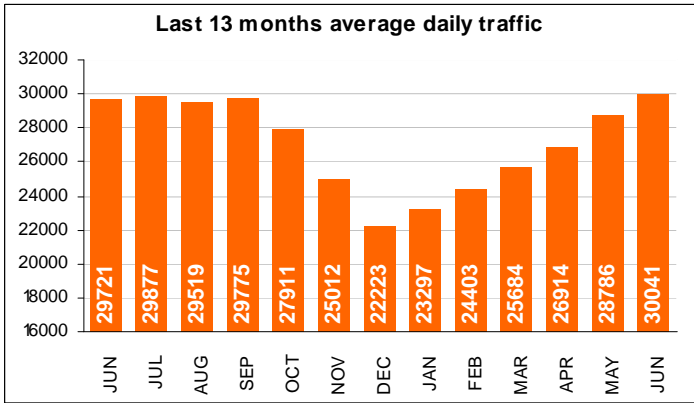
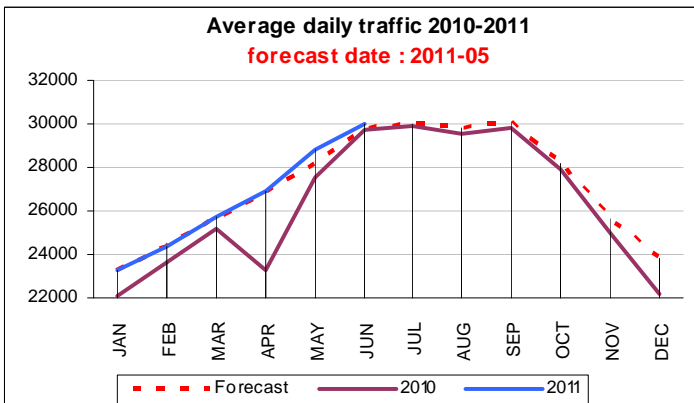


### 1. TRAFFIC ANALYSIS – TOTAL FLIGHTS

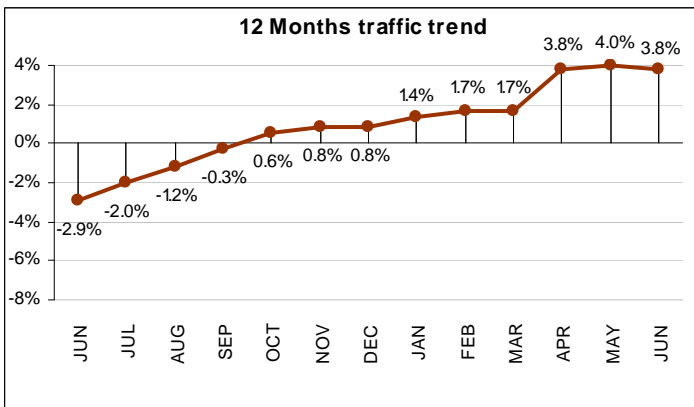


Traffic increased by 1.1% compared to June 2010. Underlying trend, because of the shift of bank holidays in June 2011 (taking place in May last year), is around 2% in June.

Compared to May, the traffic is 4.4% higher.



The average daily traffic is above the level experienced in 2010.



The rollover is 3.8% over the past 12 months. It is consistent with the current yearly forecast of 3.2% for 2011.

Main airports experienced an increase in traffic during June 2011 (e.g. Barcelona and Istanbul Ataturk reported growth rates above 10%). Venezia recorded 32% increase due to the temporary closure of Treviso's airport. Decreases were experienced in Koeln Bonn, Hamburg and Athens (national strikes affected Greece flights in June).

Traditional, low-cost and Business aviation carriers all grew in June, with low-cost and Business aviation (around 3% each) out-growing traditional (1%) compared to June 2010. Main airlines like Lufthansa, Air France, Scandinavian Airlines System and Air Berlin experienced a decrease in traffic in June 2011. In June, British Airways grew (10.9%) because of the cabin crew strikes in June 2010. Ryanair, as its summer peak traffic spreads on a longer period than last year, recorded an increase (9.1%) in traffic compared to June 2010.

Biggest increase was recorded by Niki (70.1%), Pegasus airlines (37.4%), Easyjet Switzerland (23.6%), and Aeroflot Russian Airlines (21.8%). Iberia Airlines (-19.3%) experienced a decrease in traffic on June 2010's figures due to a network restructuring.

Unidentified operators (mainly General Aviation) recorded a decrease of 6.7% in June.

N°	ADEP	ADEP NAME	JUN 11	%
1	LFPG	PARIS CH DE GAULLE	734	0.1%
2	EDDF	FRANKFURT MAIN	680	-0.8%
3	EGLL	LONDON/HEATHROW	674	4.9%
4	EHAM	SCHIPHOL AMSTERDAM	634	7.4%
5	LEMD	MADRID BARAJAS	619	-1.7%
6	EDDM	MUENCHEN 2	578	-0.9%
7	LIRF	ROME FIUMICINO	485	0.5%
8	LEBL	BARCELONA	459	11.4%
9	LTBA	ISTANBUL-ATATURK	446	15.6%
10	LSZH	ZURICH	388	3.2%
11	LOWW	WIEN SCHWECHAT	386	-2.7%
12	EGKK	LONDON/GATWICK	381	2.3%
13	EKCH	COPENHAGEN KASTRUP	370	-1.5%
14	LTAI	ANTALYA	346	9.3%
15	LEPA	PALMA DE MALLORCA	344	7.0%
16	LFPO	PARIS ORLY	337	0.9%
17	EBBR	BRUSSELS NATIONAL	332	-0.4%
18	ENGM	OSLO/GARDERMOEN	327	-0.5%
19	EDDL	DUESSELDORF	322	-3.8%
20	ESSA	STOCKHOLM-ARLANDA	306	6.4%
21	LIMC	MILANO MALPENSA	282	-2.6%
22	EFHK	HELSINKI-VANTAA	279	10.7%
23	LGAV	ATHINA/ELEF THERIOS VENIZELOS	265	-6.4%
24	EGCC	MANCHESTER	262	3.5%
25	LSGG	GENEVE COINTRIN	252	8.2%
26	EIDW	DUBLIN	248	-0.1%
27	EDDT	TEGEL-BERLIN	245	0.8%
28	LKPR	PRAHA RUZYNE	230	-3.8%
29	LFMN	NICE	228	7.7%
30	EGSS	LONDON/STANSTED	220	-5.3%
31	EDDH	HAMBURG	212	-6.4%
32	LPPT	LISBOA	212	0.6%
33	EPWA	WARSZAWA/OKECIE	208	-2.9%
34	EDDK	KOELN-BONN	194	-6.3%
35	EDDS	STUTTGART	187	-3.7%
36	LIML	MILANO LINATE	180	1.8%
37	EGPH	EDINBURGH	175	2.4%
38	LEMG	MALAGA	175	3.6%
39	LTFJ	ISTANBUL-SABIHA	175	10.3%
40	LFLY	LYON SATOLAS	171	-5.9%
41	LHBP	FERIHEGY-BUDAPEST	163	2.3%
42	EGGW	LONDON/LUTON	159	8.8%
43	UKBB	KIEV - BORISPOL	159	5.6%
44	LIPZ	VENEZIA TESSERA	158	32.4%
45	LFML	MARSEILLE PROVENCE	149	-3.2%
46	ENBR	BERGEN/FLESAND	145	9.8%
47	EGBB	BIRMINGHAM	144	-4.0%
48	GCLP	LAS PALMAS	135	2.1%
49	LFBO	TOULOUSE BLAGNAC	135	-1.9%
50	LLBG	TEL AVIV/BEN GURION	135	10.4%
<b>TOTALS and % TOTAL TRAFFIC</b>			<b>15031</b>	<b>56.2%</b>

Top 50 Departure Airports with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATORS	JUN 11	%
1	DLH	LUFTHANSA	1875	-0.4%
2	RJR	RYANAIR	1539	9.1%
3	EZY	EASYJET	1061	6.3%
4	AFR	AIR FRANCE	1029	-0.3%
5	THY	TURKISH AIRLINES	747	7.9%
6	SAS	SCANDINAVIAN AIRLINES SYSTEM	741	-4.8%
7	BER	AIR BERLIN	708	-11.2%
8	BAW	BRITISH AIRWAYS	613	10.9%
9	KLM	KLM ROYAL DUTCH AIRLINES	602	7.7%
10	AZA	ALITALIA	582	4.8%
11	BEE	FLYBE	438	-1.2%
12	SWR	SWISS INTERNATIONAL AIR LINES	417	3.0%
13	AUA	AUSTRIAN AIRLINES	392	-9.1%
14	ANE	AIR NOSTRUM	377	1.0%
15	NAX	NORWEGIAN AIR SHUTTLE	367	8.9%
16	IBE	IBERIA AIRLINES	351	-19.3%
17	WIF	WIDEROES FLYVESELSKAP	311	6.9%
18	VLG	VUELING AIRLINES	301	17.9%
19	TAP	TAP PORTUGAL	300	2.3%
20	PGT	PEGASUS AIRLINES	239	37.4%
21	LOT	LOT POLISH AIRLINES	236	-8.4%
22	BEL	BRUSSELS AIRLINES	233	-0.3%
23	TOM	THOMSONFLY	227	3.2%
24	FIN	FINNAIR	221	2.9%
25	EIN	AER LINGUS	215	1.3%
26	GWJ	GERMANWINGS	213	-7.2%
27	WZZ	WIZZ AIR HUNGARY	208	13.7%
28	AEE	AEGEAN AIRLINES	195	7.9%
29	AFL	AEROFLOT RUSSIAN AIRLINES	192	21.8%
30	NJE	NETJET TRANSPORTED AEREO	192	7.5%
31	AEA	AIR EUROPA	189	-1.5%
32	JKK	SPANAIR	185	-11.7%
33	BTI	AIR BALTIC	181	3.2%
34	RAE	REGIONAL, COMPAGNIE AERIENNE	179	-6.6%
35	RAM	ROYAL AIR MAROC	175	-13.6%
36	CSA	CZECH AIRLINES	169	-25.3%
37	DAL	DELTA AIR LINES	166	5.9%
38	OAL	OLYMPIC AIRLINES	165	-17.4%
39	TCX	THOMAS COOK AIRLINES	155	-2.8%
40	SXS	SUNEXPRESS	153	11.2%
41	NLY	NIKI	152	70.1%
42	ISS	MERIDIANA	145	-17.0%
43	TRA	TRANSAVIA HOLLAND	145	8.6%
44	EXS	JET2.COM	136	19.9%
45	CIM	CIMBER AIR	135	-2.7%
46	MAH	MALEV HUNGARIAN AIRLINES	133	-0.3%
47	BCY	CITYJET	129	-16.2%
48	EZS	EASYJET SWITZERLAND	120	23.6%
49	BMA	BMI	116	-0.8%
50	HKS	CHC HELIKOPTER SERVICE	116	18.0%
<b>TOTALS and % TOTAL TRAFFIC</b>			<b>18166</b>	<b>62.2%</b>

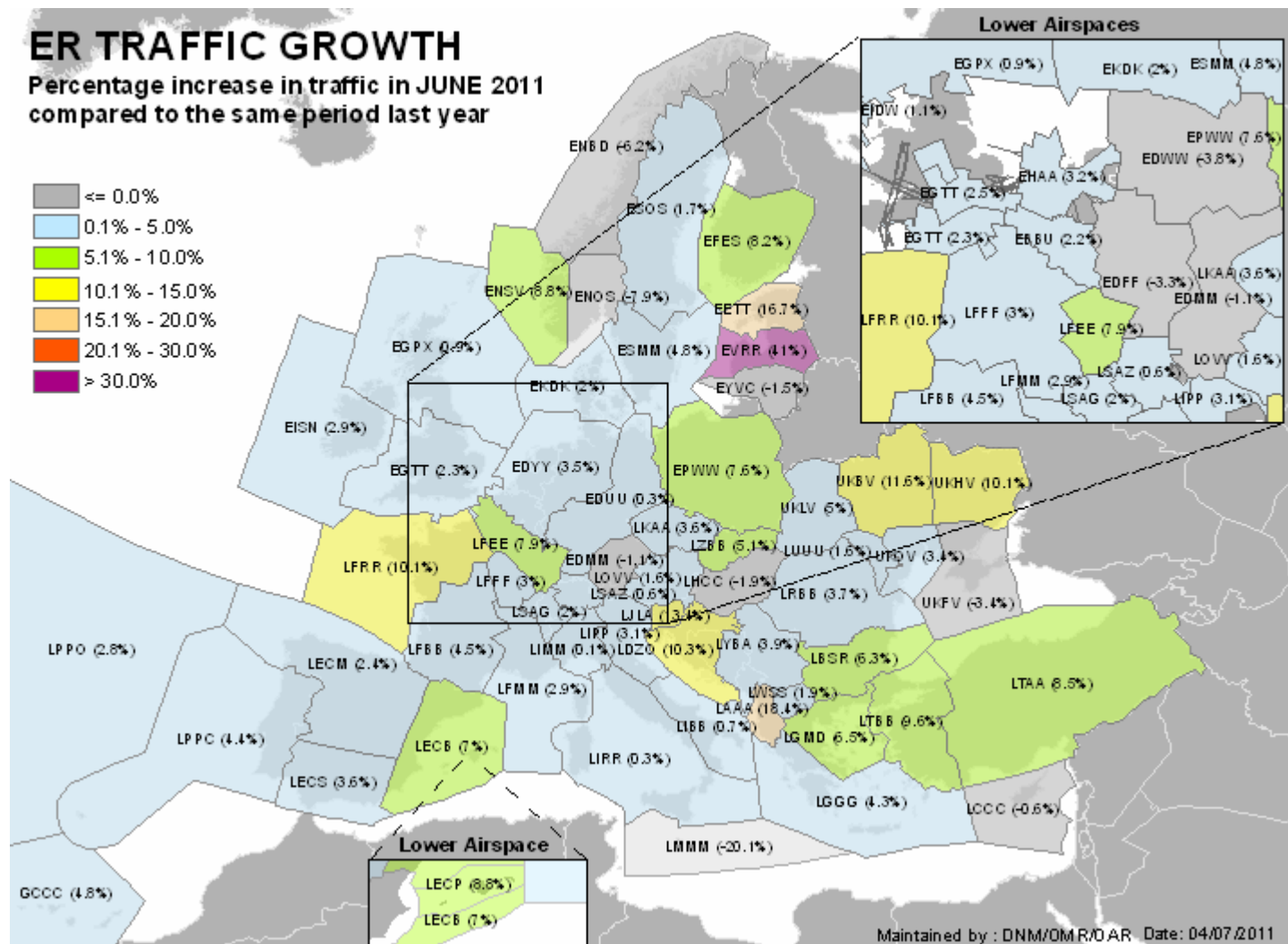
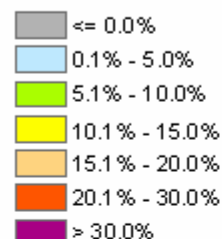
Top 50 Air Operators with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATORS	JUN 11	%
		Unidentified	2967	-6.7%

Average daily traffic and percentage compared to same period of previous year for all flights where Air Operators can't be identified

### ER TRAFFIC GROWTH

Percentage increase in traffic in JUNE 2011 compared to the same period last year

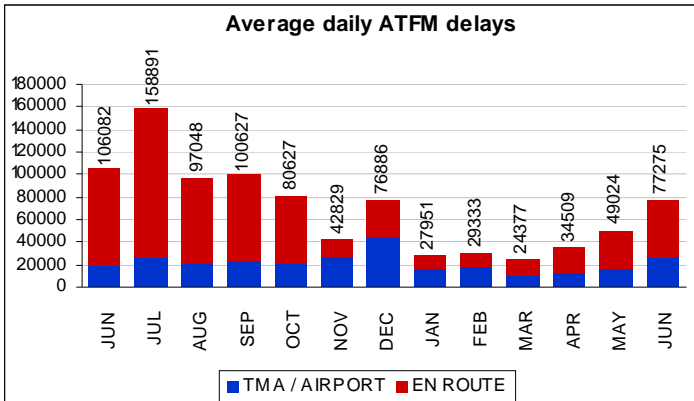


Maintained by : DNM/OMR/OAR Date: 04/07/2011

N°	ASP ID	ASP NAME	JUN 2011	%	N°	ASP ID	ASP NAME	JUN 2011	%
1	EBBUACC	BRUSSELS CANAC	1687	2.2%	34	LFBBALL	BORDEAUX ALL ACC	2582	4.5%
2	EDFFALL	LANGEN ACC	3647	-3.3%	35	LFEEACC	REIMS UACC	2588	7.9%
3	EDMMACC	MUNICHEN ACC	4484	-1.1%	36	LFFFALL	PARIS ALL ACC	3561	3.0%
4	EDUUUAC	RHEIN UAC	4309	0.3%	37	LFMMACC	MARSEILLE ACC	3285	2.9%
5	EDWUACC	BREMEN ACC	1841	-3.8%	38	LFRRACC	BREST UACC	2838	10.1%
6	EDYUAC	MAASTRICHT UAC	4830	3.5%	39	LGGGACC	ATHINA CONTROL	1582	4.3%
7	EETTACC	TALLIN ACC	531	16.7%	40	LGMDACC	MAKEDONIA CONTROL	1341	6.5%
8	EFESACC	TAMPERE ACC	541	8.2%	41	LHCCACC	BUDAPEST ACC	1908	-1.9%
9	EGGXOCA	SHANWICK OACC	1235	2.4%	42	LIBBACC	BRINDISI ACC	1036	0.7%
10	EGPXALL	SCOTTISH ACC	2786	0.9%	43	LIMMACC	MILANO ACC	1938	0.1%
11	EGTTACC	LONDON ACC	5626	2.3%	44	LIPPACC	PADOVA ACC	2236	3.1%
12	EGTTTC	LONDON TMA TC	3750	2.5%	45	LIRRACC	ROMA ACC	3098	0.3%
13	EHAACC	AMSTERDAM ACC(245-)	1525	3.2%	46	LJLAACC	LJUBLJANA ACC	939	13.4%
14	EIDWACC	DUBLIN ACC	554	1.1%	47	LKAAACC	PRAGUE ACC	2103	3.6%
15	EISNACC	SHANNON ACC	1267	2.9%	48	LMMMACC	MALTA ACC	218	-20.1%
16	EKDKACC	COPENHAGEN ACC	1607	2.0%	49	LOVVACC	WIEN ACC	2366	1.6%
17	ENBDACC	BODO ACC	557	-6.2%	50	LPPCACC	LISBOA ACC/UAC	1172	4.4%
18	ENOSACC	OSLO ATCC	931	-7.9%	51	LPPOACC	SANTA MARIA OACC	296	2.8%
19	ENSVACC	STAVANGER ATCC	643	8.8%	52	LQSBACC	BOSNIA-HERZEGOVINA	9	28.6%
20	EPWUACC	WARSAWA ACC	1991	7.6%	53	LRBBACC	BUCURESTI ACC	1609	3.7%
21	ESMMACC	MALMO ACC	1537	4.8%	54	LSAGACC	GENEVA ACC	1918	2.0%
22	ESOSACC	STOCKHOLM ACC	1146	1.7%	55	LSAZACC	ZURICH ACC	2306	0.6%
23	EVRRACC	RIGA ACC	739	41.0%	56	LTAACC	ANKARA ACC	2147	8.5%
24	EYVCACC	VILNIUS ACC	610	-1.5%	57	LTBBACC	ISTANBUL ACC	2341	9.6%
25	GCCACC	CANARIAS ACC/FIC	741	4.8%	58	LUUUACC	CHISINAU ACC	187	1.6%
26	LAAAACC	TIRANA ACC	681	18.4%	59	LWSSACC	SKOPJE ACC	489	1.9%
27	LBSRACC	SOFIA ACC	1782	6.3%	60	LYBAACC	BEOGRADE ACC	1877	3.9%
28	LCCCACC	NICOSIA ACC	805	-0.6%	61	LZBBACC	BRATISLAVA ACC	1240	5.1%
29	LDZOACC	ZAGREB ACC	1646	10.3%	62	UDDACC	EREVAN ACC	144	7.5%
30	LECBACC	BARCELONA ACC	2631	7.0%	63	UKBVACC	KIEV ACC	720	11.6%
31	LECMALL	MADRID ALL ACC	2981	2.4%	64	UKFVACC	SIMFEROPOL ACC	628	-3.4%
32	LECPACC	PALMA ACC	1030	8.8%	65	UKHVACC	KHARKOV ACC	502	10.1%
33	LECSACC	SEVILLA ACC	1062	3.6%	66	UKOVACC	ODESSA ACC	336	3.4%

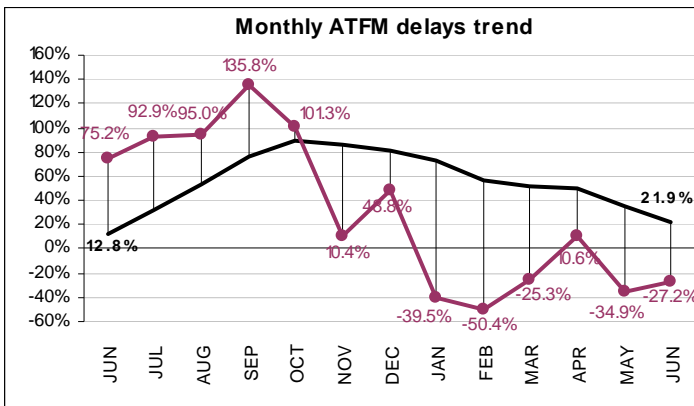
Increase in Latvia (Riga ACC) is due to the joining to the IFPS since March 2011. Important decrease in Malta due to Libyan airspace closure contributing to the traffic increase along the Adriatic coast.

### 2. ATFM DELAYS AND ATTRIBUTIONS

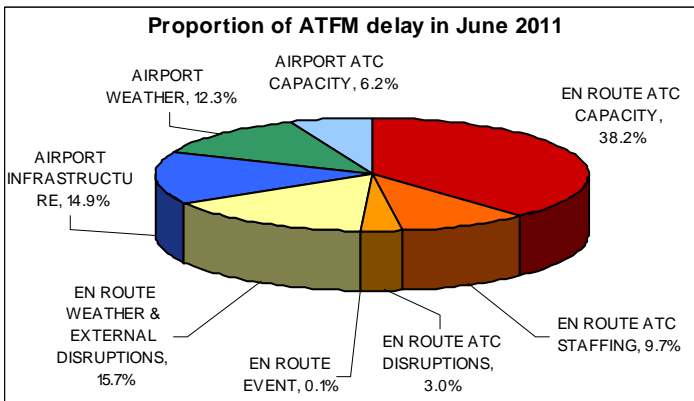


The average daily ATFM delays decreased from 106082 minutes in June 2010 to 77275 minutes in June 2011.

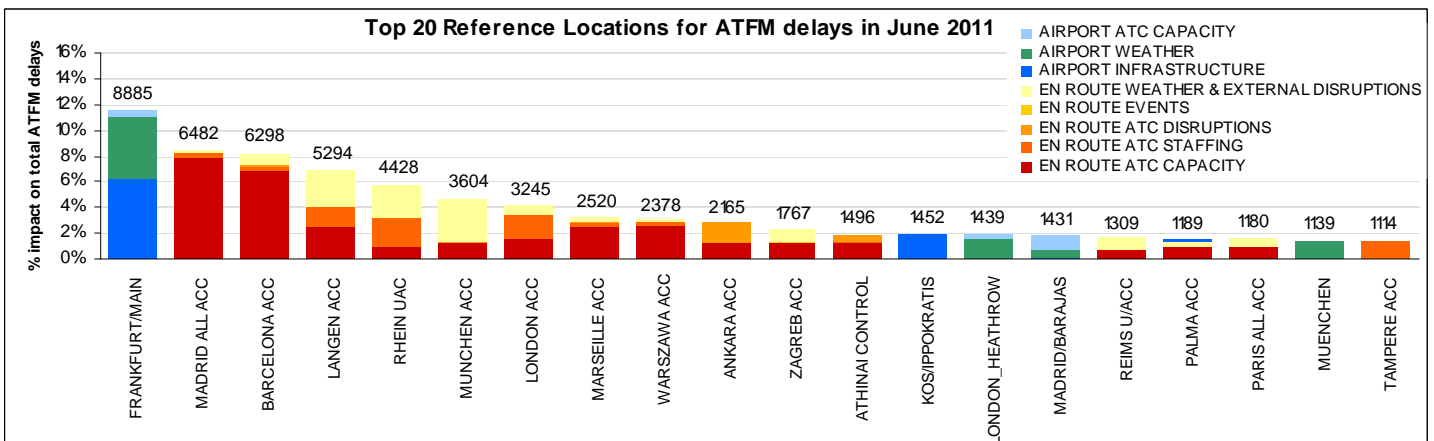
Compared to last month delays increased by 57.6%, this is mainly due to the beginning of the summer season.



The decrease is of 27.2% compared to June 2010. Since October last year, a continuous decrease can be observed in the ATFM delay trend.



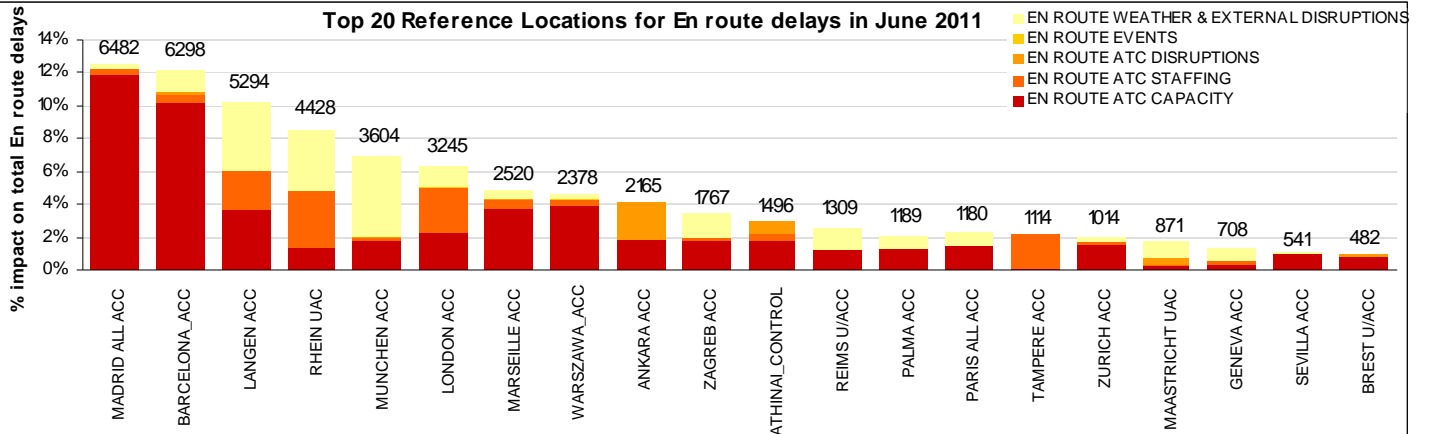
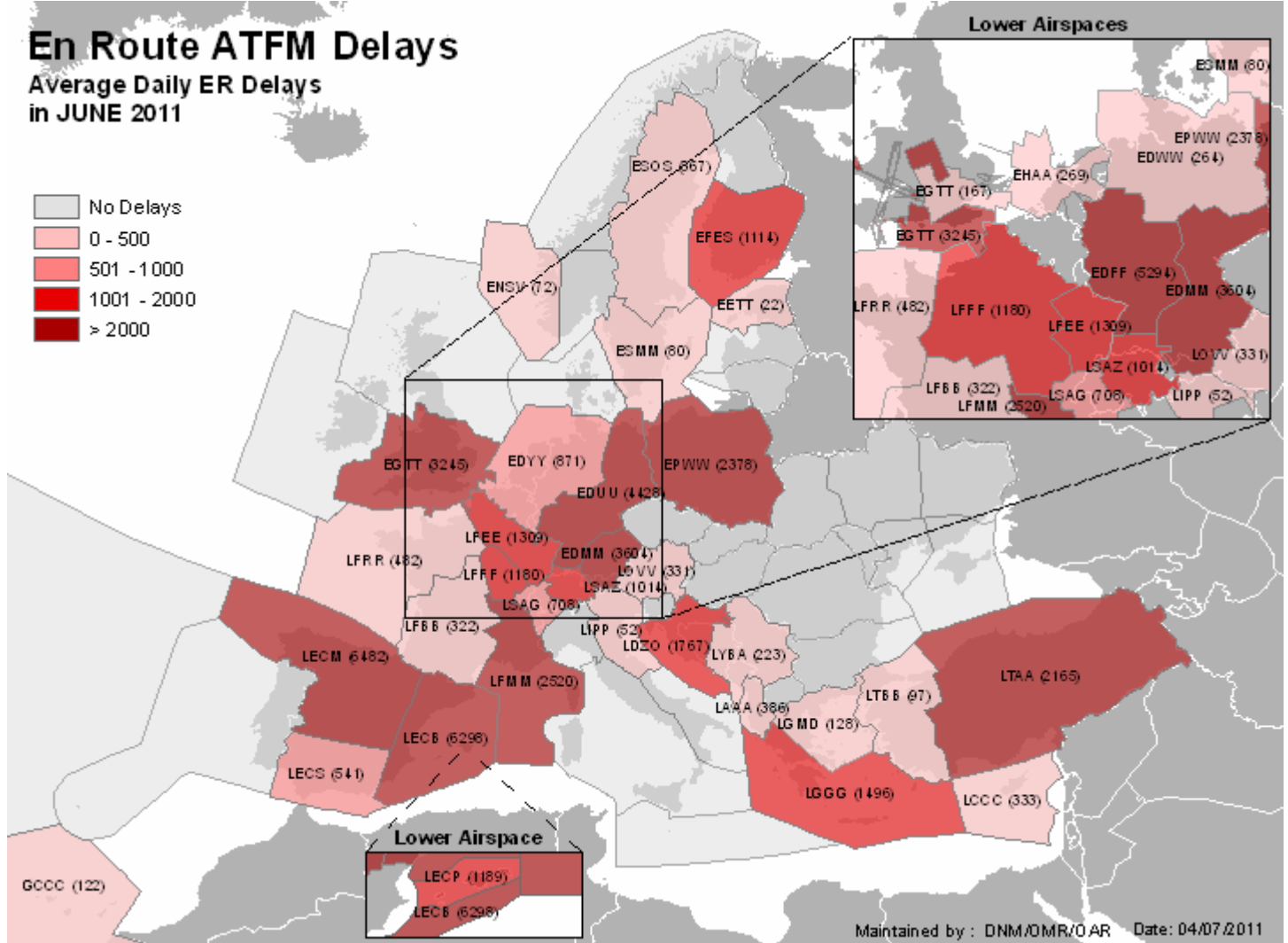
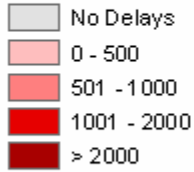
66.6% of the delays are due to enroute problems, half of it attributed to ATC Capacity. Weather represents a large part of the delays. Airport delays are mainly due to Airport infrastructure problems.

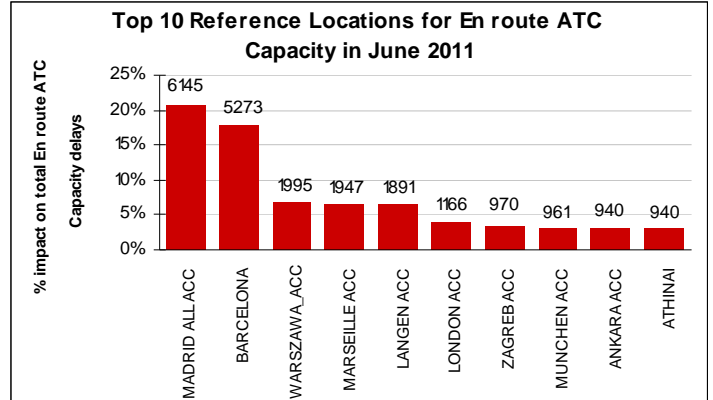
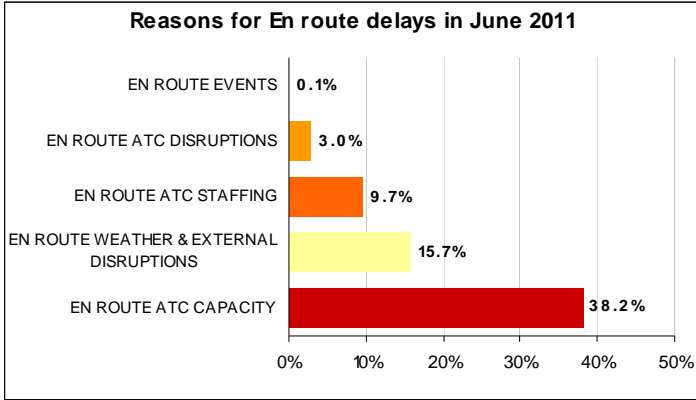


### 3. EN ROUTE ATFM DELAYS

## En Route ATFM Delays

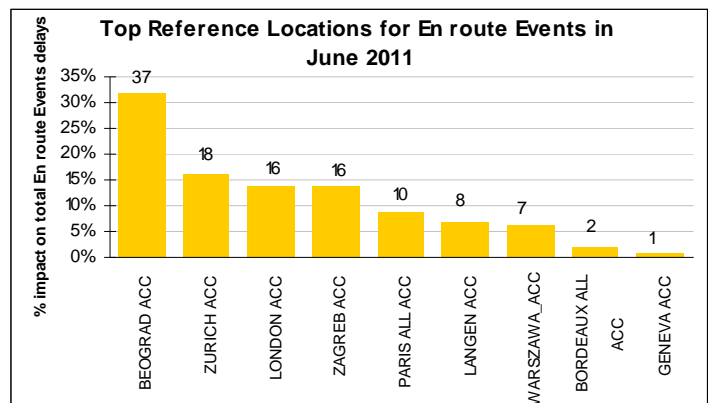
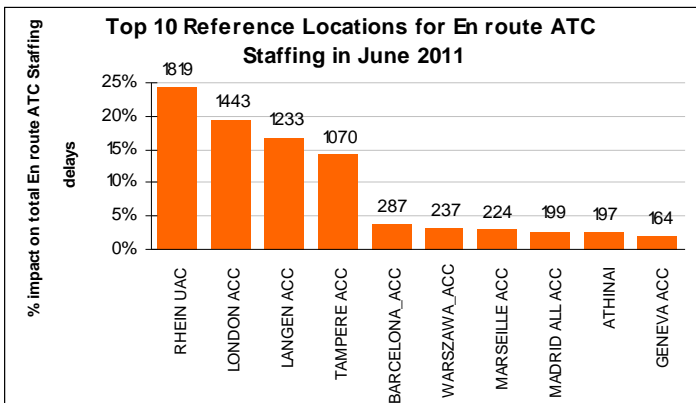
Average Daily ER Delays  
in JUNE 2011





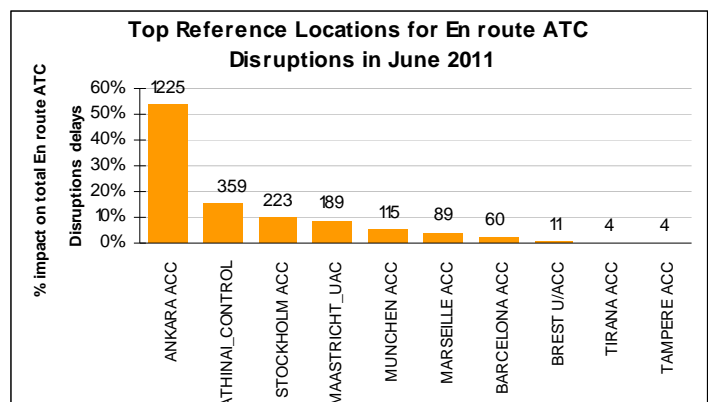
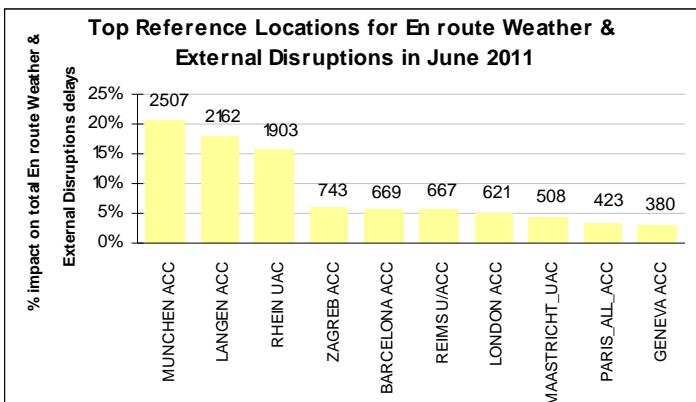
Overall en route delays accounted for 66.6% of all ATFM delays.  
 57.3% of these enroute delays were attributed to ATC capacity.  
 Quite significant delays due to weather, while almost no impact can be recorded due to system or airspace changes (events)

Most important delays continue to be observed in Madrid and Barcelona ACC.  
 With the summer season, delays are developing in Zagreb, Marseille and Athens.  
 Warsaw delays are increasing compared to previous month while Antalya area is generating delays in Ankara ACC.  
 Nicosia is no more in the top 20 list.



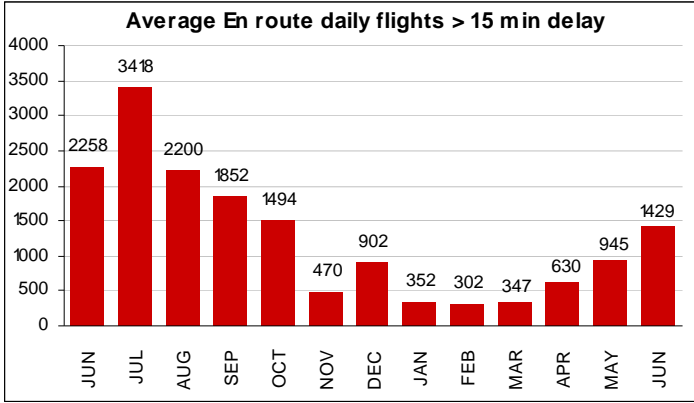
Staffing problems continue in Tampere and in Rhein and Langen. Training on new systems impacted staffing in London.

The delays in June related to the implementation of FAMUS in Belgrade were very limited as well as changes in other ACCs.

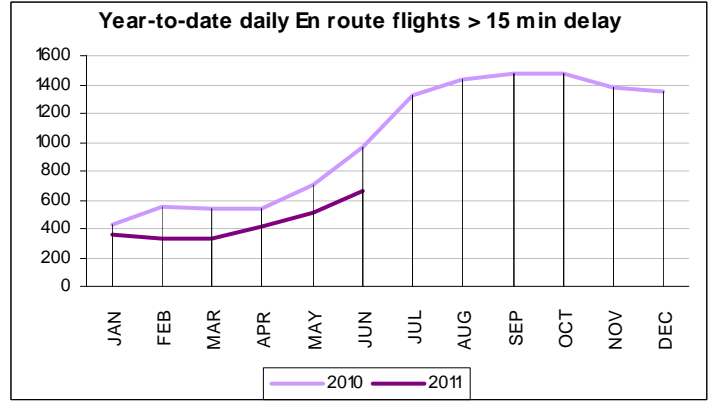


Strong impact of bad weather over Germany (Munchen ACC, Langen ACC, Rhein UAC).

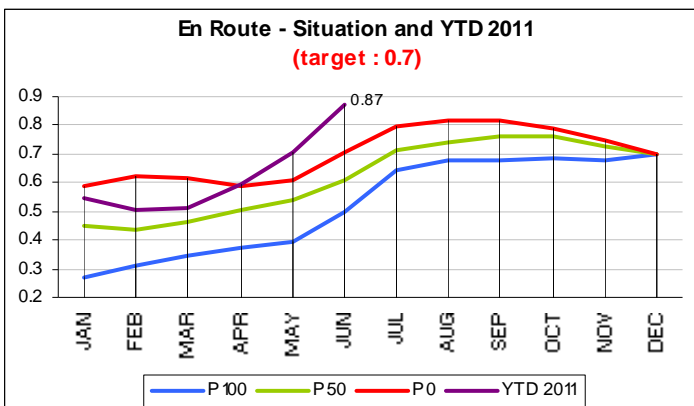
Ankara ACC -Frequency problems occurred in SOE sector.  
 Athens Control - Industrial action took place in Greece on the 28<sup>th</sup> and 29<sup>th</sup> of June.



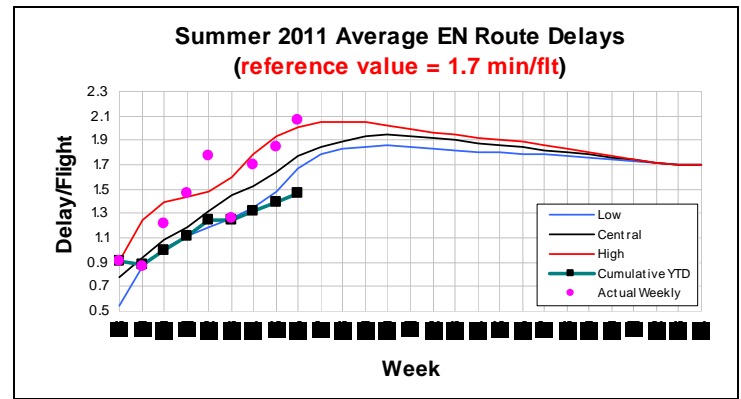
In June 2011, an average of 1429 en route flights per day experienced a delay of 15 minutes or longer.



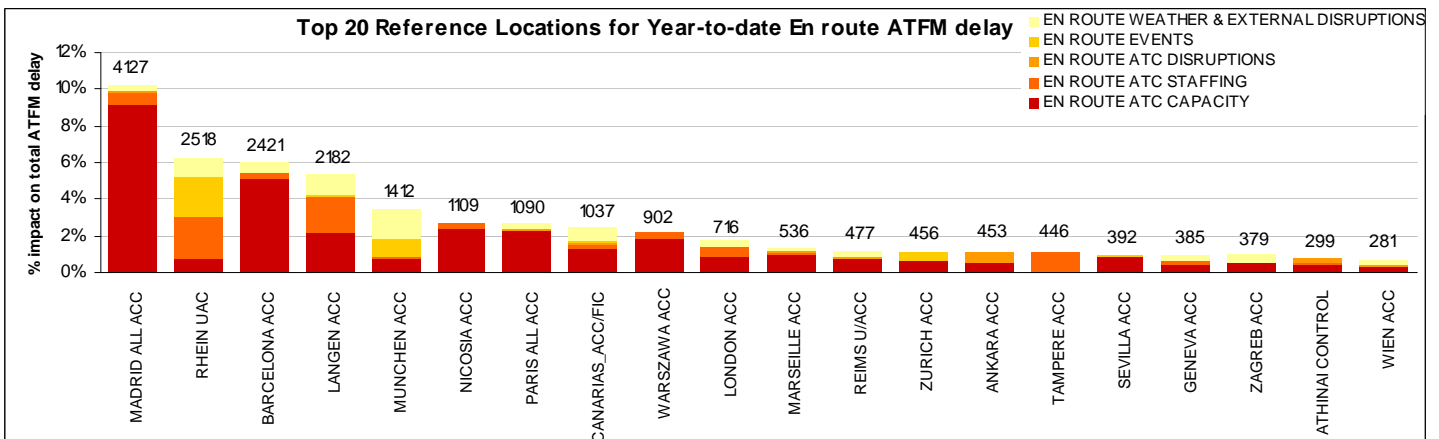
Since beginning of the year, an average 668 flights per day were subject to an enroute delay of more than 15 minutes.



Average en route ATFM delay since the beginning of the year is 0.87 minutes per flight which is above the target of 0.7 minutes enroute delay at the end of the year (above the red line).

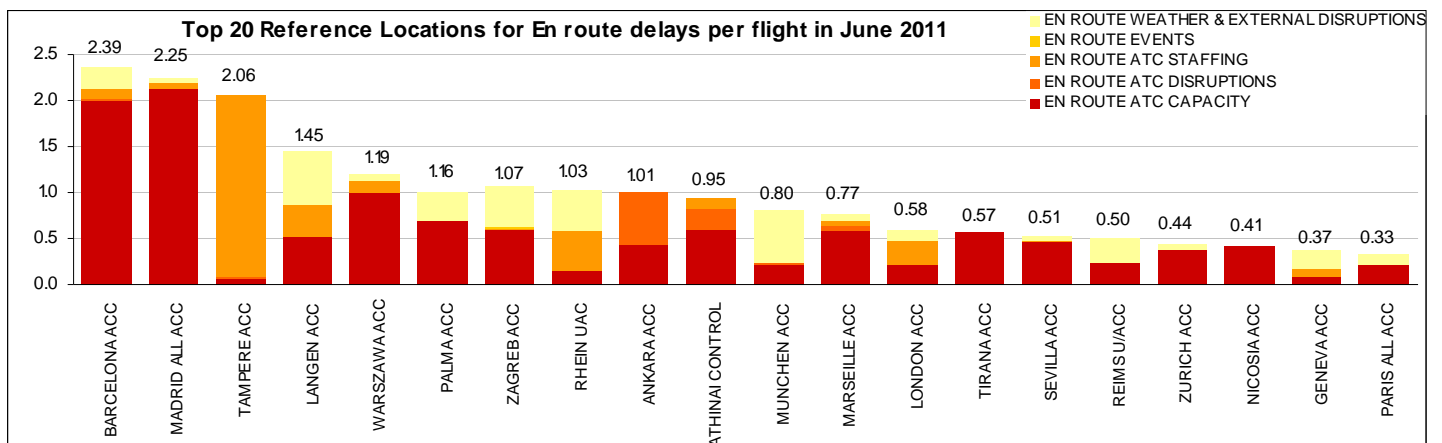
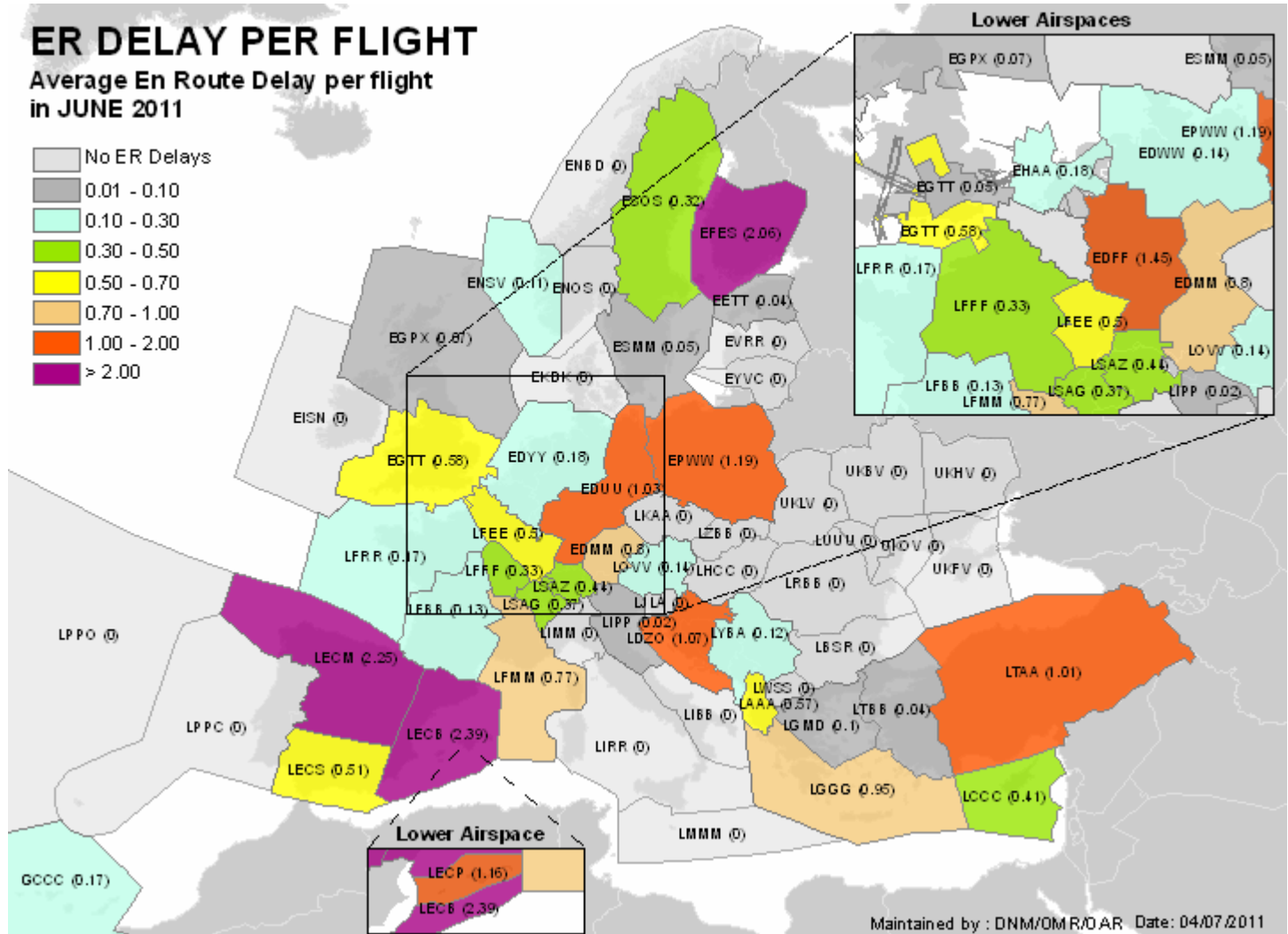
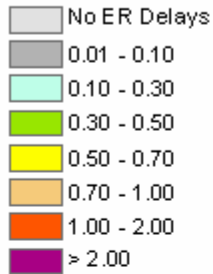


Average en-route ATFM delay since the beginning of the summer season is 1.46 minutes per flight. The probability of achieving 1.7 minutes at the end of the summer period is high (actual trend indicates an end result of 1.5 minutes per flight).



### ER DELAY PER FLIGHT

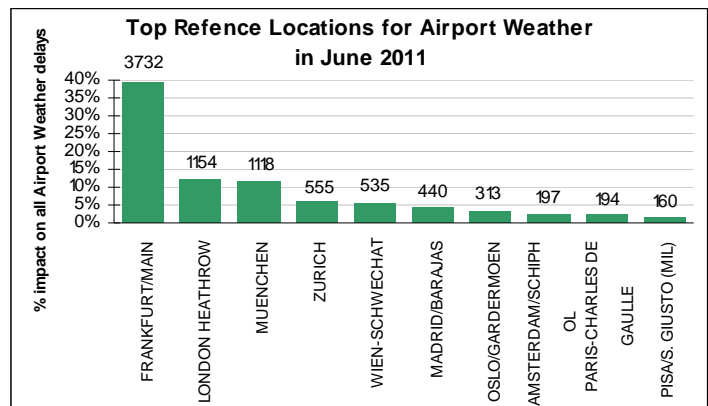
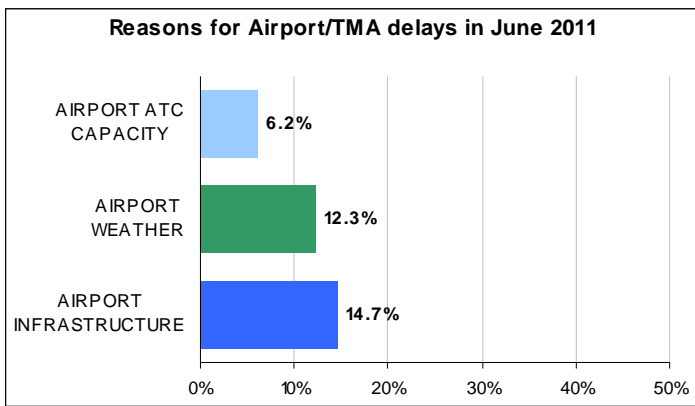
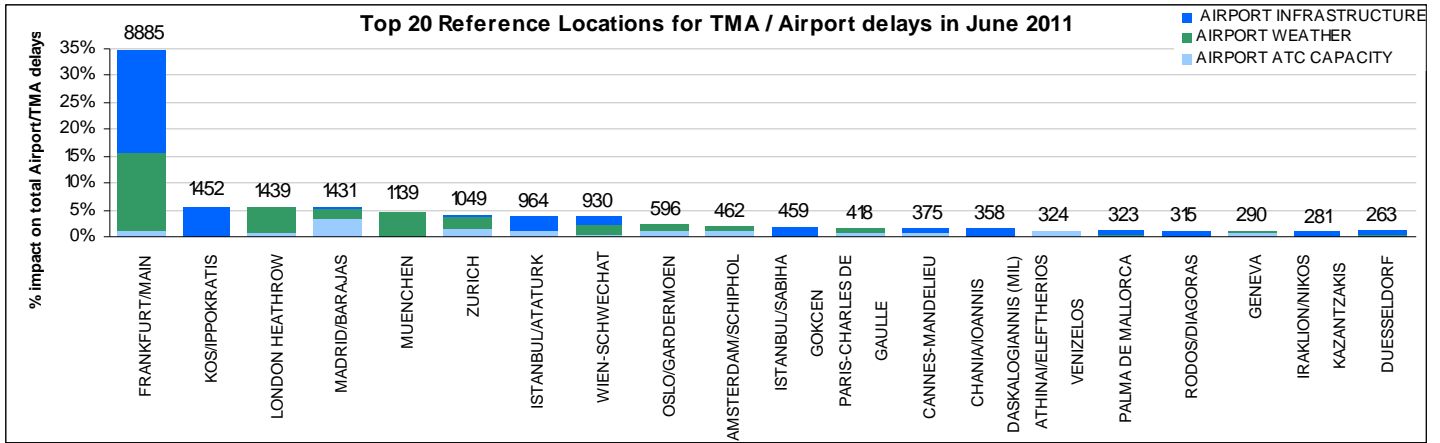
Average En Route Delay per flight in JUNE 2011



Three ACCs are generating more than 2 minutes per flight.



### AIRPORT / TMA DELAYS

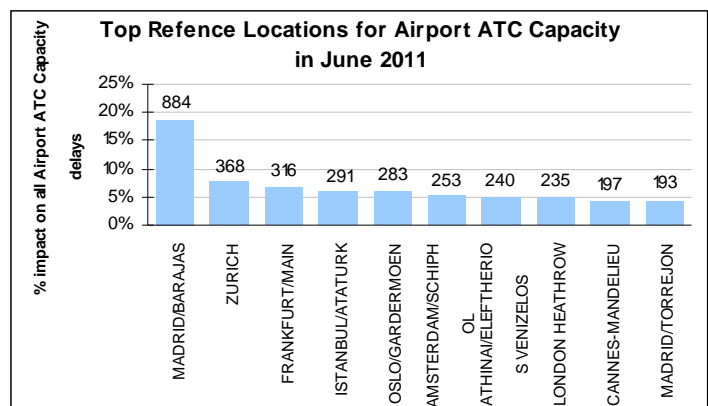
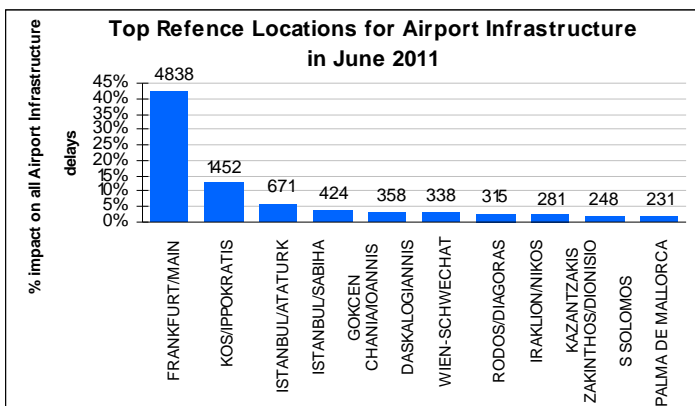


Airport/TMA delays accounted for 33.4% of all ATFCM delays. Within it, Airport Infrastructure accounted for 44.4%.

Frankfurt - Delays were mainly due to strong wind and CBs in June.

London Heathrow - London experienced delays due to Wind and thunderstorm.

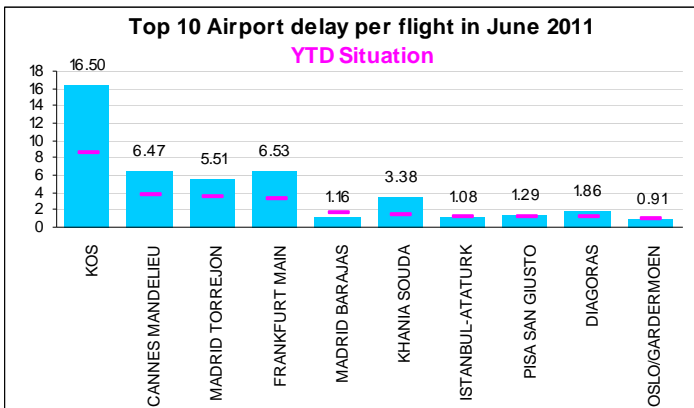
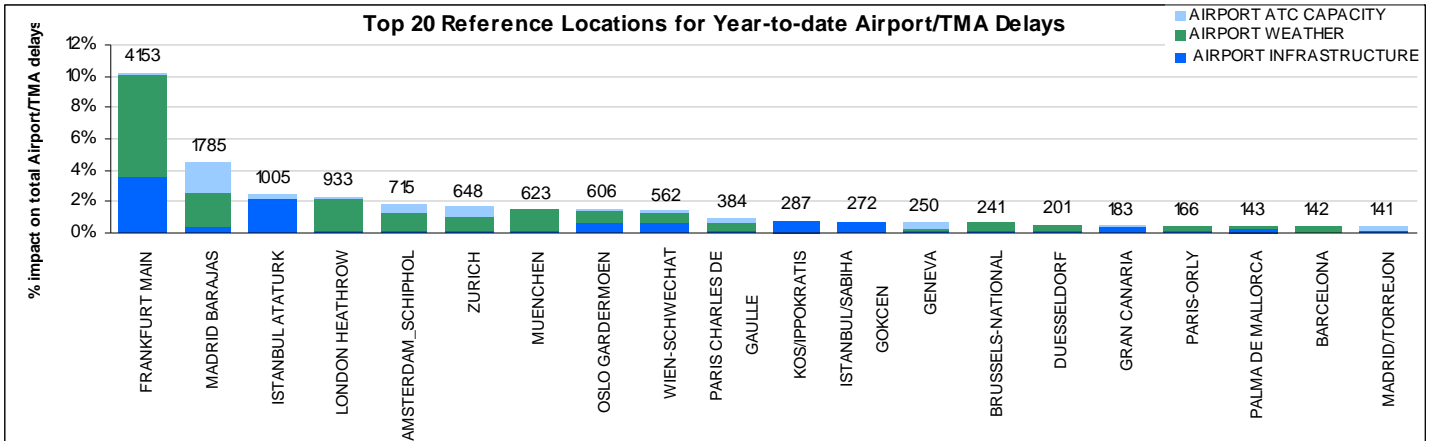
Munich - CBs and heavy rain were the main reasons for delays in June.



Frankfurt - Delays were due to the transfer of operations in the new tower.

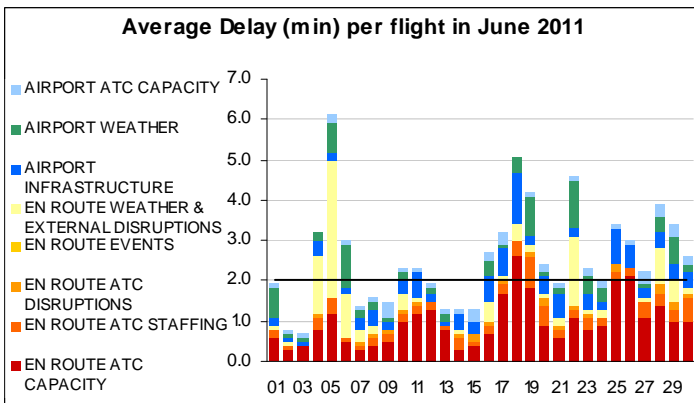
Kos - Delays are due to too high demand compared to the available airport capacity.

Madrid Barajas and Zurich experienced the delays due to ATC capacity.



Very high demand on small airports has a large impact on the concerned flights. Since 1st January, the average ATFM delay for any flight arriving in Kos was 16.5 minutes.

## 4. DAILY EVOLUTION



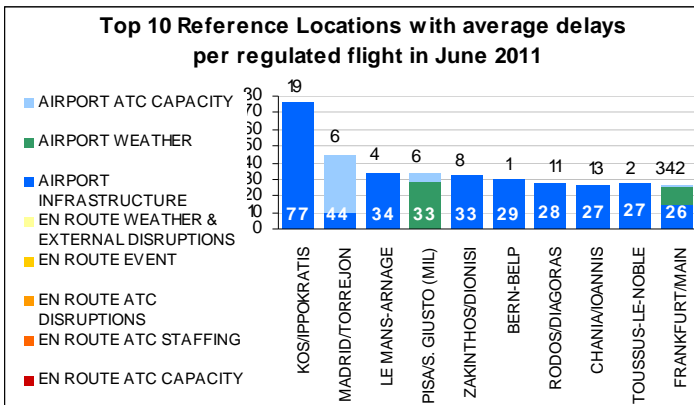
In June 2011, 19 days recorded an average delay per flight at or above 2 minutes.

From 4<sup>th</sup> to 6<sup>th</sup> June: Weather was the main cause for delays in Rhein, Munich, Langen and Zagreb. London experienced delays due to enroute staffing issues.

From 10<sup>th</sup> to 11<sup>th</sup> June: Barcelona, Madrid and Warszawa experienced the most significant delays due to enroute ATC Capacity. Weather delays were mainly in Barcelona. Enroute Staffing issues were registered in Tampere and Barcelona.

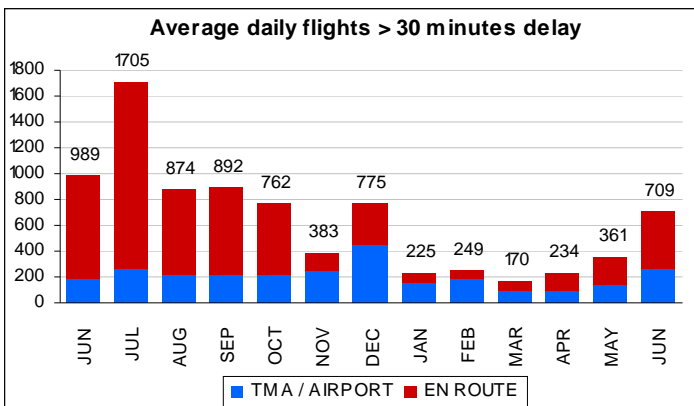
From 16<sup>th</sup> to 30<sup>th</sup> June: Barcelona, Madrid, Langen, Warszawa and Marseille experienced the most significant delays due to enroute ATC Capacity. Weather delays were recorded in Munich, London and Langen. Enroute ATC Staffing issues were mainly in London, Langen, Rhein and Barcelona. Airport infrastructure delays were due to Frankfurt new tower. Aerodrome Capacity delays were recorded in Greek islands and Istanbul.

### 5. IMPACT ON FLIGHTS



On small capacity airport, demand has a very strong impact on the concerned flights. In June, for KOS/IPPOKRATIS, in average per day 19 flights were regulated with an average delay of 77 minutes.

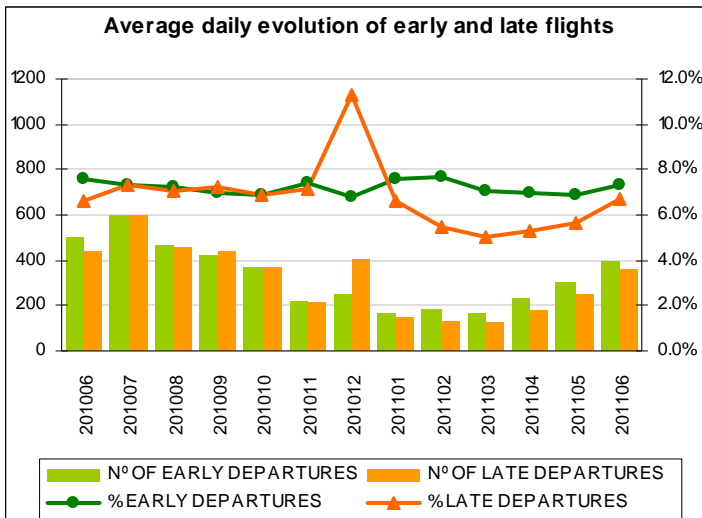
In June the top 10 are only airports.



During June 2011, 2.4% of flights experienced a delay of 30 minutes or more, a decrease of -28.3% from 989 flights per day in June 2010 to 709 flights per day in June 2011 with the following distribution:

Enroute..... 442 Flights (62.3%)  
 Airport..... 267 Flights (37.7%)

### 6. SLOT ADHERENCE

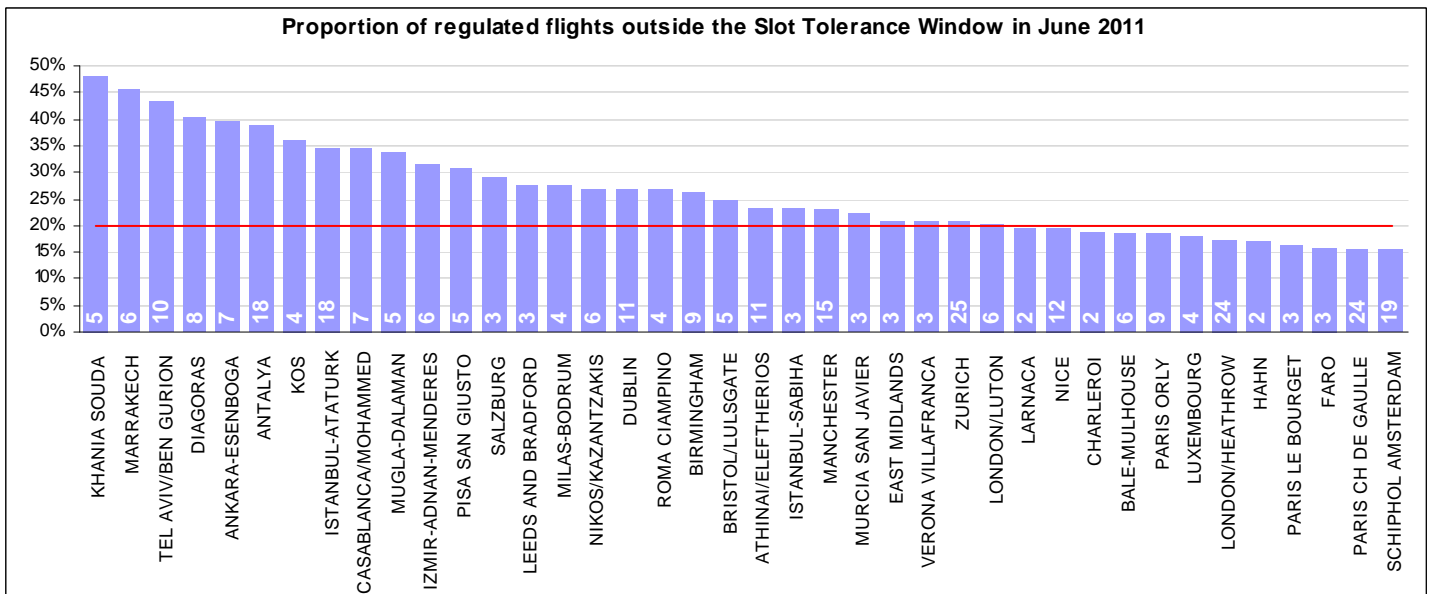


For June 2011 the proportion of regulated flights with early departures decreased by -0.2% percentage points compared with June 2010.

The proportion of regulated flights with late departures in June 2011 increased by 0.1% percentage points compared to June 2010.

Since March 2011 the percentage of early and late departures increased slightly. Some individual airports with a high proportion of flights outside the STW will be addressed to validate the data used and identify issues resulting in non-compliance.

The chart below shows the top 40 airports (more than 300 regulated flights) with their average daily number and proportion of regulated flights that departed outside of the Slot Tolerance Window



For example: At Dublin, 27% of all regulated flights departed outside their slot tolerance window (11 flights per day).