



EUROCONTROL Intermediate two-year Forecast – May 2017 Service Units 2017-2018

This report presents the EUROCONTROL intermediate 2-year forecast of en-route service units, May 2017 release.

Since the beginning of 2017, and when compared to the same period in 2016:

- in most Western European states, strong IFR movements and en-route service unit growth are recorded especially in UK, Spain, Germany, France and Portugal. This is the continuation of a particularly strong winter driven by low-cost traffic expansion and steady growth of traditional carriers,
- in the Eastern part of Europe, the shift of tourist traffic flows towards South-West Europe (from South-East Europe) is now in place for one year and is expected to stay; there are now no more significant traffic declines in the area. Moreover, the recovery of traffic between Europe and the Russian Federation has a positive impact on the traffic growth of states in Eastern Europe (Moldova and Ukraine).

Consequently, the total en-route service units in the participating EUROCONTROL Member states (CRCO14) are expected to reach 150.6 million in 2017, corresponding to a growth of 5.0% (± 0.9 percentage points) on 2016. This updated forecast lies between the base and the high growth scenario of the February 2017 forecast.

An upwards revision of total en-route service unit is forecasted for 2018 too, but to a lesser extent (+0.2 percentage points) and the CRCO14 area is expected to see 154.9 million en-route service units, corresponding to a growth rate of 2.9% (± 1.4 percentage points) compared to 2017.

The 7-year forecast of service units will be updated in September 2017.

Figure 1. Summary of forecast of total en-route service units forecast for EUROCONTROL Member States (CRCO14*) and Performance Scheme are (RP2Region†).
Note that the 2016 are now official CRCO values.

Total en-route service units (Thousands)		2013	2014	2015	2016	2017	2018	2018/ 2016 Total Growth
CRCO14*	H	.	.	.	.	151.811	158.402	10%
	B	124.910	132.130	137.689	143.439	150.555	154.945	8%
	L	.	.	.	.	149.303	151.485	6%
RP2Region†	H	.	.	.	.	127.076	132.257	10%
	B	106.930	111.670	115.063	120.208	126.064	129.449	8%
	L	.	.	.	.	125.052	126.626	5%
Total en-route service units (Growth)		2013	2014	2015	2016	2017	2018	AAGR 2018/ 2016
CRCO14*	H	.	.	.	.	5.8%	4.3%	5.1%
	B	2.1%	5.8%	4.2%	4.2%	5.0%	2.9%	3.9%
	L	.	.	.	.	4.1%	1.5%	2.8%
RP2Region†	H	.	.	.	.	5.7%	4.1%	4.9%
	B	1.6%	4.4%	3.0%	4.5%	4.9%	2.7%	3.8%
	L	.	.	.	.	4.0%	1.3%	2.6%

* CRCO14 designates the sum over all the states participating in the Multilateral Route Charges System in 2014 of all TSU either measured or forecasted for the corresponding year.

† RP2 series includes service units for flight segments performed as Operational Air Traffic (OAT) for Germany.

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1. INTRODUCTION

1.1 Context

This report presents the EUROCONTROL intermediate two-year forecast of en-route service units (TSU) that reflects the traffic developments observed during the first quarter of 2017. Neither the remaining years of the seven-year forecast horizon (2019-2023) nor the update of the IFR movement forecast are presented and we advise the reader to refer to the February 2017 forecast report (Ref. i) to find this information.

This intermediate forecast should be seen as a “monitor” to get a first look at how the forecast is likely to change in the next forecast update (September 2017). The intermediate forecast published in this report remains focused on each participating EUROCONTROL Member states (grouped as CRCO14) as well as Estonia, who joined since April 2017, and Ukraine who asked STATFOR to provide them with a forecast. A definition of all the zones mentioned in this report can be found in Annex 1.

The en-route service units forecast will be updated in September 2017 with a seven-year horizon, as well as the IFR movements and Terminal Navigation service units.

1.2 Forecast Method

The full forecast process is described in a separate report on the forecast methods (Ref.ii). This documentation describes the methods of the 7-year forecast at a number of levels of detail, from a two-page summary, to a function-by-function reference. For convenience of readers, a summary is reproduced in the February 2017 forecast report (Ref.i).

For this intermediate forecast, the flight forecast was not reviewed but updated to take into account the first four months of actual data in 2017 (other factors such as the economic forecasts have not been refreshed). As for the en-route service units, the components were updated to take into account the actual en-route service units, actual weight and distance data up to April 2017.

2. RECENT EN-ROUTE SERVICE UNITS TRENDS

Since the beginning of the year, i.e. between January and April 2017, en-route total service unit (TSU) growth averaged 5.5% in terms of total¹ TSU generated over the CRCO14 zone. This was in line with the high scenario of the 2017 forecast produced in February 2017 (Ref.i). The monthly evolution of the TSU for the CRCO14 zone can be found in Figure 2.

This high-growth trend in the TSU is mostly explained by the recent evolution of the flights in Western Europe where growth was strong in recent months as the continuation of a particularly strong winter driven by low-cost traffic expansion and steady growth from traditional carriers. The TSU growth was particularly strong in Western Europe (UK, Spain, Germany, France and Portugal, to name a few, have been the main contributors to the network growth). Between January and April 2017, UK has thus recorded² a 9.3% growth in TSU, Spain, Germany, France and Portugal respectively recorded TSU growth of 7.4%, 5.7%, 5.7% and 10.6% (compared to the January to April 2016 period). The high growth rate in the UK can also be attributed to an increase in the average distance flown by its transatlantic flights that were, over February/March, flying more ‘north-about’ trajectories. This pattern in the transatlantic flows has, on the other hand, negatively affected Ireland. Being weather-related, it is uncertain how long the north-about tendency will continue.

In Eastern Europe, TSU growth has been impacted by changes in flows:

- Flights from Western Europe towards Greece, Cyprus, Israel and to a lesser extent towards the Middle-East recently flew more via southerly routes (over Slovenia, Bosnia-Herzegovina, Serbia-Montenegro-KFOR and FYROM) when compared to the same period a year ago. It might be the result of series of free-route airspace implementations in the South-East axis region at the end of

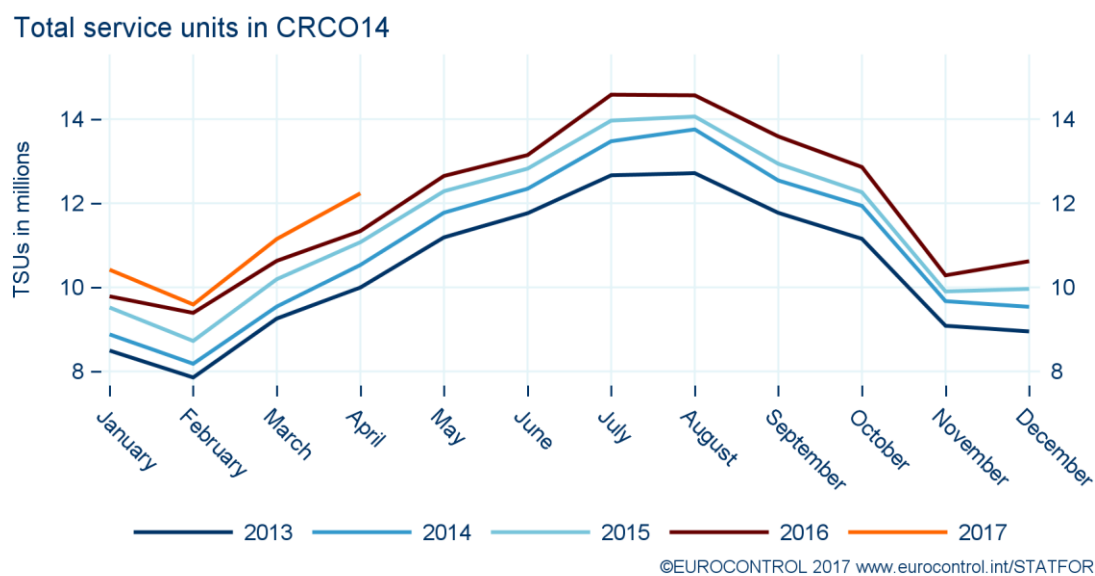
¹ Equivalent to 6.6% growth in terms of daily TSU generated (so as to eliminate the impact of the leap year).

² Growth percentages mentioned in this section are based on total flights or total TSU unless otherwise mentioned.

2016. The TSU growth for Slovenia, Bosnia-Herzegovina, Serbia, and FYROM were respectively +8.4%, +14.5%, +7.5% and +24.4% since the beginning of the year (compared to the same period in 2016).

- Note that the growth in the aforementioned South-Eastern European states was also positively influenced by a noticeable restart of the traffic to and from Egypt. The increase in flights between Ukraine and Egypt had a positive impact on Cyprus growth as well as on all Central European states for both flights and TSU. Moreover, the recovery of traffic between Europe and the Russian Federation (circa 10% flight growth on 2016), has positively impacted the TSU growth of states in Eastern Europe (eg Moldova: +11.3% and Ukraine: +21.1%).
- Record TSU growth for Armenia was observed since the beginning of 2017 (+59.1%) and in particular for April 2017 (+182.5% compared to April 2016). This can be explained by a strong flight growth to the Middle-East and by the recovery of traffic to and from the Russian Federation. As for the growth of April, it was further boosted as a counter-effect of a huge decline in Armenian overflights in April 2016 due to losses on flows between the Middle-East and the Russian Federation as some Middle-East carriers had briefly shifted their routes eastwards through Azerbaijan.
- Last but not least, Maltese overflights remain low because of the closure of the Libyan airspace and TSU have declined there by 2.3% since the beginning of the year, which is the only TSU decline amongst the states in the CRCO14 zone.

Figure 2. Evolution of total service units recorded in CRCO14 area from January 2013 to April 2017 (note that February 2016 has one extra day).



3. FORECAST INPUTS AND ASSUMPTIONS

This intermediate en-route service units forecast is basically relying on the inputs and assumptions detailed in the seven-year IFR flight movements and Service Units forecast published in February 2017 (Ref.i), with influential drivers being the economic growth, the events and trends, the airport capacity constraints to name a few. However, for this intermediate forecast the only inputs that have been refined are the most up-to-date IFR movements and service units trends (see Section 2).

Note that the actual TSU for 2016 have slightly changed compared to the February 2017 forecast publication (Ref.i): they now correspond to the official CRCO values for 2016 that were not available at the time of writing in February 2017. The figures now take into account, amongst others, an important Ryanair credit note issued at the mid-March 2017 billing.

4. EN-ROUTE SERVICE UNIT GROWTH FOR 2017 AND 2018

Following the recent traffic trends of most Western European countries such as UK, Spain, Germany, France and Portugal whose growth has been strong since the beginning of the year, and due to the fact that, in the Eastern part of Europe, the growth trends have now been largely positive over the recent months, as the shift of tourist traffic flows from South-East to South-West is now part of the default pattern and not expected to change. The total en-route service units in the participating EUROCONTROL Member states (CRCO14) are expected to reach 150.6 million in 2017, corresponding to a growth of 5% (± 0.9 pp) on 2016 (see Figure 3). This is a 0.8pp upwards revision when compared to the 4.2% growth forecasted in the February 2017 forecast (Ref.i).

Consequently, the TSU forecast of these Western European states has been revised upwards for 2017 compared to the February 2017 publication: UK +3.1pp, Germany +0.8pp, Spain +0.8pp and France +0.4pp. The revision has also an impact on the TSU forecast for Switzerland (+3.1 pp), Austria (+2.5 pp), Bosnia-Herzegovina (+5.9 pp), FYROM (+6.1 pp) and Greece (+5.2 pp), which, for the latter three, were positively influenced by the use of more southerly routes over Eastern Europe (Section 2).

On the other hand, a few countries have also been revised downwards, such as Ireland (-1.5pp) whose TSU trends have been lower than expected because of the current transatlantic route patterns.

For 2018, an upwards revision of total en-route service units is expected too, but to a lesser extent (+0.2pp) and the CRCO14 area is now expected to see a total en-route service units growth rate of 2.9% (± 1.4 pp) compared to 2017 to reach 154.9 million TSU.

Figure 4 shows the average annual growth figures per State over between 2016 and 2018. The detailed forecasts (total en-route service units and growth) for each State are in Annex 2, Annex 3 and Annex 4. Note that the actual TSU for 2016 have slightly changed compared to what was published in the February 2017 forecast (Ref.i) for the reason mentioned in Section 3.

Any user of this two-year forecast should consult the entire forecast range (low-growth to high-growth) as an indicator of risk (see Figure 9 and Figure 10 respectively in Annex 3 and Annex 4). This forecast includes downside risks (e.g. the economic indicators could worsen) and upside risks (e.g. new route changes could bring traffic to some states and take it from others). These risks are more detailed in Section 5.

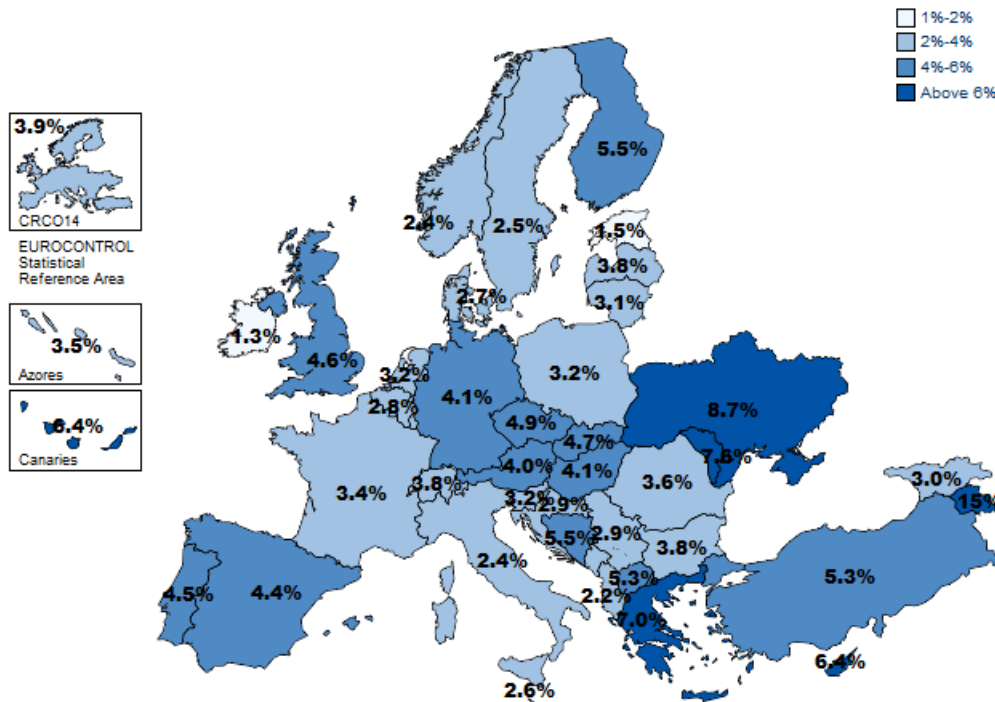
Figure 3. Summary of forecast of total en-route service units forecast for EUROCONTROL Member States (CRCO14*) and Performance Scheme are (RP2Region†). Note that the 2016 are now official CRCO values.

Total en-route service units (Thousands)		2013	2014	2015	2016	2017	2018	2018/ 2016 Total Growth
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* CRCO14 designates the sum over all the states participating in the Multilateral Route Charges System in 2014 of all TSU either measured or forecasted for the corresponding year.

† RP2Region refers to the 28 EU Member states plus Norway and Switzerland. RP2 series includes service units for flight segments performed as Operational Air Traffic (OAT) for Germany.

Figure 4. Average annual growth of service units between 2016 and 2018.



5. RISKS TO THE FORECAST GROWTH

Users of the forecasts are strongly advised to use the forecast range (low-growth to high-growth) as an indicator of risk. These flight forecasts are prepared in conditions of large changes in traffic routings.

In percentage terms for individual States, the biggest risks concern the **route choices** of airlines, which are generally downside risks for some States and simultaneously upside risks for others, balancing out across Europe as a whole.

The main sources of uncertainty in this intermediate forecast are as follows. They correspond to what was already mentioned in the February 2017 forecast (Ref.i):

- In the medium-term, there is a significant probability that *some* flights through **Ukraine** will be restored.
- Closure of **Libyan airspace** has reduced Maltese overflights as well as re-routed traffic to southern Africa. It is not clear when normal patterns will be restored.
- Currently, the **Syrian conflict** is having an important impact on overflights across South-East Europe. We have not included an end to this in our scenario nor intensification, though clearly at some point this network disruption will clear and the overflight changes reverse. Avoidance of Iraq and to a lesser extent Sinai is less significant for the forecast.
- The immigration crisis linked to the Syrian and Libyan conflict and the response of the Governments of the 26-country **Schengen area** is also a downside risk. Under the rules governing the open travel area, governments could suspend the Schengen system for two years, which would deter passenger travel, though to an unknown extent.
- Previous years have seen persistent (many months) reduction in *en route* capacity as a result of the introduction of **new ATC systems**. This results in tactical and strategic re-routing of traffic, enough to affect annual totals. More changes are on the way, presenting further risks, for example Germany, Georgia, Malta and Romania.
- The **jet stream** influences route choice too, though this is more usually an effect over days or weeks than over the whole year. Note that the effect has been strong in the UK since the beginning of the year 2017.
- **Unit rates** are one of the many factors that influence an airline's choice of route. Large changes in rates could lead to low single-figure percentage changes in flight counts.
- **Oil prices** remain changeable. With fuel accounting for around 20% of operating costs, this can have an effect on fares and cost of travel for customer. There is, in the short-term, an upside risk if the airlines start reflecting the fall of fuel costs to the ticket prices (cheaper); the most recent data from Eurostat suggests prices may finally be in decline. On the opposite, a surge in oil prices could lead in an increase of fuel cost, hence an increase of the ticket prices which is a downside risk.
- More generally, future **network changes** (e.g., new routes) and airlines' changing choice of routes are not modelled by the forecast.

The **economic forecasts** used here were updated in January 2017. The economic outlook remains uncertain. The low scenario provides some guidance here. Economic risks are to some extent synchronised, so do not balance out across Europe as routing risks do.

On the other hand, there are growing competitive pressures for expansion, especially for low-cost carriers, so as **aircraft deliveries** accelerate we could see more rapid expansion, although in our view this is likely to be localised. The high scenario provides some guidance for this, but only for local, not widespread application.

Load factors remain very high. As traffic begins to grow again, this means that load factors might be able to absorb less of the passenger growth than they have in past years. From the present position, the recovery would then come more rapidly than anticipated. This is therefore an upside risk.

Tourism trends are quite variable. The forecast does not identify which will be the new holiday 'destination of preference' in a given year. The recent events in Turkey, Egypt and Tunisia have led

to more variability in tourism destinations. This is more likely a downside risk on the South-East axis. On the other hand, the partial restoration of some flows in the South-East axis (eg Ukraine-Egypt, Ukraine-Turkey) is an upside risk.

Terrorist attacks, bans of one country on another one, wars and natural disasters. Terrorist attacks, wars, etc. are impossible to predict. Their impact on air traffic could however be a temporary one, or more significant. Overall, this is a downside risk for the country impacted by the event.

6. GLOSSARY

AAGR	Average annual growth
B	(in tables) Baseline Scenario
CRCO11	States participating to the Multilateral Route Charges System dated 2012 (see Annex 1).
CRCO14	States participating to the Multilateral Route Charges System dated 2014. Namely CRCO14 includes the list of States within CRCO11 plus <i>Georgia</i> .
FAB	Functional Airspace Block
FIR	Flight Information Region
H	(in tables) High-Growth Scenario
IFR	Instrument Flight Rules
KFOR	Kosovo Force
L	(in tables) Low-Growth Scenario
pp	percentage point
PScheme	States involved in the Performance scheme first period of reference (EU27, Norway and Switzerland – no longer used)
RP1	First Period of Reference (2012-2014) for the Performance Scheme of the SES
RP2	Second Period of Reference (2015-2019) for the Performance Scheme of the SES
RP1Region	See PScheme
RP2Region	States involved in the Performance scheme second period of reference (EU28, Norway and Switzerland)
SES	Single European Sky
STATFOR	Eurocontrol Statistics and Forecast Service
TLP	Traffic Light Protocol is the status of classification of the document. White is “Public Information.”
TOTAL	The sum of CRCO14 with Estonia and Ukraine
TSU	Total En-Route Service Units

Other abbreviations and acronyms used in this document are available in the EUROCONTROL Air Navigation Inter-site Acronym List (AIRIAL) which may be found here:

<http://www.eurocontrol.int/airial/definitionListInit.do?skipLogon=true&glossaryUid=AIRIAL>

Annex 1 Traffic region definitions

CRCO11

'CRCO11' refers to the EUROCONTROL Member States participating in the Multilateral Route Charges System in 2012. This list comprises: Albania, Armenia, Austria, Belgium/Luxembourg, Bosnia-Herzegovina, Bulgaria, Canary Islands, Croatia, Cyprus, Czech Republic, Denmark, FYROM, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lisbon FIR, Lithuania, Malta, Moldova, Netherlands, Norway, Poland, Romania, Santa Maria FIR, Serbia-Montenegro-, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, UK.

CRCO14

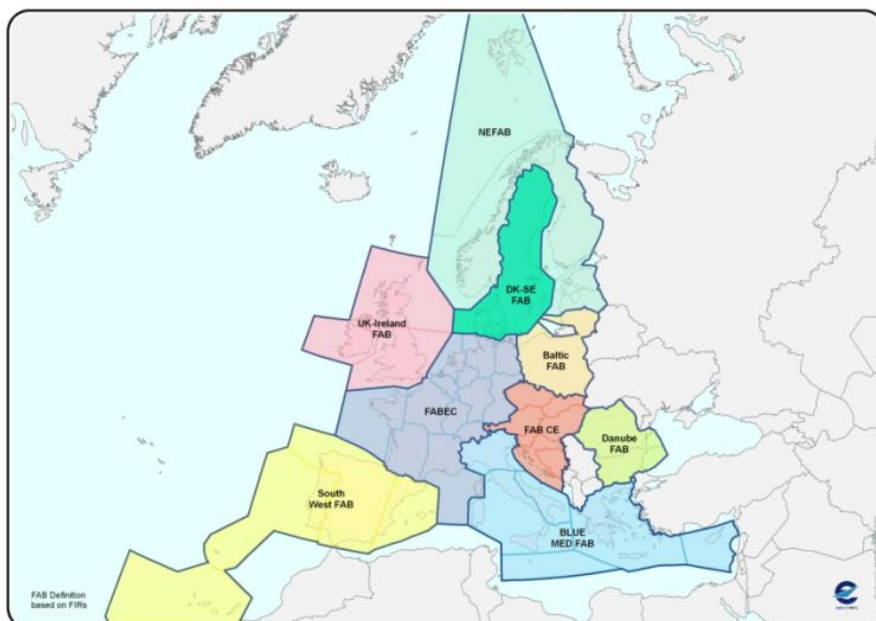
'CRCO14' refers to the EUROCONTROL Member States participating in the Multilateral Route Charges System in 2014. This list comprises: CRCO11 and Georgia, which joined EUROCONTROL in 2014.

Functional Airspace Blocks

On top of the traffic zones, this report also presents the forecast of IFR movements from 2014 to 2020 for the Functional Airspace Blocks (FAB). A FAB is a block of airspace based on operational requirements regardless of the State boundaries (Figure 5). FAB initiatives (definitions) are now frozen according to the targets defined to improve the performance of the European air traffic management network. STATFOR defines the FABs based on the FIR³ boundaries. The definition of FAB-FIR is:

- **UK-Ireland FAB** (Scottish FIR&UIR, London FIR&UIR, Shannon FIR&UIR)
- **Danish-Swedish FAB** (Copenhagen FIR, Sweden FIR)
- **Baltic FAB** (Warszawa FIR, Vilnius FIR&UIR)
- **BLUE MED FAB** (Nicosia FIR&UIR, Athina FIR&UIR, Brindisi FIR&UIR, Milano FIR&UIR, Roma FIR&UIR, Malta FIR&UIR)
- **Danube FAB** (Sofia FIR, Bucarest FIR)
- **FAB CE** (Zagreb FIR, Budapest FIR, Ljubljana FIR, Praha FIR, Wien FIR, Sarajevo FIR&UIR, Bratislava FIR)
- **FABEC** (Brussels FIR&UIR, Langen FIR, Munchen FIR, Rhein UIR, Hannover UIR, Bremen FIR, Amsterdam FIR, Bordeaux FIR, Reims FIR, Paris FIR, France UIR, Marseille FIR, Brest FIR, Switzerland FIR, Switzerland UIR)
- **North European FAB** (Tallinn FIR, Finland FIR&UIR, Enor FIR, Riga FIR, Bodo Oceanic FIR)
- **South West FAB** (Canarias FIR&UIR, Lisboa FIR, Madrid FIR&UIR, Barcelona FIR&UIR)

³ Note that the PRU uses the FAB-ANSP definition.

Figure 5. FABs as stipulated by the European Commission.

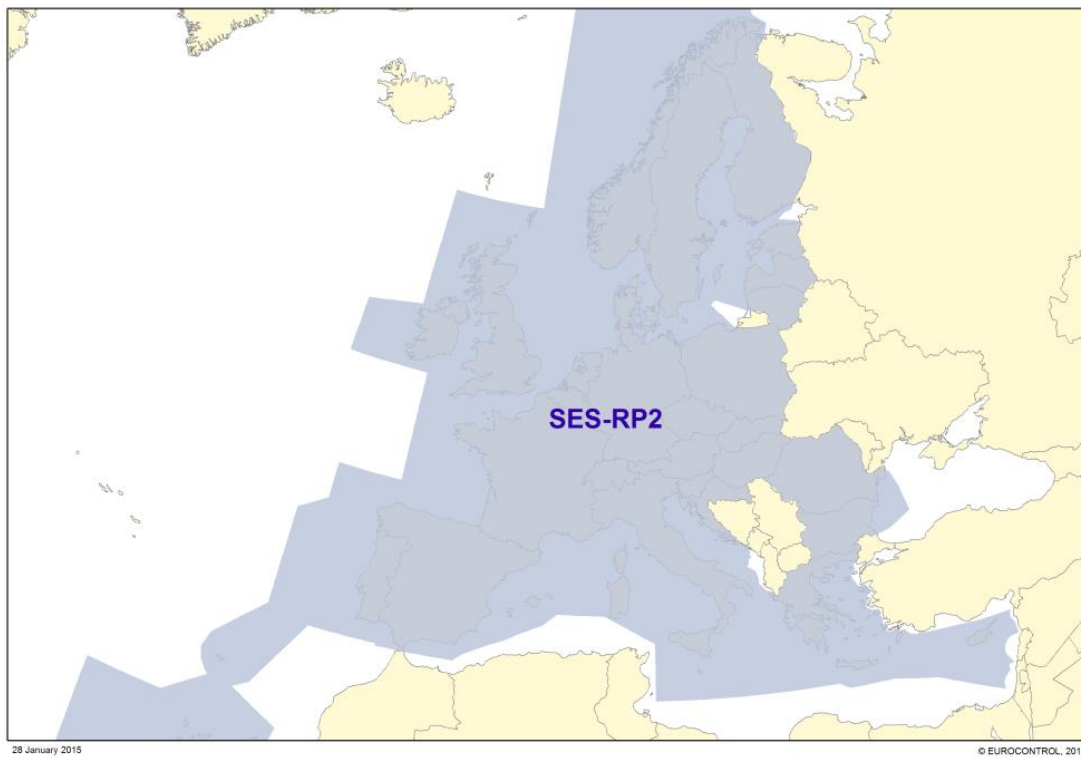
RPRegions

RP1Region and RP2Region are the two regions involved in the Performance Scheme respectively related to First Reference Period (2012-2014) and Second Review Period (2015-2019).

- **RP1Region:** stands for the sum over all the 29 States that were involved in the EU-wide performance target setting for the first period, namely: 28 EU Member States plus Norway plus Switzerland minus Croatia.
- **RP2Region:** stands for the sum over all the 30 States that are involved in the EU-wide performance target setting for the second period, namely: 28 EU Member States plus Norway plus Switzerland. This zone is was also called SES-RP2 in previous reports.

The “PScheme” region presented in previous reports (Traffic Tables of the Annexes) is not reported anymore, as it could introduce some confusion with respect to the RPRegions above mentioned. The SES-RP2 zone is also called RP2Region in our reports.

Figure 6. States within RP2Region also called SES-RP2 in previous reports (Performance Scheme Region for the Second Review Period).



The “SES” region presented in previous reports (Traffic Tables of the Annexes) is not reported anymore, as it could introduce some confusion with respect to the RP1Region and RP2Region above mentioned.

Annex 2 Two-year en-route service unit forecast per state

Figure 7. Forecast Summary: Annual total en-route service units 2017-2018.

Charging Area	2016 Actual TSU ^E	2017 STATFOR Forecast TSU	2017/2016 Forecast Growth	2018 STATFOR Forecast TSU	2018/2017 Forecast Growth	2017 States Forecast TSU	2017 STATFOR/States
EB Belgium/Luxembourg	2,499,996	2,582,712	3.3%	2,644,300	2.4%	2,580,000	0.1%
ED Germany ^A	13,561,501	14,325,972	5.6%	14,683,801	2.5%	13,122,000	9.2%
LF France	19,882,659	20,803,453	4.6%	21,240,126	2.1%	19,300,000	7.8%
EG UK	10,874,798	11,631,006	7.0%	11,896,635	2.3%	10,583,000	9.9%
EH Netherlands	3,099,952	3,231,832	4.3%	3,302,992	2.2%	2,845,616	13.6%
EI Ireland	4,467,595	4,507,630	0.9%	4,583,445	1.7%	4,113,288	9.6%
LS Switzerland	1,493,182	1,572,934	5.3%	1,607,886	2.2%	1,490,591	5.5%
LP Lisbon FIR	3,509,556	3,738,619	6.5%	3,835,395	2.6%	3,122,232	19.7%
LO Austria	2,749,863	2,901,045	5.5%	2,976,008	2.6%	2,850,000	1.8%
LE Spain	9,761,348	10,340,075	5.9%	10,638,174	2.9%	9,018,000	14.7%
GC Canary Islands	1,484,755	1,620,623	9.2%	1,679,855	3.7%	1,531,000	5.9%
AZ Santa Maria FIR	5,039,640	5,271,036	4.6%	5,396,550	2.4%	4,387,946	20.1%
LG Greece	4,678,399	5,112,151	9.3%	5,359,548	4.8%	4,404,929	16.1%
LT Turkey	14,374,452	15,165,677	5.5%	15,942,444	5.1%	14,974,104	1.3%
LM Malta	905,497	922,380	1.9%	953,174	3.3%	880,000	4.8%
LI Italy	8,301,990	8,507,886	2.5%	8,703,534	2.3%	9,207,393	-7.6%
LC Cyprus	1,540,071	1,672,536	8.6%	1,742,143	4.2%	1,457,140	14.8%
LH Hungary	2,788,496	2,922,549	4.8%	3,023,002	3.4%	2,413,812	21.1%
EN Norway	2,495,164	2,541,555	1.9%	2,616,756	3.0%	2,438,992	4.2%
EK Denmark	1,621,145	1,669,029	3.0%	1,710,283	2.5%	1,589,000	5.0%
LJ Slovenia	501,752	515,492	2.7%	534,549	3.7%	514,217	0.2%
LR Romania	4,442,936	4,633,915	4.3%	4,768,574	2.9%	4,219,063	9.8%
LK Czech Republic	2,737,003	2,919,440	6.7%	3,013,295	3.2%	2,717,000	7.5%
ES Sweden	3,401,901	3,517,156	3.4%	3,575,251	1.7%	3,341,000	5.3%
LZ Slovakia	1,138,250	1,201,933	5.6%	1,246,753	3.7%	1,186,000	1.3%
LD Croatia	1,787,992	1,812,092	1.3%	1,892,718	4.4%	1,808,000	0.2%
LB Bulgaria	3,412,754	3,523,502	3.2%	3,676,509	4.3%	3,439,000	2.5%
LW FYROM	249,929	273,827	9.6%	277,162	1.2%	272,200	0.6%
LU Moldova	59,855	67,643	13.0%	69,352	2.5%	63,500	6.5%
EF Finland	763,829	837,771	9.7%	850,170	1.5%	827,000	1.3%
LA Albania	442,280	450,632	1.9%	462,089	2.5%	455,000	-1.0%
LQ Bosnia-Herzegovina	866,281	947,188	9.3%	964,303	1.8%	911,092	4.0%
UD Armenia	111,239	139,348	25.3%	146,889	5.4%	120,110	16.0%
LY Serbia-Montenegro-	2,130,658	2,201,141	3.3%	2,257,047	2.5%	2,167,500	1.6%
EP Poland	4,174,735	4,298,353	3.0%	4,443,774	3.4%	4,299,929	-0.0%
EY Lithuania	507,472	524,860	3.4%	539,918	2.9%	524,877	-0.0%
EE Estonia	834,306	837,640	0.4%	860,315	2.7%	827,117	1.3%
EV Latvia ^C	789,087	837,886	6.2%	850,563	1.5%	844,000	-0.7%
UK Ukraine ^D	1,016,864	1,147,230	12.8%	1,202,430	4.8%	.	.
UG Georgia	791,282	811,850	2.6%	839,840	3.4%	833,000	-2.5%
Charging Area	2015 Actual TSU	2016 STATFOR Forecast TSU	2016/2015 Forecast Growth	2017 STATFOR Forecast TSU	2017/2016 Forecast Growth	2016 States Forecast TSU	2016 STATFOR/States
CRCO11	142,648,012	149,742,877	5.0%	154,104,966	2.9%	140,018,532	6.9%
CRCO14	143,439,294	150,554,727	5.0%	154,944,805	2.9%	140,851,532	6.9%
RP1 Region	118,419,992	124,251,934	4.9%	127,556,726	2.7%	115,686,197	7.4%
RP2 Region	120,207,984	126,064,025	4.9%	129,449,445	2.7%	117,494,197	7.3%
Total^D	145,290,464	152,539,597	5.0%	157,007,550	2.9%	141,678,649	7.7%

(A) For Germany, hence for SES29 and RP2, series, includes service units for flight segments performed as Operational Air Traffic. 73,165 service units concerned for 2016. Estimated number for the coming years is around 75,000 per year.

(B) The charging zone over Serbia and Montenegro has been renamed Serbia-Montenegro-KFOR (following the change in the naming convention, see Final minutes of the 103rd session of the Enlarged Committee dated 19-20.11.2014).

(C) Latvia has only joined EUROCONTROL Member states in 2011. Before that date, only yearly data was available for the TSU

(D) Ukraine is not part of the CRCO but has asked STATFOR to produce an individual forecast for them as they did not have this capacity in 2012. In the TOTAL column the 2016 states forecast and the percentage difference between, the 2016 States and STATFOR forecast does not account for Ukraine

(E) These figures are CRCO official annual data for 2016. For most States, they no longer match the values published in the February 2017 forecast (preliminary figures estimating a significant Ryanair credited note for 2016 that is now integrated).

Figure 8. Forecast Summary: Annual chargeable en-route service units 2017-2018.

Charging Area	2015 Actual TSU ^c	2016 STATFOR Forecast TSU	2017 STATFOR Forecast TSU	2015 Actual Exempted SU in %	2015 Actual Chargeable SU in %	2016 Chargeable SU Estimate	2017 Chargeable SU Estimate
EB Belgium/Luxembourg	2,499,996	2,582,712	2,644,300	0.7%	99.3%	2,565,000	2,626,100
ED Germany ^A	13,561,501	14,325,972	14,683,801	1.0%	99.0%	14,185,100	14,539,400
LF France	19,882,659	20,803,453	21,240,126	1.0%	99.0%	20,605,700	21,038,200
EG UK	10,874,798	11,631,006	11,896,635	1.5%	98.5%	11,456,800	11,718,400
EH Netherlands	3,099,952	3,231,832	3,302,992	1.3%	98.7%	3,190,800	3,261,100
EI Ireland	4,467,595	4,507,630	4,583,445	1.2%	98.8%	4,454,400	4,529,300
LS Switzerland	1,493,182	1,572,934	1,607,886	0.3%	99.7%	1,568,900	1,603,800
LP Lisbon FIR	3,509,556	3,738,619	3,835,395	1.0%	99.0%	3,700,200	3,796,000
LO Austria	2,749,863	2,901,045	2,976,008	0.5%	99.5%	2,887,200	2,961,900
LE Spain	9,761,348	10,340,075	10,638,174	0.9%	99.1%	10,246,900	10,542,400
GC Canary Islands	1,484,755	1,620,623	1,679,855	0.9%	99.1%	1,606,800	1,665,500
AZ Santa Maria FIR	5,039,640	5,271,036	5,396,550	2.0%	98.0%	5,165,800	5,288,800
LG Greece	4,678,399	5,112,151	5,359,548	2.1%	97.9%	5,002,400	5,244,500
LT Turkey	14,374,452	15,165,677	15,942,444	0.9%	99.1%	15,022,900	15,792,400
LM Malta	905,497	922,380	953,174	3.4%	96.6%	891,300	921,100
LI Italy	8,301,990	8,507,886	8,703,534	1.8%	98.2%	8,356,700	8,548,900
LC Cyprus	1,540,071	1,672,536	1,742,143	1.6%	98.4%	1,646,200	1,714,700
LH Hungary	2,788,496	2,922,549	3,023,002	1.3%	98.7%	2,885,200	2,984,400
EN Norway	2,495,164	2,541,555	2,616,756	0.9%	99.1%	2,519,400	2,594,000
EK Denmark	1,621,145	1,669,029	1,710,283	0.7%	99.3%	1,657,600	1,698,600
LJ Slovenia	501,752	515,492	534,549	0.3%	99.7%	513,700	532,700
LR Romania	4,442,936	4,633,915	4,768,574	1.3%	98.7%	4,575,200	4,708,200
LK Czech Republic	2,737,003	2,919,440	3,013,295	1.8%	98.2%	2,865,600	2,957,700
ES Sweden	3,401,901	3,517,156	3,575,251	0.5%	99.5%	3,499,400	3,557,200
LZ Slovakia	1,138,250	1,201,933	1,246,753	1.5%	98.5%	1,183,700	1,227,900
LD Croatia	1,787,992	1,812,092	1,892,718	0.2%	99.8%	1,807,600	1,888,100
LB Bulgaria	3,412,754	3,523,502	3,676,509	1.2%	98.8%	3,481,900	3,633,100
LW FYROM	249,929	273,827	277,162	0.1%	99.9%	273,600	276,900
LU Moldova	59,855	67,643	69,352	0.1%	99.9%	67,600	69,300
EF Finland	763,829	837,771	850,170	0.3%	99.7%	835,400	847,700
LA Albania	442,280	450,632	462,089	0.7%	99.3%	447,400	458,800
LQ Bosnia-Herzegovina	866,281	947,188	964,303	0.1%	99.9%	946,100	963,200
UD Armenia	111,239	139,348	146,889	0.1%	99.9%	139,200	146,700
LY Serbia-Montenegro-KFOR ^B	2,130,658	2,201,141	2,257,047	0.1%	99.9%	2,199,000	2,254,900
EP Poland	4,174,735	4,298,353	4,443,774	0.6%	99.4%	4,271,000	4,415,500
EY Lithuania	507,472	524,860	539,918	0.6%	99.4%	521,900	536,800
EE Estonia	834,306	837,640	860,315	0.0%	100.0%	837,600	860,300
EV Latvia	789,087	837,886	850,563	0.7%	99.3%	832,100	844,700
UK Ukraine	1,016,864	1,147,230	1,202,430	0.5%	99.5%	1,141,100	1,196,000
UG Georgia	791,282	811,850	839,840	1.4%	98.6%	800,700	828,300
CRCO11	142,648,012	149,742,877	154,104,966	1.1%	98.9%	148,077,600	152,391,100
CRCO14	143,439,294	150,554,727	154,944,805	1.1%	98.9%	148,878,200	153,219,400
RP1 Region	118,419,992	124,251,934	127,556,726	1.1%	98.9%	122,846,300	126,113,800
RP2 Region	120,207,984	126,064,025	129,449,445	1.1%	98.9%	124,654,500	128,002,100
Total	145,290,464	152,539,597	157,007,550	1.1%	98.9%	150,856,900	155,275,500

(A) For Germany, hence for RP1 and RP2, series, includes service units for flight segments performed as Operational Air Traffic, 73,165 service units concerned for 2016. Estimated number for the coming years is around 75,000 per year.

(B) The charging zone over Serbia and Montenegro has been renamed Serbia-Montenegro-KFOR (following the change in the naming convention, see Final minutes of the 103rd session of the Enlarged Committee dated 19-20.11.2014).

(C) These figures are CRCO official annual data for 2016. For most States, they no longer match the values published in the February 2017 forecast (preliminary figures estimating a significant Ryanair credited note for 2016 that is now integrated).

Annex 3 Two-year detailed en-route service unit forecast per state

The table below provides the results of the forecast along with a High (H) and Low (L) forecast, expressed in thousands total service units, between which the future value is likely to be with a 50% probability.

Figure 9. Forecast of the total number of en-route service units (thousands) per State.

Total en-route Service Units (Thousands)								
Total service units (thousands)		2013	2014	2015	2016	2017	2018	2018/2016 Total Growth
Albania	H	.	.	.	.	454	471	6%
	B	456	469	484	442	451	462	4%
	L	.	.	.	.	447	454	3%
Armenia	H	.	.	.	.	144	157	41%
	B	149	142	126	111	139	147	32%
	L	.	.	.	.	135	136	23%
Austria	H	.	.	.	.	2,929	3,051	11%
	B	2,456	2,645	2,739	2,750	2,901	2,976	8%
	L	.	.	.	.	2,873	2,901	5%
Belgium /Luxembourg	H	.	.	.	.	2,601	2,692	8%
	B	2,277	2,362	2,454	2,500	2,583	2,644	6%
	L	.	.	.	.	2,564	2,593	4%
Bosnia-Herzegovina	H	.	.	.	.	960	993	15%
	B	654	783	870	866	947	964	11%
	L	.	.	.	.	935	936	8%
Bulgaria	H	.	.	.	.	3,554	3,750	10%
	B	2,058	2,744	3,223	3,413	3,524	3,677	8%
	L	.	.	.	.	3,493	3,602	6%
Canary Islands	H	.	.	.	.	1,639	1,733	17%
	B	1,516	1,492	1,402	1,485	1,621	1,680	13%
	L	.	.	.	.	1,602	1,628	10%
Croatia	H	.	.	.	.	1,834	1,943	9%
	B	1,695	1,760	1,790	1,788	1,812	1,893	6%
	L	.	.	.	.	1,791	1,843	3%
Cyprus	H	.	.	.	.	1,687	1,786	16%
	B	1,327	1,454	1,548	1,540	1,673	1,742	13%
	L	.	.	.	.	1,658	1,700	10%
Czech Republic	H	.	.	.	.	2,946	3,089	13%
	B	2,374	2,393	2,532	2,737	2,919	3,013	10%
	L	.	.	.	.	2,893	2,939	7%
Denmark	H	.	.	.	.	1,681	1,738	7%
	B	1,524	1,532	1,583	1,621	1,669	1,710	5%
	L	.	.	.	.	1,657	1,681	4%

Total en-route Service Units (Thousands)								
Total service units (thousands)		2013	2014	2015	2016	2017	2018	2018/2016 Total Growth
		Estonia	H	847	885	6%
B	741		790	816	834	838	860	3%
L	.		.	.	.	828	835	0%
FYROM	H	.	.	.	.	277	286	14%
	B	178	246	264	250	274	277	11%
	L	.	.	.	.	271	268	7%
Finland	H	.	.	.	.	846	869	14%
	B	770	796	760	764	838	850	11%
	L	.	.	.	.	830	831	9%
France	H	.	.	.	.	20,912	21,559	8%
	B	17,900	18,497	18,868	19,883	20,803	21,240	7%
	L	.	.	.	.	20,696	20,910	5%
Georgia	H	.	.	.	.	829	880	11%
	B	747	752	805	791	812	840	6%
	L	.	.	.	.	795	799	1%
Germany ⁴	H	.	.	.	.	14,404	14,926	10%
	B	12,570	12,881	12,976	13,562	14,326	14,684	8%
	L	.	.	.	.	14,247	14,435	6%
Greece	H	.	.	.	.	5,173	5,534	18%
	B	4,216	4,618	4,899	4,678	5,112	5,360	15%
	L	.	.	.	.	5,051	5,187	11%
Hungary	H	.	.	.	.	2,957	3,119	12%
	B	2,101	2,406	2,695	2,788	2,923	3,023	8%
	L	.	.	.	.	2,888	2,928	5%
Ireland	H	.	.	.	.	4,555	4,696	5%
	B	3,813	3,922	4,182	4,468	4,508	4,583	3%
	L	.	.	.	.	4,460	4,467	-0%
Italy	H	.	.	.	.	8,597	8,959	8%
	B	8,117	8,314	8,172	8,302	8,508	8,704	5%
	L	.	.	.	.	8,419	8,449	2%
Latvia	H	.	.	.	.	848	879	11%
	B	734	767	802	789	838	851	8%
	L	.	.	.	.	827	822	4%
Lisbon FIR	H	.	.	.	.	3,765	3,918	12%
	B	2,877	3,020	3,150	3,510	3,739	3,835	9%
	L	.	.	.	.	3,713	3,756	7%
Lithuania	H	.	.	.	.	531	556	10%
	B	451	487	492	507	525	540	6%
	L	.	.	.	.	519	523	3%

⁴ For Germany, hence for RP1 and RP2, series, includes service units for flight segments performed as Operational Air Traffic. 73,165 service units were concerned for 2016. Estimated number for the coming years is 75,000 per year.

Total en-route Service Units (Thousands)								
Total service units (thousands)		2013	2014	2015	2016	2017	2018	2018/2016 Total Growth
		Malta	H	937	996	10%
B	735		727	823	905	922	953	5%
L	.		.	.	.	908	912	1%
Moldova	H	.	.	.	.	72	78	30%
	B	240	131	74	60	68	69	16%
	L	.	.	.	.	64	61	2%
Netherlands	H	.	.	.	.	3,252	3,359	8%
	B	2,702	2,767	2,893	3,100	3,232	3,303	7%
	L	.	.	.	.	3,211	3,245	5%
Norway	H	.	.	.	.	2,563	2,672	7%
	B	2,051	2,221	2,314	2,495	2,542	2,617	5%
	L	.	.	.	.	2,521	2,562	3%
Poland	H	.	.	.	.	4,327	4,527	8%
	B	3,984	3,931	3,880	4,175	4,298	4,444	6%
	L	.	.	.	.	4,270	4,362	4%
Romania	H	.	.	.	.	4,694	4,929	11%
	B	3,752	4,182	4,571	4,443	4,634	4,769	7%
	L	.	.	.	.	4,573	4,608	4%
Santa Maria FIR	H	.	.	.	.	5,324	5,516	9%
	B	4,021	4,166	4,662	5,040	5,271	5,397	7%
	L	.	.	.	.	5,218	5,276	5%
Serbia-Montenegro-KFOR ⁵	H	.	.	.	.	2,226	2,322	9%
	B	1,639	1,752	1,975	2,131	2,201	2,257	6%
	L	.	.	.	.	2,177	2,192	3%
Slovakia	H	.	.	.	.	1,214	1,281	13%
	B	985	1,044	1,071	1,138	1,202	1,247	10%
	L	.	.	.	.	1,190	1,213	7%
Slovenia	H	.	.	.	.	521	550	10%
	B	411	459	466	502	515	535	7%
	L	.	.	.	.	510	519	3%
Spain	H	.	.	.	.	10,408	10,851	11%
	B	8,447	8,768	8,997	9,761	10,340	10,638	9%
	L	.	.	.	.	10,273	10,433	7%
Sweden	H	.	.	.	.	3,547	3,659	8%
	B	3,209	3,285	3,355	3,402	3,517	3,575	5%
	L	.	.	.	.	3,487	3,491	3%
Switzerland	H	.	.	.	.	1,587	1,641	10%
	B	1,385	1,427	1,455	1,493	1,573	1,608	8%
	L	.	.	.	.	1,559	1,573	5%

⁵ The charging zone over Serbia and Montenegro has been renamed Serbia-Montenegro-KFOR (following the change in the naming convention, see Final minutes of the 103rd session of the Enlarged Committee dated 19-20.11.2014).

Total en-route Service Units (Thousands)								
Total service units (thousands)		2013	2014	2015	2016	2017	2018	2018/2016 Total Growth
Turkey	H	.	.	.	.	15,296	16,327	14%
	B	10,637	12,809	14,182	14,374	15,166	15,942	11%
	L	.	.	.	.	15,039	15,571	8%
UK	H	.	.	.	.	11,719	12,106	11%
	B	9,755	9,979	10,154	10,875	11,631	11,897	9%
	L	.	.	.	.	11,542	11,678	7%
Ukraine	H	.	.	.	.	1,207	1,348	33%
	B	4,931	2,771	1,286	1,017	1,147	1,202	18%
	L	.	.	.	.	1,088	1,059	4%
BLUE MED FAB	H	.	.	.	.	16,395	17,275	12%
	B	14,395	15,113	15,441	15,426	16,215	16,758	9%
	L	.	.	.	.	16,036	16,249	5%
Baltic FAB	H	.	.	.	.	4,858	5,083	9%
	B	4,434	4,418	4,372	4,682	4,823	4,984	6%
	L	.	.	.	.	4,789	4,885	4%
Danube FAB	H	.	.	.	.	8,248	8,679	10%
	B	5,810	6,925	7,793	7,856	8,157	8,445	8%
	L	.	.	.	.	8,067	8,211	5%
FAB CE	H	.	.	.	.	13,361	14,025	12%
	B	10,676	11,492	12,164	12,570	13,220	13,651	9%
	L	.	.	.	.	13,079	13,278	6%
FABEC	H	.	.	.	.	42,756	44,177	9%
	B	36,834	37,934	38,646	40,537	42,517	43,479	7%
	L	.	.	.	.	42,278	42,756	5%
NEFAB	H	.	.	.	.	5,104	5,306	9%
	B	4,296	4,573	4,692	4,882	5,055	5,178	6%
	L	.	.	.	.	5,006	5,050	3%
South West FAB	H	.	.	.	.	15,813	16,502	12%
	B	12,840	13,279	13,550	14,756	15,699	16,153	9%
	L	.	.	.	.	15,587	15,817	7%
UK-Ireland FAB	H	.	.	.	.	16,274	16,803	10%
	B	13,568	13,902	14,336	15,342	16,139	16,480	7%
	L	.	.	.	.	16,002	16,145	5%
DK-SE FAB	H	.	.	.	.	5,228	5,398	7%
	B	4,732	4,817	4,938	5,023	5,186	5,286	5%
	L	.	.	.	.	5,144	5,172	3%
CRCO11	H	.	.	.	.	150,982	157,522	10%
	B	124,162	131,379	136,884	142,648	149,743	154,105	8%
	L	.	.	.	.	148,509	150,686	6%

Total en-route Service Units (Thousands)								
Total service units (thousands)		2013	2014	2015	2016	2017	2018	2018/2016 Total Growth
COCO14	H	.	.	.	.	151,811	158,402	10%
	B	124,910	132,130	137,689	143,439	150,555	154,945	8%
	L	.	.	.	.	149,303	151,485	6%
RP1Region ⁴	H	.	.	.	.	125,243	130,314	10%
	B	105,235	109,910	113,273	118,420	124,252	127,557	8%
	L	.	.	.	.	123,262	124,783	5%
RP2Region ⁴	H	.	.	.	.	127,076	132,257	10%
	B	106,930	111,670	115,063	120,208	126,064	129,449	8%
	L	.	.	.	.	125,052	126,626	5%
Total	H	.	.	.	.	153,864	160,636	11%
	B	130,582	135,692	139,790	145,290	152,540	157,008	8%
	L	.	.	.	.	151,219	153,378	6%

Annex 4 Two-year detailed en-route service units forecast per state (Growth)

The table below provides the results of the forecast annual growth along with a High (H) and Low (L) forecast between which the future growth is likely to be with a 50% probability.

Figure 10. Forecast of the total en-route service units growth per State.

Total en-route Service Units (Thousands)								
Annual Growth		2013	2014	2015	2016	2017	2018	2018/ 2016 AAGR
		Albania	H	2.7%	3.6%	3.1%
	B	2.9%	2.9%	3.3%	-8.7%	1.9%	2.5%	2.2%
	L	.	.	.	.	1.1%	1.5%	1.3%
Armenia	H	.	.	.	.	29.6%	9.0%	18.8%
	B	-2.9%	-4.5%	-11.8%	-11.5%	25.3%	5.4%	14.9%
	L	.	.	.	.	20.9%	1.4%	10.7%
Austria	H	.	.	.	.	6.5%	4.2%	5.3%
	B	-0.5%	7.7%	3.5%	0.4%	5.5%	2.6%	4.0%
	L	.	.	.	.	4.5%	1.0%	2.7%
Belgium /Luxembourg	H	.	.	.	.	4.0%	3.5%	3.8%
	B	2.0%	3.7%	3.9%	1.9%	3.3%	2.4%	2.8%
	L	.	.	.	.	2.6%	1.1%	1.8%
Bosnia- Herzegovina	H	.	.	.	.	10.8%	3.4%	7.0%
	B	-3.8%	19.7%	11.2%	-0.4%	9.3%	1.8%	5.5%
	L	.	.	.	.	7.9%	0.2%	4.0%
Bulgaria	H	.	.	.	.	4.1%	5.5%	4.8%
	B	1.9%	33.3%	17.5%	5.9%	3.2%	4.3%	3.8%
	L	.	.	.	.	2.4%	3.1%	2.7%
Canary Islands	H	.	.	.	.	10.4%	5.7%	8.0%
	B	-5.2%	-1.6%	-6.0%	5.9%	9.2%	3.7%	6.4%
	L	.	.	.	.	7.9%	1.6%	4.7%
Croatia	H	.	.	.	.	2.6%	6.0%	4.2%
	B	0.9%	3.9%	1.7%	-0.1%	1.3%	4.4%	2.9%
	L	.	.	.	.	0.1%	2.9%	1.5%
Cyprus	H	.	.	.	.	9.6%	5.8%	7.7%
	B	1.8%	9.6%	6.4%	-0.5%	8.6%	4.2%	6.4%
	L	.	.	.	.	7.7%	2.5%	5.1%
Czech Republic	H	.	.	.	.	7.6%	4.8%	6.2%
	B	3.0%	0.8%	5.8%	8.1%	6.7%	3.2%	4.9%
	L	.	.	.	.	5.7%	1.6%	3.6%
Denmark	H	.	.	.	.	3.7%	3.4%	3.6%
	B	6.6%	0.5%	3.4%	2.4%	3.0%	2.5%	2.7%
	L	.	.	.	.	2.2%	1.4%	1.8%

Total en-route Service Units (Thousands)								
Annual Growth		2013	2014	2015	2016	2017	2018	2018/ 2016 AAGR
Estonia	H	.	.	.	.	1.5%	4.5%	3.0%
	B	2.3%	6.6%	3.3%	2.3%	0.4%	2.7%	1.5%
	L	.	.	.	.	-0.7%	0.8%	0.1%
FYROM	H	.	.	.	.	10.9%	3.2%	7.0%
	B	1.9%	38.8%	7.1%	-5.3%	9.6%	1.2%	5.3%
	L	.	.	.	.	8.2%	-0.8%	3.6%
Finland	H	.	.	.	.	10.8%	2.8%	6.7%
	B	-2.5%	3.3%	-4.4%	0.5%	9.7%	1.5%	5.5%
	L	.	.	.	.	8.6%	0.2%	4.3%
France	H	.	.	.	.	5.2%	3.1%	4.1%
	B	2.2%	3.3%	2.0%	5.4%	4.6%	2.1%	3.4%
	L	.	.	.	.	4.1%	1.0%	2.6%
Georgia	H	.	.	.	.	4.7%	6.2%	5.5%
	B	5.4%	0.6%	7.1%	-1.7%	2.6%	3.4%	3.0%
	L	.	.	.	.	0.5%	0.5%	0.5%
Germany ⁶	H	.	.	.	.	6.2%	3.6%	4.9%
	B	0.5%	2.5%	0.7%	4.5%	5.6%	2.5%	4.1%
	L	.	.	.	.	5.1%	1.3%	3.2%
Greece	H	.	.	.	.	10.6%	7.0%	8.8%
	B	-3.3%	9.5%	6.1%	-4.5%	9.3%	4.8%	7.0%
	L	.	.	.	.	8.0%	2.7%	5.3%
Hungary	H	.	.	.	.	6.0%	5.5%	5.8%
	B	3.8%	14.5%	12.0%	3.5%	4.8%	3.4%	4.1%
	L	.	.	.	.	3.6%	1.4%	2.5%
Ireland	H	.	.	.	.	1.9%	3.1%	2.5%
	B	0.2%	2.9%	6.6%	6.8%	0.9%	1.7%	1.3%
	L	.	.	.	.	-0.2%	0.2%	-0.0%
Italy	H	.	.	.	.	3.6%	4.2%	3.9%
	B	-0.3%	2.4%	-1.7%	1.6%	2.5%	2.3%	2.4%
	L	.	.	.	.	1.4%	0.4%	0.9%
Latvia	H	.	.	.	.	7.5%	3.7%	5.6%
	B	3.8%	4.5%	4.6%	-1.6%	6.2%	1.5%	3.8%
	L	.	.	.	.	4.9%	-0.7%	2.1%
Lisbon FIR	H	.	.	.	.	7.3%	4.1%	5.7%
	B	3.4%	5.0%	4.3%	11.4%	6.5%	2.6%	4.5%
	L	.	.	.	.	5.8%	1.2%	3.4%

⁶ For Germany, hence for RP1 and RP2, series, includes service units for flight segments performed as Operational Air Traffic. 73,165 service units were concerned for 2016. Estimated number for the coming years is 75,000 per year.

Total en-route Service Units (Thousands)								
Annual Growth		2013	2014	2015	2016	2017	2018	2018/ 2016 AAGR
Lithuania	H	.	.	.	.	4.6%	4.9%	4.7%
	B	4.9%	8.1%	1.0%	3.1%	3.4%	2.9%	3.1%
	L	.	.	.	.	2.3%	0.8%	1.6%
Malta	H	.	.	.	.	3.5%	6.2%	4.9%
	B	14.7%	-1.1%	13.2%	10.0%	1.9%	3.3%	2.6%
	L	.	.	.	.	0.2%	0.5%	0.4%
Moldova	H	.	.	.	.	19.7%	8.9%	14.1%
	B	16.8%	-45.5%	-43.7%	-18.9%	13.0%	2.5%	7.6%
	L	.	.	.	.	6.4%	-4.5%	0.8%
Netherlands	H	.	.	.	.	4.9%	3.3%	4.1%
	B	4.4%	2.4%	4.5%	7.2%	4.3%	2.2%	3.2%
	L	.	.	.	.	3.6%	1.1%	2.3%
Norway	H	.	.	.	.	2.7%	4.3%	3.5%
	B	11.1%	8.3%	4.2%	7.8%	1.9%	3.0%	2.4%
	L	.	.	.	.	1.0%	1.6%	1.3%
Poland	H	.	.	.	.	3.6%	4.6%	4.1%
	B	3.4%	-1.3%	-1.3%	7.6%	3.0%	3.4%	3.2%
	L	.	.	.	.	2.3%	2.1%	2.2%
Romania	H	.	.	.	.	5.7%	5.0%	5.3%
	B	4.9%	11.5%	9.3%	-2.8%	4.3%	2.9%	3.6%
	L	.	.	.	.	2.9%	0.8%	1.8%
Santa Maria FIR	H	.	.	.	.	5.6%	3.6%	4.6%
	B	3.8%	3.6%	11.9%	8.1%	4.6%	2.4%	3.5%
	L	.	.	.	.	3.5%	1.1%	2.3%
Serbia-Montenegro-KFOR ⁷	H	.	.	.	.	4.5%	4.3%	4.4%
	B	-4.7%	6.9%	12.7%	7.9%	3.3%	2.5%	2.9%
	L	.	.	.	.	2.2%	0.7%	1.4%
Slovakia	H	.	.	.	.	6.7%	5.5%	6.1%
	B	6.9%	6.0%	2.6%	6.2%	5.6%	3.7%	4.7%
	L	.	.	.	.	4.5%	1.9%	3.2%
Slovenia	H	.	.	.	.	3.9%	5.6%	4.7%
	B	-3.3%	11.7%	1.5%	7.6%	2.7%	3.7%	3.2%
	L	.	.	.	.	1.6%	1.8%	1.7%
Spain	H	.	.	.	.	6.6%	4.3%	5.4%
	B	0.0%	3.8%	2.6%	8.5%	5.9%	2.9%	4.4%
	L	.	.	.	.	5.2%	1.6%	3.4%

⁷ The charging zone over Serbia and Montenegro has been renamed Serbia-Montenegro-KFOR (following the change in the naming convention, see Final minutes of the 103rd session of the Enlarged Committee dated 19-20.11.2014).

Total en-route Service Units (Thousands)								
Annual Growth		2013	2014	2015	2016	2017	2018	2018/ 2016 AAGR
Sweden	H	.	.	.	.	4.3%	3.2%	3.7%
	B	2.6%	2.4%	2.1%	1.4%	3.4%	1.7%	2.5%
	L	.	.	.	.	2.5%	0.1%	1.3%
Switzerland	H	.	.	.	.	6.3%	3.4%	4.8%
	B	-1.0%	3.0%	1.9%	2.6%	5.3%	2.2%	3.8%
	L	.	.	.	.	4.4%	0.9%	2.6%
Turkey	H	.	.	.	.	6.4%	6.7%	6.6%
	B	8.4%	20.4%	10.7%	1.4%	5.5%	5.1%	5.3%
	L	.	.	.	.	4.6%	3.5%	4.1%
UK	H	.	.	.	.	7.8%	3.3%	5.5%
	B	1.5%	2.3%	1.7%	7.1%	7.0%	2.3%	4.6%
	L	.	.	.	.	6.1%	1.2%	3.6%
Ukraine	H	.	.	.	.	18.7%	11.7%	15.2%
	B	7.5%	-43.8%	-53.6%	-20.9%	12.8%	4.8%	8.7%
	L	.	.	.	.	7.0%	-2.7%	2.0%
BLUE MED FAB	H	.	.	.	.	6.3%	5.4%	5.8%
	B	-0.3%	5.0%	2.2%	-0.1%	5.1%	3.4%	4.2%
	L	.	.	.	.	4.0%	1.3%	2.6%
Baltic FAB	H	.	.	.	.	3.7%	4.7%	4.2%
	B	3.5%	-0.4%	-1.0%	7.1%	3.0%	3.3%	3.2%
	L	.	.	.	.	2.3%	2.0%	2.1%
Danube FAB	H	.	.	.	.	5.0%	5.2%	5.1%
	B	3.8%	19.2%	12.5%	0.8%	3.8%	3.5%	3.7%
	L	.	.	.	.	2.7%	1.8%	2.2%
FAB CE	H	.	.	.	.	6.3%	5.0%	5.6%
	B	1.6%	7.6%	5.9%	3.3%	5.2%	3.3%	4.2%
	L	.	.	.	.	4.0%	1.5%	2.8%
FABEC	H	.	.	.	.	5.5%	3.3%	4.4%
	B	1.6%	3.0%	1.9%	4.9%	4.9%	2.3%	3.6%
	L	.	.	.	.	4.3%	1.1%	2.7%
NEFAB	H	.	.	.	.	4.5%	4.0%	4.3%
	B	5.6%	6.5%	2.6%	4.1%	3.5%	2.4%	3.0%
	L	.	.	.	.	2.5%	0.9%	1.7%
South West FAB	H	.	.	.	.	7.2%	4.4%	5.8%
	B	0.1%	3.4%	2.0%	8.9%	6.4%	2.9%	4.6%
	L	.	.	.	.	5.6%	1.5%	3.5%
UK-Ireland FAB	H	.	.	.	.	6.1%	3.2%	4.7%
	B	1.1%	2.5%	3.1%	7.0%	5.2%	2.1%	3.6%
	L	.	.	.	.	4.3%	0.9%	2.6%

Total en-route Service Units (Thousands)								
Annual Growth		2013	2014	2015	2016	2017	2018	2018/ 2016 AAGR
DK-SE FAB	H	.	.	.	.	4.1%	3.2%	3.7%
	B	3.9%	1.8%	2.5%	1.7%	3.2%	1.9%	2.6%
	L	.	.	.	.	2.4%	0.5%	1.5%
CRCO11	H	.	.	.	.	5.8%	4.3%	5.1%
	B	2.1%	5.8%	4.2%	4.2%	5.0%	2.9%	3.9%
	L	.	.	.	.	4.1%	1.5%	2.8%
CRCO14	H	.	.	.	.	5.8%	4.3%	5.1%
	B	2.1%	5.8%	4.2%	4.2%	5.0%	2.9%	3.9%
	L	.	.	.	.	4.1%	1.5%	2.8%
RP1Region ⁴	H	.	.	.	.	5.8%	4.0%	4.9%
	B	1.6%	4.4%	3.1%	4.5%	4.9%	2.7%	3.8%
	L	.	.	.	.	4.1%	1.2%	2.7%
RP2Region ⁴	H	.	.	.	.	5.7%	4.1%	4.9%
	B	1.6%	4.4%	3.0%	4.5%	4.9%	2.7%	3.8%
	L	.	.	.	.	4.0%	1.3%	2.6%
Total	H	.	.	.	.	5.9%	4.4%	5.1%
	B	2.3%	3.9%	3.0%	3.9%	5.0%	2.9%	4.0%
	L	.	.	.	.	4.1%	1.4%	2.7%

Annex 5 References

ⁱ EUROCONTROL Seven-Year IFR Movements and Service Units Forecast: 2017-2023, STATFOR STATFOR Document 603, March 2017

ⁱⁱ Methods of the STATFOR Seven-Year Forecast, STATFOR Document 518, Draft v0.8, July 2016.

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