



EUROCONTROL Short- and Medium-Term Forecast of Service Units: February 2011 Update

Summary:

This document presents the forecast of total service units in Europe¹ for 2011-2015 prepared by EUROCONTROL\STATFOR (Statistics and Forecast Service of EUROCONTROL). This forecast aims principally to support the deliberations of the Enlarged Committee for Route Charges and the preparation of performance plans for air navigation services for the first reporting period, 2012-2014.

The total service units in the EUROCONTROL 2002 Charging Area (ESRA02) in 2011 are forecast to be around 115.7 million, 5.1% higher than in 2010. This is a downward revision by 0.3% compared to the previous figure. However, not all States have been revised accordingly with some still revised up to reflect the strong growth of the last few months as the traffic has been further recovering or increasing in their area.

The total service units in the ESRA02 are forecast to grow by 3.6% in 2012 compared to 2011 forecast service units and reach around 119.9 million.

By 2015, the total service units in the ESRA02 are forecast to reach around 131 million, 19% above the 110 million recorded in 2010. The growth is faster in the early years, particularly in 2011 which bounces back from the relatively low 2010 due to the ash-cloud crisis of April-May 2010 and to the many flight cancellations due to poor weather in December 2010. The growth then slows down in the later years averaging at 3.5% annually between 2010 and 2015, again with individual differences at the State level.

The short- and medium-term forecast of service units will next be updated in May 2011 with an extended horizon to 2016.

Comments are welcome at statfor.info@eurocontrol.int.

¹ Here "Europe" refers both to States within EUROCONTROL 2011 charging area (CRCO11) and to States covered by the performance scheme (Regulation (EC) No 691/2010 of 29 July 2010) identified as PScheme.

1. INTRODUCTION

This report contains an update of the forecast of service units for 2011-2015.

The forecast is mainly directed towards the EUROCONTROL States participating in the Multilateral Route Charges System, down to individual charging area level. The medium-term forecast period 2013-2014 is also of interest for the countries participating in the EU-wide performance target setting. The geographical scope of the EU-wide performance target scheme covers the 27 EU Member States plus Norway and Switzerland², referred to here in total as "PScheme".

Section 2 describes the forecasting methodology, section 3 summarises the past evolution of total service units and section 4 and 5 respectively discuss the main short-term and medium-term forecast results, while section 6 highlights some of the key risks to the forecast. The first Annex details the methodology, whereas in the last two Annexes, one for the short-term forecast, one for the medium-term forecast, are attached tables that present the forecasts for individual States participating in the Multilateral Route Charges System or covered by the performance scheme (Regulation (EC) N° 691/2010 of 29 July 2010).

2. FORECASTING METHODOLOGY

The forecast process uses both monthly data of total service units recorded in the route charges system from January 1990 (or first month of operation in the route charges system) up to and including January 2011 as well as flight information such as the average maximum take-off weight (MTOW) and distance flown over the same period. The forecast is based on a combination of two parallel approaches:

- The short-term forecast (2011-2012), as it has been for many years, is mainly based on time-series modelling of trends and seasonal and cyclical patterns in actual monthly service units supported by the flight forecast³ as appropriated.
- The medium-term forecast (2013-2015) uses the flight forecast³ as well as trends in the evolution of average distances and MTOW of the flights across each State.

The detailed forecasting methodology can be found in Annex A.

² ICAO Oceanic airspace regions Bodø (Norway), NOTA and SOTA (Ireland) and Canaries FIR are also included. Santa Maria FIR being operationally very different from the other included areas is not covered.

³ EUROCONTROL Medium-Term Forecast: IFR Flight Movements 2011-2017, STATFOR Doc 418, February 2011

3. RECENT EVOLUTION OF TOTAL SERVICE UNITS

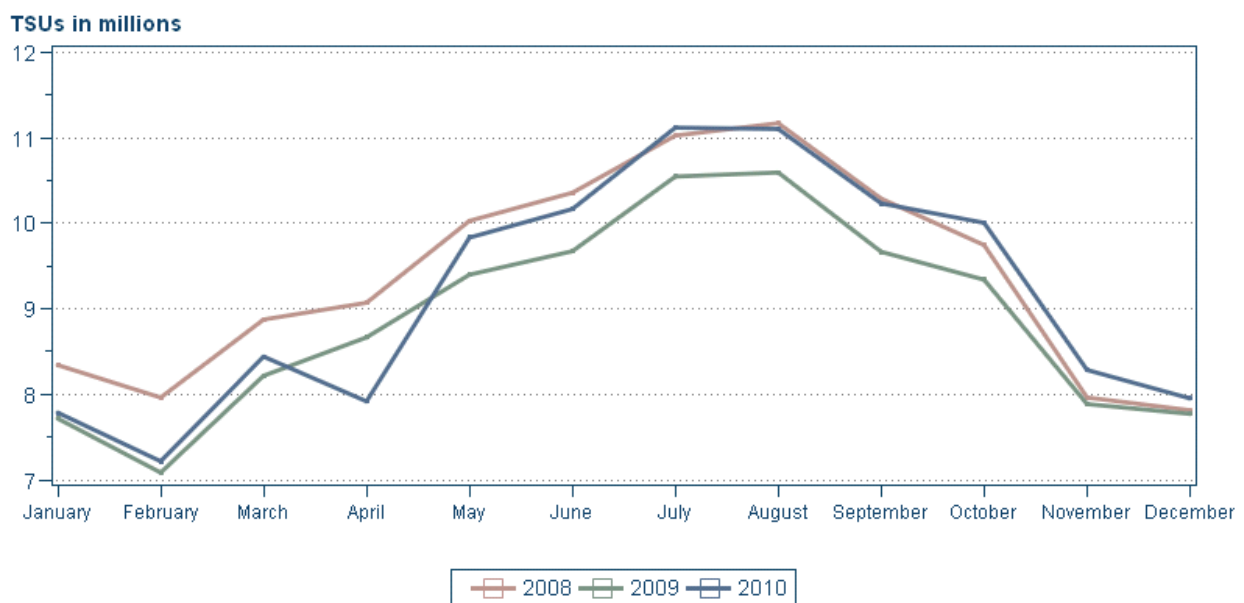
Figure 1 presents the monthly evolution of the total service units (TSUs) recorded in the EUROCONTROL 2002 Charging Area⁴ (ESRAo2) from January 2008 to December 2010. Total service units in ESRAo2 in 2009 were below the 2008 values throughout the whole year, ending annually around 5.4% lower.

Service units in 2010 started at similar volumes to 2009. The ash cloud crisis in April and May resulted in a significant loss of TSUs in 2010 (around 700 thousand, which represents 0.6% of the TSUs over 2010). The Summer, however, saw strong growth, with July passing the 2008 peak, on the back of strong growth in flights. This ended with a peak of growth at 7.1% observed in October 2010. The rest of the year showed lower growth figures with a minimum of 2.3% observed in December 2010 compared to December 2009 levels. This lower growth in TSUs is partly driven by slower flight growth from the start of the winter timetable, as well as to the December poor weather around Europe that resulted in many flight cancellations.

The numbers over ESRAo2 are very close to the previous update of the forecast⁵ for 2010, with the actual values of 2010 0.2% lower than the last forecast.

Overall, the recovery in TSUs has been faster than that of flights. In 2010, the number of flights was just below the 2006 total. The number of TSUs was nearly 12% above the 2006 total. This difference of evolution can be explained by the fact that the TSUs are not only a function of the number of flights, but also of the distance flown by these flights and of the maximum take-off weights (MTOW) of the aircraft used for these flights.

Figure 1. Evolution of total service units recorded in ESRAo2 charging area in 2008-2010



4. SHORT-TERM FORECAST RESULTS: 2011-2012

Figure 6 presents the 2011 and 2012 total service units forecast per State prepared by EUROCONTROL/STATFOR on behalf of CRCO at the end of February 2011.

The forecast for 2011 in EUROCONTROL 2002 Charging Area is for 115.7 million SU, a growth of 5.1%

⁴ The "EUROCONTROL 2002 Charging Area" is composed of 30 individual charging areas: Belgium-Luxembourg, Germany, France, U.K., the Netherlands, Ireland, Switzerland, Portugal Lisboa, Austria, Spain Continental, Spain-Canaries, Portugal-Santa Maria, Greece, Turkey, Malta, Cyprus, Hungary, Norway, Denmark, Slovenia, Czech Republic, Sweden, Italy, Slovak Republic, Romania, Croatia, Bulgaria, FYROM, Moldova, and Finland. It is also referred to as the ESRAo2 (EUROCONTROL Statistical Reference Area 2002).

⁵ EUROCONTROL Short- Term Forecast of Service Units: Sep 2010 Update, STATFOR Doc408 v1.0

compared to the 110.1 million SU observed in 2010. This high growth in 2011 is quite strongly influenced by the impact of the ash-cloud in April and May that resulted in a significant loss of TSUs in 2010.

The numbers over ESRA02 are close to the previous update⁶ for 2011, with a decrease by 0.3% for the 2011 forecast figures compared to what was published in September 2010. However, the results vary significantly from state to state with either increase or decrease, sometimes significant, of the TSUs. The total service units in the EUROCONTROL 2002 Charging Area are forecast to grow by 3.6% in 2012 compared to 2011 forecast service units and reach around 119.9 million.

More generally, these figures demonstrate that the total service units are expected to recover from the period of lost growth (covering 2008-2010) faster in general than the flights. The peak in terms of annual total service units reached in 2008 is now forecast to be passed again in 2011, a year earlier than the flights that are expected to reach this peak again in 2012⁷, because of changes in the average distances and MTOW.

Estimates of chargeable service units per State in 2011 and 2012, based on EUROCONTROL SU forecasts and numbers of exempted service units in 2010, are presented in Figure 7. The chargeable service units in ESRA02 in 2011 and 2012 are estimated to amount to around 113.7 million and 117.8 million respectively.

For the first time this update covers also Latvia, building on historical national data of total service units.

5. MEDIUM-TERM FORECAST RESULTS: UP TO 2015

For the member states of EUROCONTROL in 2011 ("CRCO11"), total service units (TSUs) are forecasted to be about 20% higher in 2015 than in 2010, reaching in total around 140.6 millions compared to 117.4 millions in 2010. This represents an average annual growth (AAGR) of around 3.7%. The annual growth is expected to slow down after 2013 to reach an average of around 3.1%. The low- to high-forecast range for the TSUs in 2015 is estimated to stand between 132.9 and 150.7 million service units, which represent an increase of 13% to 28% compared to 2010, respectively.

These growth figures between 2010 and 2015 are expected to be slightly lower if we look over the states that are within the EU Performance Scheme in 2011: by around 2% for the total growth in TSUs and by around 0.4% for the average annual growth. This can be explained by the fact that this aggregate region does not include States that are expected to encounter a much stronger growth in TSUs than elsewhere in Europe, such as Turkey and Croatia. On average over the states involved in the EU performance scheme, we start in 2010 from higher levels of TSUs than expected according to the September 2010 forecasts⁸. This will be followed by annual growth figures very similar to those provided in the September 2010 report, except for 2012 for which the annual growth is expected to be on average higher (+0.5%), partially as the consequence of a greater forecasted growth in the number of flights. On average, the TSUs are thus expected to be 0.6% greater in 2014 than what was provided in the previous forecasts.

Figure 3 compares the evolution of the forecast between the September 2010⁸ forecast and this new forecast release for the EUROCONTROL Charging Area in 2002 (ESRA02).

The average annual growth figures per State can be found in the map in Figure 4. The detailed forecasts for each State are in Annex C.

⁶ EUROCONTROL Short- Term Forecast of Service Units: Sep 2010 Update, STATFOR Doc408 v1.0

⁷ EUROCONTROL Medium-Term Forecast: IFR Flight Movements 2011-2017, STATFOR Doc 418, February 2011

⁸ EUROCONTROL Medium- Term Forecast of Service Units: Sep 2010, STATFOR Doc406 v1.0

Figure 2: Summary of forecast of total service units in Europe

		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015/ 2010 Total Growth
Total service units (thousands) CRCO11*	H	.	.	.	.	.	.	125,623	132,062	138,099	144,326	150,726	28%
	B	100,425	105,009	112,674	119,521	113,434	117,393	123,688	128,423	132,110	136,330	140,592	20%
	L	.	.	.	.	.	.	121,793	124,987	127,214	130,046	132,879	13%
Total service units (thousands) PScheme **	H	.	.	.	.	.	.	107,262	112,294	117,013	121,894	126,886	26%
	B	89,897	93,853	99,670	104,934	98,095	100,632	105,692	109,332	112,116	115,297	118,510	18%
	L	.	.	.	.	.	.	104,155	106,536	108,103	110,146	112,194	11%
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015/ 2010 AAGR
Annual growth CRCO11	H	.	.	.	.	.	.	7.0%	5.1%	4.6%	4.5%	4.4%	5.1%
	B	5.9%	4.6%	6.4%	2.9%	-5.2%	3.5%	5.4%	3.8%	2.9%	3.2%	3.1%	3.7%
	L	.	.	.	.	.	.	3.7%	2.6%	1.8%	2.2%	2.2%	2.5%
Annual growth PScheme	H	.	.	.	.	.	.	6.6%	4.7%	4.2%	4.2%	4.1%	4.7%
	B	5.2%	4.4%	6.2%	1.7%	-6.5%	2.6%	5.0%	3.4%	2.5%	2.8%	2.8%	3.3%
	L	.	.	.	.	.	.	3.5%	2.3%	1.5%	1.9%	1.9%	2.2%

* CRCO11 designates the sum over all the states participating in the Multilateral Route Charges System in 2011 of all TSUs either measured or forecasted for the corresponding year.

** PScheme stands for the sum over all the 29 states that are currently involved in the EU-wide performance target setting (27 EU member states plus Norway and Switzerland)

Figure 3: Comparison 2011-2014 of the forecast between the February 2011 update and September 2010 for ESRA02 Area (Source: EUROCONTROL)

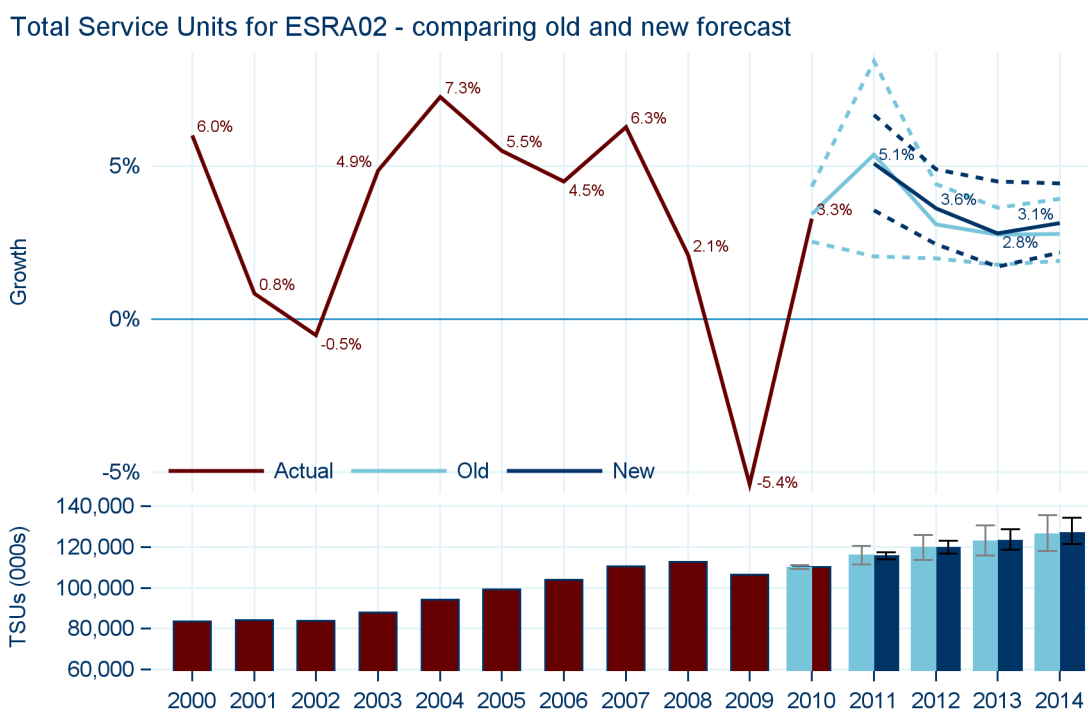
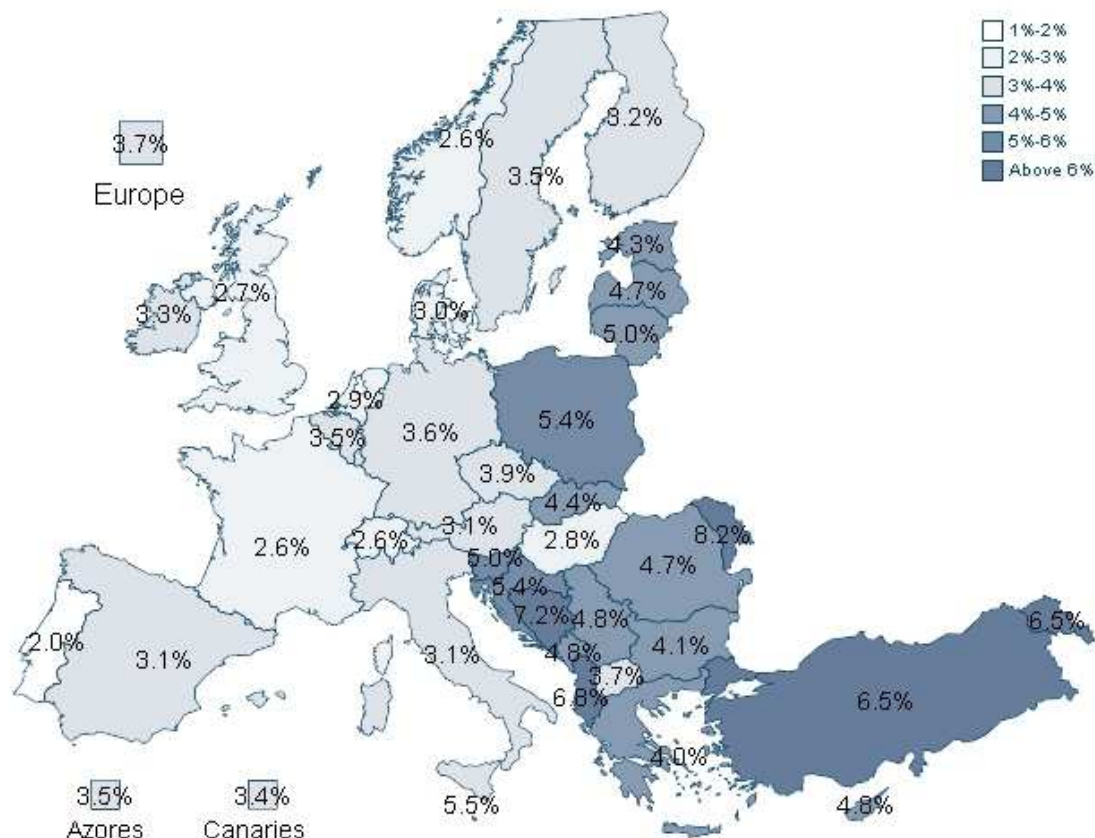


Figure 4: Average annual growth of service units between 2011 and 2015 (Source: EUROCONTROL)



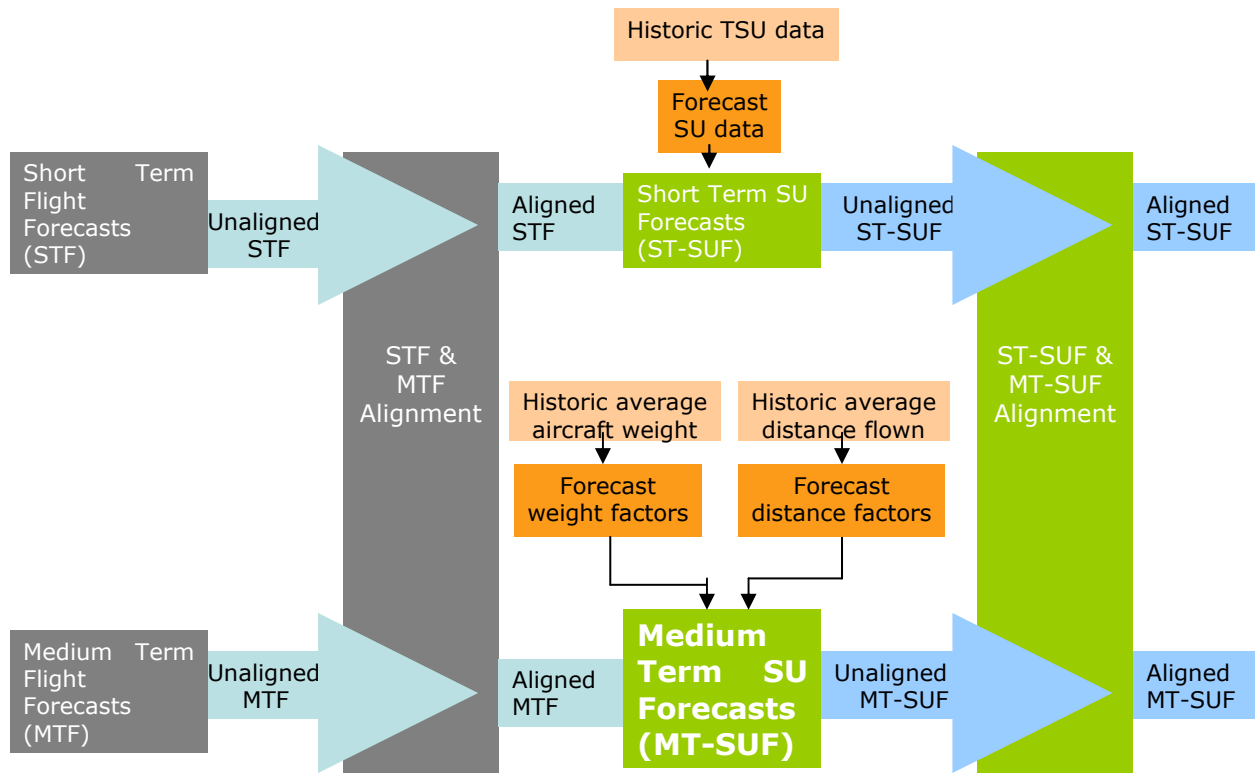
6. RISKS TO THE FORECAST

Users of the forecast are strongly advised to use the forecast range (low growth to high growth) as an indicator of risk. This range captures some of the uncertainty in factors such as economic growth, load factors, the entry into force of the Emission Trading Scheme and the continuing rise of oil prices. However, the forecast range can not capture all of the risks. In particular, other sources of uncertainty in the forecast include:

- Overflight patterns on the South-East axis remain particularly fluid. Though overflight growth is currently weaker on Hungary-Romania routings and stronger further South, this has the potential to reverse if capacity gaps emerge and start causing delays.
- Tourism trends are quite variable. Recent events in Tunisia and Egypt could see a fair proportion of European holidaymakers transferring to other Mediterranean destinations for summer (e.g. Spain continental, Turkey). This could affect significantly some of the flows, as well as some growth figures, in particular for some of the south-eastern European countries whose overflight traffic departs from, or lands in Egypt or in the Middle-East.
- Forecasts for Armenia, Serbia & Montenegro, Poland and Lithuania must be treated with extra care as these are based on a limited set of historical data. The forecasts for Latvia and Estonia are only based on annual total service units figures that may lack precision for the quality of the forecasts. These regions are not included in the aggregated zones CRCO88, ESRA02 but are included in the TOTAL.
- This forecast takes into account the more moderate growth plans of the low-cost carriers for the coming years. However, load factors are currently high. There is an up-side risk that some carrier (or carriers) finds a business model to exploit this demand for faster growth than forecasted, although this might be geographically limited.

A. Detailed forecasting methodology

Figure 5. Service units forecast method



The overall forecast method and tool have been finalised in the first half of 2010. The forecasting methodology is in two parts, the short-term forecast and medium-term forecast being produced by two independent means. However, these two forecasts are later realigned for the first 2-year look ahead period, the scope of the short-term forecast, to account for the fact that the short-term forecast, which is based on time-series modelling of trends and seasonal and cyclical patterns in actual monthly service units, is usually better in capturing latest developments and giving the short-term outlook.

The short-term forecast is based on time series analysis, using actual monthly data of total service units recorded in the route charges system from January 1990 (or first month of operation in the route charges system). The latest EUROCONTROL flight forecast and medium-term forecast of service units prepared are used as supporting information in developing this forecast of service units. The actual data for April and May 2010 have been adjusted for the drop in service units due to flight cancellations resulting from the eruption of the Eyjafjallajökull volcano, as well as the actual data for December 2010 for the drop caused by the major snow falls in Europe. Some local corrections were also introduced to compensate for some loss of service units that could be attributed to local strikes.

The method for the medium-term forecast of the service units adopts the structure for calculating the en route service units in reality: it combines forecasts of **distance factors** and **weight factors** with the **number of flights** as forecast by the latest EUROCONTROL Medium-Term Forecast of flight movements, thus making these two forecasts compatible. The future distance and weight factors are derived from observed historical trends in average flown distance and average MTOW of aircraft on arrivals, departures, internals and overflights in each charging area.

For managing risk related to future traffic uncertainty, in addition to a base central figure the medium-term forecast produces also high and low values. Overall, the future total service units can be expected to be between these about half of the time. The EUROCONTROL forecast of service units is impartial in that it uses the same method for all the States. However, users should note that for the medium-term forecasts, the forecast modelling as well as the results are based on a relatively short history of data (starting mostly in January 2003) which did not allow full assessment of the forecast performance for the complete 5-year horizon and thus its results should be treated with care.

B. State-by-state short-term forecast of service units

Figure 6. Forecast of total service units in 2011-2012 – February 2011

Charging Area		2010 Actual TSU	2011 STATFOR Forecast TSU	2011/2010 Forecast Growth	2012 STATFOR Forecast TSU	2012/2011 Forecast Growth	2011 States Forecast TSU	current 2011 STATFOR/ States
EB	Belgium/Luxembourg	2,114,555	2,225,559	5.2%	2,299,836	3.3%	2,170,349	2.5%
ED	Germany*	12,294,212	12,886,511	4.8%	13,383,531	3.9%	13,017,250	-1.0%
LF	France	16,636,697	17,527,455	5.4%	17,987,431	2.6%	17,367,156	0.9%
EG	UK	9,480,262	9,915,220	4.6%	10,168,786	2.6%	9,971,189	-0.6%
EH	Netherlands	2,476,273	2,609,531	5.4%	2,681,117	2.7%	2,555,000	2.1%
EI	Ireland	3,615,036	3,889,121	7.6%	3,964,457	1.9%	3,631,000	7.1%
LS	Switzerland	1,409,298	1,454,914	3.2%	1,491,923	2.5%	1,450,306	0.3%
LP	Lisbon FIR	2,624,149	2,747,172	4.7%	2,799,403	1.9%	2,757,489	-0.4%
LO	Austria	2,448,711	2,538,289	3.7%	2,636,052	3.9%	2,600,000	-2.4%
LE	Spain	8,641,861	9,056,109	4.8%	9,381,637	3.6%	9,109,567	-0.6%
GC	Canary Islands	1,539,855	1,614,182	4.8%	1,683,973	4.3%	1,617,722	-0.2%
AZ	Santa Maria FIR	3,696,385	3,827,450	3.5%	3,972,129	3.8%	3,833,853	-0.2%
LG	Greece	4,454,155	4,655,113	4.5%	4,888,026	5.0%	4,560,079	2.1%
LT	Turkey	8,923,420	9,616,000	7.8%	10,242,339	6.5%	9,711,049	-1.0%
LM	Malta	486,800	524,771	7.8%	556,538	6.1%	502,000	4.5%
LI	Italy	8,621,257	8,919,827	3.5%	9,173,660	2.8%	9,066,765	-1.6%
LC	Cyprus	1,351,886	1,436,673	6.3%	1,505,391	4.8%	1,440,000	-0.2%
LH	Hungary	2,091,322	2,142,518	2.4%	2,209,564	3.1%	2,139,950	0.1%
EN	Norway	1,582,742	1,661,340	5.0%	1,705,115	2.6%	1,607,304	3.4%
EK	Denmark	1,410,791	1,479,161	4.8%	1,537,757	4.0%	1,524,000	-2.9%
LJ	Slovenia	365,201	396,506	8.6%	420,710	6.1%	368,107	7.7%
LR	Romania	3,414,282	3,522,561	3.2%	3,670,130	4.2%	3,537,500	-0.4%
LK	Czech Republic	2,190,096	2,338,942	6.8%	2,424,556	3.7%	2,255,969	3.7%
ES	Sweden	2,950,007	3,083,430	4.5%	3,207,969	4.0%	3,109,178	-0.8%
LZ	Slovakia	855,572	902,247	5.5%	945,088	4.7%	944,000	-4.4%
LD	Croatia	1,450,834	1,574,625	8.5%	1,682,846	6.9%	1,507,000	4.5%
LB	Bulgaria	1,839,757	1,939,774	5.4%	2,018,362	4.1%	1,785,000	8.7%
LW	FYROM	183,280	192,215	4.9%	197,407	2.7%	194,000	-0.9%
LU	Moldova	181,460	215,423	18.7%	231,352	7.4%	176,377	22.1%
EF	Finland	739,502	793,472	7.3%	812,022	2.3%	772,943	2.7%
LA	Albania	403,785	456,159	13.0%	495,150	8.5%	430,700	5.9%
LQ	Bosnia-Herzegovina	637,009	717,506	12.6%	781,183	8.9%	692,607	3.6%
UD	Armenia	146,071	166,892	14.3%	176,380	5.7%	153,407	8.8%
LY	Serbia&Montenegro	1,819,215	1,940,110	6.6%	2,055,453	5.9%	1,847,045	5.0%
EP	Poland	3,312,823	3,647,531	10.1%	3,914,096	7.3%	3,587,255	1.7%
EY	Lithuania	370,823	400,813	8.1%	420,363	4.9%	394,710	1.5%
EV	Latvia	634,000	673,079	6.2%	701,148	4.2%	660,000	2.0%
EE	Estonia	680,000	709,905	4.4%	743,753	4.8%	700,000	1.4%
CRCO88	CRCO88	66,977,294	70,291,514	4.9%	72,450,275	3.1%	70,080,880	0.3%
ESRA02	ESRA02	110,069,659	115,686,113	5.1%	119,879,109	3.6%	115,282,101	0.4%
CRCO11	CRCO11	117,393,384	123,688,203	5.4%	128,422,882	3.8%	123,047,825	0.5%
PScheme	PScheme	100,631,926	105,691,728	5.0%	109,332,394	3.4%	105,201,787	0.5%
TOTAL	Total	118,073,384	124,398,109	5.4%	129,166,635	3.8%	123,747,825	0.5%

* includes service units for flight segments performed as Operational Air Traffic. Estimated number in Germany is 95.000 per year.

Figure 7. Forecast of chargeable service units in 2010-2011 – February 2011

Charging Area		2010 Actual TSU	2011 STATFOR Forecast TSU	2012 STATFOR Forecast TSU	2010 Actual Exempted SU in %	2010 Actual Chargeable SU in %	2011 Chargeable SU Estimate	2012 Chargeable SU Estimate
EB	Belgium/Luxembourg	2,114,555	2,225,559	2,299,836	1.4%	98.6%	2,194,300	2,267,600
ED	Germany*	12,294,212	12,886,511	13,383,531	1.2%	98.8%	12,735,500	13,226,700
LF	France	16,636,697	17,527,455	17,987,431	1.1%	98.9%	17,335,100	17,790,000
EG	UK	9,480,262	9,915,220	10,168,786	1.7%	98.3%	9,745,100	9,994,300
EH	Netherlands	2,476,273	2,609,531	2,681,117	1.2%	98.8%	2,577,100	2,647,800
EI	Ireland	3,615,036	3,889,121	3,964,457	1.9%	98.1%	3,815,700	3,889,600
LS	Switzerland	1,409,298	1,454,914	1,491,923	0.3%	99.7%	1,450,700	1,487,600
LP	Lisbon FIR	2,624,149	2,747,172	2,799,403	2.0%	98.0%	2,693,400	2,744,600
LO	Austria	2,448,711	2,538,289	2,636,052	0.3%	99.7%	2,531,200	2,628,700
LE	Spain	8,641,861	9,056,109	9,381,637	1.4%	98.6%	8,929,800	9,250,800
GC	Canary Islands	1,539,855	1,614,182	1,683,973	0.9%	99.1%	1,599,100	1,668,300
AZ	Santa Maria FIR	3,696,385	3,827,450	3,972,129	3.8%	96.2%	3,682,600	3,821,800
LG	Greece	4,454,155	4,655,113	4,888,026	2.6%	97.4%	4,535,600	4,762,500
LT	Turkey	8,923,420	9,616,000	10,242,339	3.1%	96.9%	9,317,200	9,924,000
LM	Malta	486,800	524,771	556,538	3.3%	96.7%	507,600	538,300
LI	Italy	8,621,257	8,919,827	9,173,660	2.5%	97.5%	8,694,500	8,941,900
LC	Cyprus	1,351,886	1,436,673	1,505,391	1.2%	98.8%	1,419,100	1,486,900
LH	Hungary	2,091,322	2,142,518	2,209,564	2.2%	97.8%	2,095,900	2,161,500
EN	Norway	1,582,742	1,661,340	1,705,115	1.2%	98.8%	1,641,600	1,684,800
EK	Denmark	1,410,791	1,479,161	1,537,757	0.7%	99.3%	1,469,100	1,527,300
LJ	Slovenia	365,201	396,506	420,710	0.5%	99.5%	394,500	418,600
LR	Romania	3,414,282	3,522,561	3,670,130	3.2%	96.8%	3,408,500	3,551,300
LK	Czech Republic	2,190,096	2,338,942	2,424,556	3.3%	96.7%	2,262,000	2,344,800
ES	Sweden	2,950,007	3,083,430	3,207,969	0.4%	99.6%	3,071,000	3,195,000
LZ	Slovakia	855,572	902,247	945,088	0.1%	99.9%	901,000	943,800
LD	Croatia	1,450,834	1,574,625	1,682,846	0.3%	99.7%	1,569,900	1,677,800
LB	Bulgaria	1,839,757	1,939,774	2,018,362	1.0%	99.0%	1,920,000	1,997,700
LW	FYROM	183,280	192,215	197,407	0.2%	99.8%	191,800	197,000
LU	Moldova	181,460	215,423	231,352	0.1%	99.9%	215,300	231,200
EF	Finland	739,502	793,472	812,022	0.8%	99.2%	787,100	805,500
LA	Albania	403,785	456,159	495,150	0.6%	99.4%	453,500	492,300
LQ	Bosnia-Herzegovina	637,009	717,506	781,183	0.1%	99.9%	716,700	780,300
UD	Armenia	146,071	166,892	176,380	0.2%	99.8%	166,600	176,100
LY	Serbia&Montenegro	1,819,215	1,940,110	2,055,453	0.1%	99.9%	1,938,400	2,053,700
EP	Poland	3,312,823	3,647,531	3,914,096	0.5%	99.5%	3,629,300	3,894,500
EY	Lithuania	370,823	400,813	420,363	0.4%	99.6%	399,300	418,800
EV	Latvia	634,000	673,079	701,148	1.7%	98.4%	662,000	689,600
EE	Estonia	680,000	709,905	743,753	1.7%	98.4%	698,200	731,500
CRCO88	CRCO88	66,977,294	70,291,514	72,450,275	1.4%	98.6%	69,289,100	71,417,100
ESRA02	ESRA02	110,069,659	115,686,113	119,879,109	1.7%	98.3%	113,691,200	117,811,900
CRCO11	CRCO11	117,393,384	123,688,203	128,422,882	1.6%	98.4%	121,653,300	126,310,100
PScheme	PScheme	100,631,926	105,691,728	109,332,394	1.5%	98.5%	104,099,900	107,685,700
TOTAL	Total	118,073,384	124,398,109	129,166,635	1.6%	98.4%	122,351,500	127,041,600

* includes service units for flight segments performed as Operational Air Traffic. Estimated number in Germany is 95.000 per year.

C. Medium-term forecast results per State

This annex shows the EUROCONTROL medium-term forecast of service units per individual charging area. Forecasts for Armenia, Lithuania, Poland and Serbia-Montenegro must be treated with extra care as they are based on a limited set of historical data.

Figure 8: Total service units per State and increase in total service units between 2010 and 2015

Total service units (thousands)		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015/2010 Total Growth
Albania	H	.	.	.	.	.	.	462	507	537	569	601	49%
	B	262	264	313	325	355	404	456	495	515	538	561	39%
	L	.	.	.	.	.	.	451	484	497	513	529	31%
Armenia	H	.	.	.	.	.	.	176	193	204	215	227	55%
	B	.	.	.	.	111	146	167	176	183	191	200	37%
	L	.	.	.	.	.	.	158	160	165	170	177	21%
Austria	H	.	.	.	.	.	.	2,584	2,731	2,851	2,970	3,088	26%
	B	2,235	2,342	2,509	2,566	2,424	2,449	2,538	2,636	2,702	2,777	2,851	16%
	L	.	.	.	.	.	.	2,494	2,547	2,581	2,629	2,676	9%
Belgium/Luxembourg	H	.	.	.	.	.	.	2,250	2,345	2,446	2,546	2,649	25%
	B	1,928	2,080	2,184	2,220	2,079	2,115	2,226	2,300	2,366	2,440	2,513	19%
	L	.	.	.	.	.	.	2,202	2,259	2,305	2,363	2,420	14%
Bosnia-Herzegovina	H	.	.	.	.	.	.	748	844	904	968	1,035	62%
	B	329	383	481	525	579	637	718	781	818	859	900	41%
	L	.	.	.	.	.	.	687	720	742	766	789	24%
Bulgaria	H	.	.	.	.	.	.	1,977	2,095	2,212	2,326	2,433	32%
	B	1,436	1,453	1,624	1,747	1,798	1,840	1,940	2,018	2,089	2,169	2,244	22%
	L	.	.	.	.	.	.	1,903	1,947	1,993	2,049	2,103	14%
Canary Islands	H	.	.	.	.	.	.	1,636	1,728	1,805	1,887	1,971	28%
	B	1,550	1,589	1,691	1,713	1,492	1,540	1,614	1,684	1,724	1,773	1,821	18%
	L	.	.	.	.	.	.	1,594	1,644	1,663	1,692	1,718	12%
Croatia	H	.	.	.	.	.	.	1,600	1,725	1,824	1,921	2,018	39%
	B	1,066	1,028	1,204	1,271	1,298	1,451	1,575	1,683	1,746	1,815	1,883	30%
	L	.	.	.	.	.	.	1,549	1,644	1,684	1,733	1,782	23%
Cyprus	H	.	.	.	.	.	.	1,453	1,535	1,628	1,723	1,818	34%
	B	1,008	1,057	1,178	1,311	1,273	1,352	1,437	1,505	1,569	1,639	1,709	26%
	L	.	.	.	.	.	.	1,421	1,478	1,526	1,581	1,634	21%
Czech Republic	H	.	.	.	.	.	.	2,377	2,474	2,587	2,708	2,832	29%
	B	1,867	1,896	1,940	2,019	2,023	2,190	2,339	2,425	2,494	2,575	2,657	21%
	L	.	.	.	.	.	.	2,302	2,380	2,426	2,485	2,543	16%
Denmark	H	.	.	.	.	.	.	1,496	1,563	1,612	1,662	1,714	22%
	B	1,326	1,395	1,480	1,474	1,359	1,411	1,479	1,538	1,567	1,600	1,635	16%
	L	.	.	.	.	.	.	1,463	1,515	1,532	1,556	1,580	12%
Estonia	H	.	.	.	.	.	.	733	784	829	875	923	36%
	B	530	580	660	690	670	680	710	744	774	806	839	23%
	L	.	.	.	.	.	.	687	705	726	751	775	14%
FYROM	H	195	203	214	225	235	28%
	B	157	173	182	182	180	183	192	197	204	212	220	20%
	L	189	192	197	203	210	14%

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Total service units (thousands)		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015/ 2010 Total Growth
Finland	H	.	.	.	.	.	.	805	830	858	889	922	25%
	B	727	738	745	791	727	740	793	812	828	847	868	17%
	L	.	.	.	.	.	.	782	795	804	815	827	12%
France	H	.	.	.	.	.	.	17,780	18,528	19,112	19,702	20,321	22%
	B	16,270	16,756	17,995	18,034	16,780	16,637	17,527	17,987	18,259	18,599	18,939	14%
	L	.	.	.	.	.	.	17,280	17,470	17,534	17,668	17,788	7%
Germany	H	.	.	.	.	.	.	13,008	13,598	14,227	14,896	15,592	27%
	B	11,109	11,712	12,419	12,749	11,913	12,294	12,887	13,384	13,779	14,230	14,683	19%
	L	.	.	.	.	.	.	12,770	13,191	13,436	13,735	14,021	14%
Greece	H	.	.	.	.	.	.	4,737	5,055	5,311	5,572	5,831	31%
	B	3,704	3,754	4,049	4,258	4,139	4,454	4,655	4,888	5,056	5,245	5,430	22%
	L	.	.	.	.	.	.	4,575	4,726	4,844	4,986	5,124	15%
Hungary	H	.	.	.	.	.	.	2,197	2,325	2,435	2,543	2,652	27%
	B	2,003	2,063	2,104	2,092	2,038	2,091	2,143	2,210	2,271	2,338	2,405	15%
	L	.	.	.	.	.	.	2,089	2,100	2,136	2,181	2,224	6%
Ireland	H	.	.	.	.	.	.	3,945	4,054	4,205	4,371	4,549	26%
	B	3,000	3,597	3,822	3,823	3,561	3,615	3,889	3,964	4,049	4,150	4,256	18%
	L	.	.	.	.	.	.	3,834	3,883	3,935	4,005	4,077	13%
Italy	H	.	.	.	.	.	.	9,076	9,485	9,923	10,399	10,908	27%
	B	7,833	8,049	8,620	8,660	8,145	8,621	8,920	9,174	9,423	9,729	10,060	17%
	L	.	.	.	.	.	.	8,766	8,873	8,987	9,161	9,350	8%
Latvia	H	.	.	.	.	.	.	682	714	758	803	848	34%
	B	491	545	626	656	596	634	673	701	731	765	797	26%
	L	.	.	.	.	.	.	664	690	714	741	767	21%
Lisbon FIR	H	.	.	.	.	.	.	2,781	2,856	2,942	3,030	3,107	18%
	B	2,405	2,516	2,631	2,677	2,501	2,624	2,747	2,799	2,832	2,863	2,891	10%
	L	.	.	.	.	.	.	2,714	2,748	2,738	2,739	2,741	4%
Lithuania	H	.	.	.	.	.	.	413	441	466	491	517	39%
	B	.	.	.	384	341	371	401	420	437	455	472	27%
	L	.	.	.	.	.	.	389	400	412	425	438	18%
Malta	H	.	.	.	.	.	.	538	584	620	658	697	43%
	B	311	326	377	422	416	487	525	557	581	608	635	31%
	L	.	.	.	.	.	.	512	530	546	565	584	20%
Moldova	H	.	.	.	.	.	.	219	237	252	269	286	58%
	B	65	70	93	115	139	181	215	231	243	256	269	48%
	L	.	.	.	.	.	.	212	226	235	246	256	41%
Netherlands	H	.	.	.	.	.	.	2,644	2,741	2,830	2,924	3,021	22%
	B	2,388	2,518	2,639	2,621	2,426	2,476	2,610	2,681	2,733	2,794	2,856	15%
	L	.	.	.	.	.	.	2,575	2,624	2,651	2,691	2,731	10%
Norway	H	.	.	.	.	.	.	1,693	1,768	1,819	1,872	1,927	22%
	B	1,315	1,342	1,420	1,537	1,495	1,583	1,661	1,705	1,733	1,765	1,796	14%
	L	.	.	.	.	.	.	1,630	1,645	1,660	1,680	1,699	7%
Poland	H	.	.	.	.	.	.	3,732	4,062	4,261	4,472	4,687	41%
	B	.	.	.	3,230	3,092	3,313	3,648	3,914	4,036	4,177	4,317	30%
	L	.	.	.	.	.	.	3,562	3,767	3,847	3,948	4,046	22%
Romania	H	.	.	.	.	.	.	3,572	3,757	4,031	4,312	4,599	35%
	B	3,286	3,300	3,236	3,240	3,133	3,414	3,523	3,670	3,863	4,073	4,286	26%
	L	3,475	3,593	3,744	3,914	4,086	20%

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Total service units (thousands)		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015/ 2010 Total Growth
Santa Maria FIR	H	.	.	.	.	.	.	3,904	4,083	4,274	4,470	4,674	26%
	B	3,057	3,188	3,304	3,484	3,479	3,696	3,827	3,972	4,099	4,241	4,381	19%
	L	.	.	.	.	.	.	3,752	3,867	3,951	4,049	4,144	12%
Serbia&Montenegro	H	.	.	.	.	.	.	1,989	2,135	2,255	2,373	2,489	37%
	B	.	.	920	1,748	1,783	1,819	1,940	2,055	2,132	2,217	2,300	26%
	L	.	.	.	.	.	.	1,892	1,981	2,036	2,101	2,163	19%
Slovakia	H	.	.	.	.	.	.	921	980	1,037	1,097	1,159	35%
	B	698	735	719	762	768	856	902	945	982	1,022	1,062	24%
	L	.	.	.	.	.	.	884	912	936	962	987	15%
Slovenia	H	.	.	.	.	.	.	403	434	458	480	503	38%
	B	253	268	316	342	331	365	397	421	436	451	467	28%
	L	.	.	.	.	.	.	390	408	418	430	442	21%
Spain	H	.	.	.	.	.	.	9,151	9,570	9,968	10,365	10,744	24%
	B	8,101	8,518	9,244	9,129	8,358	8,642	9,056	9,382	9,607	9,841	10,073	17%
	L	.	.	.	.	.	.	8,966	9,208	9,297	9,420	9,561	11%
Sweden	H	.	.	.	.	.	.	3,125	3,287	3,419	3,554	3,707	26%
	B	2,751	2,930	3,094	3,271	2,906	2,950	3,083	3,208	3,297	3,394	3,505	19%
	L	.	.	.	.	.	.	3,043	3,134	3,201	3,278	3,367	14%
Switzerland	H	.	.	.	.	.	.	1,479	1,531	1,591	1,649	1,706	21%
	B	1,323	1,368	1,452	1,472	1,396	1,409	1,455	1,492	1,526	1,564	1,603	14%
	L	.	.	.	.	.	.	1,432	1,455	1,473	1,498	1,524	8%
Turkey	H	.	.	.	.	.	.	9,800	10,626	11,451	12,298	13,198	48%
	B	6,121	6,629	7,168	7,629	8,086	8,923	9,616	10,242	10,825	11,511	12,207	37%
	L	.	.	.	.	.	.	9,435	9,882	10,330	10,869	11,412	28%
UK	H	.	.	.	.	.	.	10,074	10,440	10,775	11,118	11,461	21%
	B	10,047	10,426	10,896	11,044	9,914	9,480	9,915	10,169	10,371	10,608	10,840	14%
	L	.	.	.	.	.	.	9,757	9,911	10,035	10,200	10,359	9%
ESRA02	H	.	.	.	.	.	.	117,421	123,167	128,715	134,436	140,321	27%
	B	99,342	103,817	110,334	112,655	106,577	110,070	115,686	119,879	123,255	127,128	131,044	19%
	L	.	.	.	.	.	.	113,990	116,784	118,801	121,382	123,971	13%
CRCO88	H	.	.	.	.	.	.	71,235	74,205	77,027	79,928	82,883	24%
	B	63,415	66,609	70,785	71,532	66,323	66,977	70,292	72,450	74,047	75,879	77,707	16%
	L	.	.	.	.	.	.	69,370	70,806	71,600	72,688	73,761	10%
CRCO11	H	.	.	.	.	.	.	125,623	132,062	138,099	144,326	150,726	28%
	B	100,425	105,009	112,674	119,521	113,434	117,393	123,688	128,423	132,110	136,330	140,592	20%
	L	.	.	.	.	.	.	121,793	124,987	127,214	130,046	132,879	13%
PScheme	H	.	.	.	.	.	.	107,262	112,294	117,013	121,894	126,886	26%
	B	89,897	93,853	99,670	104,934	98,095	100,632	105,692	109,332	112,116	115,297	118,510	18%
	L	.	.	.	.	.	.	104,155	106,536	108,103	110,146	112,194	11%
Total	H	.	.	.	.	.	.	126,356	132,846	138,927	145,201	151,648	28%
	B	100,955	105,589	113,334	120,211	114,104	118,073	124,398	129,167	132,883	137,137	141,432	20%
	L	.	.	.	.	.	.	122,480	125,692	127,940	130,797	133,655	13%

(a) Totals in 2005-2006 do not include Armenia, Serbia-Montenegro, Poland and Lithuania for which data for these years are not available.

(b) Total in 2007 does not include Armenia, Poland and Lithuania for which data for this year are not available.

(c) Total in 2008 does not include Armenia for which data for this year are not available.

(d) Total from 2009 includes TSUs of all countries

(e) CRCO11 designates the sum over all the states participating in the Multilateral Route Charges System in 2011 of all TSUs either measured or forecasted for the corresponding year.

(f) PScheme stands for the sum over all the 29 states that are currently involved in the EU-wide performance target setting (27 EU member states plus Norway and Switzerland)

Figure 9: Annual growth in total service units per State and average annual growth (AAGR) between 2010 and 2015

Annual growth		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	AAGR 2015/ 2010
Albania	H	.	.	.	.	.	.	14.4%	9.8%	5.9%	5.8%	5.7%	8.3%
	B	9.5%	0.6%	18.6%	3.8%	9.1%	13.9%	13.0%	8.5%	4.1%	4.4%	4.3%	6.8%
	L	.	.	.	.	.	.	11.6%	7.4%	2.8%	3.2%	3.0%	5.5%
Armenia	H	.	.	.	.	.	.	20.4%	9.6%	5.7%	5.5%	5.4%	9.2%
	B	.	.	.	.	.	31.5%	14.3%	5.7%	4.0%	4.3%	4.4%	6.5%
	L	.	.	.	.	.	.	8.2%	1.5%	2.7%	3.4%	3.6%	3.9%
Austria	H	.	.	.	.	.	.	5.5%	5.7%	4.4%	4.2%	4.0%	4.8%
	B	11.6%	4.8%	7.1%	2.3%	-5.5%	1.0%	3.7%	3.9%	2.5%	2.8%	2.7%	3.1%
	L	.	.	.	.	.	.	1.8%	2.1%	1.4%	1.8%	1.8%	1.8%
Belgium/Luxembourg	H	.	.	.	.	.	.	6.4%	4.2%	4.3%	4.1%	4.1%	4.6%
	B	7.9%	7.9%	5.0%	1.7%	-6.4%	1.7%	5.2%	3.3%	2.9%	3.1%	3.0%	3.5%
	L	.	.	.	.	.	.	4.1%	2.6%	2.1%	2.5%	2.4%	2.7%
Bosnia-Herzegovina	H	.	.	.	.	.	.	17.5%	12.8%	7.1%	7.1%	6.9%	10.2%
	B	.	16.3%	25.6%	9.1%	10.3%	10.1%	12.6%	8.9%	4.8%	5.0%	4.8%	7.2%
	L	.	.	.	.	.	.	7.9%	4.8%	3.0%	3.3%	3.0%	4.4%
Bulgaria	H	.	.	.	.	.	.	7.5%	5.9%	5.6%	5.2%	4.6%	5.8%
	B	6.1%	1.2%	11.8%	7.5%	3.0%	2.3%	5.4%	4.1%	3.5%	3.8%	3.5%	4.1%
	L	.	.	.	.	.	.	3.4%	2.3%	2.4%	2.8%	2.6%	2.7%
Canary Islands	H	.	.	.	.	.	.	6.2%	5.6%	4.5%	4.5%	4.5%	5.1%
	B	5.3%	2.5%	6.4%	1.3%	-12.9%	3.2%	4.8%	4.3%	2.4%	2.8%	2.7%	3.4%
	L	.	.	.	.	.	.	3.5%	3.1%	1.2%	1.7%	1.6%	2.2%
Croatia	H	.	.	.	.	.	.	10.3%	7.8%	5.7%	5.3%	5.0%	6.8%
	B	16.0%	-3.5%	17.1%	5.6%	2.2%	11.8%	8.5%	6.9%	3.8%	3.9%	3.8%	5.4%
	L	.	.	.	.	.	.	6.8%	6.1%	2.5%	2.9%	2.8%	4.2%
Cyprus	H	.	.	.	.	.	.	7.5%	5.6%	6.0%	5.8%	5.5%	6.1%
	B	1.4%	4.9%	11.4%	11.3%	-2.9%	6.2%	6.3%	4.8%	4.2%	4.4%	4.2%	4.8%
	L	.	.	.	.	.	.	5.1%	4.1%	3.3%	3.5%	3.4%	3.9%
Czech Republic	H	.	.	.	.	.	.	8.5%	4.1%	4.6%	4.7%	4.6%	5.3%
	B	7.1%	1.5%	2.3%	4.1%	0.2%	8.3%	6.8%	3.7%	2.9%	3.3%	3.2%	3.9%
	L	.	.	.	.	.	.	5.1%	3.4%	1.9%	2.4%	2.3%	3.0%
Denmark	H	.	.	.	.	.	.	6.0%	4.5%	3.1%	3.1%	3.2%	4.0%
	B	0.4%	5.2%	6.1%	-0.4%	-7.8%	3.8%	4.8%	4.0%	1.9%	2.1%	2.2%	3.0%
	L	.	.	.	.	.	.	3.7%	3.5%	1.2%	1.5%	1.6%	2.3%
Estonia	H	.	.	.	.	.	.	7.8%	7.0%	5.7%	5.6%	5.4%	6.3%
	B	3.9%	9.4%	13.8%	4.5%	-2.9%	1.5%	4.4%	4.8%	4.0%	4.2%	4.1%	4.3%
	L	.	.	.	.	.	.	1.1%	2.6%	3.0%	3.4%	3.3%	2.7%
FYROM	H	.	.	.	.	.	.	6.5%	4.0%	5.3%	5.0%	4.9%	5.1%
	B	4.9%	10.2%	4.8%	0.2%	-1.0%	1.7%	4.9%	2.7%	3.5%	3.8%	3.7%	3.7%
	L	.	.	.	.	.	.	3.3%	1.5%	2.7%	3.1%	3.0%	2.7%
Finland	H	.	.	.	.	.	.	8.9%	3.0%	3.4%	3.6%	3.8%	4.5%
	B	3.5%	1.4%	1.0%	6.1%	-8.1%	1.7%	7.3%	2.3%	2.0%	2.3%	2.4%	3.2%
	L	.	.	.	.	.	.	5.7%	1.7%	1.1%	1.4%	1.5%	2.3%
France	H	.	.	.	.	.	.	6.9%	4.2%	3.2%	3.1%	3.1%	4.1%
	B	3.1%	3.0%	7.4%	0.2%	-7.0%	-0.9%	5.4%	2.6%	1.5%	1.9%	1.8%	2.6%
	L	.	.	.	.	.	.	3.9%	1.1%	0.4%	0.8%	0.7%	1.3%

Annual growth		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	AAGR 2015/ 2010
Germany	H	.	.	.	.	.	.	5.8%	4.5%	4.6%	4.7%	4.7%	4.9%
	B	7.7%	5.4%	6.0%	2.7%	-6.6%	3.2%	4.8%	3.9%	3.0%	3.3%	3.2%	3.6%
	L	.	.	.	.	.	.	3.9%	3.3%	1.9%	2.2%	2.1%	2.7%
Greece	H	.	.	.	.	.	.	6.3%	6.7%	5.0%	4.9%	4.6%	5.5%
	B	3.1%	1.4%	7.9%	5.2%	-2.8%	7.6%	4.5%	5.0%	3.4%	3.7%	3.5%	4.0%
	L	.	.	.	.	.	.	2.7%	3.3%	2.5%	2.9%	2.8%	2.8%
Hungary	H	.	.	.	.	.	.	5.1%	5.8%	4.7%	4.5%	4.3%	4.9%
	B	7.5%	3.0%	2.0%	-0.6%	-2.6%	2.6%	2.4%	3.1%	2.8%	3.0%	2.8%	2.8%
	L	.	.	.	.	.	.	-0.1%	0.5%	1.7%	2.1%	2.0%	1.2%
Ireland	H	.	.	.	.	.	.	9.1%	2.8%	3.7%	4.0%	4.1%	4.7%
	B	6.3%	19.9%	6.3%	0.0%	-6.9%	1.5%	7.6%	1.9%	2.1%	2.5%	2.5%	3.3%
	L	.	.	.	.	.	.	6.1%	1.3%	1.3%	1.8%	1.8%	2.4%
Italy	H	.	.	.	.	.	.	5.3%	4.5%	4.6%	4.8%	4.9%	4.8%
	B	1.1%	2.8%	7.1%	0.5%	-6.0%	5.9%	3.5%	2.8%	2.7%	3.2%	3.4%	3.1%
	L	.	.	.	.	.	.	1.7%	1.2%	1.3%	1.9%	2.1%	1.6%
Latvia	H	.	.	.	.	.	.	7.6%	4.6%	6.1%	5.9%	5.7%	6.0%
	B	4.2%	11.0%	14.8%	4.7%	-9.1%	6.4%	6.2%	4.2%	4.3%	4.5%	4.3%	4.7%
	L	.	.	.	.	.	.	4.7%	3.9%	3.5%	3.8%	3.5%	3.9%
Lisbon FIR	H	.	.	.	.	.	.	6.0%	2.7%	3.0%	3.0%	2.6%	3.4%
	B	2.0%	4.6%	4.6%	1.7%	-6.6%	4.9%	4.7%	1.9%	1.2%	1.1%	1.0%	2.0%
	L	.	.	.	.	.	.	3.4%	1.2%	-0.4%	0.0%	0.1%	0.9%
Lithuania	H	.	.	.	.	.	.	11.3%	6.8%	5.6%	5.5%	5.2%	6.9%
	B	.	.	.	.	-11.0%	8.7%	8.1%	4.9%	3.9%	4.1%	3.9%	5.0%
	L	.	.	.	.	.	.	4.9%	2.9%	2.8%	3.2%	3.0%	3.4%
Malta	H	.	.	.	.	.	.	10.5%	8.5%	6.1%	6.2%	5.9%	7.4%
	B	-0.9%	4.8%	15.5%	11.9%	-1.4%	17.0%	7.8%	6.1%	4.4%	4.6%	4.5%	5.5%
	L	.	.	.	.	.	.	5.1%	3.5%	3.1%	3.4%	3.4%	3.7%
Moldova	H	.	.	.	.	.	.	20.7%	8.3%	6.4%	6.6%	6.5%	9.5%
	B	22.7%	8.9%	32.6%	23.4%	20.4%	30.7%	18.7%	7.4%	5.0%	5.3%	5.1%	8.2%
	L	.	.	.	.	.	.	16.7%	6.6%	4.1%	4.5%	4.3%	7.1%
Netherlands	H	.	.	.	.	.	.	6.8%	3.7%	3.2%	3.3%	3.3%	4.1%
	B	5.4%	5.4%	4.8%	-0.7%	-7.5%	2.1%	5.4%	2.7%	1.9%	2.3%	2.2%	2.9%
	L	.	.	.	.	.	.	4.0%	1.9%	1.0%	1.5%	1.5%	2.0%
Norway	H	.	.	.	.	.	.	7.0%	4.4%	2.9%	3.0%	2.9%	4.0%
	B	5.7%	2.0%	5.8%	8.3%	-2.8%	5.9%	5.0%	2.6%	1.6%	1.8%	1.8%	2.6%
	L	.	.	.	.	.	.	3.0%	0.9%	0.9%	1.2%	1.2%	1.4%
Poland	H	.	.	.	.	.	.	12.6%	8.8%	4.9%	5.0%	4.8%	7.2%
	B	.	.	.	.	-4.3%	7.1%	10.1%	7.3%	3.1%	3.5%	3.3%	5.4%
	L	.	.	.	.	.	.	7.5%	5.7%	2.1%	2.6%	2.5%	4.1%
Romania	H	.	.	.	.	.	.	4.6%	5.2%	7.3%	7.0%	6.6%	6.1%
	B	9.3%	0.4%	-1.9%	0.1%	-3.3%	9.0%	3.2%	4.2%	5.3%	5.4%	5.2%	4.7%
	L	.	.	.	.	.	.	1.8%	3.4%	4.2%	4.5%	4.4%	3.7%
Santa Maria FIR	H	.	.	.	.	.	.	5.6%	4.6%	4.7%	4.6%	4.6%	4.8%
	B	3.7%	4.3%	3.7%	5.4%	-0.1%	6.3%	3.5%	3.8%	3.2%	3.5%	3.3%	3.5%
	L	.	.	.	.	.	.	1.5%	3.1%	2.2%	2.5%	2.3%	2.3%
Serbia&Montenegro	H	.	.	.	.	.	.	9.3%	7.3%	5.6%	5.2%	4.9%	6.5%
	B	.	.	.	90.0%	2.0%	2.0%	6.6%	5.9%	3.7%	4.0%	3.8%	4.8%
	L	.	.	.	.	.	.	4.0%	4.7%	2.8%	3.2%	3.0%	3.5%

Annual growth		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	AAGR 2015/ 2010
Slovakia	H	.	.	.	.	.	.	7.6%	6.4%	5.8%	5.8%	5.7%	6.3%
	B	9.8%	5.3%	-2.2%	6.1%	0.7%	11.5%	5.5%	4.7%	3.9%	4.1%	3.9%	4.4%
	L	.	.	.	.	.	.	3.4%	3.2%	2.6%	2.8%	2.6%	2.9%
Slovenia	H	.	.	.	.	.	.	10.4%	7.7%	5.4%	4.9%	4.6%	6.6%
	B	17.7%	5.9%	17.7%	8.2%	-3.1%	10.3%	8.6%	6.1%	3.5%	3.6%	3.4%	5.0%
	L	.	.	.	.	.	.	6.8%	4.6%	2.5%	2.9%	2.7%	3.9%
Spain	H	.	.	.	.	.	.	5.9%	4.6%	4.2%	4.0%	3.7%	4.5%
	B	7.7%	5.1%	8.5%	-1.3%	-8.4%	3.4%	4.8%	3.6%	2.4%	2.4%	2.4%	3.1%
	L	.	.	.	.	.	.	3.8%	2.7%	1.0%	1.3%	1.5%	2.0%
Sweden	H	.	.	.	.	.	.	5.9%	5.2%	4.0%	4.0%	4.3%	4.7%
	B	2.9%	6.5%	5.6%	5.7%	-11.2%	1.5%	4.5%	4.0%	2.8%	2.9%	3.3%	3.5%
	L	.	.	.	.	.	.	3.2%	3.0%	2.2%	2.4%	2.7%	2.7%
Switzerland	H	.	.	.	.	.	.	4.9%	3.6%	3.9%	3.6%	3.5%	3.9%
	B	5.2%	3.4%	6.1%	1.4%	-5.1%	0.9%	3.2%	2.5%	2.3%	2.5%	2.5%	2.6%
	L	.	.	.	.	.	.	1.6%	1.6%	1.3%	1.7%	1.7%	1.6%
Turkey	H	.	.	.	.	.	.	9.8%	8.4%	7.8%	7.4%	7.3%	8.1%
	B	11.1%	8.3%	8.1%	6.4%	6.0%	10.4%	7.8%	6.5%	5.7%	6.3%	6.1%	6.5%
	L	.	.	.	.	.	.	5.7%	4.7%	4.5%	5.2%	5.0%	5.0%
UK	H	.	.	.	.	.	.	6.3%	3.6%	3.2%	3.2%	3.1%	3.9%
	B	5.5%	3.8%	4.5%	1.4%	-10.2%	-4.4%	4.6%	2.6%	2.0%	2.3%	2.2%	2.7%
	L	.	.	.	.	.	.	2.9%	1.6%	1.3%	1.6%	1.6%	1.8%
ESRA02	H	.	.	.	.	.	.	6.7%	4.9%	4.5%	4.4%	4.4%	5.0%
	B	5.6%	4.5%	6.3%	2.1%	-5.4%	3.3%	5.1%	3.6%	2.8%	3.1%	3.1%	3.5%
	L	.	.	.	.	.	.	3.6%	2.5%	1.7%	2.2%	2.1%	2.4%
CRCO88	H	.	.	.	.	.	.	6.4%	4.2%	3.8%	3.8%	3.7%	4.4%
	B	5.6%	5.0%	6.3%	1.1%	-7.3%	1.0%	4.9%	3.1%	2.2%	2.5%	2.4%	3.0%
	L	.	.	.	.	.	.	3.6%	2.1%	1.1%	1.5%	1.5%	1.9%
CRCO11	H	.	.	.	.	.	.	7.0%	5.1%	4.6%	4.5%	4.4%	5.1%
	B	5.9%	4.6%	6.4%	2.9%	-5.2%	3.5%	5.4%	3.8%	2.9%	3.2%	3.1%	3.7%
	L	.	.	.	.	.	.	3.7%	2.6%	1.8%	2.2%	2.2%	2.5%
PScheme	H	.	.	.	.	.	.	6.6%	4.7%	4.2%	4.2%	4.1%	4.7%
	B	5.2%	4.4%	6.2%	1.7%	-6.5%	2.6%	5.0%	3.4%	2.5%	2.8%	2.8%	3.3%
	L	.	.	.	.	.	.	3.5%	2.3%	1.5%	1.9%	1.9%	2.2%
Total	H	.	.	.	.	.	.	7.0%	5.1%	4.6%	4.5%	4.4%	5.1%
	B	5.9%	4.6%	6.5%	2.9%	-5.2%	3.5%	5.4%	3.8%	2.9%	3.2%	3.1%	3.7%
	L	.	.	.	.	.	.	3.7%	2.6%	1.8%	2.2%	2.2%	2.5%

(a) The 2007, 2008 and 2009 growth figures for CRCO11, PScheme and Total are adjusted to compensate for the increase in TSUs due to the introduction of new countries in the total (in 2007, introduction of Serbia and Montenegro with 920 thousand TSUs – in 2008, introduction of Poland and Lithuania with 3,614 thousand TSUs - in 2009, introduction of Armenia with 111 thousand TSUs)

(b) The 2008 growth figures for PScheme is adjusted for increase in TSUs due to Poland and Lithuania (3,614 thousand) newly included into the total.

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For further information please contact,

STATFOR, the EUROCONTROL Statistics and Forecast Service

statfor.info@eurocontrol.int

<http://www.eurocontrol.int/statfor>



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