



Route Projections

- Figures separated by "or" are full service carrier vs low cost carrier
- Red** = summer seasonal **Blue** = winter seasonal

		Capacity (weekly)						Airlines	
		Past/Present				Potential		Available	Achievable
		Current	Peak	Average	Accessible	Current	Future		
	Aberdeen	174	680	476	319	300	400	2	1
	Amsterdam	2000	2163	1058	2100	1800	2100	3	2
	Belfast City	0	350	220	87	0	0	4	2
	Belfast Intl	0	1,036	363	0	0	0	3	1
	Belfast (combined)	0	0	283	87	100/150 or 400/600	200/260 or 750/1,000	5	2
	Bristol	0	304	217	0	200	300	2	0
	Cardiff	0	160	140	145	0	190	1	0
Bristol and Cardiff concurrently would compete causing some dilution									
	Cork	0	740	690	216	70/200 or 200/500	140/300 or 500/750	3	2
	Cornwall Newquay	0	592	280	58	100	150	2	1
	Dublin	0	1323	405	272 or 1,134	150/200 or 800/1,100	200/340 or 1,100/1,500	4	3
	Exeter	0	19	19	29	0	50	2	0
	Geneva	0	148	140	189	150	550	2	0
	Glasgow	0	300	128	0	0	190	2	0
	Guernsey	0	150	88	72	50	50	4	2

Ireland West Knock	0	592	592	189	0	100	1	0	
	Isle of Man	0	180	118	58	60	100	2	1
	Jersey	68	444	192	136	50/200 or 350	50/200 or 500	4	2
	Kraków	0	0	0	189	200	350	4	1
	Munich	0	139	88	0	100	150	0	0
	Nice	0	148	139	0	100	200	1	0
	Norwich	0	300	182	145	150	250	2	0
	Paris C-d-G	0	1036	818	408	300	550	3	1
	Paris Orly	0	0	0	0	400	500	3	0
		Paris data is based on one or the other not both. Orly is limited to an LCC operation, C-d-G offers more potential but requires an Air France interline agreement which should be a small ask							
Prague	0	592	592	378	300	500	3	0	
Southampton	0	340	318	319	250	350	2	1	
Warsaw	0	720	630	540	500	900	2	0	
	British Forces Germany								
	Don't underestimate the strong connections that remain between military personnel and the former British Forces Germany. With Catterick Garrison on our doorstep there is potential for a seasonal charter such as the Welcome Express examples from the 1980s. Paderborn and Weeze also fall with this region of Germany but are not considered viable options.								
Cologne Bonn	0	0	0	0	70	70	1	0	
Dortmund	0	0	0	0	70	100	0	0	
Düsseldorf	0	150	83	0	150	180	1	0	
Münster Osnabrück	0	75	66	0	70	70	0	0	
	Bulgaria								
Burgas	180	369	242	369	200	360	3	2	
	One of the below two would sustain a single weekly frequency against an under-capacity summer programme that did not feature Burgas								
Sofia	0	122	122	0	0	0	2	0	
Varna	0	180	180	0	0	0	0	0	
	Croatia								
Dubrovnik	0	130	117	189	150	180	4	1	
	One of the below two would sustain a single weekly frequency against an under-capacity summer programme that did not feature								

					Dubrovnik				
	Pula	0	130	110	189	0	0	4	0
	Split	0	127	127	189	0	0	2	0
		Cyprus							
	Larnaca	0	235	194	189	180	200	4	1
	Paphos	0	517	353	189	180	200	4	2
		Egypt							
	Hurghada	0	0	0	189	150	180	2	0
	Sharm el Sheikh	0	189	189	189	180	220	2	1
		Greece							
		Against a full and balanced summer programme, three of the following could be sustained							
	Chania	0	0	0	189	150	180	4	0
	Corfu	189	235	170	189	170	200	4	2
	Heraklion	0	0	0	189	160	190	3	1
	Kefalonia	0	0	0	189	150	180	3	0
	Kos	0	0	0	189	130	160	4	0
	Rhodes	0	180	180	189	160	190	4	1
	Santorini	0	0	0	189	150	180	4	0
	Skiathos	0	0	0	189	150	180	4	0
	Thessaloniki	0	0	0	189	170	200	4	0
	Zakynthos	0	0	0	189	160	190	4	1
		Italy							
	Naples	0	108	108	189	150	300	3	0
	Rome (all)	0	1323	666	567	500	800	3	0
	Venice	0	119	81	189	150	550	2	0
	Verona	0	148	148	189	150	200	3	0
		London							
		A London Heathrow route would require a British Airways interline agreement and would render any other London route unsustainable.							
		City, Heathrow and Luton would require a 0600 departure or as close as possible							
	London City	0	550	400	0	500	800	2	0
	London Gatwick	0	888	373	0	500	800	2	0

London Heathrow	0	4,368	2,116	0	600	1,500	3	0
London Luton	0	754	572	0	300	420	2	0
London Southend	0	525	525	0	0	300	1	0
London Stansted	0	525	272	0	200	300	2	0
Long Haul								
Orlando (all)	0	361	237	300	150	280	2	1
Puerto Plata	0	163	163	0	0	150	0	0
Malta								
Malta	0	156	139	189	150	180	4	2
Morocco								
Despite no history of Moroccan routes, it is the current trendy/up-and-coming holiday destination								
Agadir	0	0	0	189	150	180	4	1
Marrakesh	0	0	0	189	150	180	4	0
Portugal								
Faro	386	386	231	583	380	590	4	2
Madeira	0	0	0	189	150	220	4	0
Ski								
A limited series between December-February to one of the below ski destinations								
Chambéry	0	0	0	189	200	240	2	1
Grenoble	0	235	228	189	200	240	3	0
Innsbruck	0	0	0	189	200	240	3	1
Lyon	0	235	193	180	200	240	1	0
Salzburg	0	148	132	189	200	240	3	1
Spain (Balearic Islands)								
Ibiza	0	491	310	386	200	350	4	2
Menorca	0	532	263	189	170	235	4	1
Palma de Mallorca	772	337/1,952	178/720	961	900	170/1,300	4	2
Spain (Canary Islands)								
Against a full and balanced summer programme, three of the below four could be sustained								
Fuerteventura	0	168/189	168/179	197	180	180	4	0
Gran Canaria	0	189/400	177/205	197	180/370	180/400	4	2

Lanzarote	0	189/360	178/270	197	180/370	180/400	4	2
Tenerife South	0	378/719	282/360	197	390	450	4	3
Spain								
Alicante	583	711/1,220	338/389	591	360/560	560/1,000	5	2
Barcelona	0	230	118	394	150	300	4	1
Gerona	0	567	567/221	394	360	360/560	3	1
Málaga	378	740/929	283/260	591	360/560	560/1,000	4	2
Murcia	0	0	0	197	150	180	2	0
Reus	0	369	227	189	180	230	4	2
Tunisia								
Enfidha	0	189	175	189	130	170	2	1
Peak and Average figures relate to Monastir, which was in effect replaced by Enfidha								
Turkey								
Antalya	0	180	180	189	160	200	5	1
Dalaman	180	818	372	189	170	400	4	1
İzmir	0	350	252	189	130	180	4	0
Milas-Bodrum	0	345	239	189	150	220	3	0