brooks Report, 2009
Sofia	Public, Corporatised	Website, 2009
Plovdiv	Public, Corporatised	Website, Questionnaire 2009
Varna	Private	Website, 2009

7.01 BOURGAS AIRPORT	Interest in Capital (%)
Private, Fraport	
Ownership structure	
Fraport AG	100%

7.02 PLOVDIV AIRPORT	Interest in Capital (%)
Public; corporatised, Plovdiv Airport EAD	
Ownership structure	
Bulgarian State, Ministry of Transport	100%

Comment: Terminal building owned in majority private by Alfa Finance Holding (58,08%).

7.03 SOFIA AIRPORT	Interest in Capital (%)
Public corporatised; Sofia Airport EAD	
Ownership structure	
State of Bulgaria	100%

7.04 VARNA AIRPORT	Interest in Capital (%)
Private, Fraport	
Ownership structure	
Fraport	100%

7. CROATIA

Airport	Ownership of airport operator	Date and source of data
Dubrovnik	Public, Corporatised	Questionnaire 2009
Pula	Public, Corporatised	Questionnaire 2009
Split	Public, Corporatised	Aviation Report Brooks Report and Questionnaire,2009
Zadar	Public, Corporatised	Aviation Report Brooks Report
Zagreb	Public, Corporatised	Website and Questionnaire 2009
Osijek	Public, Corporatised	Website, 2008 Brooks Report and Questionnaire,2009

8.01 DUBROVNIK AIRPORT	Interest in Capital (%)
Public, corporatised, Dubrovnik Airport Ltd.	
Ownership structure	
Government	55%
County	20%
Community of the area where the airport is located	15%

8.02 PULA AIRPORT	Interest in Capital (%)
Public,corporatised, Pula Airport Ltd.	
Ownership structure	
Government	55%
Local Authorities	45%

8.03 SPLIT AIRPORT	Interest in Capital (%)
Public, corporatised, Airport Split-Kastela	
Ownership structure	
Government	55%
Local Authorities (County of Istra, City of Porec, City of Pula, City of Labin, City of Rovinj, City of Pazin, City of Buje)	45%

8.04 ZADAR AIRPORT	Interest in Capital (%)
Public, corporatised, Zadar Airport Ltd.	
Ownership structure	
Government	55%
Local Authorities	45%

8.05 ZAGREB AIRPORT	Interest in Capital (%)
Public, corporatised Airport Zagreb Ltd	
Ownership structure	
Republic of Croatia	55%
City of Zagreb	35%
Zagreb County	5%
City of Velika Gorica	5%

8.06 OSIJEK AIRPORT	Interest in Capital (%)
Public, corporatised Osijek Airport Ltd	
Ownership structure	
Republic of Croatia	55%
City of Osijek	25%
Osijek – Baranja County	20%

Note: The Croatian government has been considering privatization of its airports, to ease the financial burden of the planned capital investment programs, but has yet to implement such transfers, at least partially into the private sector.

9. CYPRUS

Airport	Ownership of airport operator	Date and source of data
Larnaca	Private	Questionnaire 2009
Paphos	Private	Questionnaire 2009

9.01 LARNACA AIRPORT 9.02 PAPHOS AIRPORT	
Priavte, Hermes Airports Ltd	
Ownership structure	
See below	

HERMES AIRPORTS LTD.	Interest in Capital (%)
Ownership structure	
Bouygues Batiment International	22%
Egis Projects	20%
Cyprus Trading Corporation Public Limited	11,34%
Hellenic Mining	11,33%
Vancouver Airport Services	11%
Aer Rianta International	11%
Iacovou Brothers Construction	5,665%
Charilaos Apostolides Public Limited	5,665%
Nice - Cote d' Azur Chamber of Commerce and Industry	2%

10. CZECH REPUBLIC

Airport	Ownership of airport operator	Date and source of data
Brno	Public, Corporatised	Website, 2009
Karlovy Vary	Public, Corporatised	Website, 2009
Ostrava	Public, Corporatised	Website, 2008
Prague	Public, Corporatised	Website, 2008

10.01 BRNO AIRPORT	Interest in Capital (%)
Puplic, Corporatised; Brno Airport ltd	
Ownership structure	
South Moravia Region	100%

10.02 KARLOVY VARY AIRPORT	Interest in Capital (%)
Public, corporatised; Airport Karlovy Vary Ltd	
Ownership structure	
Region Karlovy Vary	100%

10.03 OSTRAVA AIRPORT	Interest in Capital (%)
Public, corporatised; Letiste Ostrava Joint Stock company	
Ownership structure	
Moravian Silesian region	100%

10.04 PRAGUE AIRPORT	Interest in Capital (%)
Public, corporatised; Letiste Praha Joint Stock Company	
Ownership structure	
Czech Republic (Ministery of Finance)	100%

Comment: joint stock Company since 1 December 2008, where the sole shareholder is the Ministry of Finance. Privatization delayed due to the economic crisis.

11. DENMARK

Airport	Ownership of airport operator	Date and source of data
Copenhagen airports (Kastrup + Roskilde)	Mixed, Majority private	Questionnaire, 2009
Billund	Public, Corporatised	Website, 2008

11.01 COPENHAGEN AIRPORTS (KASTRUP+ROSKILDE)	Interest in Capital (%)
Mixed, majority private; Copenhagen Airports A/S	
Ownership structure	
Macquarie Airports Copenhagen ApS	53,7%
The Danish government	39,2%
Private investors	7,4%

11.02 BILLUND AIRPORT	Interest in Capital (%)
Public, corporatised; Billund Airport ltd.	
Ownership structure	
8 local municipalities	100%

12. ESTONIA

Airport	Ownership of airport operator	Date and source of data
Tallinn	Public, Corporatised	Website, 2009

12.01 TALLINN AIRPORT	Interest in Capital (%)
Public, corporatised; Tallinn Airport ltd.	
Ownership structure	
Republic of Estonia	100%

13. FINLAND

Airport	Ownership of airport operator	Date and source of data
Operator : Finavia Public, Corporatised (State-owned enterprise)	Airport network	Website, 2009

Comment: Finavia maintain Finland's network of airports and the air navigation system. Airports in the network: Helsinki-Vantaa, Enontekiö, Helsinki-Malmi, Ivalo, Joensuu, Jyväskylä, Kajaani Kemi-Tornio, Kittilä, Kruunupyy, Kuopio, Kuusamo, Lappeenranta, Mariehamn, Mikkeli, Oulu, Pori, Rovaniemi, Savonlinna, Seinäjoki, Tampere-Pirkkala, Turku, Vaasa and Varkausi.

14. FRANCE

Airport	Ownership of airport operator	Date and source of data
Ajaccio	Public, Part of administration	Website 2009
Angoulême	Public, Part of administration	Website 2009
Avignon	Public, Part of administration	Website 2009
Bastia	Public, Part of administration	Website 2009
Biarritz-Anglet-Bayonne	Public, Part of administration	Website 2009
Bordeaux	Public, Corporatised	Questionnaire 2009
Brest	Public, Part of administration	Website 2009
Caen	Public, Part of administration	Website 2009
Chambery	Private	Website 2009
Chateauroux	Public, Part of administration	Website 2009
Dijon	Public, Part of administration	Website 2009
Dole	Public, Part of administration	Website 2009
Grenoble	Private	Website 2009
La Rochelle – Ile de Ré	Public, Part of administration	Website 2009
Le Havre	Public, Part of administration	Website 2009
Lille	Mixed, Majority Public	Website 2009
Limoges	Public, Part of administration	Website 2009
Lyon	Public, Corporatised	Website 2009
Marseille	Public, Part of administration	Questionnaire 2009
Nantes	Public, Part of administration	Website 2009
Nice Côte d'Azur	Public, Corporatised	Questionnaire 2009
Nimes	Private	Website 2009
Aéroports de Paris (3 airports)	Mixed, majority public	Questionnaire 2009
Pau	Public, Part of administration	Website 2009
Perpignan	Public, Part of administration	Website 2009
Quimper	Private	Website 2009
Reims	Public, Part of administration	Website 2009

Rennes	Public, Part of administration	Website 2009
Rouen	Public, Corporatised	Website 2009
Strasbourg	Public, Part of administration	Website 2009
Tarbes-Lourdes-Pyrenees	Private	Website 2009
Toulon-Hyeres	Public, Part of administration	Website 2009
Toulouse	Public, Corporatised	Website 2009
Europort Vatry	Mixed, majority private	Website 2009

14.01 AJACCIO AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI Ajaccio et Corse du Sud	100%

14.02 ANGOULÊME AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI d'Angoulême	100%

14.03 AVIGNON AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI Vaucluse	100%

14.04 BASTIA AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI Bastia et de la Haute Corse	100%

14.05 BIARRITZ AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Syndicat Mixte (local authorities)	100%

L'Aéroport de Biarritz-Anglet-Bayonne est géré par un Syndicat Mixte composé des villes de Biarritz, Anglet, Bayonne et Saint Jean de Luz, des Conseils Généraux des Landes et des Pyrénées Atlantiques et de la Chambre de Commerce et d'Industrie de Bayonne. Website 2009.

14.06 BORDEAUX AIRPORT	Interest in Capital (%)
Public, corporatised; Société Aéroport de Bordeaux Mérignac SA	
Ownership structure	
State	60%
Chamber of Commerce and Industry	25%
Local authorties	15%

14.07 BREST AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Brest	100%

14.08 CAEN AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Caen	100%

14.09 CHAMBERY AIRPORT	Interest in Capital (%)
Private; Société d'exploitation de l'aéroport de Chambéry-Aix	
Ownership structure	
Vinci	50%
Kéolis	50%

14.10 CHATEAUROUX AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Etablissement public (local authorities) – Regional Council	100%

14.11 DIJON AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Dijon	100%

14.12 DOLE AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI du Jura	100%

14.13 GRENOBLE AIRPORT	Interest in Capital (%)
Private; Société d'Exploitation de l'Aéroport de Grenoble	
Ownership structure	
Kéolis	50%
Vinci	50%

14.14 LA ROCHELLE-ILE DE RÉ AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de La Rochelle	100%

14.15 LE HAVRE AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI du Havre	100%

14.16 LILLE AIRPORT	Interest in Capital (%)
Mixed, Majority public , SOGAREL	
Ownership structure	
CCI 61%,	61%,
VEOLIA 34%	34%
SANEF 5%	5%

14.17 LIMOGES AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Limoges	100%

14.18 LYON AIRPORT	Interest in Capital (%)
Public, corporatised; Aéroports de Lyon	
Ownership structure	
State	60%
Chamber of Commerce and Industry	25%
Local authorities	15%

14.19 MARSEILLE AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Marseille	100%

14.20 NANTES AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Nantes-Saint Nazaire	100%

14.21 NICE CÔTE D'AZUR AIRPORT	Interest in Capital (%)
Public, corporatised ; Aéroports de la Côte d'Azur	
Ownership structure	
French Republic	60%
CCI Nice	25%
Local authorities	15%

14.22 NÎMES AIRPORT	Interest in Capital (%)
Private	
Ownership structure	
Véolia Transport	100%

14.23 AÉROPORTS DE PARIS	Interest in Capital (%)
Mixed, Majority public, Aéroports de Paris SA	
Ownership structure	
French Republic	52.4%
Strategic Investment Fund (FSI)*	8%
Schiphol Group	8%
Other Institutional Investors	21.1%
Individual and non identified shareholders:	8.5%
Company employees	2%
*FSI shareholding 51% Caisse des depots et consignations (CDC) and 49% French Government	

14.24 PAU AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Pau Béarn	100%

14.25 PERPIGNAN AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Perpignan et des Pyrénées Orientales	100%

14.26 QUIMPER AIRPORT	Interest in Capital (%)
Private (as of 01 March 2009)	
Ownership structure	
Kéolis	50%
Vinci	50%

14.27 RENNES AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI de Rennes	100%

14.28 REIMS AIRPORT	Interest in Capital (%)
Public, Part of administration	
Ownership structure	
CCI de Reims et Epernay	100%

14.29 ROUEN AIRPORT	Interest in Capital (%)
Public corporatised	
Ownership structure	
EURL ROUEN HANDLING	100%

14.30 STRASBOURG AIRPORT	Interest in Capital (%)
Public	
Ownership structure	
CCI Strasbourg et Bas-Rhin	100%

14.31 TARBES AIRPORT	Interest in Capital (%)
Private	
Ownership structure	
SNC LAVALIN	100%

14.32 TOULON-HYERES AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
CCI du Var	100%

14.33 TOULOUSE AIRPORT	Interest in Capital (%)
Public; corporatised; SA Aéroport Toulouse-Blagnac	
Ownership structure	
French Republic	60%
Chamber of Commerce and Industry of Toulouse	25%
Local authorities (Regional Council, General Council and Community of Agglomeration)	15%

14.34 EUROPORT VATRY	Interest in Capital (%)
Mixed; majority private, Société d'exploitation Vatry-Europort	
Ownership structure	
SNC Lavalin	51.7%
Aéroports de Montréal Capital	17%
SOGARIS	Minority participation
Local Authorities	Minority participation
Iénair	Minority participation

15. GEORGIA

Airport	Ownership of airport operator	Date and source of data
Batumi	Private	Questionnaire 2009, TAV website/Merrill Lynch
Tbilisi	Private	Questionnaire 2009, TAV website/Merrill Lynch

15.01 BATUMI AIRPORT	Interest in Capital (%)
Private; TAV Georgia	
Ownership structure	
TAV Airports Holding	60%
Urban Georgia	30%
AKFEN Construction Tourism and Trade Co. Ltd	10%

15.02 TBILISI AIRPORT	Interest in Capital (%)
Private, TAV Georgia	
Ownership structure	
TAV Airports Holding	66%
Aeroser International Holding (UK) LtD Urban Georgia	23.9%
SERA Yapi Endustrisi ve Ticaret A.S	5.5%
AKFEN Construction Tourism and Trade Co. Ltd	4.5%
Urban Construction, Industry and Trade Co. Ltd	0.1%

16. GERMANY

Airport	Ownership of airport operator	Date and source of data
Berlin-Schönefeld	Public, Corporatised	Website, 2009
Berlin-Tegel	Public, Corporatised	Website, 2009
Bremen	Public, Corporatised	Website, 2009
Dortmund	Public, Corporatised	Website, 2009
Dresden	Public, Corporatised	Website, 2009
Düsseldorf	Mixed, Even public-private shareholding	Website, 2009
Egelsbach	Public, Corporatised	Website, 2009
Frankfurt	Mixed, Majority public	Questionnaire, 2009
Friedrichshafen	Mixed, Majority public	Der Vlughafenverband 2009
Frankfurt-Hahn	Public, Corporatised	Website, 2009
Hamburg	Mixed, Majority public	Website, 2009
Hannover	Mixed, Majority public	Website, 2009
Lahr	Private	Website, 2009
Leipzig/Halle	Public, Corporatised	Website, 2009
Magdeburg	Public, Corporatised	Website, 2009
Munich	Public, Corporatised	Questionnaire 2009
Münster/Osnabrück	Public, Corporatised	Website, 2009
Nürnberg	Public, Corporatised	Website, 2009
Rostock	Public, Corporatised	Questionnaire, 2009
Stuttgart	Public, Corporatised	Questionnaire, 2009

16.01 BERLIN-SCHÖNEFELD AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Berlin Schönefeld GmbH	
Ownership structure	
State of Brandenburg	37%
Federal Republic of Germany	26%
State of Berlin	37%

16.02 BERLIN-TEGEL AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Berlin Schönefeld GmbH	
Ownership structure	
State of Brandenburg	37%
Federal Republic of Germany	26%
State of Berlin	37%

Note: The new airport Berlin Brandenburg International (BBI) will replace the existing two airports as of 30 October 2011.

16.03 BREMEN AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Bremen GmbH	
Ownership structure	
City of Bremen	100%

16.04 DORTMUND AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Dortmund GmbH	
Ownership structure	
Dortmunder Stadtwerke AG	74%
City of Dortmund	26%

16.05 DRESDEN AIRPORT	Interest in Capital (%)
Public, corporatised, Flughafen Dresden GmbH	
Ownership structure	
Mitteldeutsche Flughafen AG (public)	93,996%
The Free State of Sachsen	4,836%
County of Meißen	0,5837%
County of Bautzen	0,5837%

Note: Mitteldeutsche Flughafen AG is a public German stock company with four subsidiaries. These are Leipzig/Halle Airport (Flughafen Leipzig/Halle GmbH), Dresden Airport (Flughafen Dresden GmbH), the handling agent PortGround (PortGround GmbH), and the freight broker EasternAirCargo (EasternAirCargo GmbH).

16.06 DÜSSELDORF AIRPORT	Interest in Capital (%)
Mixed, Even Public-Private shareholding Flughafen Düsseldorf GmbH	
Ownership structure	
Airport Partners GmbH (Hochtief 60%; Aer Rianta 40%)	50%
Landeshauptstadt Düsseldorf	50%

16.07 FRANKFURT AIRPORT	Interest in Capital (%)
Mixed, majority public; Fraport AG	
Ownership structure	
State of Hessen	31,52 %
City of Frankfurt a.M.	20,13%
Julius Bär Gruppe	10,33%
Deutsche Lufthansa AG	9,93%
Artisan Partners	3,47%
Arnhold and S. Bleichroeder Holdings, Inc	3.02%
Morgan Stanley	2,94%
unknown	15,3%

16.08 FRIEDRICHSHAFEN AIRPORT	Interest in Capital (%)
Mixed, majority public; Flughafen Friedrichshafen GmbH	
Ownership structure	
VIE International Beteiligungsmanagement Gmbh	25,2%
Stadt Friedrichshafen	14,4%
Landkreis Bodenseekreis	14,4%
Land Baden-Württemberg	12,4%
SF Friedrichshafen AG	9,37%
Luftschiffbau Zeppelin	7,69%
Technische Werke Friedrichshafen	8,92%
IHK Bodensee-Oberschwaben	3,43%
Dornier	2,12%
MTU Friedrichshafen	2,12%

16.09 FRANKFURT-HAHN AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Frankfurt-Hahn GmbH	
Ownership structure	
State of Rheinland-Pfalz	82,5%
State of Hessen	17,5%

16.10 HAMBURG AIRPORT	Interest in Capital (%)
Mixed, majority public, Flughafen Hamburg GmbH	
Ownership structure	
Free and Hanseatic City of Hamburg	51%
HOCHTIEF Airport GmbH	34.8%
HOCHTIEF AirPort Capital GmbH & Co. KGaA	14.2%

16.11 HANNOVER AIRPORT	Interest in Capital (%)
Mixed, majority public Flughafen Hannover-Langenhagen GmbH	
Ownership structure	
Land Niedersachsen	35%
City of Hannover	35%
Fraport AG	30%

16.12 LAHR AIRPORT	Interest in Capital (%)
Private, Black Forest Airport Lahr GmbH	
Ownership structure	
Babcock & Brown / Churchill Airports	100%

16.13 LEIPZIG/HALLE AIRPORT	Interest in Capital (%)
Public, corporatised Flughafen Leipzig/Halle GmbH;	
Ownership structure	
Mitteldeutsche Flughafen AG (public)	94%
The Free State of Sachsen	5,5%
Landkreis Nordsachsen	0,25%
City of Schkeuditz	0,25%

16.14 MAGDEBURG AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Magdeburg GmbH	
Ownership structure	
City of Magdeburg	100%

16.15 MUNICH AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen München GmbH	
Ownership structure	
The Federal republic of Germany	26%
The free state of Bavaria	51%
City of München	23%

16.16 MÜNSTER/OSNABRÜCK AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Münster/Osnabrück GmbH	
Ownership structure	
Stadt Münster	35,06%
Kreis Steinfurt	30,28%
Osnabruck	17,20%
Other public Shareholders	17,46%

16.17 NÜRNBERG AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Nürnberg Nürnberg GmbH	
Ownership structure	
The free state of Bayern	50%
City of Nürnberg	50%

16.18 ROSTOCK AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Rostock-Laage GmbH	
Ownership structure	
RVV Holding GmbH	54,125%
Landkreis Gustrow	35,565%
Stadt Laage	10,310%

16.19 STUTTGART AIRPORT	Interest in Capital (%)
Public, corporatised; Flughafen Stuttgart GmbH	
Ownership structure	
State of Baden-Württemberg	65%
City of Stuttgart	35%

17. GREECE

Airport	Ownership of airport operator	Date and source of data
Athens International Airport	Mixed, Majority public	Questionnaire 2009
Hellenic Civil Aviation Authority	Public, Part of administration	Website, 2009

17.01 ATHENS INTERNATIONAL AIRPORT	Number of shares	Interest in Capital (%)
Mixed, majority public; Athens International Airport SA		
Ownership structure		
State of Greece	16.500.000	55%
Hochtief AirPort GmbH	8.000.004	26,67%
Hochtief AirPort Capital GmbH	4.000.002	13,33%
Copelouzos Dimitrios	599.997	2%
Copelouzou Kiriaki	299.999	1%
Copelouzos Christos	299.999	1%
Copelouzou Eleni-Asimina	299.999	1%

17.02 HELLENIC CIVIL AVIATION AUTHORITY	Interest in Capital (%)
44 airports, part of public administration	
Ownership structure	
Ministry of Transport	100%

Airports in network: Aktio, Alexandroupoli, Araxos, Astypalea, Athina, Chania, Chios, Corfu, Ikaria, Ionnina, Iraklion, Kalamata, Kalimnos, Karpathos, Kassos, Kastolorizo, Kastoria, Kavala, Kefallinia, Kerkyra, Kos, Kozani, Kythira, Leros, Limnos, Milos, Mykonos, Mytilini, Naxos, Nea Anchialos, Paros, Rodos, Samos, Santorini, Sitia, Skiathos, Skyros, Syros, Thessaloniki and Zakynthos.

18. HUNGARY

Airport	Ownership of airport operator	Date and source of data
Budapest	Mixed, Majority private	Website, and Questionnaire 2009

18.01 BUDAPEST AIRPORT	Interest in Capital (%)
Mixed, majority private, Budapest Airport Zrt.	
Ownership structure	
Hochtief AirPort	37,25%
Caisse de depot et placement de Québec	13,625%
Malton Investment Pte Ltd	13,625%
Aero Investment S.á.r.l.	7,5%
KfW Ipex bank	3%
State of Hungary	25% + 1 vote

19. ICELAND

Airport	Ownership of airport operator	Date and source of data
Keflavik Airport	Public, Corporatised	Website, 2009

19.01 KEFLAVIK REYKJAVIK AIRPORT	Interest in Capital (%)
Public, corporatised; Keflavik Airport ltd.	
Ownership structure	
Government of Iceland	100%

20. IRELAND

Airport	Ownership of airport operator	Date and source of data
Dublin	Public, Corporatised	Questionnaire, 2009
Cork	Public, Corporatised	Questionnaire, 2009
Shannon	Public, Corporatised	Questionnaire, 2009
Galway	Mixed, Majority private	Questionnaire, 2009
Ireland West Airport/Knock	Private	Questionnaire, 2009

20.01 DUBLIN AIRPORT	Interest in Capital (%)
Public, corporatised; Dublin Airport Authority plc (DAA)	
Ownership structure	
State of Ireland	100%

20.02 CORK AIRPORT	Interest in Capital (%)
Public, corporatised; Dublin Airport Authority plc (DAA)	
Ownership structure	
State of Ireland	100%

20.03 SHANNON AIRPORT	Interest in Capital (%)
Public, corporatised; Dublin Airport Authority plc (DAA)	
Ownership structure	
State of Ireland	100%

Note: Separation of Cork and Shannon from DAA ongoing.

20.04 GALWAY AIRPORT	Interest in Capital (%)
Mixed, majority private; Galway Airport	
Ownership structure	
Galway Chamber of Commerce and Industry	89%
Local shareholders (Galway city, County councils/Companies and Individuals)	11%

20.05 IRELAND WEST AIRPORT KNOCK	Interest in Capital (%)
Private, Connaught Airport Development Company Ltd	
Ownership structure	
Horan International Airport trust	100%

21. ISRAEL

Airport	Ownership of airport operator	Date and source of data
Airport Operator: I.A.A. Public, Part of administration	Airport network	Questionnaire, 2009

Airports in network: Eilat-Ovda, Haifa, Herzlia, Jerusalem, Rosh Pina, Tel Aviv Ben Gurion and Tel Aviv Sde-Dov Hoz.
Note: The Israel Airports Authority was established by an act of the Parliament.

22. ITALY

Airport	Ownership of airport operator	Date and source of data
Puglia Airports (4 airports)	Public, Corporatised	Questionnaire 2009
Bologna	Mixed; Majority public	Website, 2009
Cagliari	Public; Corporatised	Website, 2009
Catania	Public; Corporatised	Website, 2009
Firenze	Mixed; Majority private	Website, 2009
Genova	Mixed; Majority public	Website, 2009
Milano Bergamo Orlo da Serio	Mixed; Majority public	Website, 2009
Milano Linate-Milano Malpensa(2 airports)	Public; Corporatised	Website, 2009
Napoli	Mixed; Majority private	Website, 2009
Olbia	Mixed; Majority private	Website, 2009
Palermo	Public; Corporatised	Website, 2009
Parma	Mixed; Majority private	Website, 2009
Roma Flumicino-Roma Ciampino (2 airports)	Mixed, Majority private	Website, 2009
Trieste	Mixed; Majority public	Website, 2009
Torino	Mixed; Majority public	Website, 2009
Venezia Tessera	Mixed; Majority private	Website, 2009
Verona Villafranca – Brescia Montichiari (2 airports)	Mixed; Majority public	Website, 2009

22.01 BARI-BRINDISI-FOGGIA-GROTTAGLIE AIRPORT	Interest in Capital (%)
Public, corporatised; SEAP	
Ownership structure	
Main shareholder: Region of Puglia	99.414%
Provincia di Bari	0,058%
Provincia di Brindisi	0,002%
Provincia di Foggia	0,009%
Comune di Bari	0,040%
Comune di Brindisi	0,012%
Camera di Commercio di Taranto	0,400%
Camera di Commercio di Bari	0,059%
Camera di Commercio di Lecce	0,0002%
Camera di Commercio di Brindisi	0,004%

22.02 BOLOGNA AIRPORT	Interest in Capital (%)
Mixed, majority public; Bologna Airport spa	
Ownership structure	
Camera Commercio Bologna	50,55%
City of Bologna	16,75%
Region of Bologna	10,00%
Region Emilla Romagna	8,80%
Other shareholders	6,69%
Aeroporti Holding Srl	7,21%

22.03 CAGLIARI AIRPORT	Interest in Capital (%)
Public, corporatised; SO.G.AER spa	
Ownership structure	
Camera Commercio Cagliari	93,79%
Other shareholders*	6,21%

Other Shareholders	Place	Interest in Capital (%)
S.F.I.R.S. S.p.A.	Cagliari	3,43%
Banco di Sardegna S.p.A.	Cagliari	1,37%
Regione Autonoma della Sardegna	Cagliari	0,94%
Meridiana S.p.A.	Olbia	0,21%
C.C.I.A.A. Oristano	Oristano	0,12%
Consorzio Sardegna Costa Sud	Cagliari	0,06%
Consorzio Sardegna Costa Sud	Cagliari	0,04%
Associazioni Industriali - Cagliari	Cagliari	0,02%
API Sarda	Cagliari	0,01%
Aironjet S.r.l.	Cagliari	0,01%
Fima S.p.A.	Roma	0,01%

22.04 CATANIA AIRPORT	Interest in Capital (%)
Public, corporatised; SAC	
Ownership structure	
Public Shareholders: Chambers of Commerce in Catania, Siracusa and Ragusa, with the Catania ASI Consortium and the Provinces of Catania and Syracuse.	100%

22.05 FIRENZE AIRPORT	Interest in Capital (%)
Mixed, majority private; Aeroporti di Firenze AdF	
Ownership structure	
Aeroporti Holding srl	33,40%
Meridiana SpA	15,06%

Florence Chamber of Commerce	13,73%
SO.G.IM Spa	12,12%
Banca Toscana	4,89%
Other public/private investors and free floating	ca. 21%

22.06 GENOVA AIRPORT	Interest in Capital (%)
Mixed, majority public; Aeroporti di Genova S.p.a.	
Ownership structure	
Autorita portuale di Genova	60%
Camera commercio di Genova	25%
A.D.R. Roma Airports S.p.A.	15%

22.07 MILANO BERGAMO ORLO DA SERIO AIRPORT	Interest in Capital (%)
Mixed, majority public; SACBO	
Ownership structure	
SEA S.p.A.	49,98%
City of Bergamo	13,84%
Region of Bergamo	13,20%
Banca Popolare Bergamo	10,05%
Camera Commercio Bergamo	6,56%
Other shareholders	6,37%

22.08 MILANO LINATE-MILANO MALPENSA AIRPORT	Interest in Capital (%)
Public, corporatised; SEA Aeroporti di Milano	
Ownership structure	
City of Milan	84,56%
Region Milan	14,56%
Other private and public shareholders	0,88%

22.09 NAPOLI AIRPORT	Interest in Capital (%)
Mixed, majority private; GESAC	
Ownership structure	
BAA Italia	65,00%
City of Napoli	12,50%
Region of Napoli	12,50%
SEA S.p.A.	5,00%
Interporto Campano S.p.A.	5,00%

22.10 OLBIA AIRPORT	Interest in Capital (%)
Mixed, majority private; GEASAR	
Ownership structure	
Meridiana S.p.A.	79,79%
Camera commercio Sassari	10%
Camera commercio Nurcio	8%
Other shareholders	2,21%

22.11 PALANGA INTERNATIONAL AIRPORT	Interest in Capital (%)
Public, corporatised; GESAP s.p.a	
Ownership structure	
State	100%

22.12 PALERMO AIRPORT	Interest in Capital (%)
Public, corporatised; GESAP s.p.a	
Ownership structure	
Palermo Province	41,1%

City of Palermo	31,4%
Camera commercio Palermo	21,97%
Comune di Cinsi	4,12%
Other public and private shareholders	1,4%

22.13 PARMA AIRPORT	Interest in Capital (%)
Mixed, majority private; SOGEAP	
Ownership structure	
Airports International (formerly: Meinl Airports International)	67,9%
Local public shareholders	33,1%

22.14 ROMA FLUMICINO-ROMA CIAMPINO AIRPORT	Interest in Capital (%)
Mixed; Majority private, Aeroporti di Roma S.p.A	
Ownership structure	
Gemina SpA	95,8%
Local Entities	3%
Others	1,2%

22.15 TRIESTE AIRPORT	Interest in Capital (%)
Mixed; majority public, Ronchi de Legionari	
Ownership structure	
Consorzio Aeroporto Friuli Venezia Giulia (public and private entities)	51%
Region Friuli Venezia Giulia	49%

22.16 TORINO AIRPORT	Interest in Capital (%)
Mixed, majority public; SAGAT	
Ownership structure	
City of Torino	38,00%
Sintonia S.p.A.	24,39%
Equiter S.p.A.	12,40%
Region Piemonte	8,00%
Province Torino	5,00%
Other shareholders	12,21%

22.17 VENEZIA TESSERA AIRPORT	Interest in Capital (%)
Mixed, majority private; Marco Polo Venice Airport Save S.p.a.	
Ownership structure	
Marco Polo Holding S.R.L.	38,98%
City of Venezia	14,10%
Region Venezia	12,29%
Free float	25,74%
Other public and private investors	8,89%

22.18 VERONA VILLAFRANCA – BRESCIA MONTICHIARI AIRPORT	Interest in Capital (%)
Mixed, majority public; Aeroporti Sistema del Garda	
Ownership structure	
CCIAA Verona	20,1%
Provincia Trento	18,4%
Provincia Verona	17,1%
Comune di Verona	6,8%
Provincia Bolzano	6,6%
Provincia Brescia	5%
CCIAA Brescia	5%
Banco Popolare di Verona e Novara	4%

Comune di Villafranca	4%
Fondazione Cassa di Risparmio di VR-VI-BL-AN	4%
Other public shareholders	8,9%

23. KOSOVO

Airport	Ownership of airport operator	Date and source of data
Pristina	Public, Corporatised	Website, and Questionnaire 2009

24. LATVIA

Airport	Ownership of airport operator	Date and source of data
Riga	Public, Corporatised	Website 2009

25. LITHUANIA

Airport	Ownership of airport operator	Date and source of data
Kaunas	Public, Corporatised	Website, 2009
Palanga	Public, Corporatised	Website, 2009
Vilnius	Public, Corporatised	Website, 2009

25.01 KAUNAS AIRPORT

	Interest in Capital (%)
Public, corporatised; State Enterprise Kaunas Airport	
Ownership structure	
Lithuanian State	100%

25.02 PALANGA AIRPORT

	Interest in Capital (%)
Public, corporatised, Palanga International Airport	
Ownership structure	
Lithuanian State	100%

25.03 VILNIUS AIRPORT

	Interest in Capital (%)
Public, corporatised; State Enterprise Vilnius Airport	
Ownership structure	
Lithuanian State	100%

26. LUXEMBOURG

Airport	Ownership of airport operator	Date and source of data
Luxembourg	Public, Corporatised	Website, 2009

26.01 LUXEMBOURG AIRPORT

	Interest in Capital (%)
Public, corporatised; lux-airport-Airport Authority	
Ownership structure	
Grand-Duché de Luxembourg	99,8%
Société de Promotion et de development de l'Aéroport sarl	0,2%

27. MACEDONIA

Airport	Ownership of airport operator	Date and source of data
Skopje Airport	Private	Questionnaire, 2009
Ohrid Airport	Private	Questionnaire, 2009

27.01 SKOPJE AIRPORT	Interest in Capital (%)
Private, Airports of Macedonia	
Ownership structure	
TAV Airports Holding	100%

27.02 OHRID AIRPORT	Interest in Capital (%)
Private, Airports of Macedonia	
Ownership structure	
TAV Airports Holding	100%

Important note: Privatization of the airport was supposed to take place in September 2008 after signature of a 20-year concession agreement with TAV Airports. However, due to the financial crisis, the enforcement of the agreement has been postponed until March 2010.

28. MALTA

Airport	Ownership of airport operator	Date and source of data
Malta International	Mixed, Majority private	Website, Questionnaire 2009

28.01 MALTA INTERNATIONAL AIRPORT	Interest in Capital (%)
Mixed, majority private, Malta International Airport plc	
Ownership structure	
Mediterranean Link consortium	40%
Government of Malta	20%
Vienna Airport (Malta) limited Private Investors	40%

29. MOLDOVA

Airport	Ownership of airport operator	Date and source of data
Kishinev Airport	Public, Part of administration	Questionnaire, 2009

29.01 KISHINEV AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Government of Moldova (since 1994)	100%

30. MONTENEGRO

Airport	Ownership of airport operator	Date and source of data
Podgorica	Public, Corporatised	Questionnaire, 2009
Tivat	Public, Corporatised	Questionnaire, 2009

30.01 PODGORICA AIRPORT	Interest in Capital (%)
Public, corporatised, Public Enterprise Airports Montenegro	
Ownership structure	
Government of Montenegro	100%

30.02 TIVAT AIRPORT	Interest in Capital (%)
Public, corporatised, Public Enterprise Airports Montenegro	
Ownership structure	
Government of Montenegro	100%

31. NETHERLANDS

Airport	Ownership of airport operator	Date and source of data
Amsterdam-Schiphol	Mixed,Majority Public	Website, 2009
Maastricht Aachen	Private	Website, 2009
Rotterdam	Mixed, Majority Public	Website, 2009
Eindhoven	Mixed, Majority Public	Website, 2009

31.01 AMSTERDAM-SCHIPHOL AIRPORT	Interest in Capital (%)
Mixed-majority public; Amsterdam-Schiphol Airport	
Ownership structure	
Dutch Government	69.77%
City of Amsterdam	20.3%
City of Rotterdam	2.20%
Aéroports de Paris	8%

31.02 MAASTRICHT AACHEN AIRPORT	Interest in Capital (%)
Private, Maastricht Aachen Airport	
Ownership structure	
Omniport Holdings Ltd (OMDV BV)	99,86%
Dura Vermeer Deelnemingen BV	0,14%

31.03 ROTTERDAM AIRPORT	Interest in Capital (%)
Mixed, majority public, Rotterdam Airport Holding	
Ownership structure	
Schiphol Group -Rotterdam Airport Holding BV	100%

31.04 EINDHOVEN AIRPORT	Interest in Capital (%)
Mixed, majority public Eindhoven Airport NV	
Ownership structure	
Schiphol Group	51%
North Brabant Provincial Authority	24,5
Eindhoven Municipality Authority	24.5

32. NORWAY

Airport	Ownership of airport operator	Date and source of data
Network: AVINOR Airport network	Public, Corporatised	Aviator operates 46 airports in Norway

Source: Questionnaire 2009

Airports in the network: Alta Airport, Andøya Airport Andenes, Bardufoss Airport, Bergen Airport Flesland, Berlevåg Airport, Bodø Airport, Brønnøysund Airport Brønnøy, Båtsfjord Airport, Fagernes Airport Leirin, Florø Airport, Førde Airport Bringeland, Hammerfest Airport, Harstad/Narvik Airport Evenes, Hasvik Airport, Haugesund Airport Karmøy, Honningsvåg Airport Valan, Kirkenes Airport Høybuktmoen, Kristiansand Airport Kjevik, Kristiansund Airport Kvernberget, Lakselv Airport Banak, Leknes Airport, Mehamn Airport, Moi Rana Airport Røssvoll, Molde Airport Årø, Mosjøen Airport Kjærstad, Namsos Airport, Narvik Airport Framnes, Oslo Airport Gardermoen, Røros Airport, Rørvik Airport Ryum, Røst Airport, Sandane Airport Anda, Sandnessjøen Airport Stokka, Sogndal Airport Haukåsen, Stavanger Airport Sola, Stokmarknes Airport Skagen, Svalbard Airport Longyear, Svolvær Airport Helle, Sørkjosen Airport, Tromsø Airport Langnes, Trondheim Airport Værnes, Vadsø Airport, Vardø Airport Svartnes, Værøy Heliport, Ørsta-Volda Airport Hovden and Ålesund Airport Vigra.

Note: The Norwegian Armed Forces also own parts of land where Avinor operate Airports, but the main owner is the Civil Aviation Authority of Norway.

33. POLAND

Airport	Ownership of airport operator	Date and source of data
Katowice	Mixed, Majority public	Questionnaire, 2009
Kraków	Public, Corporatised	Website, 2009
Poznan	Public, Corporatised	Website, 2009
Warsaw	Public, Corporatised	Questionnaire 2009
Wroclaw	Public, Corporatised	Website, 2009

33.01 KATOWICE AIRPORT	Interest in Capital (%)
Mixed, majority public, Górnośląskie Towarzystwo Lotnicze SA	
Ownership structure	
Weglokoks	40,298%
Silesian Woivodship	39,729%
PPL Polish Airports	17,879%
Municipalities	1,92%
Others	0,157%

33.02 KRAKÓW AIRPORT	Interest in Capital (%)
Public, corporatised John Paul II International Airport Kraków - Balice Ltd	
Ownership structure	
PPL Polish Airports	76.19%
Province of Malopolska	22.73%
City of Krakow	1.04%
Zabierzow Commune	0.04%

33.03 POZNAN AIRPORT	Interest in Capital (%)
Public, corporatised Poznan - Lawica Airport	
Ownership structure	
PPL Polish Airports	58.621%
City of Poznan	26.778%
Wielkopolska Voivodship	14.601%

33.04 WARSAW AIRPORT	Interest in Capital (%)
Public, corporatised; Warsaw Frederic Chopin Airport	
Ownership structure	
Government of Poland	

Comment: **Polish Airports State Enterprise (PPL)** operates Warsaw-Okecie and one regional airport,, and Zielona Góra. The two regional airports Jasionka Airport and Rzeszów became individual airports on 1st July, 2009, where PPL has shares. Five regional airports (Bydgoszcz, Szczecin, Gdańsk, Katowice, Wrocław, Kraków , Szczytno-Szymany and Poznań) have been transformed into the commercial companies with shares owned by State Treasury, PPL, local governments and private economic entities.

33.05 WROCLAW AIRPORT	Interest in Capital (%)
Public, corporatised Wroclaw 'Nicolaus Copernicus'	
Ownership structure	
City of Wroclaw	47.82%
The State of Enterprise "Polish Airports"	25.02%
The Lower Silesian Provincial Government	27.16%

34. PORTUGAL

Airport	Ownership of airport operator	Date and source of data
Madeira Airport	Public, Corporatised	Website, 2009
Mainland airports (7 airports): AIRPORT NETWORK	Public, Corporatised	Questionnaire, 2009

34.01 MADEIRA AIRPORT	Interest in Capital (%)
Public, Corporatised, Aeroportos da Madeira	
Ownership structure	
ANA , Aeroportos de Portugal SA	70%
Região Autónoma da Madeira	20%
Estado Português	10%

34.02 MAINLAND AIRPORTS	Interest in Capital (%)
Public, corporatised, ANA 7 Airports (Lisboa, Porto, Faro, Ponta Delgada, Horta, Santa Maria, Flores)	
Ownership structure	
Direcção Geral do Tesouro (equivalent to the Treasury)	31,44%
Parpública, Participações Sociais SGPS (a state holding)	68,56%

35. ROMANIA

Airport	Ownership of airport operator	Date and source of data
Arad	Public, Corporatised	Website, 2009
Bacau	Public, Part of administration	Website, Questionnaire 2009
Baia Mare	Public, Corporatised	Website, 2009
Bucharest Henri Coanda	Mixed, Majority public	Website, 2009
Bucharest Baneasa	Public, Corporatised	Website, 2009
Cluj Napoca	Public, Corporatised	Website, 2009
Constanta	Public, Corporatised	Website, 2009
Craiova	Public, Corporatised	Website, 2009
Iasi	Public, Corporatised	Website, 2009
Oradea	Public, Corporatised	Website, 2009
Satu mare	Public, Corporatised	Website, 2009
Sibiu	Public, Corporatised	Website, 2009
Timisoara	Mixed, Majority public	Website, 2009
Tulcea	Public, Part of administration	Website, 2009
Targu Mures	Public, Corporatised	Website, 2009

35.01 ARAD AIRPORT	Interest in Capital (%)
Public, corporatised, SC Aeroportul Arad SA	
Ownership structure	
Consiliul Județean Arad	100%

35.02 BACAU AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Local Council of Bacau	100%

35.03 BAIA MARE AIRPORT	Interest in Capital (%)
Public, corporatised, Baia Mare International Airport	
Ownership structure	
Consiliul Județean Maramureș	100%

35.04 BUCHAREST HENRI COANDA AIRPORT	Interest in Capital (%)
Mixed, majority public Henri Coanda Burcharest Airport	
Ownership structure	
Government by Ministry of Transport	80%
Closed Property Fund (State of Romania & Private Individuals)	20%

35.05 BUCHAREST BANEASA AIRPORT	Interest in Capital (%)
Public, corporatised, Baneasa Airport	
Ownership structure	
Government of Romania	100%

35.06 CLUJ NAPOCA AIRPORT	Interest in Capital (%)
Public, corporatised, Cluj-Napoca International Airport	
Ownership structure	
Cluj County Council	100%

35.07 CONSTANTA AIRPORT	Interest in Capital (%)
Public, corporatised, Mihail Kogalniceanu International Airport	
Ownership structure	
City Council	100%

35.08 CRAIOVA AIRPORT	Interest in Capital (%)
Public, corporatised R.A . "CRAIOVA INTERNATIONAL AIRPORT"	
Ownership structure	
Consiliul Județean Dolj	100%

35.09 IASI AIRPORT	Interest in Capital (%)
Public, corporatised, Iasi Airport	
Ownership structure	
Consiliul Judetean Iasi	100%

35.10 ORADEA AIRPORT	Interest in Capital (%)
Public, corporatised, Aeroportul Oradea	
Ownership structure	
County Council Bihor	100%

35.11 SATU MARE AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Satu Mare County	100%

35.12 SIBIU AIRPORT	Interest in Capital (%)
Public, corporatised, R.A. Aeroportul Sibiu	
Ownership structure	
Sibiu Council	100%

35.13 TIMISOARA AIRPORT	Interest in Capital (%)
Mixed, majority public, Aeroportul Timisoara "Traian Vuia"	
Ownership structure	
Romanian Ministry of Transport	80%
Fondul Proprietatea	20%

35.14 TULCEA AIRPORT	Interest in Capital (%)
Public, part of public administration	
Ownership structure	
Tulcea County Council	100%

35.15 TARGUMURES AIRPORT	Interest in Capital (%)
Public, corporatised, Targu-Mures Airport	
Ownership structure	
Mures County Council	100%

36. RUSSIA

Airport	Ownership of airport operator	Date and source of data
Koltsovo	Private	Website, 2009
Kogalym	Public, Corporatised	Website, 2009
Samara Kurumoch	Mixed, Majority Public	Questionnaire, 2009
Moscow Domodedovo	Private	Website, 2009
Moscow Sheremetyevo	Public, Corporatised	Website, Questionnaire 2009
Moscow Vnukovo	Public, Corporatised	Website, 2009
St. Petersburg- Pulkovo	Public, Corporatised	Website, 2009
Yakutsk	Public, Corporatised	Questionnaire, 2009

36.01 EKATERINBURG AIRPORT	Interest in Capital (%)
Private, Koltsovo Airport Company	
Ownership structure	
Koltsovo Airport Company	100%

36.02 KOGALYM AIRPORT	Interest in Capital (%)
Public, corporatised, International Airport Kogalym	
Ownership structure	
City of Kogalym	100%

36.03 SAMARA KURUMOCH AIRPORT	Interest in Capital (%)
Mixed, majority public, Samara Airport	
Ownership structure	
Federal State	51%
Private Investor	49%

36.04 MOSCOW-DOMODEDOVO AIRPORT	Interest in Capital (%)
Private, EAST LINE Group	
Ownership structure	
EAST LINE Group	100%

36.05 MOSCOW-SHEREMETYEVO AIRPORT	Interest in Capital (%)
Public, corporatised Joint Stock Company	
Ownership structure	
Federal Government	100%

36.06 MOSCOW-VNUKOVO AIRPORT	Interest in Capital (%)
Public, Corporatised, Joint Stock Company Vnukovo Airport	
Ownership structure	
Federal Government	100%

36.07 ST. PETERSBURG – PULKOVO AIRPORT	Interest in Capital (%)
Public, corporatised; Pulkovo Airport JSC	
Ownership structure	
Saint-Petersburg Administration	100%

Privatisation process underway, with a consortium including Fraport finalizing a participation agreement

36.08 YAKUTSK AIRPORT	Interest in Capital (%)
Public, corporatised; Yakutsk Airport	
Ownership structure	
Federal Government	100%

Note: currently the airport is operated by "State Unitary Enterprise "YAKUTSK AIRPORT". However, in April 2010 it will become a Joint Stock Company.

37. SERBIA

Airport	Ownership of airport operator	Date and source of data
Belgrade	Public, Corporatised	Questionnaire, 2009
Niš Airport	Public, Corporatised	Website 2009

37.01 BELGRADE AIRPORT	Interest in Capital (%)
Public, Corporatised, Public Enteprise - Airport Nikola Tesla Belgrade	
Ownership structure	
Republic of Serbia	100%

37.02 NIŠ AIRPORT	Interest in Capital (%)
Public, corporatised, Public Enteprise- Airport Nis	
Ownership structure	
Republic of Serbia	100%

38. SLOVAKIA

Airport	Ownership of airport operator	Date and source of data
Public, Corporatised	Website, 2009	Questionnaire, 2009

38.01 BRATISLAVA AIRPORT	Interest in Capital (%)
Public , Corporatised, Airport Bratislava, a.s. (BTS)	
Ownership structure	
Ministry of Transport, Posts and Telecommunications of the Slovak Republic	36%
National Property Fund of the Republic	64%

39. SLOVENIA

Airport	Ownership of airport operator	Date and source of data
Ljubljana	Mixed, Majority public	Questionnaire, 2009
Maribor	Private	Website, 2009

39.01 LJUBLJANA AIRPORT	Number of shares	Interest in Capital (%)
Mixed, majority public; Aerodrome Ljubljana		
Ownership structure		
Republic of Slovenia	1,923,853	50,67%
Pension fund	279,561	7,36%
Slovenian Restitution Fund	258,958	6,82%
Private shareholders (insurance company, bank, private investment funds, private shareholders…)		35,15%

39.02 MARIBOR AIRPORT	Interest in Capital (%)
Private Ownership, Airport Maribor Ltd. And Prevent Global d.d.	
Ownership structure	
Airport Maribor Ltd. and Prevent Global d.d.	100%

40. SPAIN

Airport	Ownership of airport operator	Date and source of data
AENA (Airport network- The Public Business Entity AENA)	Public, Corporatised	Website, Questionnaire, 2009

Airports in network: A Coruna, Albacete, Alicante, Almeria, Asturias, Badajoz, Barcelona, Bilbao, Burgos, Ceuta, Cordoba, El Hierro, Granada, Fuerteventura, Girona, Gran Canaria, Huesca-Pirineos, Ibiza, Jerez, La Homera, la Palma, Lanzarote, Leon, Logrono, Madrid-Barajas, Madrid-Cuatro Vientos, Madrid-Torrejon, Malaga, Melilla, Menorca, Murcia, Palma de Mallorca, Pamplona, Reus, Sabadel, Salamanca, San Sebastian, Santander, Santiago, Sevilla, Son Bonet, Tenerife Norte, Tenerife Sur, Valencia, Valladolid, Vigo, Vitoria, Zaragoza.

Note: The Spanish government has announced in December 2009 a change in Aena's management model. This change would involve, among other aspects, the creation of "Aena Aeropuertos S.A." that would still be part of Aena and in which it is expected the participation of up to 30% of private capital. Also, the local authorities would participate at subsidiary companies created for those airports deemed necessary due to their special complexity.

41. SWEDEN

Airport	Ownership of airport operator	Date and source of data
LFV Group-State Enterprise (Airport network: 16 airports)	Public, Corporatised	Website, Questionnaire, 2009

LFV Group Network (Luftfartverket): Göteborg-Landvetter, Jönköping, Karlstad, Kiruna, Luleå, Malmö, Ronneby, Skellefteå, Stockholm-Arlanda, Stockholm-Bromma, Sundsvall-Härnösand, Umeå, Visby, Ängelholm-Helsingborg, Örnsköldsvik, Åre Östersund.

Note: As of 1 April 2010, all LFV airports will be transferred to a new commercial entity called Swedavia (100% publicly owned).

42. SWITZERLAND

Airport	Ownership of airport operator	Date and source of data
Basel Mulhouse Freiburg	Public, Part of administration	Questionnaire, 2009
Bern-Belp	Mixed, Majority private	Website, 2009
Genève	Public, Corporatised	Questionnaire, 2009
Lugano	Public, Corporatised	Questionnaire
Zürich	Mixed, Majority private	Questionnaire, 2009

42.01 BASEL-MULHOUSE AIRPORT	Interest in Capital (%)
Public, Part of administration EuroAirport Basel-Mulhouse-Freiburg	
Ownership structure	
State of France	50,67%

42.02 BERN-BELP AIRPORT	Interest in Capital (%)
Mixed, majority private, Alpar AG	
Ownership structure	
Unternehmen	39.7%

Banken/Versicherungen	19.9%
Privatpersonen	17%
Swiss International Air Lines	13.9%
Gemeinden/Kantone, Vereine, Weitere Fluggesellschaften	9.5%

42.03 GENÈVE AIRPORT	Interest in Capital (%)
Public, corporatised, Genève International Airport (GVA)	
Ownership structure	
Canton de Genève (Geneva State)	100%

42.04 LUGANO AIRPORT	Interest in Capital (%)
Public, corporatised Lugano Airport	
Ownership structure	
City of Lugano	88%
Canton of Ticino (Switzerland)	12%

42.05 ZÜRICH AIRPORT	Interest in Capital (%)
Mixed, majority private, Unique (Flughafen Zürich AG)	
Ownership structure	
Unique Zurich Airport AG and private investors (4000 registered shareholders)	62%
Canton of Zurich	33.34%
City of Zurich	5%

43. TURKEY

Airport	Ownership of airport operator	Date and source of data
Ankara	Mixed, Equal Public- Private ownership	TAV Website, Questionnaire 2009
Antalya	Mixed, Equal Public- Private ownership	Questionnaire, 2009
Antalya Gazipasa	Private	TAV Website, Questionnaire, 2009
Dalaman	Mixed, Equal Public- Private ownership	Website, Questionnaire, 2009
Istanbul Ataturk Airport	Mixed, Equal Public- Private Ownership	TAV Website, Questionnaire 2009
Istanbul Sabiha Gökcen	Mixed, Equal Public- Private ownership	Website, 2009
Izmir	Mixed, Equal Public- Private ownership	TAV Website, Questionnaire 2009

43.01 ANKARA AIRPORT	Number of shares
Mixed, Equal Public-Private Partnership Ankara Esenboga Airport	
Ownership structure	
TAV Airports Holding (operates the terminal)	100%

Note: General Directorate of State Airports Authority of Turkey (DHMI) is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by TAV Airports Holding.

43.02 ANTALYA AIRPORT (FRAPORT)	Interest in Capital (%)
Mixed, Equal Public-Private Partnership, Antalya Airport	
Ownership structure	
Fraport	51%
ICF	49%

Note: In April 2007, a consortium of Fraport and IC Ictas Holding secured the tender to operate all three airport terminals in Antalya with a total concession payment amounting to € 2, 37 billion. The concession for operating all three terminals runs until the year 2024: 17 years for International Terminal 1 / Domestic Terminal and 15 years for International Terminal 2. **Note:** General Directorate of State Airports Authority of Turkey (DHMI) is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by Fraport and ICF.

43.03 ANTALYA GAZIPASA AIRPORT	Interest in Capital (%)
Private, TAV Airports Holding	
Ownership structure	
TAV Airports Holding – Running Terminals & Airside Operations	100%

Note: General Directorate of State Airports Authority of Turkey (DHMI) is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by TAV Airports Holding.

43.04 DALAMAN AIRPORT	Interest in Capital (%)
Mixed, Equal Public-Private Partnership ATM Airport Construction and Management, Inc	
Ownership structure	
ATM Airport Construction and Management, Inc	100%

Note: General Directorate of State Airports Authority of Turkey (DHMI) is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by ATM Airport Construction and Management Inc.

43.05 ISTANBUL AIRPORT	Number of shares
Mixed, Equal Public-Private Partnership Istanbul Ataturk Airport	
Ownership structure	
TAV Airports Holding (operates the terminals)	100%

Comment: TAV Airports is the largest and the only fully integrated airport operating and aviation services group in Turkey. The Group was established in 1997 by a consortium led by two leading Turkish construction groups: Tepe and Akfen Groups for the BOT (Build, Operate & Transfer) contract for the "New Istanbul Ataturk Airport International Terminal Complex". **Note:** General Directorate of State Airports Authority of Turkey (DHMI) is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by TAV Airports Holding.

43.06 ISTANBUL SABIHA GÖKCEN AIRPORT	Number of shares
Mixed, Equal Public-Private Partnership, Airport Management & Aeronautical Industries Inc.	
Ownership structure	
Limak-GMR-MAHB Consortium	100%

Note: State Authority HEAS is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by Limah-GMR-MAHB Consortium.

43.07 IZMIR AIRPORT	Number of shares
Mixed, Equal Public-Private Partnership, TAV İZMİR TERMİNAL İŞLETMECİLİĞİ A.Ş	
Ownership structure	
TAV Airports Holding – Operates International Terminal	50%
DHMI-General Directorate of State Airports Authority of Turkey, operates domestic terminal of Izmir	50%

Note: General Directorate of State Airports Authority of Turkey (DHMI) is the owner and operator of the airside assets and facilities, with passenger terminals operated on a BOT concession by TAV Airports Holding.

44. UKRAINE

Airport	Ownership of airport operator	Date and source of data
Kiev – Borispol	Public, Corporatised	Website, 2009
Kiev – Zhulyany	Public, Corporatised	Website, 2009

44.01 KIEV – BORISPOL AIRPORT	Interest in Capital (%)
Public, corporatised, Boryspil International Airport State-Owned Enterprise	
Ownership structure	
City of Kyiv	100%

44.02 KIEV – ZHULYANY AIRPORT	Interest in Capital (%)
Public, corporatised, International Airport Kyiv – Zhulyany	
Ownership structure	
City of Kyiv	100%

44. UNITED KINGDOM

Airport	Ownership of airport operator	Date and source of data
BAA (6 airports)	Private	CAA Reports and Questionnaire 2009
Birmingham	Mixed, Majority Private	Website, 2009
Bristol	Private	Website, 2009
City of Derry	Public, Corporatised	Questionnaire
Gatwick Airport	Private	Website, 2009
Glasgow Prestwick	Private	Website 2009
Exeter	Private	Website, 2009
Isle of Man	Public, Part of administration	Website 2009
London City	Private	Questionnaire, 2009
Manchester (4 airports)	Public, Corporatised	Website, 2009
Peel Airports (3 airports)	Mixed, Majority private	Website, 2009
Regional Airports (2 airports)	Private	Questionnaire
Jersey	Public, Part of administration	Website 2009
Gibraltar	Public, Part of administration	Website 2009

45.01 BAA AIRPORTS	Interest in Capital (%)
Private, formerly the British Airports Authority (BAA)	
Ownership structure	
Ferrovial Consortium	62%
Caisse de depot et placement du Quebec	28%
Baker Street Investment	10%

Comment: Airports in the network: London-Heathrow, London-Stansted, Edinburgh, Glasgow, Aberdeen and Southampton.

45.02 BIRMINGHAM AIRPORT	Interest in Capital (%)
Mixed, Majority private Birmingham Airport Holdings Ltd	
Ownership structure	
Seven West Midlands' District Councils	49%
Airport Group Investments (Ontario Teachers' Pension Plan and Australia's Victorian Funds Management Corporation)	48,25%
Employee Share Trust	2,75%

45.03 BRISTOL AIRPORT	Interest in Capital (%)
Private, South West Airports Limited	
Ownership structure	
South West Airports LTD	100%

Note: South West Airports LTD: Joint venture holding company owned by Bristol Airport (Bermuda) Limited (BABL) and Macquarie European Infrastructure Fund (MEIF).

45.04 CITY OF DERRY AIRPORT	Interest in Capital (%)
Public, corporatised, City of Derry Airport	
Ownership structure	
Derry City Council	100%

45.05 LONDON GATWICK AIRPORT	Interest in Capital (%)
Private, Gatwick Airport Limited	
Ownership structure	
GIP (Global Infrastructure Partners)	100%

Note: Gatwick is wholly-owned by Ivy Bidco Limited (Ivy), a company formed to undertake the acquisition of Gatwick. Ivy is ultimately controlled by funds managed by Global Infrastructure Management, LLC, part of Global Infrastructure Partners (GIP).

45.06 GLASGOW PRESTWICK AIRPORT	Interest in Capital (%)
Private, Glasgow Prestwick Airport	
Ownership structure	
Infratil Limited	100%

45.07 EXETER AIRPORT	Interest in Capital (%)
Private, RCA-Regional City Airport	
Ownership structure	
Regional City Airports Ltd.	100%

45.08 ISLE OF MAN AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Isle of Man Deparment of Transport	100%

45.09 LONDON CITY AIRPORT	Interest in Capital (%)
Private, London City Airport	
Ownership structure	
Global Infrastructure Partners	75%
Highstar Capital	25%

45.10 MANCHESTER AIRPORT GROUP (MAG)	Interest in Capital (%)
Public, corporatised, MAG 4 airports (Manchester, Humberside, East Midlands, Bournemouth)	
Ownership structure	
Council of the City of Manchester	55%
Borough Council of Bolton	5%
Borough Council of Bury	5%
Oldham Borough Council	5%
Rochdale Borough Council	5%
Council of the City of Salford	5%
Metropolitan Borough Council of Stockport	5%
Tameside Metropolitan Borough Council	5%
Trafford Borough Council	5%
Wigan Borough Council	5%

45.11 PEEL AIRPORTS	Interest in Capital (%)
Mixed, majority private, Peel Airports Group: 3 airports (Liverpool, Durham Tees Valley, Doncaster Sheffield)	
Ownership structure	
Peel Airports Group	75%
5 local authorities	25%

45.12 REGIONAL AIRPORTS	Interest in Capital (%)
Private, Regional Airports Ltd: 2 Airports (Southend and Biggin Hill)	
Ownership structure	
Regional Airports (Biggin Hill)	100%

45.13 JERSEY AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
States of Jersey	100%

45.14 GIBRALTAR AIRPORT	Interest in Capital (%)
Public, part of administration	
Ownership structure	
Ministry of Defence and Royal Air Force	100%