

EUROCONTROL Medium-Term Forecast

October 2011

**Flight Movements
2011 - 2017**



EXECUTIVE SUMMARY

This report presents the mid-2011 update of the EUROCONTROL medium-term flight forecast. The forecast considers the development of air traffic in Europe over the next 7 years. This update uses the most-recent available traffic statistics and economic forecasts, and more up-to-date information to establish a revised scenario for the recovery of North-African traffic.

The forecast update is for 11.5 million IFR movements in Europe¹ in 2017, 21% more than in 2010. The strong growth of 4.5% in 2011 is to a large extent due to compensating for events in 2010 (ash cloud, strikes, weather), the underlying growth being somewhat over half of this. In later years the growth slows down and averages 2.8% per year for the whole 2011-17 period.

Figure 1. Summary of forecast for Europe (ESRA08).

ESRA08		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
IFR Flight Movements (Thousands)	H	.	.	.	.	10,020	10,336	10,754	11,158	11,560	11,996	12,387	3.9%
	B	10,043	10,083	9,413	9,493	9,923	10,173	10,429	10,698	10,975	11,262	11,490	2.8%
	L	.	.	.	.	9,856	10,043	10,214	10,400	10,597	10,811	10,970	2.1%
Annual Growth (compared to previous year)	H	.	.	.	.	5.6%	3.2%	4.0%	3.8%	3.6%	3.8%	3.3%	3.9%
	B	5.0%	0.4%	-6.6%	0.8%	4.5%	2.5%	2.5%	2.6%	2.6%	2.6%	2.0%	2.8%
	L	.	.	.	.	3.8%	1.9%	1.7%	1.8%	1.9%	2.0%	1.5%	2.1%

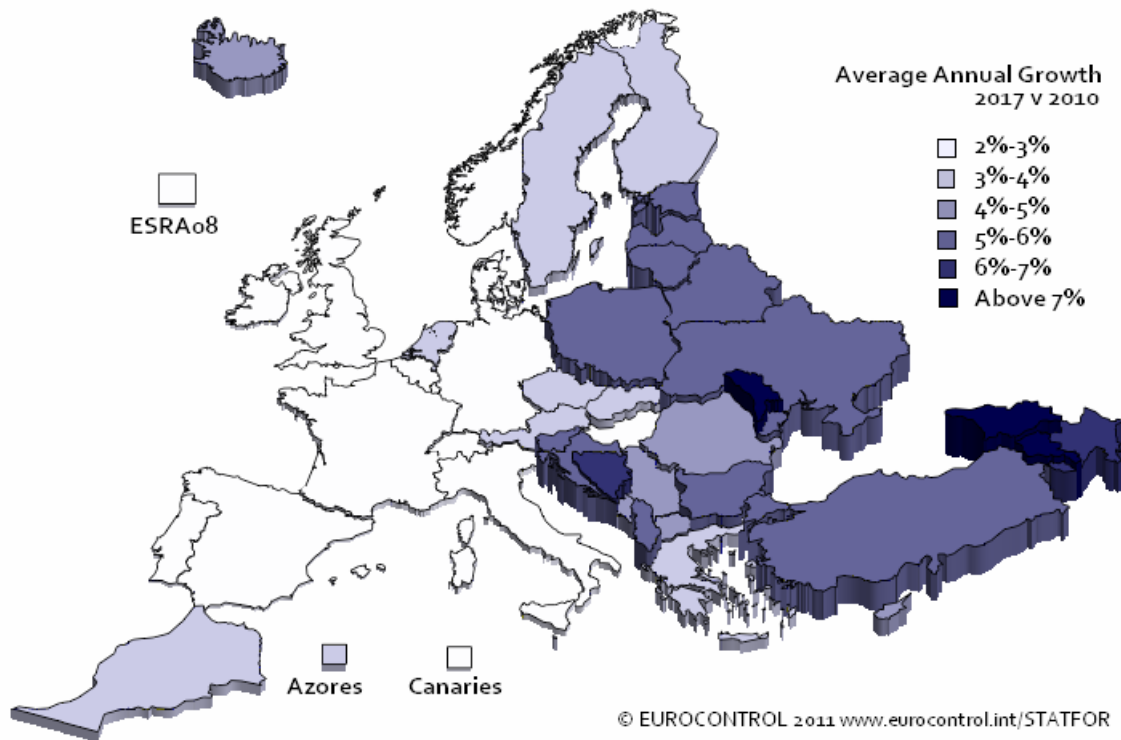
Compared to the February 2011 release of the medium-term flight forecast this update foresees that 2011 will end slightly above the previous forecast. However, mainly due to weaker economies, the growth in 2012 is now expected to be slower (down to 2.5% from 3.4% in the February forecast). As a result, the forecast now finishes at 11.5 million flights in 2017, just below the figure published in the February MTF. Revisions at a State level are often more significant corresponding to the uneven developments across Europe.

Any user of the forecast is strongly advised to use the forecast range (low-growth to high-growth) as an indicator of risk. By 2017, the high-growth scenario has 0.9 million more and low-growth scenario 0.5 million fewer flights than the base scenario (+8% and -5%). There are some further downside risks for the growth over the next 7 years: with the Eurozone increasingly struggling with high sovereign debt and the risk of further bank failures the economic outlook on both sides of the Atlantic has seen some downward revisions over the past few weeks, even since this forecast had been prepared.

The EUROCONTROL short-term flight forecast will next be updated in December 2011, the medium-term flight forecast for 2012-2018 will be published in February 2012.

¹ In this report 'Europe' is represented by the EUROCONTROL Statistical Reference Area (ESRA08) in the extended 2008 definition used for the first time in the MTF10 (see Annex A.1).

Figure 2. Average annual growth 2011-2017 per State.



**EUROCONTROL Medium-Term
Forecast: IFR Flight Movements
2011-2017**

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1. INTRODUCTION

1.1 General

This report presents an update of the medium-term flight forecast published by EUROCONTROL in February this year (Ref. 1). After requests by stakeholders, and in particular to allow the capacity-planning process to use the most up-to-date information, the EUROCONTROL Statistics and Forecast Service (STATFOR) now refreshes the main inputs to the forecast mid-year in addition to its original full revision of the medium-term forecast published each February.

The forecast describes annual numbers of instrument flight rules (IFR) flight movements up to 2017. The forecast presented here replaces both the 7-year forecast issued in February 2011 and the 2-year update issued in May 2011.

For this update, three changes have been made: the assumptions on economic growth have been updated using economic forecasts available in mid-August; the traffic baseline has been re-aligned to take into account actual traffic to the end of August; adjustments and assumptions for recovery on North-African flows have been refreshed with better understanding of the effect on European traffic. For all other input assumptions see the description in Annex C of Ref. 1.

The forecast method is similar to the one used in the EUROCONTROL medium-term flight forecast published in February 2011. More details on the method are given in Annex A of Ref. 1.

This report contains a summary and discussion of the forecast, including geographical definitions (Annex A), updated forecast assumptions (Annex B), forecast details for Europe as a whole (Annex C), and annual total forecasts per State (Annex D). The detail for each traffic zone (usually the same as 'State') is provided via STATFOR web portal (Ref. 2).

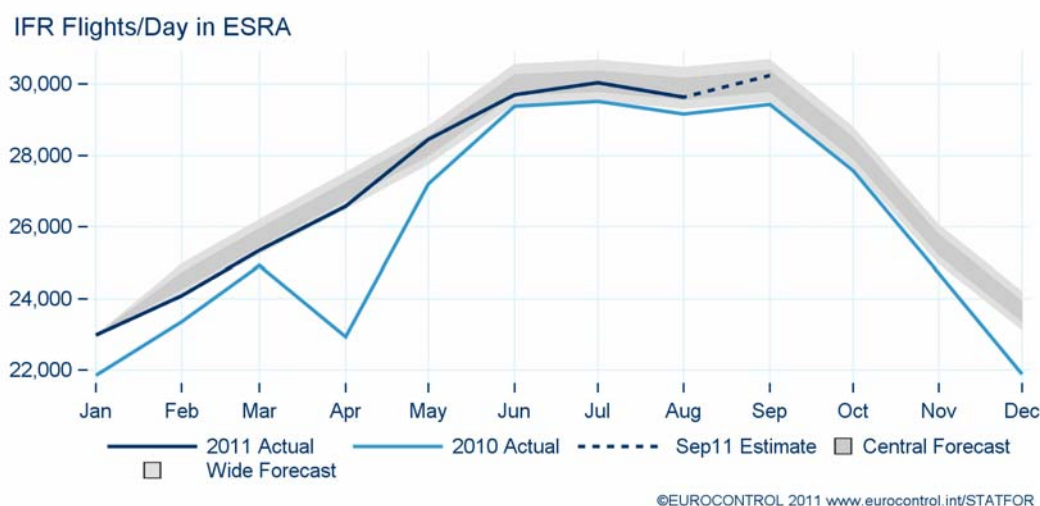
The short-term view of the forecast for 2011-2012 will next be updated in December 2011, the next medium-term outlook for 2012-2018 will be published in February 2012.

2. TRAFFIC TRENDS IN 2011

Traffic growth in 2011 has been marked by compensating for adverse events of 2010 (ash cloud, strikes, weather). Traffic has also been disrupted by political unrests in North Africa. The growth so far can be summarised as slow recovery with Turkey continuing to be the strongest contributor to European traffic.

Tracking the underlying growth in European traffic has been difficult in the first half of the year due to a number of events in 2010 (ash cloud, industrial actions, weather) that distorted the view. Furthermore, the Arab spring and related political unrest in North Africa have disrupted European traffic to these destinations, also having an impact on overflights particularly in some States in southern Europe. As can be seen from Figure 3, growth was slower than forecast for the first 4 months of the year, so the May update (Ref. 3) was a downward revision. Over the summer, however, growth exceeded these revised expectations so this new update brings us back in line with the February publication.

Figure 3. Actual traffic within the range of the February forecast.

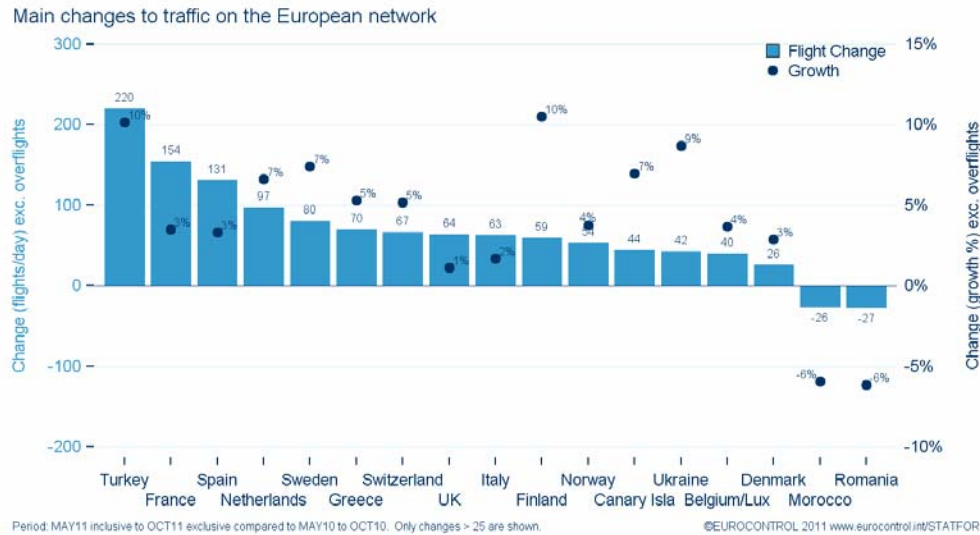
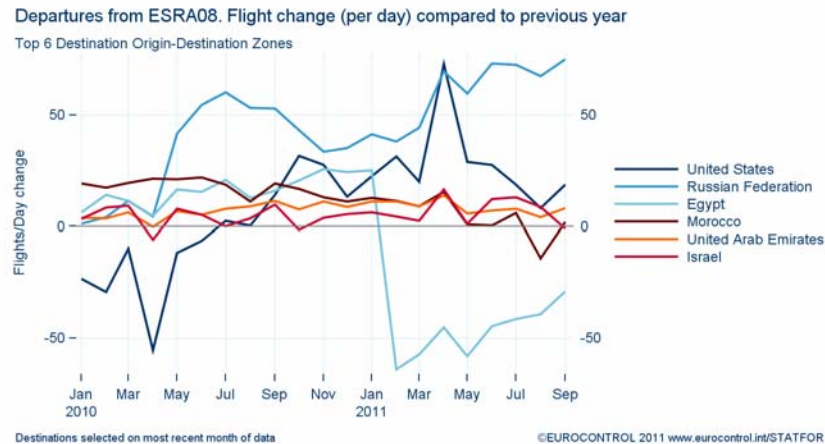
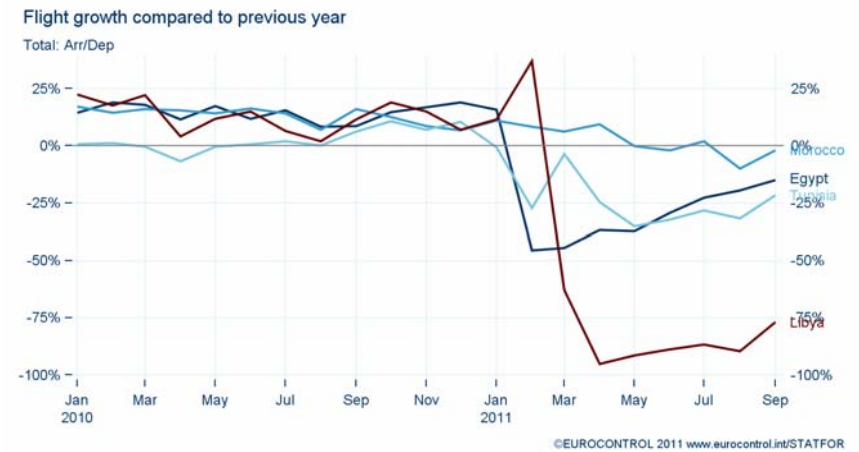
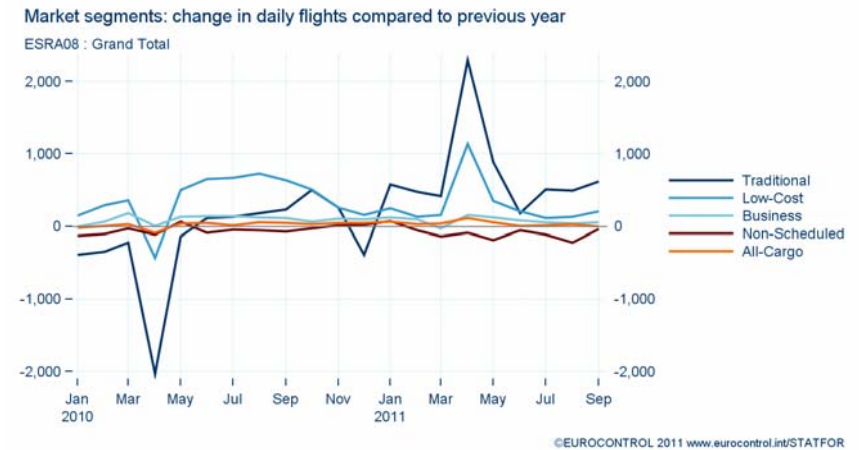


In the first eight months of 2011, the number of IFR flights in Europe (ESRA08²) increased by 4% compared to the same period in 2010. However, more than half of this growth could be attributed to traffic disruptions in the same period of the previous year. Over the summer, the growth was a weak 1%-2%.

Looking at May to September to avoid the April ash-cloud compensation (Figure 4), Turkey was clearly the one State adding the most traffic to the European network (extra 220 flights/day) followed by France and Spain. Turkey also continues to be a fast grower joined by Finland, Sweden and the Netherlands. Germany does not appear on the graph as its local traffic stalled to around zero growth over the summer.

Similarly as last summer, Russia has pushed ahead of the US as the number one destination from Europe and so far maintains its position having well over 60 flights/day more compared to a year ago and adding more (Figure 5). It is these flows to Russia that also drive the strong growth in overflights in the Baltics in 2011.

² See Annex A.1 for definition.

Figure 4. Turkey, biggest contributor and fast grower.**Figure 5. Russia, non-European destination adding most flights.****Figure 6. Disruptions in North Africa.****Figure 7. Traditional carriers adding most traffic.**

The political unrest in Tunisia and Egypt and the military situation in Libya have significantly reduced traffic to these destinations (Figure 6). We estimate that this removed around 0.4% of total European traffic so far in 2011. However, some other regions seem to have benefited from the situation as alternative summer tourist destinations (e.g. Greece or Canaries) and partly compensated for this drop. In addition, some States in Southern Europe have felt the reduction in their overflight traffic. Notably Malta has lost about 20% of their overflights up till now, Italy, Cyprus and Turkey have all lost around 6%.

After years of being third, behind the low-cost and the business aviation, the traditional carriers have spent 2011 as the fastest-growing segment (Figure 7). The charter segment has been in decline since February 2011 and there are no clear signs of recovery.

3. GROWTH IN IFR MOVEMENTS TO 2017

The current forecast is for 11.5 million IFR movements in Europe in 2017, 21% more than in 2010. The strong growth of 4.5% in 2011 reflects the compensations for adverse events in 2010, underlying growth is a little over half of this. 2012 is marked by economic and related traffic growth slow-down. There is a lot of geographical variance in the forecast, traditional more mature markets in the West will typically see slower growth over the next 7 years.

Figure 8. Summary of forecast for Europe.

ESRA08		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
IFR Flight Movements (Thousands)	H	.	.	.	.	10,020	10,336	10,754	11,158	11,560	11,996	12,387	3.9%
	B	10,043	10,083	9,413	9,493	9,923	10,173	10,429	10,698	10,975	11,262	11,490	2.8%
	L	.	.	.	.	9,856	10,043	10,214	10,400	10,597	10,811	10,970	2.1%
Annual Growth (compared to previous year)	H	.	.	.	.	5.6%	3.2%	4.0%	3.8%	3.6%	3.8%	3.3%	3.9%
	B	5.0%	0.4%	-6.6%	0.8%	4.5%	2.5%	2.5%	2.6%	2.6%	2.6%	2.0%	2.8%
	L	.	.	.	.	3.8%	1.9%	1.7%	1.8%	1.9%	2.0%	1.5%	2.1%

3.1 Short-term outlook (2011 & 2012)

In the short-term, the forecast is most influenced by recent traffic developments: strong growth in Northern Europe, in particular the overflight traffic on flows to Russia in the Baltics coupled with strong local traffic, also observed in Scandinavia and the Netherlands; rerouting of flows from North-West Europe to Turkey and some of the Russian flows away from Hungary further south and south-west to the Adriatic; slow growth or even drop in overflights in South and South-East (Malta, Italy, Cyprus, Turkey) due to drop in flights between North Africa and North-West Europe or Russia.

The rather high forecast growth of 4.5% for total Europe in 2011 is very much driven by compensating for adverse events of 2010, including further strong growth likely to come in November and December this year. The Icelandic ash cloud, strikes and bad weather contributed to almost 2% lost flights in 2010. After removing this from the forecast, the underlying growth is about 2.5% indicating only gradual recovery from the low 2009 year. This effect is also very uneven across Europe since these events often affected some flows and some States more than others.

Year 2012 sees continuation of the trends of 2011 as described above combined with expected slowing of economies. Notably, the fast pace of growth in Turkish domestic – flow currently adding the most flights to total European traffic – is expected to slow from 15% growth in 2011 to 5% in 2012, together with Turkish economy which has been brought close to overheating by recent rapid growth. On the other hand, Turkey as well as other southern States shall gradually recover overflights on flows to/from North Africa going back to “normal” by the beginning of winter season 2012/13 (see Annex B.2). However, with deepening debt crisis in the Eurozone there are more States around Europe where the local traffic will be pushed back by weak economies or little consumer confidence and spending.

Aviation shall join the EU Emission Trading Scheme in 2012. The effect estimated by the MTF11 (see section 3.5 in Ref. 1) is a limited reduction in demand of around 0.3% overall in Europe. At the same time, there are a number of events in 2012 factored into the forecast which will temporarily boost local traffic in some States: the London Olympics, the European football championship in Poland and Ukraine, Croatia and Iceland joining the EU³ (see annex C.6 of Ref. 1 for details).

Figure 9. Forecast detail for 2011.

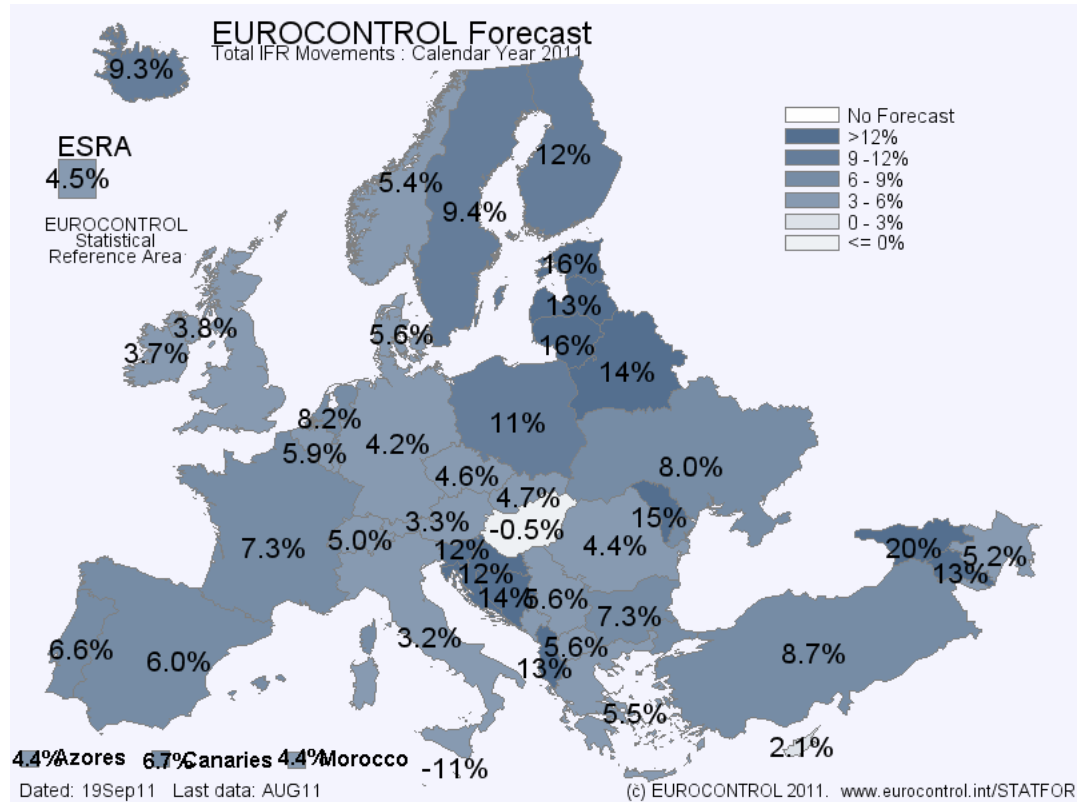
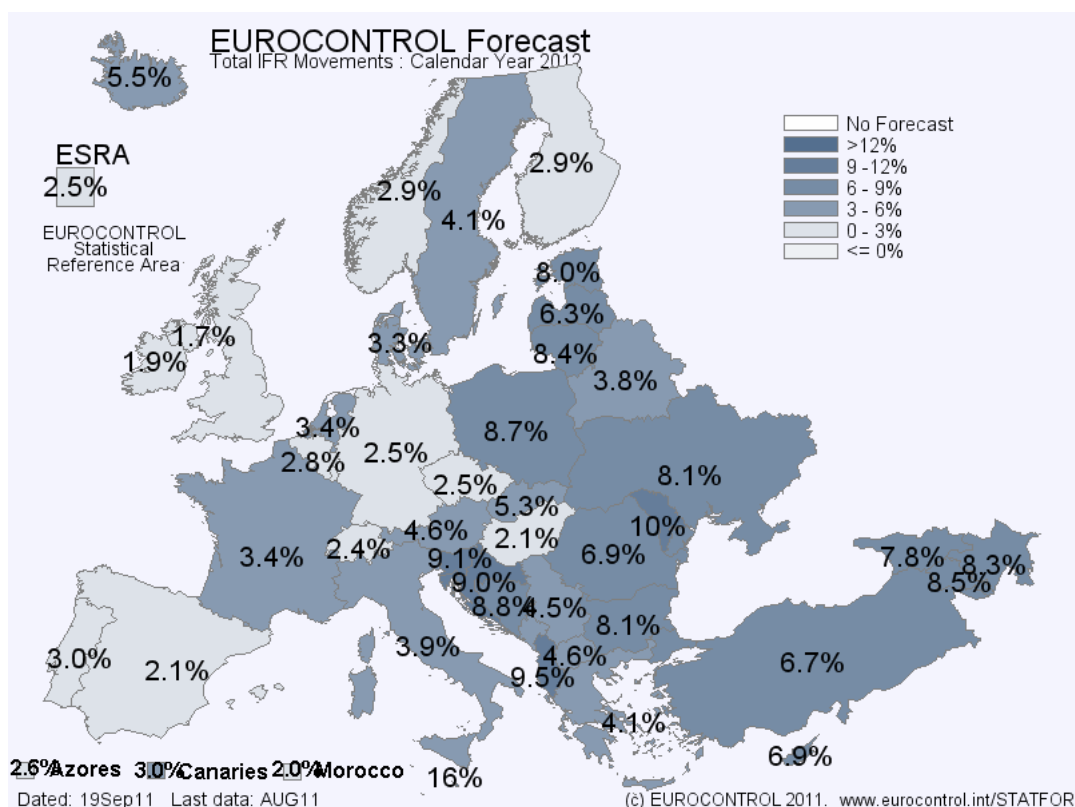


Figure 10. Forecast detail for 2012.

3.2 Medium-term outlook (up to 2017)

After 2012, the traffic growth in Europe stabilises at around 2.5% increase per year slowing somewhat in the last year of the forecast mainly as the airport capacity constraints kick in (see section 3.3 in Ref. 1). As Figure 2 on page ii shows, the growth is not uniform across Europe. While the growth in percentage terms is much weaker in the traditional more mature Western markets, it is still these big States (e.g. Germany, France, Italy) that will see the greatest number of additional movements between now and 2017 (Figure 11). Turkey will maintain its position of fast grower and main contributor to European traffic growth with Turkish internals, in particular, being the flow adding the most flights over the next 7 years (Figure 12).

Annex D gives the details of forecast traffic and growth per State and areas and illustrates the imbalance in growth. FAB EC which adds the most flights (near 3,000 more movements a day) only increases by about 20% between now and 2017. Baltic and Danube will see over 35% more flights in 2017 than they have now, each adding some 700 flights a day. Blue Med which for the first time in 2010 saw more flights than UK-Ireland outpaces their growth by more than 1% per year on average and finishes more than 10% above the UK-Ireland levels in 2017 reaching close to 8,000 flights a day.

Figure 11. Additional movements per day per State, 2017 v 2010.

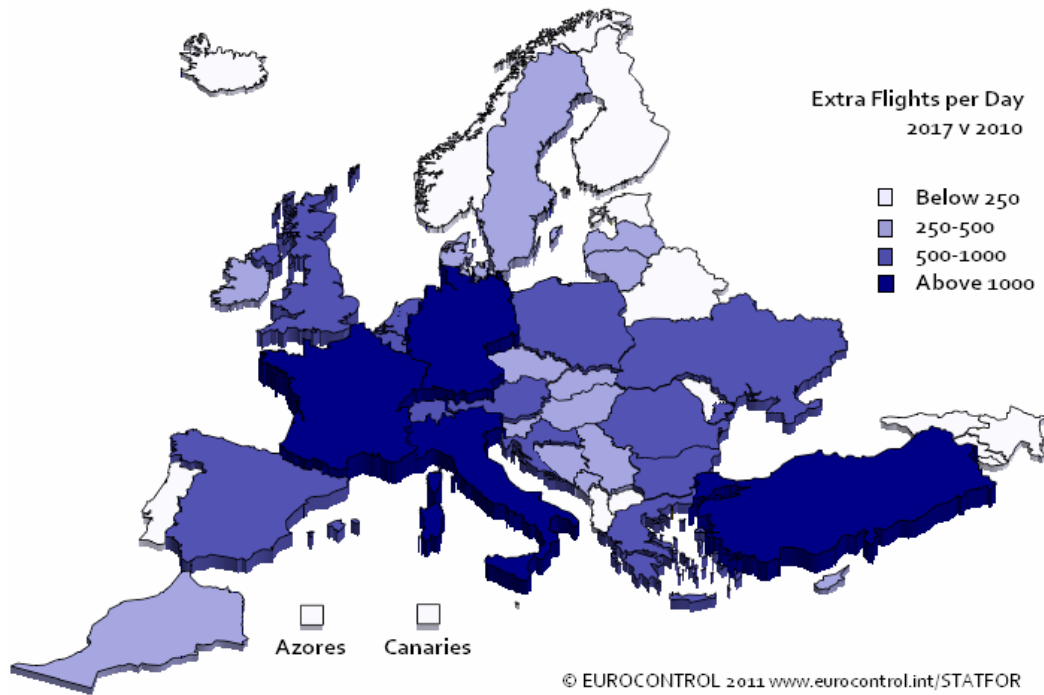
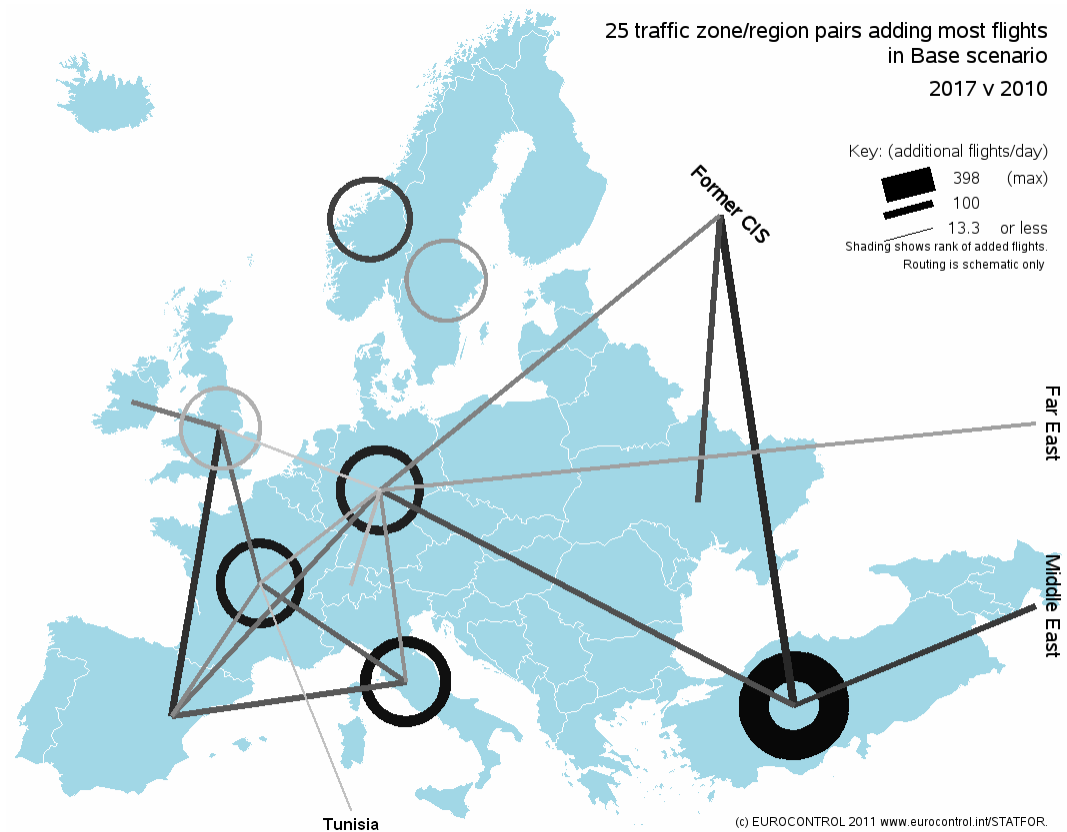


Figure 12. Flows adding most movements, 2017 v 2010.



3.3 Risks to forecast growth

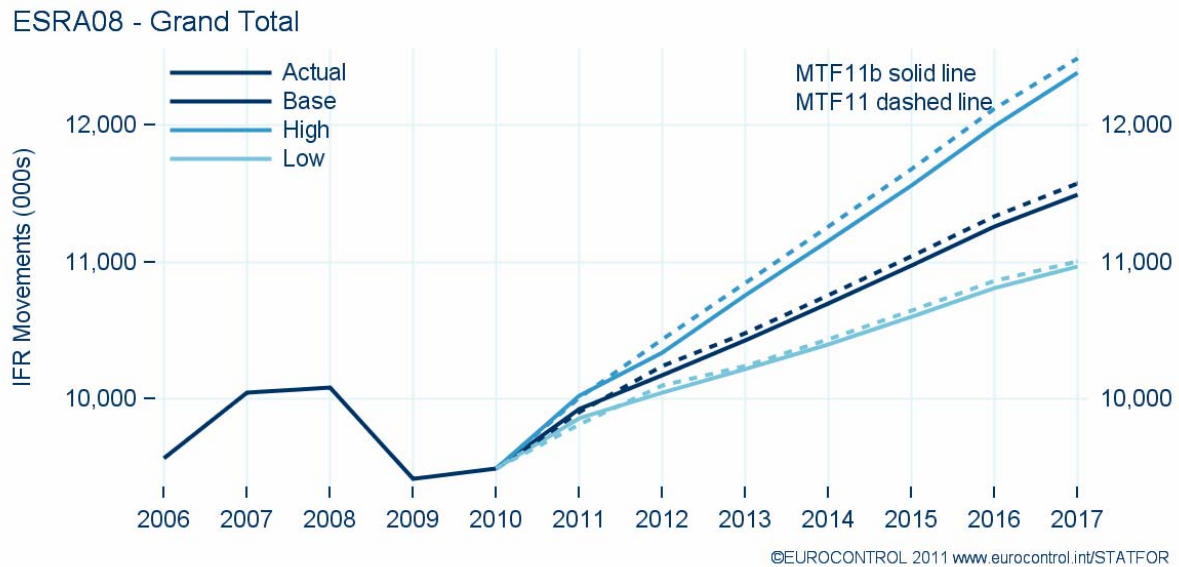
Users of the forecast are strongly advised to use the forecast range (low-growth to high-growth) as an indicator of risk. This forecast is prepared in the conditions of unstable economic situation with serious risk of further aggravation and downside effects on traffic development.

The main sources of uncertainty in the forecast are:

- The economic forecasts (Annex B.1) used here were updated in August 2011. Since then, the deepening debt crisis in the Eurozone, the increasing risk of further bank failures, low market confidence and consumer spending all present a further downside risk for future traffic development as presented in this report.
- The forecast is sensitive to network changes and route choice of the airlines. The forecast method now captures some of the recent changes in overflight patterns (e.g. the shifts away from Hungary). However, the variation in future overflights remains a risk for the forecast.
- Tourism trends are quite variable. The medium-term forecast aims to be accurate over the seven-year period, rather than identifying which will be the new holiday “destination of preference” in a given year. This risk is exacerbated by the current situation in Egypt and Tunisia.
- Oil prices remain changeable with oil being increasingly an item of speculation and investment. With fuel accounting for 25-35% or even more of costs of the airlines, this can have an effect on fares and cost of travel for customer.
- Participation of aviation in the Emission Trading Scheme is now integrated into the forecast. However, other regulatory measures such as new tax regimes or further environmental limits contribute to the uncertainty of air transport growth.
- Terrorist attacks, wars and natural disasters. The last seven years have not been quiet ones for aviation. There is no reason to believe the next seven years will be uneventful, with the effects of a further volcano eruption or an H1N1 flu pandemic being some of the risks. The impact on air traffic could be a temporary one, or more significant.
- Many local changes are significant to particular airports, but less so at the annual, State level. Some effects, such as the transfer of Fedex operations from Frankfurt to Köln are modelled, but there could be others which have not.

3.4 Comparison with previous forecast

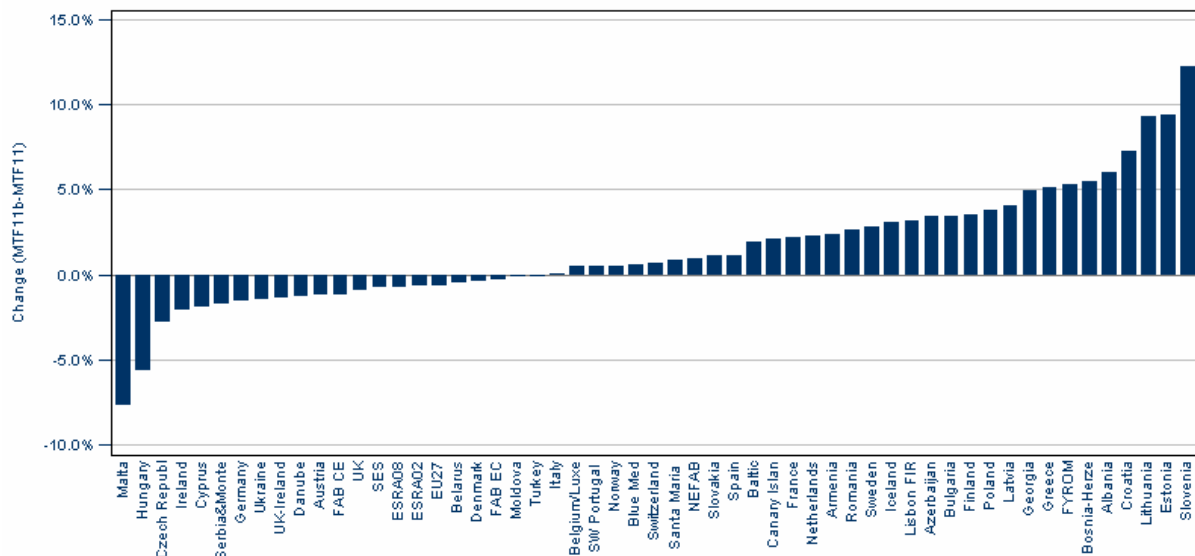
Figure 13 illustrates that the current forecast (MTF11b) for total Europe is fairly close to the medium-term forecast released in February 2011 (MTF11). Following the somewhat stronger growth in recent months the forecast is now slightly higher in 2011. The economic outlook has been deteriorating since the beginning of the year and in result the GDP forecasts for the majority of States in Europe have been revised down. The forecast traffic growth in 2012 is now by almost 1% below the one expected in February. With slightly stronger growth in 2013 and comparable growth in later years the forecast now finishes marginally below the MTF11 of February (by less than 1% lower).

Figure 13. For total Europe, current forecast is near MTF11 from February.

Since the recent traffic developments and the future expectations are uneven across Europe, differences at State and flow level are often more profound. Figure 14 depicts the size of the revisions in the forecast for total traffic per State in 2017. Most of these initiate already in the early years of the forecast and are carried forward into the later years which typically have similar growth rates as previously. The biggest revisions on both sides (downwards for Malta and Hungary, upwards for Slovenia, Estonia and Lithuania) are related to recent developments in the overflight traffic as discussed in section 3.1 and further illustrate the sensitivity of the forecast to changes in network and route choice listed as one of the major forecast risks in section 3.3.

Figure 14. Forecast revision for 2017 per State

Units: Percentage difference in total flight movements



4. GLOSSARY

AAGR	Average annual growth
ACC	Area Control Centre
B	(in tables) Baseline Scenario
CFMU	Central Flow Management Unit ⁴
ESRA	Eurocontrol Statistical Reference Area (see Annex A.1)
ETS	Emission Trading Scheme
EU27	European Union (27 States)
FAB	Functional Airspace Block
FIR	Flight Information Region
GDP	Gross Domestic Product
H	(in tables) High-Growth Scenario
IFR	Instrument Flight Rules
L	(in tables) Low-Growth Scenario
MTF	Medium-Term Forecast
MTF11	February 2011 publication of the MTF
MTF11b	October 2011 publication of the MTF
SES	Single European Sky
SID	STATFOR Interactive Dashboard
STATFOR	Eurocontrol Statistics and Forecast Service
STF	Short-Term Forecast
TR	Traffic Region (a grouping of TZs)
TZ	Traffic Zone (≈State, except for Spain, Portugal, Belgium and Luxembourg, Serbia and Montenegro)
UIR	Upper Flight Information Region

Detailed explanations of the above terms are available in EUROCONTROL Glossary for Flight Statistics & Forecasts (Ref. 4).

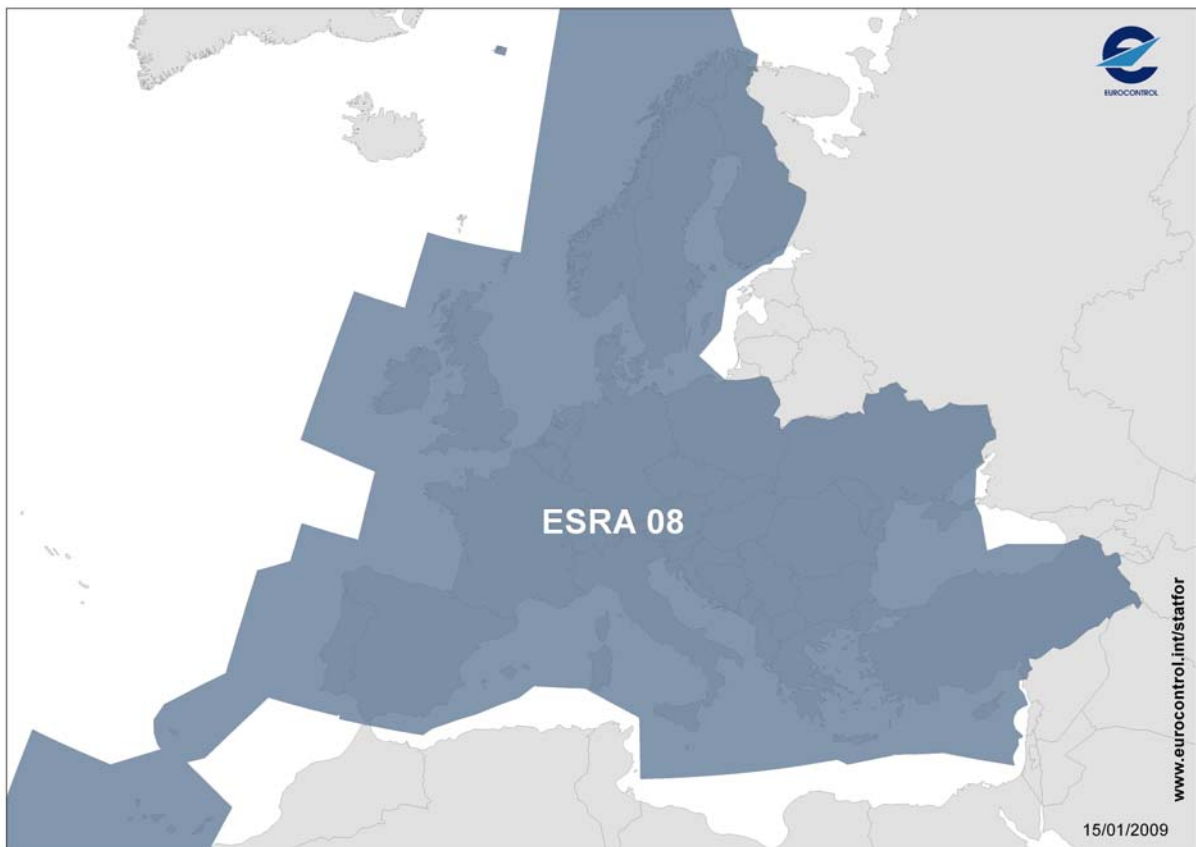
⁴ Now Directorate Network Management but still referred to as CFMU for traffic data.

ANNEX A. TRAFFIC REGION DEFINITIONS

A.1 ESRA08

The EUROCONTROL Statistical Reference Area (ESRA) is designed to include as much as possible of the ECAC area for which data are available from a range of sources within the Agency. It is used for high-level reports from the Agency, when referring to 'total Europe'. The ESRA changes only slowly with time; a region is added to the ESRA only when there is a full year's data from all sources, so that growth calculations are possible. 'ESRA08' was introduced in the MTF09 report. It is now used as a basis for comparison at European level in the forecasts. Note that the EUROCONTROL forecast includes also regions outside of the ESRA (eg. Armenia and Latvia) though still within ECAC.

Figure 15. The EUROCONTROL Statistical Reference Area.



Traffic zones are represented by an aggregate of FIRs & UIR of States. These do not take delegation of airspace into account. For individual States, the differences between charging areas and ACCs can have a big impact on overflight counts (and thus on total counts where the total is dominated by overflights). For the ESRA as a whole, there is only a small proportion of overflights, so that the difference between an FIR and an ACC definition is small.

A.2 Traffic regions

For this forecast, traffic flows are described as being to or from one of a number of traffic regions listed in Figure 16 (for example in Figure 26). Each region is made up of a number of traffic zones. Traffic zones are indicated in the table for brevity by the first letters of the ICAO location codes.

The traffic regions are defined for statistical convenience and do not reflect an official position of the EUROCONTROL Agency.

The ESRA was defined in the previous section. For flow purposes, this is split into a “North-West” region mostly of mature air traffic markets, a “Mediterranean” region stretching from the Canaries to Turkey and with a significant tourist element, and an Eastern region.

The ‘Other region’ includes the Baltic States and Oceanic. The Former CIS Region includes Armenia and Azerbaijan (members of ECAC). In time these will join the ESRA.

More details are available in STATFOR Geographical Hierarchy document (Ref. 5).

Figure 16. Regions used in flow statistics.

ICAO region/country		
ESRA		
ESRA1	ESRA North-West	EB, ED, EF, EG, EH, EI, EK, EL, EN, ES, ET, LF, LN, LO, LS
ESRA2	ESRA Mediterranean	GC, LC, LE, LG, LI, LM, LP, LT
ESRA3	ESRA East	BK, EP, LA, LB, LD, LH, LJ, LK, LQ, LR, LU, LW, LY, LZ, UK
World 1	North Atlantic	BG, BI, C, EK, K, P (except KG)
World 2	Middle-East	O, L
World 3	North-Africa	DA, DT, GM, HE, HL, HS
World 4	Southern Africa	D, F, G, H, MR (except DA, DT, HE, HL, HS, GM, GE, and ESRA)
World 5	Far-East	R, V, Z (except ZZZZ)
World 6	Oceania	KG, N, P, Y (except NO)
World 7	Mid-Atlantic	M, T (except MR)
World 8	South-Atlantic	S
World 9	Former CIS Region	U (except areas in ESRA)
Other	Other	EE, EN, EV, EY, GE, GM, LP, LX, Swanwick Oc., Bodo Oc., Santa Maria FIR

A.3 Functional Airspace Blocks

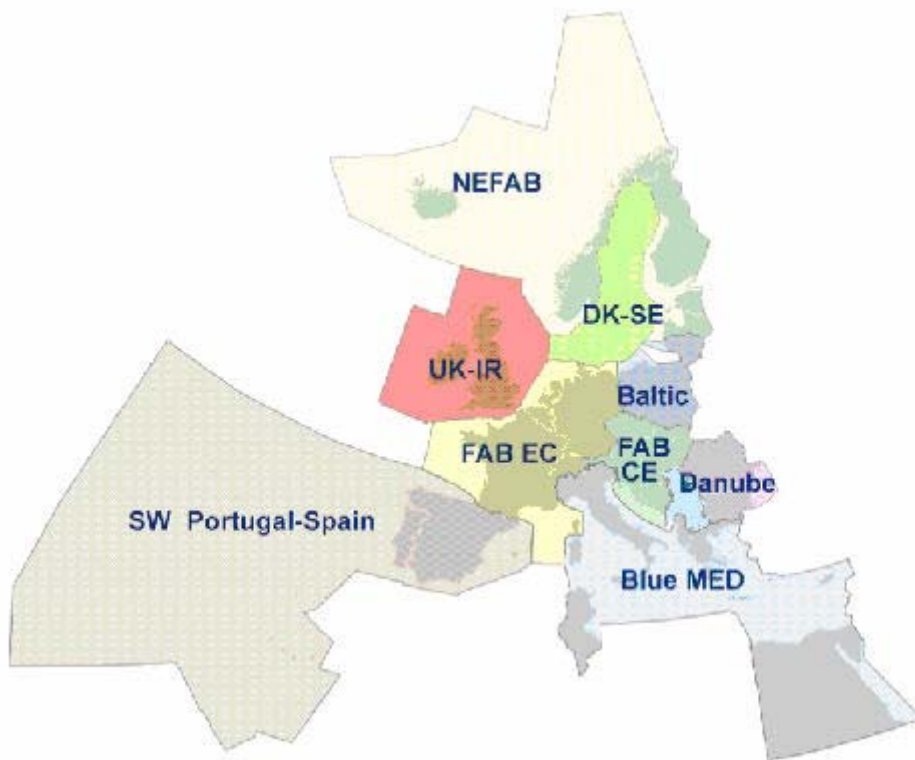
On top of the traffic zones, this report also presents the forecast of IFR movements from 2011 to 2017 for Functional Airspace Blocks (FAB). A FAB is a block of airspace based on operational requirements regardless of the State boundaries (Figure 17). FAB initiatives (definitions) are constantly evolving according to the targets defined to improve the performance of the European air traffic management network. The following FAB modifications since 2010 have been covered here:

- NUAC has been renamed to DK-SE (and overlapping with NEFAB). DK-SE results are now presented, independently of NEFAB,

- The Greenland area (Sondrestøm FIR) as well as BODO International have been taken out of NEFAB (and out of any FAB).

Figure 17. FAB initiatives as of January 2011.

Source: EUROCONTROL PRU



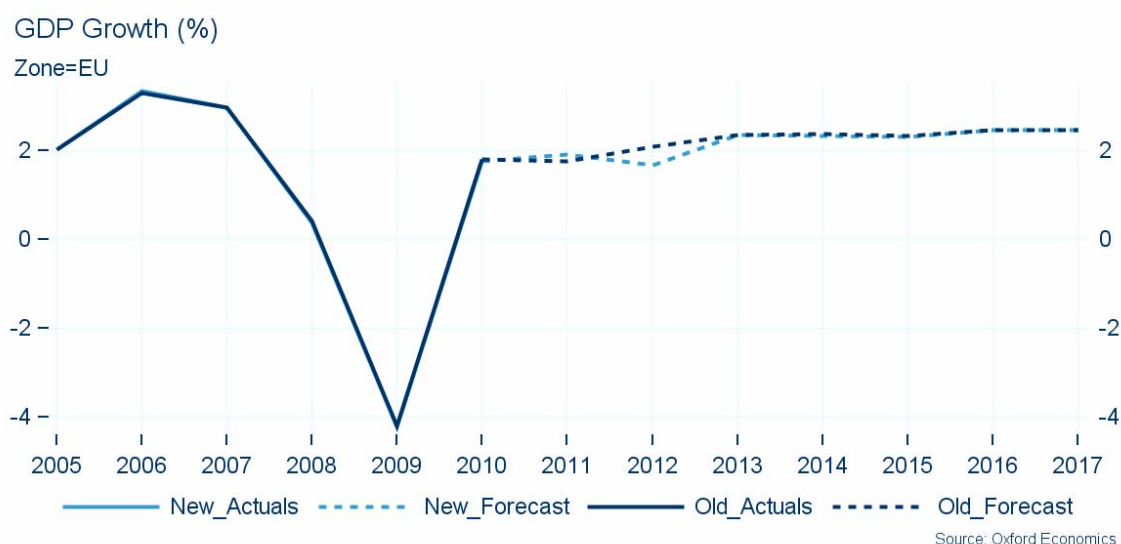
ANNEX B. SUMMARY OF FORECAST ASSUMPTIONS

In addition to recent traffic developments, this forecast takes a fresh look at the economics and the effect of North-African cancellations. All other forecast assumptions have remained unchanged since the February forecast (see Annex C Ref. 1).

B.1 Economic growth

Economic growth is one of the major drivers of air traffic growth. The MTF method uses the GDP growth to model the economic developments. Forecasts of GDP growth all come from a single coherent source, Oxford Economics Ltd., and have been updated for this forecast with mid-August 2011 data.

Figure 18. GDP forecast revised down for 2012.



Compared to figures used in February, the GDP forecast for the EU has been revised slightly up in 2011 (+0.2%), by around 0.4% down for 2012 and remained largely unchanged for later years (Figure 18). Looking at individual States, Figure 19 illustrates that while for 2011 there were some upward as well as downward revisions in 2011, in 2012 most of the revisions were down. One of the most marked ones is the revision for Turkey, down by 4.5% from 6.9% in the February forecast to 2.4% now. From the big States, UK, Spain and France have been revised slightly down, Germany somewhat up. Figure 20-Figure 22 list the base scenario figures for reference⁵.

Since the GDP figures presented here had been prepared the economic situation in Europe (and globally) has deteriorated (debt crisis in Eurozone, threat of further bank failures and low market confidence) and therefore there is more downside economic risk in the current forecast.

⁵ High- and low-growth scenarios are based on fixed offsets from base: +1%, -0.8% for early years and big States, +1.5%, -0.8% for early years and small States (halved in the first year for this mid-year issue of the forecast), +0.5%, -0.5% for late years and big States, +0.8%, -0.8% for later years and small States.

Figure 19. GDP of most States revised down in 2012

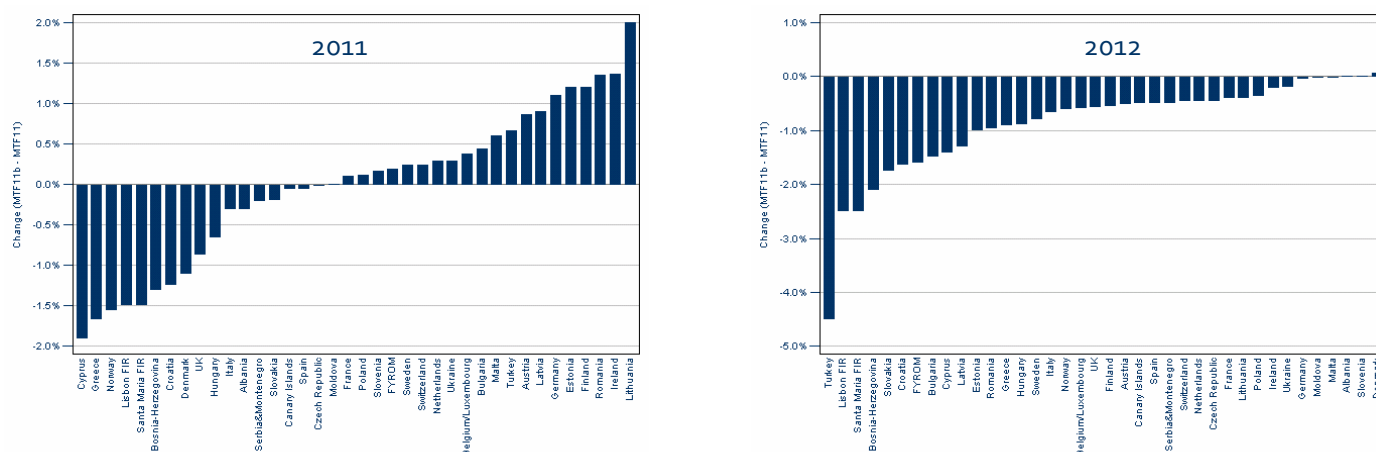


Figure 20. GDP growth by Traffic Zone

Source: 1993-2004 from STATFOR records. 2005 onwards from Oxford Economics Ltd, Aug11

Comments: Real GDP Growth in local currency. Units: Growth per year. Data last updated: 25/08/2011

	Actual			Base						
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Albania	7.8%	2.8%	3.8%	3.0%	3.8%	4.2%	4.5%	4.5%	4.5%	4.5%
Armenia	6.9%	-14%	2.6%	4.3%	4.5%	4.3%	4.6%	5.0%	5.0%	5.0%
Austria	2.0%	-3.4%	2.1%	2.9%	1.5%	2.0%	1.9%	1.9%	1.8%	1.8%
Azerbaijan	11%	9.3%	5.0%	3.1%	4.4%	5.0%	5.5%	5.5%	5.4%	5.4%
Belgium/Luxembourg	0.8%	-2.7%	2.1%	2.5%	1.8%	2.7%	2.2%	2.0%	1.9%	1.9%
Bosnia-Herzegovina	5.7%	-3.0%	0.9%	2.4%	4.0%	5.3%	5.2%	5.0%	4.9%	4.9%
Bulgaria	6.1%	-5.6%	0.3%	2.9%	4.5%	5.6%	5.9%	6.0%	5.6%	5.6%
Canary Islands	0.9%	-3.7%	-0.1%	0.6%	0.9%	1.9%	1.7%	1.9%	1.7%	1.7%
Croatia	2.2%	-6.0%	-1.2%	0.6%	2.2%	2.9%	3.1%	3.3%	2.8%	2.8%
Cyprus	3.6%	-1.7%	1.0%	0.0%	1.4%	3.8%	3.6%	3.6%	3.4%	3.4%
Czech Republic	2.3%	-4.0%	2.2%	2.6%	2.8%	3.2%	3.1%	2.8%	2.6%	2.6%
Denmark	-1.1%	-5.2%	1.7%	1.4%	2.3%	2.2%	2.2%	2.3%	2.2%	2.2%
Estonia	-5.1%	-14%	3.1%	5.5%	3.8%	4.2%	4.8%	4.7%	4.3%	4.3%
FYROM	5.1%	-1.0%	1.7%	3.1%	3.1%	4.0%	4.0%	4.0%	3.3%	3.3%
Finland	1.0%	-8.3%	3.2%	3.8%	2.4%	2.9%	2.8%	2.8%	2.6%	2.6%
France	-0.2%	-2.6%	1.4%	1.9%	1.6%	2.0%	2.0%	2.0%	1.8%	1.8%
Georgia	2.4%	-3.8%	6.4%	5.6%	6.2%	5.8%	5.6%	5.2%	4.6%	4.6%
Germany	0.7%	-4.7%	3.5%	3.3%	1.6%	2.1%	2.1%	2.0%	1.8%	1.8%
Greece	1.0%	-2.3%	-4.4%	-5.0%	-1.0%	1.7%	1.9%	1.9%	1.6%	1.6%
Hungary	0.6%	-6.5%	1.1%	2.2%	2.7%	3.8%	3.5%	3.4%	2.7%	2.7%
Iceland	1.4%	-6.9%	-3.5%	2.5%	2.8%	3.1%	3.0%	2.8%	2.6%	2.6%

		Actual			Base						
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Ireland		-3.0%	-7.0%	-0.4%	-1.0%	0.9%	2.8%	3.4%	4.7%	4.2%	4.2%
Italy		-1.3%	-5.2%	1.2%	0.7%	0.4%	1.1%	1.3%	1.7%	1.5%	1.5%
Latvia		-4.2%	-18%	-0.3%	4.0%	3.5%	5.8%	6.2%	5.6%	4.9%	4.9%
Lisbon FIR		-0.0%	-2.5%	1.3%	-2.2%	-1.9%	1.0%	1.7%	1.7%	1.9%	1.9%
Lithuania		2.9%	-15%	1.3%	5.7%	4.6%	6.2%	6.2%	6.1%	5.0%	5.0%
Malta		5.4%	-3.3%	3.1%	2.7%	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%
Moldova		7.8%	-7.3%	2.7%	3.5%	5.5%	6.0%	5.5%	5.5%	5.5%	5.5%
Netherlands		1.8%	-3.5%	1.6%	2.0%	1.7%	2.1%	1.9%	1.7%	1.5%	1.5%
Norway		0.6%	-1.6%	0.3%	1.0%	2.2%	2.4%	2.4%	2.3%	2.1%	2.1%
Poland		5.0%	1.6%	3.8%	4.0%	4.0%	4.3%	4.1%	3.8%	3.1%	3.1%
Romania		7.5%	-6.9%	-1.3%	1.4%	3.8%	5.4%	5.8%	5.7%	5.6%	5.6%
Santa Maria FIR		-0.0%	-2.5%	1.3%	-2.2%	-1.9%	1.0%	1.7%	1.7%	1.9%	1.9%
Serbia&Montenegro		5.5%	-3.1%	1.8%	2.8%	4.0%	5.5%	5.0%	5.0%	5.0%	5.0%
Slovakia		5.8%	-4.8%	4.0%	2.7%	2.9%	4.4%	4.0%	3.5%	2.8%	2.8%
Slovenia		3.5%	-8.4%	1.1%	2.2%	2.3%	2.4%	3.1%	3.5%	3.4%	3.4%
Spain		0.9%	-3.7%	-0.1%	0.6%	0.9%	1.9%	1.7%	1.9%	1.7%	1.7%
Sweden		-0.8%	-5.3%	5.4%	4.5%	2.2%	2.4%	2.1%	1.9%	1.8%	1.8%
Switzerland		1.9%	-1.9%	2.6%	1.9%	1.3%	2.0%	1.9%	2.0%	1.9%	1.9%
Turkey		0.7%	-4.8%	8.9%	6.5%	2.4%	6.2%	6.0%	5.6%	5.4%	5.4%
UK		-0.1%	-4.9%	1.4%	1.1%	2.0%	2.8%	2.8%	2.7%	2.3%	2.3%
Ukraine		2.3%	-15%	4.2%	5.0%	6.5%	7.5%	6.5%	6.0%	5.2%	5.2%

Figure 21. GDP growth by Origin-Destination Zone

Source: 1993-2004 from STATFOR records. 2005 onwards from Oxford Economics Ltd, Aug11

Comments: Real GDP Growth in local currency. Units: Growth per year. Data last updated: 25/08/2011

		Actual			Base						
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
China		9.6%	9.2%	10%	8.8%	8.2%	9.2%	8.8%	8.3%	7.5%	7.5%
India		7.5%	7.0%	9.0%	7.4%	8.1%	9.6%	8.7%	8.1%	7.5%	7.5%

Figure 22. GDP growth by Traffic Region

Source: 1993-2004 from STATFOR records. 2005 onwards from Oxford Economics Ltd, Aug11

Comments: Real GDP Growth in local currency. Units: Growth per year. Data last updated: 25/08/2011

			Actual			Base						
			2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
ESRA East			4.3%	-2.6%	2.2%	3.0%	3.5%	4.1%	4.0%	3.9%	4.1%	4.1%
ESRA Mediterranean			-0.2%	-4.4%	1.6%	1.1%	0.7%	2.2%	2.3%	2.5%	2.8%	2.8%
ESRA North-West			0.3%	-4.1%	2.2%	2.2%	1.8%	2.3%	2.3%	2.2%	2.4%	2.4%
Far-East			0.1%	-4.2%	5.3%	1.4%	3.7%	3.4%	3.0%	2.6%	2.9%	2.9%
Former CIS Region			5.4%	-6.2%	4.7%	5.0%	5.1%	4.8%	4.4%	4.3%	5.1%	5.1%
Mid-Atlantic			1.4%	-4.8%	4.3%	3.7%	4.3%	4.8%	4.5%	3.9%	4.3%	4.3%
Middle-East			4.8%	1.2%	3.8%	5.0%	4.8%	4.9%	4.7%	4.6%	5.3%	5.3%
North Atlantic			-0.3%	-3.4%	3.0%	1.8%	2.4%	3.1%	3.3%	3.0%	3.5%	3.5%
North-Africa			5.1%	3.5%	4.3%	-1.2%	3.7%	5.2%	5.8%	5.5%	5.9%	5.9%
Oceania			2.2%	1.2%	2.6%	1.5%	3.7%	4.0%	3.7%	3.2%	3.7%	3.7%
Other			-1.2%	-16%	1.2%	5.1%	4.1%	5.6%	5.9%	5.6%	5.8%	5.8%
South-Atlantic			5.9%	0.0%	6.0%	5.4%	4.4%	4.1%	3.9%	3.5%	3.9%	3.9%
Southern Africa			5.8%	3.7%	6.0%	6.2%	6.5%	6.1%	5.8%	5.3%	6.2%	6.2%

B.2 North Africa traffic disruption

As discussed in section 2, traffic in the North African States (Egypt, Tunisia and Libya) has seen some significant drops in spring and summer this year. As the political situation will stabilise traffic can be expected to gradually recover. Assumptions in this forecast are for the Libyan overflights to get back to “normal” by the beginning of 2012, the international arrival/departure traffic of the three States will take somewhat longer – till the beginning of the 2012/13 winter season. Figure 23 summarises the adjustments for international traffic of the three North-African States. These impact the arrivals/departures in States on the other side of the flow as well as overflight traffic along these and therefore have more widespread effect on European traffic.

It needs to be stressed out that this is one of many possible scenarios, in reality traffic may recover with different intensity and not necessarily evenly across the three States implying upside as well as downside risks.

The assumptions presented in here have been constructed solely in support of the forecast and do not represent any political view of Eurocontrol.

Figure 23. Adjustments to international traffic in North Africa

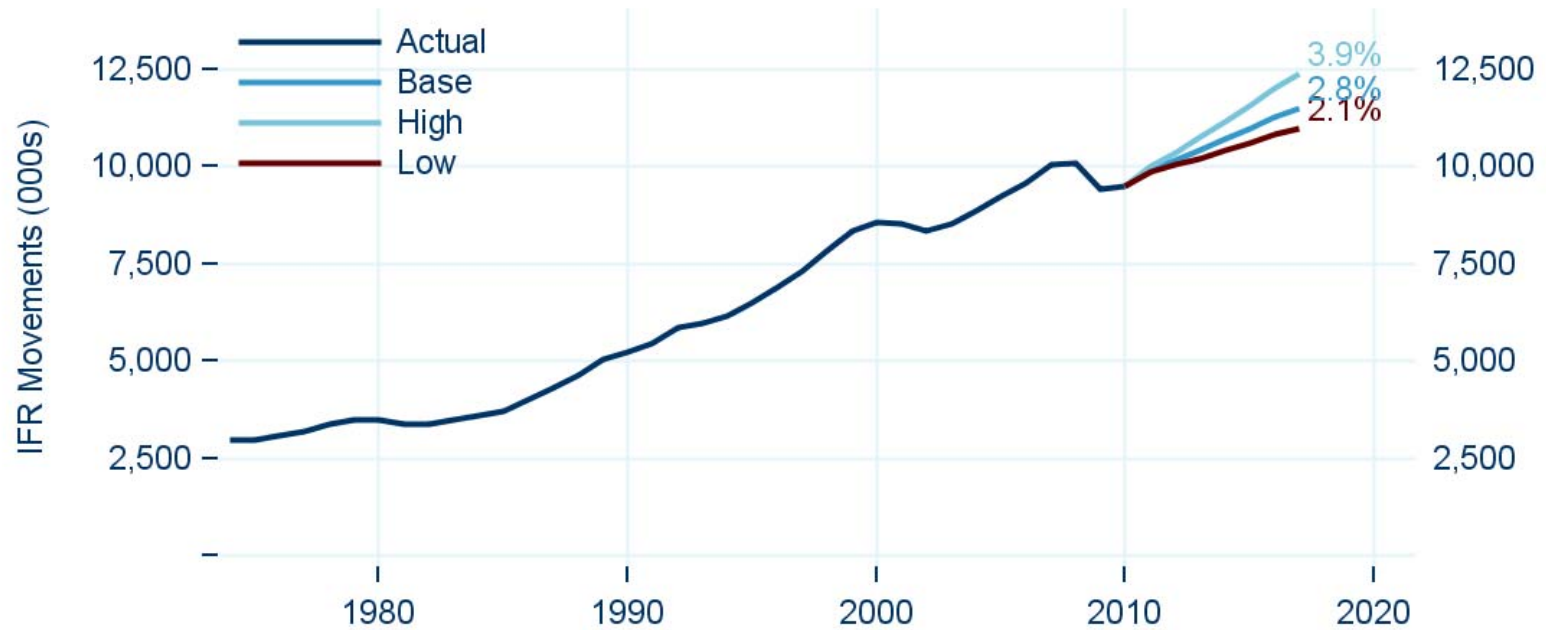
Source: STATFOR analysis and modelling

Units: Growth index (Baseline Year=1.0), Data last updated 24/8/2011

				2011	2012
Egypt	Total: Arr/Dep	H		0.705	0.944
		B		0.655	0.894
		L		0.605	0.844
Libya	Total: Arr/Dep	H		0.409	0.708
		B		0.359	0.758
		L		0.309	0.708
Tunisia	Total: Arr/Dep	H		0.673	0.932
		B		0.623	0.882
		L		0.573	0.832

ANNEX C. SUMMARY OF FORECAST FOR EUROPE**Figure 24. Growth in Europe**

Forecast for ESRA08



Curve label gives average annual growth 2017/2010

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Figure 25. Traffic on main flow categories in Europe

ESRA08		IFR Movements(000s)											Annual Growth											AAGR 2017/ 2010
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
Total: Internal	H	.	.	.	.	7,967	8,148	8,423	8,698	8,971	9,263	9,516	.	.	.	.	5.4%	2.3%	3.4%	3.3%	3.1%	3.3%	2.7%	3.3%
	B	8,241	8,182	7,602	7,562	7,895	8,023	8,168	8,342	8,523	8,709	8,845	4.3%	-0.7%	-7.1%	-0.5%	4.4%	1.6%	1.8%	2.1%	2.2%	2.2%	1.6%	2.3%
	L	.	.	.	.	7,846	7,928	7,997	8,110	8,232	8,366	8,453	.	.	.	.	3.8%	1.0%	0.9%	1.4%	1.5%	1.6%	1.0%	1.6%
Total: Arr/Dep	H	.	.	.	.	1,937	2,062	2,196	2,317	2,439	2,575	2,706	.	.	.	.	6.7%	6.4%	6.5%	5.5%	5.3%	5.6%	5.1%	5.9%
	B	1,721	1,807	1,711	1,815	1,915	2,027	2,130	2,219	2,309	2,404	2,489	8.2%	5.0%	-5.3%	6.1%	5.5%	5.9%	5.1%	4.2%	4.1%	4.1%	3.5%	4.6%
	L	.	.	.	.	1,898	1,999	2,090	2,159	2,229	2,304	2,371	.	.	.	.	4.6%	5.3%	4.6%	3.3%	3.2%	3.4%	2.9%	3.9%
Total: Overflight	H	.	.	.	.	116	127	135	142	149	158	166	.	.	.	.	0.7%	8.9%	6.9%	5.0%	5.0%	5.5%	5.1%	5.3%
	B	81	94	100	116	114	123	132	137	143	149	156	20%	16%	7.1%	15%	-1.2%	7.4%	7.4%	4.2%	4.1%	4.5%	4.2%	4.4%
	L	.	.	.	.	112	117	127	131	136	141	146	.	.	.	.	-2.9%	4.0%	8.5%	3.7%	3.5%	3.9%	3.5%	3.4%
Grand Total	H	.	.	.	.	10,020	10,336	10,754	11,158	11,560	11,996	12,387	.	.	.	.	5.6%	3.2%	4.0%	3.8%	3.6%	3.8%	3.3%	3.9%
	B	10,043	10,083	9,413	9,493	9,923	10,173	10,429	10,698	10,975	11,262	11,490	5.0%	0.4%	-6.6%	0.8%	4.5%	2.5%	2.5%	2.6%	2.6%	2.6%	2.0%	2.8%
	L	.	.	.	.	9,856	10,043	10,214	10,400	10,597	10,811	10,970	.	.	.	.	3.8%	1.9%	1.7%	1.8%	1.9%	2.0%	1.5%	2.1%

Figure 26. Traffic and growth on biggest region-to-region flows in Europe

ESRA08				IFR Movements(000s)									Annual Growth												AAGR	
				2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2017/ 2010
1	ESRA North-W	ESRA North-W	H	.	.	.	.	3731.8	3788.9	3878.2	3969.9	4056.5	4150.9	4226.2	.	.	.	.	4.4%	1.5%	2.4%	2.4%	2.2%	2.3%	1.8%	2.4%
			B	3995.6	3973.1	3665.3	3573.2	3702.6	3740.2	3783.4	3837.2	3892.0	3950.7	3986.7	1.6%	-0.6%	-7.7%	-2.5%	3.6%	1.0%	1.2%	1.4%	1.4%	1.5%	0.9%	1.6%
			L	.	.	.	.	3682.6	3701.5	3722.0	3757.1	3793.1	3834.4	3854.0	.	.	.	.	3.1%	0.5%	0.6%	0.9%	1.0%	1.1%	0.5%	1.1%
2	ESRA Mediter	ESRA North-W	H	.	.	.	.	1718.3	1769.5	1831.6	1891.3	1948.4	2009.2	2061.4	.	.	.	.	9.0%	3.0%	3.5%	3.3%	3.0%	3.1%	2.6%	3.9%
			B	1709.5	1684.3	1548.8	1576.8	1703.2	1741.9	1774.4	1812.4	1852.0	1890.9	1917.7	6.4%	-1.5%	-8.0%	1.8%	8.0%	2.3%	1.9%	2.1%	2.2%	2.1%	1.4%	2.8%
			L	.	.	.	.	1692.3	1719.6	1734.7	1758.6	1784.2	1810.7	1826.9	.	.	.	.	7.3%	1.6%	0.9%	1.4%	1.5%	1.5%	0.9%	2.1%
3	ESRA Mediter	ESRA Mediter	H	.	.	.	.	1526.9	1552.5	1617.1	1678.6	1742.7	1812.1	1873.6	.	.	.	.	4.1%	1.7%	4.2%	3.8%	3.8%	4.0%	3.4%	3.6%
			B	1573.3	1518.2	1445.0	1466.9	1510.7	1525.8	1559.1	1599.0	1642.2	1687.6	1724.4	6.9%	-3.5%	-4.8%	1.5%	3.0%	1.0%	2.2%	2.6%	2.7%	2.8%	2.2%	2.3%
			L	.	.	.	.	1500.5	1506.8	1515.8	1537.2	1565.6	1599.5	1625.1	.	.	.	.	2.3%	0.4%	0.6%	1.4%	1.9%	2.2%	1.6%	1.5%
4	ESRA East	ESRA North-W	H	.	.	.	.	536.3	560.1	586.3	615.1	644.5	674.7	703.2	.	.	.	.	5.0%	4.4%	4.7%	4.9%	4.8%	4.7%	4.2%	4.7%
			B	528.6	560.0	513.5	510.6	530.2	548.7	563.8	582.5	601.1	619.4	635.2	6.7%	5.9%	-8.3%	-0.6%	3.8%	3.5%	2.8%	3.3%	3.2%	3.1%	2.5%	3.2%
			L	.	.	.	.	526.3	540.4	550.7	564.7	578.5	591.8	602.1	.	.	.	.	3.1%	2.7%	1.9%	2.5%	2.4%	2.3%	1.8%	2.4%
5	ESRA North-W	North Atlant	H	.	.	.	.	325.8	332.7	343.6	355.4	367.4	381.1	394.1	.	.	.	.	5.7%	2.1%	3.3%	3.4%	3.4%	3.7%	3.4%	3.6%
			B	339.6	341.4	309.1	308.1	323.1	328.7	335.3	342.8	350.2	358.7	366.1	5.7%	0.5%	-9.5%	-0.3%	4.9%	1.7%	2.0%	2.2%	2.2%	2.4%	2.0%	2.5%
			L	.	.	.	.	321.3	325.1	329.9	335.2	340.5	346.5	351.3	.	.	.	.	4.3%	1.2%	1.5%	1.6%	1.6%	1.8%	1.4%	1.9%
6	ESRA East	ESRA East	H	.	.	.	.	233.5	242.6	257.1	272.7	289.0	305.8	321.8	.	.	.	.	-0.6%	3.9%	6.0%	6.1%	6.0%	5.8%	5.3%	4.6%
			B	240.2	248.5	237.8	234.9	230.5	237.5	246.4	256.8	267.2	277.5	286.6	5.6%	3.5%	-4.3%	-1.2%	-1.9%	3.0%	3.8%	4.2%	4.1%	3.9%	3.3%	2.9%
			L	.	.	.	.	228.5	233.9	240.3	248.3	256.3	264.0	270.4	.	.	.	.	-2.7%	2.4%	2.8%	3.3%	3.2%	3.0%	2.4%	2.0%
7	ESRA North-W	North-Africa	H	.	.	.	.	207.0	234.7	260.0	276.3	292.3	310.4	328.8	.	.	.	.	-9.4%	13%	11%	6.3%	5.8%	6.2%	5.9%	5.3%
			B	202.5	210.9	212.5	228.5	202.4	230.1	255.4	268.3	281.1	295.2	308.6	9.1%	4.1%	0.8%	7.5%	-11%	14%	11%	5.1%	4.7%	5.0%	4.5%	4.4%
			L	.	.	.	.	198.5	225.5	254.6	265.6	276.4	289.0	300.8	.	.	.	.	-13%	14%	13%	4.3%	4.1%	4.5%	4.1%	4.0%
8	ESRA East	ESRA Mediter	H	.	.	.	.	220.4	234.5	252.3	270.8	290.2	310.6	329.8	.	.	.	.	11%	6.4%	7.6%	7.3%	7.2%	7.0%	6.2%	7.5%
			B	194.1	198.0	191.5	199.3	217.5	229.3	240.8	254.4	268.7	282.7	294.7	15%	2.0%	-3.3%	4.1%	9.1%	5.4%	5.0%	5.6%	5.6%	5.2%	4.3%	5.7%
			L	.	.	.	.	215.5	225.4	233.6	243.9	254.5	265.4	274.8	.	.	.	.	8.1%	4.6%	3.6%	4.4%	4.4%	4.3%	3.5%	4.7%

ANNEX D. FUTURE TRAFFIC AND GROWTH**Figure 27. Forecast Summary: Annual IFR Movements 2007-2017**

IFR Movements(000s)		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Albania	H	.	.	.	.	209	230	243	254	266	278	289	6.9%
	B	142	148	161	181	206	225	236	244	253	261	269	5.8%
	L	.	.	.	.	203	221	232	238	244	251	256	5.1%
Armenia	H	.	.	.	.	60	66	71	76	81	87	92	8.3%
	B	48	52	48	53	60	65	69	72	77	81	85	7.0%
	L	.	.	.	.	59	64	67	70	73	77	80	6.1%
Austria	H	.	.	.	.	1,188	1,252	1,313	1,372	1,430	1,492	1,549	4.5%
	B	1,180	1,204	1,113	1,137	1,175	1,229	1,269	1,307	1,346	1,386	1,419	3.2%
	L	.	.	.	.	1,166	1,211	1,241	1,268	1,296	1,325	1,348	2.5%
Azerbaijan	H	.	.	.	.	128	139	150	161	172	184	197	7.3%
	B	95	108	108	120	126	137	145	154	163	173	182	6.1%
	L	.	.	.	.	126	135	142	149	156	165	173	5.3%
Belarus	H	.	.	.	.	226	237	252	267	282	297	312	6.8%
	B	173	199	182	196	224	232	243	253	264	274	284	5.4%
	L	.	.	.	.	222	229	237	245	253	261	268	4.5%
Belgium/Luxembourg	H	.	.	.	.	1,106	1,144	1,186	1,227	1,266	1,309	1,348	3.8%
	B	1,100	1,108	1,020	1,035	1,096	1,126	1,153	1,180	1,207	1,235	1,258	2.8%
	L	.	.	.	.	1,089	1,112	1,130	1,150	1,169	1,189	1,205	2.2%
Bosnia-Herzegovina	H	.	.	.	.	289	317	337	355	374	393	412	7.4%
	B	201	218	224	250	286	311	325	338	351	364	376	6.0%
	L	.	.	.	.	283	306	317	327	337	347	356	5.2%
Bulgaria	H	.	.	.	.	547	595	637	676	715	758	796	6.8%
	B	444	478	477	504	540	584	614	644	674	704	728	5.4%
	L	.	.	.	.	536	576	600	624	648	673	694	4.7%
Canary Islands	H	.	.	.	.	297	308	320	332	343	356	368	4.2%
	B	308	307	267	275	294	302	308	314	320	326	331	2.7%
	L	.	.	.	.	292	298	300	303	306	310	312	1.8%
Croatia	H	.	.	.	.	521	573	608	640	671	704	734	7.0%
	B	398	422	422	459	515	561	587	609	632	655	674	5.6%
	L	.	.	.	.	510	552	574	591	608	625	639	4.9%
Cyprus	H	.	.	.	.	295	318	340	359	379	400	421	5.7%
	B	242	272	268	285	291	311	329	343	357	372	385	4.4%
	L	.	.	.	.	287	303	320	332	343	354	365	3.6%
Czech Republic	H	.	.	.	.	707	731	767	803	839	878	914	4.6%
	B	646	682	648	668	699	717	739	763	786	810	830	3.1%
	L	.	.	.	.	694	707	723	740	758	775	789	2.4%

IFR Movements(000s)		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Denmark	H	.	.	.	.	633	658	678	698	718	739	758	3.5%
	B	631	629	576	595	628	649	660	673	685	699	710	2.6%
	L	.	.	.	.	625	642	649	658	666	676	683	2.0%
Estonia	H	.	.	.	.	183	199	210	220	232	243	255	7.2%
	B	153	174	153	156	181	196	203	210	218	226	234	5.9%
	L	.	.	.	.	180	193	198	204	211	217	222	5.2%
FYROM	H	.	.	.	.	134	141	150	157	165	173	181	5.4%
	B	123	125	125	125	132	138	144	150	155	161	166	4.1%
	L	.	.	.	.	131	136	141	145	150	154	158	3.4%
Finland	H	.	.	.	.	273	283	291	299	307	316	324	4.3%
	B	245	261	240	242	271	279	283	289	294	300	304	3.3%
	L	.	.	.	.	269	276	279	283	287	291	294	2.8%
France	H	.	.	.	.	3,026	3,149	3,260	3,363	3,460	3,567	3,661	3.9%
	B	3,025	3,020	2,801	2,794	2,998	3,101	3,165	3,231	3,300	3,371	3,423	2.9%
	L	.	.	.	.	2,977	3,061	3,102	3,146	3,193	3,245	3,278	2.3%
Georgia	H	.	.	.	.	114	124	133	142	151	161	171	8.8%
	B	80	80	77	94	113	122	128	136	144	152	159	7.7%
	L	.	.	.	.	112	120	125	131	138	144	150	6.9%
Germany	H	.	.	.	.	3,137	3,239	3,368	3,496	3,623	3,760	3,885	3.9%
	B	3,108	3,151	2,930	2,981	3,107	3,185	3,262	3,344	3,427	3,513	3,582	2.7%
	L	.	.	.	.	3,087	3,143	3,196	3,255	3,313	3,375	3,421	2.0%
Greece	H	.	.	.	.	700	734	776	812	847	885	920	5.0%
	B	621	643	638	655	691	719	753	778	803	829	851	3.8%
	L	.	.	.	.	684	708	738	757	776	796	812	3.1%
Hungary	H	.	.	.	.	626	645	682	718	755	795	833	4.3%
	B	615	622	608	622	619	631	657	683	709	735	757	2.9%
	L	.	.	.	.	613	622	642	662	682	702	719	2.1%
Iceland	H	.	.	.	.	112	119	125	131	136	143	149	5.6%
	B	105	110	101	102	111	117	121	125	129	134	138	4.4%
	L	.	.	.	.	110	116	119	122	125	128	131	3.7%
Ireland	H	.	.	.	.	538	551	574	599	625	655	684	4.2%
	B	598	601	530	513	532	543	555	570	586	604	619	2.7%
	L	.	.	.	.	529	535	544	554	565	577	587	1.9%
Italy	H	.	.	.	.	1,786	1,867	1,956	2,036	2,117	2,204	2,286	4.2%
	B	1,779	1,736	1,647	1,712	1,766	1,835	1,893	1,944	1,998	2,055	2,100	3.0%
	L	.	.	.	.	1,750	1,808	1,848	1,879	1,912	1,949	1,976	2.1%
Latvia	H	.	.	.	.	244	262	277	292	307	323	339	6.7%
	B	202	225	206	214	242	257	267	278	289	300	310	5.4%
	L	.	.	.	.	240	254	262	270	279	287	295	4.6%

IFR Movements(000s)		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Lisbon FIR	H	.	.	.	.	462	479	497	516	529	544	562	3.9%
	B	427	438	406	429	458	471	480	487	494	506	515	2.6%
	L	.	.	.	.	454	465	465	468	475	483	489	1.9%
Lithuania	H	.	.	.	.	241	263	277	291	305	319	333	7.1%
	B	195	219	192	206	238	259	268	277	287	297	305	5.8%
	L	.	.	.	.	237	255	262	270	277	284	290	5.0%
Malta	H	.	.	.	.	86	100	110	116	123	131	138	5.5%
	B	82	84	85	95	84	98	105	110	114	120	124	3.9%
	L	.	.	.	.	83	95	103	106	110	114	117	3.1%
Moldova	H	.	.	.	.	63	70	75	80	86	91	97	8.6%
	B	35	41	44	54	62	69	72	76	80	85	89	7.2%
	L	.	.	.	.	62	68	71	74	77	80	84	6.3%
Morocco ⁶	H	.	.	.	.	357	366	387	407	427	450	472	4.9%
	B	323	331	312	339	354	361	374	388	402	418	433	3.6%
	L	.	.	.	.	352	356	365	376	387	399	410	2.8%
Netherlands	H	.	.	.	.	1,105	1,149	1,184	1,220	1,255	1,292	1,326	3.9%
	B	1,108	1,090	996	1,013	1,096	1,133	1,155	1,178	1,200	1,225	1,245	3.0%
	L	.	.	.	.	1,089	1,120	1,135	1,151	1,167	1,185	1,198	2.4%
Norway	H	.	.	.	.	570	590	606	623	640	658	674	3.3%
	B	536	550	526	537	566	582	590	600	609	620	627	2.2%
	L	.	.	.	.	563	577	581	588	594	602	606	1.7%
Poland	H	.	.	.	.	669	732	769	808	849	891	932	6.5%
	B	556	612	566	599	661	719	743	770	797	824	848	5.1%
	L	.	.	.	.	657	709	728	749	769	790	806	4.4%
Romania	H	.	.	.	.	496	534	571	609	647	690	731	6.5%
	B	432	444	434	470	490	524	549	576	603	632	657	4.9%
	L	.	.	.	.	486	516	536	557	578	601	620	4.1%
Santa Maria FIR	H	.	.	.	.	124	128	134	141	146	153	160	4.4%
	B	109	116	113	118	123	126	130	134	138	143	147	3.2%
	L	.	.	.	.	122	124	127	130	133	136	139	2.4%
Serbia&Montenegro	H	.	.	.	.	581	612	650	685	720	757	792	5.5%
	B	458	497	513	543	574	599	628	653	678	704	726	4.2%
	L	.	.	.	.	568	590	615	634	654	674	691	3.5%
Slovakia	H	.	.	.	.	392	416	440	462	485	510	533	5.3%
	B	324	345	337	370	388	408	424	440	456	473	487	4.0%
	L	.	.	.	.	384	402	415	427	440	452	463	3.2%

⁶ This report for the first time includes a forecast for Morocco. Being the first time, it shall be treated as less certain than for longer-established regions in Europe for which we have better understanding of the local markets and longer experience in forecasting. In addition, traffic counts presented here for Morocco are those recorded in the CFMU system of Eurocontrol – some internal flights may be missing, flights departing from Ceuta-Melilla are considered as Moroccan overflights. Work is in progress to clarify the data.

IFR Movements(000s)		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Slovenia	H	.	.	.	.	373	410	434	455	476	498	519	6.8%
	B	306	327	313	328	369	402	419	434	449	464	476	5.5%
	L	.	.	.	.	365	396	410	421	432	444	453	4.7%
Spain	H	.	.	.	.	1,724	1,772	1,837	1,901	1,961	2,027	2,089	3.8%
	B	1,779	1,747	1,581	1,608	1,705	1,741	1,774	1,808	1,844	1,884	1,918	2.6%
	L	.	.	.	.	1,692	1,716	1,726	1,741	1,763	1,789	1,809	1.7%
Sweden	H	.	.	.	.	733	767	792	817	842	870	894	4.3%
	B	708	736	654	664	727	757	772	789	806	824	839	3.4%
	L	.	.	.	.	723	749	760	773	786	799	810	2.9%
Switzerland	H	.	.	.	.	1,088	1,122	1,163	1,201	1,238	1,279	1,316	3.6%
	B	1,093	1,096	1,018	1,025	1,077	1,102	1,127	1,151	1,177	1,204	1,225	2.6%
	L	.	.	.	.	1,069	1,087	1,103	1,120	1,138	1,157	1,171	1.9%
Turkey	H	.	.	.	.	1,059	1,139	1,226	1,302	1,382	1,470	1,546	7.0%
	B	757	822	857	965	1,049	1,119	1,183	1,253	1,324	1,392	1,447	6.0%
	L	.	.	.	.	1,041	1,103	1,158	1,217	1,276	1,339	1,392	5.4%
Ukraine	H	.	.	.	.	468	510	543	578	614	652	689	7.0%
	B	373	406	378	429	464	501	526	554	582	610	635	5.8%
	L	.	.	.	.	460	494	516	538	561	583	604	5.0%
UK	H	.	.	.	.	2,281	2,331	2,399	2,472	2,538	2,609	2,674	3.0%
	B	2,550	2,514	2,278	2,181	2,263	2,302	2,344	2,393	2,441	2,492	2,532	2.2%
	L	.	.	.	.	2,248	2,275	2,304	2,337	2,369	2,404	2,430	1.6%
ESRA02	H	.	.	.	.	9,885	10,204	10,614	11,010	11,403	11,830	12,214	3.9%
	B	9,916	9,954	9,301	9,367	9,789	10,043	10,295	10,558	10,829	11,110	11,333	2.8%
	L	.	.	.	.	9,722	9,914	10,083	10,264	10,456	10,667	10,822	2.1%
EU27	H	.	.	.	.	9,273	9,559	9,932	10,296	10,653	11,038	11,387	3.7%
	B	9,441	9,470	8,787	8,805	9,182	9,407	9,634	9,865	10,103	10,352	10,549	2.6%
	L	.	.	.	.	9,118	9,285	9,433	9,587	9,751	9,930	10,060	1.9%
ESRA08	H	.	.	.	.	10,020	10,336	10,754	11,158	11,560	11,996	12,387	3.9%
	B	10,043	10,083	9,413	9,493	9,923	10,173	10,429	10,698	10,975	11,262	11,490	2.8%
	L	.	.	.	.	9,856	10,043	10,214	10,400	10,597	10,811	10,970	2.1%
SES	H	.	.	.	.	9,648	9,944	10,331	10,708	11,078	11,479	11,841	3.7%
	B	9,794	9,833	9,152	9,171	9,554	9,787	10,023	10,262	10,508	10,767	10,972	2.6%
	L	.	.	.	.	9,489	9,662	9,816	9,977	10,147	10,333	10,468	1.9%
Baltic	H	.	.	.	.	754	800	840	884	928	974	1,019	6.0%
	B	.	704	644	679	746	785	812	842	872	902	928	4.6%
	L	.	.	.	.	742	775	796	819	842	864	883	3.8%
Blue Med	H	.	.	.	.	2,412	2,539	2,675	2,794	2,915	3,044	3,164	4.6%
	B	.	2,310	2,225	2,308	2,384	2,494	2,591	2,670	2,753	2,839	2,910	3.4%
	L	.	.	.	.	2,361	2,455	2,533	2,586	2,642	2,702	2,749	2.5%

IFR Movements(000s)		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Danube	H	.	.	.	.	785	830	887	943	1,001	1,063	1,122	6.3%
	B	.	690	687	734	776	814	853	895	937	979	1,015	4.7%
	L	.	.	.	.	769	802	834	866	899	934	963	4.0%
FAB CE	H	.	.	.	.	1,968	2,061	2,167	2,270	2,373	2,483	2,586	4.8%
	B	.	1,904	1,806	1,864	1,947	2,022	2,092	2,161	2,231	2,301	2,360	3.4%
	L	.	.	.	.	1,932	1,993	2,046	2,097	2,148	2,200	2,242	2.7%
FAB EC	H	.	.	.	.	5,775	5,952	6,170	6,379	6,581	6,801	6,998	3.7%
	B	.	5,816	5,406	5,431	5,723	5,860	5,990	6,124	6,262	6,406	6,515	2.6%
	L	.	.	.	.	5,686	5,787	5,873	5,967	6,063	6,167	6,240	2.0%
NEFAB	H	.	.	.	.	1,648	1,705	1,759	1,814	1,870	1,929	1,983	3.9%
	B	.	1,616	1,487	1,519	1,634	1,682	1,713	1,748	1,783	1,820	1,849	2.9%
	L	.	.	.	.	1,625	1,664	1,685	1,711	1,736	1,763	1,782	2.3%
SW Portugal - Spai	H	.	.	.	.	1,940	1,987	2,059	2,131	2,199	2,274	2,344	3.7%
	B	.	1,969	1,786	1,820	1,919	1,952	1,989	2,026	2,067	2,112	2,150	2.4%
	L	.	.	.	.	1,905	1,924	1,935	1,953	1,977	2,006	2,027	1.6%
UK-Ireland	H	.	.	.	.	2,314	2,356	2,426	2,502	2,572	2,647	2,716	2.9%
	B	.	2,559	2,316	2,216	2,294	2,326	2,369	2,419	2,469	2,522	2,564	2.1%
	L	.	.	.	.	2,280	2,298	2,328	2,362	2,395	2,432	2,458	1.5%

Figure 28. Forecast Summary: Annual growth rates 2007-2017

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Albania	H	.	.	.	.	15%	10%	5.8%	4.7%	4.4%	4.6%	4.1%	6.9%
	B	19%	4.5%	8.9%	12%	13%	9.5%	4.9%	3.5%	3.4%	3.4%	2.8%	5.8%
	L	.	.	.	.	12%	8.8%	4.7%	2.7%	2.6%	2.7%	2.2%	5.1%
Armenia	H	.	.	.	.	14%	9.5%	7.1%	6.8%	6.8%	7.0%	6.4%	8.3%
	B	11%	8.0%	-6.7%	9.3%	13%	8.5%	5.5%	5.6%	5.7%	5.7%	5.2%	7.0%
	L	.	.	.	.	12%	7.3%	4.7%	4.7%	4.8%	4.9%	4.3%	6.1%
Austria	H	.	.	.	.	4.5%	5.3%	4.9%	4.4%	4.3%	4.3%	3.8%	4.5%
	B	8.1%	2.0%	-7.6%	2.2%	3.3%	4.6%	3.3%	3.0%	3.0%	2.9%	2.4%	3.2%
	L	.	.	.	.	2.5%	3.9%	2.5%	2.2%	2.2%	2.2%	1.7%	2.5%
Azerbaijan	H	.	.	.	.	6.1%	9.2%	7.7%	7.2%	6.8%	7.3%	6.7%	7.3%
	B	4.3%	13%	0.5%	11%	5.2%	8.3%	5.9%	6.1%	6.1%	6.1%	5.2%	6.1%
	L	.	.	.	.	4.5%	7.4%	4.9%	5.2%	5.1%	5.3%	4.7%	5.3%
Belarus	H	.	.	.	.	15%	4.9%	6.3%	5.7%	5.6%	5.5%	5.0%	6.8%
	B	18%	16%	-8.6%	7.7%	14%	3.8%	4.4%	4.3%	4.2%	4.0%	3.5%	5.4%
	L	.	.	.	.	13%	3.1%	3.4%	3.4%	3.3%	3.2%	2.7%	4.5%

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Belgium/Luxembourg	H	.	.	.	.	6.9%	3.4%	3.7%	3.4%	3.2%	3.4%	3.0%	3.8%
	B	4.2%	0.7%	-7.9%	1.5%	5.9%	2.8%	2.4%	2.4%	2.3%	2.4%	1.9%	2.8%
	L	.	.	.	.	5.2%	2.1%	1.7%	1.7%	1.7%	1.8%	1.3%	2.2%
Bosnia-Herzegovina	H	.	.	.	.	16%	9.7%	6.2%	5.4%	5.1%	5.3%	4.7%	7.4%
	B	19%	8.5%	3.1%	11%	14%	8.8%	4.5%	4.0%	3.9%	3.8%	3.2%	6.0%
	L	.	.	.	.	13%	8.1%	3.7%	3.1%	3.0%	3.1%	2.5%	5.2%
Bulgaria	H	.	.	.	.	8.7%	8.8%	7.0%	6.1%	5.8%	5.9%	5.1%	6.8%
	B	11%	7.7%	-0.2%	5.6%	7.3%	8.1%	5.1%	4.9%	4.7%	4.4%	3.4%	5.4%
	L	.	.	.	.	6.4%	7.4%	4.3%	4.0%	3.8%	3.9%	3.0%	4.7%
Canary Islands	H	.	.	.	.	7.8%	3.9%	3.9%	3.6%	3.6%	3.7%	3.3%	4.2%
	B	1.7%	-0.2%	-13%	3.2%	6.7%	3.0%	1.8%	1.9%	2.0%	2.0%	1.6%	2.7%
	L	.	.	.	.	6.0%	2.3%	0.6%	1.0%	0.9%	1.2%	0.6%	1.8%
Croatia	H	.	.	.	.	14%	9.8%	6.2%	5.2%	4.8%	4.9%	4.4%	7.0%
	B	17%	6.0%	0.1%	8.7%	12%	9.0%	4.6%	3.8%	3.7%	3.6%	2.9%	5.6%
	L	.	.	.	.	11%	8.3%	3.9%	3.0%	2.9%	2.9%	2.3%	4.9%
Cyprus	H	.	.	.	.	3.6%	7.9%	6.8%	5.7%	5.4%	5.7%	5.1%	5.7%
	B	12%	12%	-1.7%	6.4%	2.1%	6.9%	5.8%	4.3%	4.2%	4.2%	3.4%	4.4%
	L	.	.	.	.	0.8%	5.7%	5.6%	3.5%	3.3%	3.5%	2.9%	3.6%
Czech Republic	H	.	.	.	.	5.8%	3.4%	4.9%	4.7%	4.5%	4.6%	4.2%	4.6%
	B	5.6%	5.5%	-5.0%	3.2%	4.6%	2.5%	3.1%	3.2%	3.1%	3.1%	2.5%	3.1%
	L	.	.	.	.	3.9%	1.8%	2.3%	2.4%	2.3%	2.3%	1.8%	2.4%
Denmark	H	.	.	.	.	6.5%	4.0%	3.0%	2.9%	2.8%	3.0%	2.6%	3.5%
	B	4.8%	-0.3%	-8.5%	3.3%	5.6%	3.3%	1.7%	1.9%	1.9%	2.0%	1.5%	2.6%
	L	.	.	.	.	5.0%	2.7%	1.1%	1.4%	1.3%	1.5%	1.0%	2.0%
Estonia	H	.	.	.	.	17%	8.8%	5.4%	5.2%	5.1%	5.1%	4.7%	7.2%
	B	12%	13%	-12%	2.1%	16%	8.0%	3.7%	3.8%	3.7%	3.7%	3.3%	5.9%
	L	.	.	.	.	15%	7.3%	2.8%	3.1%	3.0%	2.9%	2.5%	5.2%
FYROM	H	.	.	.	.	7.1%	5.6%	5.9%	5.1%	4.9%	4.9%	4.4%	5.4%
	B	3.9%	2.0%	-0.1%	-0.1%	5.6%	4.6%	4.5%	3.8%	3.7%	3.6%	3.0%	4.1%
	L	.	.	.	.	4.5%	3.8%	4.0%	3.1%	3.0%	3.0%	2.4%	3.4%
Finland	H	.	.	.	.	13%	3.4%	2.9%	2.8%	2.8%	2.9%	2.5%	4.3%
	B	-0.3%	6.3%	-7.7%	0.6%	12%	2.9%	1.7%	1.9%	1.8%	1.9%	1.5%	3.3%
	L	.	.	.	.	11%	2.4%	1.2%	1.4%	1.4%	1.5%	1.0%	2.8%
France	H	.	.	.	.	8.3%	4.1%	3.5%	3.1%	2.9%	3.1%	2.6%	3.9%
	B	6.0%	-0.2%	-7.3%	-0.2%	7.3%	3.4%	2.1%	2.1%	2.2%	2.1%	1.5%	2.9%
	L	.	.	.	.	6.6%	2.8%	1.3%	1.4%	1.5%	1.6%	1.0%	2.3%
Georgia	H	.	.	.	.	21%	8.9%	7.4%	6.8%	6.3%	6.6%	5.8%	8.8%
	B	9.7%	-0.0%	-3.6%	22%	20%	7.8%	5.5%	5.9%	5.8%	5.5%	4.4%	7.7%
	L	.	.	.	.	19%	6.6%	4.5%	4.9%	4.8%	4.9%	4.1%	6.9%

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Germany	H	.	.	.	.	5.2%	3.3%	4.0%	3.8%	3.7%	3.8%	3.3%	3.9%
	B	4.6%	1.4%	-7.0%	1.7%	4.2%	2.5%	2.4%	2.5%	2.5%	2.5%	2.0%	2.7%
	L	.	.	.	.	3.6%	1.8%	1.7%	1.8%	1.8%	1.9%	1.3%	2.0%
Greece	H	.	.	.	.	6.9%	4.9%	5.8%	4.6%	4.3%	4.5%	3.9%	5.0%
	B	9.9%	3.4%	-0.8%	2.6%	5.5%	4.1%	4.6%	3.4%	3.2%	3.2%	2.6%	3.8%
	L	.	.	.	.	4.5%	3.5%	4.2%	2.6%	2.5%	2.6%	2.0%	3.1%
Hungary	H	.	.	.	.	0.7%	2.9%	5.8%	5.3%	5.1%	5.3%	4.7%	4.3%
	B	1.8%	1.1%	-2.3%	2.4%	-0.5%	2.1%	4.1%	3.9%	3.8%	3.7%	3.1%	2.9%
	L	.	.	.	.	-1.4%	1.3%	3.4%	3.1%	3.0%	3.0%	2.4%	2.1%
Iceland	H	.	.	.	.	10%	6.3%	4.9%	4.6%	4.4%	4.7%	4.3%	5.6%
	B	5.7%	4.2%	-7.8%	0.6%	9.3%	5.5%	3.4%	3.4%	3.2%	3.4%	3.0%	4.4%
	L	.	.	.	.	8.6%	4.7%	2.6%	2.7%	2.4%	2.7%	2.3%	3.7%
Ireland	H	.	.	.	.	4.8%	2.5%	4.0%	4.4%	4.4%	4.7%	4.4%	4.2%
	B	5.9%	0.5%	-12%	-3.1%	3.7%	1.9%	2.3%	2.7%	2.8%	3.0%	2.5%	2.7%
	L	.	.	.	.	3.0%	1.3%	1.6%	1.9%	2.0%	2.2%	1.7%	1.9%
Italy	H	.	.	.	.	4.3%	4.5%	4.8%	4.1%	4.0%	4.1%	3.7%	4.2%
	B	8.4%	-2.4%	-5.1%	3.9%	3.2%	3.9%	3.2%	2.7%	2.8%	2.8%	2.2%	3.0%
	L	.	.	.	.	2.2%	3.3%	2.2%	1.6%	1.8%	1.9%	1.4%	2.1%
Latvia	H	.	.	.	.	14%	7.2%	5.7%	5.5%	5.3%	5.2%	4.8%	6.7%
	B	15%	11%	-8.4%	4.0%	13%	6.3%	3.9%	4.1%	4.0%	3.7%	3.3%	5.4%
	L	.	.	.	.	12%	5.6%	3.1%	3.3%	3.2%	3.0%	2.5%	4.6%
Lisbon FIR	H	.	.	.	.	7.6%	3.6%	3.9%	3.6%	2.6%	2.8%	3.3%	3.9%
	B	6.3%	2.7%	-7.2%	5.6%	6.6%	3.0%	1.9%	1.5%	1.4%	2.3%	1.9%	2.6%
	L	.	.	.	.	5.9%	2.3%	0.0%	0.7%	1.5%	1.7%	1.1%	1.9%
Lithuania	H	.	.	.	.	17%	9.2%	5.3%	5.0%	4.9%	4.7%	4.3%	7.1%
	B	13%	12%	-12%	7.3%	16%	8.4%	3.5%	3.6%	3.5%	3.3%	2.9%	5.8%
	L	.	.	.	.	15%	7.7%	2.7%	2.9%	2.7%	2.6%	2.1%	5.0%
Malta	H	.	.	.	.	-9.3%	16%	10%	5.9%	5.8%	6.2%	5.8%	5.5%
	B	8.1%	3.4%	0.7%	12%	-11%	16%	7.9%	4.3%	4.2%	4.5%	3.9%	3.9%
	L	.	.	.	.	-12%	15%	8.0%	3.2%	3.2%	3.6%	3.1%	3.1%
Moldova	H	.	.	.	.	16%	11%	7.2%	6.9%	6.5%	6.8%	6.4%	8.6%
	B	25%	18%	6.7%	24%	15%	10%	5.3%	5.4%	5.4%	5.3%	4.6%	7.2%
	L	.	.	.	.	14%	9.4%	4.3%	4.4%	4.4%	4.5%	3.9%	6.3%
Morocco ⁷	H	.	.	.	.	5.4%	2.6%	5.5%	5.2%	5.0%	5.3%	5.0%	4.9%
	B	6.6%	2.5%	-5.8%	8.6%	4.4%	2.0%	3.6%	3.8%	3.7%	3.9%	3.5%	3.6%
	L	.	.	.	.	3.8%	1.2%	2.6%	2.9%	2.9%	3.2%	2.7%	2.8%

⁷ This report for the first time includes a forecast for Morocco. Being the first time, it shall be treated as less certain than for longer-established regions in Europe for which we have better understanding of the local markets and longer experience in forecasting. In addition, traffic counts presented here for Morocco are those recorded in the CFMU system of Eurocontrol – some internal flights may be missing, flights departing from Ceuta-Melilla are considered as Moroccan overflights. Work is in progress to clarify the data.

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
Netherlands	H	.	.	.	.	9.1%	4.0%	3.0%	3.0%	2.9%	3.0%	2.6%	3.9%
	B	4.9%	-1.6%	-8.6%	1.7%	8.2%	3.4%	1.9%	2.0%	1.9%	2.1%	1.6%	3.0%
	L	.	.	.	.	7.6%	2.8%	1.3%	1.5%	1.3%	1.6%	1.1%	2.4%
Norway	H	.	.	.	.	6.2%	3.4%	2.7%	2.8%	2.7%	2.9%	2.4%	3.3%
	B	4.5%	2.6%	-4.4%	2.2%	5.4%	2.9%	1.4%	1.6%	1.6%	1.7%	1.2%	2.2%
	L	.	.	.	.	4.9%	2.4%	0.8%	1.1%	1.1%	1.2%	0.7%	1.7%
Poland	H	.	.	.	.	12%	9.5%	5.0%	5.2%	5.0%	5.0%	4.6%	6.5%
	B	13%	10%	-7.6%	5.8%	11%	8.7%	3.4%	3.7%	3.5%	3.4%	2.9%	5.1%
	L	.	.	.	.	9.8%	8.0%	2.6%	2.9%	2.8%	2.6%	2.1%	4.4%
Romania	H	.	.	.	.	5.7%	7.6%	6.9%	6.6%	6.4%	6.5%	6.0%	6.5%
	B	4.0%	2.7%	-2.3%	8.2%	4.4%	6.9%	4.9%	4.9%	4.8%	4.7%	3.9%	4.9%
	L	.	.	.	.	3.4%	6.2%	3.9%	3.9%	3.8%	3.9%	3.3%	4.1%
Santa Maria FIR	H	.	.	.	.	5.5%	3.4%	4.6%	4.6%	4.2%	4.5%	4.3%	4.4%
	B	1.7%	6.5%	-2.6%	4.5%	4.4%	2.6%	3.0%	3.2%	3.1%	3.4%	2.9%	3.2%
	L	.	.	.	.	3.7%	1.9%	1.8%	2.4%	2.3%	2.6%	2.1%	2.4%
Serbia&Montenegro	H	.	.	.	.	7.0%	5.3%	6.3%	5.3%	5.0%	5.2%	4.6%	5.5%
	B	16%	8.6%	3.3%	5.9%	5.6%	4.5%	4.7%	4.0%	3.9%	3.8%	3.1%	4.2%
	L	.	.	.	.	4.5%	3.9%	4.2%	3.2%	3.1%	3.1%	2.5%	3.5%
Slovakia	H	.	.	.	.	5.9%	6.2%	5.5%	5.2%	5.0%	5.1%	4.6%	5.3%
	B	-1.6%	6.4%	-2.4%	9.9%	4.7%	5.3%	3.9%	3.8%	3.7%	3.6%	2.9%	4.0%
	L	.	.	.	.	3.8%	4.6%	3.2%	3.0%	2.8%	2.9%	2.3%	3.2%
Slovenia	H	.	.	.	.	14%	9.9%	5.8%	4.9%	4.6%	4.7%	4.1%	6.8%
	B	15%	6.8%	-4.2%	4.8%	12%	9.1%	4.1%	3.6%	3.5%	3.3%	2.7%	5.5%
	L	.	.	.	.	11%	8.4%	3.4%	2.8%	2.6%	2.7%	2.1%	4.7%
Spain	H	.	.	.	.	7.2%	2.8%	3.6%	3.5%	3.2%	3.4%	3.1%	3.8%
	B	8.4%	-1.8%	-9.5%	1.8%	6.0%	2.1%	1.9%	1.9%	2.0%	2.2%	1.8%	2.6%
	L	.	.	.	.	5.2%	1.4%	0.6%	0.9%	1.3%	1.5%	1.1%	1.7%
Sweden	H	.	.	.	.	10%	4.6%	3.3%	3.2%	3.1%	3.2%	2.8%	4.3%
	B	2.8%	3.9%	-11%	1.5%	9.4%	4.1%	2.1%	2.2%	2.1%	2.2%	1.8%	3.4%
	L	.	.	.	.	8.8%	3.6%	1.5%	1.7%	1.6%	1.7%	1.3%	2.9%
Switzerland	H	.	.	.	.	6.1%	3.1%	3.6%	3.3%	3.1%	3.3%	2.8%	3.6%
	B	5.9%	0.3%	-7.1%	0.7%	5.0%	2.4%	2.2%	2.2%	2.2%	2.3%	1.7%	2.6%
	L	.	.	.	.	4.2%	1.7%	1.5%	1.5%	1.6%	1.7%	1.2%	1.9%
Turkey	H	.	.	.	.	9.8%	7.5%	7.6%	6.2%	6.2%	6.4%	5.2%	7.0%
	B	9.2%	8.6%	4.2%	13%	8.7%	6.7%	5.7%	5.9%	5.7%	5.2%	3.9%	6.0%
	L	.	.	.	.	7.9%	6.0%	5.0%	5.0%	4.8%	5.0%	3.9%	5.4%
Ukraine	H	.	.	.	.	9.0%	8.9%	6.6%	6.5%	6.2%	6.2%	5.6%	7.0%
	B	8.2%	8.7%	-6.9%	14%	8.0%	8.1%	5.0%	5.2%	5.0%	4.8%	4.2%	5.8%
	L	.	.	.	.	7.2%	7.4%	4.4%	4.3%	4.2%	4.0%	3.5%	5.0%

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2017/ 2010
UK	H	.	.	.	.	4.6%	2.2%	2.9%	3.1%	2.7%	2.8%	2.5%	3.0%
	B	3.5%	-1.4%	-9.4%	-4.3%	3.8%	1.7%	1.8%	2.1%	2.0%	2.1%	1.6%	2.2%
	L	.	.	.	.	3.1%	1.2%	1.3%	1.4%	1.4%	1.5%	1.1%	1.6%
ESRA02	H	.	.	.	.	5.5%	3.2%	4.0%	3.7%	3.6%	3.7%	3.2%	3.9%
	B	5.1%	0.4%	-6.6%	0.7%	4.5%	2.6%	2.5%	2.6%	2.6%	2.6%	2.0%	2.8%
	L	.	.	.	.	3.8%	2.0%	1.7%	1.8%	1.9%	2.0%	1.5%	2.1%
EU27	H	.	.	.	.	5.3%	3.1%	3.9%	3.7%	3.5%	3.6%	3.2%	3.7%
	B	5.6%	0.3%	-7.2%	0.2%	4.3%	2.4%	2.4%	2.4%	2.4%	2.5%	1.9%	2.6%
	L	.	.	.	.	3.6%	1.8%	1.6%	1.6%	1.7%	1.8%	1.3%	1.9%
ESRA08	H	.	.	.	.	5.6%	3.2%	4.0%	3.8%	3.6%	3.8%	3.3%	3.9%
	B	5.0%	0.4%	-6.6%	0.8%	4.5%	2.5%	2.5%	2.6%	2.6%	2.6%	2.0%	2.8%
	L	.	.	.	.	3.8%	1.9%	1.7%	1.8%	1.9%	2.0%	1.5%	2.1%
SES	H	.	.	.	.	5.2%	3.1%	3.9%	3.7%	3.5%	3.6%	3.2%	3.7%
	B	4.9%	0.4%	-6.9%	0.2%	4.2%	2.4%	2.4%	2.4%	2.4%	2.5%	1.9%	2.6%
	L	.	.	.	.	3.5%	1.8%	1.6%	1.6%	1.7%	1.8%	1.3%	1.9%
Baltic	H	.	.	.	.	11%	6.0%	5.1%	5.2%	5.0%	5.0%	4.5%	6.0%
	B	.	.	-8.6%	5.5%	9.9%	5.2%	3.4%	3.7%	3.6%	3.4%	2.9%	4.6%
	L	.	.	.	.	9.2%	4.5%	2.7%	2.9%	2.8%	2.6%	2.2%	3.8%
Blue Med	H	.	.	.	.	4.5%	5.3%	5.4%	4.5%	4.3%	4.4%	3.9%	4.6%
	B	.	.	-3.7%	3.7%	3.3%	4.6%	3.9%	3.1%	3.1%	3.1%	2.5%	3.4%
	L	.	.	.	.	2.3%	4.0%	3.2%	2.1%	2.2%	2.3%	1.7%	2.5%
Danube	H	.	.	.	.	7.1%	5.6%	6.9%	6.3%	6.1%	6.2%	5.5%	6.3%
	B	.	.	-0.4%	6.7%	5.8%	4.9%	4.9%	4.8%	4.7%	4.5%	3.7%	4.7%
	L	.	.	.	.	4.9%	4.2%	4.0%	3.9%	3.8%	3.8%	3.1%	4.0%
FAB CE	H	.	.	.	.	5.6%	4.7%	5.2%	4.7%	4.5%	4.6%	4.1%	4.8%
	B	.	.	-5.1%	3.2%	4.5%	3.9%	3.4%	3.3%	3.2%	3.2%	2.6%	3.4%
	L	.	.	.	.	3.6%	3.2%	2.6%	2.5%	2.4%	2.4%	1.9%	2.7%
FAB EC	H	.	.	.	.	6.3%	3.1%	3.7%	3.4%	3.2%	3.3%	2.9%	3.7%
	B	.	.	-7.0%	0.5%	5.4%	2.4%	2.2%	2.3%	2.3%	2.3%	1.7%	2.6%
	L	.	.	.	.	4.7%	1.8%	1.5%	1.6%	1.6%	1.7%	1.2%	2.0%
NEFAB	H	.	.	.	.	8.5%	3.4%	3.2%	3.1%	3.1%	3.2%	2.8%	3.9%
	B	.	.	-8.0%	2.2%	7.6%	2.9%	1.9%	2.0%	2.0%	2.1%	1.6%	2.9%
	L	.	.	.	.	7.0%	2.4%	1.3%	1.5%	1.5%	1.5%	1.1%	2.3%
SW Portugal - Spai	H	.	.	.	.	6.6%	2.4%	3.6%	3.5%	3.2%	3.4%	3.1%	3.7%
	B	.	.	-9.3%	1.9%	5.4%	1.7%	1.9%	1.9%	2.0%	2.2%	1.8%	2.4%
	L	.	.	.	.	4.7%	1.0%	0.6%	0.9%	1.2%	1.5%	1.1%	1.6%
UK-Ireland	H	.	.	.	.	4.4%	1.8%	3.0%	3.1%	2.8%	2.9%	2.6%	2.9%
	B	.	.	-9.5%	-4.3%	3.5%	1.4%	1.9%	2.1%	2.1%	2.2%	1.7%	2.1%
	L	.	.	.	.	2.9%	0.8%	1.3%	1.5%	1.4%	1.5%	1.1%	1.5%

ANNEX E. REFERENCES

Electronic versions of the present report and the reports reference hereafter are available from the STATFOR webpage: www.eurocontrol.int/statfor.

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- 1 *EUROCONTROL Medium-Term Forecast, Flight Movements 2011-2017*, STATFOR Doc418, February 2011
 - 2 <http://www.eurocontrol.int/statfor/sid>
 - 3 *EUROCONTROL Short-Term Forecast, Flight Movements 2011-2012*, STATFOR Doc431, May 2011
 - 4 *EUROCONTROL Glossary for Flight Statistics & Forecasts*, STATFOR Doc87, January 2005.
 - 5 *STATFOR Geographical Hierarchy*, STATFOR Doc172, February 2009.

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