

**Development of Implementing Rules
on a Common Charging Scheme
for Air Navigation Services**

Impact Assessment

Table of Contents

1. INTRODUCTION	4
2. DEFINITION OF THE IMPACT ASSESSMENT	4
3. METHODOLOGY	5
4. IDENTIFICATION OF THE PROBLEM	7
5. OBJECTIVES OF THE NEW IMPLEMENTING RULES	9
6. POLICY OPTIONS.....	10
7. POSITIVE AND NEGATIVE IMPACTS	16
7.1. STAKEHOLDER SEGMENTATION.....	16
7.2. IMPACT ANALYSIS	17
7.2.1 <i>Common principles for all phases of flight.....</i>	<i>17</i>
7.2.2 <i>Consultation with Airspace Users</i>	<i>18</i>
7.2.3 <i>Cost allocation for MET and regulatory costs</i>	<i>19</i>
7.2.4 <i>Cost-Base : identification of Charging volumes.....</i>	<i>20</i>
7.2.5 <i>Cost-base : Separation of services and identification of cross-subsidies</i>	<i>21</i>
7.2.6 <i>Economic Oversight and Regulation</i>	<i>21</i>
7.2.7 <i>Enforcement powers on principles (compliance monitoring).....</i>	<i>22</i>
7.2.8 <i>Enforcement powers on recovery of unpaid charges.....</i>	<i>22</i>
7.2.9 <i>Exemptions</i>	<i>23</i>
7.2.10 <i>Incentives for contributing to an efficient ATM.....</i>	<i>25</i>
7.2.11 <i>Incentives for regional co-operation.....</i>	<i>26</i>
7.2.12 <i>Incentives for regional co-operation (Common Projects).....</i>	<i>27</i>
7.2.13 <i>Regional co-operation (FAB).....</i>	<i>28</i>
7.2.14 <i>Information disclosure</i>	<i>29</i>
7.2.15 <i>Single charge for en route ANS.....</i>	<i>29</i>
7.2.16 <i>Common rules for aerodrome ANS</i>	<i>30</i>
7.2.17 <i>Transparency of accounts</i>	<i>30</i>
8. MONITORING AND EVALUATING RESULTS AND IMPACTS	31
9. JUSTIFICATION OF THE DRAFT FINAL IMPLEMENTING RULES.....	32
Annex	35

Table of keywords

Administrative Process, 5, 18, 19, 20, 21, 22, 29
Aerodrome, 12, 15, 17, 32
Charging volume, 12, 14, 20
contestable market, 34
Consultation, 18, 31
Cost-base, 21, 31
cost-relatedness, 20, 30
Economics, 5, 17, 18, 19, 20, 21, 22, 25, 26, 27, 29, 30
Employment, 6
FAB, 8, 9, 14, 20, 28, 31, 33
GAT, 17, 23, 25
General aviation, 23, 33
IAS, 30, 33
ICAO, 7, 34
incentives, 25, 26, 27, 28, 31
Indicators, 6
Information disclosure, 29
OAT, 23, 25, 33
Operations, 5, 21, 22, 25, 26, 27, 28
Organisation, 5, 6, 21, 29, 30
Principles, 31
Productivity, 6, 20, 21, 25, 26, 27, 28
Proportionality, 15
Review of Charges, 8, 15, 22, 31
Safety, 5, 6, 21, 22, 23, 25, 26, 27, 28
SAR, 34
Standardisation, 6, 17, 18, 21, 22, 29, 30
Subsidiarity, 15
Terminal, 29
TMA, 10
VAT, 34
VFR, 34
Weight factor, 32, 34

1. Introduction

Within the scope of the mandate to EUROCONTROL to assist the European Commission in the development of implementing rules on a common charging scheme for air navigation services, EUROCONTROL is mandated to carry out an impact assessment on States, ANSPs and airspace users.

The objective of this assessment is defined as such :

- EUROCONTROL will develop an appropriate impact assessment of the proposed Implementing Rules on States, ANSPs, airspace users and institutional bodies, including the field of safety.
- EUROCONTROL shall also assess, as necessary, the impact on and interactions with other areas of the Single European Sky package.
- The final report will also describe EUROCONTROL's actions to support stakeholders' efforts to implement the Implementing Rules.

This report is a component of the Final Report.

2. Definition of the Impact Assessment

Impact assessment helps structure the process of policy making. It identifies and assesses the problem at issue and the objectives pursued. It identifies the main options for achieving the objective and analyses their likely impacts. It outlines the advantages and disadvantages of each option as well as synergies and trade-offs.

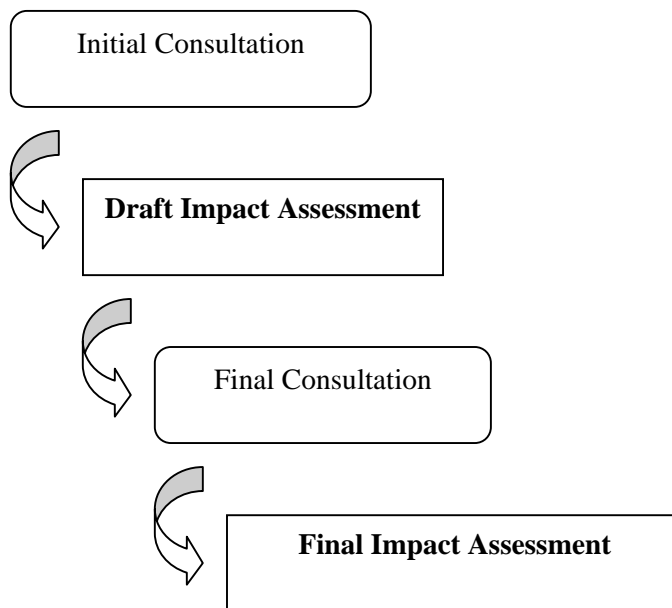
Impact Assessment is the systematic analysis of:

- the problem addressed by the proposal concerned,
- the objective it pursues,
- the alternative options available to reach the objective,
- their likely impacts, and
- respective advantages and disadvantages, including synergies and trade-offs.

The analysis works on a step-by-step basis to provide a structured way to raise and then deal with questions and issues through the development of a proposal.

3. Methodology

The Impact Assessment for this particular study is performed in three major steps, with two consultation rounds. The objective of the consultation with all stakeholders is to benefit from their knowledge, for example to gather new information, verify existing data or analyses, and consider the provisions needed for compliance and implementation.



The possible impact of the proposed regulatory changes is analysed, if relevant, using the following Impact Areas :

- Organisation of the Stakeholders
- Administrative process
- Economics
- Operational practices
- Safety

The impact is quantified whenever possible, using ranges and probability indicators, to reflect the nature of the estimate. If feasible at this stage, the conclusions of economic studies based on simulations performed during this Study are used in this report.

Impact Indicators

<i>Indicator</i>	<i>Measurement</i>
Impact on Standardisation	
Standardisation (contribution to standard definition)	Man/Years K EUR
Standardisation (contribution to standard implementation)	Man/Years K EUR
Impact on Competitiveness	
Expected cost savings	K EUR
Increased productivity	K EUR
Improved market position	K EUR
Technological Impact	
Safety	No quantification, estimate of societal benefits
Productivity, faster time for throughput or to market	K EUR
Capacity increase or loss	In minutes of delay K EUR
Impact on Employment	
Job creation, safeguard or loss	Full Time equivalent (FTE) K EUR
Job enrichment	No quantification, estimate of the impact on staff satisfaction
Impact on Organisation	
Change process	Man/Years K EUR

Probability indicators

<i>Probability</i>	<i>Explanation</i>
Certain	100%
Highly likely	76% to 99%
Likely	50% to 75 %
Unlikely	30% to 49%
Very unlikely	1% to 29%

Probability indicators are associated with probable *time to impact* i.e. the period during which the impact will materialise.

4. Identification of the problem

Since the adoption of the basic principles for a harmonised regional en-route charges system in 1969 by the then Member States of EUROCONTROL, the organisation of the European charges systems is the following :

- The Multilateral Agreement relating to Route Charges, in force since 1986, defines a common route charges system. Common principles, in line with ICAO principles and guidelines, have been defined.
- Approach and/or aerodrome charges, compliant with ICAO guidelines, are levied at national or local level, although not all States have chosen to levy such a charge. No common principles at European level exist.

The recovery of Route Charges is based on the full-cost recovery principle. However, an alternative mechanism provides for independent economic regulation leading to a price cap option.

This organisation has its own merits : it has provided for an equitable, efficient, cost-effective and continuous funding for European Air Navigation facilities, services and developments.

However, the need for an evolution derives from following observations :

- The domain of air navigation charges is split into three components (aerodrome, approach and en-route) which all relate to a single event : the flight, thus creating complexity, opacity and possibly incoherence as there are no common principles, in particular in the area of the establishment of cost-bases and the charging formula applied.
- There is a need to promote economic efficiency and to provide incentives for an optimum use of resources and for continuous productivity gains.
- The system does not provide for incentives for regional co-operation through common projects or promotion of best practices.
- The system should encourage Airspace Users to participate in the efficient service provision of the ATM, at operational level.
- The EUROCONTROL Convention and Multilateral Agreement do not foresee enforcement powers to apply the common principles and do not provide for a periodic review of the application of these principles.
- Although mechanisms for consultation of Airspace Users, in particular on the establishment of the cost-base, are defined and implemented, there is a general consensus that they may be improved.

- Although numerous studies have proposed changes to improve this system, most of them have yielded no results, in particular in the area of the en-route charging formula, with the exception of three reforms :
 - The introduction of the RSO (Route per States Overflown) for the calculation of distances, a technical change which had only very limited impact, if any, on the observations made above
 - The capability of the CRCO (Central Route Charges Office) to bill terminal charges on behalf of some Member States, thus extending the EUROCONTROL system to this type of charge, through bilateral contracts. However, very few States have agreed to sign such contracts¹.
 - The introduction of the option for a price cap, with independent economic regulation, as an alternative mechanism to the full cost recovery concept.

A “do nothing” option is not possible as a further drive for change stems from :

- The creation of the Single European Sky, including the need to ultimately set-up a charge relating to Functional Airspace Blocks (FAB).
- The economic studies initiated by the EUROCONTROL Performance Review Commission (PRC) showing a productivity gap between European and US ATM systems.
- Increasing perception of the economic inefficiency of the European ATM.
- The obligation that the Commission has to develop financial incentives.
- The new political orientation at EU level to consider all ANS charges as a whole.

The risk of perpetuating the present arrangements is to continue to foster an inefficient and costly European ATM System thus penalising European carriers in the global market. Their regional home base would not provide the required conditions that they need in order to develop themselves, due to high costs and operational inefficiencies. Their global competitiveness would be hampered by such a situation.

¹ Five Member States: France (billing only), Ireland , Denmark , Italy (billing and collection) and Moldova currently avail of this service.

5. Objectives of the new Implementing Rules

The objectives are :

- To harmonise the principles governing the establishment of charges for all phases of flight, while providing for the required level of flexibility.
- To create the necessary enforcement mechanisms relating both to the application of principles by States and air navigation service providers and the imposition of charges to airspace users.
- To achieve greater transparency, proper consultation and adequate information disclosure on cost bases for all phases of flight.
- To identify and justify cross-subsidies, where they exist.
- To provide for an adequate and periodic review of charges.
- To provide the necessary framework for incentives to National Service Providers for regional co-operation, including, but not limited to, the creation of Functional Airspace Blocks, financing common projects, providing increased capacity, improving the use of existing capacity.
- To provide the necessary framework for incentives to Airspace users for improving the use of existing capacity and supporting improvements of collective Air Navigation infrastructures.

6. Policy options

Context

The main policy options have already been chosen : they are enshrined in the Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky and subsequent regulations².

Within this regulation, the selected option is to build on the existing EUROCONTROL Route Charges System, thus promoting an evolution rather than starting from scratch. This option has the merit to capitalize on the achievements of three decades of efforts, to avoid any disruption in a period where investments are needed without endangering the changes that have to be made. The blank page option, discarded by the regulation, would create uncertainty and would require unnecessary efforts to reinvent basic principles and mechanisms. Furthermore, the service provision Regulation specifically states that the common SES charging system is to be consistent with the EUROCONTROL system (Art. 14). Any improvement should come from within and not from outside of this system.

Built-in flexibilities

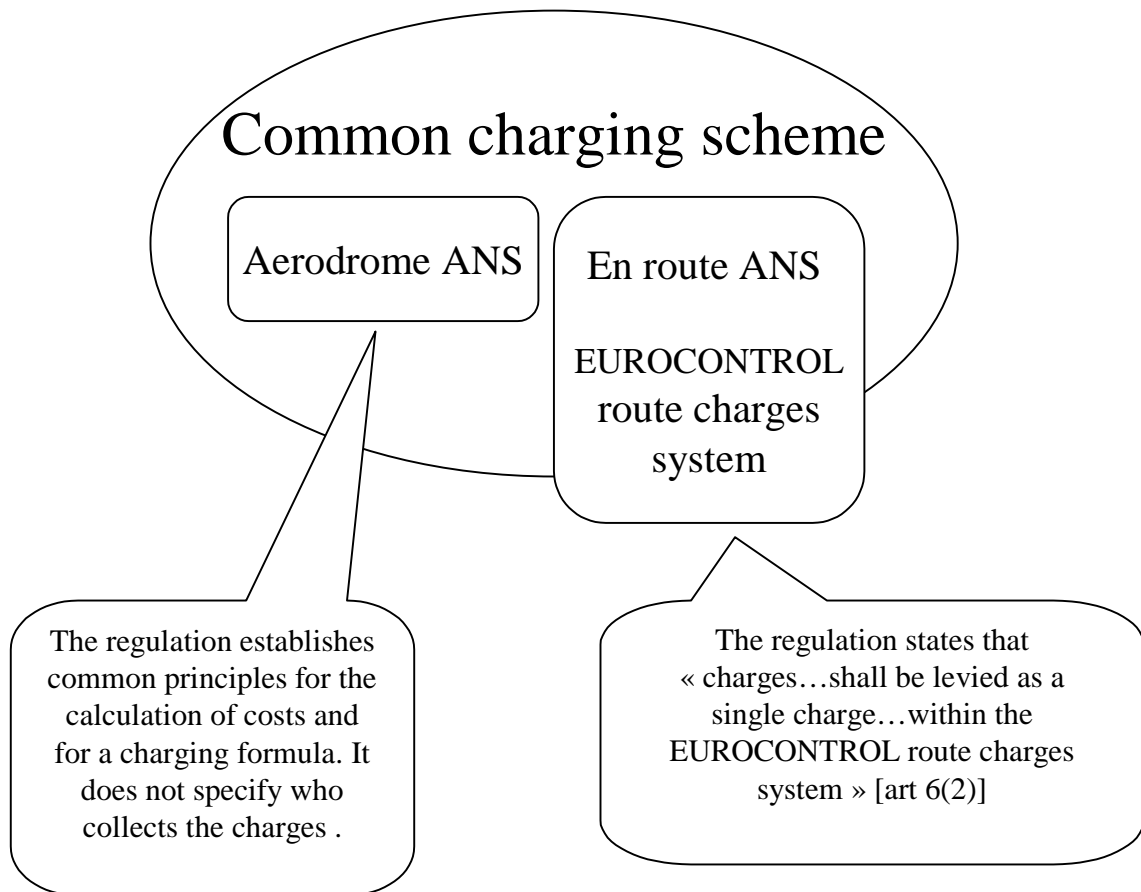
The implementing rules introduce these main areas of flexibility :

- 1- The States, alone or in conjunction with other States, have the responsibility to define charging volumes of airspace taking into account the operational requirements and complexities. Starting from the present arrangements - the national borders determine the charging areas - States will have the option to define larger charging volumes of airspace (for example cross-border ones) or smaller ones, if required (for example large TMAs).
- 2- A framework for creating financial incentives is set up. Each incentive scheme, however, will have to define more precisely its own arrangements and granting conditions, taking into account its particular characteristics.
- 3- A framework for common projects is set up. Here again, this framework is flexible enough to accommodate the particular options needed for each specific project.

² 550/2004, 551/2004, 552/2004

Common charging scheme

The common charging scheme applies to all phases of flight. The relations with the EUROCONTROL route charges system may be depicted as below :

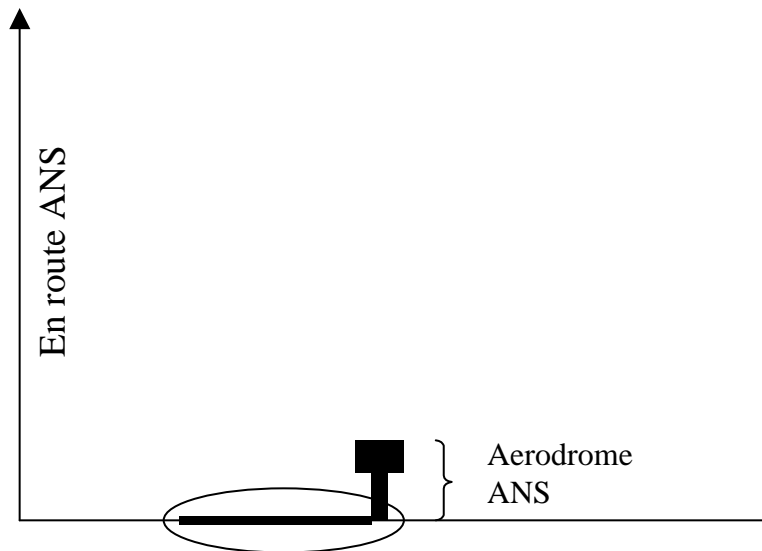


Charging volume concept

“Charging volume of airspace” means a volume of airspace defined in consistency with en route air traffic control operations and services made available to users and for which a single cost-base and a single unit rate are established.

The concept of charging volumes is dependent of three principles :

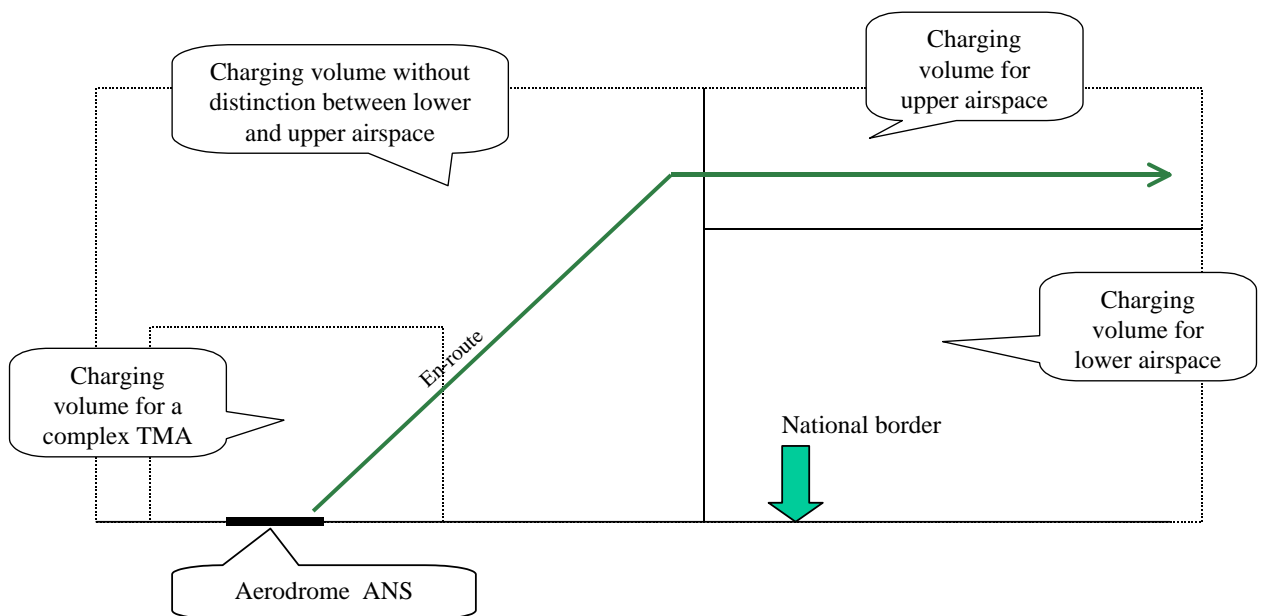
- a) aerodrome ANS comprise services exclusively needed for arriving and departing flights;
- b) en-route ANS consist of all other air navigation services;
- c) the airspace is organised into charging volumes, for en-route.



The airspace is organised into strictly adjacent charging volumes, primarily designed by taking into account the organisation of air traffic control operations and services. Therefore the distinction between upper and lower airspace is optional and may only be effected when particular ATC resources service such a portion of airspace.

The drawing below illustrates this concept :

Setting up national or cross-border charging volumes



Functional Airspace Blocks (FAB)

The precise definition of a FAB has not yet been agreed. However, the concept foresees that a FAB should ultimately be considered as a charging volume, which has as a consequence that a cost-base and a single unit rate have to be established for each FAB. The rationale is that within an FAB, airspace design has to be made only for operational reasons with a view to optimising the capacity, without having to take into account possible distortions of behaviour for economic reasons due to different unit rates applied to segments of airspace within a FAB.

In the case of a FAB in which several operators provide the service, the principles for revenue sharing will have to be defined.

The correlation between FABs (Functional Airspace Blocks), CVAs (Charging Volumes of Airspace) and unit rates has been debated during the September 04 session of the EUROCONTROL enlarged Committee for route charges. The minutes of meeting contain the following statement :

The enlarged Committee acknowledges and supports the ultimate goal that FABs should equal CVAs and that there should be only one unit rate in each CVA. This being said, the enlarged Committee is convinced that, in the case of cross-border FABs, such a goal may be difficult to attain and may require time and efforts. For this reason the enlarged Committee is of the opinion that an appropriate degree of flexibility should be foreseen. Some Members are convinced that this flexibility should be limited in time to a “transitional period” in order to ensure that the final goal is reached within a reasonable timeframe. Some other Members believe, on the contrary, that no limit in time should be foreseen as situations and complexities might be very different from one FAB to another. They believe that the issue may be reviewed on the occasion of the review of the implementing rule itself. No agreement/conclusion could be reached on this subject.

The clause imposing that a FAB is to be considered as a unique Charging volume has been “softened” in the final version of the Implementing Rules. It is believed that this should be reviewed later, maybe within the framework of the Mandate relating to Functional Airspace Blocks³. However, under the present Implementing Rules, States are encouraged to decide that a FAB is also considered as a CVA, if appropriate.

Cross-border FABs

The implementing rules state that “Member States concerned shall conclude agreements...” [Art. 4(6)]. These agreements contain *inter alia* provisions for the definition of operational arrangements and of economic oversight or independent economic regulation for such undertakings, including accounting and cost-base calculation. Taxation issues, VAT in particular, have also to be considered.

³ Within the framework of the Airspace Regulation

Charging formula

The Implementing Rules do not define the precise formula to be applied for computing charges. However they foresee that :

- distance flown and aircraft weight shall be taken into account for the calculation of the service units for en route charges ;
- for aerodrome ANS charges, only the weight factor is kept ;
- en route charges are computed using a single formula under the EUROCONTROL revised convention and multilateral agreement ;
- Aerodrome ANS charges are computed using the same weight factor as for en-route.

The common weight factor implies that airports compete through their ability to control their cost-base and to propose low unit rates instead of using different formulas distorting the competition and blurring comparisons.

Subsidiarity and proportionality

Transport and Transport Networks are falling within the *shared competence* between EU and States. The Implementing Rules are, therefore, taking into account two legal principles:

- 1- **Subsidiarity** : A specific action has to be proven necessary at Community level rather than within the Member States. Generally speaking, Community law is limited to a definition of the bases of a joint action or of required objectives and national competences continue to exist but are set within a framework.

The objective of the Regulation mentioned above is to define at European level the common legal basis required for a more efficient ATM and to overcome certain limitations associated with an intergovernmental organisation.

The Implementing rules limit themselves to defining principles and frameworks at European level, but complementary and supplementary arrangements will continue to exist at EUROCONTROL and State level. In particular, notwithstanding the *Review of Charges* mechanism, economic regulation rests with the State, which will continue to monitor the economic performance of the Service Provider it has chosen.

- 2- **Proportionality** : The principle of proportionality means that the Community must not go beyond what is necessary to achieve the Treaty's objectives.

The Implementing Rules are drafted in application of the Single Sky legislation as mentioned above.

7. Positive and negative Impacts

An output is a result of a project or, in this case, a result or an obligation stemming from the Implementing Rules.

An impact is defined as the consequence of exploiting an output within the business process of one or several types of Stakeholders.

7.1. Stakeholder Segmentation

<i>N°</i>	<i>Stakeholder type</i>	<i>Comment</i>
1.	European Commission (DG Energy and Transport)	
2.	EUROCONTROL	
3.	State	(incl. NSA)
4.	State (Independent economic Regulator)	If applicable.
5.	Air Navigation Service Providers (ANSP)	
6.	Airspace Users	For the purpose of this document, it is not necessary to segment further this category.
7.	Other	For the purpose of this document, it is not necessary to segment further this category, which includes but is not limited to : <ul style="list-style-type: none"> • Other International Organisations • Air Traffic Controllers' Associations • Pilots' Association • Airports • Manufacturers • General Public.

7.2. Impact Analysis

7.2.1 Common principles for all phases of flight

Impact n°	1	Ref article : 1; 4
Output	Extension of common principles for establishing cost-bases to all phases of flight, in particular Approach and Aerodrome services	
Impact Areas	Economics – Administrative Process	
Impact occurrence	During the implementation period, after publication of the regulation, before its date of application. Occurrence is certain.	
Stakeholder Impacted (type of)	2. EUROCONTROL 5. ANSP 6. Airspace users 7. Other : aerodromes	
Impact indicator	Standardisation (contribution to standard implementation)	
Likely impact	Introduction of new rules into working practices.	
Positive outcome	<ul style="list-style-type: none"> • Avoids overlaps, double accounting, mismatches. • Provides transparency and compliance to standards. • Ensures proper financing of all ATM-related costs. • Enhanced equity of the charging scheme • The Implementing Rules define a threshold expressed in number of movements per annum, below which the regulation does not apply to ANS made available at aerodromes. This will limit administrative burden for small airports (see annex A). However, nothing forbids the State to extend the applicability of these principles to some airfields, in particular with a view to allowing military ANSPs to recover costs of services provided to GAT traffic. 	
Negative outcome	<ul style="list-style-type: none"> • May have the effect to increase users charges, as in some States, not all cost components were charged. • May require a delay – and an administrative burden – to implement relevant accounting processes in some airports 	

EUROCONTROL will hold training sessions on the new principles and their application for all relevant experts.

7.2.2 Consultation with Airspace Users

Impact n°	2	Ref article : 12 ; 13
Output	Definition of a mandatory consultation process on the establishment of cost-bases, based on coherent and pertinent reporting	
Impact Areas	Economics – Administrative process	
Impact occurrence	From date of entry into force onward Occurrence is certain.	
Stakeholder Impacted (type of)	2. EUROCONTROL 3. States 5. ANSPs 6. Airspace Users	
Impact indicators	<ul style="list-style-type: none"> • Standardisation (contribution to standard implementation) • Expected cost savings 	
Likely impact	Introduction of a new - or redesigned - step into the process for defining Unit Rates.	
Positive outcome	Proper consultation may help : <ul style="list-style-type: none"> • To identify duplication of efforts at European level • To assess investments • To identify best practices and best in class • To increase acceptability of charges by the Users 	
Negative outcome	<ul style="list-style-type: none"> • increased costs of consultation 	

EUROCONTROL will assist in managing the consultation process at European level.

7.2.3 Cost allocation for MET and regulatory costs

Impact n°	3	Ref article : 3 ; 4 ; 5
Output	Determination of the portion of MET and regulatory costs allocated to ANS	
Impact Areas	<ul style="list-style-type: none"> • Administrative process • Economics 	
Impact occurrence	When regulation enters into force. Occurrence is certain.	
Stakeholder Impacted (type of)	3 State 4 State (regulator) 5 ANSP 7 Others (MET service providers)	
Impact indicator	Change process	
Likely impact	<p>The accounting system of the various entities involved in these services in each member State shall identify portions of costs which are allocated to ANS.</p> <p>The regulator shall monitor the correct determination of sharing keys for indirect or direct core costs.</p>	
Positive outcome	Transparency. Allocation of costs needed to meet aeronautical requirements while ruling out undue cross subsidies.	
Negative outcome	The determination of the portion of MET and regulatory costs allocated to ANS will increase the accounting complexity and generate new management costs. However this negative outcome should be limited as this process is already included in the current EUROCONTROL principles and is in place, at least for most member States.	

7.2.4 Cost-Base : identification of Charging volumes

Impact n°	4	Ref article : 3 ; 5 ; 6
Output	Obligation to identify a cost-base per Charging volume	
Impact Areas	Economics – Administrative process	
Impact occurrence	<ul style="list-style-type: none"> • During the implementation period, after publication of the regulation, before its date of application Occurrence is certain. • During the creation of a new charging volume (FAB or other), before its operational implementation Occurrence is likely 	
Stakeholder Impacted (type of)	2. EUROCONTROL 5. ANSPs 6. Airspace Users	
Impact indicators	<ul style="list-style-type: none"> • Technology – Productivity Increase • Competitiveness – Productivity Increase 	
Likely impact	Definition of separate cost-bases per Charging volume	
Positive outcome	<ul style="list-style-type: none"> • Transparency and cost-relatedness : A previous study made by the EUROCONTROL Experimental Centre showed that the unit rate of Upper Areas should be significantly lower than current national borders-based rates. A study made by the CRCO indicates that the unit rates ratio between upper and lower airspace is 2.1, meaning that the costs per service units is 2.1 times higher in the lower airspace. • However, in some geographical areas, operational arrangements do not distinguish between services given to lower and upper airspace. In this case, charging volumes may not have horizontal limits, i.e. they would expand in height from the ground to the highest flight level. 	
Negative outcome	<ul style="list-style-type: none"> • Increase of accounting complexity, possibly meaning higher costs for its management • The number of charging areas may initially increase although the medium-term aim is to create trans-national FABs and therefore decrease the number of charging volumes. This risk should be closely monitored to avoid unwanted micro-management of airspace complexity through “artificial” charging volumes. • The Unit rate differentiation between unit rates, if decided, for Lower and Upper Airspace may have an adverse impact on short haul flights, which would predominantly operate in the lower airspace and, as such, cannot benefit from the less expensive use of the Upper regions. Cross-subsidies, being allowed if they are transparent, may provide a solution for a transitional period with a view to avoiding brutal disruptions. 	

7.2.5 Cost-base : Separation of services and identification of cross-subsidies

Impact n°	5	Ref article : 5 ; 6
Output	Obligation to maintain a separation between different services (such as IFR/VFR) or charge volumes through proper cost-accounting.	
Impact Areas	Administrative process	
Impact occurrence	During the implementation period, after publication of the regulation, before its date of application Occurrence is certain.	
Stakeholder Impacted (type of)	2. EUROCONTROL 5. ANSPs	
Impact indicators	<ul style="list-style-type: none"> • Standardisation (contribution to standard implementation) • Change process 	
Likely impact	Presentation of separate accounts per service (segment of business) and identification & justification of cross subsidies. The charging system has to foresee separate accounting per charge volume.	
Positive outcome	<ul style="list-style-type: none"> • Transparency and cost-relatedness • Improved basis for more realistic cost/benefit studies and investment decisions. 	
Negative outcome	Increase of accounting complexity	

7.2.6 Economic Oversight and Regulation

Impact n°	6	Ref article : 10
Output	Intervention of a regulator at national level	
Impact Areas	Economics – Operational practices – Safety – Organisation of the Stakeholders	
Impact occurrence	From date of entry into force onwards Occurrence is certain.	
Stakeholder Impacted (type of)	4. State (regulator) 5. ANSPs	
Impact indicators	<ul style="list-style-type: none"> • Expected cost savings • Productivity increase 	
Likely impact	A regulator is set up at national level, with the power to deliver or withdraw licenses to ANSPs. Economic efficiency is one of the parameters taken into account by the regulator.	
Positive outcome	Cost effectiveness of European ATM will improve.	
Negative outcome	Risks linked to economic regulation, in particular when a change of market context or technology occurs with little or no advance warning.	

7.2.7 Enforcement powers on principles (compliance monitoring)

Impact n°	7	Ref article : 16
Output	Review of the application of the principles and ensure compliance	
Impact Area	Economics	
Impact occurrence	From date of entry into force onwards Occurrence is certain.	
Stakeholder Impacted (type of)	1. European Commission 2. EUROCONTROL 4. State (regulator) 5. ANSPs 6. Airspace users	
Impact indicator	Standardisation (contribution to standard implementation)	
Likely impact	Member States shall verify compliance with the regulation. The Commission through EUROCONTROL shall organise reviews of compliance.	
Positive outcome	<ul style="list-style-type: none"> • Transparency: compliance monitoring will ensure that the Regulation is applied. • Better acceptance of charges by Airspace Users 	
Negative outcome	Administrative process to be set up at National level and at European level	

EUROCONTROL will provide its expertise in assessing compliance with the regulation.

7.2.8 Enforcement powers on recovery of unpaid charges

Impact n°	8	Ref article : 15
Output	Enforcement procedures allowing denial of service on the ground to defaulting airspace users	
Impact Areas	Economics – Operational practices – Safety	
Impact occurrence	From date of entry into force onward Occurrence is certain.	
Stakeholder Impacted (type of)	2. EUROCONTROL 3. State (Ministry of Transport) 6. Airspace Users	
Impact indicators	<ul style="list-style-type: none"> • Economics • Safety 	
Likely impact	<ul style="list-style-type: none"> • Modification of national legislation • Introduction or changes to the Administrative and Legal enforced recovery process 	
Positive outcome	A more efficient recovery mechanism will avoid distortion of competition and avoid shifting the final burden of unpaid charges from bad to good payers through the adjustment mechanism, with the consequential cost savings.	
Negative outcome	It must be ensured that the enforcement action on airspace users in arrears of payment does not have a negative operational impact on safety : Article 15 refers specifically to the withdrawal of air navigation services on the ground, preventing the aircraft from take-off.	

7.2.9 Exemptions

Impact n°	9	Ref article : 14
Output	Exemptions from route charges are granted “in accordance with the <i>EUROCONTROL Conditions of application</i> ”. Costs of exemptions, including GAT military users, shall be borne by the State	
Impact Areas	Economics	
Impact occurrence	When regulation enters into force. Occurrence is certain	
Stakeholder Impacted (type of)	3 State 5 ANSP 6 Airspace Users	
Impact indicators	<ul style="list-style-type: none"> • Cost savings, Improved market position • Safety 	
Likely impact	<ul style="list-style-type: none"> • The draft implementing rules are not influencing the regime of exemptions. The categories of flights exempt from route charges and the actual exemption or non-exemption of flights (see next page) will not be changed by the regulation. • The charging systems shall identify costs for exemptions and provide a basis for billing the relevant Authorities. 	
Positive outcome	<ul style="list-style-type: none"> • Transparency, cost-savings for the Users, as costs of exemptions are clearly identified and not passed to other Airspace Users. • Improved market position for ANSPs, as revenue for exemptions will lead to a lower chargeable cost-base. 	
Negative outcome	<ul style="list-style-type: none"> • Member States will have to provide for the cost of such exemptions. However, this negative outcome should be limited as this process is already included in the current EUROCONTROL principles and in place, at least for most exemptions categories, in the Member States. • There is however a risk that Member States will try to limit exemptions to the minimum. For example, if States would withdraw exemptions for flight by aircraft below two tonnes while maintaining the optional VFR exemption, airspace users may be tempted to fly VFR to avoid the charges with a potential impact on safety. • The rule may encourage military users to fly under OAT rules. 	

Current dispositions in Art. 8 of the EUROCONTROL Conditions of application

1. The following flights shall be exempt from the payment of charges:
 - a. mixed VFR/IFR flights shall be exempt only in the airspace of the Flight Information Regions falling within the competence of the Contracting State or States where they are performed exclusively under VFR and where a charge is not levied for VFR flights;
 - b. flights performed by aircraft of which the maximum take-off weight authorised is less than two (2) metric tons;
 - c. flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State, Heads of Government, and Government Ministers. In all cases, this must be substantiated by the appropriate status indicator on the flight plan;
 - d. search and rescue flights authorised by a competent SAR body.
2. Furthermore, a Contracting State may, in respect of the Flight Information Regions falling within its competence, exempt the following from payment of the charge:
 - a. military flights performed by military aircraft of any State;
 - b. training flights performed exclusively for the purpose of obtaining a licence, or a rating in the case of cockpit flight crew, and where this is substantiated by an appropriate remark on the flight plan. Flights must be performed solely within the airspace of the State concerned. Flights must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft;
 - c. flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
 - d. flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights).

7.2.10 Incentives for contributing to an efficient ATM

Incentives to Airspace Users

Impact n°	10	Ref article : 9
Output	Definition of principles for the set up of incentives to encourage Airspace Users to contribute to the efficient running of the ATM, based on a reduction of en-route charges.	
Impact Areas	Operational practices – Safety – Economics	
Impact occurrence	From date of entry into force onwards Occurrence is highly likely.	
Stakeholder Impacted (type of)	2. EUROCONTROL 5. ANSPs 6. Airspace Users	
Impact indicator	<ul style="list-style-type: none"> • Expected cost savings • Increased productivity • Safety • Technology - Productivity 	
Likely impact	Financial incentives, limited in time, may be put in place with a view to optimising the use of Air Navigation Services. The incentives to encourage Airspace Users may also apply to exempted flights through a reduction of the payments borne by the State.	
Positive outcome	<ul style="list-style-type: none"> • More capacity, or other benefits, including improved safety level, may be created faster than with the current voluntary or regulatory processes. • Cost of equipment or project may be reimbursed, by such incentive scheme, as financial consequences of efficiency improvements are passed more quickly to the users. 	
Negative outcome	<ul style="list-style-type: none"> • Laggards will reap with a delay the financial benefits of the investments although they will immediately enjoy the operational ones. • Military (GAT) airframes fly at least 10 times less than the civilian ones. Therefore the recovery of the cost for equipage through a reduction of charges is much lower for the military although the cost of acquisition of CNS equipment is generally higher for the military (large variety of airframes in small number and designed for a different purpose). “On the shelf” equipments do not always fit in military cockpits. Costs for the maintenance of the systems and for the training of personals are as high as for the civilian. 	

7.2.11 Incentives for regional co-operation

Incentives to ANSP

Impact n°	11	Ref article : 9
Output	Definition of principles for the set up of incentives to encourage ANSP to provide increased capacity or to lower costs through economies of scale	
Impact Areas	Economics - Operational practices – Safety	
Impact occurrence	From date of entry into force onwards Occurrence is highly likely.	
Stakeholder Impacted (type of)	2. EUROCONTROL 3. States 5. ANSPs 6. Airspace users	
Impact indicator	<ul style="list-style-type: none"> • Expected cost savings • Capacity increase • Productivity • Safety 	
Likely impact	Financial incentives, limited in time, may be put in place with a view to implement timely specific projects or investments.	
Positive outcome	<ul style="list-style-type: none"> • Capacity, or other benefits, including improved safety level, may be created faster than with the current voluntary or regulatory processes. • European projects may be initiated earlier and implemented faster; or better timed for overall long term benefits. 	
Negative outcome	These incentives are financed either at the taxpayer expense (fiscal or interest rate partially complemented through public budget) or by airspace users.	

7.2.12 Incentives for regional co-operation (Common Projects)

Incentives to ANSP

Impact n°	12	Ref article : 11
Output	Definition of principles for the set up of common projects at regional or sub-regional level	
Impact Areas	Economics - Operational practices – Safety	
Impact occurrence	From date of entry into force onwards Occurrence is highly likely.	
Stakeholder Impacted (type of)	2. EUROCONTROL 3. States 5. ANSPs 6. Airspace Users	
Impact indicator	<ul style="list-style-type: none"> • Expected cost savings • Capacity increase • Productivity • Safety 	
Likely impact	Common projects are defined, with clear cost projections, with the obligation to avoid duplications and to ensure orderly implementation. Compliance monitoring to include checking that duplications are avoided.	
Positive outcome	<ul style="list-style-type: none"> • Common projects may be instrumental to lower significantly the operating costs or to improve the provision of ANS. • Pre-funding through charges is limited by an explicit reference to ICAO policies. 	
Negative outcome	<ul style="list-style-type: none"> • None, provided that the preliminary economic appraisal and, if applicable, the impact assessment on civil and military operations are duly performed. 	

7.2.13 Regional co-operation (FAB)

Incentives to ANSP

Impact n°	13	Ref article : 3(8) ; 9
Output	Definition of principles to encourage ANSP to create and operate FAB taking into account operational considerations.	
Impact Area	Operational practices – Safety	
Impact occurrence	From date of entry into force onward Occurrence is highly likely.	
Stakeholder Impacted (type of)	2. EUROCONTROL 3. State 5. ANSPs 6. Airspace Users	
Impact indicator	<ul style="list-style-type: none"> • Expected cost savings • Capacity increase • Productivity 	
Likely impact	States may use incentives or common project mechanisms to encourage the set up of Functional Airspace Blocks. Cross-border FABs will involve inter-governmental agreements and may result in the setting-up of joint-ventures or operations at European level.	
Positive outcome	FABs may be instrumental to lower significantly the operating costs or to improve the provision of ANS.	
Negative outcome	None, provided that the preliminary economic and operational appraisal and, if applicable, the impact assessment on civil and military operations are duly performed.	

EUROCONTROL may provide the expertise for Airspace design and assist in the set-up of cross-border agreements.

7.2.14 Information disclosure

Impact n°	14	Ref article : 12
Output	Rules for coherent and comparable data to be forwarded at central level for consolidation and further analysis	
Impact Areas	Administrative process - Economics	
Impact occurrence	From date of entry into force onward Occurrence is certain.	
Stakeholder Impacted (type of)	1. European Commission 2. EUROCONTROL 5. ANSPs 7. Others (Airports)	
Impact indicator	Standardisation (contribution to standard implementation)	
Likely impact	Definition of procedures for the establishment and collection of data	
Positive outcome	<ul style="list-style-type: none"> • Transparency • Ability to undertake meaningful performance measurements, statistics and simulations 	
Negative outcome	none	

7.2.15 Single charge for en route ANS

Impact n°	15	Ref article : 6
Output	Collection of en-route ANS charges by EUROCONTROL, as a single charge	
Impact Area	Economics – Organisation of the Stakeholders	
Impact occurrence	From date of entry into force onwards Occurrence is certain	
Stakeholder Impacted (type of)	2. EUROCONTROL 5. ANSPs	
Impact indicator	Expected cost savings	
Likely impact	Termination, at national level, of activities linked to billing and collecting Terminal Charges, to be included into the en-route cost-base.	
Positive outcome	<ul style="list-style-type: none"> • Economies of scale • Increased productivity • Harmonization 	
Negative outcome	<ul style="list-style-type: none"> • Reorganisation at National level, due to discontinuation of the activity 	

7.2.16 Common rules for aerodrome ANS

Impact n°	16	Ref article : 6
Output	Collection of aerodrome ANS charges as a separate charge	
Impact Area	Economics – Organisation of the Stakeholders	
Impact occurrence	From date of entry into force onwards Occurrence is certain	
Stakeholder Impacted (type of)	5. ANSPs 7. Other (Airports)	
Impact indicator	Expected cost savings	
Likely impact	Identification of a separate cost-base and charge for Aerodrome ANS. Depending on the present organisation in each State, this will have an impact on the organisation at national or airport level. It should be noted that the regulation does not impose the centralization of billing and collection of aerodrome ANS charges.	
Positive outcome	<ul style="list-style-type: none"> • Transparency • Cost-relatedness of charges • Harmonization 	
Negative outcome	<ul style="list-style-type: none"> • Reorganisation at national or airport level, due to this new requirement 	

7.2.17 Transparency of accounts

Impact n°	17	Ref article : 4(5)
Output	Adoption of International Accounting Standards	
Impact Area	Administrative Process	
Impact occurrence	During the implementation period, after publication of the regulation, before its date of application Occurrence is certain.	
Stakeholder Impacted (type of)	3. State (Ministry of Transport) 4. State (Regulator) 5. ANSP 7. Others (Airports)	
Impact indicator	Standardisation (contribution to standard implementation)	
Likely impact	Change process for the implementation of IAS, including division into business segments (IAS 14). High impact on accounting procedures Cost of implementation : varying according to the organisation of the stakeholder and its complexity, from 2 man/years to 5 man/years	
Positive outcome	This output is an essential building block for ensuring transparency of accounts, reliability, comparability and for organising proper information disclosure	
Negative outcome	If still bound by specific public accounting procedure, ANSPs or National Administrations may have to maintain a parallel accounting system.	

EUROCONTROL may assist Member States in their implementation process by creating a forum where experiences, lessons learned and best practices may be exchanged.

8. Monitoring and evaluating results and impacts

The Implementing Rules, in defining the Review of Charges mechanism, contain the provisions for monitoring and evaluating their results and impact.

The critical success factors for this piece of legislation are :

- Clear and enforceable principles for the establishment of cost-bases are defined for all phases of flight.
- An enforcement mechanism is in place relating to these Principles.
- A meaningful and effective Consultation Process takes place regularly.
- Transparency of Cost-bases and Information Disclosure mechanisms are in place at the required level of abstraction, producing reliable and easily comparable information.
- A harmonised charging scheme is in place, using the EUROCONTROL route charges system for services provided in charging volumes of airspace and using common rules for the determination and imposition of charges for aerodrome ANS.
- A clear framework for charging Functional Airspace Blocks is defined.
- Incentives for the set up of Functional Airspace Blocks and for improving capacity are in place and yielding cost savings or additional capacity.
- Incentives encouraging Airspace Users in improving their use of capacity and supporting improvements in ATM are in place and yielding cost savings or additional capacity.
- Mechanisms for financing common benefit projects are in place and yielding positive results.
- A Review of Charges mechanism is in place and yielding positive results.
- The transitional period has been kept at a minimum.

9. Justification of the Draft Final Implementing Rules

The initial and final consultation phases have yielded a great number of comments. The analysis of these comments shows that the basic concepts behind the Implementing Rules are widely accepted. However, the text was improved to take into account remarks made, to the maximum possible extent.

This section will discuss the main divergences of opinion and will clarify the reasons why the text was amended or kept as is.

Aerodrome ANS charges

Comments have shown that there is a certain level of misunderstanding; under the present draft it is clearly said that :

- aerodrome ANS are not to be combined with en-route charges;
- aerodrome ANS are not subject to mandatory centralised billing.

Also, the regulation has been changed to make clear that :

- States are not requested to approve aerodrome Unit Rates, although they have to exercise their economic oversight and monitor compliance with the Regulation ;
- consultation at airport level is done at the request of Airspace users.

Common charging formula for en-route and aerodromes

The idea of a common charging formula, in particular regarding the use of the weight and the common transformation coefficient for the MTOW (power factor), has been challenged.

This provision has been kept in the Implementing Rules, on the grounds that competition should aim to lowering actual costs but not to distorting the pricing structure, hampering transparency. See also below “*Weight factor*”.

It has been put forward that the principle of full cost-recovery is not compatible with contestable markets. It should be understood that remuneration of capital allows a certain profit margin. Also, ANSPs may choose, or be invited by a regulator, not to charge their full costs. This is made possible by art. 6(1) stating that “costs...shall be recovered” instead of using the “full cost” terminology in Art 3 dealing with determination of costs.

Common projects

The requirement to decommission duplicated services has been contested. It has been argued that this feature goes beyond the requirements of a common charging scheme. It is however very relevant to the notion of an efficient scheme geared to the implementation of the Single European Sky.

The text has been changed to reflect that the objective is to lower operating costs.

FAB

See discussion under § 6. The text has been amended to soften the mandatory link stating that a FAB is to be considered as a charging volume.

General aviation

The huge number of comments received from GA reflects the concerns raised by this draft regulation, but is mostly a consequence of a misunderstanding.

This regulation is taking stock of the existing EUROCONTROL Route Charges System (see whereas 4) in which costs in respect of exempted flights are already reducing the chargeable cost-base. The new feature in the proposed regulation is that States are to defray ANSPs, in a transparent manner, for exemptions decided by them, which is only a possibility under the present system.

This means that the present exemptions regime (VFR, below 2 tons, training flights ...) will not change as a consequence of this new text (noting that some States are already charging VFR under the present system). Art 14 is merely providing the legal basis for the exemptions under the Route Charges System.

The text of the regulation has been adapted to clarify this relation with Art. 14.

See also : *Threshold for airports*

IAS (application of)

International Accounting Standard applies mandatorily to Publicly Traded Companies but according to the European Community it could be extended to all other organisations. In IAS1 – “Presentation of Financial Statements” item 4 describing the scope of application of the Standard states – “Non-profit, government and other public sector enterprises seeking to apply this Standard may need to amend the descriptions used for certain line items in the financial statements and for the financial statements themselves. Such enterprises may present additional components of the financial statements.

Some States where the ANSP operates under public service accounting rules are uneasy about fully applying IAS rules. The qualification “*to the maximum possible extent*”, already present in the Service Provision Regulation (art. 12), has been reintroduced in the text.

OAT

To answer the concern of several military operators, see annex to the Framework Regulation which states clearly that “the Regulation... do not cover military operations and training”. Also, Art. 1(3) states “the common charging scheme shall apply...to general air traffic”.

SAR

SAR services are not established for the sole purpose of civil aviation and the allocation of a fair portion of costs to it is difficult to implement. The text has been amended to remove all references to SAR costs in the cost-base.

Threshold for airports

The threshold has now been raised and is expressed in number of commercial IFR movements. It is our belief that it is in the interest of airspace users to promote transparency and proper accounting at airports having a significant level of activity (see Annex A). The alleged excessive complexity and administrative burden is not convincing for operators of this magnitude of business.

Furthermore, competition can only benefit from greater accounting transparency. Coupled with the requirement for information disclosure (art. 12), this disposition increases market transparency in a constestable market environment.

As discussed above, airports may not charge their full ANS costs.

VAT

The reference to harmonisation on VAT regime for Air Navigation Service Providers has been withdrawn.

VFR

It is recognised in the text that allocation of VFR costs may be difficult and, in particular, that sharing keys have to be defined for indirect costs. The text of art. 5 has therefore been simplified.

States may exempt VFR if they so wish (art.14).

Weight factor

Some stakeholders have challenged the very principle of the weight factor.

This element of the formula has been kept because it is :

- compliant with ICAO recommendations ;
- a proxy for the ability to pay ; and
- an element of fairness regarding the equal access to air navigation services.

However, the transformation coefficient for the MTOW (power factor) is no longer defined in the regulation, leaving open the choice of a common value.

- end -

Annex A

**Airports – Statistical study on the number of IFR movements
per aerodrome**

Summary

Year 2003	Number of Airports with more than 20 000 annual movements	Number of Airports between 10 000 and 20 000 annual movements
Albania	0	1
Austria	4	2
Belgium	2	2
Bulgaria	1	2
Croatia	1	1
Cyprus	1	1
Czech Republic	1	0
Denmark	2	2
Finland	1	3
France	15	10
FYROM	0	1
Germany	19	3
Greece	4	3
Hungary	1	0
Ireland	3	0
Italy	18	8
Luxembourg	1	0
Malta	1	0
Moldova	0	0
Norway	7	3
Portugal	4	2
Romania	1	1
Slovak Republic	0	1
Slovenia	1	0
Spain	10	10
Spain Canarias	5	1
Sweden	4	4
Switzerland	2	2
The Netherlands	2	2
Turkey	4	2
United Kingdom	23	6
Total	138	73

! A movement in this statistic is an IFR departure or an arrival,
not taking into account the commercial nature of the flight.

Based on charge areas technically integrated within CRCO during 2003.

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
BELGIUM	EB		
>10.000	EBBR	BRUXELLES/NATIONAL	243.020
	EBLG	LIEGE / BIERSET (MIL) (LUIK)	25.712
	EBCI	CHARLEROI/GOSSELIES	15.962
	EBAW	ANTWERPEN / DEURNE (ANTWERP - ANVERS)	11.619
<10.000	EBOS	OOSTENDE	7.363
	EBMB	MELSBROEK (MIL)	4.004
	EBKT	KORTRIJK-WEVELGEM	2.405
	EBCV	CHIEVRES (MIL)	590
	EBFS	FLORENNES (MIL)	376
	EBBE	BEAUVECHAIN (MIL)	208
	EBBT	BRASSCHAAT (MIL)	198
	EBZW	GENK/ZWARTBERG	145
	EBBL	KLEINE BROGEL (MIL)	144
	EBFN	KOKSIJDE (MIL)	109
	EBGB	GRIMBERGEN	62
	EBSP	SPA / LA SAUVENIERE	59
	EBSG	SAINT-GHISLAIN (PRIV)	17
	EBLE	LEOPOLDSBURG	15
	EBSH	SAINT-HUBERT	8
	EBZH	HASSELT	8
	EBAM	AMOUGIES	7
	EBUL	URSEL (MIL)	7
	EBNM	NAMUR-SUARLEE	5
	EBKH	BALEN/KEIHEUVEL	4
	EBTN	GOETSENHOVE (MIL)	2
	EBZR	ZOERSEL (MIL)	2
	EBHN	HOEVENEN	1
	EBWE	WEELDE (MIL)	1
		Total:	312.053
GERMANY	ED		
>10.000	EDDF	FRANKFURT MAIN	471.290
	EDDM	MUNCHEN	350.756
	EDDL	DUSSELDORF	184.316
	EDDK	KOLN-BONN	146.502
	EDDT	BERLIN TEGEL	138.251
	EDDH	HAMBURG	137.014
	EDDS	STUTT GART	130.808
	EDDV	HANNOVER	77.548
	EDDN	NURNBERG	58.957
	EDDW	BREMEN	34.783
	EDDP	LEIPZIG HALLE	33.223
	EDDI	BERLIN/TEMPELHOF	29.843
	EDDG	MUNSTER / OSNABRUCK	28.116
	EDDC	DRESDEN	26.097
	EDDB	BERLIN/SCHOENEFELD	24.347
	EDLP	PADERBORN / LIPPSTADT	23.396
	EDLW	DORTMUND / WICKEDE	23.118
	EDFH	HAHN	22.675
	EDNY	FRIEDRICHSHAFEN-LOWENTAL	14.853

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDDR	SAARBRUCKEN	12.702
	EDVE	BRAUNSCHWEIG	10.113
<10.000	EDFM	MANNHEIM-NEUOSTHEIM	9.840
	EDSB	KARLSRUHE BADEN BADEN	9.657
	EDLN	MONCHENGLADBACH	9.472
	EDDE	ERFURT	8.997
	EDMA	AUGSBURG MUHLHAUSEN	8.956
	EDHL	LUBECK / BLANKENSEE	6.346
	EDHK	KIEL - HOLTENAU	5.322
	EDHI	HAMBURG FINKENWERDER	3.829
	EDXW	WESTERLAND / SYLT	3.807
	EDLV	NIEDERRHEIN	3.024
	EDFE	EGELSBACH	2.912
	EDLE	ESSEN MUHLHEIM	2.885
	EDRZ	ZWEIBRUCKEN	2.811
	EDQM	HOF	2.732
	EDVK	KASSEL CALDEN	2.557
	EDTY	SCHWABISCH HALL-HESSENTAL	2.267
	EDMO	OBERPFAFFENHOFEN (PVT)	2.045
	EDGS	SIEGERLAND	1.934
	EDTD	DONAUESCHINGEN VILLINGEN	1.887
	EDRY	SPEYER	1.768
	EDAC	ALTENBURG NOBITZ	1.452
	EDOP	PARCHIM	1.176
	EDTL	LAHR	1.147
	EDQC	COBURG / BRANDENSTEINSEBENE	1.122
	EDML	LANDSHUT	1.114
	EDKB	BONN HANGELAAR	1.032
	EDMS	STRAUBING WALLMUHLE	1.032
	EDAH	HERINGSDORF (GARZ)	928
	EDFZ	MAINZ-FINTHEN	905
	EDQD	BAYREUTH	850
	EDTF	FREIBURG IM BRESGAU	719
	EDFB	REICHELHEIM	634
	EDLI	BIELEFELD	606
	EDWF	LEER PAPENBURG	600
	EDME	EGGENFELDEN	582
	EDKA	AACHEN/MERZBRUCK	565
	EDVY	PORTA WESTFALICA	511
	EDWO	OSNABRUCK ATTERHEIDE	490
	EDTM	MENGEN	475
	EDMV	VILSHOFEN	474
	EDCG	GUETTIN	413
	EDFQ	ALLENDORF/EDER	406
	EDBK	KYRITZ	372
	EDLA	ARNSBERG	371
	EDPA	AALEN HEIDENHEIM ELCHINGEN	354
	EDBM	MAGDEBURG	350
	EDLS	STADTLOHN WENNINGFELD	348
	EDFC	ASCHAFFENBURG-GROSSOSTHEIM	345
	EDWE	EMDEN	338
	EDWI	WILHELMSHAVEN MARIENSIEL	326
	EDQH	HERZOGENAURACH	321
	EDHX	BAD BRAMSTEDT	319
	EDAB	BAUTZEN	304
	EDXF	FLENSBURG SCHAFFERHAUS	295

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDWD	LEMWERDER	288
	EDAJ	GERA	285
	EDWB	BREMERHAVEN AM LUNEORT	268
	EDAN	NEUSTADT GLEWE	267
	EDRK	KOBLENZ WINNINGEN	262
	EDCD	COTTBUS DREWITZ	259
	EDNL	LEUTKIRCH UNTERZEIL	258
	EDWQ	GANDERKESEE ATLAS	255
	EDLM	MARL LOEMUHLE	249
	EDVR	RINTELN	236
	EDVM	HILDESHEIM	224
	EDLD	DINSLAKEN "SCHWARZE HEIDE"	196
	EDGE	EISENACH KINDEL	194
	EDBJ	JENA-SCHOENGLEINA	161
	EDVX	GIFHORN	160
	EDTH	HEUBACH WURTTENBERG	156
	EDFR	ROTHENBURG O.D.T.	154
	EDFU	MAINBULLAU	153
	EDAV	FINOW	149
	EDVZ	FULDATAL	148
	EDHE	UETERSEN	146
	EDAY	STRAUSBERG	142
	EDVP	PEINE EDESEEE	142
	EDWJ	JUIST	142
	EDOY	EDOY	134
	EDBH	BARTH	133
	EDAZ	SCHOENHAGEN	131
	EDWG	WANGEROOGE	129
	EDQW	WEIDEN	127
	EDMQ	DONAUWORTH / GENDERKINGEN	126
	EDTS	SCHWENNINGEN AM NECKAR	118
	EDAQ	HALLE-OPPIN	116
	EDBW	WERNEUCHEN	114
	EDFV	WORMS	111
	EDTG	BREMGARTEN	111
	EDFW	WURZBURG - SCHENKENTURM	110
	EDOV	STENDAL BORSTEL	110
	EDHM	HARTENHOLM	109
	EDNR	REGENBURG OBERHUB	109
	EDWK	KARLSHOFEN	107
	EDQT	HASSFURT / MAINWIESEN	102
	EDRT	TRIER / FOHREN	100
	EDWC	DAMME	99
	EDCA	ANKLAM	93
	EDMY	MUHLSDORF	93
	EDXJ	HUSUM	92
	EDSZ	ROTTWEIL-ZEPFENHAN	91
	EDAU	RIESA-GOEHLIS	86
	EDMH	GUNZENHAUSEN REUTBERG	81
	EDNX		81
	EDAD	DESSAU	80
	EDWN	NORDHORN LINGEN	80
	EDKL	LEVERKUSEN	79
	EDTO	OFFENBURG BADEN	75
	EDFO	MICHELSTADT/ODW	73
	EDCY	WELZOW	70

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDLH	HAMM LIPPEWIESEN	68
	EDWY	NORDERNEY	66
	EDCP	PEENEMUENDE	64
	EDQL	LICHTENFELS	62
	EDXR	RENDSBURG SCHACHTHOLM	62
	EDFL	GIESSEN-LUETZELINDEN	61
	EDCM	KAMENZ	58
	EDLO	OERLINGHAUSEN	58
	EDAK	GROSSENHAIN	57
	EDMB	BIBERACH A D RISS	57
	EDMJ	JESENWANG	57
	EDMX	OBERSCHLEISSHEIM	57
	EDTW	WINZELN-SCHRAMBERG	57
	EDVH	HODENHAGEN	57
	EDRB	BITBURG	56
	EDXQ	ROTENBURG/WUMME	56
	EDBR	ROTHENBURG O.L.	55
	EDBS	SOEMMERDA DERMSDORF	53
	EDCQ	ASCHERSLEBEN	52
	EDBY	SCHMOLDOW	51
	EDKV	DAHLEMER BINZ	50
	EDVN	NORTHEIM	49
	EDPR		46
	EDTQ	LUDWIGSBURG	46
	EDWR	BORKUM	44
	EDEW	WALLDUERN	43
	EDSN	NEUHAUSEN OB ECK	41
	EDAE	EISENHUETTENSTADT	38
	EDMT	TANNHEIM	38
	EDNE	ERBACH	37
	EDXM	ST MICHAELISDONN	37
	EDMN	MINDELHEIM-MATTSIES	35
	EDVI	HOXTER HOLZMINDEN	35
	EDWU	VARRELSBUSCH	35
	EDXG	MELLE-GROENEGAU	35
	EDHG	EDHG	34
	EDQK	KULMBACH	34
	EDAX	RECHLIN LAERZ	33
	EDFN	MARBURG-SCHONSTADT	33
	EDMG	GUNZBURG DONAURIED	33
	EDXO	ST PETER ORDING	32
	EDKM	MESCHEDE SCHUREN	31
	EDPO	NEUMARKT OBERPFALZ	31
	EDOU	WEIMAR UMPFERSTEDT	30
	EDLT	MUNSTER TELGTE	29
	EDRJ	SAARLOUIS DUREN	29
	EDWX	WESTERSTEDE FELDE	29
	EDTZ	KONSTANZ	28
	EDTN	NABERN TECK	26
	EDUS		26
	EDBX	GOERLITZ	25
	EDUF	FALKENBERG LONNEWITZ	25
	EDUT		25
	EDCO	OBERMEHLER SCHLOTHEIM	24
	EDFD	BAD NEUSTADT SAALE GRASBERG	24
	EDQN	NEUSTADT/AISCH	24

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDVU	UELZEN	24
	EDXH	HELGOLAND DUNE	24
	EDMK	KEMPTEN / DURACH	23
	EDCX	PURKSHOF	22
	EDKZ	MEINERZHAGEN	22
	EDRA	BAD NEUENHR-AHRWEILER	21
	EDCB	BALLENSTEDT	20
	EDUB	BRIEST	20
	EDVS	SALZGITTER DRUTTE	20
	EDXL	BARSEL	20
	EDLB	BORKENBERGE	19
	EDXY	WYCK AUF FOEHR	19
	EDNV	VOGTAREUTH	18
	EDWL	LANGEOOG	18
	EDBO	OEHNA	17
	EDRP	PIRMASENS ZWEIBRUCKEN	17
	EDOI	BIENENFARM	16
	EDQE	BURG FEUERSTEIN	16
	EDXB	HEIDE BUSUM	16
	EDNG	GIENGEN BRENZ	15
	EDBN	BRANDIS	14
	EDGM	MOSBACH - LOHRBACH	14
	EDNJ	NEUBURG EGWEIL	14
	EDQP	ROSENTHAL FIELD PLOESSEN	14
	EDVC	CELLE ARLOH	14
	EDAM		13
	EDCJ	CHEMNITZ JAHNSDORF	13
	EDNB	ARNBRUCK	13
	EDRF	BAD DURKHEIM	13
	EDHS	STADE	12
	EDWS	NORDEN NORDDEICH	12
	EDAL	FUERSTENWALDE	11
	EDSH	BACKNANG HEININGEN	11
	EDXN	NORDHOLZ-SPIEKA	11
	EDBF	FEHRBELLIN	10
	EDNH	BAD WORISHOFEN NORD	10
	EDBA	ALKERSLEBEN WULFERSHAUSEN	8
	EDBT	ALLSTEDT	8
	EDFA	ANSPACH TAUNUS	8
	EDOD	REINSDORF	8
	EDOW	WAREN VIELIST	8
	EDRL	LACHEN SPEYERDORF	8
	EDAR	PIRNA PRATZSCHWITZ	7
	EDCU	GUESTROW	7
	EDCW	WISMAR MUGGENBURG	7
	EDFS	SCHWEINFURT-SUD	7
	EDGF	FULDA JOSSA	7
	EDLR	PADERBORN HAXTERBERG	7
	EDON	WRIEZEN	7
	EDVA	BAD GANDERSHEIM	7
	EDBV	STRALSUND	6
	EDFK	BAD KISSIGEN	6
	EDFT	LAUTERBACH	6
	EDFY	ELZ	6
	EDGU	UNTERSCHUPF	6
	EDGZ	WEINHEIM BERGSTRASSE	6

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDNA	AMPFING WALDKRAIBURG	6
	EDNO	NORDLINGEN	6
	EDPJ	LAICHINGEN	6
	EDWH	OLDENBURG HATTEN	6
	EDXT	SIERKSDORF HOF ALTONA	6
	EDBL	LAUCHA	5
	EDCE	EGGERSDORF MUENCHEBERG	5
	EDCN	NAUEN	5
	EDCR	RERIK ZWEEDORF	5
	EDKF	BERGNEUSTADT AUF DEM DUMPEL	5
	EDLC	KAMP LINTFORT	5
	EDMR	OTTOBRUNN	5
	EDPH	SCHWABACH HEIDENBERG	5
	EDRS	SOBERNHEIM-DOMBERG	5
	EDAG	GROSSRUECKERSWALDE	4
	EDAP	NEUHAUSEN	4
	EDCF	FRIEDERSDORF	4
	EDFI	HIRZENHAIN	4
	EDGL	LUDWIGSHAFEN - UNFALLKLINIK	4
	EDGX	WALLDORF	4
	EDHB	GRUBE	4
	EDHC	LUCHOW REHBECK	4
	EDKO	BRILON HOCHSAUERLAND	4
	EDMW	DEGGENDORF / STEINKIRCHEN	4
	EDQX	HETZLESER BERG	4
	EDSA	ALBSTADT DEGERSFELD	4
	EDTP	PFULLENDORF	4
	EDWZ	BALTRUM	4
	EDAT	NARDT	3
	EDBE	BRANDENBURG	3
	EDBI	ZWICKAU	3
	EDBZ	SCHWARZHEIDE SCHIPKAU	3
	EDEM	MOSENBERG	3
	EDFJ	LAGER HAMMELBURG	3
	EDFX	HOCKENHEIM	3
	EDHO	AHRENLOHE	3
	EDOE	BoHLEN	3
	EDQS	SUHL GOLDLAUTER	3
	EDTX	SCHWABISCH HALL WECKRIEDEN	3
	EDVJ	SALZGITTER SCHAFFERSTUHL	3
	EDVL	HOLLEBERG	3
	EDVW	BAD PYRMONT	3
	EDXE	RHEINE ESCHENDORF	3
	EDXI	NIENBURG-HOLZBALGE	3
	EDAO	NORDHAUSEN	2
	EDCK	KOETHEN	2
	EDCS	SAARMUND	2
	EDEH	HERRENTEICH	2
	EDEL	LANGENLONSHEIM	2
	EDHN	NEUMUNSTER	2
	EDKN	WIPPERFURTH NEYE	2
	EDKP	PLETTENBERG	2
	EDLF	GREFRATH NIERSHOST	2
	EDLK	KREFELD EGELSBERG	2
	EDLX	WESEL ROMRWARDT	2
	EDND	DINKELSBUHL SINBRONN	2

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDOH	LANGHENNERSDORF	2
	EDPC	BAD ENDORF	2
	EDPQ	SCHMIDGADEN OBERPFALTZ	2
	EDQI	LAUF LILLINGHOF	2
	EDRG	IDAR-OBERSTEIN/GOETTSCHIED	2
	EDSP	POLTRINGEN	2
	EDUW	EDUW	2
	EDXC	SCHLESWIG KROPP	2
	EDXP	HARLE	2
	EDAF	RHEIN - MAIN AB (MIL)	1
	EDAS	FINSTERWALDE	1
	EDBP	SCHWERIN PINNOW	1
	EDCT	TAUCHA	1
	EDCV	PASEWALK	1
	EDEB	BAD LANGENSALZA	1
	EDGB	BREITSCHIED / DILLKREIS	1
	EDGH	HETTSTADT	1
	EDGO	OEDHEIM	1
	EDGT	BOTTENHORN	1
	EDKR	SCHMALLENBERG	1
	EDKU	ATTENDORN FINNENTROP	1
	EDKW	WERDOHL KUNTROPP	1
	EDMI	ILLERTISSEN	1
	EDNC	BEILNGRIES	1
	EDNK	KIRCHDORF INN	1
	EDNM	NITTENAU BRUCK	1
	EDNQ	BOPFINGEN	1
	EDNS	SCHWABMUNCHEN	1
	EDNT	TREUCHTLINGEN BUBENHEIM	1
	EDOA	AUERBACH/VOGTLAND	1
	EDOJ	LUSSE	1
	EDOK	RUDOLSSTADT GROSCHWITZ	1
	EDOL	EDOL	1
	EDOQ	OSCHATZ	1
	EDOR	STOELLN	1
	EDOT	GREITZ OBERGROCHLITZ	1
	EDOX	RENNERITZ	1
	EDPD	DINGOLFING	1
	EDPE	EICHSTATT	1
	EDPG	GRIESAU	1
	EDPM	DONZDORF MESSELBERG	1
	EDPS		1
	EDPT	GERSTETTEN	1
	EDPW	THALMASSING WAIZENHOFEN	1
	EDQB	BAD WINDSHEIM	1
	EDQO	OTTENGRUNERHEIDE	1
	EDQZ	PEGNITZ ZIPSER-BERG	1
	EDRI	LINKENHEIM	1
	EDRM	TRABEN-TRARBACH MONT ROYAL	1
	EDRW	DIERDORF / WIENAU	1
	EDSK	KEHL SUNDHEIM	1
	EDSW	ALTDORF WALLBURG	1
	EDTU	SAULGAU	1
	EDUZ	ZERBST	1
	EDVG	MENGERINGHAUSEN	1
	EDXS	SEEDORF	1

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EDXU	HUTTENBUSCH	1
		Total:	2.104.569
GERMANY (MIL)	ET		
>10.000	ETAR	RAMSTEIN	21.871
<10.000	ETNL	LAAGE	4.772
	ETSI	INGOLDSTADT	4.038
	ETOU	WIESBADEN	3.555
	ETNH	HOHN	2.663
	ETSA	LANDSBERG	1.509
	ETEU	GIEBELSTADT	1.402
	ETNG	GEILENKIRCHEN	1.314
	ETMN	NORDHOLZ	929
	ETHN	NIEDERSTETTEN BAD MERGENTHEIM	799
	ETNU	NEUBRANDENBURG	786
	ETUO	GUTERSLOH	644
	ETNW	WUNSTORF	641
	ETIC	GRAFENWOHR	580
	ETOR	COLEMAN	403
	ETME	EGGEBEK (MIL)	310
	ETNN	NORVENICH	310
	ETSL	LECHFELD	308
	ETSB	BUHEL	307
	ETAD	SPANGDAHLEM	287
	ETND	DIEPHOLZ	283
	ETEB	ANSBACH	257
	ETSN	NEUBURG	247
	ETNP	HOPSTEN	243
	ETNS	SCHLESWIG	214
	ETHM	MENDIG	180
	ETHL	LAUPHEIM	173
	ETNT	WITTMUNDHAFEN	162
	ETSH	HOLZDORF (MIL)	156
	ETNJ	JEVER	137
	ETEJ	BAMBERG	136
	ETIP	LANSTUHL	113
	ETHS	FASSBERG	77
	ETID	HANAU (MIL)	77
	ETHB	BUCKEBURG	70
	ETIE	HEIDELBERG	66
	ETHF	FRITZLAR	55
	ETHI	ITZEHOE HUNGRIGER WOLF	46
	ETIK	ILLESHEIM	45
	ETSE	ERDING	29
	ETMK	KIEL - HOLTENAU	28
	ETHE	RHEINE-BENTLAGE	27
	ETHR	ROTH	25
	ETSM	MEMMINGEN	24
	ETHA	ALTENSTADT	18
	ETOY	LEIGHTON BARRACKS HEL	14
	ETHC	CELLE	8
	ETSF	FURSTENFELDBRUCK	8
	ETHT	COTTBUS	4
	ETIH	HOHENFELS	4

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	ETIN	KITZINGEN	4
	ETIY	LANDSTUHL HOSPITAL HEL	2
	ETOA	SCHWEINFURT HEL	2
	ETOI	VILSECK	2
	ETUR	BRUGGEN	2
	ETEK	BAUMHOLDER	1
	ETHH	BONN/HARDTHOEHE HELIPORT	1
	ETNB	NEUBRANDENBURG	1
	ETUD		1
	ETWM	MEPPEN	1
		Total:	50.371
FINLAND	EF		
>10.000	EFHK	HELSINKI / VANTAA 3440M	158.661
	EFOU	OULU 2500M	13.477
	EFTU	TURKU 2500M	13.023
	EFTP	TAMPERE / PIRKKALA 2700M	11.905
<10.000	EFVA	VAASA 2000M	9.480
	EFJY	JYVASKYLA 2600M	8.088
	EFRO	ROVANIEMI 3000M	6.882
	EFKU	KUOPIO 2800M	6.703
	EFMA	MARIEHAMN 1900M	5.310
	EFPO	PORI 2000M	4.374
	EFKK	KOKKOLA -PIETARSAARI KRUUNUPYY 2500M	3.741
	EFJO	JOENSUU 2000M	3.644
	EFLP	LAPPEENRANTA 2000M	3.445
	EFKT	KITTILO 2500M	2.745
	EFSA	SAVONLINNA 2300M	2.283
	EFKE	KEMI 2500M	2.258
	EFSI	SEINAJOKI	2.197
	EFKI	KAJAANI 2500M	2.066
	EFIV	IVALO 2500M	1.978
	EFVR	VARKAUS 2000M	1.957
	EFKS	KUUSAMO	1.464
	EFKA	KAUHAVA 2700M MIL	986
	EFMI	MIKKELI 1700M	976
	EFHF	HELSINKI/MALMI 1400M	709
	EFHA	HALLI 2600M MIL	656
	EFUT	UTTI 2000M MIL	228
	EFET	ENONTEKIO	168
	EFHE	HELSINKI / HELICOPTER	114
	EFYL	YLIVIESKA	20
	EFZO	SODANKYLA	12
	EFPU	PUDASJARVI	10
	EFHV	HYVINKAA	8
	EFIM	IMMOLA	8
	EFIT	IMMOLA	7
	EFKY	KYMI	6
	EFHM	AMEENKYRO	5
	EFHJ	HAAPAJARVI	4
	EFLA	LAHTI-VESIVEHMAA 1200M	4
	EFPI	PIIKAJARVI	4
	EFPY	PYHASALMI	4

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EFSE	SELANPAA	4
	EFFO	FORSSA	3
	EFIK	KIIKAL	3
	EFNU	NUMMELA	3
	EFJM	JAMIJARVI	2
	EFME	MENKIJARVI 1200M	2
	EFRA	RAUTAVAARA	2
	EFRH	RAAHE-PATTIJOKI	2
	EFVP	VAMPULA	2
	EFAH	AHMOSUO	1
	EFHO	OULUN YLIOPISTOLLINEN SAIRAALA(HOSPITAL HELIPOR	1
	EFKM	KEMJARVI	1
	EFKO	KALAJOKI	1
		Total:	269.637
UNITED KINGDOM	EG		
>10.000	EGLL	LONDON LHR	463.117
	EGKK	LONDON / GATWICK	242.475
	EGCC	MANCHESTER / INTL	203.126
	EGSS	LONDON / STANSTED	185.190
	EGBB	BIRMINGHAM	123.468
	EGPH	EDINBURGH	113.019
	EGPF	GLASGOW	95.896
	EGGW	LUTON	78.512
	EGNX	EAST MIDLANDS	61.750
	EGPD	ABERDEEN / DYCE	54.565
	EGGD	BRISTOL / LULSGATE	54.215
	EGLC	LONDON CITY	51.922
	EGGP	LIVERPOOL	48.206
	EGNT	NEWCASTLE	46.837
	EGAA	BELFAST / ALDERGROVE	46.273
	EGHI	SOUTHAMPTON	36.557
	EGJJ	JERSEY CHANNEL IS	34.586
	EGNM	LEEDS AND BRADFORD	34.250
	EGAC	BELFAST CITY	33.541
	EGNS	ISLE OF MAN / RONALDSWAY	32.033
	EGFF	CARDIFF	24.664
	EGPK	PRESTWICK	24.590
	EGJB	GUERNSEY,CHANNEL IS.	22.798
	EGPE	INVERNESS	15.919
	EGHH	BOURNEMOUTH / HURN	14.902
	EGLF	FARNBOROUGH	14.702
	EGSH	NORWICH	14.618
	EGNV	TEES-SIDE	11.721
	EGBE	COVENTRY	10.587
	EGTE	EXETER	9.895
<10.000	EGNJ	HUMBERSIDE	8.885
	EGWU	NORTHOLT	8.594
	EGPA	KIRKWALL	7.649
	EGKB	BIGGIN HILL	7.134
	EGPO	STORNOWAY	6.612
	EGUN	MILDENHALL	6.480
	EGNH	BLACKPOOL	6.219

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EGDG	ST MAWGAN MIL	6.077
	EGPB	SUMBURGH	6.011
	EGTG	BRISTOL/FILTON (BRITISH AEROSPACE PVT)	5.924
	EGVN	BRIZE NORTON	5.457
	EGNR	HAWARDEN	5.110
	EGJA	ALDERNEY,CHANNEL IS.	4.937
	EGHD	PLYMOUTH / ROBOROUGH	4.897
	EGHE	SCILLY ISLES / ST.MARYS	4.714
	EGAE	LONDONDERRY / EGLINTON	4.610
	EGHK	PENZANCE / EASTERN GREEN	4.487
	EGDL	LYNEHAM	4.455
	EGTK	OXFORD / KIDLINGTON	4.252
	EGMC	SOUTHEND	3.825
	EGPN	DUNDEE (RIVERSIDE PARK)	3.433
	EGPM	SCATSTA	3.253
	EGPC	WICK	3.152
	EGSC	CAMBRIDGE	3.098
	EGYD	CRANWELL	3.037
	EGPL	BENBECULA	2.681
	EGNO	WARTON	2.648
	EGMH	MANSTON	2.513
	EGFH	SWANSEA	2.405
	EGBJ	GLOUCESTERSHIRE	2.065
	EGQK	KINLOSS	1.859
	EGTC	CRANFIELD	1.812
	EGPI	ISLAY	1.504
	EGOV	VALLEY	1.466
	EGXW	WADDINGTON	1.464
	EGLK	BLACKBUSHE	1.254
	EGNL	BARROW / WALNEY ISLAND	1.102
	EGTF	FAIROAKS	1.015
	EGXU	LINTON-ON-OUSE	952
	EGYM	MARHAM	909
	EGYC	COLTISHALL	824
	EGNE	REPTON / GAMSTON	820
	EGEC	CAMPBELTOWN	802
	EGQL	LEUCHARS	769
	EGDM	BOSCOMBE DOWN MIL	767
	EGHR	CHICHESTER / GOODWOOD	733
	EGKA	SHOREHAM	729
	EGSG	STAPLEFORD	728
	EGQS	LOSSIEMOUTH	701
	EGDY	YEOVILTON MIL	699
	EGXE	LEEMING	687
	EGPT	PERTH/SCONE	604
	EGPU	TIREE	583
	EGVA	FAIRFORD	549
	EGTR	ELSTREE	547
	EGXJ	COTTESMORE	515
	EGBW	WELLESBOURNE MOUNTFORD	458
	EGMD	LYDD	457
	EGUL	LAKENHEATH	441
	EGXT	WITTERING (MIL)	418
	EGDX	ST ATHAN	416
	EGDR	CULDROSE MIL	414
	EGLD	DENHAM	387

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EGNC	CARLISLE	383
	EGET	LERWICK / TINGWALL	357
	EGHL	LASHAM (DAN-AIR MAINT. 1797X40 ASPH)	338
	EGLW	LONDON (WESTLAND HEL)	325
	EGPR	BARRA	325
	EGTB	WYCOMBE AIR PARK / BOOKER	262
	EGSY	SHEFFIELD CITY	247
	EGFE	HAVERFORDWEST	244
	EGBO	WOLVERHAMPTON	229
	EGMA	FOWLMERE	213
	EGSX	NORTH WEALD	205
	EGBG	LEICESTER	194
	EGBP	KEMBLE. (EX EGDK CIRENCESTER)	174
	EGEO	GLENFORSA (MULL)	160
	EGSU	DUXFORD	152
	EGPG	CUMBERNAULD	149
	EGCD	WOODFORD	143
	EGXP	SCAMPTON	142
	EGOS	SHAWBURY	137
	EGKR	REDHILL	135
	EGCW	WELSHPOOL/POWYS	132
	EGXC	CONINGSBY	129
	EGUB	BENSON	125
	EGZA	THURROCK	124
	EGHT	TRESCO HELIPORT	117
	EGHF	LEE-ON-SOLENT	115
	EGVP	MIDDLE WALLOP	105
	EGHO	THRUXTON	97
	EGBM	TATENHILL	95
	EGOW	WOODVALE	89
	EGTU	DUNKESWELL	87
	EGEG	LOCH EWE (HEL)	84
	EGHJ	BEMBRIDGE	78
	EGBK	NORTHAMPTON / SYWELL	77
	EGLM	WHITE WALTHAM	77
	EGVO	ODIHAM	71
	EGLS	OLD SARUM	68
	EGBN	NOTTINGHAM	63
	EGUW	WATTISHAM	61
	EGBT	TURWESTON AERODROME	59
	EGHG	YEOVIL	59
	EGSF	PETERBOROUGH (CONINGTON)	58
	EGYK	ELVINGTON	57
	EGCJ	SHERBURN-IN-ELMET	56
	EGCS	STURGATE	56
	EGLJ	CHALGROVE	54
	EGFA	ABERPORTH	51
	EGZI	EGZI	50
	EGBS	SHOBDON	49
	EGCK	CAERNAVON	48
	EGQD	LISBURN (BLARIS)	47
	EGAD	NEWTOWNARDS	42
	EGHS	HENSTRIDGE	39
	EGCB	MANCHESTER / BARTON	32
	EGCV	SLEAP (FORMER EGCR)	32
	EGXZ	TOPCLIFFE	32

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EGTO	ROCHESTER	31
	EGEW	WESTRAY	30
	EGFC	CARDIFF/TREMFORA	30
	EGEV	ISLE OF SKYE	28
	EGST	ELMSETT	27
	EGXG	CHURCH FENTON	27
	EGLG	PANSHANGER	26
	EGAL	LANGFORD LODGE	23
	EGSP	PETERBOROUGH / SIBSON	23
	EGSR	EARLS COLNE	G 93 23
	EGBC	CHELTENHAM RACECOURSE	20
	EGKH	LASHENDEN / HEADCORN	20
	EGXD	DISHFORTH	20
	EGYE	BARKSTON HEATH	19
	EGZW	BENWICK	19
	EGSN	BOURN (CAMBS)	18
	EGHA	COMPTON ABBAS	16
	EGHC	LANDS END / ST.JUST	16
	EGNG	BAGBY,NR.THIRSK, N.YORKS.	16
	EGSD	GREAT YARMOUTH / NORTH DENES	16
	EGPJ	FIFE / GLENROTHES	15
	EGWC	COSFORD	15
	EGCF	SANDTOFT	14
	EGOY	WEST FREUGH	13
	EGSV	BEDFORD/THURLEIGH	13
	EGDP	PORTLAND (HEL ONLY)	12
	EGNU	FULL SUTTON	12
	EGTD	DUNSFOLD	12
	EGSW	WEELEY	11
	EGXM	LANGAR	11
	EGPS	PETERHEAD / LONGSIDE	10
	EGTP	PERRANPORTH 860X18 (PPR)	10
	EGUO	COLERN	10
	EGEP	PAPA WESTRAY	9
	EGER	STRONSAY	9
	EGOD	LLANBEDR	9
	EGXH	HONINGTON	9
	EGZO	BERWICK ON TWEED/WINFIELD	9
	EGDC	CHIVENOR MIL	8
	EGVI	GREENHAM COMMON	8
	EGEN	NORTH RONALDSWAY	7
	EGHN	SANDOWN (ISLE OF WIGHT)	7
	EGLT	ASCOT RACECOURSE	7
	EGSL	ANDREWSFIELD	7
	EGBV	SILVERSTONE	6
	EGEF	FAIR ISLE	6
	EGES	SANDAY ORKNEYS	6
	EGHU	EAGLESCOTT	6
	EGNW	WICKENBY	6
	EGQB	BALLYKELLY	6
	EGUC	ABERPORTH	6
	EGVH	HEREFORD	6
	EGZY	BITTESWELL	6
	EGBL	LONG MARSTON	5
	EGCL	FENLAND	5
	EGDN	NETHERAVON	5

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EGLA	BODMIN	5
	EGMJ	LT. GRANSDEN	5
	EGOQ	MONA AD	5
	EGSB	BEDFORD / CASTLE MILL	5
	EGSJ	SEETHING	5
	EGXV	LECONFIELD	5
	EGBD	DERBY	4
	EGDK	CIRENCESTER	4
	EGDT	WROUGHTON	4
	EGFP	PEMBREY	4
	EGHY	TRURO	4
	EGKG	CHICHESTER / GOODWOOD	4
	EGNB	BROUGH	4
	EGQM	BOULMER	4
	EGUM	MANSTON MIL	4
	EGCI	DONCASTER	3
	EGCT	TILSTOCK	3
	EGLB	BROOKLANDS	3
	EGSI	MARSHLAND,WISBECH.(CAMBRIDGE)	3
	EGTW	OAKSEY PARK	3
	EGVF	PORTSMOUTH/FLEETLANDS	3
	EGWE	HENLOW	3
	EGZF	KIRKBRIDE	3
	EGCA	COAL ASTON	2
	EGDA	BRAWDY	2
	EGDW	MERRYFIELD	2
	EGED	EDAY (ORKNEY ISLANDS)	2
	EGHP	POPHAM	2
	EGKD	ALBOURNE	2
	EGNI	SKEGNESS / INGOLDMELLS	2
	EGOE	TERNHILL	2
	EGSM	BECCLES	2
	EGSQ	CLACTON	2
	EGVW	BEDFORD (MIL)	2
	EGEM	EAST FORTUNE	1
	EGHM	HAMBLE	1
	EGKC	BOGNOR REGIS	1
	EGKL	DEANLAND AIRFIELD	1
	EGNA	HUCKNALL	1
	EGND	HUDDERSFIELD/CROSSLAND MOOR	1
	EGNF	NETHER THORPE	1
	EGOC	BISHOPS COURT	1
	EGOP	PEMBRY (CIVIL)	1
	EGSA	SHIPDHAM	1
	EGSE	IPSWITCH	1
	EGTI	LEAVESDEN	1
	EGUY	WYTON	1
	EGXN		1
	EGXO	FASLANE (EX EGZM)	1
	EGYP	MOUNT PLEASANT FALKLAND IS.	1
	EGZC	CARNABY	1
	EGZG	WESTON ON THE GREEN	1
		Total:	2.383.956

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
THE NETHERLANDS	EH		
>10.000	EHAM	AMSTERDAM SCHIPHOL	401.218
	EHRD	ROTTERDAM 2200 X 45 ASPH	21.160
	EHEH	EINDHOVEN	14.005
	EHBK	MAASTRICHT	12.377
<10.000	EHGG	GRONINGEN EELDE	6.503
	EHLE	LELYSTAD	2.910
	EHVB	VALKENBURG	1.448
	EHBD	WEERT BUDEL 930 X 23 ASPH	970
	EHTW	ENSCHDEDE / TWENTHE	881
	EHKD	DE KOOY (DEN HELDER)	649
	EHWO	WOENSDRECHT	462
	EHTE	DEVENTER / TEUGE	444
	EHSE	HOEVEN / SEPPE	309
	EHSB	SOESTERBERG	271
	EHLW	LEEWARDEN (MIL)	222
	EHVK	VOLKEL	114
	EHMZ	MIDDELBURG / MIDDEN ZEELAND	90
	EHHO	HOOGEVEEN	61
	EHTX	TEXEL	53
	EHGR	GILZE-RIJEN	51
	EHHV	HILVERSUM	50
	EHDR	DRACHTEN	6
	EHDL	DEELEN	5
	EHMV	MAASVLAKTE HELIPORT	5
	EHAL	AMELAND	4
	EHNP	EMMELOORD / NOORD OOSTPOLDER	1
		Total:	464.269
IRELAND	EI		
>10.000	EIDW	DUBLIN	172.237
	EICK	CORK	33.962
	EINN	SHANNON	29.419
<10.000	EIKY	FARRANFORE	5.407
	EICM	EICM	4.682
	EIKN	EIKN	3.293
	EIWF	WATERFORD	1.491
	EISG	EISG	1.470
	EIDL	DONEGAL (GARRICKFIN)	1.252
	EIME	EIME	1.216
	EIWT	EIWT	545
	EIAB	ABBEYSHRULE	135
	EICN	EICN	100
	EICA	CONNEMARA	33
	EIFR	FINNER (NOT PUBLISHED MIL)	13
	EICL	CLONBULLOGUE	9
	EIIM	EIIM	5
	EIBN	EIBN	4
	EIDD	EIDD	2
	EIKL	KILKENNY	2
	EIBR	EIBR	1
	EIBT	BELMULLET	1

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EIFN	EIFN	1
	EIHN	HACKETSTOWN	1
	EIIR	INISHEER (ARAN ISLANDS) PRIM. FOR EMERG. USE	1
	EIKH	KILRUSH VILLAGE	1
	EIMN	EIMN	1
		Total:	255.284
DENMARK	EK		
>10.000	EKCH	KOBENHAVN/KASTRUP 3570M	258.866
	EKBI	BILLUND 3100M	34.466
	EKYT	ALBORG 2650M	16.397
	EKAH	AARHUS/TIRSTRUP 2708M	15.270
<10.000	EKRK	KOBENHAVN/ROSKILDE 1500M	8.707
	EKKA	KARUP (MIL)	7.854
	EKSB	SONDERBORG 1500M	6.052
	EKRN	ROENNE 2000M	4.939
	EKEB	ESBJERG 2600M	3.440
	EKVG	VAGAR FAROE IS	2.831
	EKOD	ODENSE/BELDRINGE 1645M	1.349
	EKTS	THISTED 1600M	1.288
	EKVJ	STAUNING 1450M	707
	EKVL	VAERLOSE (MIL)	607
	EKSN	SINDAL 1199M	566
	EKVD	KOLDING/VAMDRUP 1000M	397
	EKSP	SKRYDSTRUP (MIL)	310
	EKMB	LOLLAND FALSTER/MARIBO 1200M	262
	EKGH	GRONHOLT (PRIVATE) 3346 FEET	162
	EKLS	LAESO 920M ASPH	151
	EKSV	SKIVE 1200M	117
	EKAT	ANHOLT 650M GRASS	108
	EKRD	RANDERS 900M ASPH	88
	EKHV	HADERSLEV 1120M	64
	EKAE	AERO 790M GRASS	59
	EKVH	AARS 1200M	47
	EKHG	HERNING 900M ASPH	46
	EKRS	RINGSTED 740M GRASS	32
	EKKO	KORSOR	28
	EKSA	OTTESTRUP/SAEBY	26
	EKTD	TONDER 850M GRASS	22
	EKKL	KALUNDBORG 700M ASPH	19
	EKAL	ALLER?D	18
	EKPB	KRUSA-PADBORG 1073M	14
	EKST	SYDFYN/TASINGE	12
	EKSS	SAMSO 650M GRASS	10
	EKHO	LINDTORP 1200M	7
	EKMN	KOSTER VIG 650M GRASS	7
	EKRA	RAARUP	7
	EKVA	VANDEL (MIL)	6
	EKVB	VIBORG 715M GRASS	6
	EKFR	FREERSLEV	5
	EKHK	HOLB?K	4
	EKEL	ENDELAVE	3
	EKLV	LEMVIG 740M GRASS	3

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	EKNM	MORSO 700M GRASS	3
	EKZQ	G?RLEV	3
	EKZI		2
	EKNS	NAKSKOV	1
	EKZD	SILKEBORG	1
	EKZY	BR?DSTRUP	1
		Total:	365.390
Luxembourg	EL		
>10.000	ELLX	LUXEMBOURG	55.145
		Total:	55.145
NORWAY	EN		
>10.000	ENGM	OSLO/GARDERMOEN 3185M	184.798
	ENBR	BERGEN/FLESLAND 2450M	67.278
	ENZV	STAVANGER/SOLA 2555M	48.344
	ENVA	TRONDHEIM/VAERNES 2762M	45.792
	ENBO	BODO 2793M	40.356
	ENTC	TROMSO/LANGNES 2158M	33.130
	ENTO	TORP 2440M	24.945
	ENCN	KRISTIANSAND/KJEVIK 1870M	14.822
	ENAL	ALESUND/VIGRA 1600M	11.062
	ENHD	HAUGESUND/KARMOY 1600M	10.142
<10.000	ENEV	HARSTAD/NARVIK/EVENES 2658M	9.825
	ENHF	HAMMERFEST 800M ASPH	9.245
	ENKR	KIRKENES/HOYBUKTMOEN 1600M	8.722
	ENAT	ALTA 1850M	8.216
	ENRA	MOIRANA/ROSSVOLL 800M ASPH	7.719
	ENBN	BRONNOSUND 1000M	7.680
	ENKB	KRISTIANSUND/KVERNBERGET 1760M	7.480
	ENML	MOLDE/ARO 1600M	6.796
	ENST	SANDNESSJOEN/STOKKA 1087M	6.750
	ENVD	VADSO 800M ASPH	6.517
	ENBL	FORDE/BRINGELAND 860M ASPH	5.813
	ENMS	MOSJOEN/KJAERSTAD	5.568
	ENFL	FLOR? 820M ASPH	5.530
	ENSG	SOGNDAL/HAUKASEN 800M ASPH	5.468
	ENSK	STOKMARKNES/SKAGEN 800M ASPH	4.967
	ENLK	LEKNES 800M ASPH	4.905
	ENDU	BARDUFOSS 2440M	4.216
	ENSH	SVOLVAER/HELLE 780 ASPH	3.934
	ENNK	NARVIK/FRAMNES 800M ASPH	3.469
	ENAN	ANDOYA 2440M	3.163
	ENNM	NAMSOS 800M ASPH	2.817
	ENHV	HONNINGSVAG/VALAN 800M ASPH	2.814
	ENMH	MEHAMN 800M ASPH	2.623
	ENBS	BATSFJORD 830M GRVL	2.608
	ENNA	BANAK 2600M	2.518
	ENOV	ORSTA VOLD/HOVDEN 800M ASPH	2.385
	ENRM	RORVIK/Ryum 800M ASPH	2.359
	ENSS	VARDO/SVARTNES 1120M	2.291

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	ENSD	SANDANE/ANDA 840M ASPH	2.170
	ENSO	STORD/SORSTOKKEN 1000M	2.073
	ENYF	SOGN OG FJORDANE SS, FORDE	1.956
	ENSR	SORKJOSEN 800M ASPH	1.919
	ENBV	BERLEVAG 800M ASPH	1.883
	ENFG	FAGERNES/LEIRIN 2056M	1.600
	ENSN	SKIEN/GEITERYGGEN 1400M	1.574
	ENRS	ROST 800M ASPH	1.246
	ENHK	HASVIK 980 GRVL	1.213
	ENSB	SVALBARD/LONGYEAR 2140M	1.148
	ENVR	V?R?Y HELIPORT	1.019
	ENYR	ORRE, SKEIE	1.012
	ENOL	ORLAND 2714M	881
	ENPH	HATTFJELLDAL	821
	ENRO	ROROS 1600M	792
	ENUI	KONGSVINGER	702
	ENNO	NOTODDEN 765M ASPH	681
	ENWV	VERDAL	628
	ENYV	OS, VAKSINEN	616
	ENJB	JARLSBERG	615
	ENRY	RYGGE 2440M	476
	ENWG	AUKRA, GOSSEN	407
	ENPT	REGIONSYKEHUSET TC	371
	ENLI	LISTA 2440M	222
	ENUL	LUNDE, NOME	207
	ENDI	DAGALI 1618M	203
	ENPA	AASEGARDEN	167
	ENPF	HAMMERFEST, FUGLENES	147
	ENUU	GULLKNAPP ARENDAL	121
	ENUR	RAKKESTAD	105
	ENPR	ROGNAN, FAUSKE	85
	ENUK	KLANTEN, GOL	80
	ENWS	SNAASA, GRONORA	55
	ENKJ	KJELLER (CIV/MIL) 1600M	49
	ENHA	HAMAR/STAFSBERG 942M	47
	ENEG	EGGEMOEN 800M ASPH	31
	ENWY	TYNSET	18
	ENBM	BOMOEN 1000M	17
	ENHN	HORNMOEN	13
	ENPB	TANA BRU	7
	ENYM	MANDAL	5
	ENHS	HOKKSUND	4
	ENOP	OPPDAL AERODROME, FAGERHAUG	4
	ENJA	JAN MAYEN	3
	ENUB	ASGARD B	3
	ENGN	FOLLDAL, GRIMSMOEN	2
	ENHE	HEIDRUN	2
	ENAS	NY ?LESUND	1
	ENFY	FYRESDAL 1180M	1
	ENKA	KAUTOKEINO 1165M	1
	ENSA	SVEA	1
	ENSL	SLEIPNER A	1
	ENUA	ASGARD A	1
		Total:	654.473

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
SWEDEN	ES		
>10.000	ESSA	STOCKHOLM/ARLANDA 3300M	228.225
	ESGG	GOTEBORG/LANDVETTER 3300M	59.505
	ESSB	STOCKHOLM/BROMMA 1787M	34.830
	ESMS	MALMO/STURUP 2800M	28.743
	ESSV	VISBY 2000M	15.983
	ESNU	UMEA 2000M	13.299
	ESPA	LULEA/KALLAX (MIL) 2200M	11.321
	ESKN	STOCKHOLM/SKAVSTA (FORMER NYKOPING/OXELOSUN	10.588
<10.000	ESNN	SUNDSVALL-HARNOSAND 1900M	8.804
	ESGJ	JONKOPING 2200M	8.451
	ESOW	VASTERAS/HASSLO (MIL) 2500M	7.065
	ESOE	OREBRO 2000M	6.297
	ESOK	KARLSTAD (NEW)	5.776
	ESMX	VAXJO/KRONOBERG 1800M	5.752
	ESSD	BORLANGE (MIL) 2312M	5.562
	ESSP	NORRKOPING/KUNGSANGEN 2200M	5.311
	ESMK	KRISTIANSTAD/EVEROD (MIL) 2000M	5.211
	ESPC	OSTERSUND/FROSON (MIL) 2300M	5.006
	ESGP	GOTEBORG/SAVE (MIL) 1926M	4.930
	ESMQ	KALMAR 2050M	4.788
	ESSL	LINKOPING/SAAB 2133M	4.711
	ESMT	HALMSTAD (MIL) 2270M	4.637
	ESDF	RONNEBY (MIL) 2330M	4.539
	ESGT	TROLLHATTAN/VANERSBORG 1710M	4.537
	ESNS	SKELLEFTEA 1800M	4.473
	ESDB	ANGELHOLM (MIL) 2000M	4.462
	ESNL	LYKSELE 1550M	2.771
	ESNQ	KIRUNA 2500M	2.608
	ESNO	ORNSKOLDSVIK 1800M	2.604
	ESNK	KRAMFORS (MIL) 2000M	2.433
	ESNG	GALLIVARE 1710M	2.312
	ESUD	STORUMAN/GUNNARN	2.187
	ESMO	OSKARSHAMN 1140M	1.948
	ESNX	ARVIDSJAUR 2000M	1.900
	ESOH	HAGFORS 1510M	1.551
	ESKM	MORA/SILJAN 1810M	1.505
	ESSF	HULTSFRED 1940M	1.334
	ESNV	VILHELMINA 1500M	1.290
	ESST	TORSBY/FRYKLANDA 1230M	1.084
	ESTA	ANGELHOLM (MIL) 2000M	1.035
	ESND	SVEG	961
	ESUP	PAJALA	911
	ESGL	LIDKOPING (MIL) 2000M	868
	ESGK	FALKOPING 1316M	411
	ESUT	HEMAVAN (540M)	377
	ESMG	LJUNGBY/FERINGE 1150M	353
	ESIB	SATENAS (MIL) 2300M	230
	ESHU	UPPSALA HOSPITAL	124
	ESGR	SKOVDE 1730M	121
	ESCF	LINKOPING/MALMEN (MIL) 2250M	104
	ESTL		104
	ESSU	ESKILSTUNA (MIL) 1500M	81
	ESSK	GAVLE-SANDVIKEN (MIL) 2000M	66

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	ESCM	UPPSALA (MIL) 2000M	63
	ESKV	ARVIKA 1150M	63
	ESGV	VARBERG 600M GRASS	59
	ESMY	SMALANDSSTENAR 705M ASPH	39
	ESKK	KARLSKOGA 1500M	38
	ESML	LANDSKRONA/VIARP 800M GRASS	32
	ESCN	STOCKHOLM/TULLINGE (MIL) 2360M	28
	ESGS	STROMSTAD/NASING 1000M	27
	ESGE	BOR?S/VIARED	26
	ESIA	KARLSBORG (MIL) 2300M	21
	ESKB	STOCKHOLM/BARKABY	19
	ESNY	SODERHAMN (MIL) 2550M	18
	ESHK		14
	ESME	ESLOV 700M GRASS	14
	ESYL		14
	ESMH	HOGANAS 800M GRASS	12
	ESQP	BERGA	12
	ESYH	ESYH	12
	ESMR	TRELLEBORG 600M GRASS	11
	ESZE		11
	ESHL		10
	ESMI	SOVDEBORG 800M GRASS	9
	ESMV	HAGSHULT	9
	ESTT	FROM RSO DATA BASE	9
	ESAE		8
	ESSW	VASTERVIK 800M ASPH	8
	ESAG		7
	ESGI	ALINGSAS 800M GRASS	7
	ESPE	VIDSEL (MIL) 2300M	7
	ESGA	BACKAMO	5
	ESHH	HELSINGBORG HARBOUR	5
	ESKG	GRYTTJOM	5
	ESSN	NORRTALJE	5
	ESKC	SUNDBRO	4
	ESKD	DALA-JARNA 900M ASPH	4
	ESKS		4
	ESMC	EKSJO 1000M GRASS	4
	ESMP	ANDERSTORP 1000M	4
	ESNJ	JOKKMOKK	4
	ESSX	VASTERAS/JOHANNISBERG	4
	ESTO	TOMMELILLA	4
	ESZG		4
	ESAT		3
	ESNH	HUDIKSVALL 1280M	3
	ESNM	OPTAND 1000M	3
	ESVA	AVESTA	3
	ESZM		3
	ESHC	STOCKHOLM SODERSJUKHUSET	2
	ESKU	SUNNE	2
	ESNF	FARILA	2
	ESAA		1
	ESAC		1
	ESGD	TIDAHOLM	1
	ESGF	FALKENBERG/MORUP	1
	ESGM	?RESTEN	1
	ESGU	UDDEVALLA/RORKARR	1

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	ESHS	GOTEBORG/SAHLGRENKA	1
	ESMZ	OLANDA 600 ASPH	1
	ESQO	ARBOGA	1
	ESSI	VISINGSO	1
	ESZA		1
	ESZH		1
		Total:	534.775
SPAIN CANARIAS	GC		
>10.000	GCLP	LAS PALMAS / GRAN CANARIA	99.146
	GCTS	TENERIFE SUR / REINA SOFIA	59.507
	GCXO	TENERIFE / LOS RODEOS	45.533
	GCRR	ARRECIFE / LANZAROTE	44.872
	GCFV	PUERTO DEL ROSARIO / FUERTEVENTURA	36.853
	GCLA	LA PALMA	16.720
<10.000	GCHI	HIERRO (RWY LENGTH 1250 M)	3.350
	GCGM	LA GOMERA	2.979
	GCLB	EL BERRIEL	191
		Total:	309.151
ALBANIA	LA		
>10.000	LATI	TIRANA	11.449
<10.000	LAKO	KOREA AIRFIELD	3
	LAGJ	GJADRI MILITARY AERODROME	1
		Total:	11.453
BULGARIA	LB		
>10.000	LBSF	SOFIA	24.452
	LBWN	VARNA	10.015
<10.000	LBBG	BURGAS	8.862
	LBPD	PLOVDIV	760
	LBGO	GORNA ORYAHOVITSA	96
	LBPB	HARMANLI-KIRKLARELI	9
		Total:	44.194

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
CYPRUS	LC		
>10.000	LCLK	LARNACA	42.828
	LCPH	PAPHOS	10.327
<10.000	LCRA	AKROTIRI	7.884
		Total:	61.039
CROATIA	LD		
>10.000	LDZA	ZAGREB	27.420
	LDSP	SPLIT	10.760
<10.000	LDDU	DUBROVNIK	8.676
	LDZD	ZADAR	2.870
	LDPL	PULA	2.814
	LDRI	RIJEKA	1.254
	LDSB	BRAC (BRAC ISLAND NEAR SPLIT)	965
	LDLO	LOSINJ	1850 M 701
	LDOS	OSIJEK	279
	LDPV	VRSAR	107
	LDZL	ZAGREB/LUCKO	105
	LDOC	CEPIN	31
	LDSH	HVAR	18
	LDVA	VARAZDIN	11
	LDRG	GROBNIK (FAX RCO CROATIA 29/02/2000)	8
	LDRO		8
	LDDP	PLOCE	6
	LDVC	CAKOVEC	6
	LDPN	UNIJE (ISLAND)	2
	LDSS	SINJ	2
		Total:	56.043
SPAIN	LE		
>10.000	LEMD	MADRID / BARAJAS	383.478
	LEBL	BARCELONA	281.747
	LEPA	PALMA DE MALLORCA	168.434
	LEMG	MALAGA	103.283
	LEAL	ALICANTE	63.646
	LEVC	VALENCIA	50.779
	LEIB	IBIZA	43.330
	LEBB	BILBAO	41.152
	LEMH	MAHON / MENORCA	30.233
	LEZL	SEVILLA	29.577
	LETO	MADRID / TORREJON	18.795
	LEST	SANTIAGO	17.216
	LEZG	ZARAGOZA	13.340
	LEGE	GERONA/COSTA BRAVA	11.877
	LEVT	VITORIA	11.476
	LEAM	ALMERIA	11.465
	LERT	ROTA (BASE AERO-NAVAL)	11.335
	LEAS	AVILES / ASTURIAS	11.300
	LEJR	JEREZ	10.351
	LEVX	VIGO	10.183

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
<10.000	LELC	MURCIA / SAN JAVIER	8.813
	LEMO	SEVILLA / MORON	8.225
	LEXJ	SANTANDER	8.158
	LECO	LA CORUÑA	7.617
	LEPP	PAMPLONA / NOAIN-PAMPLONA	7.442
	LEGR	GRANADA	7.383
	LEVD	VALLADOLID	6.946
	LEERS	REUS	6.762
	LESO	SAN SEBASTIAN	6.677
	LESA	SALAMANCA	4.470
	LEBZ	BADAJOS / TALAVERA LA REAL	4.285
	LEGT	MADRID / GETAFE (MIL/CASA)	4.281
	LELL	SABADELL	3.866
	LECU	MADRID-CUATRO VIENTOS	2.547
	LELN	LEON (MIL)	1.949
	LEAB	ALBACETE (MIL/CIV)	1.604
	LERJ	LOGRONO	1.277
	LEGA	GRANADA / ARMILLA (MIL)	1.056
	LESJ	SON SAN JUAN (MIL)	1.052
	LEVS	MADRID / CUATRO VIENTOS (MIL)	956
	LESB	SON BONET (MALLORCA) (1000*22 ASPH)	641
	LEBA	CORDOBA (UNCONTROLLED AD SINCE 01/07/93)	578
	LERI	MURCIA / ALCANTARILLA (MIL)	396
	LECV	MADRID-COLMENAR VIEJO (HEL)	242
	LEBG	BURGOS (MIL) (CLOSED FROM 010194 NOTAM ESP)	181
	LEAP	AMPURIABRAVA	168
	LECT	EL CASTAÑO	130
	LEFA	ROTA (HEL)	125
	LEEC	SEVILLA / EL COPERO (HEL/MIL)	105
	LEMU	MUCHAMIEL-ALICANTE	99
	LERO	ROZAS (LUGO)	77
	LEIZ	LA PERDIZ-TORRE DE JUAN ABAD	65
	LEOC	OCAÑA (TOLEDO) (GLIDER SCHOOL)	62
	LEGC	ALTAREJOS-GUADALCANAL	60
	LEAX	LA AXARQUIA-LEONI BENABU (MALAGA)	50
	LELA	LA CALDERERA	49
	LECN	CASTELLON	47
	LEBT	VALENCIA-BETERA (HEL)	42
	LELO	LOGROÑO	36
	LEMT	CASARRUBIOS DEL MONTE	30
	LEPO	POLLENSA (SEA PLANES)	29
	LEVI	EL VISO DEL MARQUÉS	28
	LEAO	CIUDAD REAL (ALMAGRO)	19
	LEMR	LA MORGAL (ASTURIAS)	16
	LECA	LA NAVA-CORRAL DE AYLLON (SEGOVIA)	14
	LEJU	LA JULIANA	12
	LEBE	BEAS DE SEGURA (JAeN)	9
	LEHC	MONFLORITE-HUESCA (GLIDER SCHOOL)	7
	LEPR	PALMA DEL RÍO	7
	LESL	SAN LUIS (MENORCA)	7
	LEIG	IGUALADA (BARCELONA)	6
	LEPI	CASA DE LOS PINOS	6
	LEFR	FORMENTERA (HEL)	5
	LELI	LINARES (JAeN)	5
	LETE	MOTANTE (BADAJOS)	5
	LEVB	EL CARRASCAL (VALLADOLID)	5

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LECI		4
	LEFM	FUENTEMILANOS	4
	LESU	SEO DE URGEL	4
	LEVF	VILLAFRAMIL (RIBADEO)	4
	LEAT	ALBATARRECH-LERIDA	3
	LECD	LA CERDANA (GERONA)	3
	LETI	EL TIETAR (TOLEDO)	3
	LEAE	ALCOLEA (CORDOBA)	2
	LECJ	CASTEJON DE LOS MONEGROS (HUESCA)	2
	LEMX	LA MANCHA	2
	LESE	SAN ENRIQUE/CUIDAD REAL	2
	LESG	SANGUESA (NAVARRA)	2
	LEMP	LOS MARTINEZ DEL PUERTO (MURCIA)	1
	LENA	BENANARRE (HUESCA)	1
	LERM	ROBLEDILHO DE MOHERNANDO	1
	LESS	SOTOS	1
	LETC	MATILLA DE LOS CANOS (VALLADOLID - PVT)	1
		Total:	1.421.766
France	LF		
>10.000	LFPG	PARIS/CHARLES DE GAULLE	514.650
	LFPO	PARIS/ORLY	206.882
	LFMN	NICE/COTE D'AZUR	140.489
	LFLL	LYON/SATOLAS	117.461
	LFBO	TOULOUSE/BLAGNAC	89.007
	LFML	MARSEILLE/MARIGNANE	86.660
	LFSB	BALE/MULHOUSE	67.363
	LFBD	BORDEAUX/MERIGNAC	52.123
	LFPB	PARIS / LE BOURGET	50.677
	LFST	STRASBOURG/ENTZHEIM	43.772
	LFRS	NANTES/CHATEAU BOUGON	40.584
	LFCL	CLERMONT FERRAND/AULNAT	38.554
	LFMT	MONTPELLIER/FREJORGUES	33.124
	LFQQ	LILLE/LESQUIN	22.847
	LFRN	RENNES/ST JACQUES	20.510
	LFKJ	AJACCIO / CAMPO DELLORO, CORSE	16.951
	LFKB	BASTIA/PORETTA	15.245
	LFRB	BREST/GUIPAVAS	13.116
	LFJL	METZ/NANCY LORRAINE	12.343
	LFOB	BEAUVAIS/TILLE	12.194
	LFBZ	BIARRITZ/BAYONNE ANGLET	12.040
	LFMD	CANNES/MANDELIEU	11.308
	LFBP	PAU/PONT LONG UZEIN	11.202
	LFPN	TOUSSUS LE NOBLE	10.638
	LFTH	HYERES/LE PALYVESTRE	10.139
<10.000	LFPV	VILLACOUBLAY/VELIZY	8.054
	LFOH	LE HAVRE/OCTEVILLE	7.928
	LFMP	PERPIGNAN / RIVESALTES	7.738
	LFKF	FIGARI SUD CORSE	7.611
	LFBL	LIMOGES/BELLEGARDE	7.513
	LFRH	LORIENT/LANN-BIHOUE (MIL)	7.477
	LFKC	CALVI/STE CATHERINE CORSE	6.574
	LFQT	MERVILLE/CALONNE	6.499

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LFBT	TARBES/OSSUN/LOURDES	6.424
	LFTW	NIMES/GARONS	6.382
	LFMI	ISTRES / LE TUBE	6.243
	LFGR	RODEZ / MARCILLAC	6.127
	LFLS	GRENOBLE/ST GEOIRS	6.100
	LFMV	AVIGNON/CAUMONT	5.931
	LFRD	DINARD/PLEURTUIT SAINT MALO	5.817
	LFLY	LYON/BRON	5.472
	LFRK	CAEN/CARPIQUET	5.422
	LFMU	BEZIER/VIAS	5.285
	LFBH	LA ROCHELLE/LALEU	5.138
	LFBI	POITIERS/BIARD	5.026
	LFOP	ROUEN/BOOS	5.002
	LFLB	CHAMBERY/AIX LES BAINS	4.990
	LFMK	CARCASSONNE/SALVAZA	4.670
	LFBA	AGEN / LAGARENNE	4.313
	LFBE	BERGERAC / ROUMANIERE	4.073
	LFSD	DIJON/LONGVIC	4.044
	LFMH	SAINT ETIENNE/BOUTHEON	3.760
	LFOT	TOURS/ST SYMPHORIEN	3.747
	LFBX	PERIGEUX/BASSILLAC	3.739
	LFOA	LFOA	3.577
	LFBF	TOULOUSE / FRANCAZAL	3.541
	LFRQ	QUIMPER / PLUGUFFAN	3.378
	LFRG	DEAUVILLE-SAINT-GATIEN	3.248
	LFOJ	BRICY (MIL)	3.174
	LFAT	LE TOUQUET/PARIS PLAGE	2.966
	LFAC	CALAIS/DUNKERQUE	2.763
	LFCK	CASTRES / MAZAMET	2.724
	LFLX	CHATEAUROUX/DEOLS	2.717
	LFRZ	SAINT NAZAIRE/MONTOIR	2.584
	LFBR	MURET/LHERM	2.583
	LFGA	COLMAR/HOUSSEN	2.535
	LFLP	ANNECY-LE MEYTHET	2.426
	LFLU	VALENCE/CHABEUIL	2.420
	LFTZ	LA MOLE	2.396
	LFPM	VILLAROCHE	2.386
	LFLA	AUXERRE MONETEAU	2.345
	LFSR	REIMS/CHAMPAGNE	2.333
	LFOE	LFOE	2.321
	LFRC	CHERBOURG/MAUPERTUS	2.269
	LFLN	SAINT YAN	2.229
	LFGJ	DOLE/TAVAUX	2.086
	LFSF	METZ/FRESCATY	2.042
	LFPT	PONTOISE / CORMEILLES EN VEXIN	2.021
	LFJR		1.992
	LFQB	TROYES/BARBEREY	1.931
	LFBV	BRIVE / LAROCHE	1.808
	LFBU	ANGOULeME BRIE-CHAMPNIERS	1.793
	LFLW	LFLW	1.768
	LFRO	LANNION/SERVEL	1.710
	LFMY	SALON	1.650
	LFSG	EPINAL/MIRECOURT	1.627
	LFBM	LFBM	1.578
	LFRJ	LFRJ	1.575
	LFPC	LFPC	1.572

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LFSN	NANCY/ESSEY	1.536
	LFMC	LE LUC/LE CANNET	1.492
	LFOK	CHALONS / VATRY	1.492
	LFKS	SOLENZARA AB	1.479
	LFBG	COGNAC / CHATEAU BERNARD	1.444
	LFHP	LE PUY / LOUDES	1.377
	LFRM	LE MANS/ARNAGE	1.279
	LFLI	ANNEMASSE	1.274
	LFVAV	VALENCIENNES/ DENAIN	1.238
	LFBC	CAZAUX	1.227
	LFOZ	ORLEANS SAINT DENIS DE L'HOTEL	1.227
	LFCI	ALBI LE SEQUESTRE	1.070
	LFSO	LFSO	1.049
	LFRI	LFRI	1.005
	LFRT	SAINT BRIEUC/ARMOR	954
	LFSX	LUXEUIL SAINT SAUVEUR	934
	LFOC	CHATEAUDUN	917
	LFQG	NEVERS/FOURCHAMBAULT	906
	LFRU	MORLAIX/PLOUJEAN	845
	LFRV	VANNES/MEUCON	838
	LFOV	LAVAL ENTRAMMES	757
	LFMA	AIX LES MILLES	754
	LFSC	LFSC	742
	LFMO	LFMO	734
	LFBK	MONTLUCON	731
	LFDH	AUCH LAMOTHE	687
	LFLD	BOURGES	667
	LFQA	REIMS / PRUNAY	660
	LFCC	CAHORS LALBENQUE	653
	LFQI	CAMBRAI EPINOY (MIL)	629
	LFMQ	LE CASTELLET	585
	LFCM	MILLAU LARZAC	563
	LFSM	MONTBELIARD COURCELLES	530
	LFHO	AUBENAS-VALS-LANAS	528
	LFQV	CHARLEVILLE MEZIERES	502
	LFAY	AMIENS/GLISY	474
	LFPY	BRETIGNY SUR ORGE	466
	LFLV	VICHY/CHARMEIL	458
	LFMS	ALES / DEAUX	452
	LFLH	LFLH	438
	LFSI	LFSI	431
	LFQP	PHALSBOURG BOURGSCHEID	388
	LFBN	NIORT SOUCHE	379
	LFRL	LFRL	362
	LFBS	BISCAROSSE/PARENTIS	358
	LFDJ	PAMIERIS / LES PUJOLS	351
	LFQM	BESANCON LA VEZE	346
	LFOD	SAUMUR/SAINT-FLORENT	322
	LFCH	ARCACHON LA TESTE DE BUCH	320
	LFCL	TOULOUSE/LASBORDE	314
	LFTF	CUERS/PIERREFEU	314
	LFDN	ROCHEFORT / SAINT AGNANT	298
	LFCY	ROYAN MEDIS	296
	LFDB	MONTAUBAN	293
	LFOU	CHOLET LE PONTREAU	280
	LFHY	MONTBEUGNY	274

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LFHV	VILLEFRANCHE TARARE	265
	LFRE	LA BAULE ESCOUBLAC	260
	LFPL	LOGNES/EMERAINVILLE	257
	LFLM	MACON CHARNEY	246
	LFEY	LFEY	242
	LFQE	ETAIN ROUVRES (MIL)	242
	LFLJ	COURCHEVEL	233
	LFAB	DIEPPE/SAINT AUBIN	229
	LFNB	LFNB	212
	LFLO	LFLO	197
	LFGB	MULHOUSE / HABSHEIM	192
	LFNA	GAP / TALLARD	130
	LFOQ	BLOIS LE BREUIL	130
	LFTR	LFTR	108
	LFRF	GRANVILLE	100
	LFHS	LFHS	90
	LFXA	AMBERIEU	90
	LFGI	LFGI	89
	LFIO	TOULOUSE MONTAUDRAN	88
	LFKO	LFKO	86
	LFGQ	LFGQ	73
	LFCS	BORDEAUX LEOGNAN SAUCATS	70
	LFAI	NANGIS / LES LOGES	69
	LFDI	LIBOURNE	69
	LFQJ	MAUBEUGE ELESME	69
	LFHQ	SAINT-FLOUR COLTINES	62
	LFOL	LFOL	62
	LFEA	LFEA	59
	LFLG	GRENOBLE LE VERSOUD	58
	LFED	PONTIVY	53
	LFEQ	LFEQ	53
	LFGW	VERDUN / ROZELIER	52
	LFQW	LFQW	50
	LFKA	LFKA	45
	LFSH	LFSH	38
	LFCW	VILLENEUVE SUR LOT	37
	LFHX	LFHX	37
	LFCA	CHATELLERAULT	36
	LFQF	LFQF	35
	LFGY	SAINT DIE	34
	LFNF	LFNF	34
	LFPA	PERSAN BEAUMONT	34
	LFSW	LFSW	34
	LFGF	LFGF	33
	LFCF	FIGEAC	32
	LFMX	LFMX	32
	LFDM	MARMANDE	30
	LFAG	PERONNE/SAINT QUENTIN	29
	LFJA	CHAUMONT SEMOUTIERS	28
	LFNH	LFNH	28
	LFOX	ETAMPES/MONDESIR	28
	LFMW	CASTELNAUDARY VILLENEUVE	27
	LFNG	MONTPELLIER L'OR	26
	LFPQ	LFPQ	24
	LFCQ	GRAULHET	23
	LFEG	ARGENTON-SUR-CREUSE	23

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LFFD	LFFD	23
	LFMF	FAYENCE	23
	LFOF	LFOF	22
	LFEB	DINAN TRELIVAN	20
	LFPI	PARIS / ISSY LES MOULINEAUX (HEL)	20
	LFMR	LFMR	18
	LFMZ	LEZIGNAN / CORBIERES	18
	LFPK	COULOMMIERS / VOISINS	18
	LFDA	AIRE SUR LADOUR	17
	LFHM	MEGEVE (ALTIPOINT)	17
	LFNE	SALON / EYGUIERES	17
	LFOI	LFOI	17
	LFEM	LFEM	16
	LFAD	COMPIEGNE/MARGNY	15
	LFBY	DAX/SEYRESSE	15
	LFFI	LFFI	15
	LFGM	MONTCEAU LES MINES POUILLOUX	15
	LFPP	LFPP	15
	LFME	NIMES COURBESSAC	14
	LFAX	MORTAGNE AU PERCHE	13
	LFEC	LFEC	13
	LFGO	LFGO	13
	LFNR	LFNR	13
	LFPE	MEAUX/ESBLY	13
	LFSP	PONTARLIER	13
	LFHE	LFHE	12
	LFKX	MERIBEL BIS DES FRAISES (ALTIPOINT)	12
	LFLK	LFLK	12
	LFCG	SAINT GIRON / ANTICHAN	11
	LFEH	AUBIGNY SUR NERE	11
	LFLQ	MONTELIMAR ANCONE	11
	LFOR	CHARTRES / CHAMPOL	11
	LFCX	CASTELSARISSIN	10
	LFSU	LFSU	10
	LFCN	NOGARO	9
	LFDK	SOULAC SUR MER	9
	LFQO	LILLE MARCQ EN BAROEUL	9
	LFAO	BAGNOLE-DE-L ORNE	8
	LFCJ	JONZAC	8
	LFEL	LFEL	8
	LFGC	LFGC	8
	LFHN	LFHN	8
	LFSA	LFSA	8
	LFDG	GAILLAC	7
	LFDP	SAINT PIERRE D OLERON	7
	LFFQ	LFFQ	7
	LFLE	LFLE	7
	LFOO	BLOIS LE BREUIL	7
	LFSY	CHAUMONT LA VENDUE	7
	LFAQ	ALBERT/BRAY	6
	LFCD	ANDERNOS LES BAINS	6
	LFDU	LESPARRE	6
	LFJB	MAULEON	6
	LFNC	LFNC	6
	LFNS	LFNS	6
	LFNV	LFNV	6

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LFVP	SAINT-PIERRE	6
	LFGT	LFGT	5
	LFPD	LFPD	5
	LFSJ	LFSJ	5
	LFCE	GUERET / SAINT LAURENT	4
	LFCU	USSEL / THALAMY	4
	LFCV	VILLEFRANCHE	4
	LFDR	LA REOLE	4
	LFDS	SARLAT DOMME	4
	LFGH	LFGH	4
	LFGK	LFGK	4
	LFIM	LFIM	4
	LFNP	LFNP	4
	LFOS	LFOS	4
	LFPX	CHAVENAY/VILLEPREUX	4
	LFCZ	MIMIZAN	3
	LFEN	LFEN	3
	LFGL	LFGL	3
	LFHU	L'ALPE D'HUEZ (ALTIPORT)	3
	LFIF	LFIF	3
	LFJS	SOISSONS/COURMELLES	3
	LFJU	LURCY LEVIS	3
	LFKG	LFKG	3
	LFLR	SAINT RAMBERT D ALBON	3
	LFNM	LA MOLE MODIFie EN LFTZ AU 01/01/2000	3
	LFPU	LFPU	3
	LFPZ	SAINT CYR L'ECOLE	3
	LFQC	LFQC	3
	LFTP	PUIMOISON	3
	LFXB	SAINTE/THENAC	3
	LFYR	LFYR	3
	LFAE	EU MERS/LE TREPORT	2
	LFAK	DUNKERQUE / GHYVELDE	2
	LFAM	BERCK SUR MER	2
	LFDF	SAINTE FOY LE GRANDE	2
	LFEF	LFEF	2
	LFEI	LFEI	2
	LFEP	LFEP	2
	LFFC	LFFC	2
	LFFK	FONTENAY LE CONTE	2
	LFFW	LFFW	2
	LFGZ	LFGZ	2
	LFHT	LFHT	2
	LFHZ	SALLANCHES MONT BLANC	2
	LFID	LFID	2
	LFJI	MARENNES	2
	LFKT	LFKT	2
	LFNU	LFNU	2
	LFON	LFON	2
	LFQH	LFQH	2
	LFQK	LFQK	2
	LFQS	LFQS	2
	LFQZ	LFQZ	2
	LFRW	LFRW	2
	LFTB	MARIGNANA-BERRE	2
	LFTG	CANNES-PALM BEACH	2

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LGEL	ELEFSIS	3.194
	LGKF	KEFALLINIA	3.133
	LGIO	IOANNINA	2.930
	LGSK	SKIATHOS	2.835
	LGPZ	PREVEZA	2.769
	LGKP	KARPATOS	2.100
	LGPA	PAROS	1.422
	LGRX	ARAXOS	894
	LGKL	KALAMATA	889
	LGML	MILOS	869
	LGNX	NAXOS	797
	LGBL	NEA ANGHIALOS	755
	LGSY	SKYROS	755
	LGST	SITIA	661
	LGLE	LEROS	656
	LGKC	KITHIRA	643
	LGLR	LARISSA	639
	LGSO	SYROS	556
	LGIK	IKARIA	419
	LGPL	ASTYPALAIA	385
	LGTG	TANAGRA	277
	LGAD	ANDRAVIDA	274
	LGKZ	KOZANI FILIPPOS	211
	LGKA	KASTORIA ARISTOTELIS	184
	LGKJ	KASTELORIZO	144
	LGTT	DEKELIA / TATOI	115
	LGAT	ATHINAI	24
	LGRD	RODOS / MARITSA	19
	LGMG	MEGARA	17
	LGTL	KASTELI	10
	LGKS	KASOS	8
	LGSV	STEFANOVIKION	6
	LGHL	PORTO HELI	5
	LGAG	AGRINION	1
		Total:	407.364
HUNGARY	LH		
>10.000	LHBP	BUDAPEST 3700 M	85.191
<10.000	LHSM	SARMELLEK 2500 M	727
	LHSN	SZOLNOK / 2000 M	483
	LHKE	KECSKEMET MIL 2560M	472
	LHTA	TASZAR MIL 2500 M	450
	LHPR	PER 2900 M	306
	LHDC	DEBRECEN 2500 M	235
	LHSA	SZENTKILYSZABADJA MIL	103
	LHUD	SZEGED 1200 M	62
	LHFM	FERTOSZENTMIKLOS	50
	LHNY	NYIREGYHAZA 1000 M	32
	LHDK	DUNAKESZI 700 M	17
	LHPP	PECS / POGANY 1530 M	12
	LHBS	BUDAORS 1000 M	9
	LHSK	SIOFOK/KILITI 2500 M	8
	LHTL	TOKOL (MIL) 2500 M	5

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LHJK	JAKABSZALLAS	2
	LHFH	FARKASHEGY 1000 M	1
	LHKV	KAPOSUJLAK 1200 M	1
	LHMC	MISKOL 800 M	1
	LHOY	OCSENY 1600 M	1
		Total:	88.168
ITALY	LI		
>10.000	LIRF	ROMA / FIUMICINO	291.190
	LIMC	MILANO MALPENSA	217.521
	LIML	MILANO LINATE	121.898
	LIPZ	VENEZIA / TESSERA	75.966
	LIRN	NAPOLI/CAPODICHINO	70.885
	LIPE	BOLOGNA/BORGO PANIGALE	62.426
	LICC	CATANIA / FONTANAROSSA	61.677
	LIME	BERGAMO ORIO AL SERIO	51.200
	LIRA	ROMA / CIAMPINO	48.644
	LIMF	TORINO / CASELLE	48.230
	LICJ	PALERMO / PUNTA RAISI	43.621
	LIPX	VERONA/VILLAFRANCA (MIL OPEN TO AUTHORIZED CIV)	40.818
	LIRP	PISA (MIL/CIV)	34.877
	LIRQ	FIRENZE	31.077
	LIEE	CAGLIARI / ELMAS	28.730
	LIEO	OLBIA/COSTA SMERALDA	26.056
	LIMJ	GENOVA/SESTRI	25.667
	LIBD	BARI / PALESE MACCHIE	22.868
	LIPY	ANCONA / FALCONARA	16.776
	LICZ	SIGONELLA (MIL)	16.628
	LICA	LAMEZIA/TERME	14.806
	LIPQ	RONCHI DE LEGIONARI	13.741
	LIPH	TREVISO / SAN ANGELO	12.178
	LIEA	ALGHERO	11.225
	LIBP	PESCARA	10.979
	LIBR	BRINDISE CASALE	10.354
<10.000	LIRE	PRATICA DI MARE (MIL)	9.970
	LIPB	BOLZANO	9.165
	LIMP	PARMA	8.882
	LIPO	MONTICHIARI (MIL) INFO LI	8.036
	LIPR	RIMINI / MIRAMARE (MIL/CIV AUTHORIZED)	7.314
	LICR	REGGIO CALABRIA	6.622
	LIPK	FORLI	6.556
	LICT	TRAPANI / BIRGI	5.903
	LIBG	GROTTAGLIE (MIL)	5.733
	LIMZ	CUNEO LEVALDIGI	5.486
	LIRZ	PERUGIA/SAN EGIDIO	4.520
	LIRU	ROMA / URBE	4.309
	LICD	LAMPEDUSA	4.123
	LIMB	MILANO / BRESSO	3.880
	LICG	PANTELLERIA	3.742
	LIPA	AVIANO (MIL)	3.690
	LIRI	SALERNO / PONTECAGNANO	3.446
	LIMG	ALBENGA	3.377
	LILW	VENARIA REALE	3.353

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LIPU	PADOVA	3.160
	LIDY	CASALECCHIO	3.080
	LIBN	LECCE LEPORE (S. CATALDO) AEROCLUB	2.926
	LICP	PALERMO BOCCADIFALCO (MIL)	2.665
	LIMA	TORINO / AERITALIA (AEROCLUB TORINO)	2.612
	LIPN	VERONA/BOSCOMANTICO (1080X22 1500KG. MAX.)	2.420
	LIDR	RAVENNA (DOMESTIC AD 1200X30 ASPH)	2.416
	LIBF	FOGGIA / GINO LISA	2.286
	LIED	DECIMOMANNU (MIL)	2.212
	LIBC	CROTONE (MIL/CIV AUTHORIZED)	2.004
	LILX		1.882
	LIBV	GIOIA DEL COLLE (MIL)	1.750
	LIXS	SALERNO (2)	1.620
	LIRJ	MARINA DI CAMPO	1.609
	LIPT	VICENZA (MIL/CIV AUTHORIZED)	1.585
	LINI		1.559
	LIWF	FIRENZE (2)	1.556
	LIXN	NAPOLI (2)	1.551
	LIRV	VITERBO (MIL/CIV AUTHORIZED)	H700 1.510
	LIPS	TREVISO / ISTRANA (MIL)	1.504
	LIMQ	GOVONE	1.418
	LIHR	BOLZANO (2)RENON	1.417
	LIWL	FALCONARA (2)	1.402
	LIRM	GRAZZANISE (MIL)	1.227
	LIEV	OLBIA/VENAFIORITA	1.223
	LIRL	LATINA (MIL/CIV AUTHORIZED)	1.214
	LIPM	MODENA / MARZAGLIA	1.202
	LIRG	GUIDONIA (MIL/CIV AUTHORIZED)	1.184
	LIQW	SARZANA/LUNI (MIL/CIV AUTHORIZED)	1.178
	LIRS	GROSSETO (MIL/CIV AUTHORIZED)	1.122
	LIDK	CASARSA	1.036
	LIET	TORTOLI' / ARBATAX	1.031
	LIDZ	PIATTAFORMA N.E.ANCONA	1.021
	LILV	VALBREMBO	963
	LILG	VERGIATE	938
	LILT	TORINO/ORBASSANO	933
	LIXX	EOLIE	901
	LIPD	UDINE/CAMPOFORMIDO	889
	LIDT	TRENTO MATTARELLO	861
	LILN	VENEGONO	858
	LIHU	CUNEO 2	819
	LIRC	CENTOCELLE	808
	LIMN	CAMERI (MIL)	792
	LIMW	AOSTA	770
	LIQS	SIENA / AMPUGNANO	718
	LIBA	AMENDOLA (MIL)	683
	LINF		639
	LIDG	LUGO DI ROMAGNA	626
	LIXL	LAMEZIA (2) NICASTRO	621
	LIQC	CAPRI	617
	LINS		609
	LIPL	GHEDI (MIL)	573
	LIVM	MARINO DI RAVENNA	570
	LIPV	VENEZIA/SAN NICOLO	532
	LIPC	CERVIA (MIL)	531
	LICF	MESSINA	520

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LIAG		516
	LIMS	PIACENZA / SAN DAMIANO (MIL)	510
	LIDE	REGGIO EMILIA	496
	LIDH	THIENE	483
	LIEK	LA MADDALENA	482
	LIBJ	VIBO VALENTIA	480
	LIPI	RIVOLTO (MIL)	472
	LIDF	FANO	466
	LILE	BIELLA/CERRIONE H 1500 M	465
	LIPG	GORIZIA	447
	LIAI		397
	LIMV	PASSO DEI GIOVI	383
	LINT		366
	LIRH	FROSINONE (MIL/CIV AUTHORIZED)	343
	LIXR	RAPALLO	325
	LIDP	PAVULLO	320
	LILA	ALESSANDRIA	309
	LINW	TOLENTINO	298
	LIPW	MONTE VENDA	292
	LIEP	PERDASDEFOGU	291
	LIAC	CAPENA	284
	LIQL	LUCCA/TASSIGNANO 910M	284
	LIBK	CARAFFA DI CATANZARO	283
	LILO	CAIOLO	275
	LIQN	RIETI	273
	LIQB	AREZZO	267
	LIDB	BELLUNO	249
	LIDW	SALGAREDA	248
	LILR	CREMONIA/MIGLIARO	235
	LIBQ	MONTE SCURO	234
	LIWN	FABRIANO	227
	LIPF	FERRARA 800M ASPH	214
	LIXK	MAZARA	207
	LIVT	TRIESTE	205
	LIWP	PISTOIA	195
	LIDI	CORTINA	192
	LIDU	CARPI BUDRIONE	188
	LIAP	L'AQUILA PRETURO	183
	LILY	COMO VILLA D'ESTE	183
	LIEC	CAPO CARBONARA	179
	LILS	CLUSONE	178
	LIWT	TRASIMENO	174
	LILH	VOGHERA RIVANAZZANO	169
	LILQ	MASSA/CINQUALE	168
	LILZ	VIZZOLA TICINO	168
	LIDQ	TOLMEZZO	164
	LIQM	RIO FREDDO MUGELLO	164
	LIXT	TAORMINA	161
	LIDC	CA'NEGRA	160
	LIBZ	POTENZA	158
	LIDX	BRUNICO	151
	LIAO		150
	LIAU	CAPUA	150
	LIHI	PAVIA	147
	LILC	CALCINATE DEL PESCE	147
	LICE	ENNA	144

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LICB	COMISO	142
	LIXA	AVELLINO	134
	LIDJ	FRAFOREANO	132
	LILI	VERCELLI	127
	LIHW	VERONA (2) CITTA	126
	LIQZ	CIRCE	126
	LILD	BORDIGHERA	122
	LIHS	SESTRIERE	119
	LIHA	BARGE	117
	LIDD		115
	LIMU	CAPO MELE	112
	LIHJ	SAVONA	105
	LIHZ	COMACCHIO	104
	LIBI	VIESTE	101
	LIXU	SIRACUSA	100
	LIQO	MONTE ARGENTARIO	95
	LIDO		88
	LIAF	FOLIGNO	87
	LIXE	AGRIGENTO	82
	LICL	GELA	81
	LIRB	VIGNA DI VALLE	79
	LIBS	CAMPOBASSO	77
	LIDM	MANTOVA	76
	LIWQ	TARQUINIA	72
	LIPJ	BASSANO D.G.	70
	LIVD	DOBBIACO	62
	LICS	SCIACCA	61
	LIHD	DOMODOSSOLA	61
	LIXB	BENEVENTO	61
	LIQV	VOLTERRA	59
	LIWS	SASSARI	59
	LIAS		58
	LIDA	ASIAGO	56
	LINV		56
	LIMY	MONTE MALANOTTE	55
	LIWI	CARBONIA	55
	LIVR	PASSO ROLLE	53
	LIEG	GUARDIAVECCHIA	52
	LIXV	VALLO LUCANIA	52
	LIER	ORISTANO FENOSU	46
	LIXJ	VILLA SAN GIOVANNI	46
	LIXP	SAPRI	46
	LIDL	LEGNANO	44
	LIMR	NOVI LIGURE (1050X30 GRASS) (GLIDERS CLUB)	43
	LIVF	FRONTONE (MET)	43
	LIXM	MATERA	43
	LIAE		41
	LIHK	PARMA (2) FIDENZA	41
	LIXF	FAVIGNANA	41
	LIQP	PALMARIA	40
	LIWW	SINISCOLA	40
	LICU	USTICA	39
	LIQT	TORE OLEVOLA	38
	LIXD	CASTROVILLARI	38
	LIEN	FONNI	37
	LIHB	BORMIO	37

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LIXC	ROCCA IMPERIALE	36
	LIAH		33
	LIQD	PASSO DELLA PORRETTA (MET)	33
	LIVV	MONTE VENDA	33
	LIWZ	COMUNANZA	33
	LICM	CAPO PEZZATI	32
	LIBT	TERMOLI	30
	LIMD	GRIGNA SETTENTRIONALE	INFO/LI
	LIHL	LIMONE P.	29
	LICI	FINALE	28
	LIWB	BIBBIENA	28
	LIWR	CARPEGNA	27
	LIWO	ORVIETO	25
	LIXQ	LOCRI	25
	LIBW	BONIFATI (MET)	24
	LIEB	CAPO BELLA VISTA	24
	LIEM	MACOMER	24
	LIHC	CERVINIA	24
	LIQJ	CIVITAVECCHIA	24
	LIQK	CAPO PALINURO (FROM ATLAS)	24
	LIAB	BARBIALLA	23
	LIHQ	RIVA DEL GARDA	22
	LILM	CASALE MONFERRATO	22
	LIHV	VINADIO	21
	LIAT	PONTERA	20
	LIBE	MONTE S.ANGELO	20
	LIXY	CAPO ORLANDO	20
	LIBH	MARINA DI GINOSA	19
	LIEL	CAPO S.LORENZO	19
	LIHG	CODOGNO	18
	LIHT	STELVIO	18
	LINC	CORATO DI PUGLIA	18
	LIVE	PASSO RESIA	18
	LIDV	PRATI VECCHI DI AGUSCELLO	17
	LIQI	PRETURO (MET)	17
	LIHO	BAGOLINO	16
	LIAR	FURBARA	15
	LIEH	CAPO CACCIA (MET)	15
	LIHP	SAPPADA	15
	LIRT	TREVICO	15
	LICH	CAPO SPARTIVENTO	14
	LIHE	CEVA	14
	LIWG	CASTEL DI SANGRO	14
	LIXH	COTRONE	14
	LIXO	NICOSIA	14
	LIXW	MONTE MAGGIORE	14
	LILB	ALZATE BRIANZA	13
	LIVC	MONTE CIMONE	13
	LIHM	ADAMELLO	12
	LIMO	MONTE BISBINO	12
	LIDS	S.LEO	11
	LIRK	MONTE TERMINILLO	11
	LIVK	POGGIO RENATICO (MIL)	11
	LIEF	CAPO FRASCA	10
	LIHX	VAL DI TARO	10
	LIMK	TORINO/BRIC DELLA CROCE	10

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LIVP	PAGANELLA	10
	LIXG	GRUMETO	10
	LIDN	TRENTO GARDOLO	8
	LIHN	PONTE DI LEGNO	8
	LIXI	BARI (2)	8
	LIBM	GROTTAMMARE	7
	LINL	LECCE/LEPORE(SAN CATALDO)	7
	LINM	MANDURIA	7
	LIVB	PASSO DEL BRENNERO	7
	LIWM	MONTALCINO	7
	LICO		6
	LIMH	PIAN ROSA (MET)	6
	LIAD		5
	LIBX	MARTINA FRANCA	5
	LIBY	SANTA MARIA DI LEUCA	5
	LIBO	ORTONOVA	4
	LIMT	PASSO DELLA CISA	4
	LIWC	CAPRAIA	4
	LIAQ	AQUINO	3
	LIQR	RADICOFANI (MET)	3
	LIWU	TUSCANIA	3
	LIXZ	SAN VITO DI NORMANNI	3
	LICX	PRIZZI (MET)	2
	LINP		2
	LIBU	LATRONICO	1
	LIVG	MONTE GRAPPA	1
	LIVO	TARVISIO	1
		Total:	1.613.157
SLOVENIA	LJ		
>10.000	LJLJ	LJUBLJANA 3300M	22.543
<10.000	LJPZ	PORTOROZ	1.528
	LJMB	MARIBOR (2500M)	712
	LJCE	CERKLJE (MIL)	3
		Total:	24.786
CZECH REPUBLIC	LK		
>10.000	LKPR	PRAHA / RUZYNE	110.054
<10.000	LKMT	OSTRAVA / MOSNOV	5.073
	LKTB	BRNO / TURANY	4.892
	LKKV	KARLOVY VARY	1.419
	LKKB	PRAHA / KBELY (MIL)	982
	LKPD	PARDUBICE (MIL/CIV)	693
	LKPO	PREROV (MIL)	631
	LKKU	KUNOVICE	473
	LKBE	BENESOV	190
	LKMH	MNICHOVO HRADISTE (MIL)	152
	LKHK	HRADEC KRALOVE (MIL)	135
	LKVO	VODOCHODY	109
	LKVM	VYSOKE MYTO	66
	LKLN	LINE (MIL)	53

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LKNA	NAMEST (MIL)	48
	LKCS	CESKE BUDEJOVICE (MIL)	37
	LKOT	OTROKOVICE	34
	LKHS	CESKE BUDEJOVICE / HOSIN	25
	LKHO	HOLESOV	24
	LKRO	ROUDNICE	21
	LKCV	CASLAV (MIL)	20
	LKKL	KLADNO	16
	LKKO	KOLIN	14
	LKOL	OLOMOUC	10
	LKZA	OSTRAVA / ZABREH	9
	LKCL	BRNO / CERNOVICE (MIL)	6
	LKLT	LETNANY	6
	LKPM	PRIBRAM (MIL)	4
	LKHN	HRANICE	3
	LKJC	JICIN	3
	LKKY	KYJOV	3
	LKMO	MOST	3
	LKCE		2
	LKJI	JIHLAVA	2
	LKKT	KLATOVY	2
	LKLB	LIBEREC	2
	LKTA	TABOR	2
	LKXX	LKXX	2
	LKBU	BEROUN / BUBOVICE	1
	LKFR	FRYDLANT	1
	LKHV	HOROVICE	1
	LKKA	KRIZANOV	1
	LKPJ	PROSTEJOV	1
	LKPN	PODHORANY	1
	LKST	STRAKONICE	1
	LKSU	SUMPERK	1
	LKTC	PRAHA / TOCNA	1
		Total:	125.229
MALTA	LM		
>10.000	LMML	MALTA/LUQA	26.870
		Total:	26.870

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
AUSTRIA	LO		
>10.000	LOWW	WIEN SCHWECHAT	213.139
	LOWS	SALZBURG	28.988
	LOWG	GRAZ	26.296
	LOWL	LINZ	23.455
	LOWI	INNSBRUCK	19.735
	LOWK	KLAGENFURT	11.273
<10.000	LOXZ	LOXZ	2.083
	LOAN	WIENER NEUSTADT OST	1.185
	LOAV	LOAV	875
	LOXT	TULLN LANGENLEBARN (MIL)	811
	LOLW	WELS	435
	LOAG	KREMS / LANGENLOIS	339
	LOAU	STOCKERAU	238
	LOLS	SCHARDING - SUBEN	229
	LOIH	LOIH	190
	LOWZ	ZELL AM SEE	181
	LOGG	PUNITZ-GUSSING	134
	LOLK	RIED/KIRCHEN	121
	LOKL	LIENZ - NIKOLSDORF	110
	LOIJ	ST. JOHANN, TIROL	108
	LOIU	INNSBRUCK UNI-KLINIK (HEL)	104
	LOAS	SPITSERBERG	63
	LOGF	FUERSTENFELD	63
	LOLU	GMUNDEN	50
	LOXN	LOXN	50
	LOAL	LEOPOLDSDORF IM MARCHFELD	11
	LOKW	WOLFSBERG	11
	LOLT	LOLT	11
	LOAB	DOBERSBERG	10
	LOIA	KITZBUHEL	10
	LOGK	KAPFENBERG	7
	LOGO	LOGO	7
	LOIG	LUDESCH (HEL)	6
	LOKH	FRIESACH-HIRT	6
	LOGI	LOGI	4
	LOGT	LOGT	4
	LOKF	FELDKIRCHEN	4
	LOLG	LOLG	4
	LOGW	WEIZ-UNTERFLADNITZ	3
	LOSM	MAUTERNDORF	3
	LOIR	REUTTE - HOFEN	2
	LOXA	AIGEN ENNSTAL (MIL)	2
	LOXS	LOXS	2
	LOGL	LANZEN-TURNAU	1
	LOGM	MARIAZELL	1
	LOGP	PINKAFELD	1
	LOKG	FERLACH-GLAINACH	1
	LOKN	NOTSCH IM GAILTAL	1
	LOKR	ST_DONAT_MAIRIST	1
	LOLF	FREISTADT	1
	LOXG	GRAZ MIL	1
		Total:	330.370

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
Portugal	LP		
>10.000	LPPT	LISBOA	115.724
	LPPR	PORTO	42.135
	LPFR	FARO	34.448
	LPMA	MADEIRA	20.223
	LPLA	LAJES,ACORES	13.128
	LPPD	PONTA DELGADA,ACORES	10.894
<10.000	LPHR	HORTA,ACORES	4.520
	LPAZ	SANTA MARIA,ACORES	2.463
	LPPS	PORTO SANTO,MADEIRA	2.300
	LPCS	CASCAIS	1.601
	LPSJ	SAO JORGE, ACORES	1.172
	LPPI	PICO, ACORES	1.124
	LPFL	FLORES,ACORES	1.074
	LPGR	GRACIOSA, ACORES	835
	LPST	SINTRA	533
	LPBJ	BEJA	444
	LPMR	MONTE REAL	392
	LPVR	VILA REAL	374
	LPCR	CORVO (ACORES)	357
	LPMT	MONTIJO	352
	LPEV	EVORA	294
	LPAR	ALVERCA	220
	LPBG	BRAGANCA	124
	LPPM	PORTIMAO	116
	LPOV	OVAR	84
	LPVL	VILAR DA LUZ (MAIA)	27
	LPCO	COIMBRA	20
	LPCV	COVILHA	17
	LPVZ	WISEU	15
	LPAV	AVEIRO MIL	12
	LPTN	TANCOS	12
	LPBR	BRAGA	3
	LPIN	ESPINHO	3
	LPMO	MONTARGIL	3
	LPCB	CASTELO BRANCO	2
	LPCH	CHAVES	2
	LPMF	MONFORTINHO	2
	LPSC	SANTA CRUZ	2
	LPSR	SANTAREM AERODROME	2
		Total:	255.053
ROMANIA	LR		
>10.000	LROP	BUCURESTI/OTOPENI RWY 3500M	36.542
	LRTR	TIMISOARA / GIARMATA RWY 3500M	16.613
<10.000	LRCL	CLUJ-NAPOCA-SOMESENI RWY 1850M	5.283
	LRBS	BUCURESTI BANEASA RWY 3200M	4.832
	LRCK	CONSTANTA / KOGALNICEAU RWY 3500M	3.353
	LRSB	SIBIU / TURNISOR RWY 2000M	2.096
	LROD	ORADEA RWY 1800M	1.842
	LRIA	IASI RWY 1800M	1.799

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LRBC	BACAU RWY 2500M	1.266
	LRAR	ARAD RWY 2000M	1.078
	LRBM	BAIA MARE/MAGHERUSI RWY 1800M	693
	LRSM	SATU MARE RWY 2500M	673
	LRSV	SUCEAVA/SALCEA RWY 1800M	625
	LRCV	CRAIOVA RWY 2500M	361
	LRTM	TIRGU MURES / VIDRASU RWY 2000M	194
	LRTC	TULCEA / CATOLOI RWY 2000M	57
	LRCS	CARANSEBES / CARANSEBES RWY 2000M	18
		Total:	77.325
SWITZERLAND	LS		
>10.000	LSZH	ZURICH	256.853
	LSGG	GENEVE COINTRIN	144.578
	LSZB	BERN / BERP	14.351
	LSZA	LSZA	10.208
<10.000	LSZR	ALTENRHEIN	7.831
	LSZG	GRENCHEN	3.458
	LSGS	SION	3.180
	LSZS	SAMEDAN	3.000
	LSGC	LSGC	1.465
	LSZL	LSZL	1.059
	LSMU	BUOCHS (MIL)	1.055
	LSGL	LAUSANNE/BLECHERETTE	672
	LSGK	SAANEN	579
	LSMD	DUBENDORF	562
	LSME	LSME	534
	LSMP	LSMP	393
	LSZF	LSZF	284
	LSGN	LSGN	108
	LSGE	LSGE	61
	LSMF	MOLLIS	57
	LSPV	LSPV	53
	LSGY	YVERDON-LES-BAINS	39
	LSMA	ALPNACH	35
	LSZE	LSZE	26
	LSGR	REICHENBACH	17
	LSEZ	ZERMATT	12
	LSGP	LA COTE	12
	LSZI	LSZI	10
	LSZN	LSZN	8
	LSPN	LSPN	7
	LSZP	LSZP	7
	LSZU	LSZU	7
	LSGB	BEX	5
	LSGT	LSGT	4
	LSMS	SION MIL	4
	LSTA	RARON (CIV)	4
	LSXU	UNTERVAZ (HEL)	4
	LSZK	LSZK	4
	LSZT	LSZT	4
	LSMM	MEIRINGEN	3
	LSPD	DITTINGEN	3

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LSPM	AMBRI (PVT)	3
	LSZX	LSZX	3
	LSML	LODRINO	2
	LSTS	ST.STEPHAN	2
	LSER	RARON (HEL)	1
	LSMH	ST STEPHAN	1
	LSMJ	TURTMANN	1
	LSPF	SCHAFFHAUSEN	1
	LSPL	LSPL	1
	LSXB	BALZERS HEL	1
	LSXE	ERSTFELD (HEL)	1
	LSXM	ST MORITZ (HEL)	1
	LSZO	LUZERN/BEROMUNSTER	1
		Total:	450.575
TURKEY	LT		
>10.000	LTBA	ISTANBUL / ATATURK	147.565
	LTAI	ANTALYA (CIV/MIL)	65.622
	LTAC	ANKARA / ESENBOGA	32.004
	LTBJ	IZMIR / ADNAN MENDERES	21.145
	LTBS	MUGLA / DALAMAN	15.713
	LTFE	BODRUM MILAS	12.730
<10.000	LTAJ	ADANA / SAKIRPASA	6.959
	LTCG	TRABZON	5.094
	LTFJ	SABIHA GOKCEN	4.654
	LTAU	KAYSERI / ERKILET	3.256
	LTAG	ADANA / INCIRLIK (MIL)	3.164
	LTAJ	GAZIANTEP	2.550
	LTCC	DIYARBAKIR	2.547
	LTFH		2.066
	LTCI	VAN	1.502
	LTAN	KONYA	1.387
	LTCE	ERZURUM	1.313
	LTAT	MALATYA / ERHAC (MIL/CIV)	1.034
	LTCF	KARS	717
	LTCA	ELAZIG	706
	LTAY	CARDAK MIL	648
	LTAD	ANKARA / ETIMESGUT	582
	LTCH	URFA	497
	LTBR	YENISEHIR	440
	LTCJ	BATMAN	329
	LTBU	CORLU MIL	315
	LTCR	MARDIN	303
	LTCK	MUS (MIL)	3550 M
	LTAB	GUVERCINLIK	223
	LTCD	ERZINCAN	211
	LTCO	AGRI	180
	LTAZ	NEVSEHIR TUZKOY	126
	LTBL	IZMIR / CIGLI	96
	LTBY	ESKISEHIR/ANADOLU	90
	LTFD	EDREMIT/KORFEZ	80
	LTFC	ISPARTA	61
	LTBI	ESKISEHIR	49

EUROCONTROL AERODROMES MOVEMENTS

Flight Period: 1st January to 31 December 2003

(Situation at 05/07/2004)

STATE	AERODROME	NAME	MOVEMENTS
	LTAR	SIVAS	33
	LTBF	BALIKESIR	28
	LTBH	CANAKKALE	27
	LTCL	SIIRT	21
	LTAE	ANKARA / MURTED	20
	LTFB	IZMIR/SELCUK (EFES)	17
	LTBG	BANDIRMA	14
	LTAH	AFYON	12
	LTCN	KAHRAMANMARAS	11
	LTAP	MERZIFON	9
	LTAV	SIVRIHISAR	8
	LTBQ	TOPEL	6
	LTAO	MALATYA / ERHAC	1
	LTAS	ZONGULDAK/CAYCUMA STOLPORT	1
	LTBD	AYDIN/cILDIR	1
	LTBE	BURSA	1
	LTBP	YALOVA	1
	LTBT	AKHISAR	1
	LTBW	ISTAMBUL HAZERFEN	1
		Total:	336.465
MOLDOVA	LU		
<10.000	LUKK	CHISINAU	9.453
	LUBL	BALTSY	7
	LUBM	MARCULESTI	6
	LUTR	TIRASPOL	4
		Total:	9.470
FYROM	LW		
>10.000	LWSK	SKOPJE EX LYSK	11.452
<10.000	LWOH	OHRID EX LYOH	974
		Total:	12.426
SLOVAK REPUBLIC	LZ		
>10.000	LZIB	BRATISLAVA / IVANKA	17.326
<10.000	LZKZ	KOSICE (CIV/MIL)	6.814
	LZSL	SLIAC (CIV/MIL)	1.233
	LZTT	POPRAD /TATRY	782
	LZMC	MALACKY (MIL)	760
	LZPP	PIESTANY (CIV/MIL)	728
	LZZI	ZILINA / DOLNY HRICOV	285
	LZTN	TRENCIN MIL	28
	LZVB	VAJNORY	17
	LZNI	NITRA	10
	LZDB	DUBNICA	1
	LZSV	SPISSKA NOVA VES	1
		Total:	27.985