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Annex II – Impact of Russia's war of aggression on horizontal flight efficiency

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EUROCONTROL

TECHNICAL NOTE ON THE IMPACT OF THE WAR IN UKRAINE ON HORIZONTAL FLIGHT EFFICIENCY (HFE) INDICATORS

A QUANTIFICATION OF THE EFFECTS OF CONFLICT ZONE AIRSPACE RESTRICTIONS ON HORIZONTAL FLIGHT EFFICIENCY VALUES

Technical note prepared by the EUROCONTROL Aviation Intelligence Unit (AIU)

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1 INTRODUCTION

The invasion of Ukraine which began on February the 24th 2022 has led to extensive airspace closure and the need for airlines to reorganise the affected traffic, either cancelling flights or operating longer flights.

As the Horizontal Flight Efficiency (HFE) indicators utilise flight length as the main proxy for efficiency, those increased lengths have led to higher values for the indicators, which in the case of States close to the restricted airspace (in the northern and eastern part of Europe) have been notably higher. Due to the difference of the traffic flows involved, the effects have not been uniform.

Availability of alternative values of the indicator in which the impact of the exceptional circumstances has been considered is useful when there is a need to have comparisons. Such is the case for example when considering time series, which would otherwise be broken in two periods with different baselines. Similarly, those corrected values enable the comparison with targets which were established under assumptions which were valid at the time the targets were established but could not consider such exceptional circumstances.

The purpose of this Technical Note is to define a methodology which can be used to generate those values, provide the details of the approach and the outcome of applying it to the data currently available.

Some HFE indicators are used in the Single European Sky (SES) performance scheme and targets have been set on the Key Environment indicator based on Actual trajectories (KEA). The technical note therefore provides some detail on the specificities of the indicator adopted for performance purposes and the proposed correction.

In this updated version, the final section of the technical note provides the values of the HFE based on the radar trajectories for the period January 2022 – December 2023, monthly and per SES Member State. Values for the entire SES area are also provided.

KEA is based on the HFE indicator calculated on radar data, with an additional provision to limit the impact of unusual, but temporary, circumstances: it is an annual rolling average in which the ten best and ten worst days are excluded from consideration. The evolving values of the KEA indicator (on the last day of each month) are also provided in the final section.

2 BACKGROUND

2.1 Horizontal Flight Efficiency Indicator

The Horizontal Flight Efficiency Indicator (HFE) uses the length of the trajectory as a proxy for the flight efficiency, so that longer flights are considered more inefficient flights.

It is the entire flight, gate-to-gate, from origin to destination, which is the main interest for performance purposes and for which measurements such as the additional distance are unequivocally defined (in the case of the additional distance is the length of the flight less the distance between the airports). At the core of the indicator is the consideration that while that is true, there is also interest in considering the different geographical areas which are traversed by the flight or split the flight in different phases, and the expectation that the additional distances will be additive. Thus, the goal is to have a measurement such that the sum of the additional distances, no matter how the entire flight is split into parts, is equal to the additional distance from origin to destination.

“Achieved distance” is the technical means to obtain the additivity property described above (i.e., the sum of the values in the different airspaces traversed over the entire flight is the value from the origin to the destination of the flight).

The achieved distance considers both location and time, with time providing a natural sequence of the different geographical points. Multiple passages over the same point (at different times) can also be taken into account.

The achieved distance assigns an estimate to the amount of distance that has been covered between any two points. The estimate (i.e., the achieved distance) is the average of

- how closer the flight gets to the destination (measured in terms of the difference of the two great circle distances at the two times), and
- how farther the flight gets from the origin (measured in terms of the difference of the two great circle distances at the two times).

Over the entire flight the two measurements will both correspond to the great circle distance between origin and destination (the distance to destination starts at that value and goes down to zero, while the distance from origin starts at zero and increases to that value).

The calculation ensures that:

- When the two points are the origin and destination, the achieved distance is the great circle distance between origin and destination, i.e., the total distance to be covered by the flight.
- For any other two points the value of the achieved distance:
    - Does not depend on what happens before and after (except for the location of the origin and destination of the flight).
    - Is less than the great circle distance between the two points, so that it provides an estimate of the additional distance due to the misalignment of the entry and exit points with respect to the origin and destination.
    - The sum over all airspaces traversed is equal to the great circle distance between the origin and destination.

This does not depend on how the flight is split into different parts, portions or periods. While the indicator is almost always presented in terms of entry into and out of airspaces, the same would be true for the different phases of the flight or for points taken at regular time intervals.
This is because every intermediate point will be considered once with a positive sign and once with a negative sign (for each of the two values – towards destination and from the origin), while the origin and destination are taken into consideration once with the value of the overall great circle distance, and once as zero.

This is not true for the so called “direct” between the two points. Direct refers to the possibility to join the two points without obstructions or deviations – the equivalent of a straight line in Euclidean geometry. The corresponding length is equal to the great circle distance between the two points on a sphere. In geometrical terms, the more the points considered (i.e., the more the portions considered), the better the approximation of the length of the flight. This is a fact due to the mathematical properties of distances.

As the purpose of the indicator is to calculate additional distances, and the distance “flown” is assumed to be known (and naturally additive), what is missing is an estimation of the distance covered. It is worth noting that, for the additional distances to be always greater than zero and sum up correctly, the achieved distances are allowed to take negative values. This is to cover limit cases such as for example flying in the opposite direction with respect to the one from the origin to the destination, which might be efficient locally but is clearly inefficient for the whole flight, as it implies more distance to be covered later in the flight.

In the version of the indicator which has been adopted for regulation purposes the origin and destination of the flight have been artificially "moved" from the airports to the border of the reference area, and the en route phase (which is the one of interest) is considered to begin and end when the flight crosses a cylinder of radius 40 nautical miles centered at the airport(s).

One of the consequences of placing the origin and destination at the borders instead that at the airports is that the overall inefficiency (the one that is not simply the difference between the flown and the direct) has to be spread over a shorter distance.

An additional change is the use of the value of the achieved distance not only to calculate the additional distance but also as the base to calculate the inefficiency in percentage terms (i.e., the percentage reported is the increase with respect to the achieved distance).

The KEA indicator is built upon the HFE indicator and is based on an annual moving window from which the ten best and worst days are removed.

More details on the calculation of horizontal flight efficiency and on the indicators can be found in the dedicated section of the Aviation Intelligence Unit's website (https://www.eurocontrol.int/portal/pan-european-air-navigation-services-performance-data-portal).

2.2 Airspace closures

Immediately after the invasion of Ukraine, EASA issued a Conflict Zone Information Bulletin (CZIB) detailing restrictions on the operations of flights in Ukraine, Russia and Belarus (the restrictions on Belarus' airspace were active since February 2021), whose validity has been extended several times.

The CZIB is available at the page https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2022-01r08.

It lists the following as regions in which operators should not operate:

- All altitudes / flight levels of the following Flight Information Regions: FIR LVIV (UKLV), FIR KYIV (UKBV), UIR KYIV (UKBU), FIR DNIPROPETROVSK (UKDV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV).
- All altitudes / flight levels of the airspace within 200NM surrounding the borders with Ukraine in the FIR MOSCOW (UUWV).
- All altitudes / flight levels of the FIR ROSTOV-NA-DONU (URRV).

In addition, operators are urged to exercise caution for the entire FIR MOSCOW (UUWW) and reminded that operations are prohibited in the FIR MINSK (UMMV), due to previous safety directives.

A map of the affected airspace is provided as part of the description of methodology in the following section.

3 DESCRIPTION OF THE METHODOLOGY APPLIED

As it is common in the case in counterfactual analysis, the data available cannot directly show what would have been the value of the measurements under different conditions which would have directly or indirectly led to alternative decisions. The analysis must rely therefore on assumptions or simulations. In this case the direct simulation of trajectories is not available, and the analysis relies on information from the past about flight between airport pairs

Faced with airspace closures an airline must consider the trade-off between the increased costs due to the need to fly longer trajectories (which might not even be feasible with the type of aircraft originally planned) and the loss of revenue and costs related to the cancellation of the flight.

In the former case the data includes a (possibly very) inefficient flight, while in the latter case the absence of the flight means that the recorded inefficiency is better than the one which would include the flight.

The latter aspect is not considered in this analysis, which does not consider any replacement of the "missing" traffic.
For what concerns the former aspect, the analysis does not exclude completely the affected flights but applies instead for them a correction to the value of the indicator.

The main rationale behind the counterfactual reasoning is the following:

- Airlines base their decisions on the entire flight, whose end points are the airport of departure and arrival. The location of the two airports is a strong predictor of the airspaces which will be traversed.
- For the period before February the 24th 2022, flight plans reveal airlines preferences about the areas to be traversed. These preferences are unaffected by the restrictions, which were not active at that time.
- If airlines did not file to use an airspace in the period preceding the invasion, then its subsequent closure should make no difference to them.

The bulk of the analysis consists of defining how to identify the flights impacted by the restrictions based on the information about past behaviour. As it will be shown the information about the airport pairs is not always sufficient, as there will be flights operating on markets and destinations which were not served before (or at least not in the period analysed). Those flights will be treated differently.

3.1 Definition of impacted area

While the restrictions are related to airspace closures in Ukraine, Russia and Belarus, their impact might be wider due to the redefinition of the traffic flows.

The analysis considers a slighter wider area than the one directly mentioned in the EASA's CZIB by taking in consideration all FIRs with ICAO code beginning with the following letters: UK, UL, UM, UR, UU.

Figure 1 shows in red the areas directly affected by the notice and in yellow the area considered as very probably affected, UL. It is considered as very probably affected as it is an area which is part of the Russian federation and is wedged between the restricted area and the area of interest for the analysis.

As a preliminary step of the analysis, all flight plans have been categorised based on whether the plan included traversing one or more affected FIR regions (any of the yellow and red areas in the map).

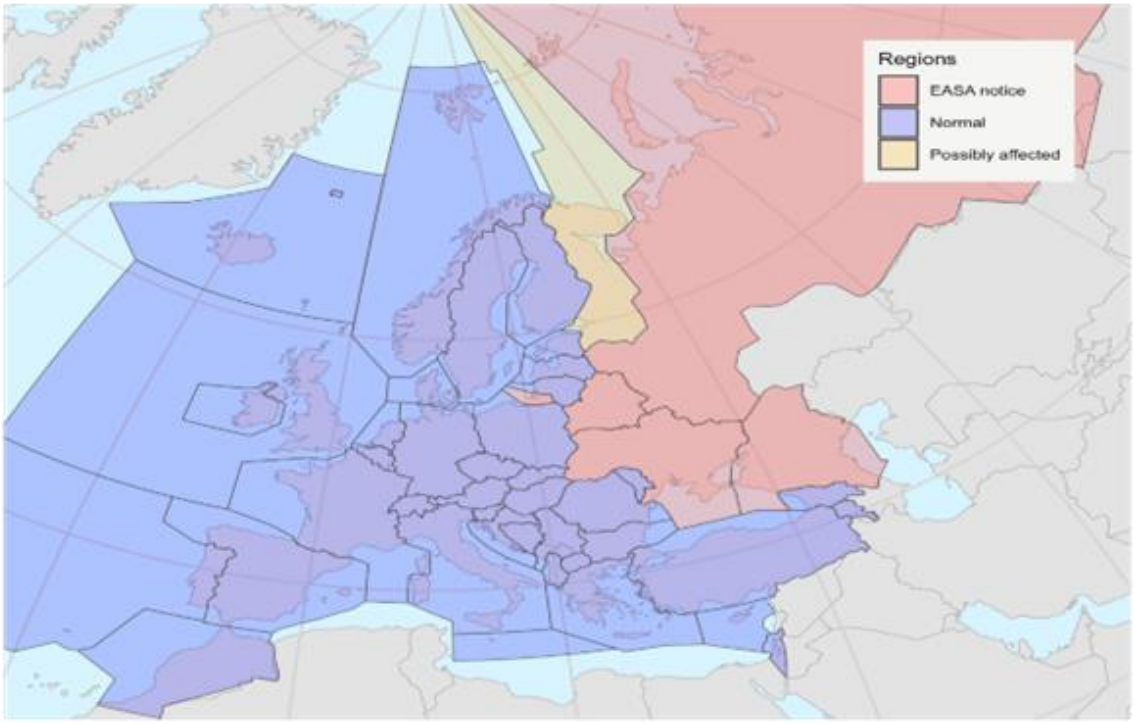


Figure 1: Map of impacted airspace

3.2 Dataset available

The dataset considered for the identification of the affected flights consists of all flight plans in the pre-invasion period from January the 1st 2019 to February the 23rd 2022, whose main statistics are summarised in Figure 2.

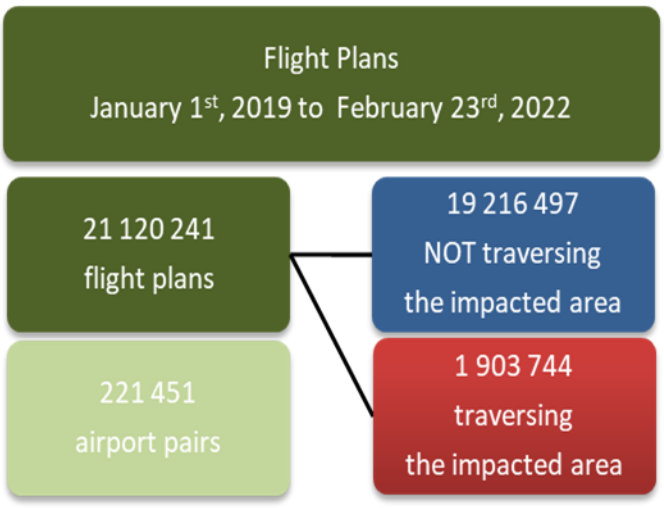


Figure 2: Information on dataset available

It consists of around 21,1 million flight plans, of which around 1,9 million include the traversal of the impacted area (flying into, flying out, flying inside or flying over). The number of airport pairs included is around 221 thousand (an airport pair is one-directional, distinguishing airport of departure and airport of arrival; AAAA-BBBB and BBBB-AAAA therefore are considered to be two different airport pairs).

There is not a one-to-one correspondence between airport pairs and traversal of the impacted area, as for the same airport pair some flight plans might include the traversal, while others might not include it (flight plans are specific to the flight and there is no predefined route between airport pairs).

For the purpose of categorising flights in the post-invasion period, though, the goal is to assign them based on airport pairs.

3.3 Identification of the impacted flights via airport pairs

For the categorisation to be based on airport pairs, there is the need to assign airport pairs for those cases in which some of the flights have requested to traverse the impacted area while others have not.

For each airport pair the analysis calculates the number of flights for which the flight plan includes the crossing of the impacted area (traversing flights) and what percentage they make of the total for that airport pair. As a reminder, we are referring to the period before February the 24th 2022 in which the area was not restricted. Belarus is an exception as it is an area which has been restricted since 2021, but the dataset includes the years 2019 and 2020 of higher pre-pandemic traffic, while in 2021 the level of traffic was still low because of the pandemic. The percentage gives therefore an estimate of the strength of the preference to go through those airspaces when flying between the two airports.

The application of a threshold either side of the bounds on the percentage of traversing flights allows to define three categories: unaffected, unassigned, affected.

The bounds on percentages are 0% and 100%, so a threshold of 1% implies the use of 1% and 99% as cutoff values, while 5% implies the use of 5% and 95% as cutoff values.

The lower the threshold, the fewer airport pairs (and all flights related) will be unequivocally assigned to the affected or unaffected category.

- When the percentage of traversing flights is below the threshold (e.g., 1%, for an airport pair with 200 flights: 2 or less have flight plans crossing the now restricted airspace), we consider the airport pair as unaffected (all flights between the airport pair would be considered unimpacted post-closure).
- Conversely, when the percentage of traversing flights is above the complementary threshold (e.g., 100% - 1% = 99%, for an airport pair with 200 flights: 98 or more have flight plans crossing the now restricted airspace) we consider the airport pair as affected (all flights between the airport pair would be considered impacted post-closure).
- When the percentage is between the two values (e.g., between 1% and 99%, for an airport pair with 200 flights: between 3 and 97 have flight plans crossing the now restricted airspace), we consider the airport pair to be “unassigned”, as it might be considered to be in either category.

An alternative approach would be to categorise the airport pair according to the majority rule (a threshold of 50%), but in this exploratory phase of the analysis the goal is to have a better idea of how many of the airport pairs fall in the undecided category.

Table 1 and Table 2 show the outcome of applying the categorisation based on the value of 1% or 5% as threshold. In terms of comparison with the example above with 200 flights, the 5% threshold implies the following categorisation based on the number of flight plans crossing the now restricted area: unaffected if between 0 and 10, unassigned if between 11 and 189, ,

A comparison of the two tables shows that by changing the threshold to 5% a small percentage of airport pairs (and a higher one of flights) move out of the unassigned category and into the other two categories, but without major changes. This means that we are able to increase the percentage of flights which are categorised via the categorisation of relatively fewer airport pairs.

Category (Threshold 1%)	Airport Pairs	Flights	Airport Pairs %	Flights %
Unaffected	194 229	18 553 318	87.7%	87.8%
Unassigned	5 283	1 001 668	2.4%	4.7%
Affected	21 939	1 565 255	9.9%	7.4%
Total	221 451	21 120 241	100.0%	100.0%

Table 1: 3-ways categorisation based on airport pairs with 1% threshold.

The stability in the overall percentages is consistent with the fact that the great majority of airport pairs (which includes airport pairs within Europe and arriving from the South or from the West) is not affected by the airspace restrictions.

Category (Threshold 5%)	Airport Pairs	Flights	Airport Pairs %	Flights %
Unaffected	194 975	18 819 669	88.0%	89.1%
Unassigned	4 351	668 015	2.0%	3.2%
Affected	22 125	1 632 557	10.0%	7.7%
Total	221 451	21 120 241	100.0%	100.0%

Table 2: 3-ways categorisation based on airport pairs with 5% threshold.

To reach an either-or decision concerning the categorization of the airport pair, we take a conservative decision which errs towards considering an airport pair as impacted. We therefore group the unassigned and affected together in the impacted category. Table 3 shows the results after the regrouping.

For an airport pair with 200 flights and the 5% threshold, this means that the airport pair is considered impacted if more than 10 flights have planned through the now restricted airspace. For airport pairs with low traffic (up to 20 flights), a single flight traversing the area is sufficient to declare the airport pair as impacted.

Category (Threshold 5%)	Airport Pairs	Flights	Airport Pairs %	Flights %
Unimpacted	194 975	18 819 669	88.0%	89.1%
Impacted	26 476	2 300 572	12.0%	10.9%
Total	221 451	21 120 241	100.0%	100.0%

Table 3: 2-ways categorisation based on airport pairs with 5% threshold.

3.4 Identification of the impacted flights via area pairs

Moving to the analysis of data related to the post-invasion period, it can be verified whether the methodology would be successful in categorising all the flights.

For the period between February the 24th 2022 and May the 31st 2023, there are 159 632 airport pairs and 11 036 002 flight plans. Of those, 41 145 are new airport pairs (they were not present in the previous dataset), for a total of 101 831 flight plans.

Category (Threshold 5%)	Area Pairs	Flights	Area Pairs %	Flights %
Unaffected	4565	18 651 624	66.7%	88.3%
Unassigned	695	896 050	10.2%	4.2%
Affected	1581	1 572 567	23.1%	7.4%
Total	6841	21 120 241	100.0%	100.0%

Table 4: 3-ways categorisation based on area pairs with 5% threshold.

While it is only 1% of the flights, it is around a quarter of the city pairs, and it would be preferable to have an additional criterion to assign the category of flights between those city pairs. This would necessarily be based on a coarser grouping.

The categorisation as been made coarse thus:

- Consideration of the airport's ICAO area (based on the first two letter of the ICAO code) instead of the airport itself.
- Consideration of the unordered pair instead of the ordered pair (i.e., AA-BB is grouped with BB-AA)

The results of applying the modified categorisation on the previous dataset are shown in Table 4 and Table 5, and can be compared with Table 2 and Table 3 of the previous section. The conservative categorisation in this case leans slightly more towards the assignment to impacted than when considering the airport pairs. This is to be expected as the areas defined via the two letter codes could be quite broad and the threshold used is high.

Category (Threshold 5%)	Area Pairs	Flights	Area Pairs %	Flights %
Unimpacted	4 565	18 651 624	6.7%	88.3%
Impacted	2 276	2 468 617	33.3%	11.9%
Total	6 841	21 120 241	100.0%	100.0%

Table 5: 2-ways categorisation based on area pairs with 5% threshold.

For some airport pairs, the categorisation would be different between the two approaches.

3.5 Summary of steps for assignment of unimpacted status to a flight

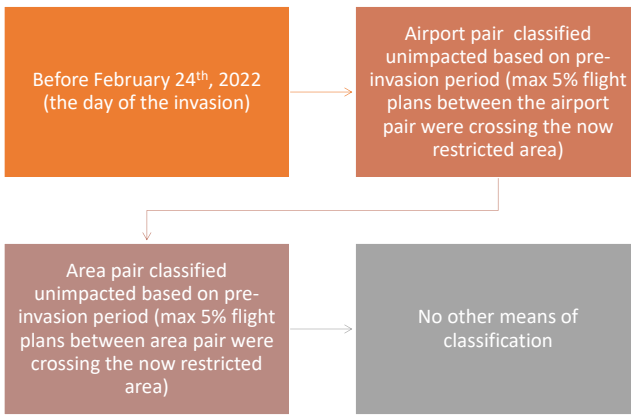


Figure 3: Steps for assignment of unimpacted status to flight

The process of assigning the unimpacted status to flights follows a sequential order illustrated in Figure 3.

Flights before February the 24th 2022 are considered all unimpacted because the restrictions were not active.

For flights after that date the assignment is made first on the more detailed information, i.e., the airport pair (which has been assigned unimpacted status if maximum 5% of the flight were filing to cross the now restricted area).

When that information is not available the assignment is made on the basis of the area pair (using the same threshold).

If the category of the area pair is also unknown, lacking any other information it is assumed that the flight would not be operated if particularly inefficient (the assumption compensates somewhat the small bias towards assuming that the flight has been impacted of the previous two steps). The flight is therefore assigned to the unimpacted category.

3.6 Correction applied to the indicator.

The role of the achieved distances in the indicator is to account for the additional distance which is due to the different orientation of the two local points (e.g., entry/exit into and out of an airspace) with respect to the overall flight (e.g., the origin and destination).

The achieved distance is always less than the direct distance between the entry and exit point into an airspace to take in consideration that unless those points are aligned with the origin and destination, they imply an additional length (external to the airspace, so what is considered is the "negative" impact on other airspaces) to join the origin and destination.

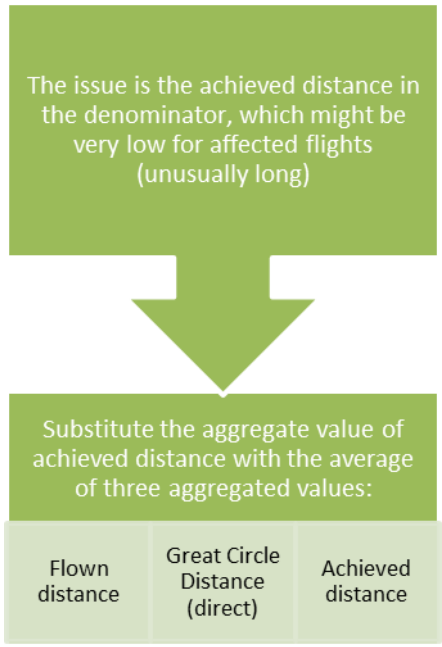


Figure 4: Correction applied to the indicator.

The implicit redistribution of the additional distances is over the whole length of the flight and is slightly heavier near the origin and destination of the flight, which are the two reference points for the calculation of the achieved distances.

As a matter of fact, the achieved distance can even be negative in case the direction of flight is opposite to the direction between origin and destination (the original indicator is geared towards the calculation of the additional distance in kilometers/nautical miles, calculated as the difference between flown and achieved, and the calculation works even when considering circular flights).

As the adopted indicator uses the achieved distance not only for the calculation of the additional distance but also as the base to consider the percentage, a decrease in the value of the achieved distance is amplified by the use of the achieved distance also in the denominator.

There are two conflicting effects due to the move of the origin and destination at the border of the area instead of the airports, as on the one hand there is a shorter overall distance on which to distribute the additional distance, while on the other hand the part of the flight considered might be better aligned with respect to the modified origin and destination than with respect to the airports.

The correction therefore must be a heuristic one to be applied on the aggregate values. The one proposed is to keep the achieved distance (whose difference from the flown would still provide the correct value of the additional distance between origin and destination), but to limit the influence in the denominator by using an average of the flown, direct, and achieved distances in the denominator (the value of the average will necessarily be higher, and the correction will lead to a lower value of the indicator). This correction is applied only for the impacted flights.

4 RESULTS

The first results presented are the KEA values for the years 2022 and 2023 before and after the proposed correction, and the value of the correction itself.

Table 6 , Table 7, together with Figure 5 and Figure 6, provide a summary per State of those values (plus the value for the entire SES area).
In the two figures the areas are presented in descending order of the corrected KEA values, i.e., the values after the impact of the war on the indicator has been considered. The value in the white font and the length of the green bar correspond to the value after the correction has been applied, the length of the light-coloured bar and the text in black correspond to the correction applied, and the total length correspond to the value of the KEA indicator (i.e., the sum of the two other values). The

uncorrected KEA values can read in the two tables, where the areas are presented in alphabetical order.

The following subsections provide the detail at the monthly level for the entire year 2022 and the entire year 2023, presented in two graphs per year.

The first graph shows the total number of flights considered (blue bar) and the number of flights which have been considered impacted (green bar), together with the share of this value over the total number of flights (light-blue line, right vertical axis).

The second graph shows the value of the monthly HFE, both with the current indicator (blue bars) and the corrected one (red bars).

It also shows the value of KEA on the last day of the month, again both with the current indicator (green diamonds) and the corrected one (red diamonds). The numerical values are provided in the tables at the bottom of the graphs.

Area	Impact of war	Corr. KEA	KEA 2023
Austria	0.18%	1.93%	2.11%
Belgium	0.08%	3.51%	3.59%
Bulgaria	1.28%	2.12%	3.40%
Croatia	0.07%	1.44%	1.51%
Cyprus	0.89%	3.84%	4.73%
Czech Republic	0.35%	2.26%	2.61%
Denmark	0.12%	1.32%	1.44%
Estonia	4.17%	2.38%	6.55%
Finland	1.86%	1.53%	3.39%
France	0.03%	3.30%	3.33%
Germany	0.16%	2.53%	2.69%
Greece	0.13%	2.13%	2.26%
Hungary	0.75%	1.36%	2.11%
Ireland	0.02%	1.42%	1.44%
Italy	0.05%	3.04%	3.09%
Latvia	5.14%	2.83%	7.97%
Lithuania	8.62%	4.52%	13.14%
Malta	0.05%	1.53%	1.58%
Netherlands	0.11%	2.83%	2.94%
Norway	0.14%	1.15%	1.29%
Poland	2.40%	2.18%	4.58%
Portugal	0.01%	1.49%	1.50%
Romania	1.90%	1.71%	3.61%
Slovakia	1.95%	2.10%	4.05%
Slovenia	0.10%	1.63%	1.73%
Spain	0.02%	3.24%	3.26%
Sweden	0.56%	1.19%	1.75%
Switzerland	0.07%	4.36%	4.43%
SES Area	**0.28%**	**2.71%**	**2.99%**

Table 7: Quantification of impact of war on indicator value for SES States, year 2023

Area	Impact of war	Corr. KEA	KEA 2022
Austria	0.16%	1.93%	2.09%
Belgium	0.07%	3.46%	3.53%
Bulgaria	1.19%	2.09%	3.28%
Croatia	0.06%	1.43%	1.49%
Cyprus	0.57%	3.64%	4.21%
Czech Republic	0.32%	2.23%	2.55%
Denmark	0.10%	1.13%	1.23%
Estonia	3.26%	2.20%	5.46%
Finland	1.73%	1.55%	3.28%
France	0.03%	3.25%	3.28%
Germany	0.14%	2.62%	2.76%
Greece	0.13%	2.20%	2.33%
Hungary	0.76%	1.41%	2.17%
Ireland	0.03%	1.09%	1.12%
Italy	0.04%	2.94%	2.98%
Latvia	3.73%	2.53%	6.26%
Lithuania	7.56%	4.65%	12.21%
Malta	0.05%	1.85%	1.90%
Netherlands	0.10%	2.94%	3.04%
Norway	0.08%	1.24%	1.32%
Poland	2.30%	2.49%	4.79%
Portugal	0.00%	1.52%	1.52%
Romania	1.63%	1.73%	3.36%
Slovakia	1.78%	2.26%	4.04%
Slovenia	0.09%	1.63%	1.72%
Spain	0.02%	3.30%	3.32%
Sweden	0.52%	1.18%	1.70%
Switzerland	0.05%	4.46%	4.51%
SES Area	**0.24%**	**2.72%**	**2.96%**

Table 6: Quantification of impact of war on indicator value for SES States, year 2022

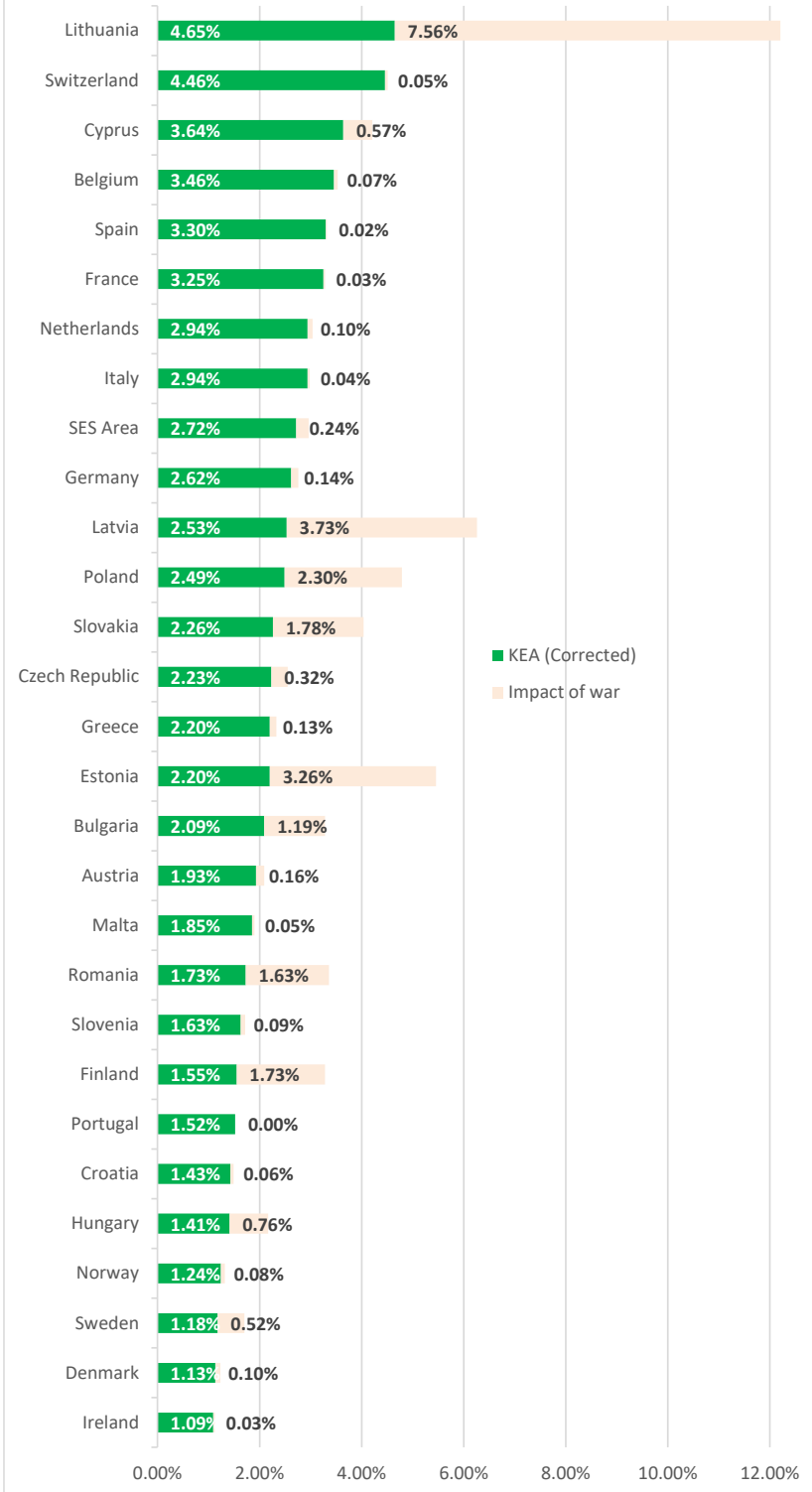


Figure 5: Impact of war on KEA indicator per State, 2022

The value in the white font and the length of the green bar correspond to the value after the correction has been applied, the length of the light-coloured bar and the text in black correspond to the correction applied, and the total length correspond to the value of the KEA indicator (i.e., the sum of the two other values).
Detailed values available in the corresponding table.

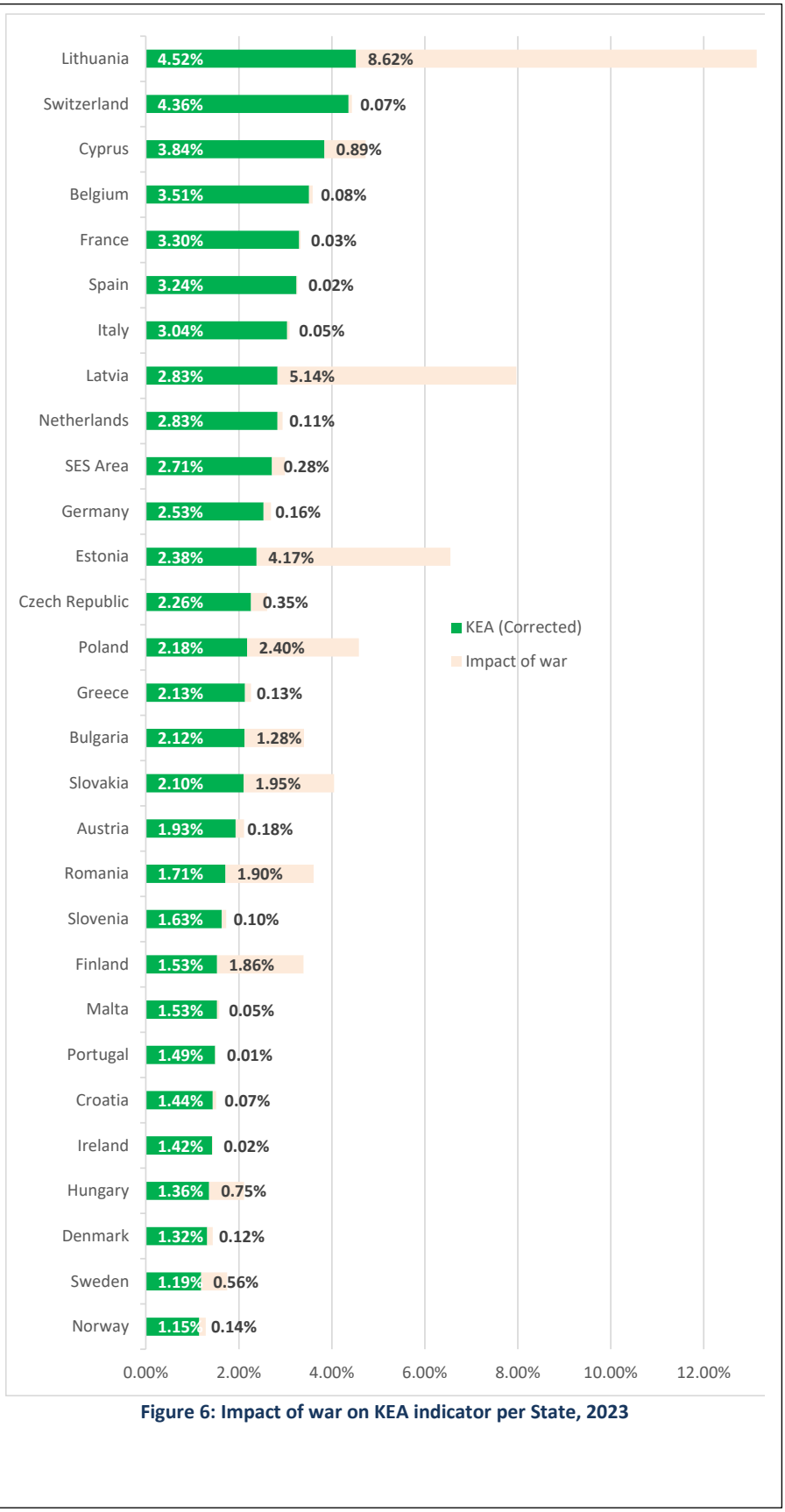
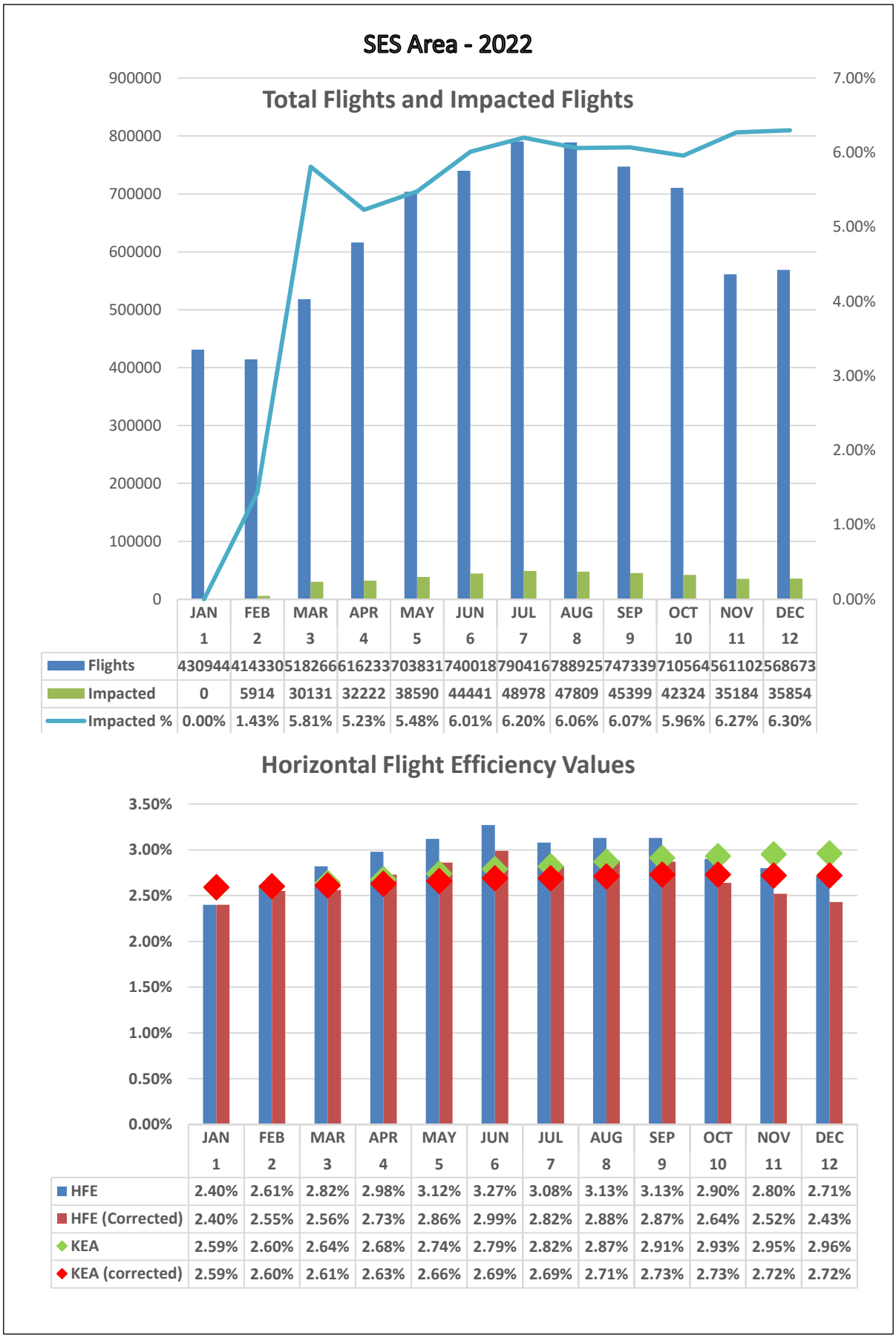


Figure 6: Impact of war on KEA indicator per State, 2023

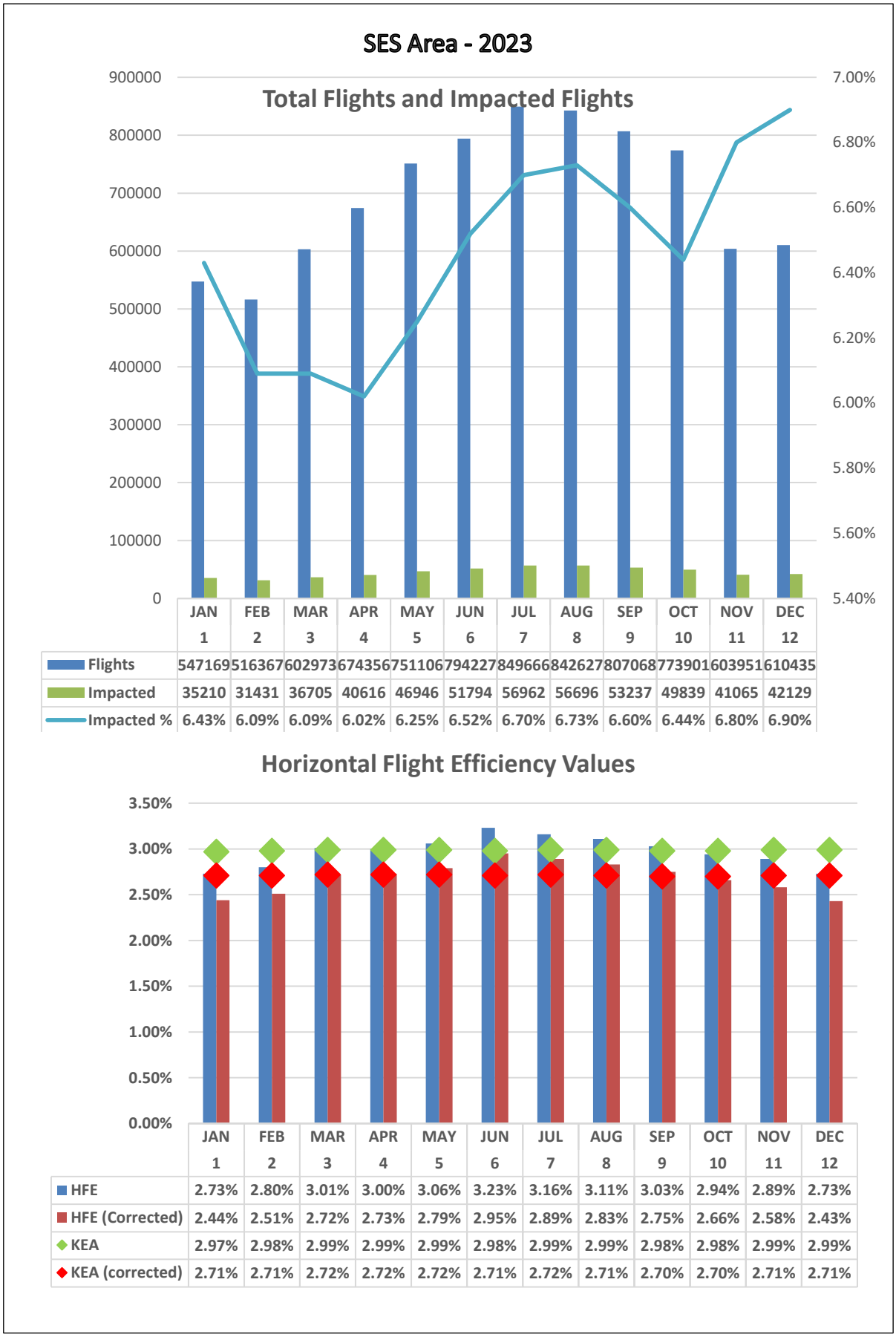
4.1 SES Area 2022



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	430944	414330	518266	616233	703831	740018	790416	788925	747339	710564	561102	568673
Impacted	0	5914	30131	32222	38590	44441	48978	47809	45399	42324	35184	35854
Impacted %	0.00%	1.43%	5.81%	5.23%	5.48%	6.01%	6.20%	6.06%	6.07%	5.96%	6.27%	6.30%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.40%	2.61%	2.82%	2.98%	3.12%	3.27%	3.08%	3.13%	3.13%	2.90%	2.80%	2.71%
HFE (Corrected)	2.40%	2.55%	2.56%	2.73%	2.86%	2.99%	2.82%	2.88%	2.87%	2.64%	2.52%	2.43%
KEA	2.59%	2.60%	2.64%	2.68%	2.74%	2.79%	2.82%	2.87%	2.91%	2.93%	2.95%	2.96%
KEA (corrected)	2.59%	2.60%	2.61%	2.63%	2.66%	2.69%	2.69%	2.71%	2.73%	2.73%	2.72%	2.72%

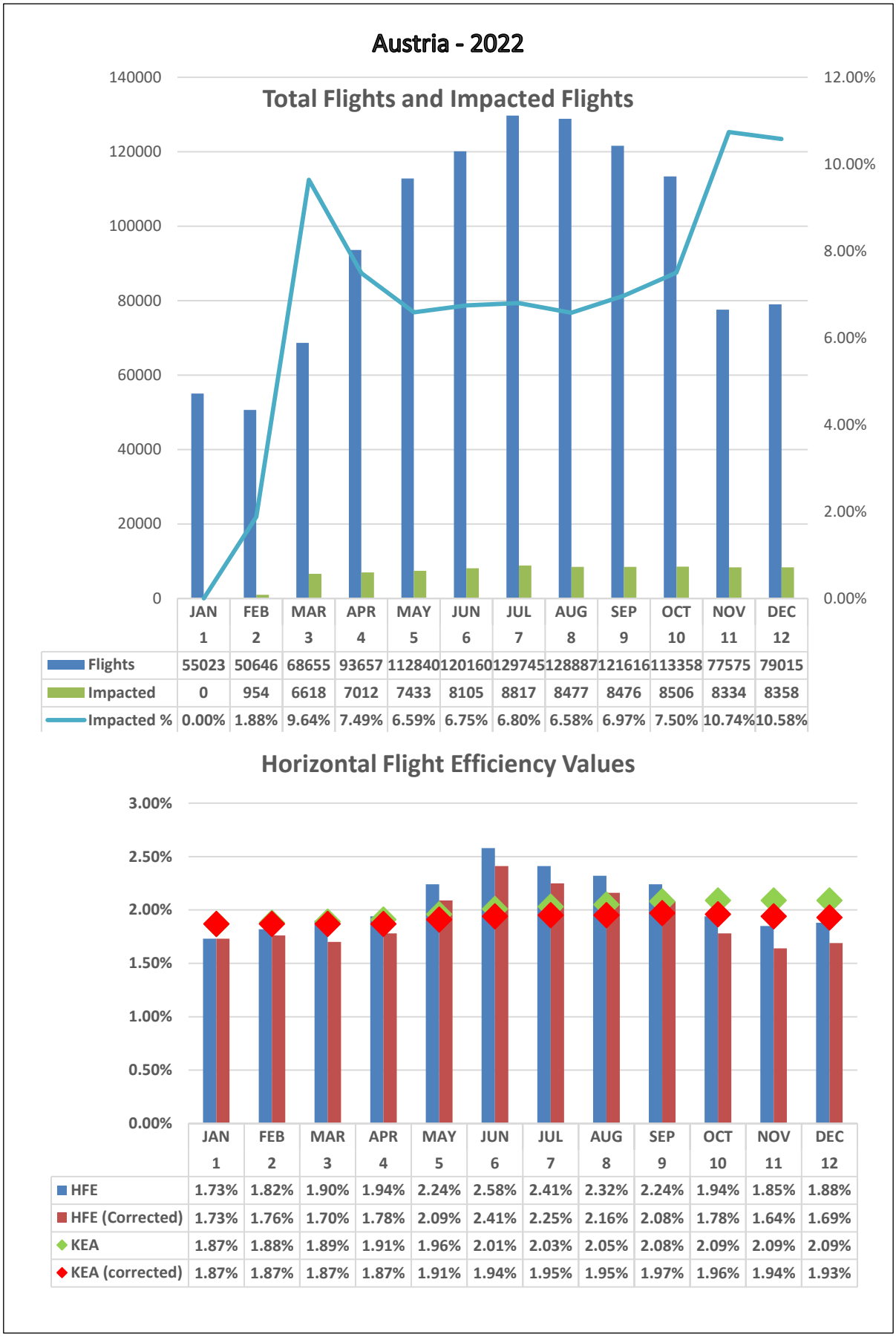
4.2 SES Area 2023



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	547169	516367	602973	674356	751106	794227	849666	842627	807068	773901	603951	610435
Impacted	35210	31431	36705	40616	46946	51794	56962	56696	53237	49839	41065	42129
Impacted %	6.43%	6.09%	6.09%	6.02%	6.25%	6.52%	6.70%	6.73%	6.60%	6.44%	6.80%	6.90%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.73%	2.80%	3.01%	3.00%	3.06%	3.23%	3.16%	3.11%	3.03%	2.94%	2.89%	2.73%
HFE (Corrected)	2.44%	2.51%	2.72%	2.73%	2.79%	2.95%	2.89%	2.83%	2.75%	2.66%	2.58%	2.43%
KEA	2.97%	2.98%	2.99%	2.99%	2.99%	2.98%	2.99%	2.99%	2.98%	2.98%	2.99%	2.99%
KEA (corrected)	2.71%	2.71%	2.72%	2.72%	2.72%	2.71%	2.72%	2.71%	2.70%	2.70%	2.71%	2.71%

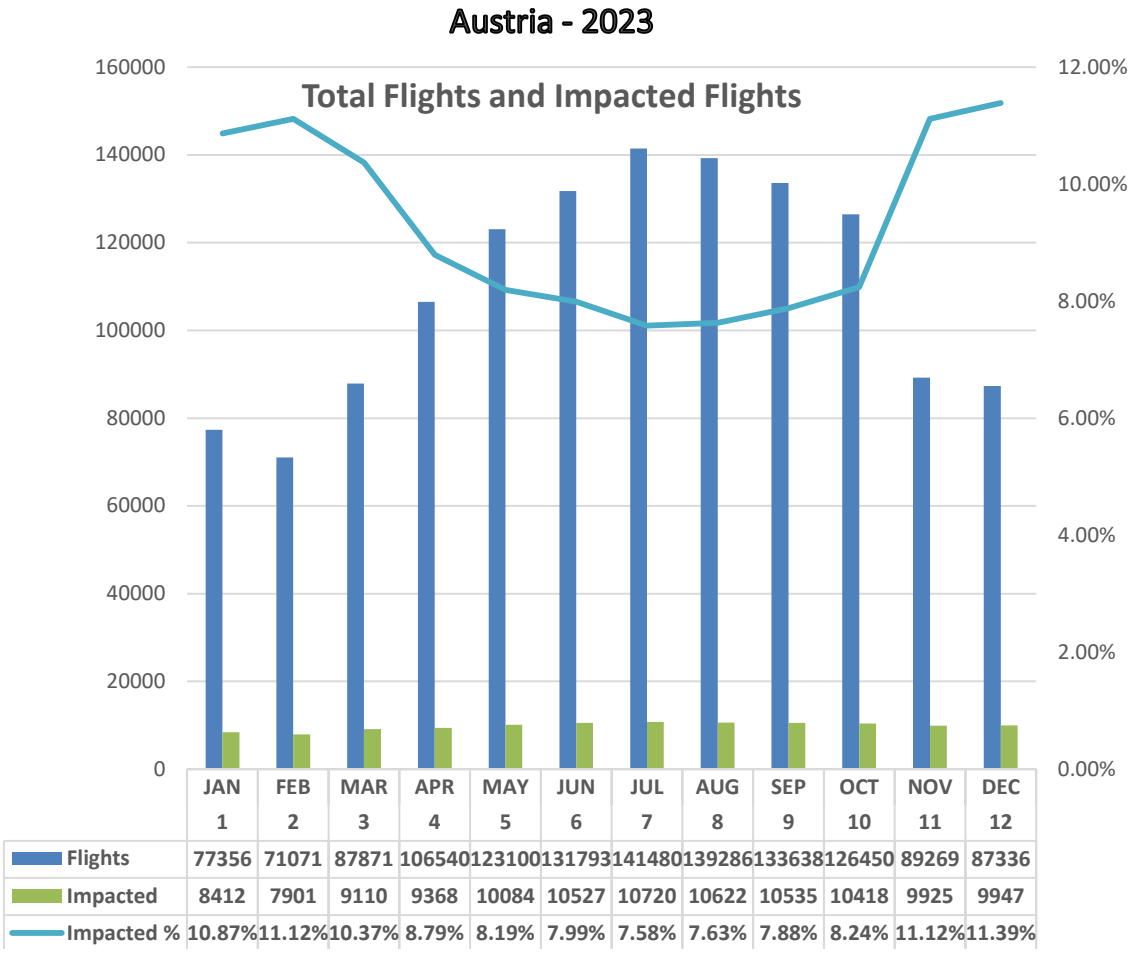
4.3 Austria 2022



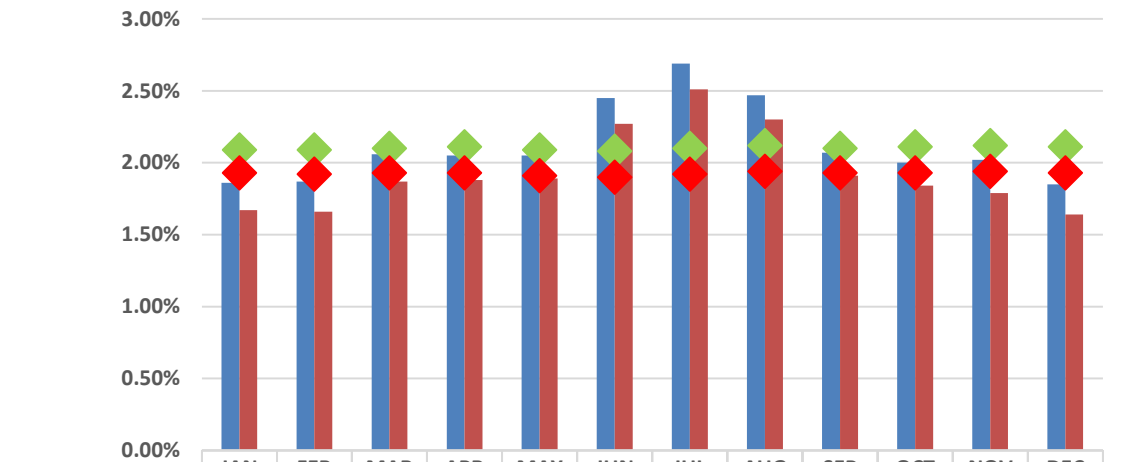
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	55023	50646	68655	93657	112840	120160	129745	128887	121616	113358	77575	79015
Impacted	0	954	6618	7012	7433	8105	8817	8477	8476	8506	8334	8358
Impacted %	0.00%	1.88%	9.64%	7.49%	6.59%	6.75%	6.80%	6.58%	6.97%	7.50%	10.74%	10.58%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.73%	1.82%	1.90%	1.94%	2.24%	2.58%	2.41%	2.32%	2.24%	1.94%	1.85%	1.88%
HFE (Corrected)	1.73%	1.76%	1.70%	1.78%	2.09%	2.41%	2.25%	2.16%	2.08%	1.78%	1.64%	1.69%
KEA	1.87%	1.88%	1.89%	1.91%	1.96%	2.01%	2.03%	2.05%	2.08%	2.09%	2.09%	2.09%
KEA (corrected)	1.87%	1.87%	1.87%	1.87%	1.91%	1.94%	1.95%	1.95%	1.97%	1.96%	1.94%	1.93%

4.4 Austria 2023

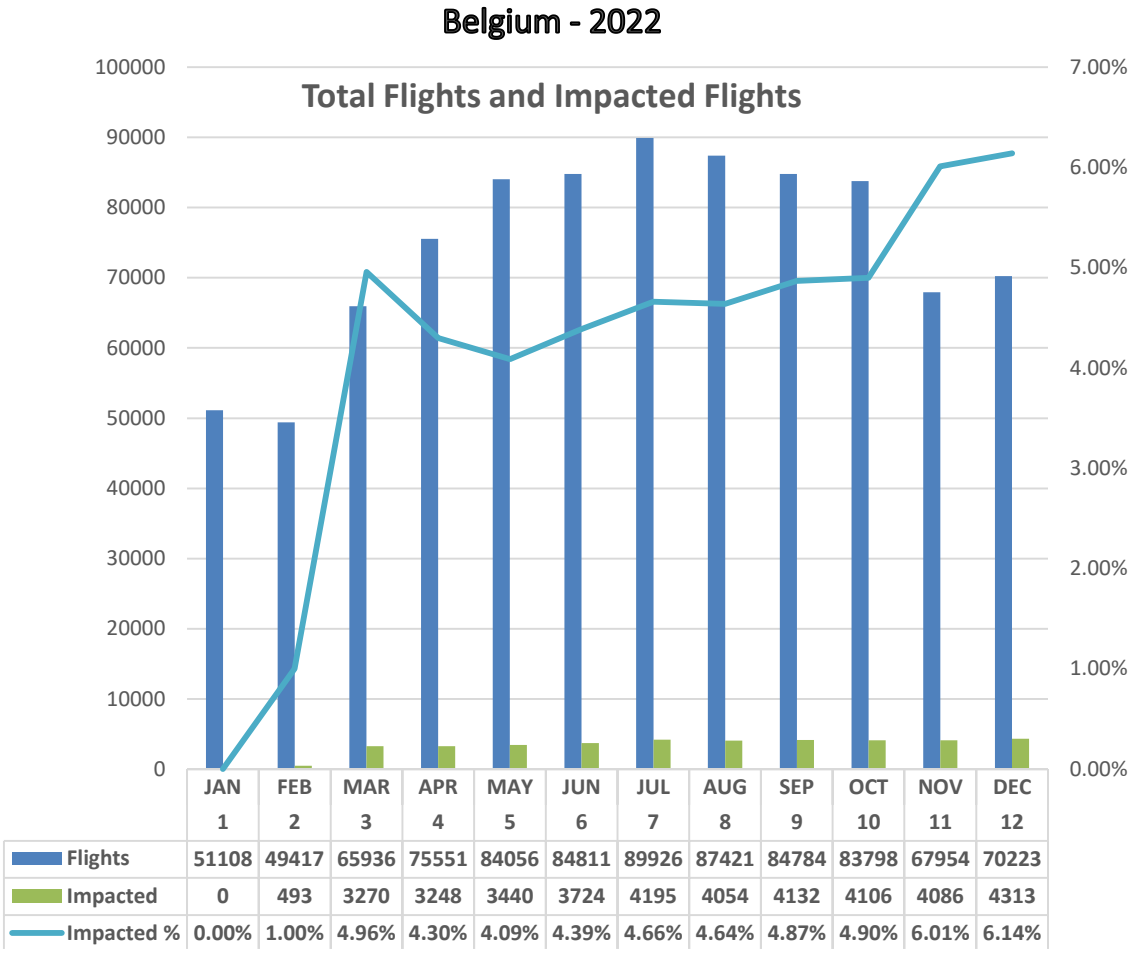


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	77356	71071	87871	106540	123100	131793	141480	139286	133638	126450	89269	87336
Impacted	8412	7901	9110	9368	10084	10527	10720	10622	10535	10418	9925	9947
Impacted %	10.87%	11.12%	10.37%	8.79%	8.19%	7.99%	7.58%	7.63%	7.88%	8.24%	11.12%	11.39%

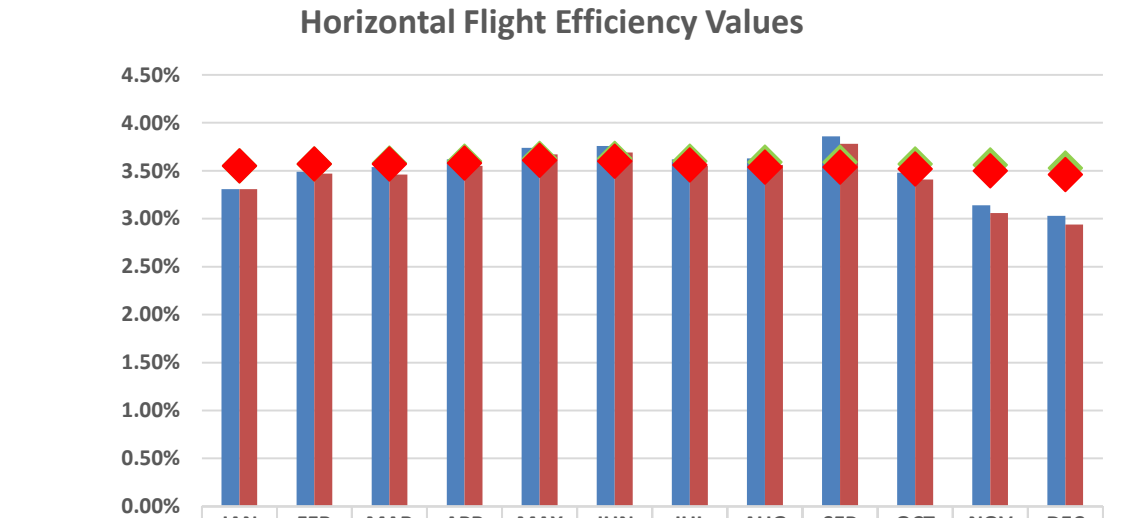


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.86%	1.87%	2.06%	2.05%	2.05%	2.45%	2.69%	2.47%	2.07%	2.00%	2.02%	1.85%
HFE (Corrected)	1.67%	1.66%	1.87%	1.88%	1.89%	2.27%	2.51%	2.30%	1.91%	1.84%	1.79%	1.64%
KEA	2.09%	2.09%	2.10%	2.11%	2.09%	2.08%	2.10%	2.12%	2.10%	2.11%	2.12%	2.11%
KEA (corrected)	1.93%	1.92%	1.93%	1.93%	1.91%	1.90%	1.92%	1.94%	1.93%	1.93%	1.94%	1.93%

4.5 Belgium 2022

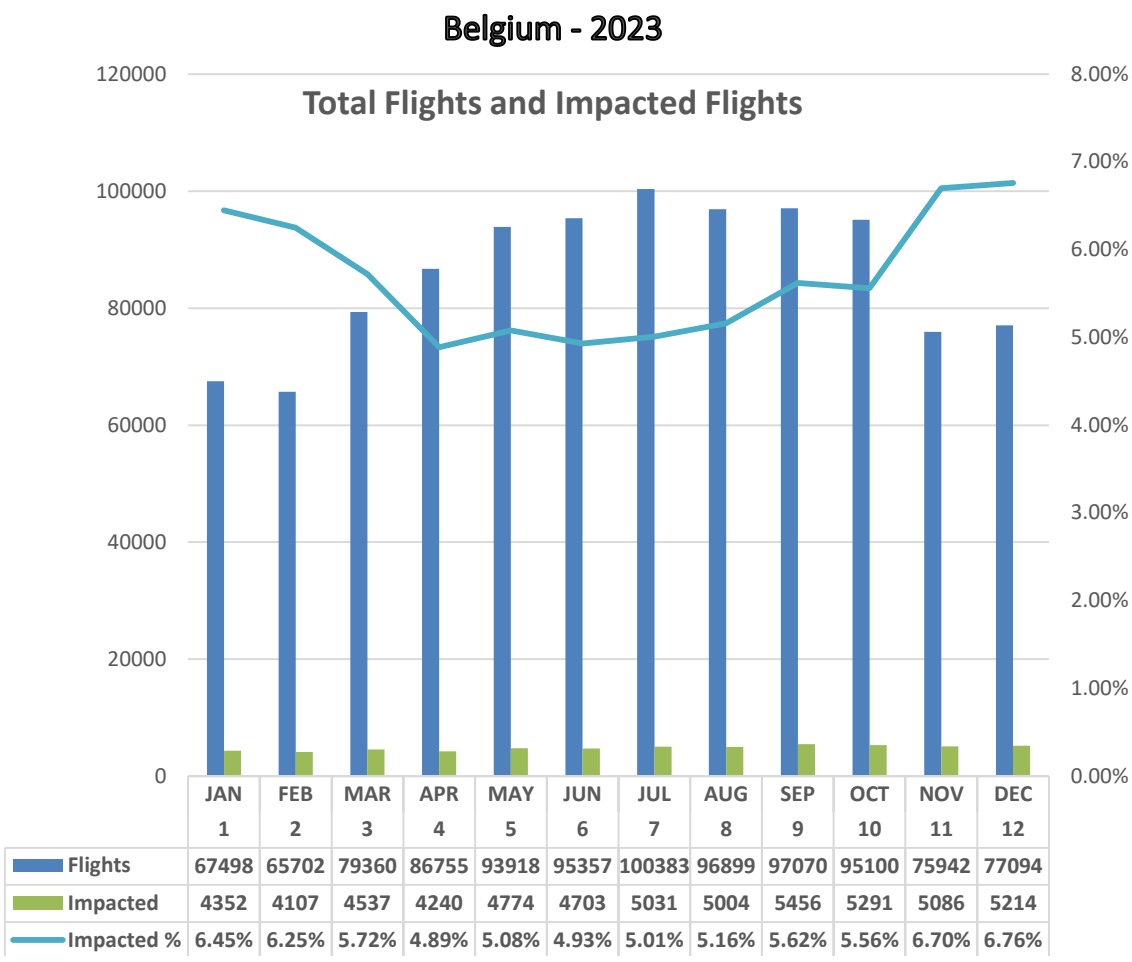


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	51108	49417	65936	75551	84056	84811	89926	87421	84784	83798	67954	70223
Impacted	0	493	3270	3248	3440	3724	4195	4054	4132	4106	4086	4313
Impacted %	0.00%	1.00%	4.96%	4.30%	4.09%	4.39%	4.66%	4.64%	4.87%	4.90%	6.01%	6.14%

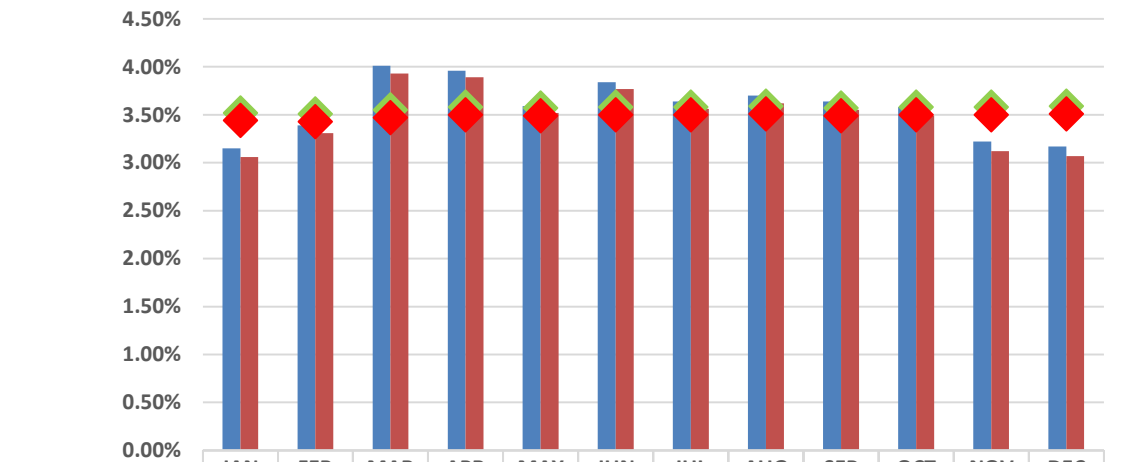


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.31%	3.49%	3.54%	3.62%	3.74%	3.76%	3.62%	3.63%	3.86%	3.48%	3.14%	3.03%
HFE (Corrected)	3.31%	3.47%	3.46%	3.55%	3.67%	3.69%	3.55%	3.56%	3.78%	3.41%	3.06%	2.94%
KEA	3.55%	3.57%	3.58%	3.60%	3.63%	3.63%	3.60%	3.59%	3.59%	3.57%	3.56%	3.53%
KEA (corrected)	3.55%	3.57%	3.57%	3.58%	3.61%	3.60%	3.56%	3.54%	3.54%	3.52%	3.50%	3.46%

4.6 Belgium 2023

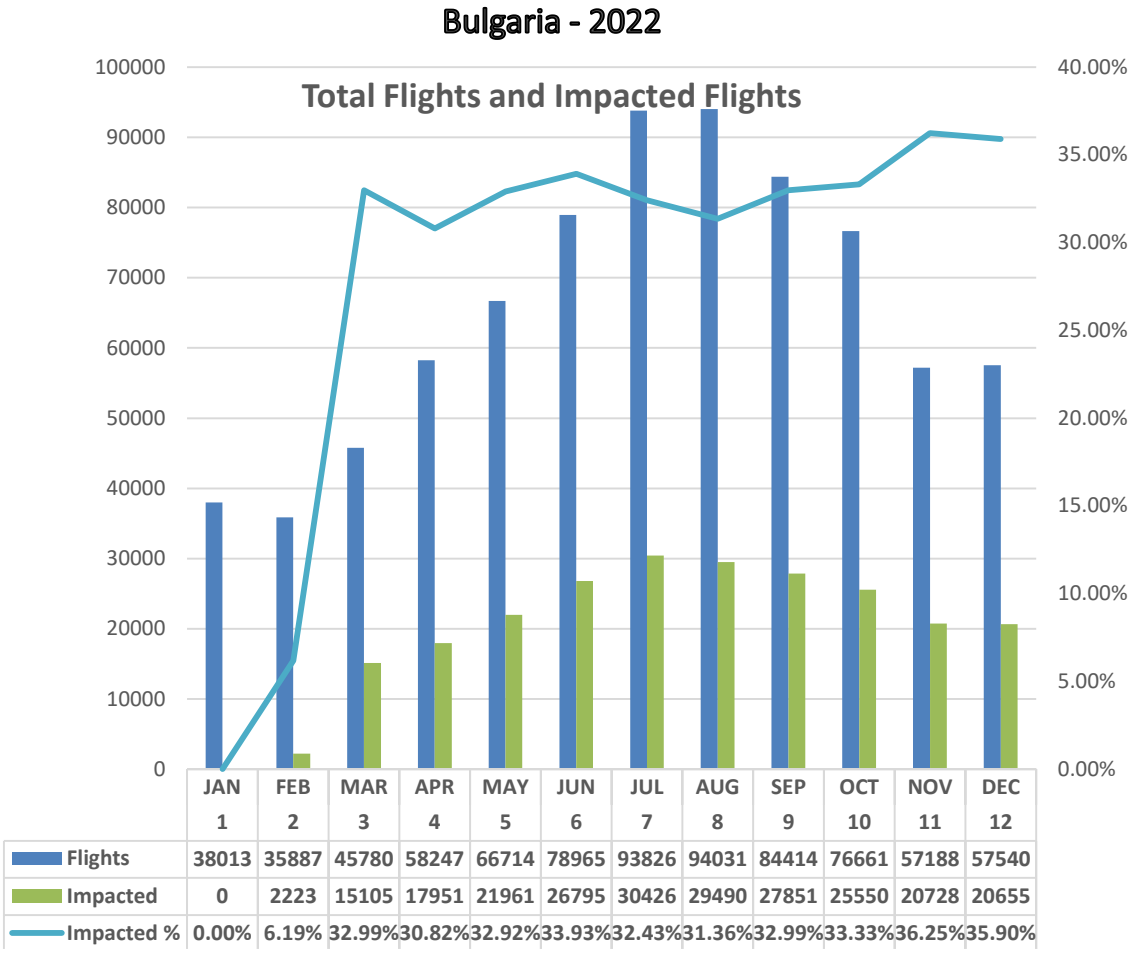


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	67498	65702	79360	86755	93918	95357	100383	96899	97070	95100	75942	77094
Impacted	4352	4107	4537	4240	4774	4703	5031	5004	5456	5291	5086	5214
Impacted %	6.45%	6.25%	5.72%	4.89%	5.08%	4.93%	5.01%	5.16%	5.62%	5.56%	6.70%	6.76%

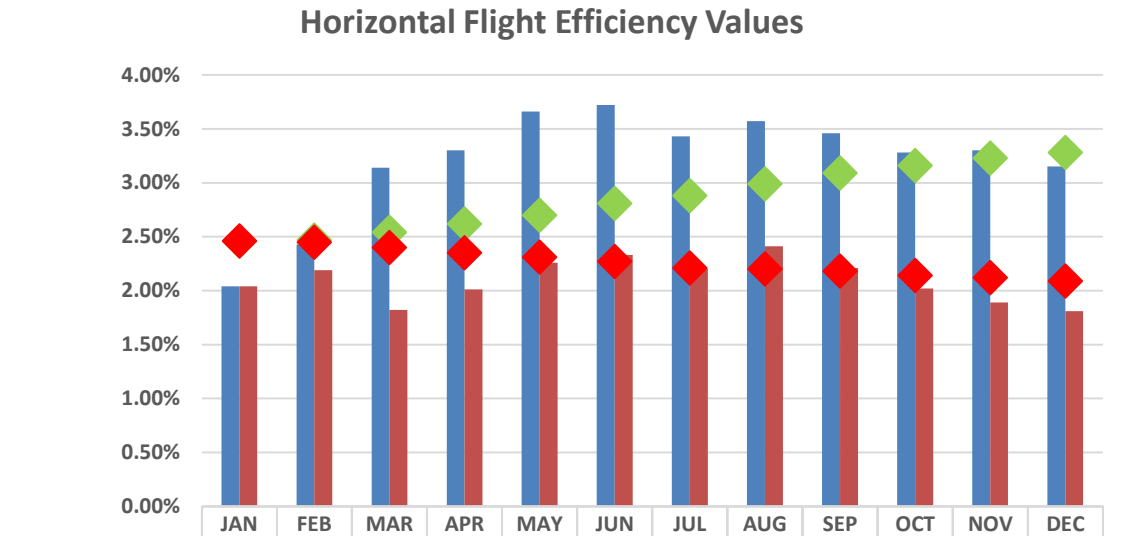


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.15%	3.39%	4.01%	3.96%	3.59%	3.84%	3.64%	3.70%	3.64%	3.58%	3.22%	3.17%
HFE (Corrected)	3.06%	3.31%	3.93%	3.89%	3.52%	3.77%	3.56%	3.62%	3.55%	3.49%	3.12%	3.07%
KEA	3.52%	3.51%	3.55%	3.58%	3.57%	3.58%	3.58%	3.59%	3.57%	3.58%	3.58%	3.59%
KEA (corrected)	3.44%	3.43%	3.47%	3.50%	3.49%	3.50%	3.50%	3.51%	3.49%	3.50%	3.50%	3.51%

4.7 Bulgaria 2022

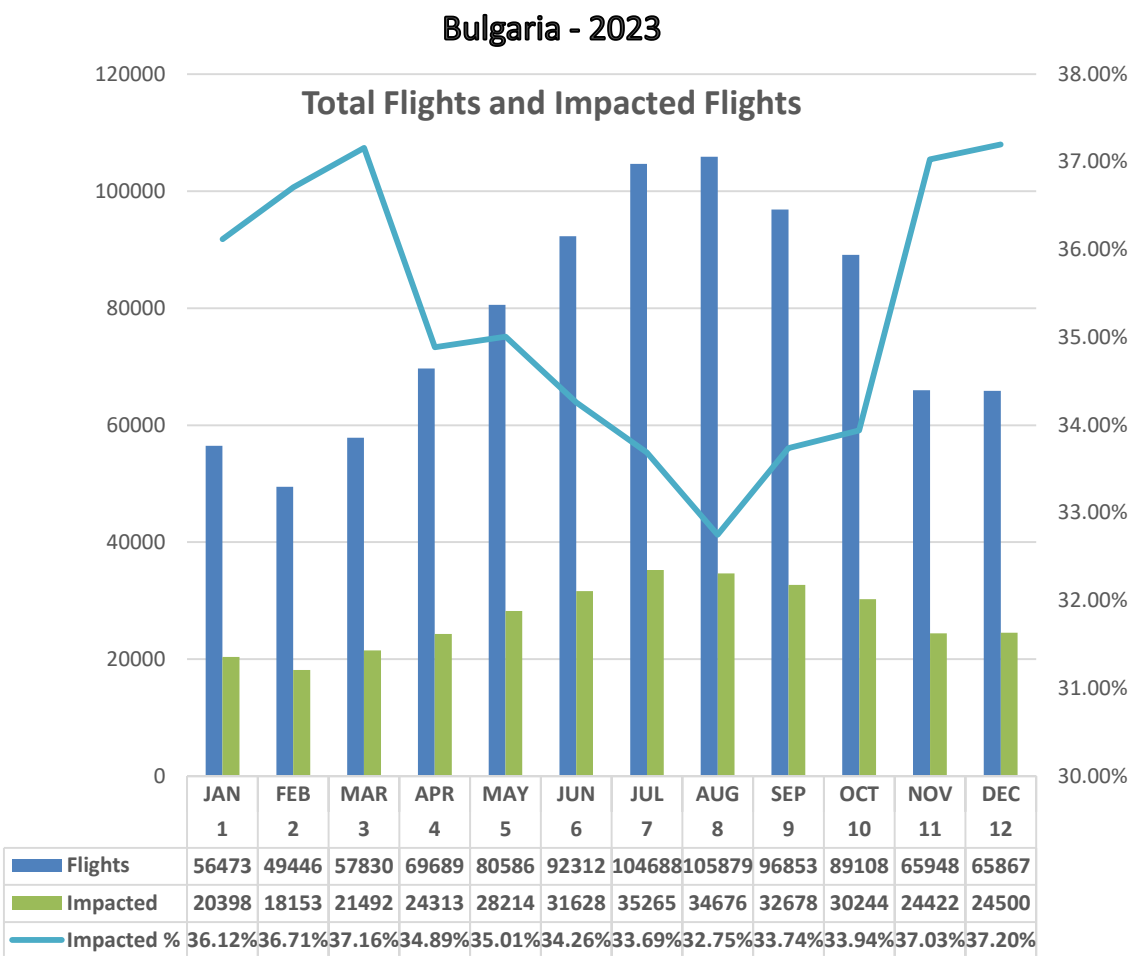


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	38013	35887	45780	58247	66714	78965	93826	94031	84414	76661	57188	57540
Impacted	0	2223	15105	17951	21961	26795	30426	29490	27851	25550	20728	20655
Impacted %	0.00%	6.19%	32.99%	30.82%	32.92%	33.93%	32.43%	31.36%	32.99%	33.33%	36.25%	35.90%

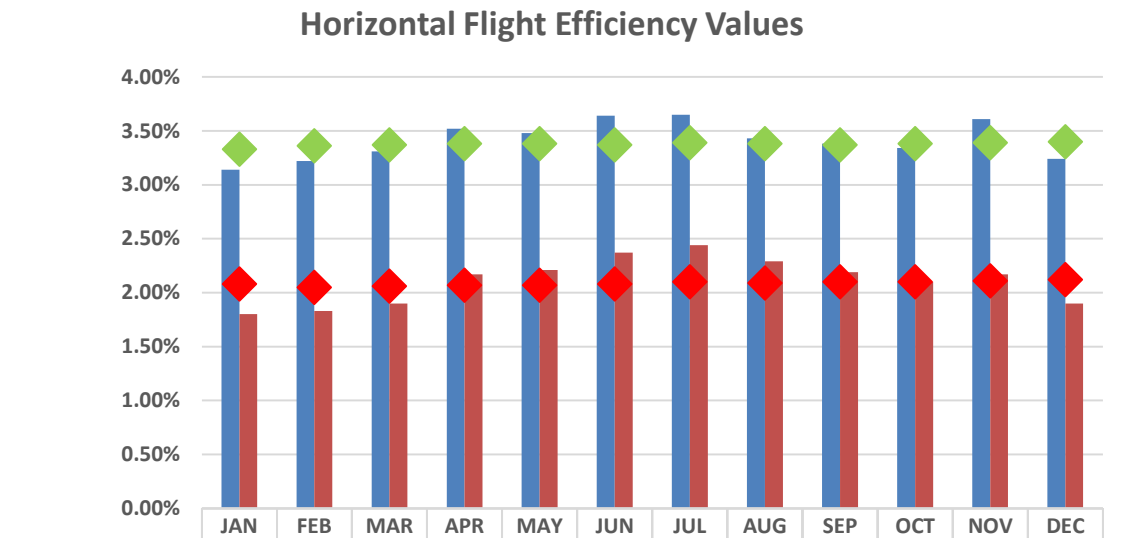


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.04%	2.43%	3.14%	3.30%	3.66%	3.72%	3.43%	3.57%	3.46%	3.28%	3.30%	3.15%
HFE (Corrected)	2.04%	2.19%	1.82%	2.01%	2.26%	2.33%	2.20%	2.41%	2.21%	2.02%	1.89%	1.81%
KEA	2.46%	2.47%	2.54%	2.62%	2.70%	2.81%	2.88%	2.99%	3.09%	3.16%	3.23%	3.28%
KEA (corrected)	2.46%	2.45%	2.40%	2.35%	2.31%	2.27%	2.21%	2.20%	2.18%	2.14%	2.12%	2.09%

4.8 Bulgaria 2023

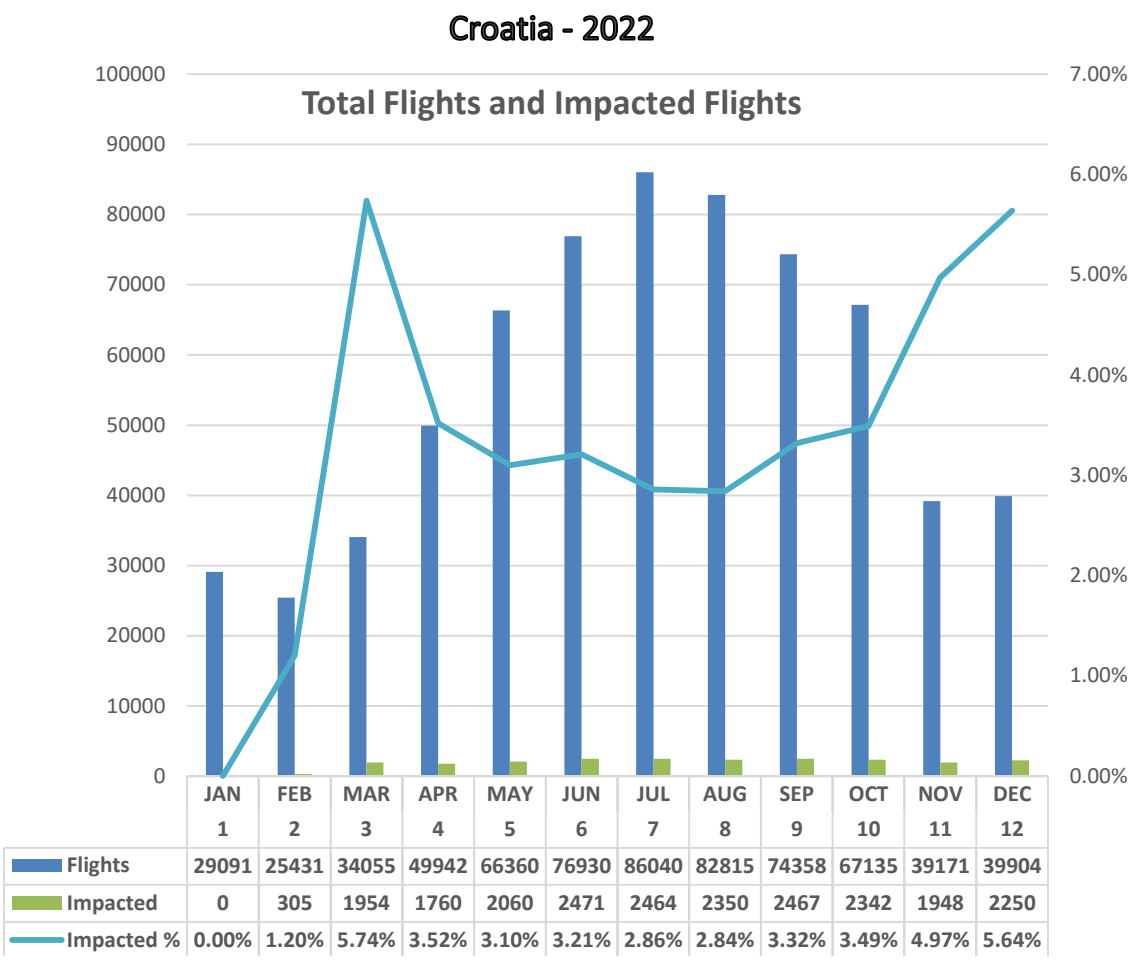


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	56473	49446	57830	69689	80586	92312	104688	105879	96853	89108	65948	65867
Impacted	20398	18153	21492	24313	28214	31628	35265	34676	32678	30244	24422	24500
Impacted %	36.12%	36.71%	37.16%	34.89%	35.01%	34.26%	33.69%	32.75%	33.74%	33.94%	37.03%	37.20%

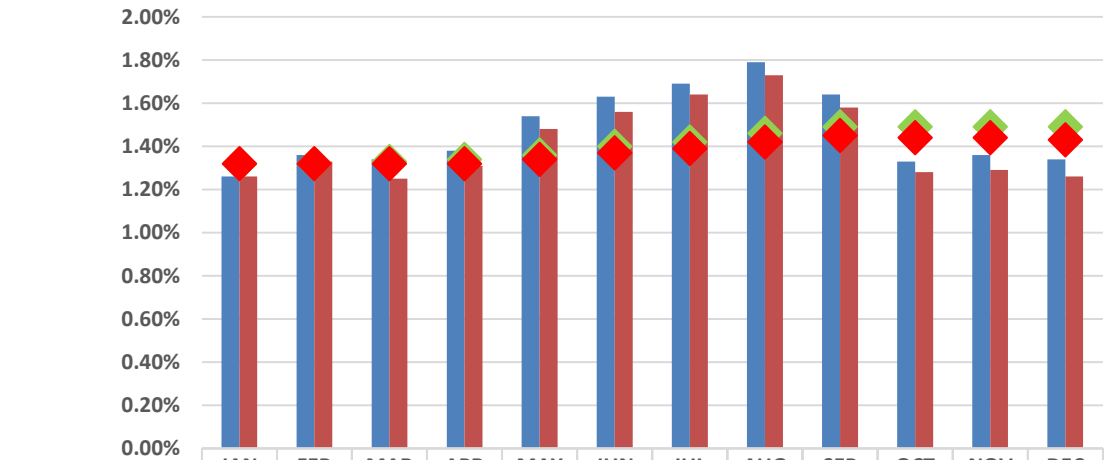


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.14%	3.22%	3.31%	3.52%	3.48%	3.64%	3.65%	3.43%	3.38%	3.34%	3.61%	3.24%
HFE (Corrected)	1.80%	1.83%	1.90%	2.17%	2.21%	2.37%	2.44%	2.29%	2.19%	2.10%	2.17%	1.90%
KEA	3.33%	3.36%	3.37%	3.38%	3.38%	3.37%	3.39%	3.38%	3.37%	3.38%	3.39%	3.40%
KEA (corrected)	2.08%	2.05%	2.06%	2.07%	2.07%	2.08%	2.10%	2.09%	2.10%	2.10%	2.11%	2.12%

4.9 Croatia 2022

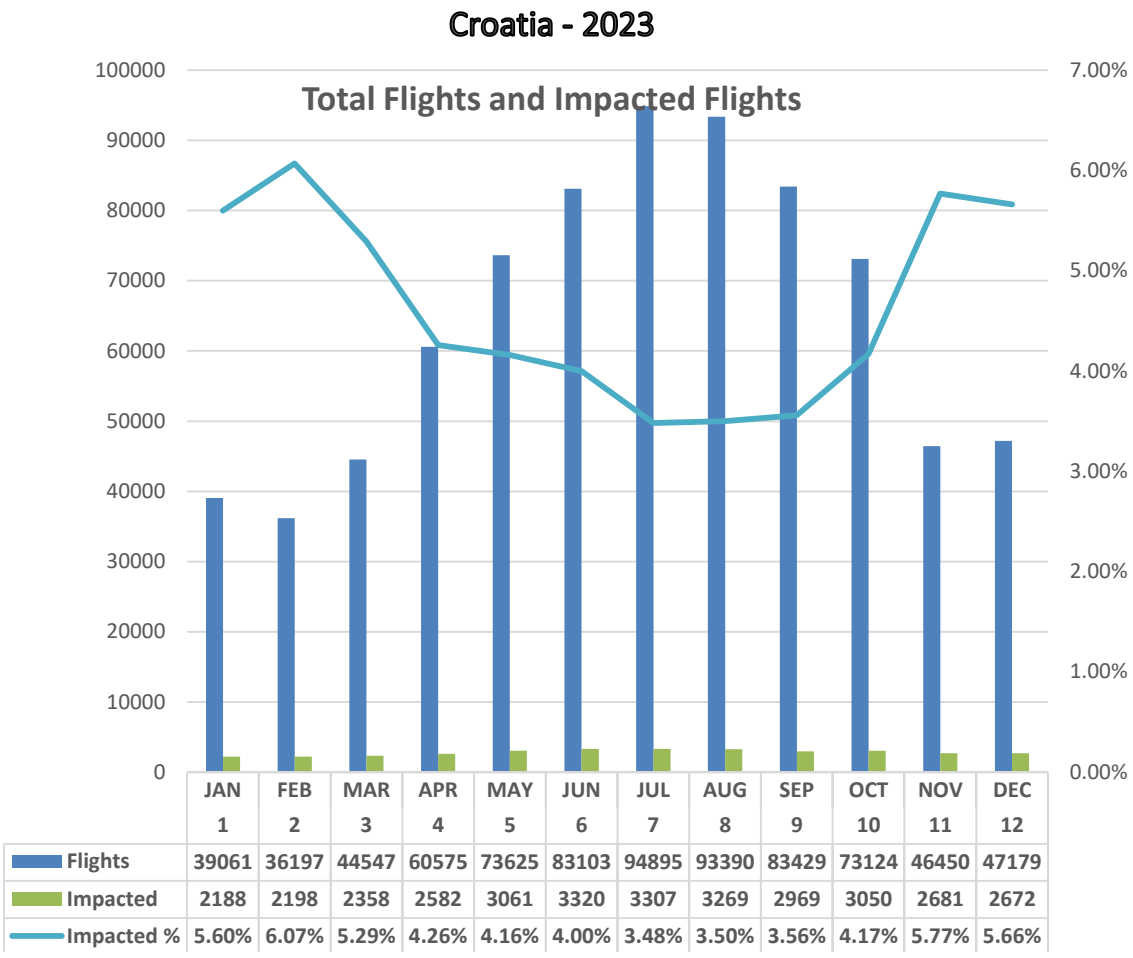


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	29091	25431	34055	49942	66360	76930	86040	82815	74358	67135	39171	39904
Impacted	0	305	1954	1760	2060	2471	2464	2350	2467	2342	1948	2250
Impacted %	0.00%	1.20%	5.74%	3.52%	3.10%	3.21%	2.86%	2.84%	3.32%	3.49%	4.97%	5.64%

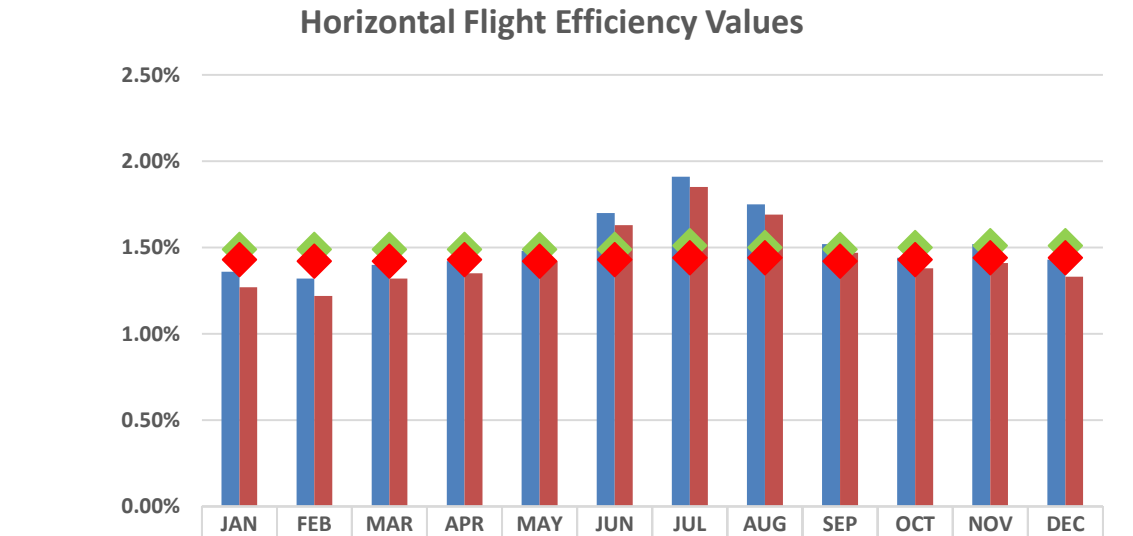


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.26%	1.36%	1.34%	1.38%	1.54%	1.63%	1.69%	1.79%	1.64%	1.33%	1.36%	1.34%
HFE (Corrected)	1.26%	1.33%	1.25%	1.31%	1.48%	1.56%	1.64%	1.73%	1.58%	1.28%	1.29%	1.26%
KEA	1.32%	1.32%	1.33%	1.34%	1.36%	1.40%	1.42%	1.46%	1.49%	1.49%	1.49%	1.49%
KEA (corrected)	1.32%	1.32%	1.32%	1.32%	1.34%	1.37%	1.39%	1.42%	1.45%	1.44%	1.44%	1.43%

4.10 Croatia 2023

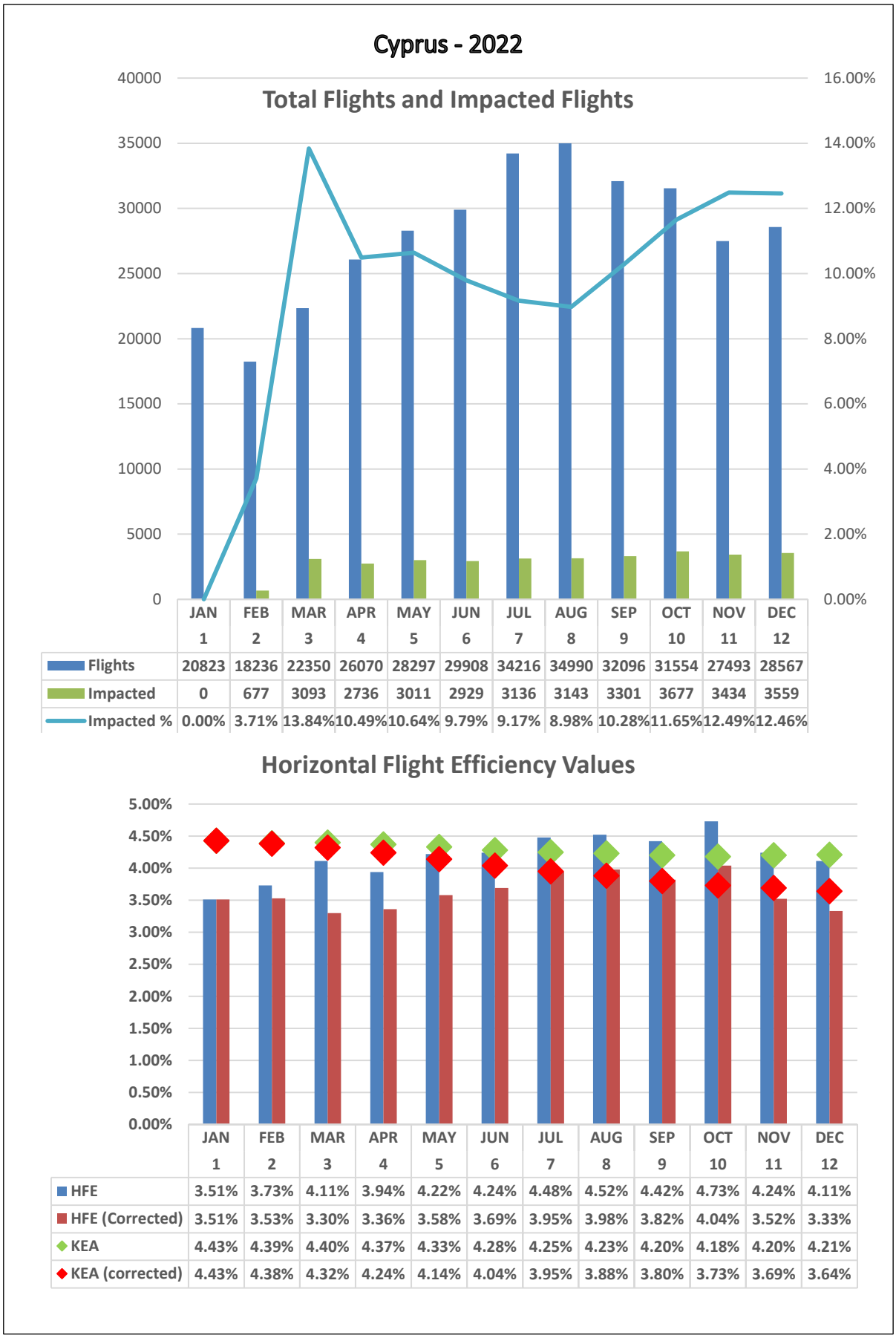


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	39061	36197	44547	60575	73625	83103	94895	93390	83429	73124	46450	47179
Impacted	2188	2198	2358	2582	3061	3320	3307	3269	2969	3050	2681	2672
Impacted %	5.60%	6.07%	5.29%	4.26%	4.16%	4.00%	3.48%	3.50%	3.56%	4.17%	5.77%	5.66%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.36%	1.32%	1.40%	1.42%	1.48%	1.70%	1.91%	1.75%	1.52%	1.44%	1.52%	1.43%
HFE (Corrected)	1.27%	1.22%	1.32%	1.35%	1.42%	1.63%	1.85%	1.69%	1.47%	1.38%	1.41%	1.33%
KEA	1.49%	1.49%	1.49%	1.49%	1.49%	1.49%	1.51%	1.50%	1.49%	1.50%	1.51%	1.51%
KEA (corrected)	1.43%	1.42%	1.42%	1.43%	1.42%	1.43%	1.44%	1.44%	1.42%	1.43%	1.44%	1.44%

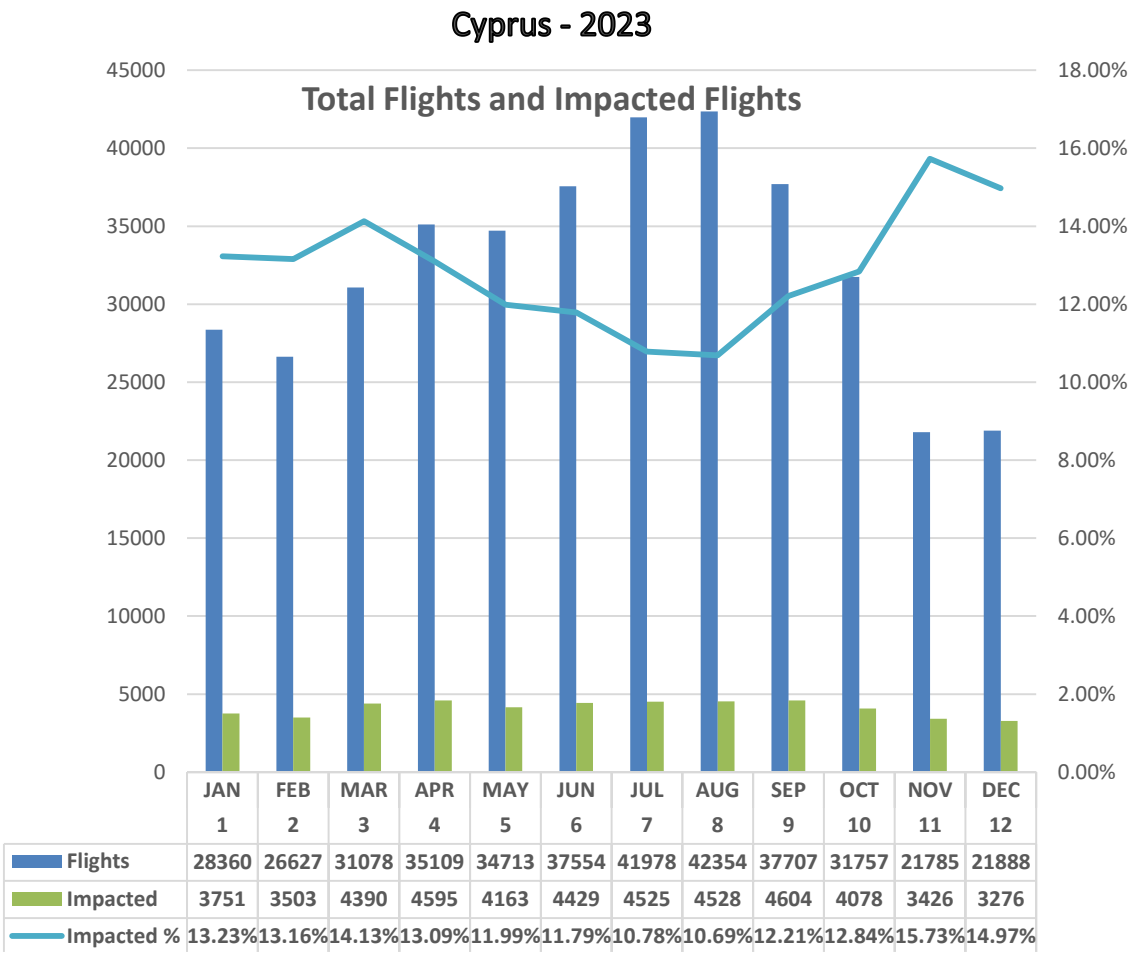
4.11 Cyprus 2022



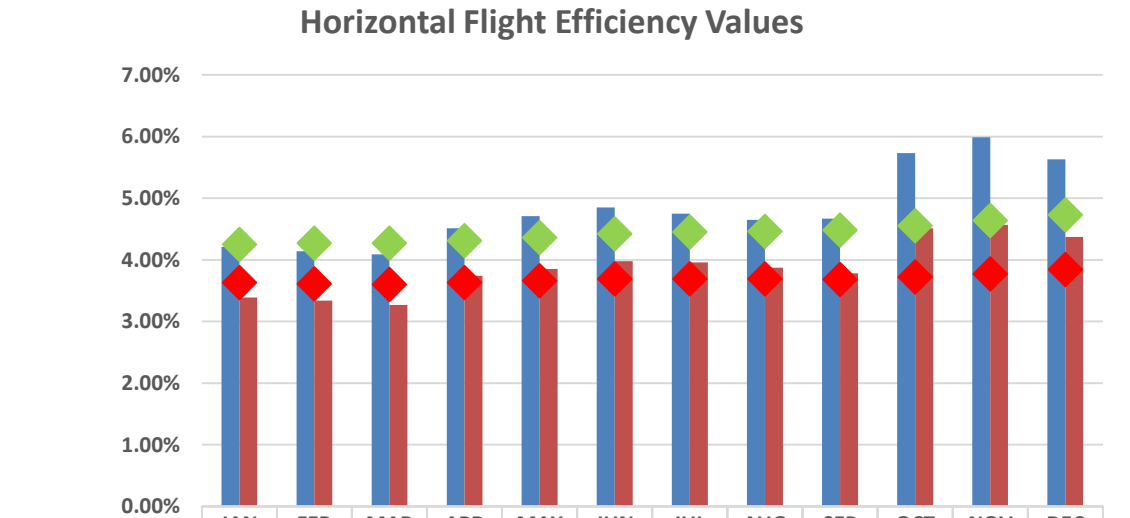
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	20823	18236	22350	26070	28297	29908	34216	34990	32096	31554	27493	28567
Impacted	0	677	3093	2736	3011	2929	3136	3143	3301	3677	3434	3559
Impacted %	0.00%	3.71%	13.84%	10.49%	10.64%	9.79%	9.17%	8.98%	10.28%	11.65%	12.49%	12.46%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.51%	3.73%	4.11%	3.94%	4.22%	4.24%	4.48%	4.52%	4.42%	4.73%	4.24%	4.11%
HFE (Corrected)	3.51%	3.53%	3.30%	3.36%	3.58%	3.69%	3.95%	3.98%	3.82%	4.04%	3.52%	3.33%
KEA	4.43%	4.39%	4.40%	4.37%	4.33%	4.28%	4.25%	4.23%	4.20%	4.18%	4.20%	4.21%
KEA (corrected)	4.43%	4.38%	4.32%	4.24%	4.14%	4.04%	3.95%	3.88%	3.80%	3.73%	3.69%	3.64%

4.12 Cyprus 2023

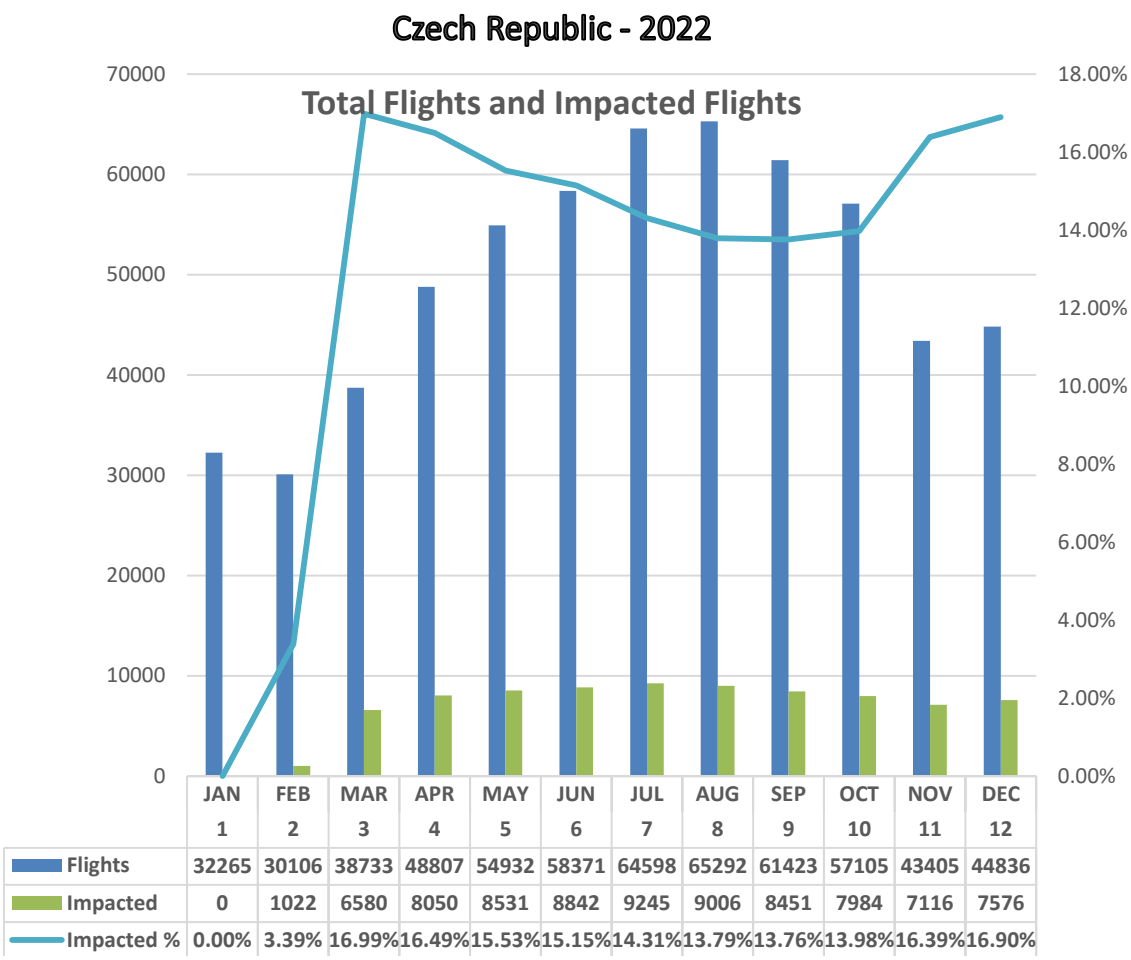


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	28360	26627	31078	35109	34713	37554	41978	42354	37707	31757	21785	21888
Impacted	3751	3503	4390	4595	4163	4429	4525	4528	4604	4078	3426	3276
Impacted %	13.23%	13.16%	14.13%	13.09%	11.99%	11.79%	10.78%	10.69%	12.21%	12.84%	15.73%	14.97%

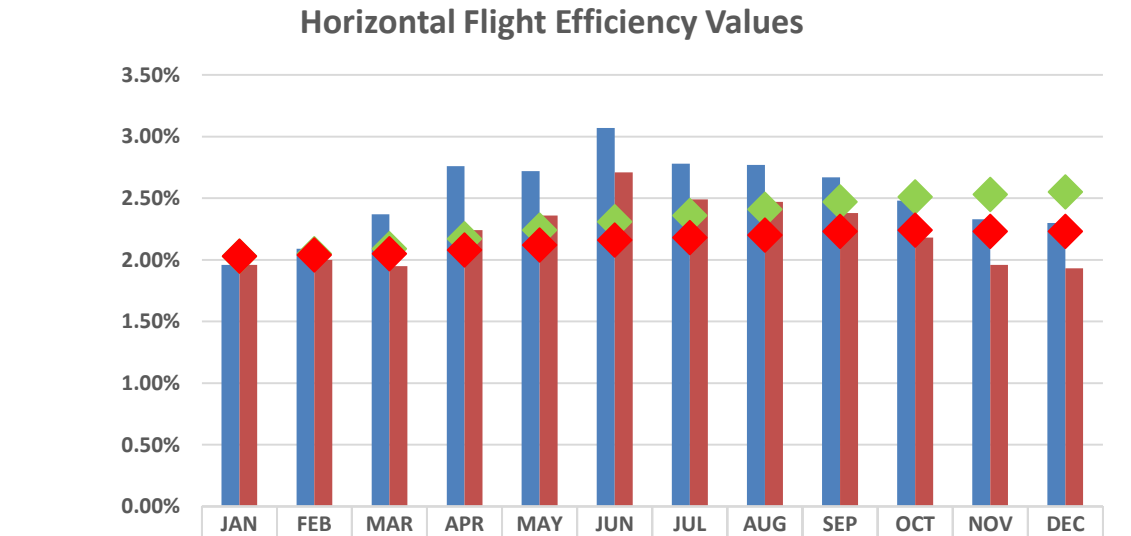


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	4.21%	4.14%	4.09%	4.51%	4.71%	4.85%	4.75%	4.65%	4.67%	5.73%	5.99%	5.63%
HFE (Corrected)	3.39%	3.34%	3.27%	3.74%	3.85%	3.98%	3.96%	3.87%	3.78%	4.51%	4.57%	4.37%
KEA	4.25%	4.27%	4.27%	4.31%	4.36%	4.42%	4.45%	4.46%	4.48%	4.55%	4.64%	4.73%
KEA (corrected)	3.63%	3.61%	3.60%	3.63%	3.66%	3.69%	3.69%	3.69%	3.68%	3.72%	3.77%	3.84%

4.13 Czech Republic 2022

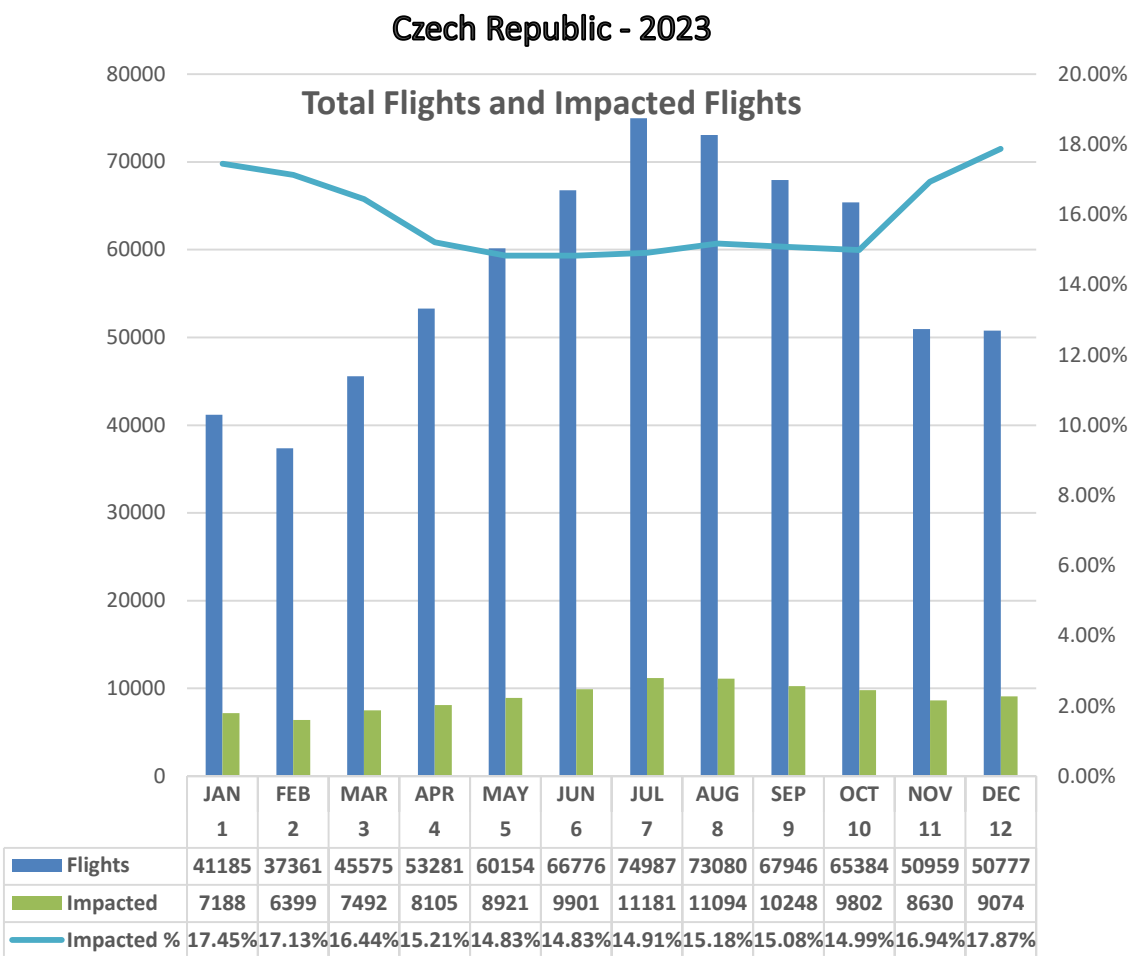


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	32265	30106	38733	48807	54932	58371	64598	65292	61423	57105	43405	44836
Impacted	0	1022	6580	8050	8531	8842	9245	9006	8451	7984	7116	7576
Impacted %	0.00%	3.39%	16.99%	16.49%	15.53%	15.15%	14.31%	13.79%	13.76%	13.98%	16.39%	16.90%

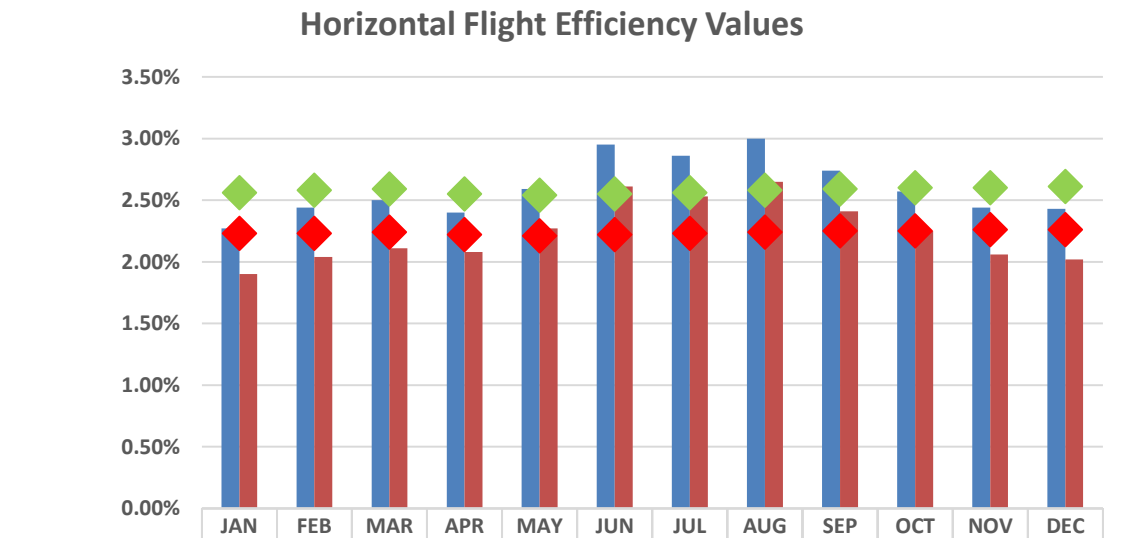


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.96%	2.09%	2.37%	2.76%	2.72%	3.07%	2.78%	2.77%	2.67%	2.48%	2.33%	2.30%
HFE (Corrected)	1.96%	2.00%	1.95%	2.24%	2.36%	2.71%	2.49%	2.47%	2.38%	2.18%	1.96%	1.93%
KEA	2.03%	2.05%	2.09%	2.17%	2.24%	2.31%	2.36%	2.41%	2.47%	2.51%	2.53%	2.55%
KEA (corrected)	2.03%	2.04%	2.05%	2.08%	2.12%	2.16%	2.18%	2.20%	2.23%	2.24%	2.23%	2.23%

4.14 Czech Republic 2023

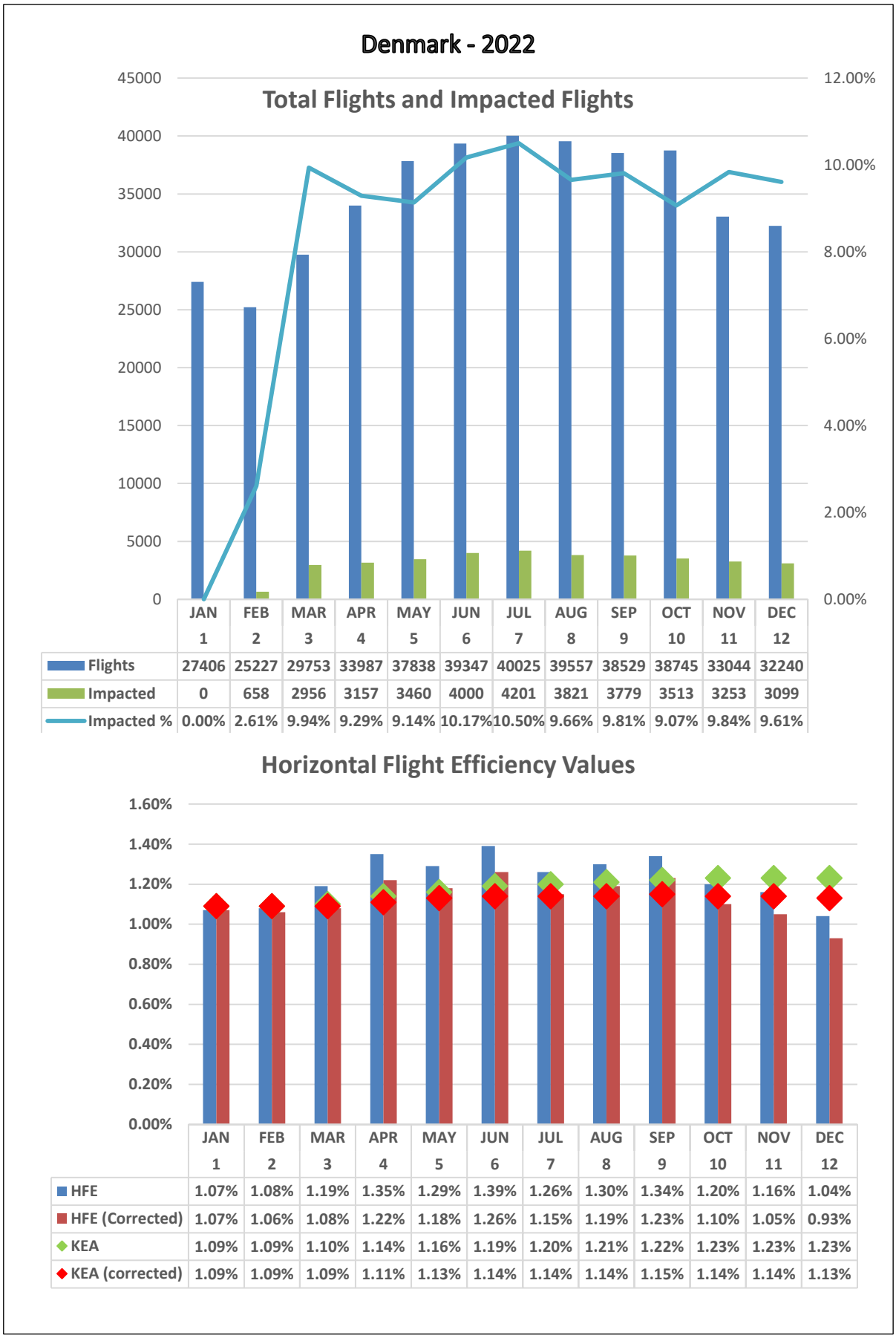


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	41185	37361	45575	53281	60154	66776	74987	73080	67946	65384	50959	50777
Impacted	7188	6399	7492	8105	8921	9901	11181	11094	10248	9802	8630	9074
Impacted %	17.45%	17.13%	16.44%	15.21%	14.83%	14.83%	14.91%	15.18%	15.08%	14.99%	16.94%	17.87%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.27%	2.44%	2.50%	2.40%	2.59%	2.95%	2.86%	3.00%	2.74%	2.57%	2.44%	2.43%
HFE (Corrected)	1.90%	2.04%	2.11%	2.08%	2.27%	2.61%	2.53%	2.65%	2.41%	2.25%	2.06%	2.02%
KEA	2.56%	2.58%	2.59%	2.55%	2.54%	2.55%	2.56%	2.58%	2.59%	2.60%	2.60%	2.61%
KEA (corrected)	2.23%	2.23%	2.24%	2.22%	2.21%	2.22%	2.23%	2.24%	2.25%	2.25%	2.26%	2.26%

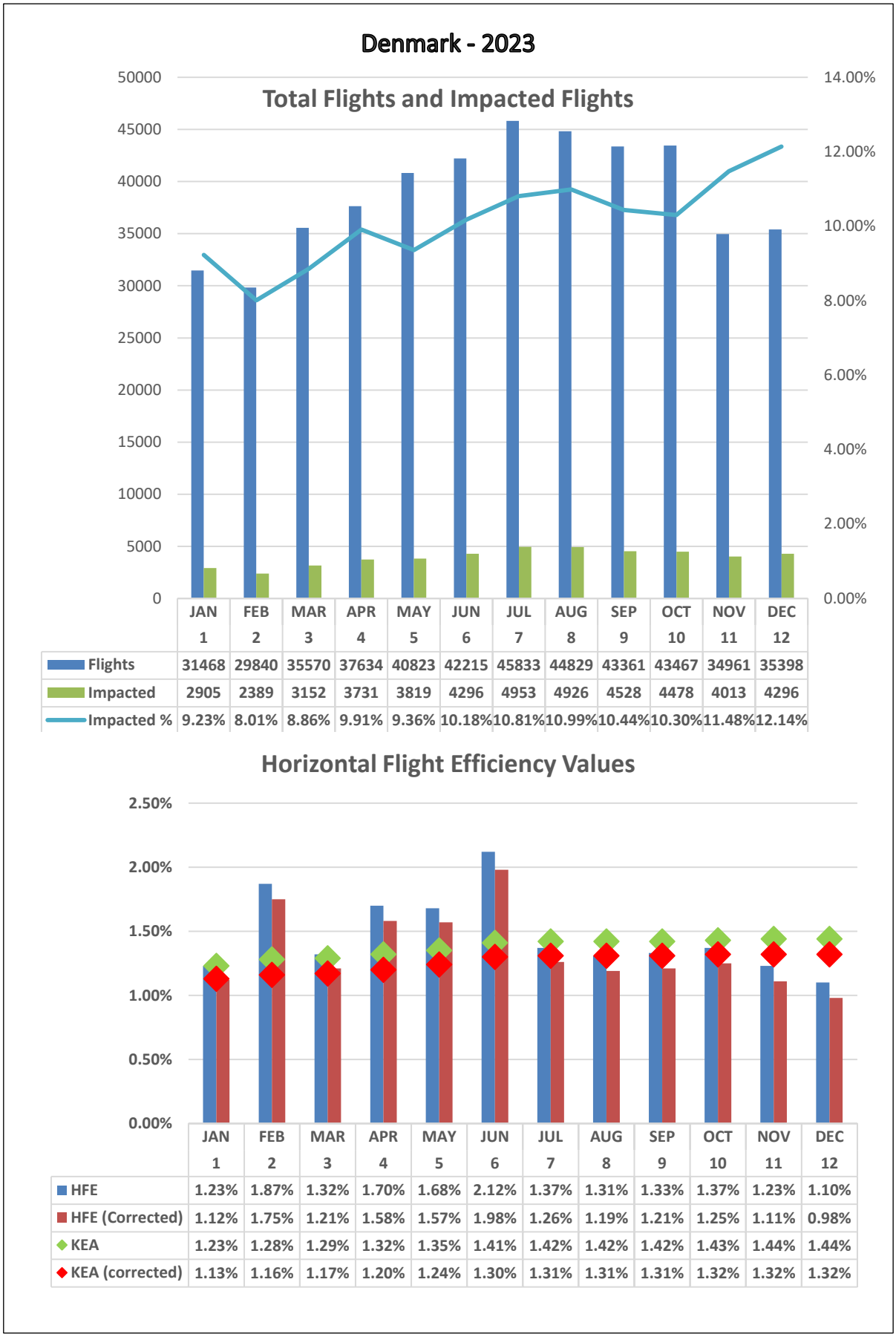
4.15 Denmark 2022



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	27406	25227	29753	33987	37838	39347	40025	39557	38529	38745	33044	32240
Impacted	0	658	2956	3157	3460	4000	4201	3821	3779	3513	3253	3099
Impacted %	0.00%	2.61%	9.94%	9.29%	9.14%	10.17%	10.50%	9.66%	9.81%	9.07%	9.84%	9.61%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.07%	1.08%	1.19%	1.35%	1.29%	1.39%	1.26%	1.30%	1.34%	1.20%	1.16%	1.04%
HFE (Corrected)	1.07%	1.06%	1.08%	1.22%	1.18%	1.26%	1.15%	1.19%	1.23%	1.10%	1.05%	0.93%
KEA	1.09%	1.09%	1.10%	1.14%	1.16%	1.19%	1.20%	1.21%	1.22%	1.23%	1.23%	1.23%
KEA (corrected)	1.09%	1.09%	1.09%	1.11%	1.13%	1.14%	1.14%	1.14%	1.15%	1.14%	1.14%	1.13%

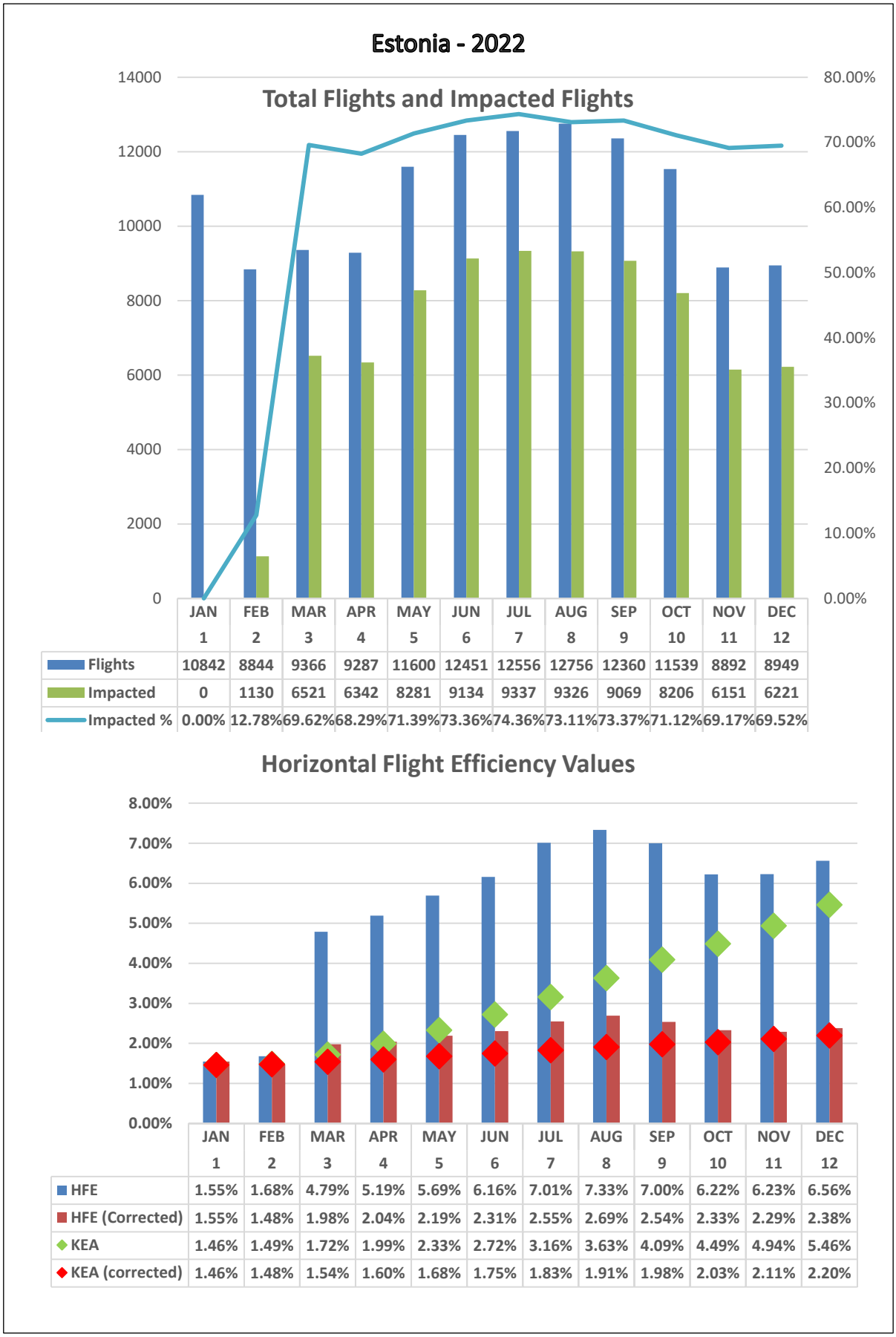
4.16 Denmark 2023



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	31468	29840	35570	37634	40823	42215	45833	44829	43361	43467	34961	35398
Impacted	2905	2389	3152	3731	3819	4296	4953	4926	4528	4478	4013	4296
Impacted %	9.23%	8.01%	8.86%	9.91%	9.36%	10.18%	10.81%	10.99%	10.44%	10.30%	11.48%	12.14%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.23%	1.87%	1.32%	1.70%	1.68%	2.12%	1.37%	1.31%	1.33%	1.37%	1.23%	1.10%
HFE (Corrected)	1.12%	1.75%	1.21%	1.58%	1.57%	1.98%	1.26%	1.19%	1.21%	1.25%	1.11%	0.98%
KEA	1.23%	1.28%	1.29%	1.32%	1.35%	1.41%	1.42%	1.42%	1.42%	1.43%	1.44%	1.44%
KEA (corrected)	1.13%	1.16%	1.17%	1.20%	1.24%	1.30%	1.31%	1.31%	1.31%	1.32%	1.32%	1.32%

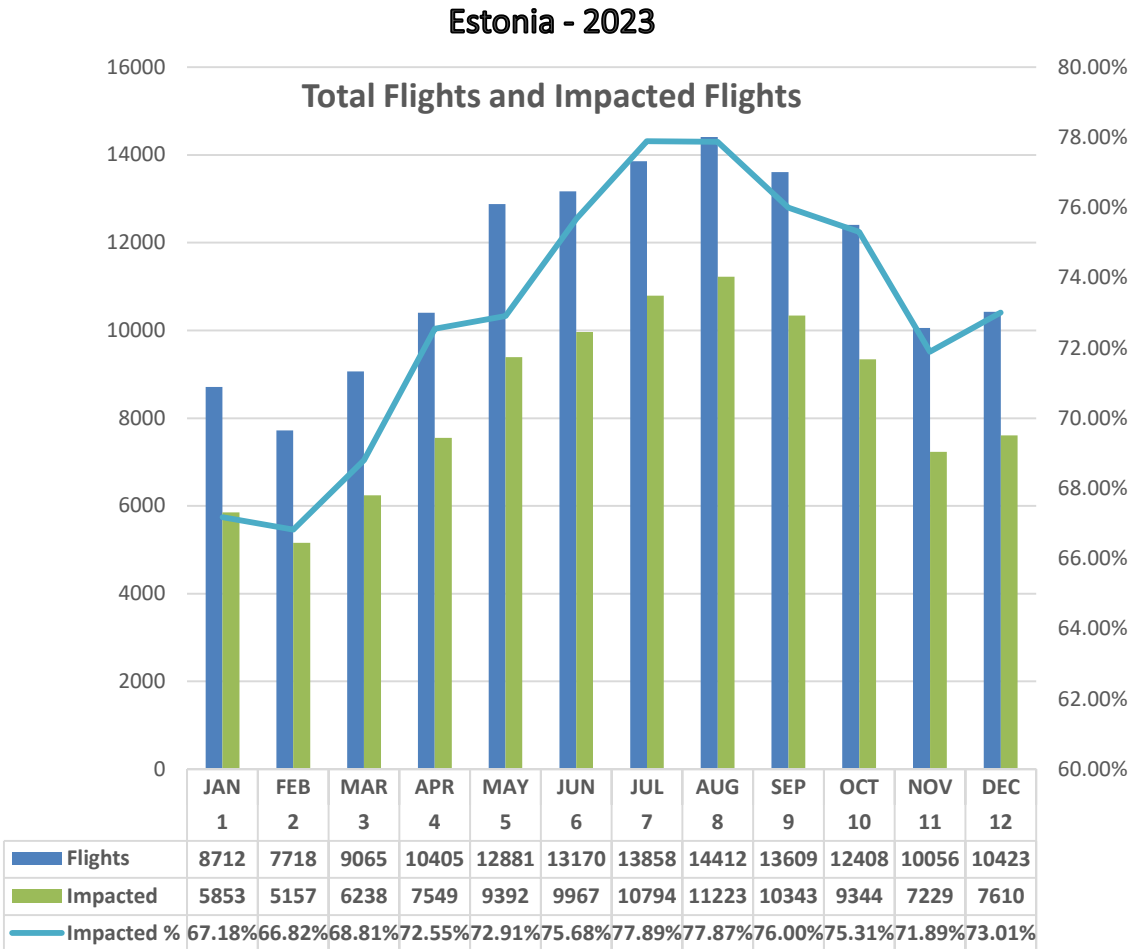
4.17 Estonia 2022



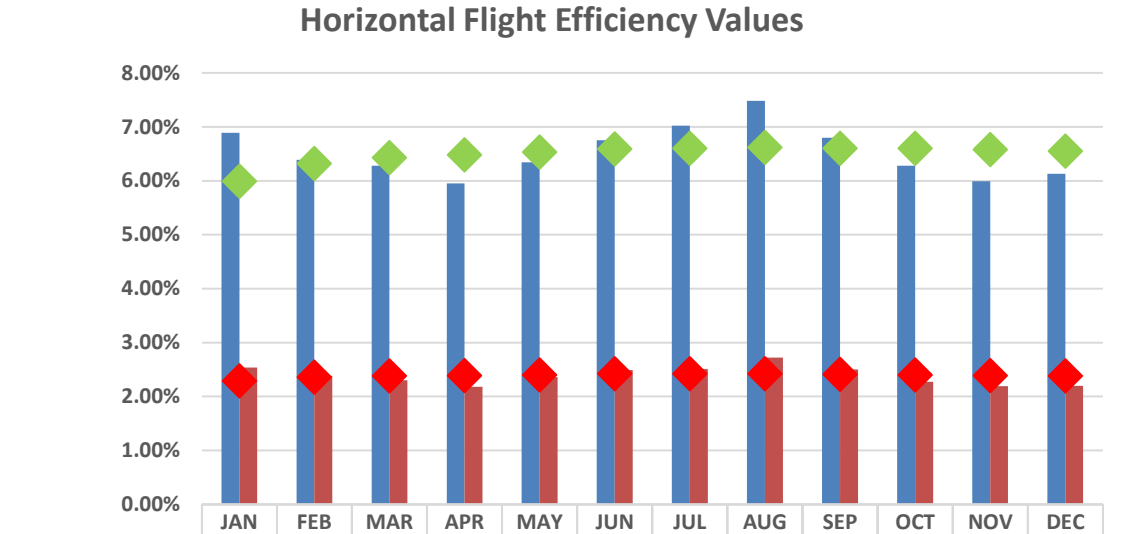
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	10842	8844	9366	9287	11600	12451	12556	12756	12360	11539	8892	8949
Impacted	0	1130	6521	6342	8281	9134	9337	9326	9069	8206	6151	6221
Impacted %	0.00%	12.78%	69.62%	68.29%	71.39%	73.36%	74.36%	73.11%	73.37%	71.12%	69.17%	69.52%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.55%	1.68%	4.79%	5.19%	5.69%	6.16%	7.01%	7.33%	7.00%	6.22%	6.23%	6.56%
HFE (Corrected)	1.55%	1.48%	1.98%	2.04%	2.19%	2.31%	2.55%	2.69%	2.54%	2.33%	2.29%	2.38%
KEA	1.46%	1.49%	1.72%	1.99%	2.33%	2.72%	3.16%	3.63%	4.09%	4.49%	4.94%	5.46%
KEA (corrected)	1.46%	1.48%	1.54%	1.60%	1.68%	1.75%	1.83%	1.91%	1.98%	2.03%	2.11%	2.20%

4.18 Estonia 2023

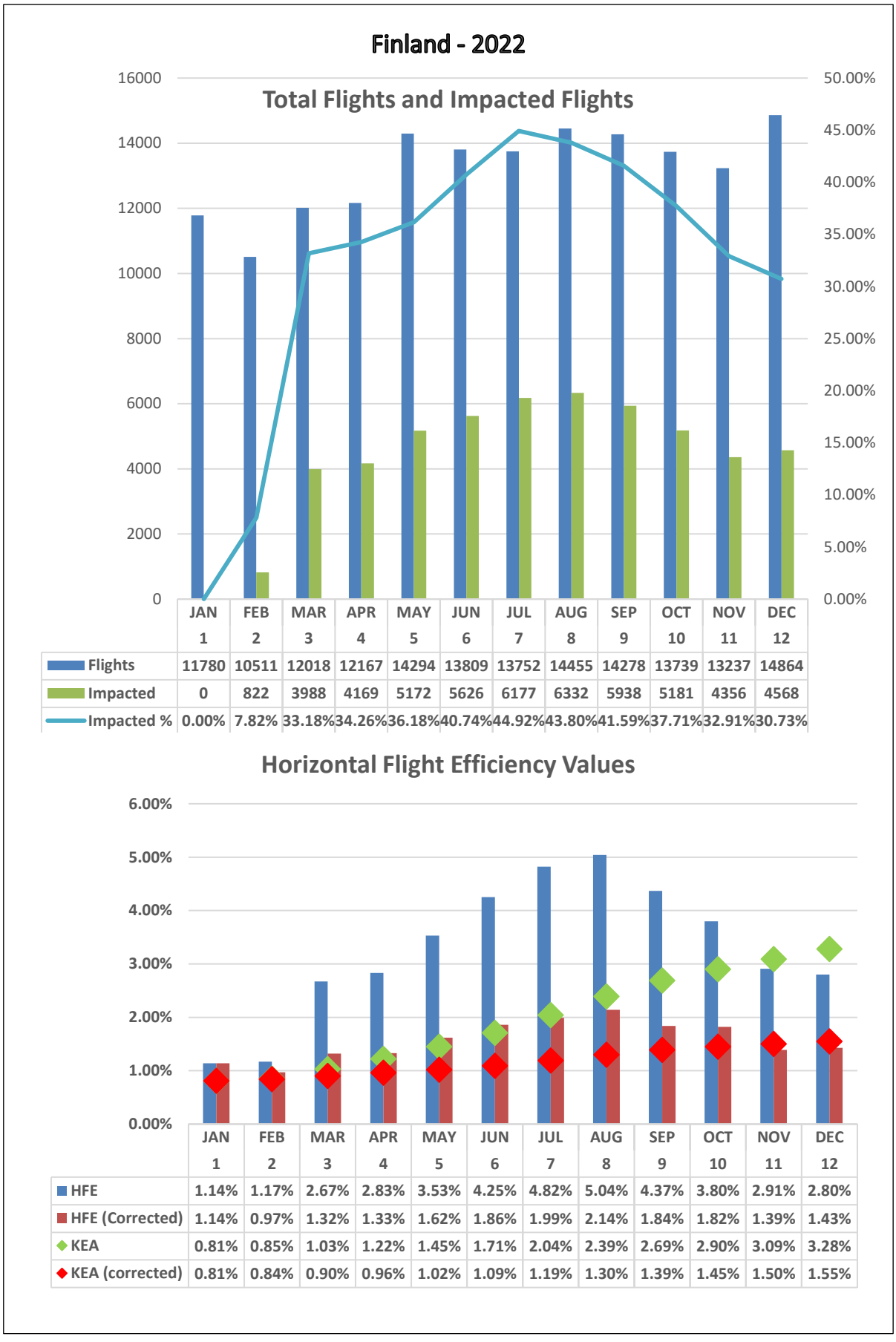


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	8712	7718	9065	10405	12881	13170	13858	14412	13609	12408	10056	10423
Impacted	5853	5157	6238	7549	9392	9967	10794	11223	10343	9344	7229	7610
Impacted %	67.18%	66.82%	68.81%	72.55%	72.91%	75.68%	77.89%	77.87%	76.00%	75.31%	71.89%	73.01%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	6.89%	6.39%	6.28%	5.95%	6.34%	6.75%	7.02%	7.48%	6.80%	6.28%	5.99%	6.13%
HFE (Corrected)	2.54%	2.38%	2.30%	2.18%	2.36%	2.49%	2.51%	2.72%	2.50%	2.27%	2.19%	2.20%
KEA	5.99%	6.32%	6.43%	6.48%	6.53%	6.59%	6.60%	6.62%	6.60%	6.60%	6.58%	6.55%
KEA (corrected)	2.29%	2.36%	2.38%	2.39%	2.40%	2.42%	2.42%	2.42%	2.41%	2.40%	2.39%	2.38%

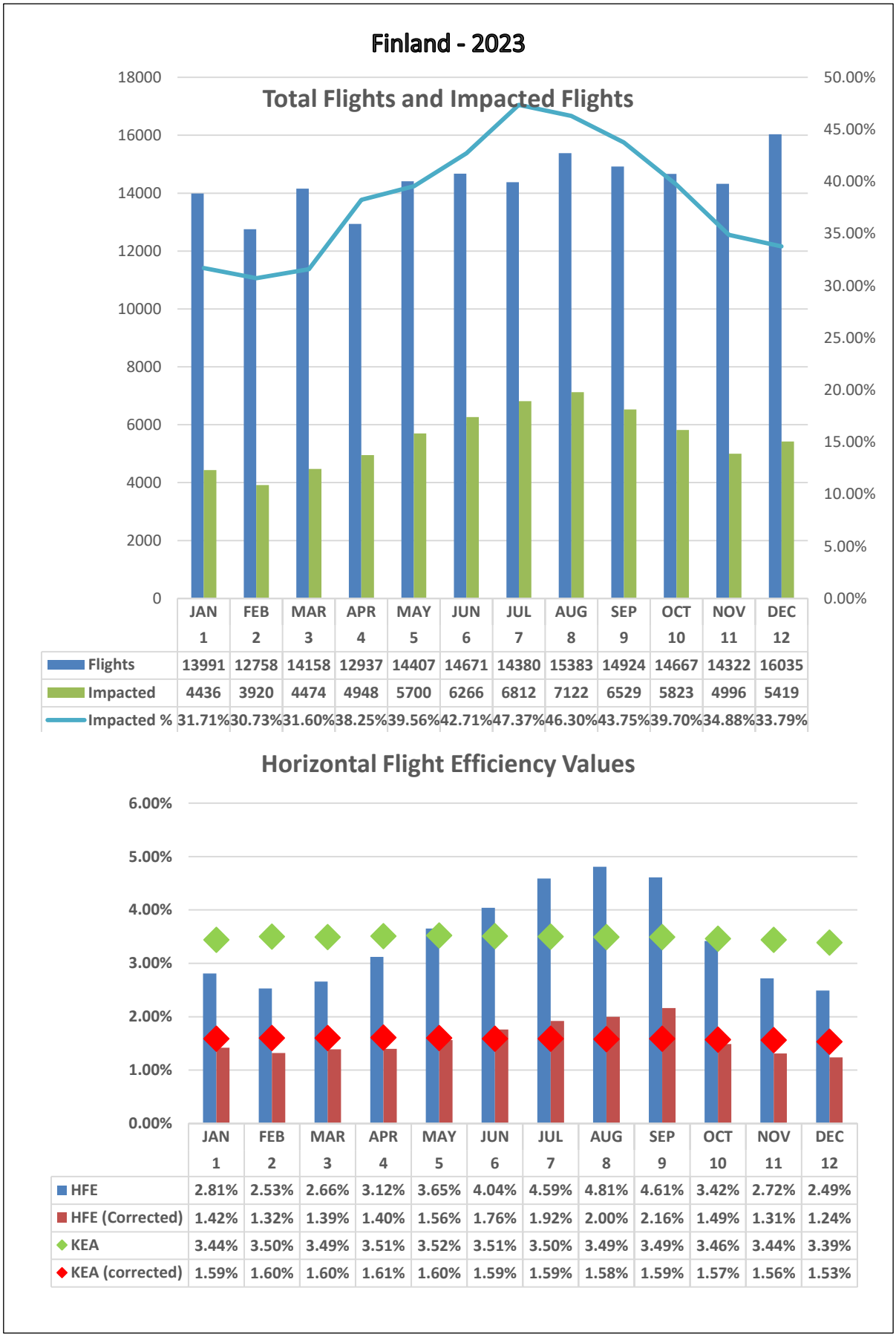
4.19 Finland 2022



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	11780	10511	12018	12167	14294	13809	13752	14455	14278	13739	13237	14864
Impacted	0	822	3988	4169	5172	5626	6177	6332	5938	5181	4356	4568
Impacted %	0.00%	7.82%	33.18%	34.26%	36.18%	40.74%	44.92%	43.80%	41.59%	37.71%	32.91%	30.73%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.14%	1.17%	2.67%	2.83%	3.53%	4.25%	4.82%	5.04%	4.37%	3.80%	2.91%	2.80%
HFE (Corrected)	1.14%	0.97%	1.32%	1.33%	1.62%	1.86%	1.99%	2.14%	1.84%	1.82%	1.39%	1.43%
KEA	0.81%	0.85%	1.03%	1.22%	1.45%	1.71%	2.04%	2.39%	2.69%	2.90%	3.09%	3.28%
KEA (corrected)	0.81%	0.84%	0.90%	0.96%	1.02%	1.09%	1.19%	1.30%	1.39%	1.45%	1.50%	1.55%

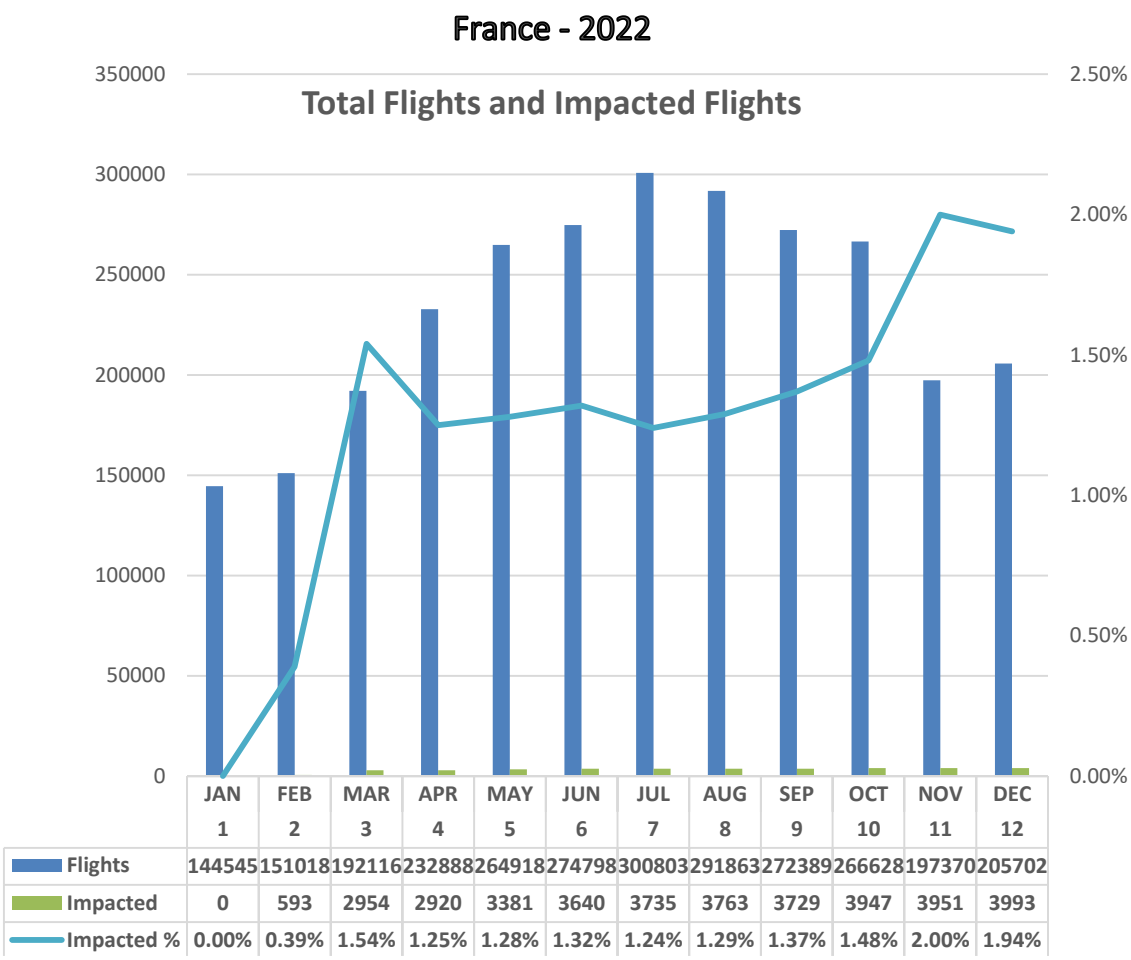
4.20 Finland 2023



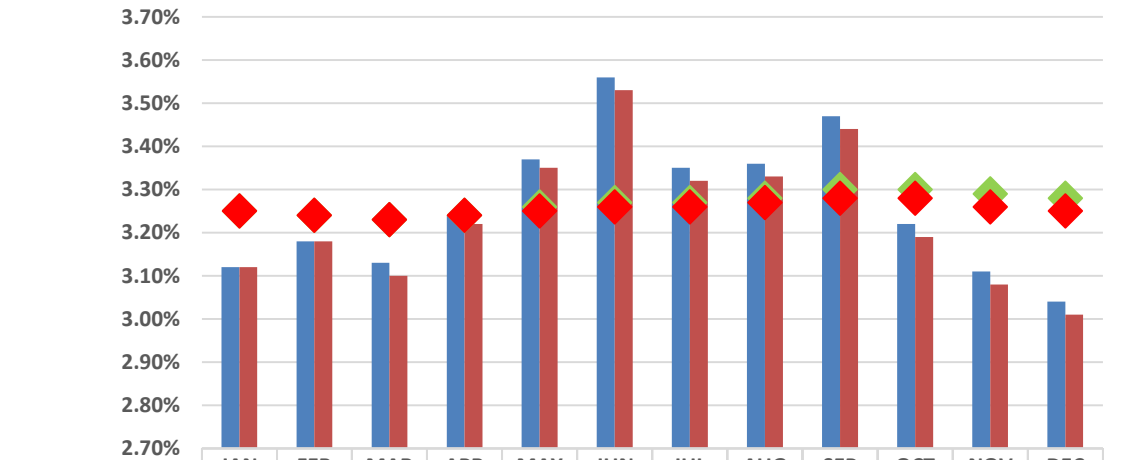
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	13991	12758	14158	12937	14407	14671	14380	15383	14924	14667	14322	16035
Impacted	4436	3920	4474	4948	5700	6266	6812	7122	6529	5823	4996	5419
Impacted %	31.71%	30.73%	31.60%	38.25%	39.56%	42.71%	47.37%	46.30%	43.75%	39.70%	34.88%	33.79%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.81%	2.53%	2.66%	3.12%	3.65%	4.04%	4.59%	4.81%	4.61%	3.42%	2.72%	2.49%
HFE (Corrected)	1.42%	1.32%	1.39%	1.40%	1.56%	1.76%	1.92%	2.00%	2.16%	1.49%	1.31%	1.24%
KEA	3.44%	3.50%	3.49%	3.51%	3.52%	3.51%	3.50%	3.49%	3.49%	3.46%	3.44%	3.39%
KEA (corrected)	1.59%	1.60%	1.60%	1.61%	1.60%	1.59%	1.59%	1.58%	1.59%	1.57%	1.56%	1.53%

4.21 France 2022

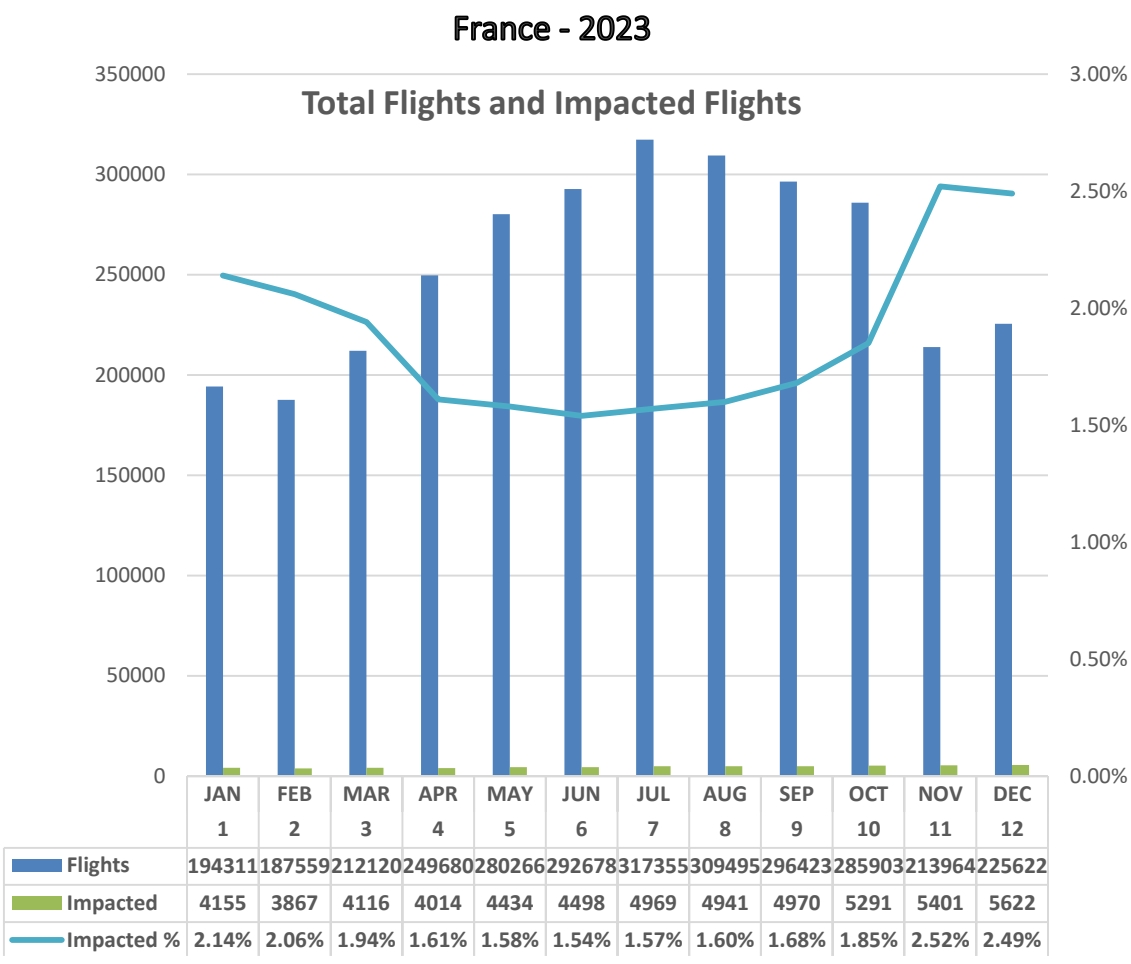


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	144545	151018	192116	232888	264918	274798	300803	291863	272389	266628	197370	205702
Impacted	0	593	2954	2920	3381	3640	3735	3763	3729	3947	3951	3993
Impacted %	0.00%	0.39%	1.54%	1.25%	1.28%	1.32%	1.24%	1.29%	1.37%	1.48%	2.00%	1.94%

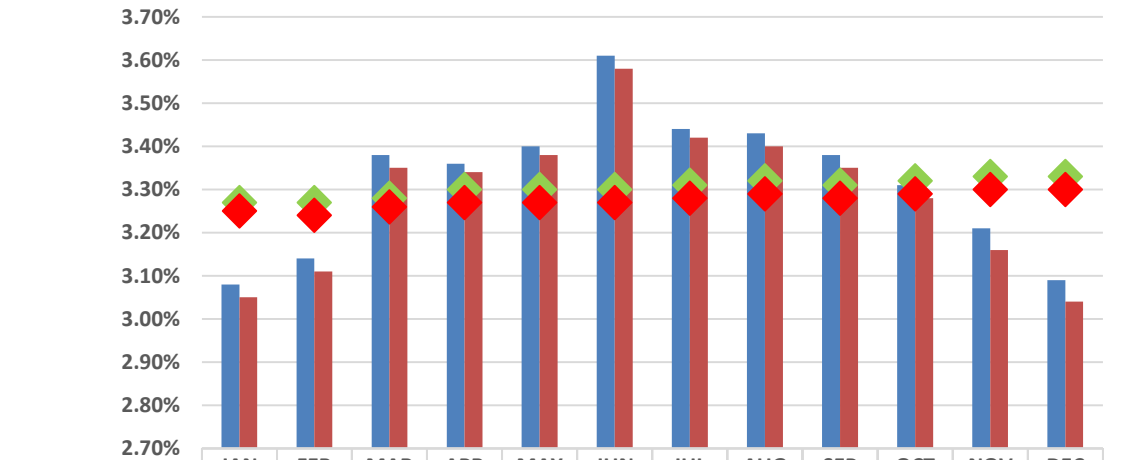


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.12%	3.18%	3.13%	3.24%	3.37%	3.56%	3.35%	3.36%	3.47%	3.22%	3.11%	3.04%
HFE (Corrected)	3.12%	3.18%	3.10%	3.22%	3.35%	3.53%	3.32%	3.33%	3.44%	3.19%	3.08%	3.01%
KEA	3.25%	3.24%	3.23%	3.24%	3.26%	3.27%	3.27%	3.28%	3.30%	3.30%	3.29%	3.28%
KEA (corrected)	3.25%	3.24%	3.23%	3.24%	3.25%	3.26%	3.26%	3.27%	3.28%	3.28%	3.26%	3.25%

4.22 France 2023

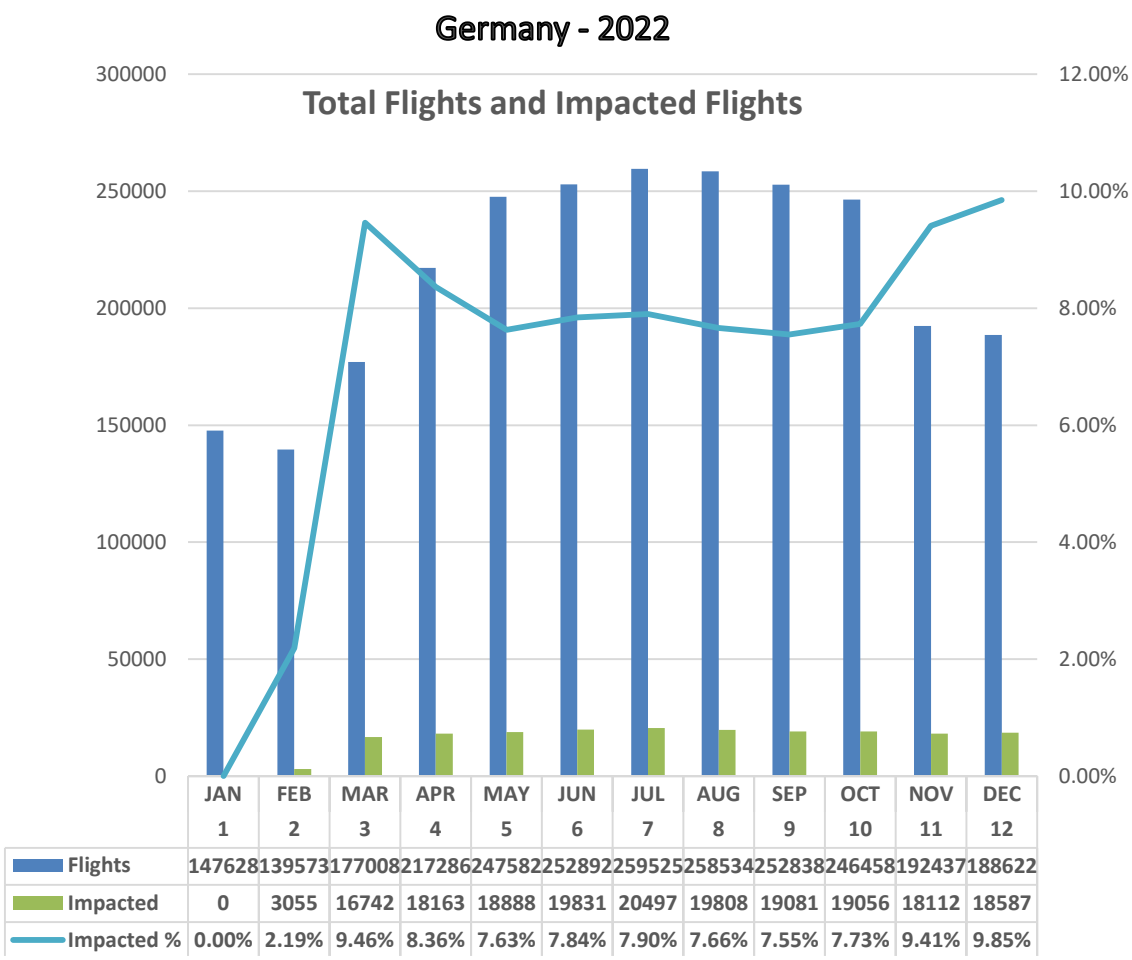


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	194311	187559	212120	249680	280266	292678	317355	309495	296423	285903	213964	225622
Impacted	4155	3867	4116	4014	4434	4498	4969	4941	4970	5291	5401	5622
Impacted %	2.14%	2.06%	1.94%	1.61%	1.58%	1.54%	1.57%	1.60%	1.68%	1.85%	2.52%	2.49%

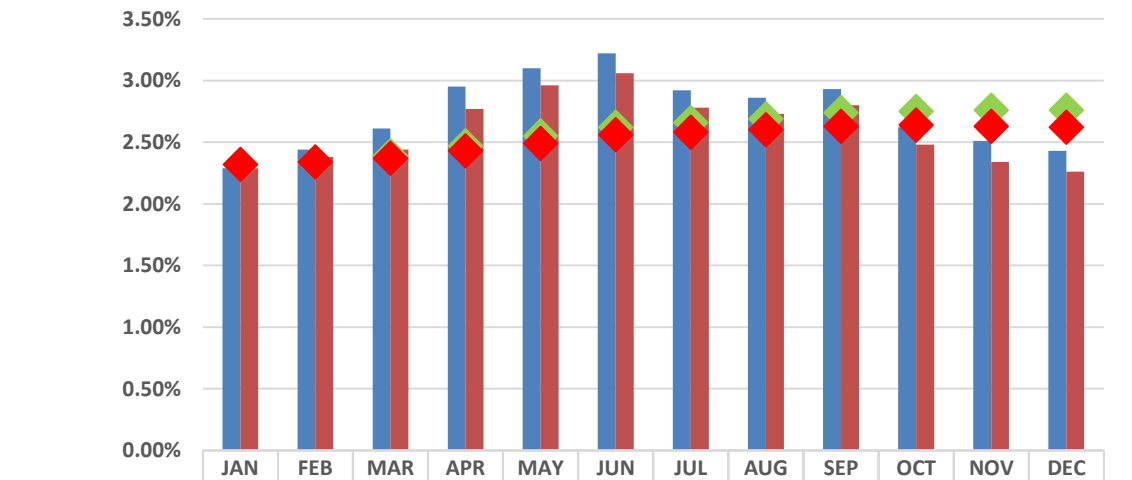


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.08%	3.14%	3.38%	3.36%	3.40%	3.61%	3.44%	3.43%	3.38%	3.31%	3.21%	3.09%
HFE (Corrected)	3.05%	3.11%	3.35%	3.34%	3.38%	3.58%	3.42%	3.40%	3.35%	3.28%	3.16%	3.04%
KEA	3.27%	3.27%	3.28%	3.30%	3.30%	3.30%	3.31%	3.32%	3.31%	3.32%	3.33%	3.33%
KEA (corrected)	3.25%	3.24%	3.26%	3.27%	3.27%	3.27%	3.28%	3.29%	3.28%	3.29%	3.30%	3.30%

4.23 Germany 2022

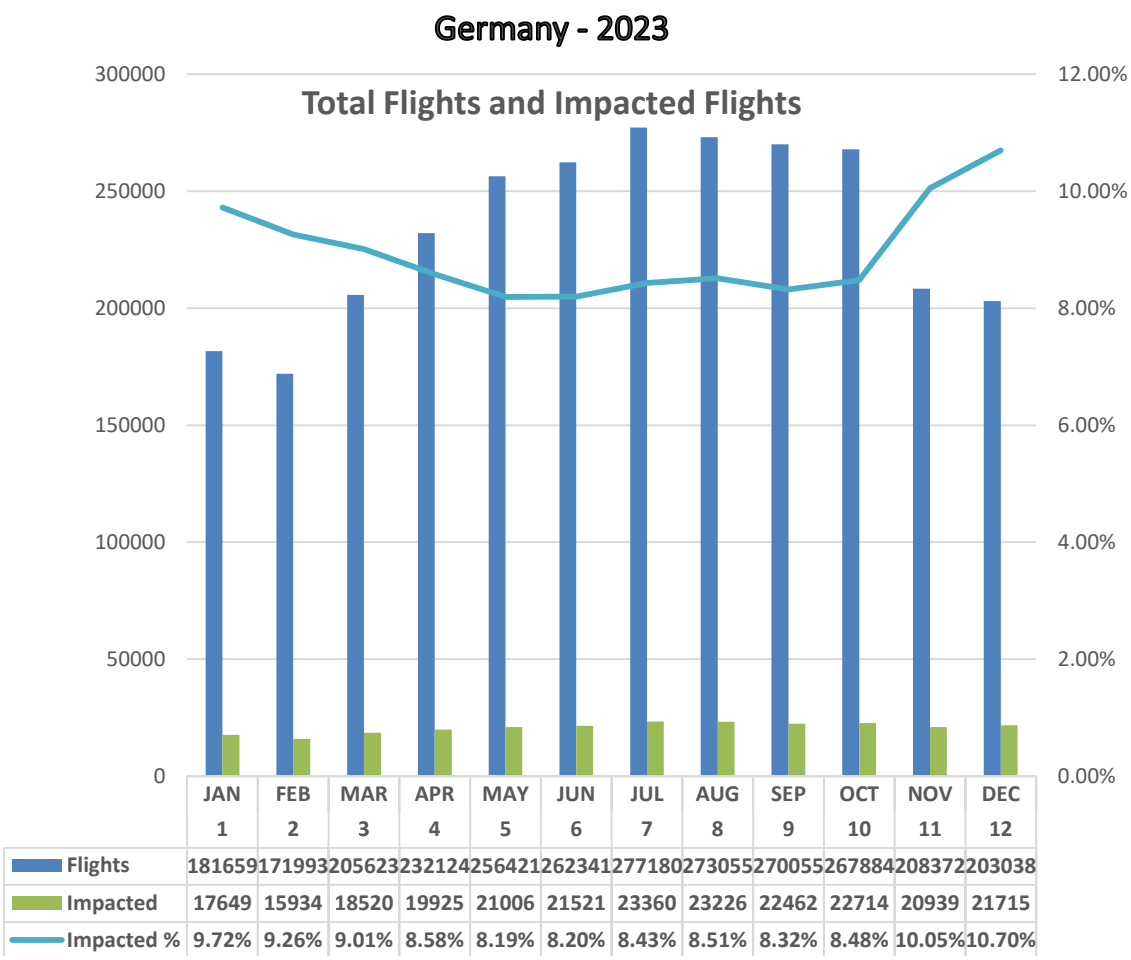


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	147628	139573	177008	217286	247582	252892	259525	258534	252838	246458	192437	188622
Impacted	0	3055	16742	18163	18888	19831	20497	19808	19081	19056	18112	18587
Impacted %	0.00%	2.19%	9.46%	8.36%	7.63%	7.84%	7.90%	7.66%	7.55%	7.73%	9.41%	9.85%

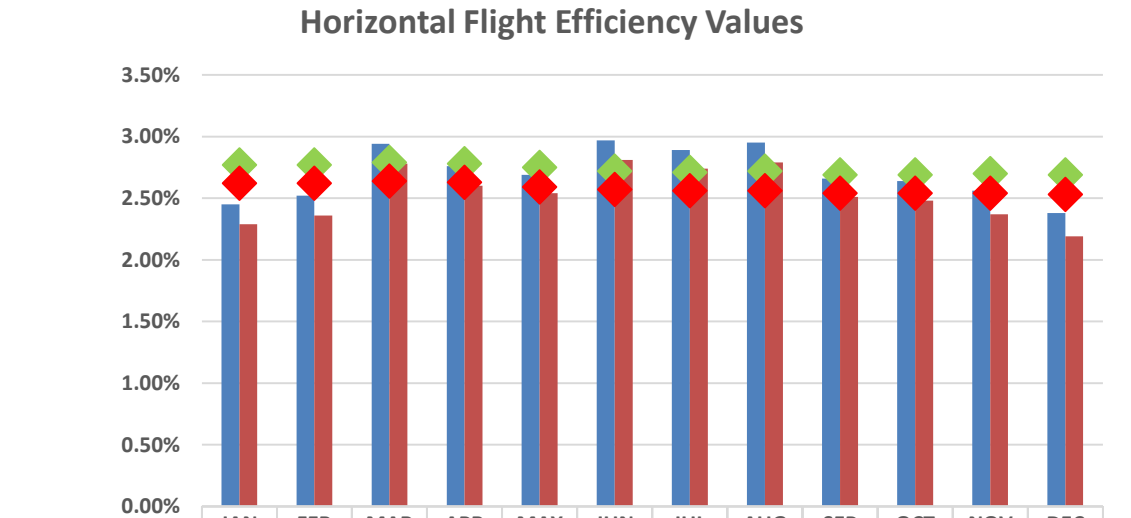


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.29%	2.44%	2.61%	2.95%	3.10%	3.22%	2.92%	2.86%	2.93%	2.62%	2.51%	2.43%
HFE (Corrected)	2.29%	2.38%	2.44%	2.77%	2.96%	3.06%	2.78%	2.73%	2.80%	2.48%	2.34%	2.26%
KEA	2.32%	2.34%	2.39%	2.47%	2.55%	2.62%	2.66%	2.69%	2.74%	2.75%	2.76%	2.76%
KEA (corrected)	2.32%	2.34%	2.37%	2.43%	2.49%	2.56%	2.58%	2.60%	2.63%	2.64%	2.63%	2.62%

4.24 Germany 2023



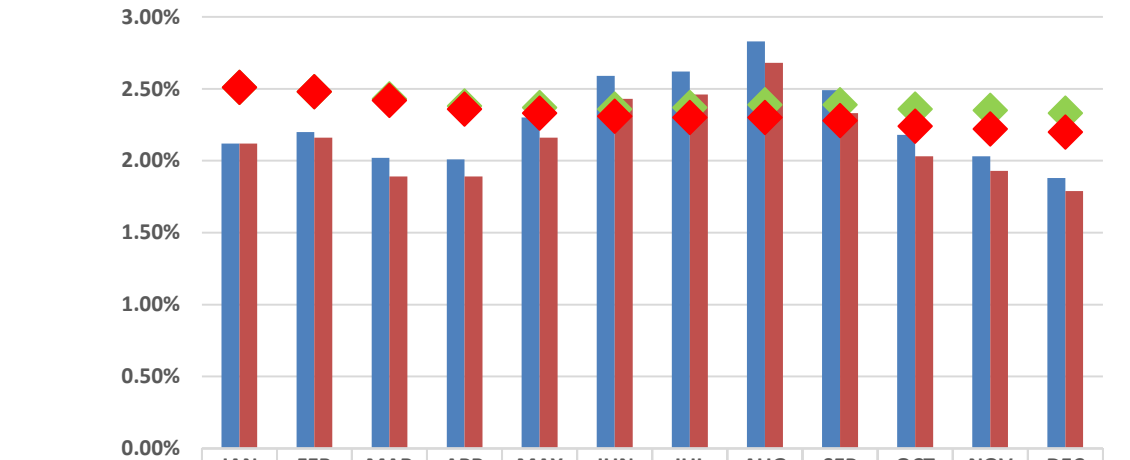
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	181659	171993	205623	232124	256421	262341	277180	273055	270055	267884	208372	203038
Impacted	17649	15934	18520	19925	21006	21521	23360	23226	22462	22714	20939	21715
Impacted %	9.72%	9.26%	9.01%	8.58%	8.19%	8.20%	8.43%	8.51%	8.32%	8.48%	10.05%	10.70%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.45%	2.52%	2.94%	2.76%	2.69%	2.97%	2.89%	2.95%	2.66%	2.64%	2.56%	2.38%
HFE (Corrected)	2.29%	2.36%	2.78%	2.60%	2.54%	2.81%	2.74%	2.79%	2.51%	2.48%	2.37%	2.19%
KEA	2.77%	2.77%	2.79%	2.78%	2.75%	2.72%	2.71%	2.72%	2.69%	2.69%	2.70%	2.69%
KEA (corrected)	2.62%	2.62%	2.64%	2.63%	2.59%	2.57%	2.56%	2.56%	2.54%	2.54%	2.54%	2.53%

4.25 Greece 2022

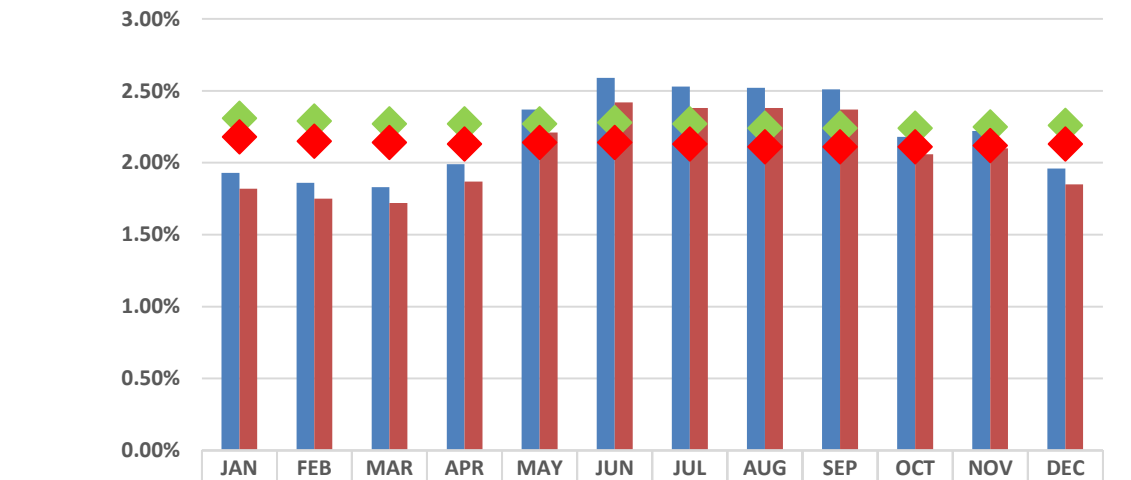
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	32848	30421	41298	57869	76089	94154	114989	115379	96741	82300	48611	48959
Impacted	0	398	2619	2580	4131	5658	6715	6382	5670	4467	2120	2269
Impacted %	0.00%	1.31%	6.34%	4.46%	5.43%	6.01%	5.84%	5.53%	5.86%	5.43%	4.36%	4.63%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.12%	2.20%	2.02%	2.01%	2.30%	2.59%	2.62%	2.83%	2.49%	2.18%	2.03%	1.88%
HFE (Corrected)	2.12%	2.16%	1.89%	1.89%	2.16%	2.43%	2.46%	2.68%	2.33%	2.03%	1.93%	1.79%
KEA	2.51%	2.48%	2.43%	2.38%	2.37%	2.36%	2.37%	2.39%	2.39%	2.36%	2.35%	2.33%
KEA (corrected)	2.51%	2.48%	2.42%	2.36%	2.33%	2.31%	2.30%	2.30%	2.28%	2.24%	2.22%	2.20%

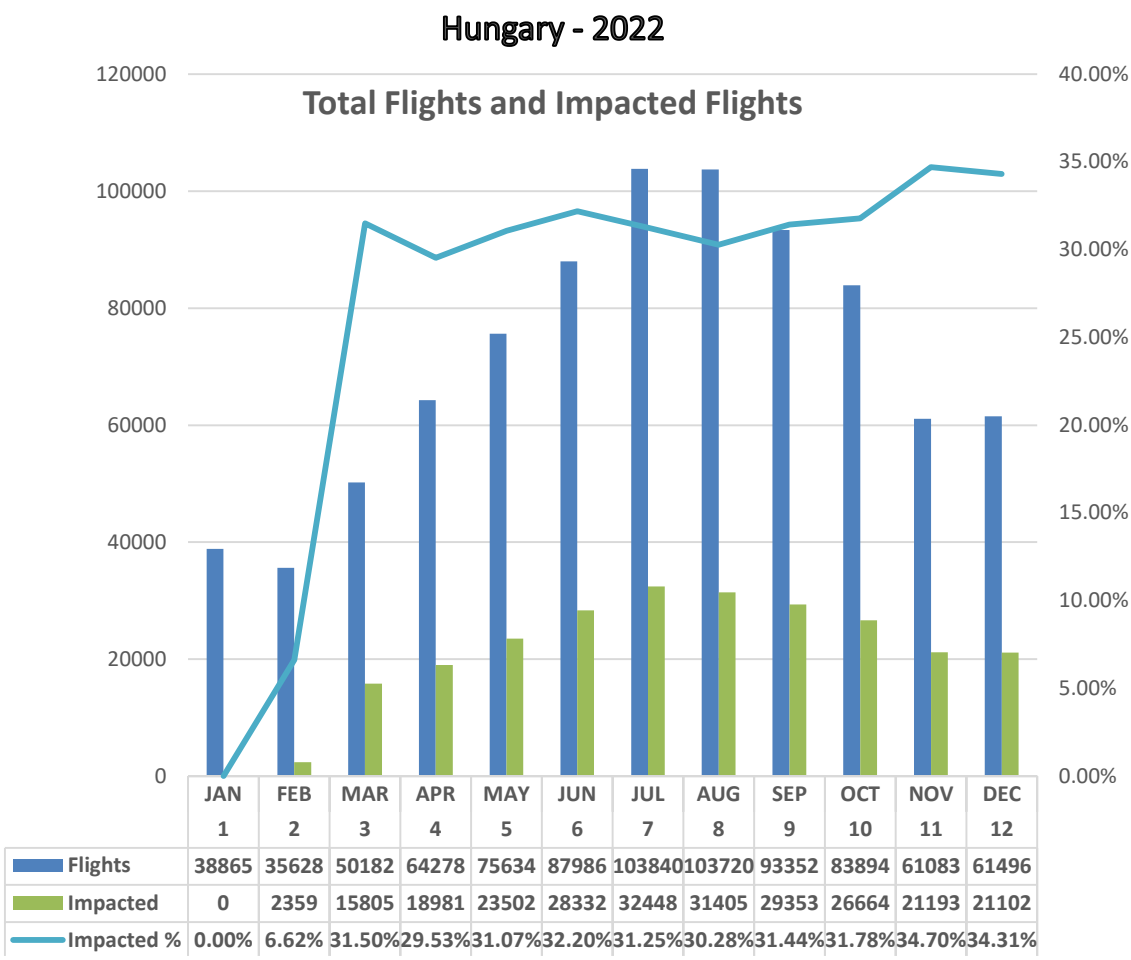
4.26 Greece 2023

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	46566	43526	52972	68129	84481	103203	120921	122266	105272	88072	52565	50774
Impacted	2250	2139	2516	3156	4864	6215	6963	6529	5686	4257	2387	2384
Impacted %	4.83%	4.91%	4.75%	4.63%	5.76%	6.02%	5.76%	5.34%	5.40%	4.83%	4.54%	4.70%

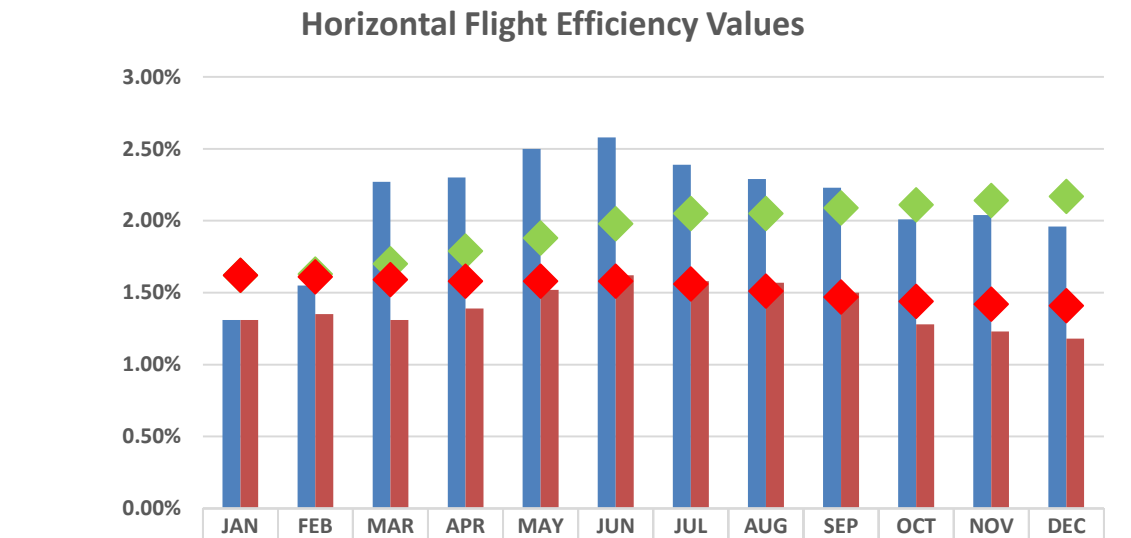


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.93%	1.86%	1.83%	1.99%	2.37%	2.59%	2.53%	2.52%	2.51%	2.18%	2.22%	1.96%
HFE (Corrected)	1.82%	1.75%	1.72%	1.87%	2.21%	2.42%	2.38%	2.38%	2.37%	2.06%	2.10%	1.85%
KEA	2.31%	2.29%	2.27%	2.27%	2.27%	2.28%	2.27%	2.24%	2.24%	2.24%	2.25%	2.26%
KEA (corrected)	2.18%	2.15%	2.14%	2.13%	2.14%	2.14%	2.13%	2.11%	2.11%	2.11%	2.12%	2.13%

4.27 Hungary 2022

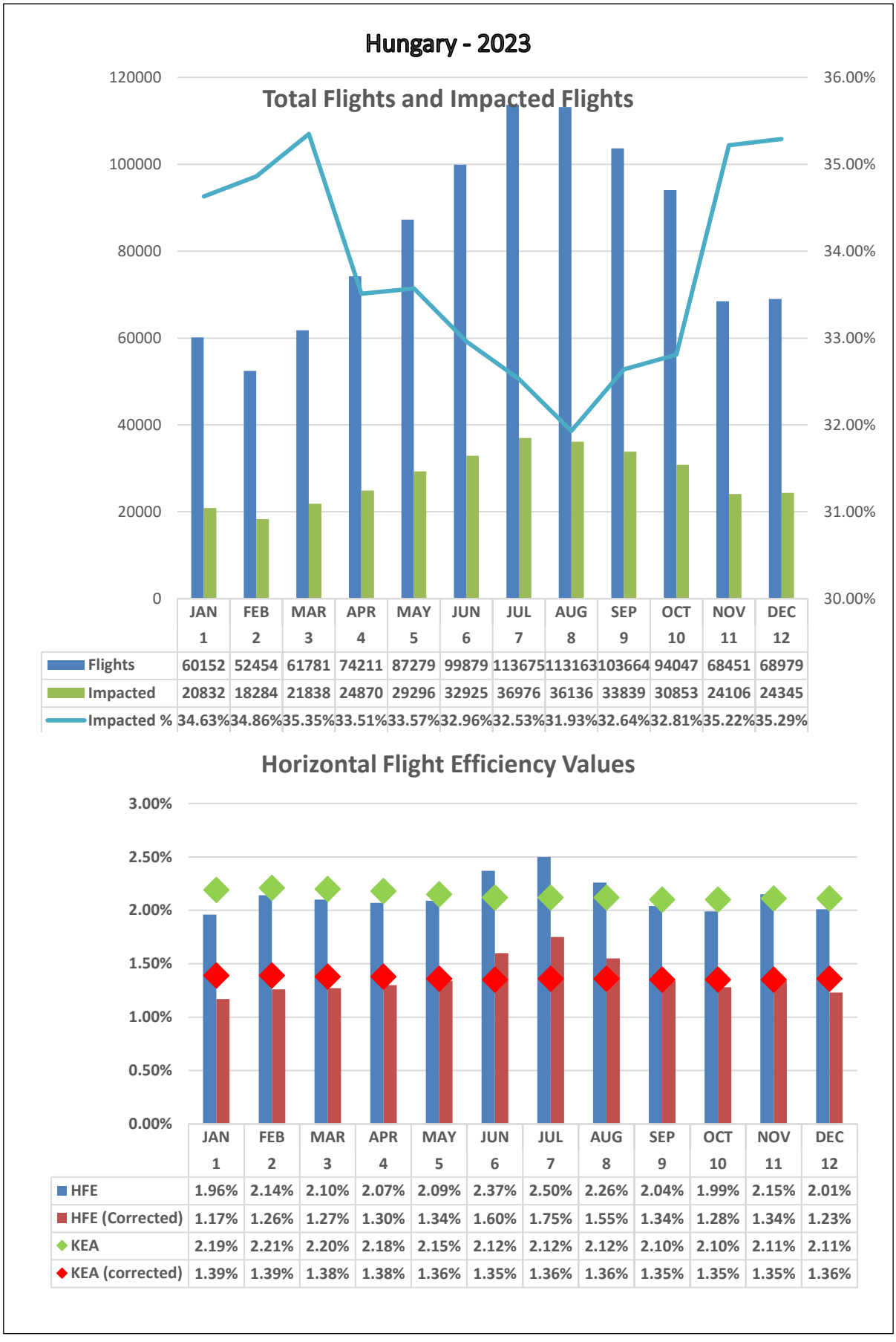


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	38865	35628	50182	64278	75634	87986	103840	103720	93352	83894	61083	61496
Impacted	0	2359	15805	18981	23502	28332	32448	31405	29353	26664	21193	21102
Impacted %	0.00%	6.62%	31.50%	29.53%	31.07%	32.20%	31.25%	30.28%	31.44%	31.78%	34.70%	34.31%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.31%	1.55%	2.27%	2.30%	2.50%	2.58%	2.39%	2.29%	2.23%	2.01%	2.04%	1.96%
HFE (Corrected)	1.31%	1.35%	1.31%	1.39%	1.52%	1.62%	1.58%	1.57%	1.50%	1.28%	1.23%	1.18%
KEA	1.62%	1.63%	1.70%	1.79%	1.88%	1.98%	2.05%	2.05%	2.09%	2.11%	2.14%	2.17%
KEA (corrected)	1.62%	1.61%	1.59%	1.58%	1.58%	1.58%	1.56%	1.51%	1.47%	1.44%	1.42%	1.41%

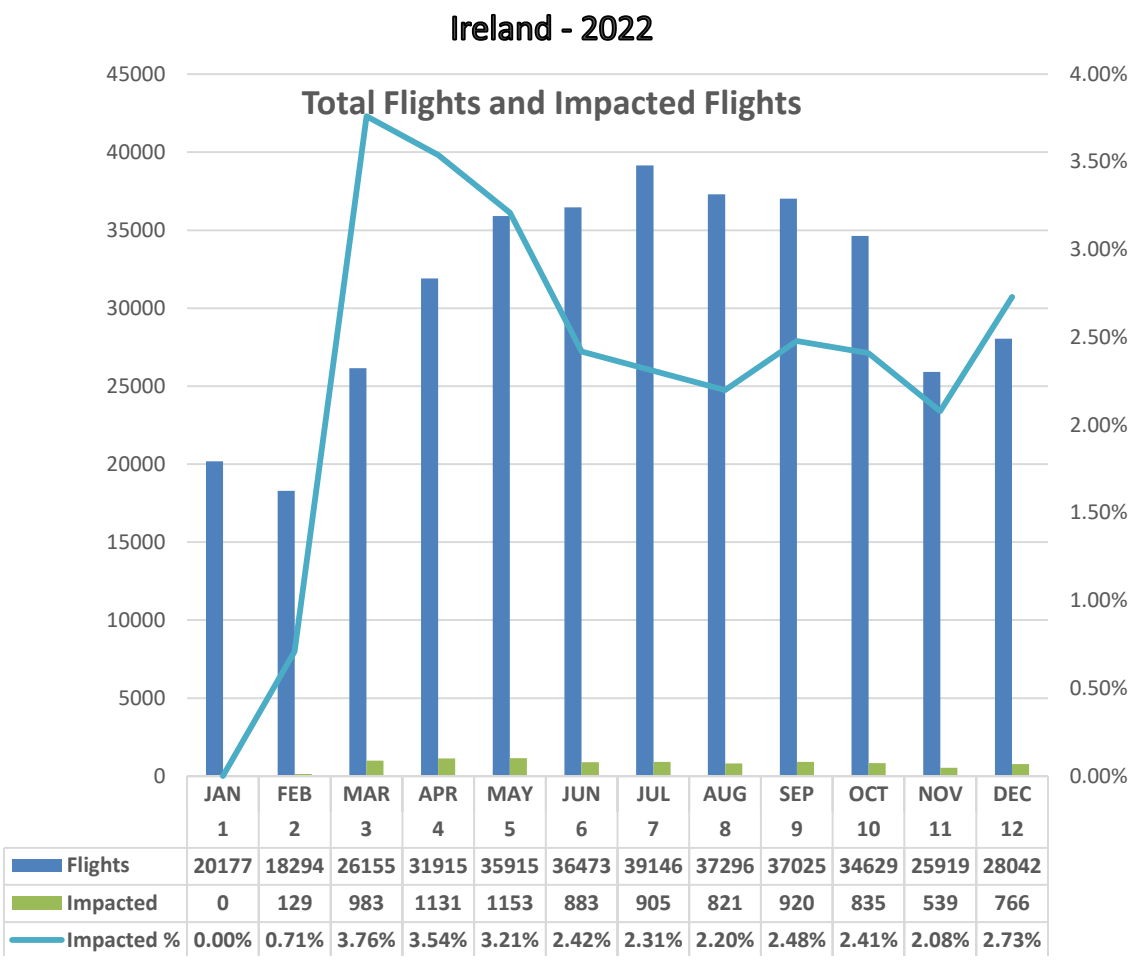
4.28 Hungary 2023



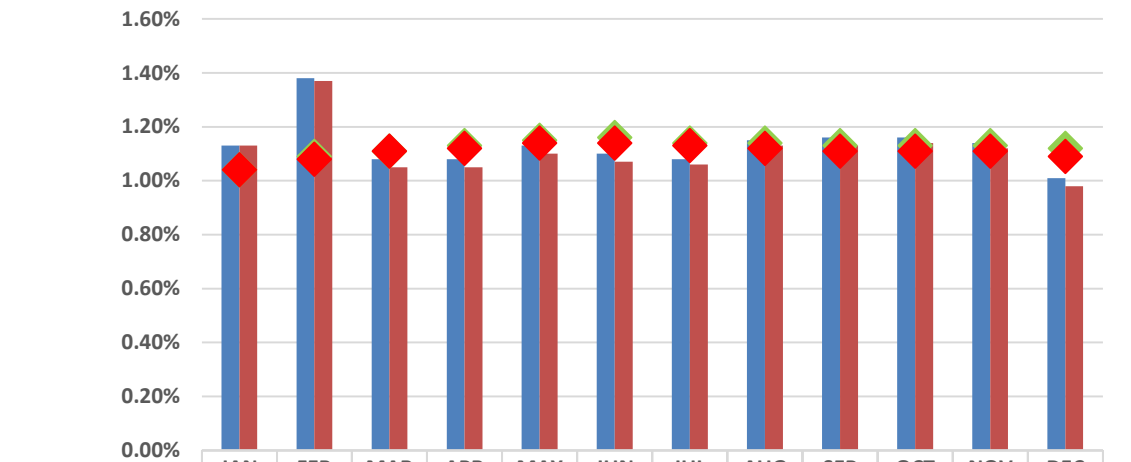
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	60152	52454	61781	74211	87279	99879	113675	113163	103664	94047	68451	68979
Impacted	20832	18284	21838	24870	29296	32925	36976	36136	33839	30853	24106	24345
Impacted %	34.63%	34.86%	35.35%	33.51%	33.57%	32.96%	32.53%	31.93%	32.64%	32.81%	35.22%	35.29%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.96%	2.14%	2.10%	2.07%	2.09%	2.37%	2.50%	2.26%	2.04%	1.99%	2.15%	2.01%
HFE (Corrected)	1.17%	1.26%	1.27%	1.30%	1.34%	1.60%	1.75%	1.55%	1.34%	1.28%	1.34%	1.23%
KEA	2.19%	2.21%	2.20%	2.18%	2.15%	2.12%	2.12%	2.12%	2.10%	2.10%	2.11%	2.11%
KEA (corrected)	1.39%	1.39%	1.38%	1.38%	1.36%	1.35%	1.36%	1.36%	1.35%	1.35%	1.35%	1.36%

4.29 Ireland 2022

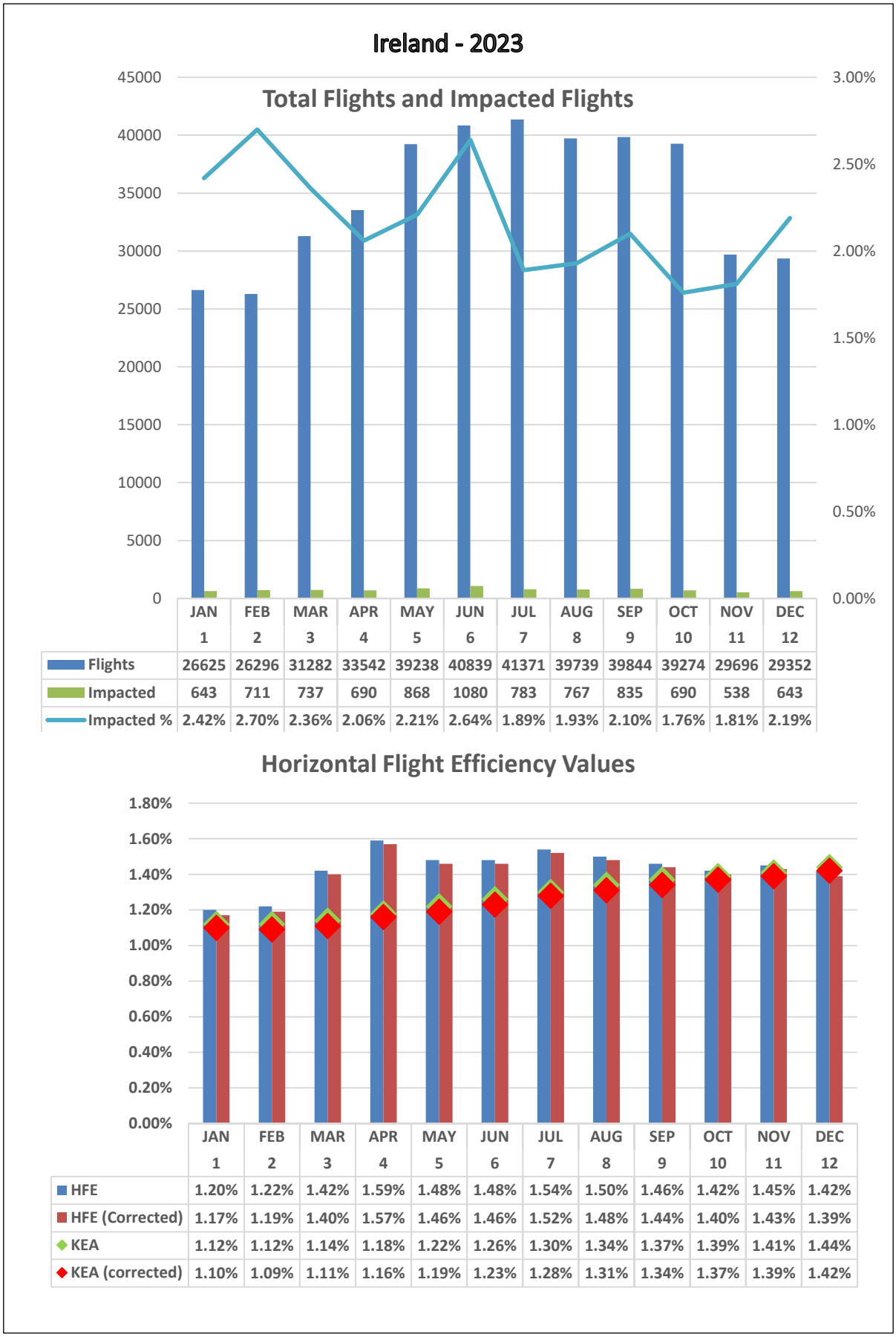


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	20177	18294	26155	31915	35915	36473	39146	37296	37025	34629	25919	28042
Impacted	0	129	983	1131	1153	883	905	821	920	835	539	766
Impacted %	0.00%	0.71%	3.76%	3.54%	3.21%	2.42%	2.31%	2.20%	2.48%	2.41%	2.08%	2.73%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.13%	1.38%	1.08%	1.08%	1.13%	1.10%	1.08%	1.15%	1.16%	1.16%	1.14%	1.01%
HFE (Corrected)	1.13%	1.37%	1.05%	1.05%	1.10%	1.07%	1.06%	1.13%	1.13%	1.14%	1.12%	0.98%
KEA	1.04%	1.09%	1.11%	1.13%	1.15%	1.16%	1.14%	1.14%	1.13%	1.13%	1.13%	1.12%
KEA (corrected)	1.04%	1.08%	1.11%	1.12%	1.14%	1.14%	1.13%	1.12%	1.11%	1.11%	1.11%	1.09%

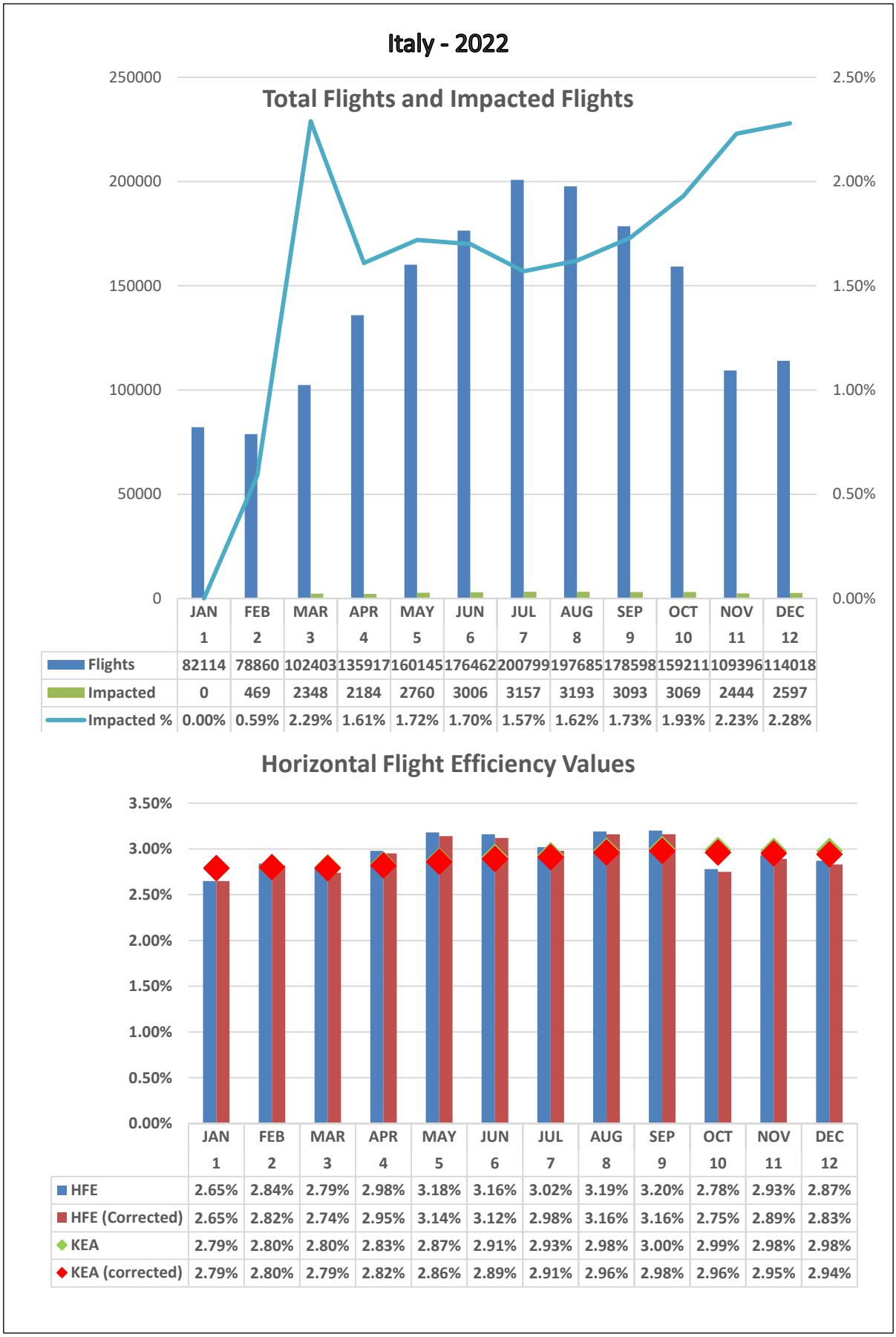
4.30 Ireland 2023



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	26625	26296	31282	33542	39238	40839	41371	39739	39844	39274	29696	29352
Impacted	643	711	737	690	868	1080	783	767	835	690	538	643
Impacted %	2.42%	2.70%	2.36%	2.06%	2.21%	2.64%	1.89%	1.93%	2.10%	1.76%	1.81%	2.19%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.20%	1.22%	1.42%	1.59%	1.48%	1.48%	1.54%	1.50%	1.46%	1.42%	1.45%	1.42%
HFE (Corrected)	1.17%	1.19%	1.40%	1.57%	1.46%	1.46%	1.52%	1.48%	1.44%	1.40%	1.43%	1.39%
KEA	1.12%	1.12%	1.14%	1.18%	1.22%	1.26%	1.30%	1.34%	1.37%	1.39%	1.41%	1.44%
KEA (corrected)	1.10%	1.09%	1.11%	1.16%	1.19%	1.23%	1.28%	1.31%	1.34%	1.37%	1.39%	1.42%

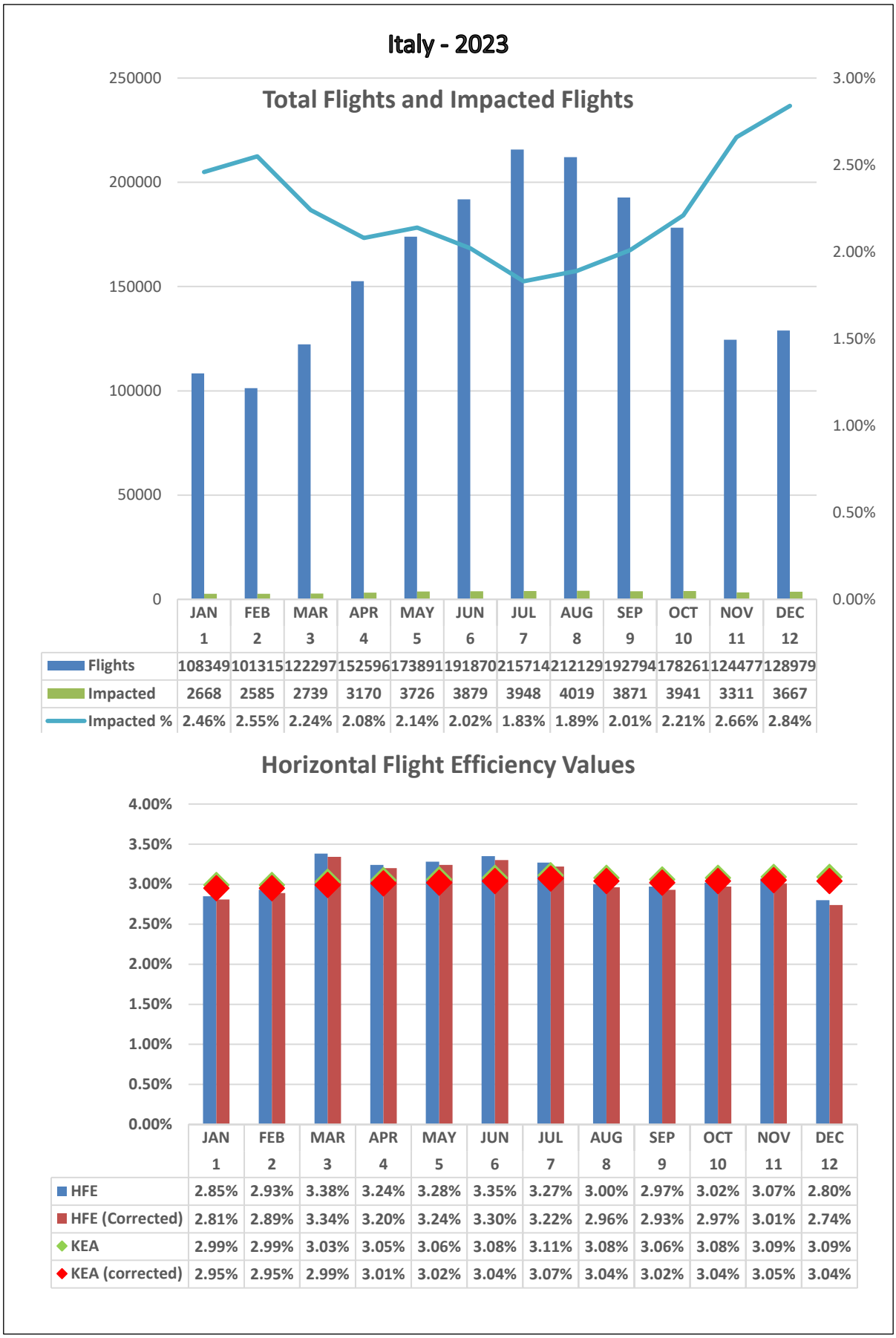
4.31 Italy 2022



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	82114	78860	102403	135917	160145	176462	200799	197685	178598	159211	109396	114018
Impacted	0	469	2348	2184	2760	3006	3157	3193	3093	3069	2444	2597
Impacted %	0.00%	0.59%	2.29%	1.61%	1.72%	1.70%	1.57%	1.62%	1.73%	1.93%	2.23%	2.28%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.65%	2.84%	2.79%	2.98%	3.18%	3.16%	3.02%	3.19%	3.20%	2.78%	2.93%	2.87%
HFE (Corrected)	2.65%	2.82%	2.74%	2.95%	3.14%	3.12%	2.98%	3.16%	3.16%	2.75%	2.89%	2.83%
KEA	2.79%	2.80%	2.80%	2.83%	2.87%	2.91%	2.93%	2.98%	3.00%	2.99%	2.98%	2.98%
KEA (corrected)	2.79%	2.80%	2.79%	2.82%	2.86%	2.89%	2.91%	2.96%	2.98%	2.96%	2.95%	2.94%

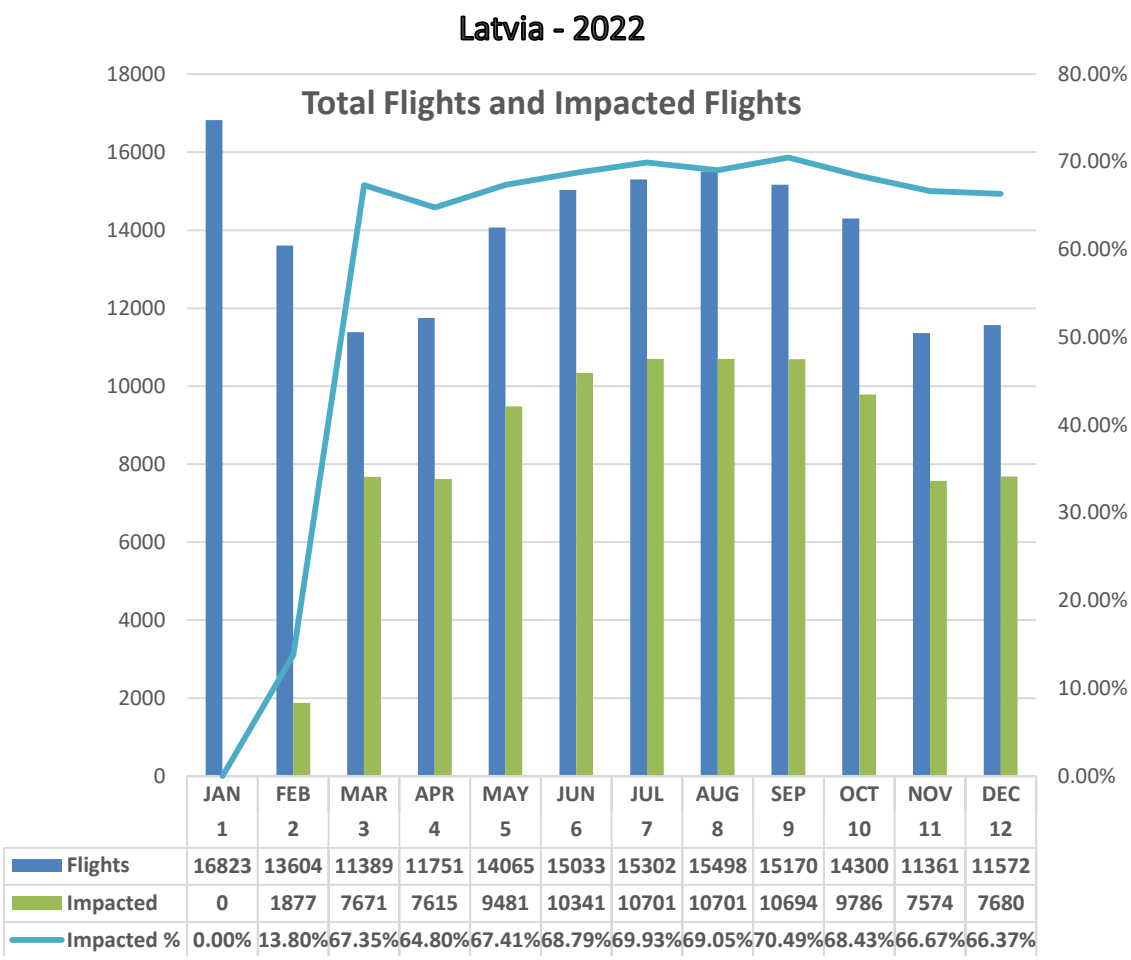
4.32 Italy 2023



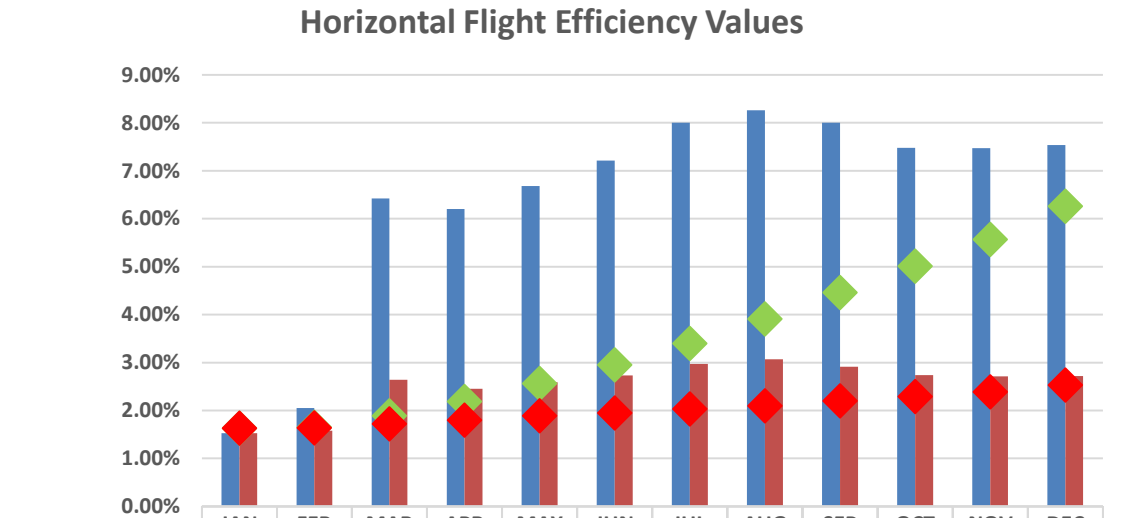
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	108349	101315	122297	152596	173891	191870	215714	212129	192794	178261	124477	128979
Impacted	2668	2585	2739	3170	3726	3879	3948	4019	3871	3941	3311	3667
Impacted %	2.46%	2.55%	2.24%	2.08%	2.14%	2.02%	1.83%	1.89%	2.01%	2.21%	2.66%	2.84%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.85%	2.93%	3.38%	3.24%	3.28%	3.35%	3.27%	3.00%	2.97%	3.02%	3.07%	2.80%
HFE (Corrected)	2.81%	2.89%	3.34%	3.20%	3.24%	3.30%	3.22%	2.96%	2.93%	2.97%	3.01%	2.74%
KEA	2.99%	2.99%	3.03%	3.05%	3.06%	3.08%	3.11%	3.08%	3.06%	3.08%	3.09%	3.09%
KEA (corrected)	2.95%	2.95%	2.99%	3.01%	3.02%	3.04%	3.07%	3.04%	3.02%	3.04%	3.05%	3.04%

4.33 Latvia 2022

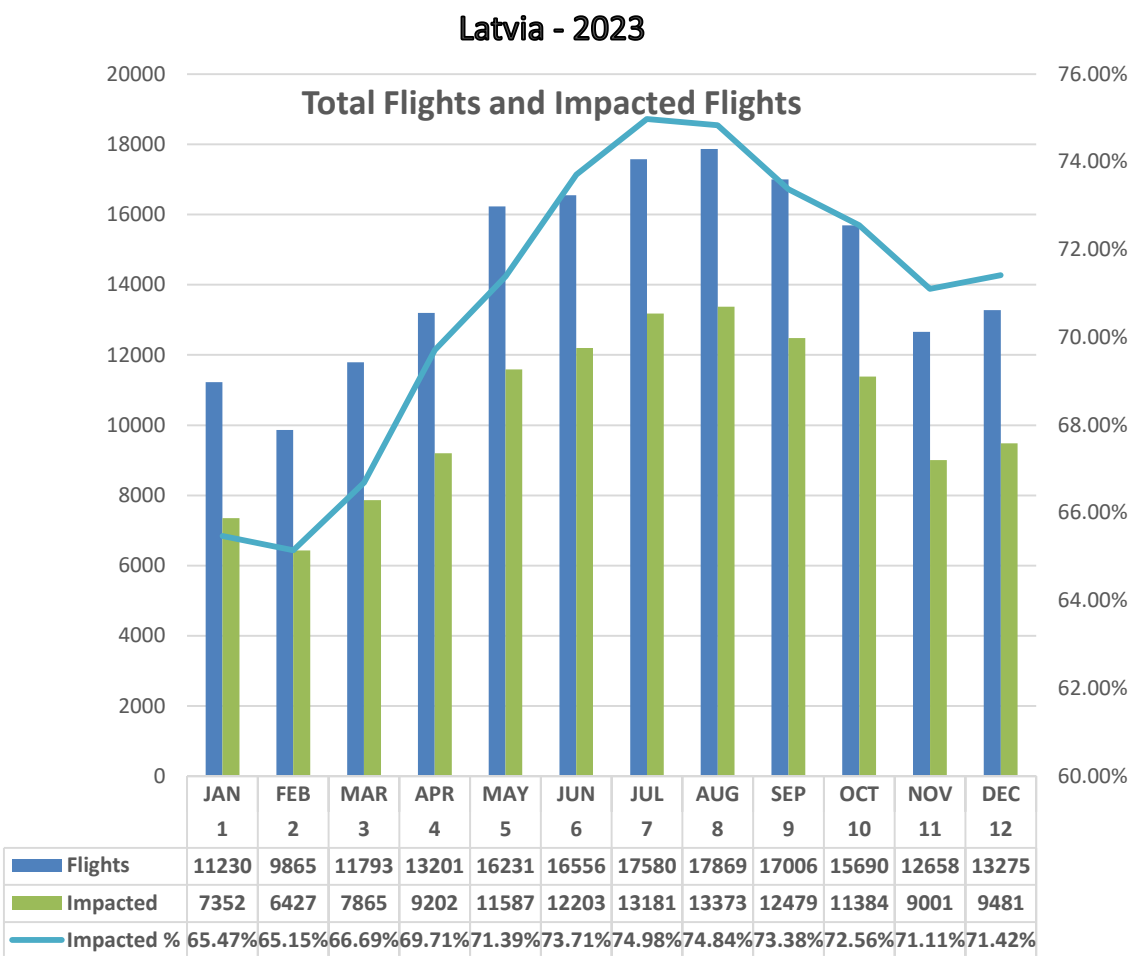


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	16823	13604	11389	11751	14065	15033	15302	15498	15170	14300	11361	11572
Impacted	0	1877	7671	7615	9481	10341	10701	10701	10694	9786	7574	7680
Impacted %	0.00%	13.80%	67.35%	64.80%	67.41%	68.79%	69.93%	69.05%	70.49%	68.43%	66.67%	66.37%

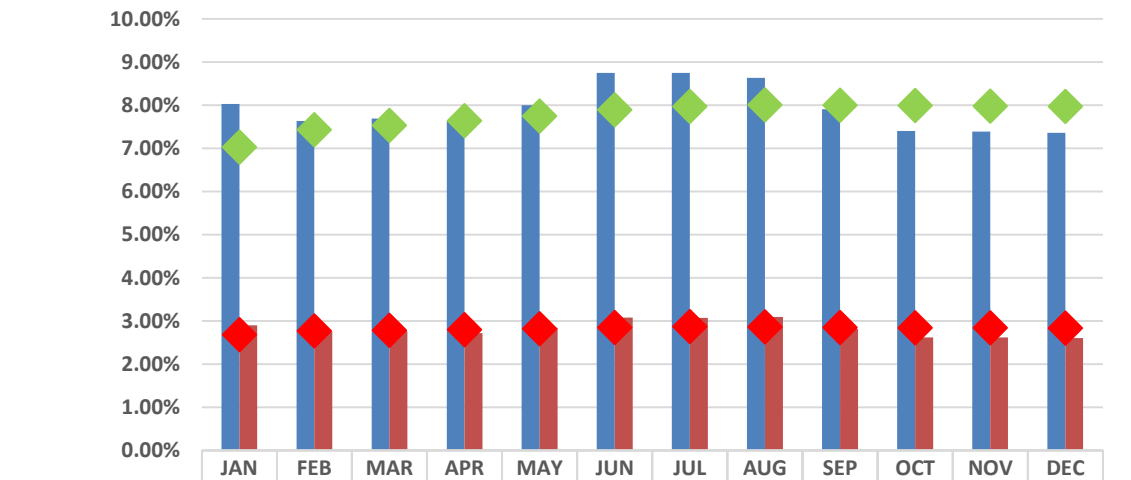


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.53%	2.05%	6.42%	6.20%	6.68%	7.21%	8.00%	8.26%	8.00%	7.48%	7.47%	7.54%
HFE (Corrected)	1.53%	1.58%	2.64%	2.45%	2.59%	2.73%	2.97%	3.07%	2.91%	2.74%	2.71%	2.72%
KEA	1.63%	1.65%	1.89%	2.19%	2.56%	2.95%	3.40%	3.91%	4.46%	5.01%	5.57%	6.26%
KEA (corrected)	1.63%	1.64%	1.72%	1.80%	1.89%	1.95%	2.03%	2.10%	2.20%	2.29%	2.39%	2.53%

4.34 Latvia 2023

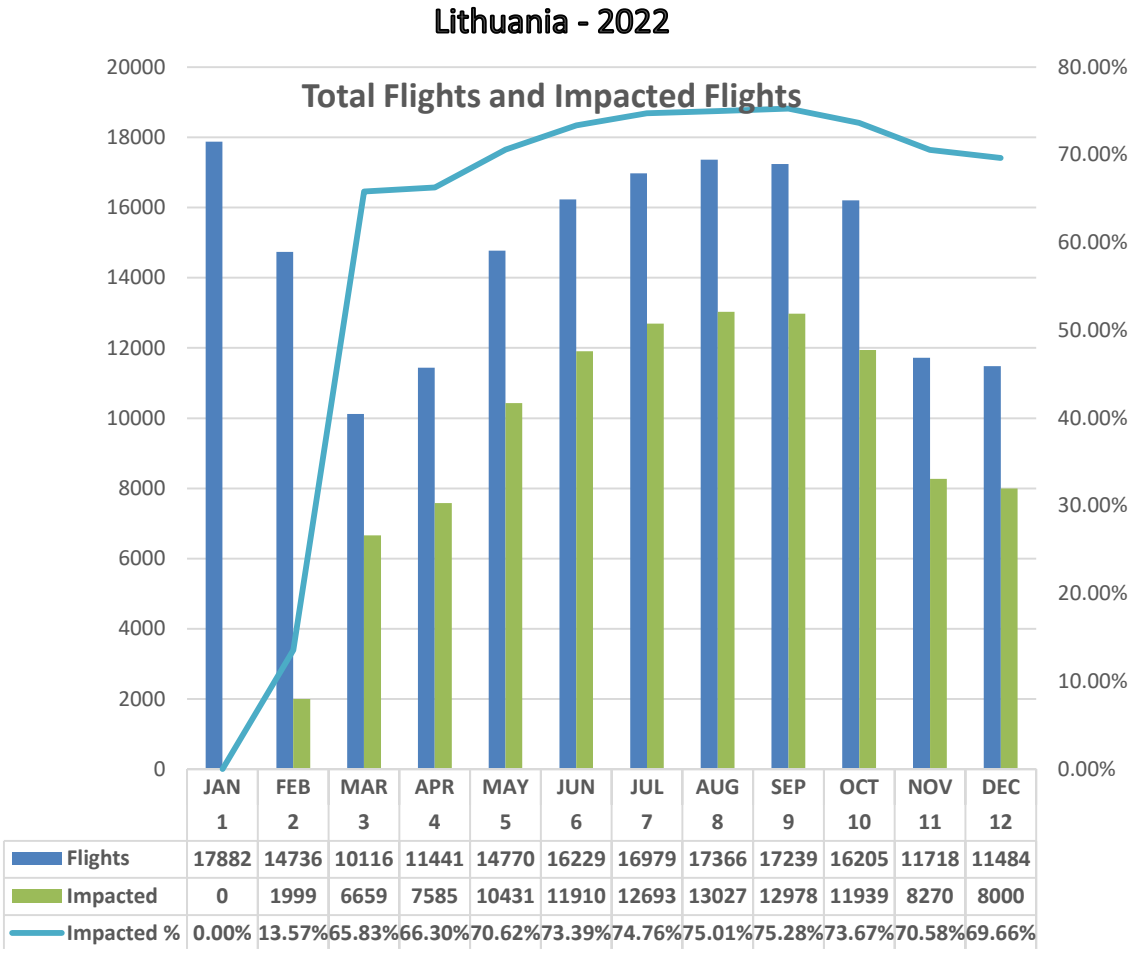


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	11230	9865	11793	13201	16231	16556	17580	17869	17006	15690	12658	13275
Impacted	7352	6427	7865	9202	11587	12203	13181	13373	12479	11384	9001	9481
Impacted %	65.47%	65.15%	66.69%	69.71%	71.39%	73.71%	74.98%	74.84%	73.38%	72.56%	71.11%	71.42%

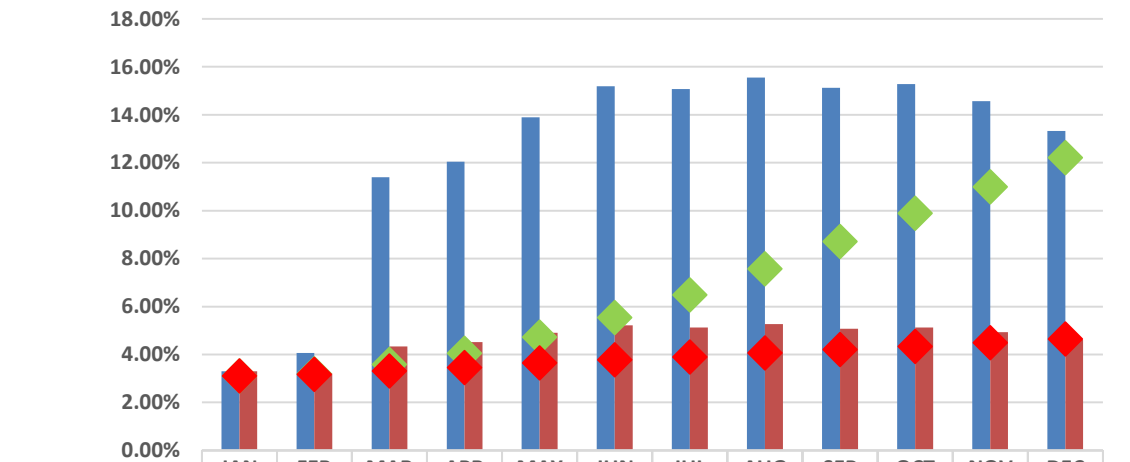


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	8.03%	7.63%	7.69%	7.65%	8.00%	8.75%	8.75%	8.63%	7.91%	7.40%	7.39%	7.36%
HFE (Corrected)	2.90%	2.76%	2.76%	2.72%	2.84%	3.08%	3.07%	3.09%	2.81%	2.62%	2.62%	2.60%
KEA	7.03%	7.43%	7.53%	7.64%	7.75%	7.89%	7.97%	8.01%	8.00%	7.99%	7.98%	7.97%
KEA (corrected)	2.68%	2.77%	2.78%	2.80%	2.82%	2.85%	2.87%	2.86%	2.85%	2.84%	2.84%	2.83%

4.35 Lithuania 2022

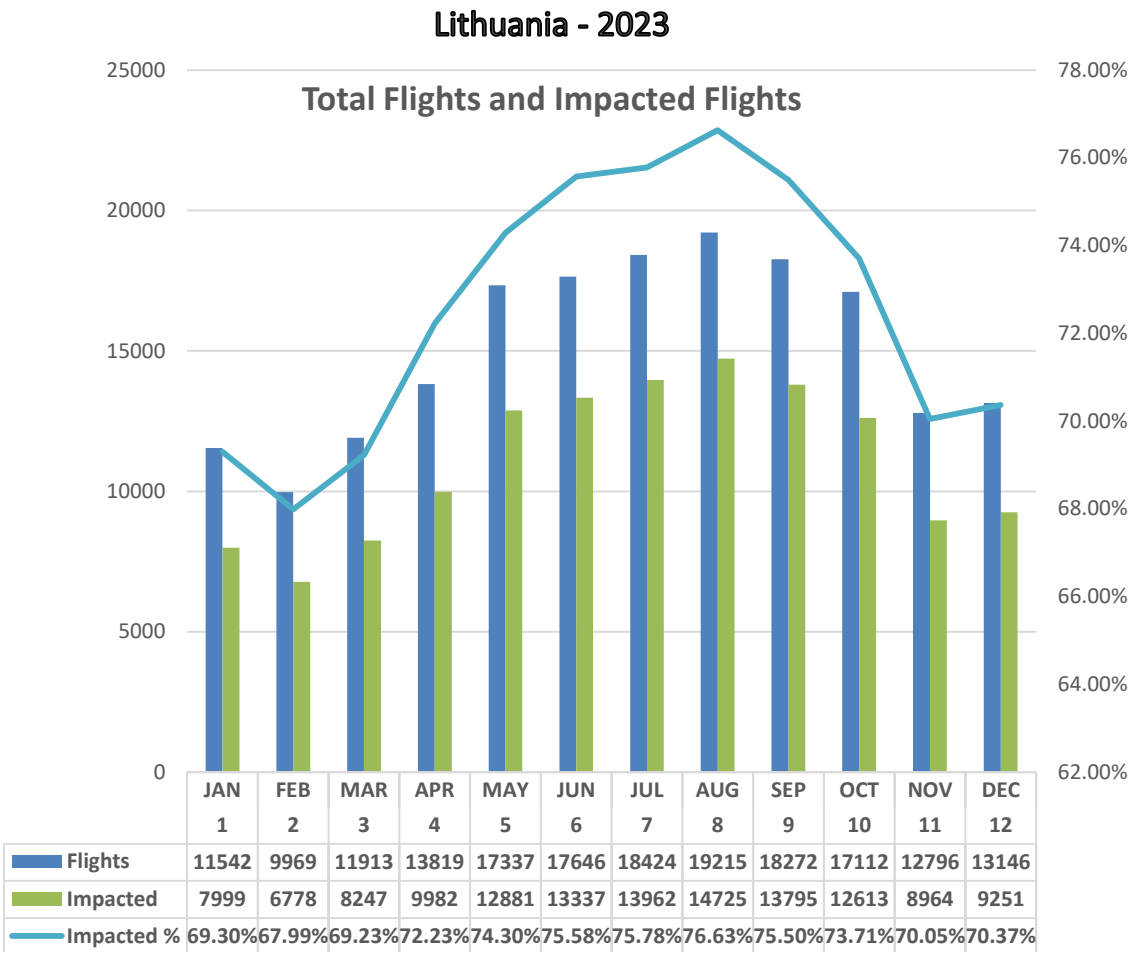


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	17882	14736	10116	11441	14770	16229	16979	17366	17239	16205	11718	11484
Impacted	0	1999	6659	7585	10431	11910	12693	13027	12978	11939	8270	8000
Impacted %	0.00%	13.57%	65.83%	66.30%	70.62%	73.39%	74.76%	75.01%	75.28%	73.67%	70.58%	69.66%

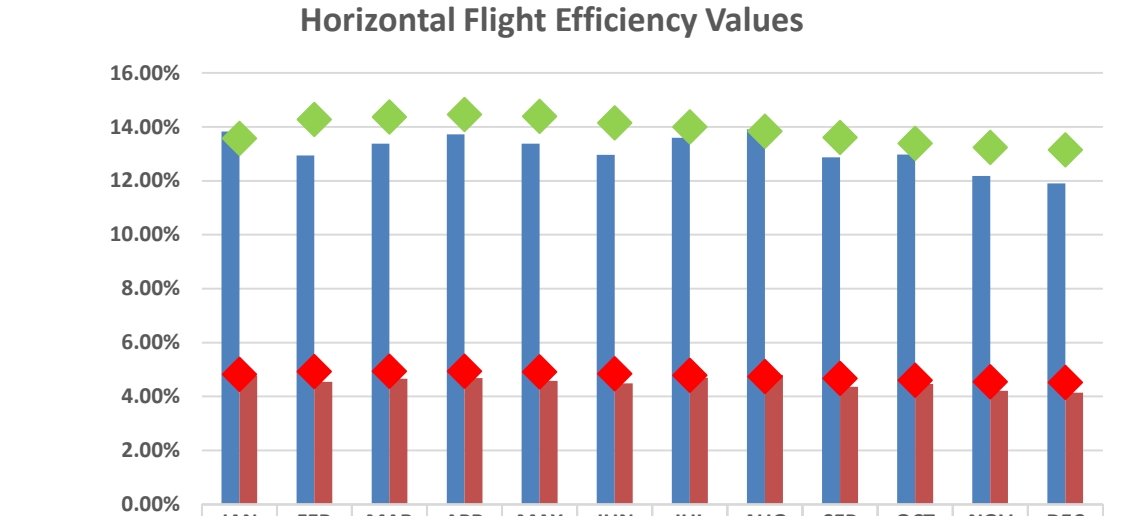


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.30%	4.07%	11.39%	12.04%	13.89%	15.19%	15.08%	15.55%	15.12%	15.28%	14.57%	13.33%
HFE (Corrected)	3.30%	3.21%	4.34%	4.52%	4.90%	5.22%	5.13%	5.27%	5.07%	5.13%	4.93%	4.62%
KEA	3.11%	3.20%	3.58%	4.05%	4.73%	5.54%	6.49%	7.57%	8.71%	9.89%	10.99%	12.21%
KEA (corrected)	3.11%	3.17%	3.31%	3.46%	3.65%	3.78%	3.90%	4.06%	4.21%	4.34%	4.49%	4.65%

4.36 Lithuania 2023

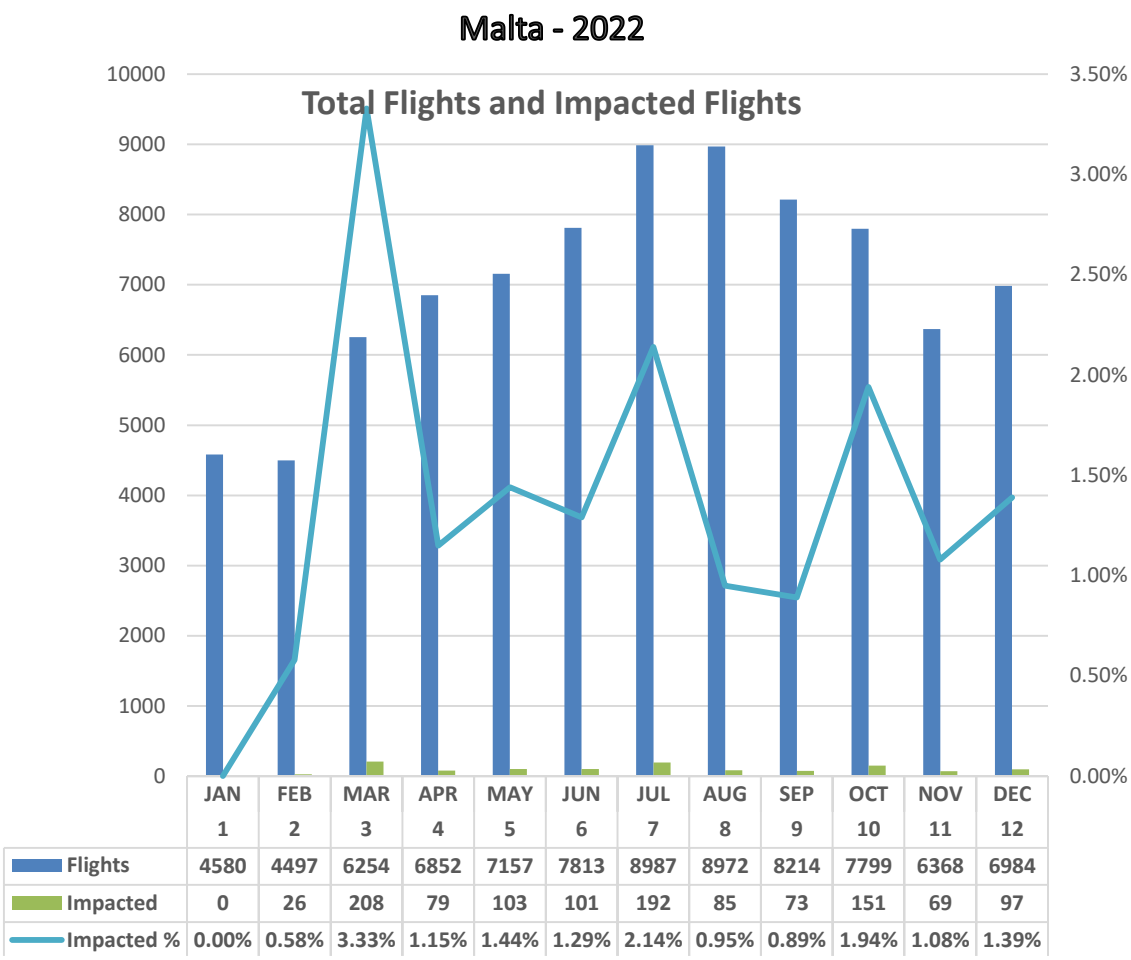


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	11542	9969	11913	13819	17337	17646	18424	19215	18272	17112	12796	13146
Impacted	7999	6778	8247	9982	12881	13337	13962	14725	13795	12613	8964	9251
Impacted %	69.30%	67.99%	69.23%	72.23%	74.30%	75.58%	75.78%	76.63%	75.50%	73.71%	70.05%	70.37%

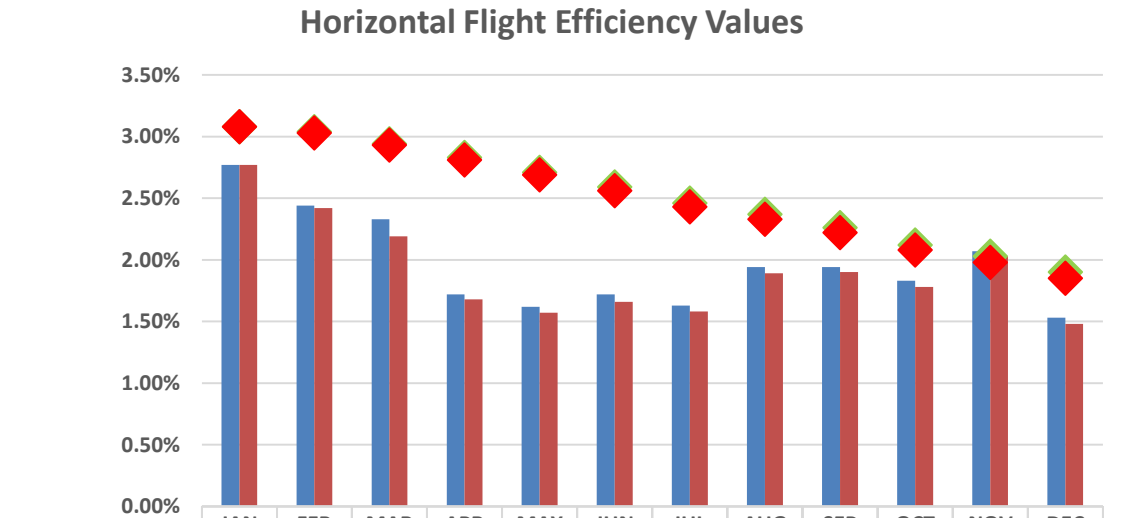


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	13.83%	12.94%	13.38%	13.72%	13.38%	12.96%	13.60%	13.90%	12.87%	12.97%	12.18%	11.90%
HFE (Corrected)	4.78%	4.54%	4.66%	4.68%	4.58%	4.49%	4.70%	4.80%	4.36%	4.47%	4.21%	4.14%
KEA	13.57%	14.27%	14.37%	14.46%	14.39%	14.15%	14.00%	13.84%	13.61%	13.39%	13.24%	13.14%
KEA (corrected)	4.82%	4.92%	4.94%	4.94%	4.91%	4.84%	4.79%	4.74%	4.67%	4.60%	4.55%	4.52%

4.37 Malta 2022

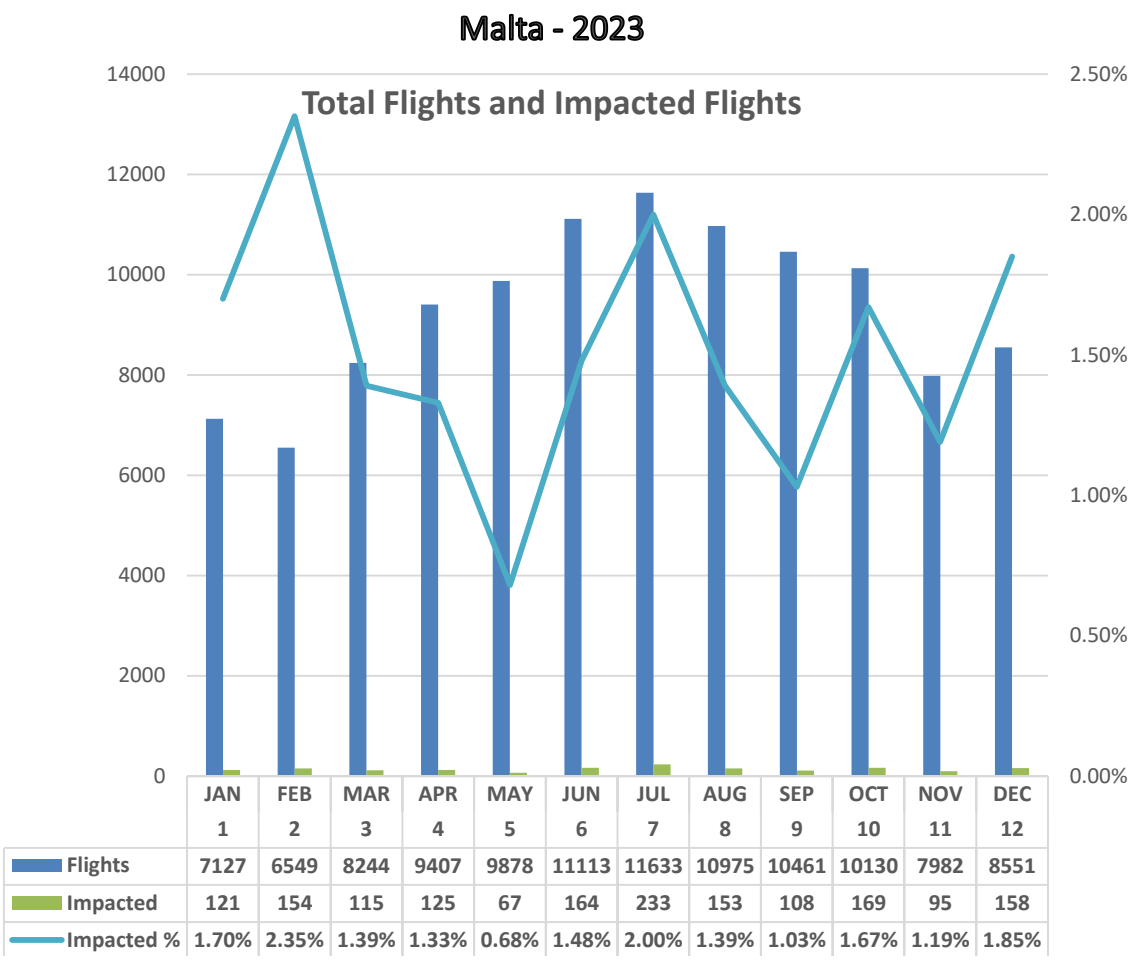


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	4580	4497	6254	6852	7157	7813	8987	8972	8214	7799	6368	6984
Impacted	0	26	208	79	103	101	192	85	73	151	69	97
Impacted %	0.00%	0.58%	3.33%	1.15%	1.44%	1.29%	2.14%	0.95%	0.89%	1.94%	1.08%	1.39%

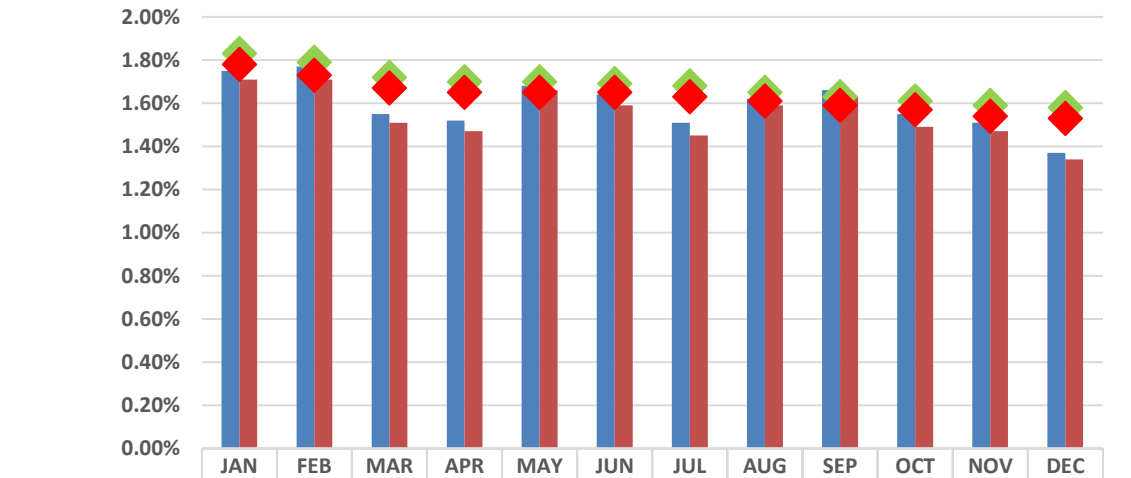


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.77%	2.44%	2.33%	1.72%	1.62%	1.72%	1.63%	1.94%	1.94%	1.83%	2.07%	1.53%
HFE (Corrected)	2.77%	2.42%	2.19%	1.68%	1.57%	1.66%	1.58%	1.89%	1.90%	1.78%	2.03%	1.48%
KEA	3.08%	3.04%	2.94%	2.83%	2.71%	2.59%	2.46%	2.37%	2.26%	2.12%	2.03%	1.90%
KEA (corrected)	3.08%	3.03%	2.93%	2.81%	2.69%	2.56%	2.43%	2.33%	2.22%	2.08%	1.98%	1.85%

4.38 Malta 2023

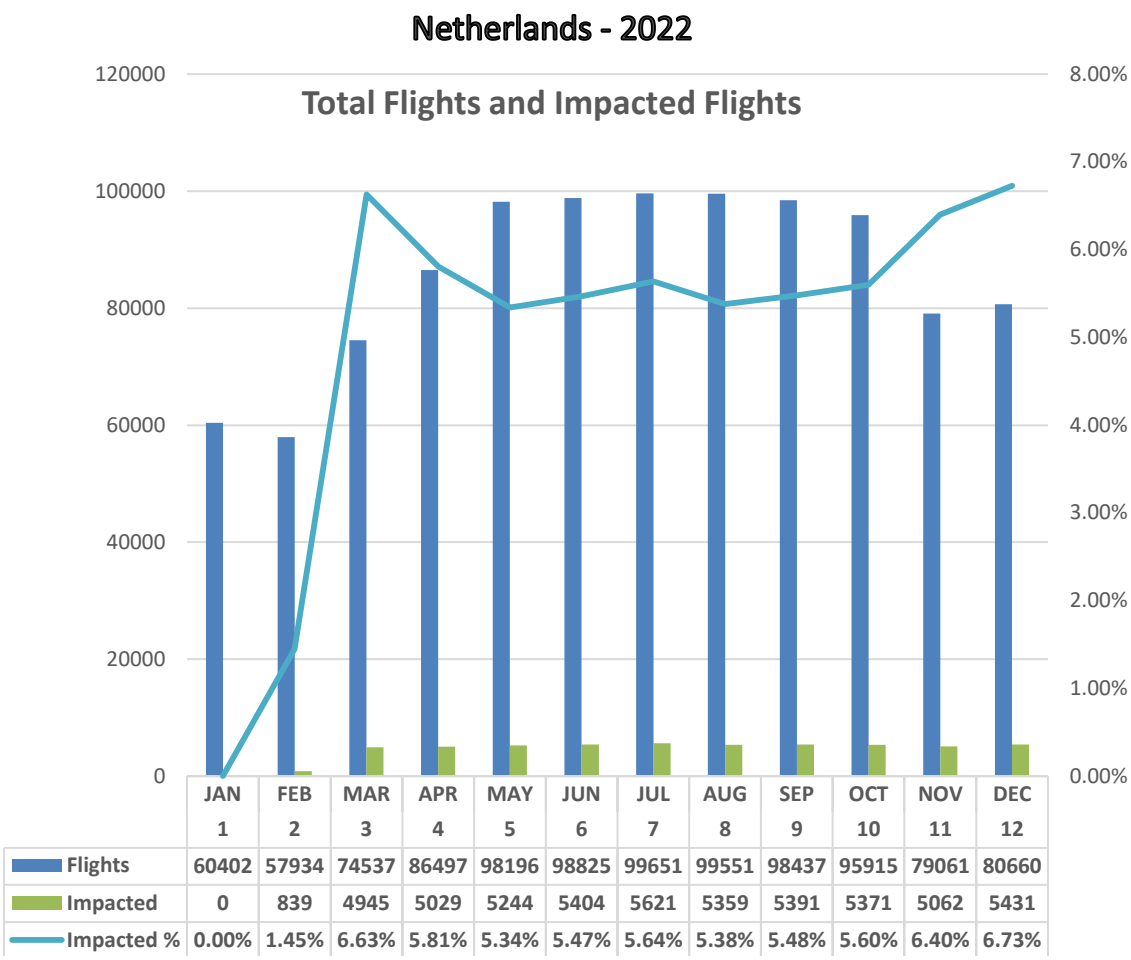


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	7127	6549	8244	9407	9878	11113	11633	10975	10461	10130	7982	8551
Impacted	121	154	115	125	67	164	233	153	108	169	95	158
Impacted %	1.70%	2.35%	1.39%	1.33%	0.68%	1.48%	2.00%	1.39%	1.03%	1.67%	1.19%	1.85%

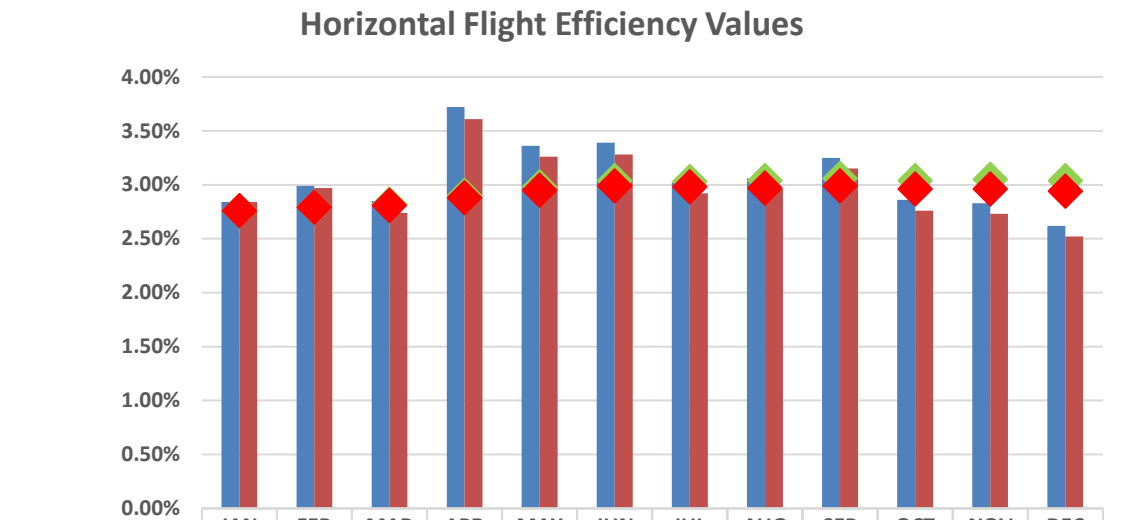


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.75%	1.77%	1.55%	1.52%	1.68%	1.64%	1.51%	1.62%	1.66%	1.55%	1.51%	1.37%
HFE (Corrected)	1.71%	1.71%	1.51%	1.47%	1.66%	1.59%	1.45%	1.59%	1.63%	1.49%	1.47%	1.34%
KEA	1.83%	1.79%	1.72%	1.70%	1.70%	1.69%	1.68%	1.65%	1.63%	1.61%	1.59%	1.58%
KEA (corrected)	1.78%	1.73%	1.67%	1.65%	1.65%	1.65%	1.63%	1.61%	1.59%	1.57%	1.54%	1.53%

4.39 Netherlands 2022

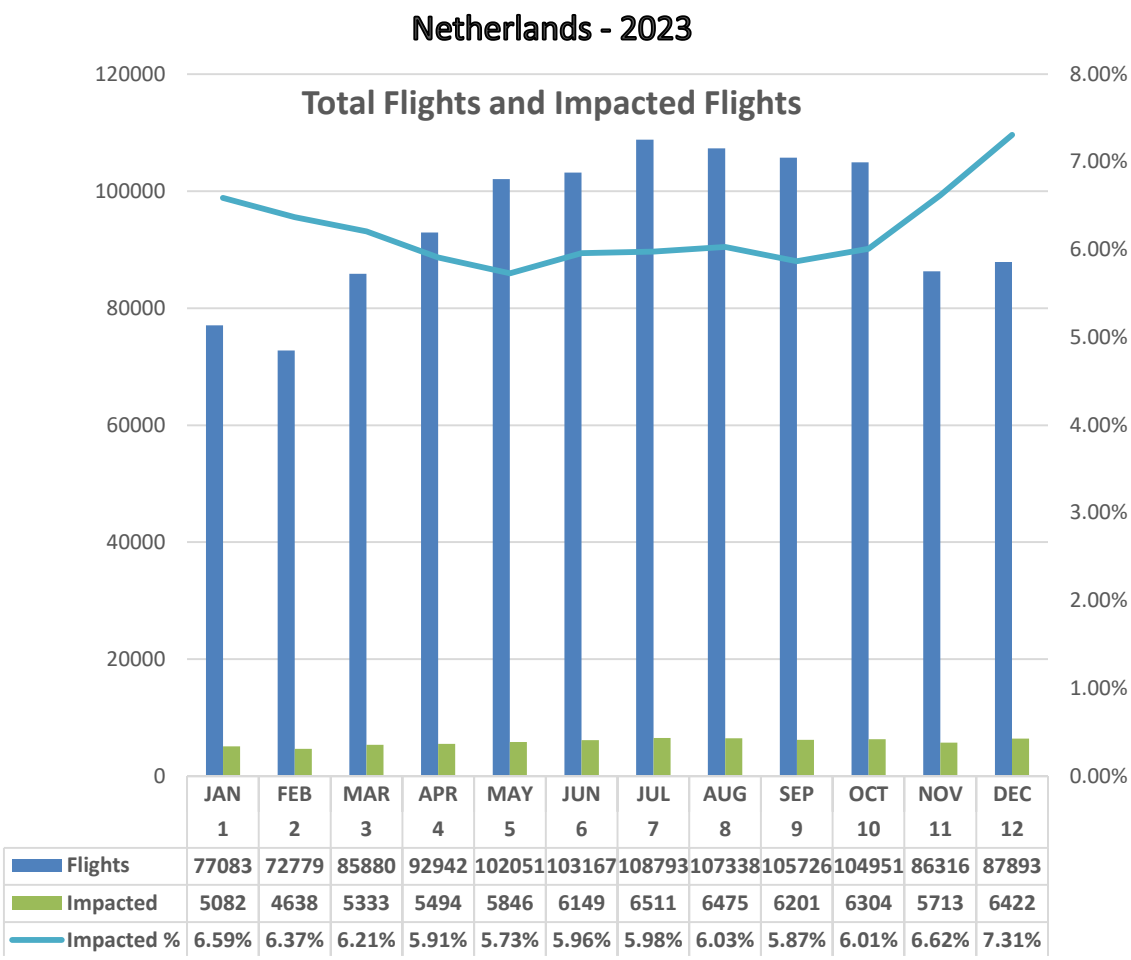


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	60402	57934	74537	86497	98196	98825	99651	99551	98437	95915	79061	80660
Impacted	0	839	4945	5029	5244	5404	5621	5359	5391	5371	5062	5431
Impacted %	0.00%	1.45%	6.63%	5.81%	5.34%	5.47%	5.64%	5.38%	5.48%	5.60%	6.40%	6.73%

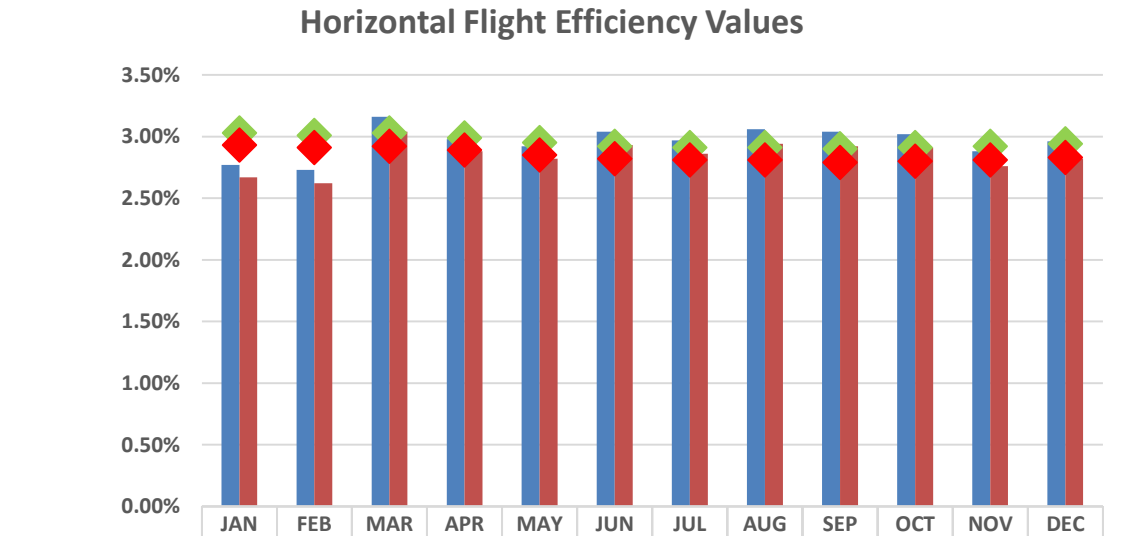


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.84%	2.99%	2.85%	3.72%	3.36%	3.39%	3.02%	3.06%	3.25%	2.86%	2.83%	2.62%
HFE (Corrected)	2.84%	2.97%	2.74%	3.61%	3.26%	3.28%	2.92%	2.96%	3.15%	2.76%	2.73%	2.52%
KEA	2.76%	2.79%	2.82%	2.90%	2.98%	3.04%	3.03%	3.04%	3.06%	3.04%	3.05%	3.04%
KEA (corrected)	2.76%	2.79%	2.81%	2.88%	2.95%	2.99%	2.98%	2.97%	2.99%	2.96%	2.96%	2.94%

4.40 Netherlands 2023

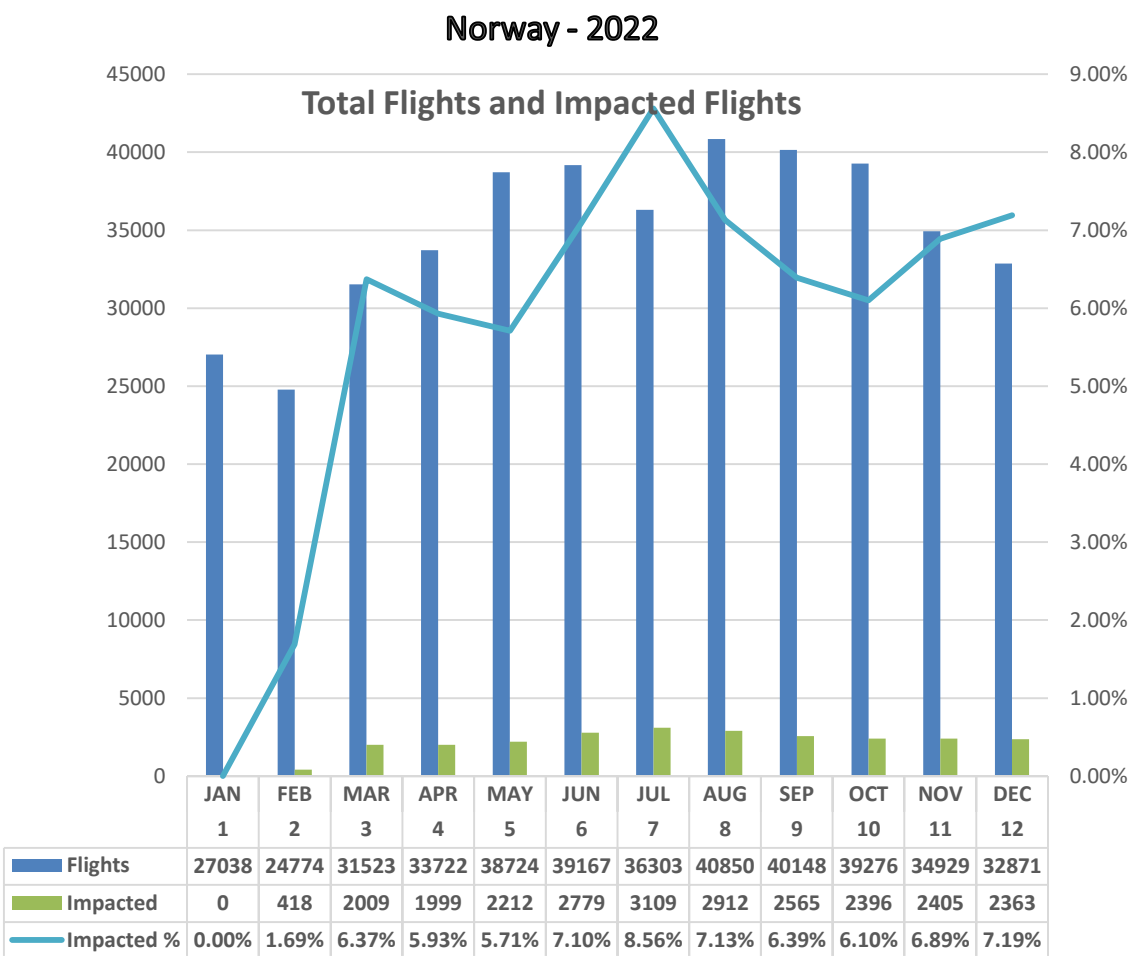


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	77083	72779	85880	92942	102051	103167	108793	107338	105726	104951	86316	87893
Impacted	5082	4638	5333	5494	5846	6149	6511	6475	6201	6304	5713	6422
Impacted %	6.59%	6.37%	6.21%	5.91%	5.73%	5.96%	5.98%	6.03%	5.87%	6.01%	6.62%	7.31%

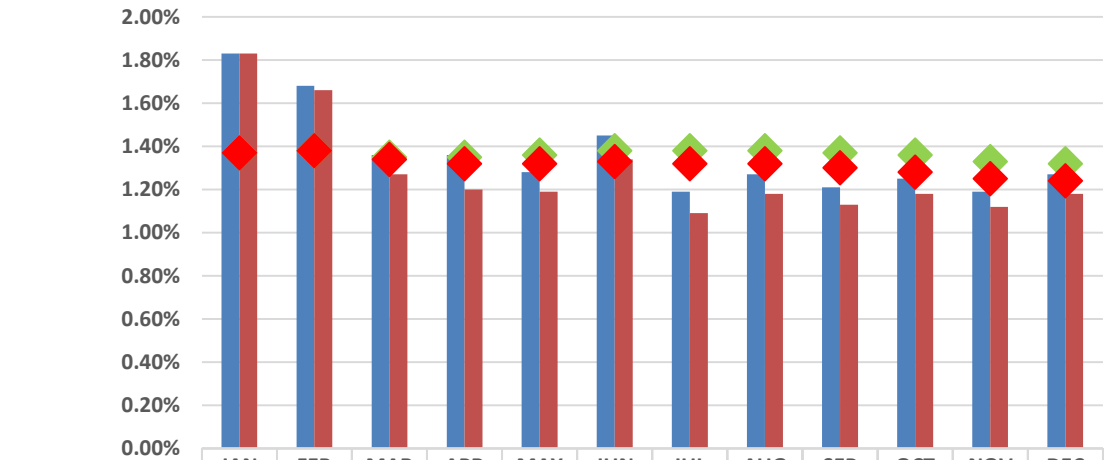


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.77%	2.73%	3.16%	2.98%	2.92%	3.04%	2.97%	3.06%	3.04%	3.02%	2.88%	2.96%
HFE (Corrected)	2.67%	2.62%	3.04%	2.88%	2.82%	2.93%	2.86%	2.94%	2.92%	2.91%	2.76%	2.82%
KEA	3.03%	3.01%	3.03%	2.99%	2.95%	2.92%	2.91%	2.91%	2.90%	2.91%	2.92%	2.94%
KEA (corrected)	2.93%	2.91%	2.92%	2.89%	2.85%	2.82%	2.81%	2.81%	2.79%	2.80%	2.81%	2.83%

4.41 Norway 2022

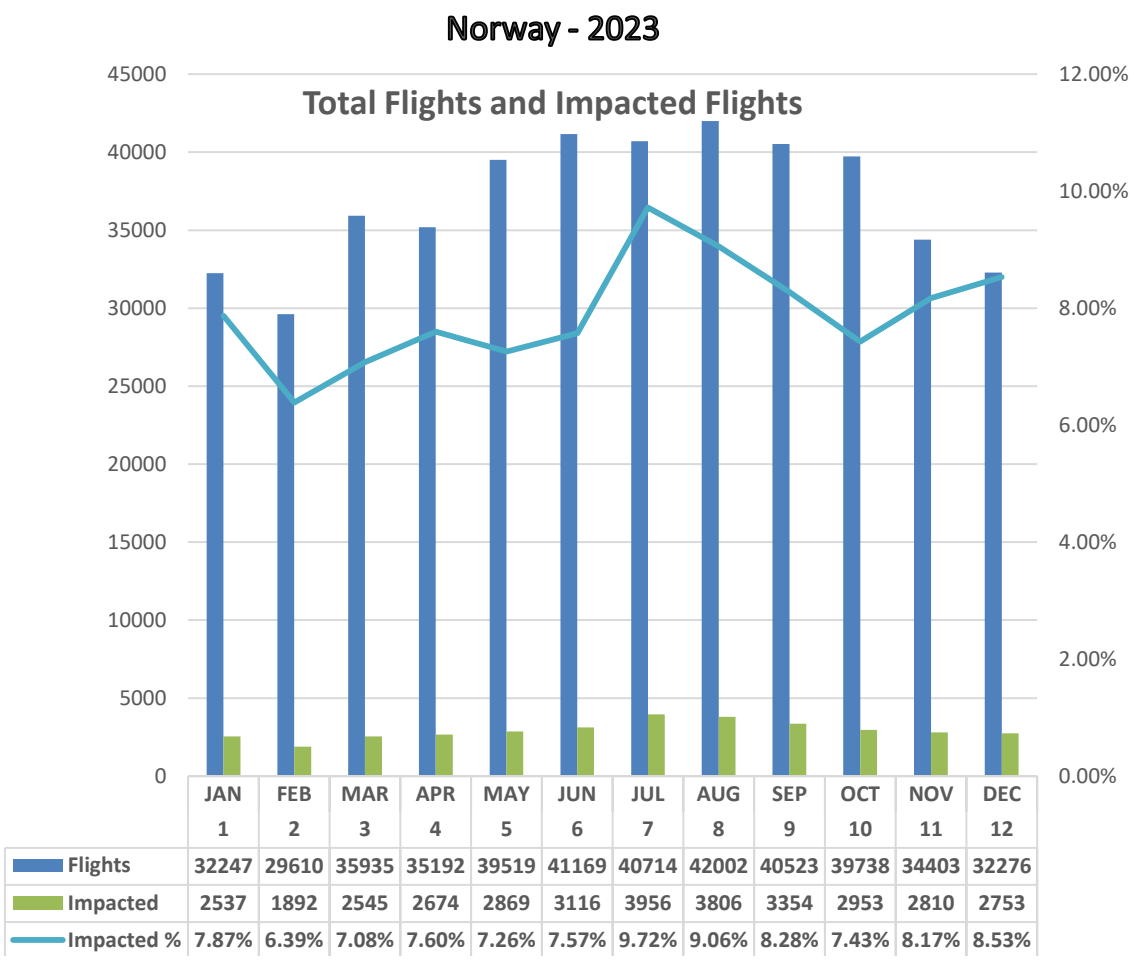


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	27038	24774	31523	33722	38724	39167	36303	40850	40148	39276	34929	32871
Impacted	0	418	2009	1999	2212	2779	3109	2912	2565	2396	2405	2363
Impacted %	0.00%	1.69%	6.37%	5.93%	5.71%	7.10%	8.56%	7.13%	6.39%	6.10%	6.89%	7.19%

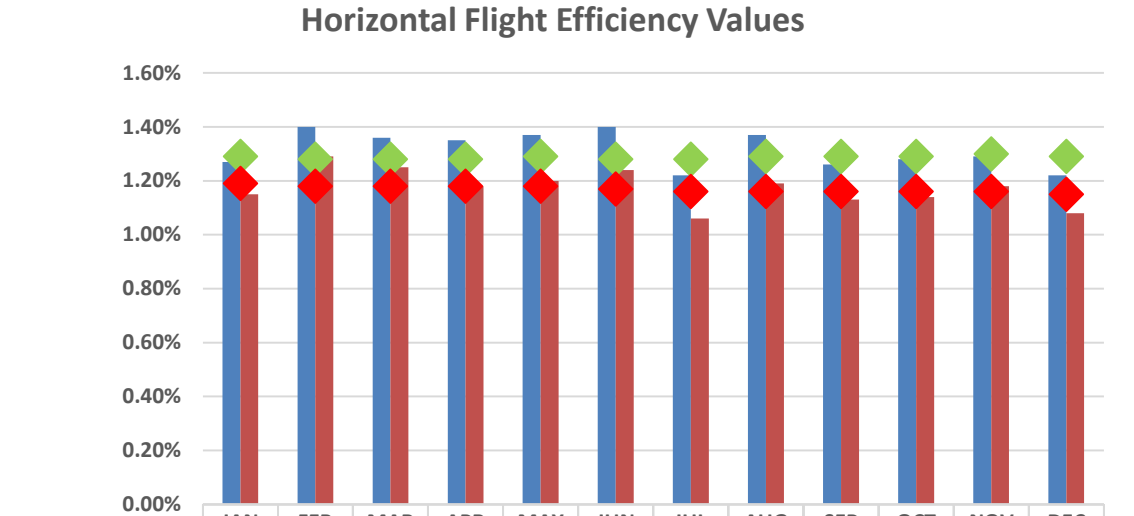


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.83%	1.68%	1.36%	1.36%	1.28%	1.45%	1.19%	1.27%	1.21%	1.25%	1.19%	1.27%
HFE (Corrected)	1.83%	1.66%	1.27%	1.20%	1.19%	1.34%	1.09%	1.18%	1.13%	1.18%	1.12%	1.18%
KEA	1.37%	1.38%	1.35%	1.35%	1.36%	1.38%	1.38%	1.38%	1.37%	1.36%	1.33%	1.32%
KEA (corrected)	1.37%	1.38%	1.34%	1.32%	1.32%	1.33%	1.32%	1.32%	1.30%	1.28%	1.25%	1.24%

4.42 Norway 2023

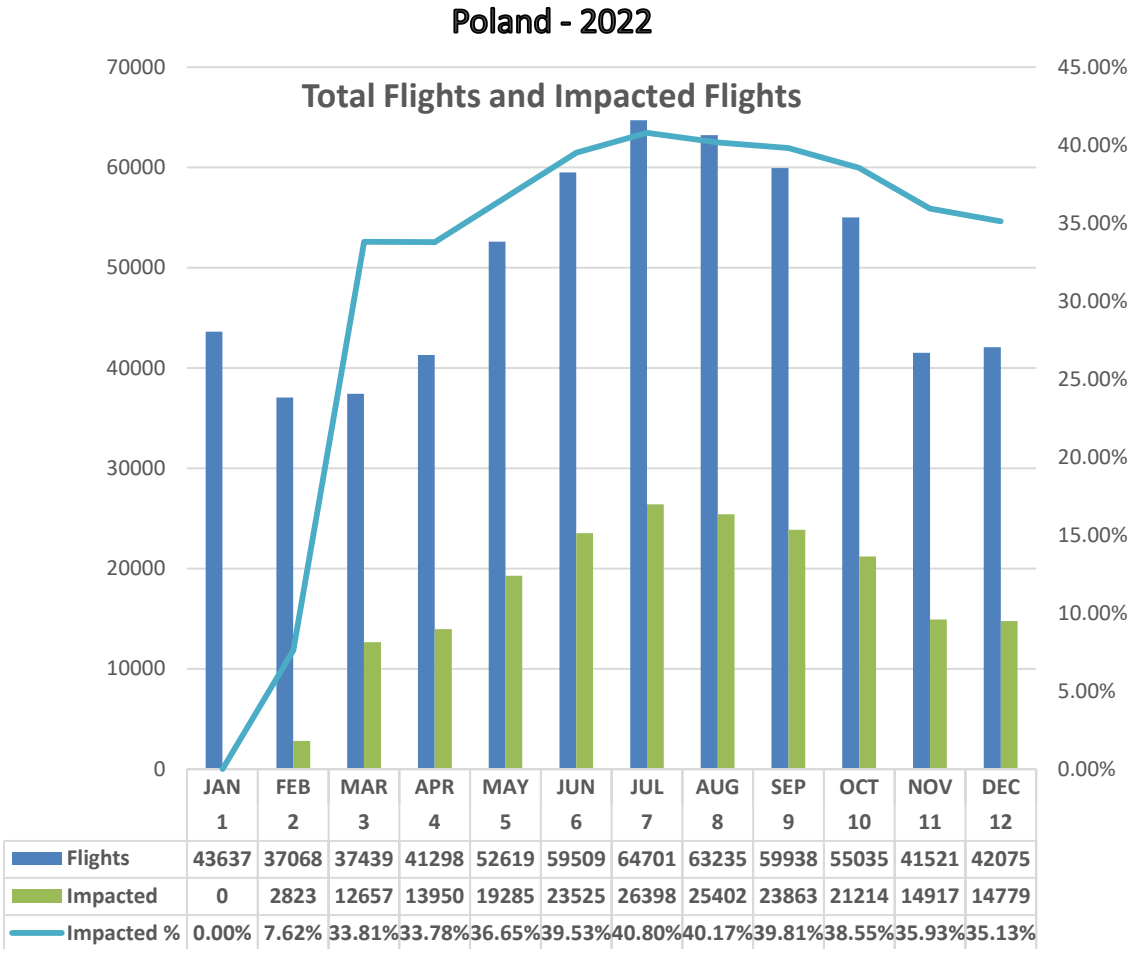


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	32247	29610	35935	35192	39519	41169	40714	42002	40523	39738	34403	32276
Impacted	2537	1892	2545	2674	2869	3116	3956	3806	3354	2953	2810	2753
Impacted %	7.87%	6.39%	7.08%	7.60%	7.26%	7.57%	9.72%	9.06%	8.28%	7.43%	8.17%	8.53%

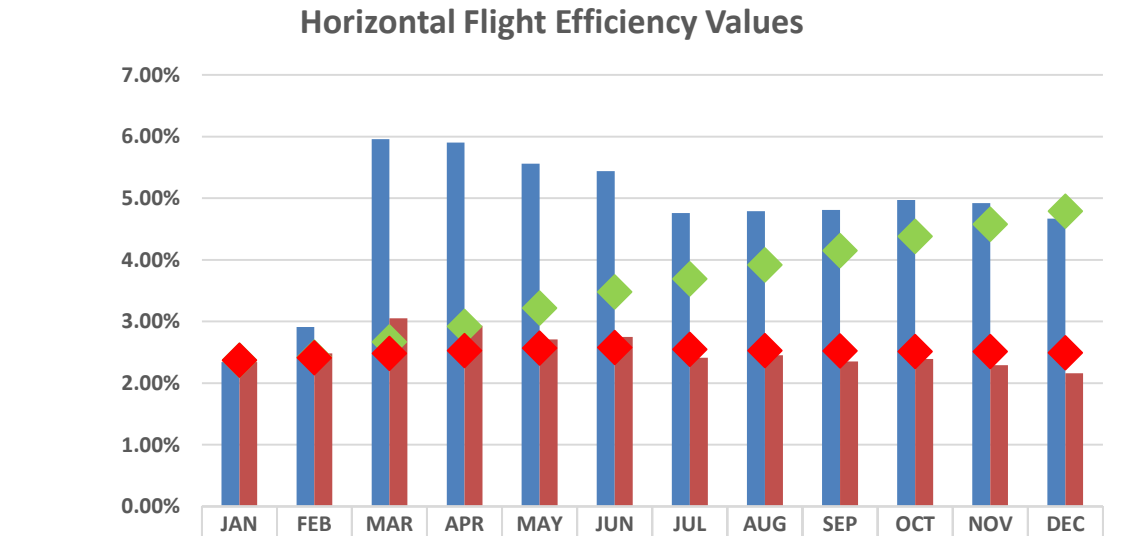


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.27%	1.40%	1.36%	1.35%	1.37%	1.40%	1.22%	1.37%	1.26%	1.28%	1.29%	1.22%
HFE (Corrected)	1.15%	1.29%	1.25%	1.18%	1.20%	1.24%	1.06%	1.19%	1.13%	1.14%	1.18%	1.08%
KEA	1.29%	1.28%	1.28%	1.28%	1.29%	1.28%	1.28%	1.29%	1.29%	1.29%	1.30%	1.29%
KEA (corrected)	1.19%	1.18%	1.18%	1.18%	1.18%	1.17%	1.16%	1.16%	1.16%	1.16%	1.16%	1.15%

4.43 Poland 2022

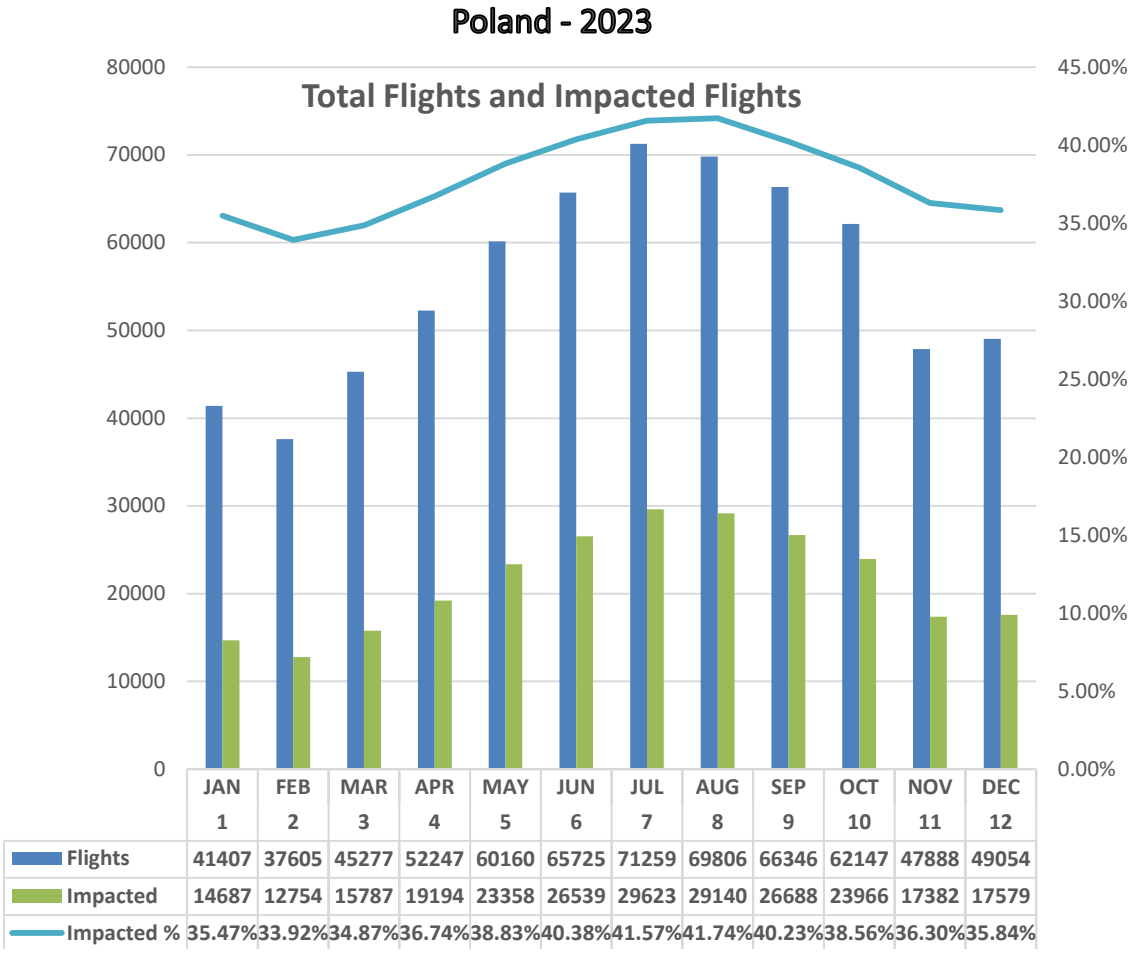


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	43637	37068	37439	41298	52619	59509	64701	63235	59938	55035	41521	42075
Impacted	0	2823	12657	13950	19285	23525	26398	25402	23863	21214	14917	14779
Impacted %	0.00%	7.62%	33.81%	33.78%	36.65%	39.53%	40.80%	40.17%	39.81%	38.55%	35.93%	35.13%

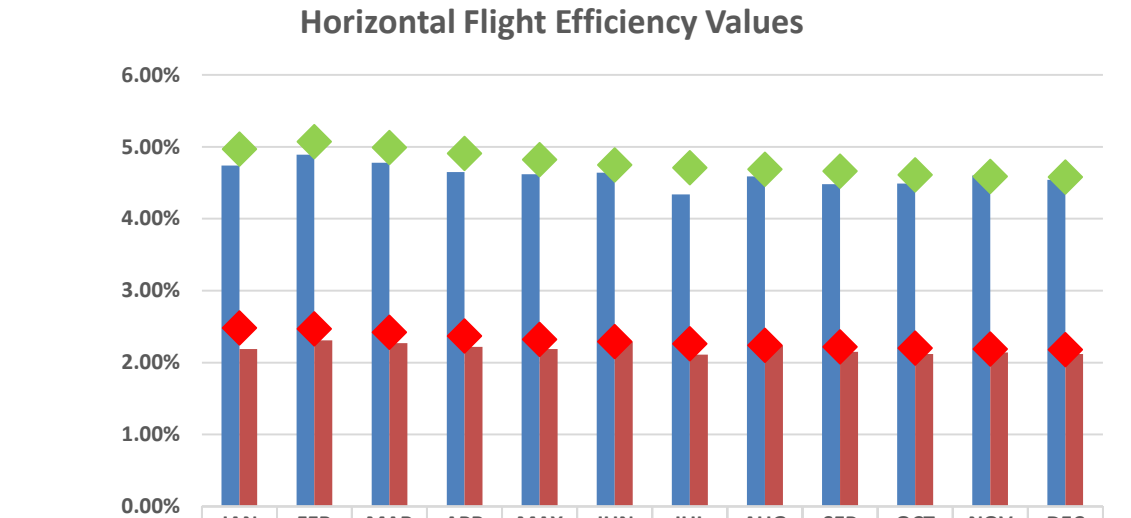


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.34%	2.91%	5.96%	5.90%	5.56%	5.44%	4.76%	4.79%	4.81%	4.97%	4.92%	4.67%
HFE (Corrected)	2.34%	2.48%	3.05%	2.93%	2.71%	2.75%	2.41%	2.45%	2.35%	2.39%	2.29%	2.16%
KEA	2.37%	2.42%	2.67%	2.92%	3.22%	3.48%	3.69%	3.92%	4.15%	4.38%	4.58%	4.79%
KEA (corrected)	2.37%	2.41%	2.48%	2.53%	2.57%	2.58%	2.55%	2.53%	2.52%	2.51%	2.51%	2.49%

4.44 Poland 2023

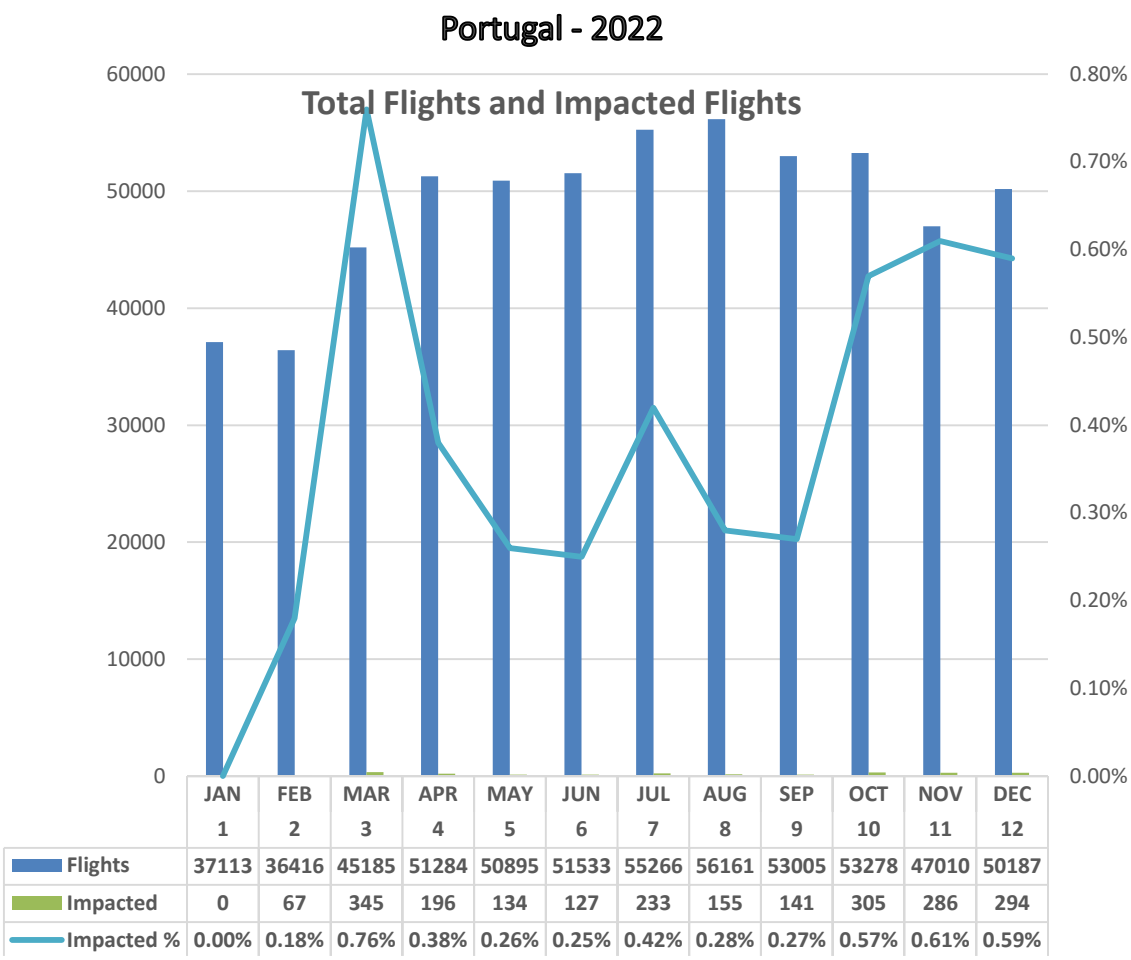


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	41407	37605	45277	52247	60160	65725	71259	69806	66346	62147	47888	49054
Impacted	14687	12754	15787	19194	23358	26539	29623	29140	26688	23966	17382	17579
Impacted %	35.47%	33.92%	34.87%	36.74%	38.83%	40.38%	41.57%	41.74%	40.23%	38.56%	36.30%	35.84%

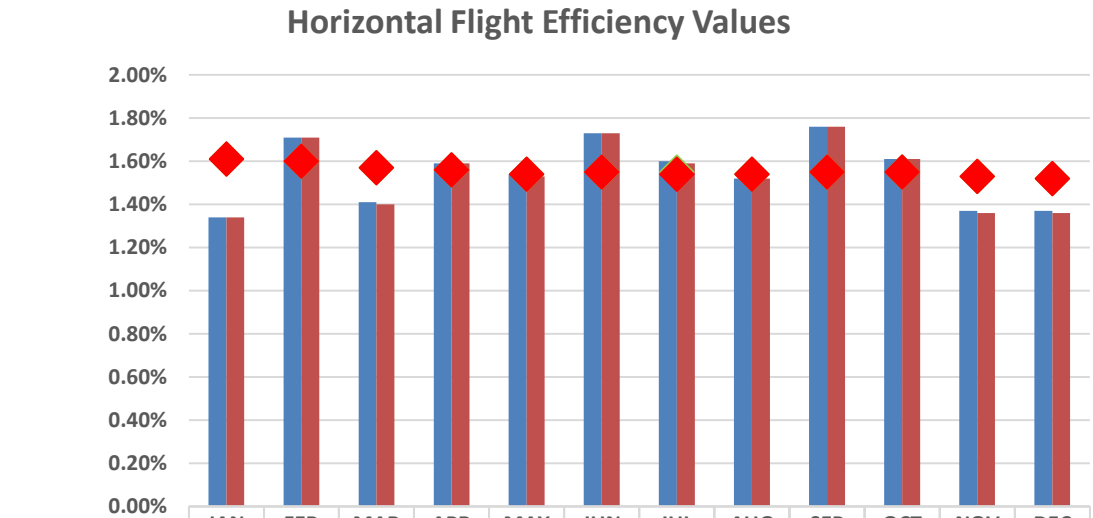


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	4.74%	4.89%	4.78%	4.65%	4.62%	4.64%	4.34%	4.59%	4.48%	4.49%	4.60%	4.54%
HFE (Corrected)	2.19%	2.31%	2.27%	2.22%	2.19%	2.29%	2.11%	2.24%	2.15%	2.12%	2.14%	2.12%
KEA	4.97%	5.07%	4.99%	4.91%	4.82%	4.75%	4.71%	4.69%	4.66%	4.61%	4.59%	4.58%
KEA (corrected)	2.48%	2.47%	2.42%	2.37%	2.32%	2.29%	2.26%	2.24%	2.22%	2.20%	2.19%	2.18%

4.45 Portugal 2022

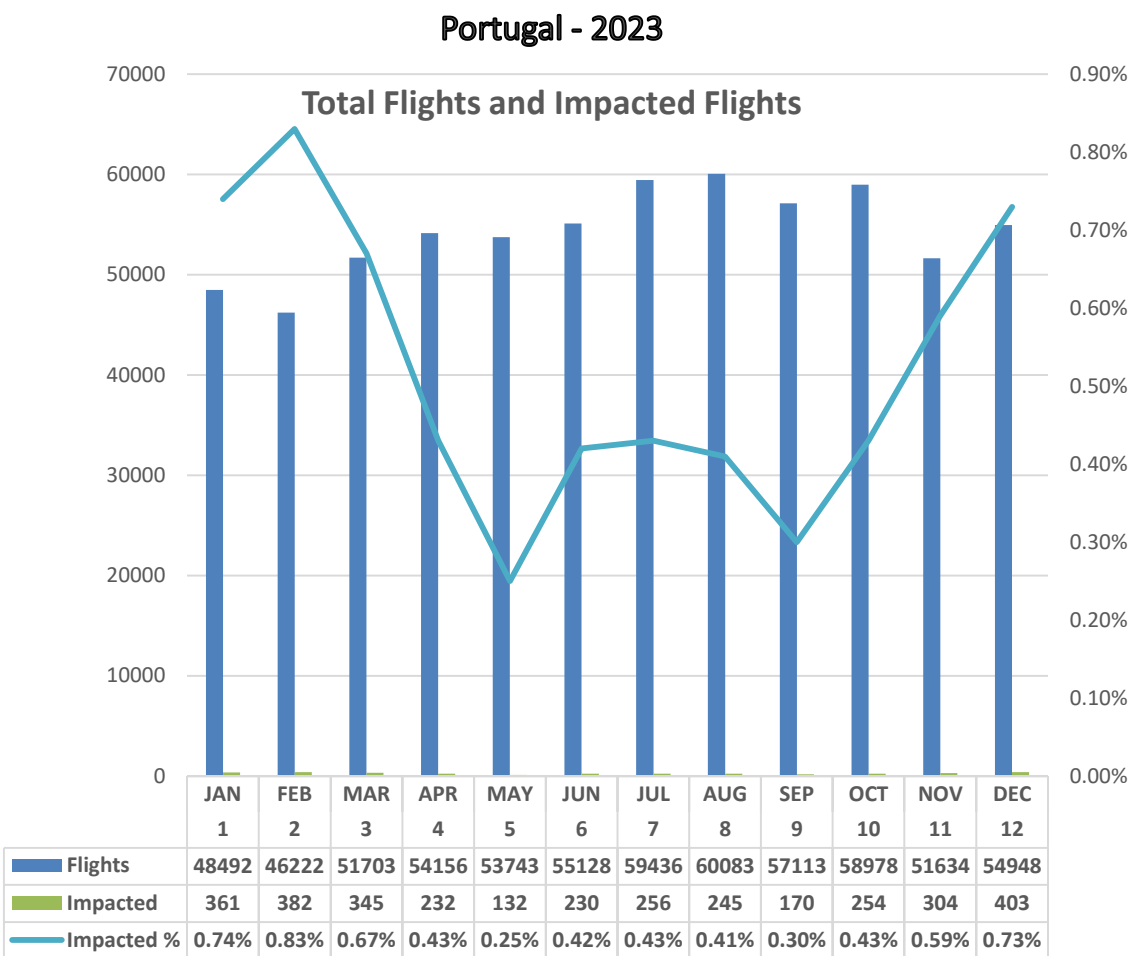


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	37113	36416	45185	51284	50895	51533	55266	56161	53005	53278	47010	50187
Impacted	0	67	345	196	134	127	233	155	141	305	286	294
Impacted %	0.00%	0.18%	0.76%	0.38%	0.26%	0.25%	0.42%	0.28%	0.27%	0.57%	0.61%	0.59%

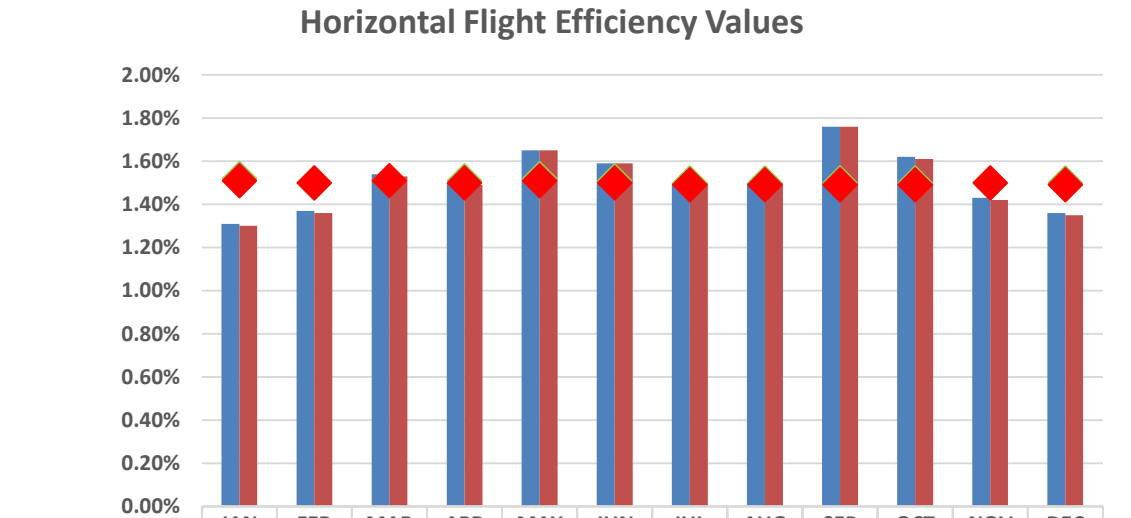


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.34%	1.71%	1.41%	1.59%	1.54%	1.73%	1.60%	1.52%	1.76%	1.61%	1.37%	1.37%
HFE (Corrected)	1.34%	1.71%	1.40%	1.59%	1.53%	1.73%	1.59%	1.52%	1.76%	1.61%	1.36%	1.36%
KEA	1.61%	1.60%	1.57%	1.56%	1.54%	1.55%	1.55%	1.54%	1.55%	1.55%	1.53%	1.52%
KEA (corrected)	1.61%	1.60%	1.57%	1.56%	1.54%	1.55%	1.54%	1.54%	1.55%	1.55%	1.53%	1.52%

4.46 Portugal 2023

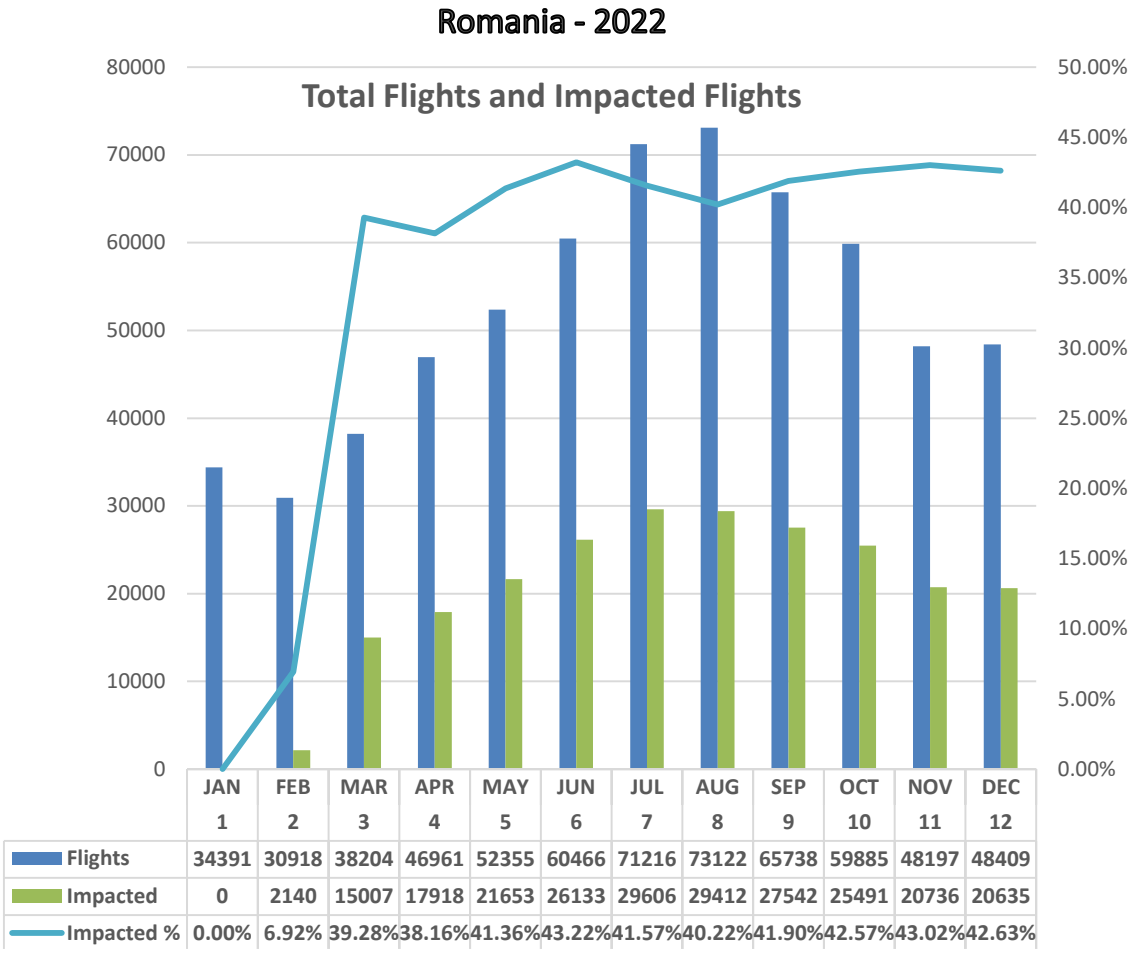


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	48492	46222	51703	54156	53743	55128	59436	60083	57113	58978	51634	54948
Impacted	361	382	345	232	132	230	256	245	170	254	304	403
Impacted %	0.74%	0.83%	0.67%	0.43%	0.25%	0.42%	0.43%	0.41%	0.30%	0.43%	0.59%	0.73%

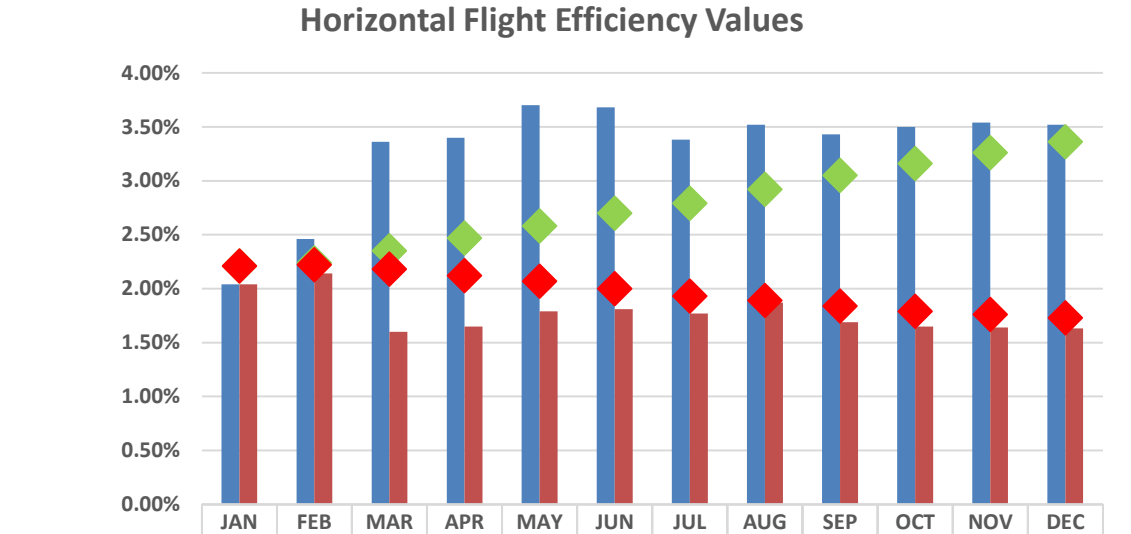


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.31%	1.37%	1.54%	1.50%	1.65%	1.59%	1.50%	1.50%	1.76%	1.62%	1.43%	1.36%
HFE (Corrected)	1.30%	1.36%	1.53%	1.49%	1.65%	1.59%	1.50%	1.50%	1.76%	1.61%	1.42%	1.35%
KEA	1.52%	1.50%	1.51%	1.51%	1.52%	1.51%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
KEA (corrected)	1.51%	1.50%	1.51%	1.50%	1.51%	1.50%	1.49%	1.49%	1.49%	1.49%	1.50%	1.49%

4.47 Romania 2022

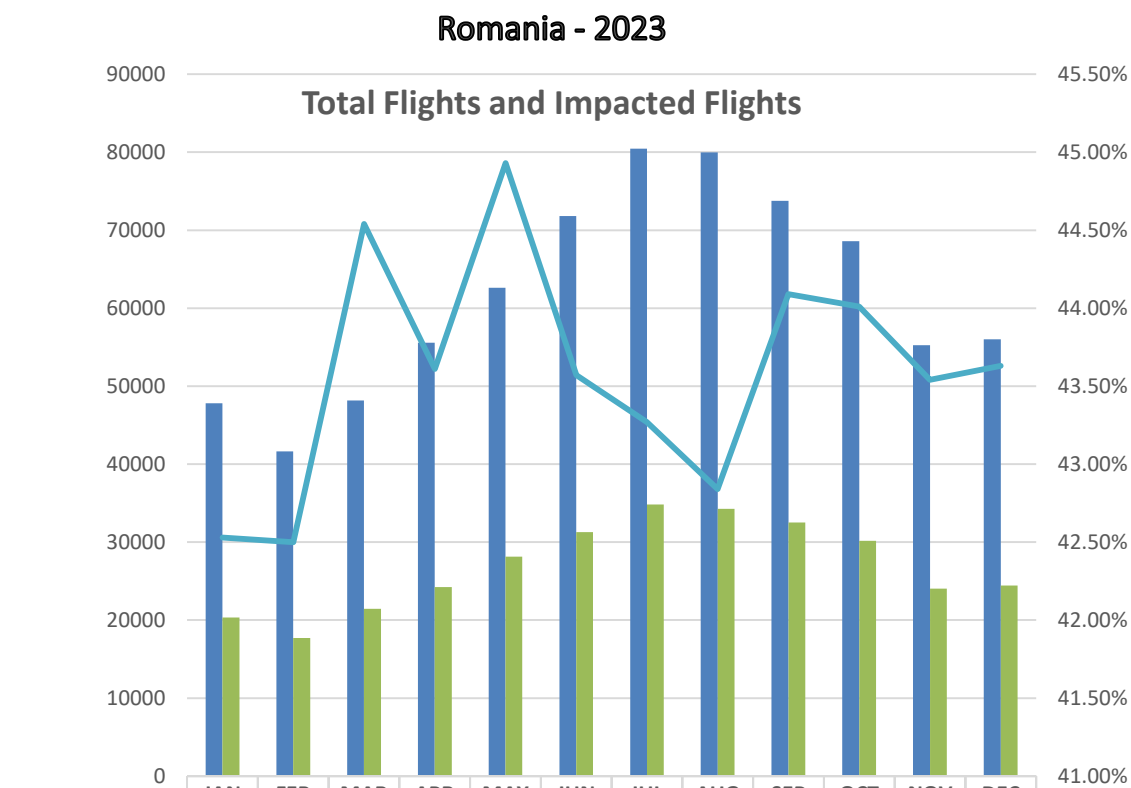


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	34391	30918	38204	46961	52355	60466	71216	73122	65738	59885	48197	48409
Impacted	0	2140	15007	17918	21653	26133	29606	29412	27542	25491	20736	20635
Impacted %	0.00%	6.92%	39.28%	38.16%	41.36%	43.22%	41.57%	40.22%	41.90%	42.57%	43.02%	42.63%

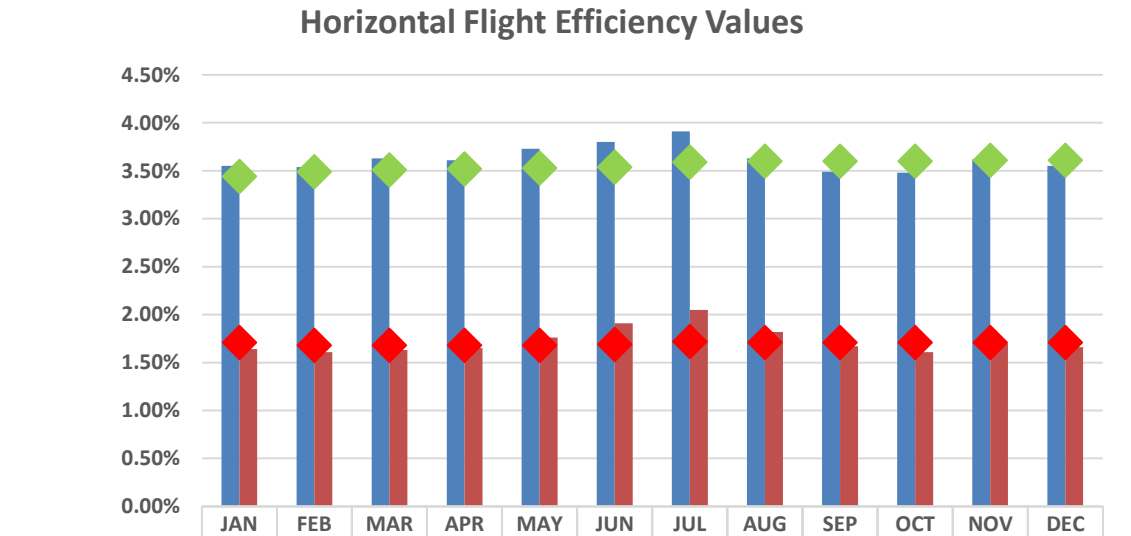


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.04%	2.46%	3.36%	3.40%	3.70%	3.68%	3.38%	3.52%	3.43%	3.50%	3.54%	3.52%
HFE (Corrected)	2.04%	2.14%	1.60%	1.65%	1.79%	1.81%	1.77%	1.87%	1.69%	1.65%	1.64%	1.63%
KEA	2.21%	2.24%	2.35%	2.47%	2.58%	2.70%	2.79%	2.92%	3.05%	3.16%	3.26%	3.36%
KEA (corrected)	2.21%	2.22%	2.18%	2.12%	2.07%	2.00%	1.93%	1.89%	1.84%	1.79%	1.76%	1.73%

4.48 Romania 2023

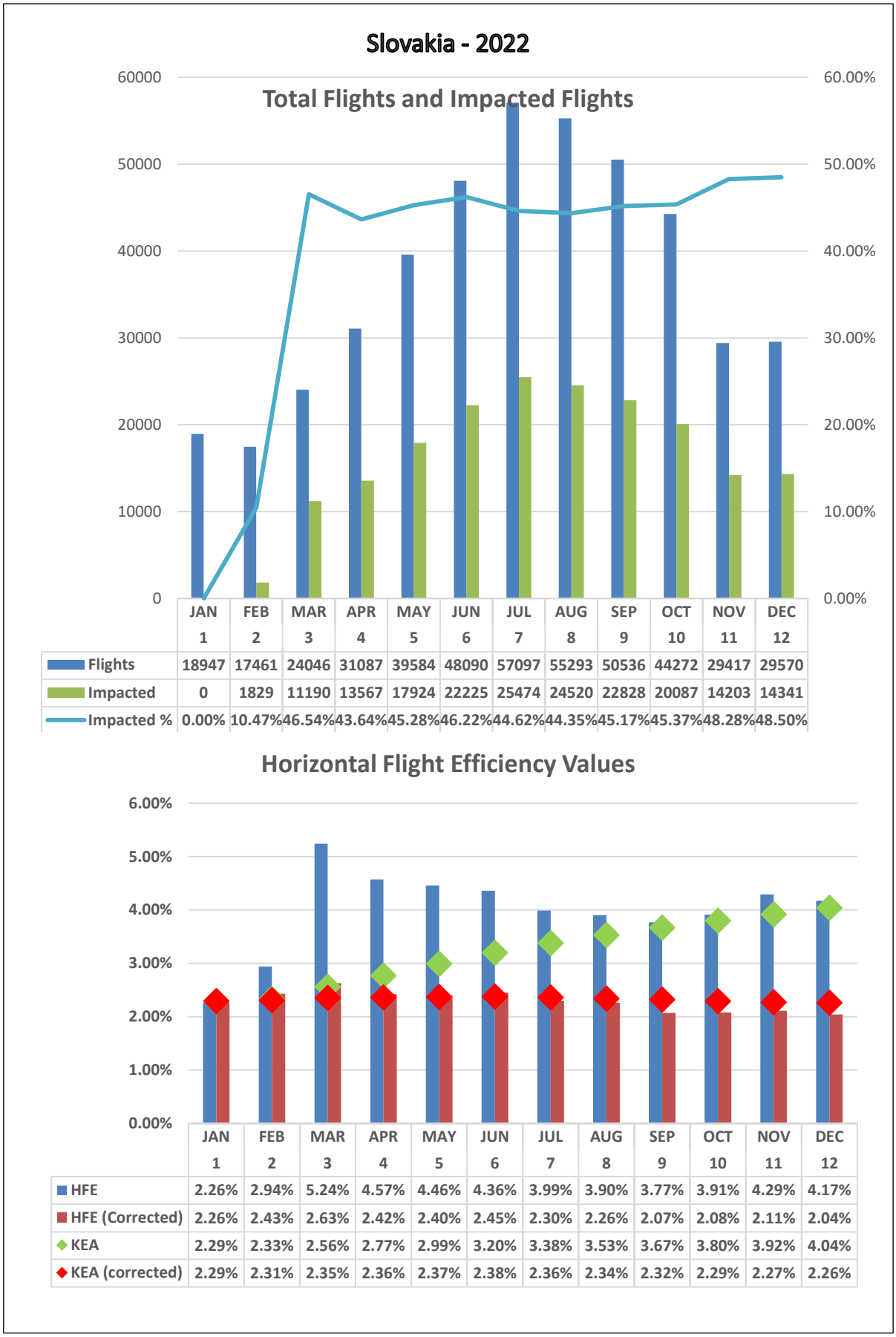


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	47804	41632	48164	55558	62617	71804	80465	79993	73768	68591	55236	56001
Impacted	20330	17694	21453	24230	28132	31288	34820	34266	32523	30190	24049	24432
Impacted %	42.53%	42.50%	44.54%	43.61%	44.93%	43.57%	43.27%	42.84%	44.09%	44.01%	43.54%	43.63%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	3.55%	3.54%	3.63%	3.61%	3.73%	3.80%	3.91%	3.63%	3.49%	3.48%	3.62%	3.55%
HFE (Corrected)	1.64%	1.61%	1.63%	1.65%	1.76%	1.91%	2.05%	1.82%	1.67%	1.61%	1.70%	1.66%
KEA	3.44%	3.49%	3.51%	3.52%	3.53%	3.54%	3.59%	3.60%	3.60%	3.60%	3.61%	3.61%
KEA (corrected)	1.71%	1.68%	1.68%	1.68%	1.68%	1.69%	1.72%	1.71%	1.71%	1.71%	1.71%	1.71%

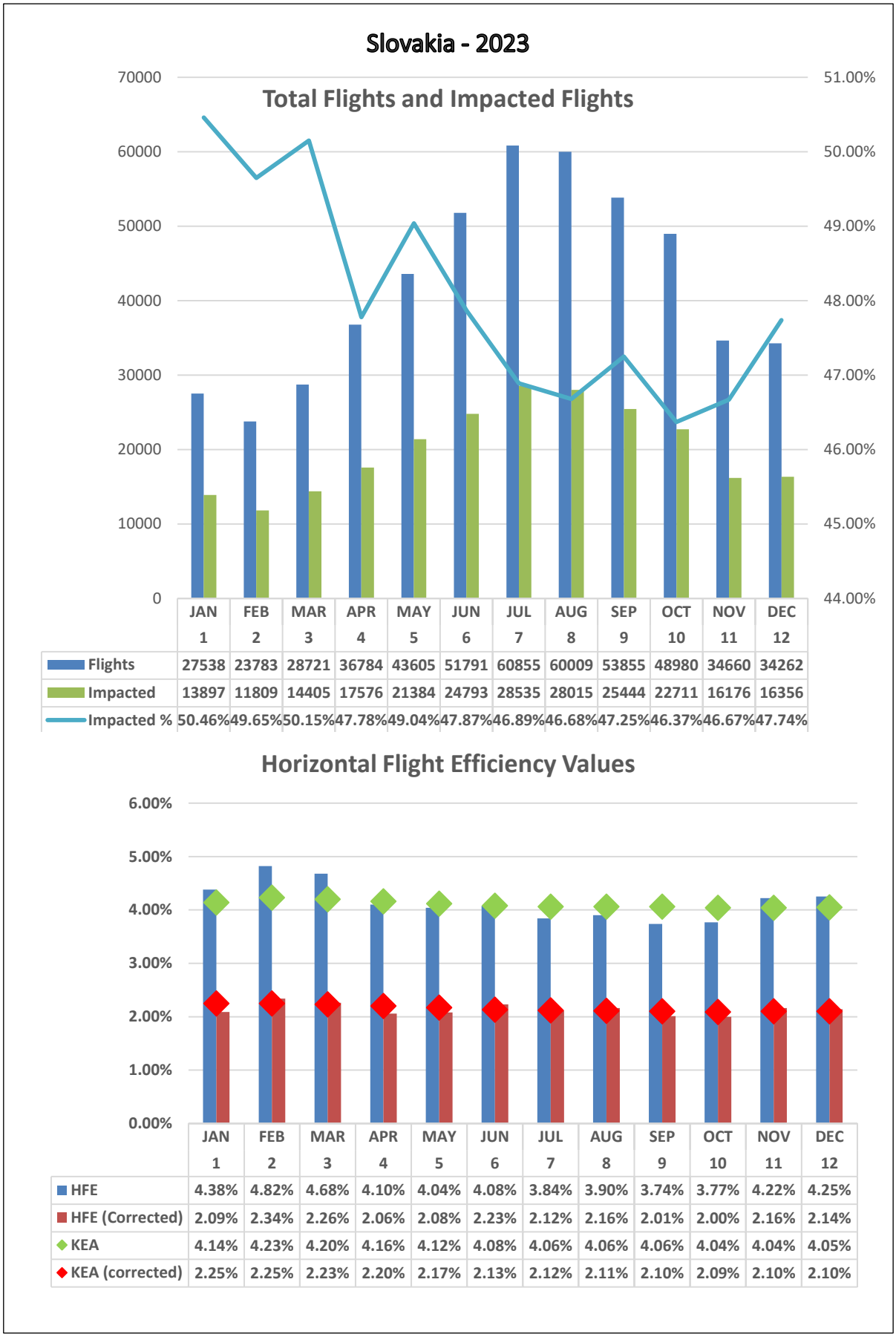
4.49 Slovakia 2022



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	18947	17461	24046	31087	39584	48090	57097	55293	50536	44272	29417	29570
Impacted	0	1829	11190	13567	17924	22225	25474	24520	22828	20087	14203	14341
Impacted %	0.00%	10.47%	46.54%	43.64%	45.28%	46.22%	44.62%	44.35%	45.17%	45.37%	48.28%	48.50%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.26%	2.94%	5.24%	4.57%	4.46%	4.36%	3.99%	3.90%	3.77%	3.91%	4.29%	4.17%
HFE (Corrected)	2.26%	2.43%	2.63%	2.42%	2.40%	2.45%	2.30%	2.26%	2.07%	2.08%	2.11%	2.04%
KEA	2.29%	2.33%	2.56%	2.77%	2.99%	3.20%	3.38%	3.53%	3.67%	3.80%	3.92%	4.04%
KEA (corrected)	2.29%	2.31%	2.35%	2.36%	2.37%	2.38%	2.36%	2.34%	2.32%	2.29%	2.27%	2.26%

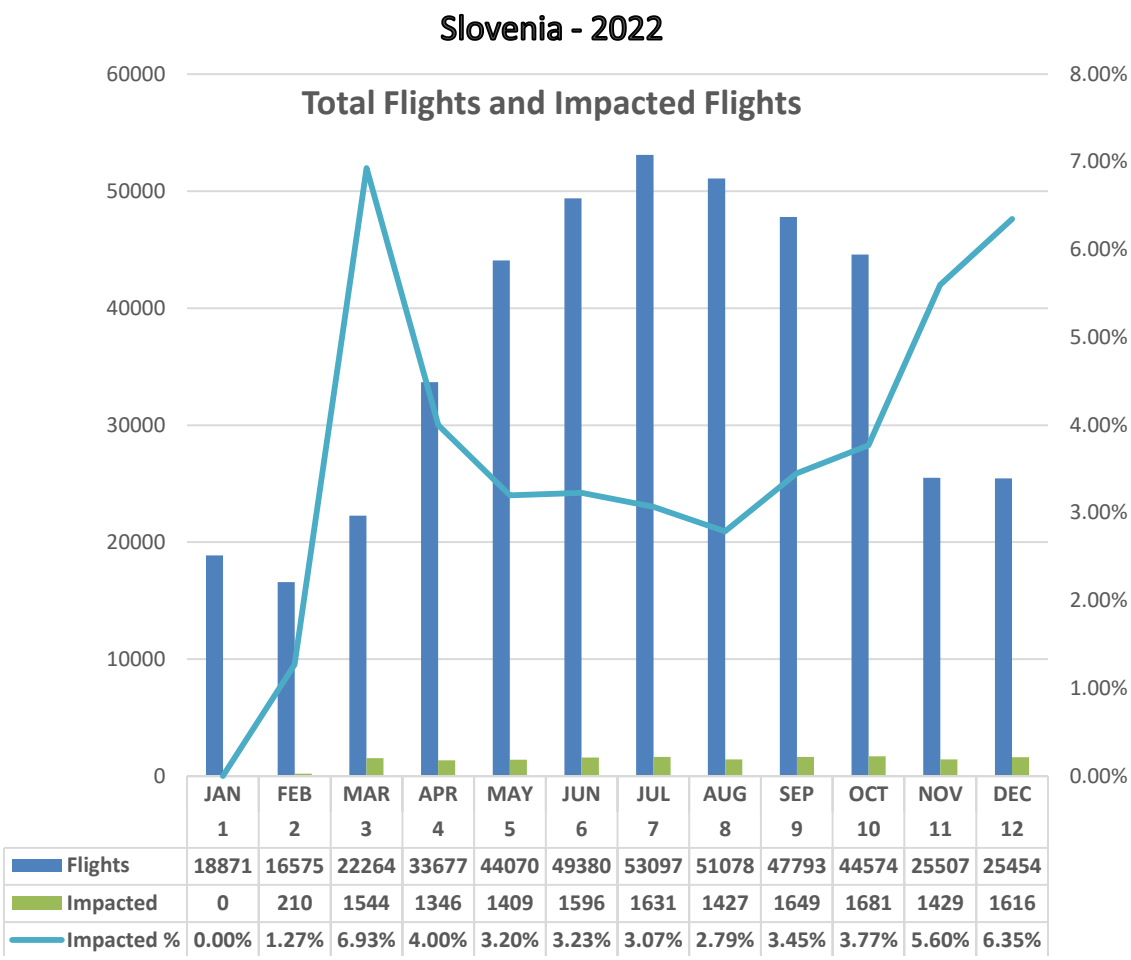
4.50 Slovakia 2023



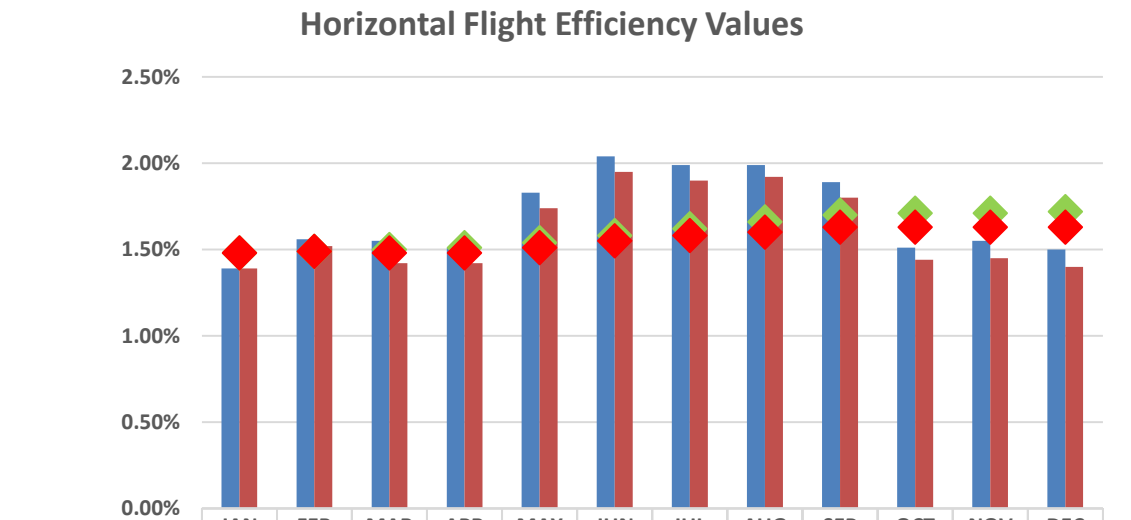
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	27538	23783	28721	36784	43605	51791	60855	60009	53855	48980	34660	34262
Impacted	13897	11809	14405	17576	21384	24793	28535	28015	25444	22711	16176	16356
Impacted %	50.46%	49.65%	50.15%	47.78%	49.04%	47.87%	46.89%	46.68%	47.25%	46.37%	46.67%	47.74%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	4.38%	4.82%	4.68%	4.10%	4.04%	4.08%	3.84%	3.90%	3.74%	3.77%	4.22%	4.25%
HFE (Corrected)	2.09%	2.34%	2.26%	2.06%	2.08%	2.23%	2.12%	2.16%	2.01%	2.00%	2.16%	2.14%
KEA	4.14%	4.23%	4.20%	4.16%	4.12%	4.08%	4.06%	4.06%	4.06%	4.04%	4.04%	4.05%
KEA (corrected)	2.25%	2.25%	2.23%	2.20%	2.17%	2.13%	2.12%	2.11%	2.10%	2.09%	2.10%	2.10%

4.51 Slovenia 2022

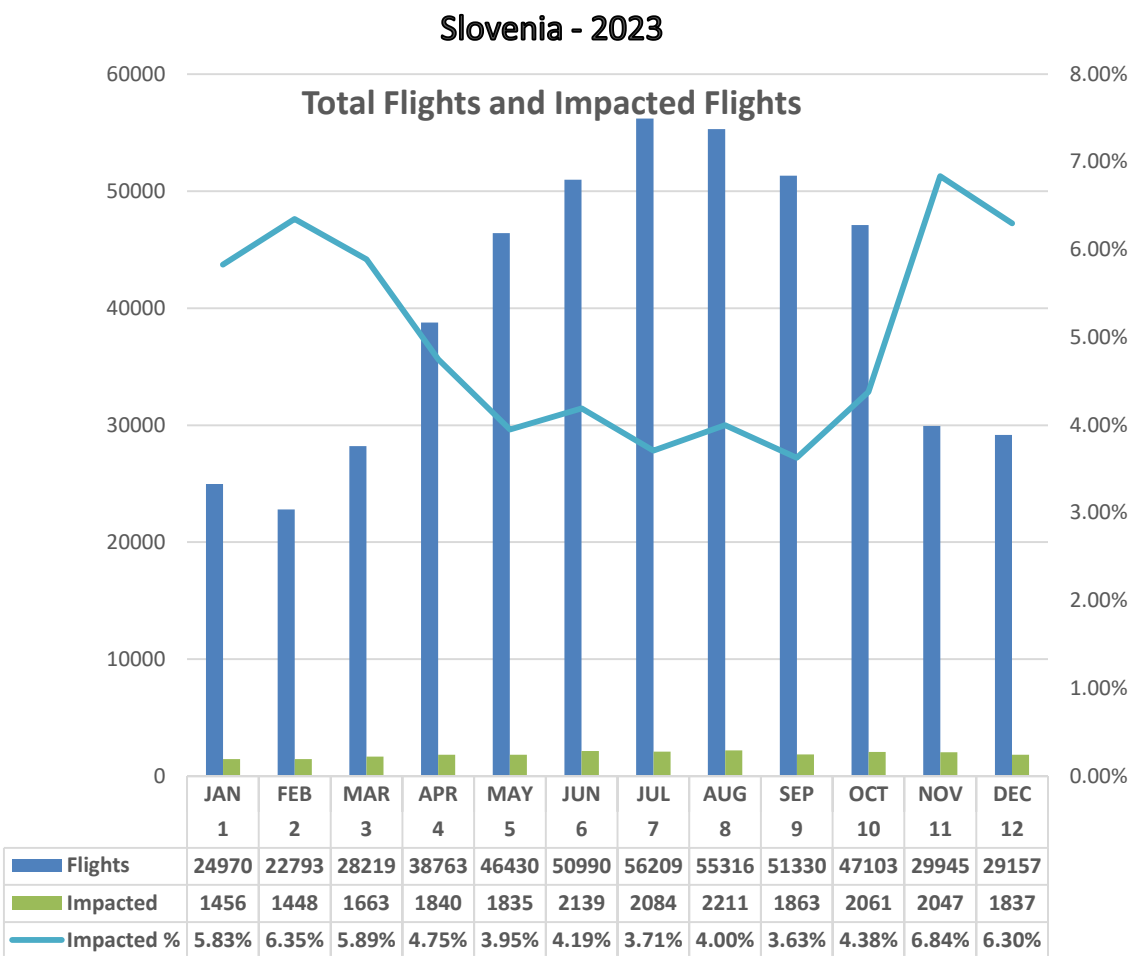


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	18871	16575	22264	33677	44070	49380	53097	51078	47793	44574	25507	25454
Impacted	0	210	1544	1346	1409	1596	1631	1427	1649	1681	1429	1616
Impacted %	0.00%	1.27%	6.93%	4.00%	3.20%	3.23%	3.07%	2.79%	3.45%	3.77%	5.60%	6.35%

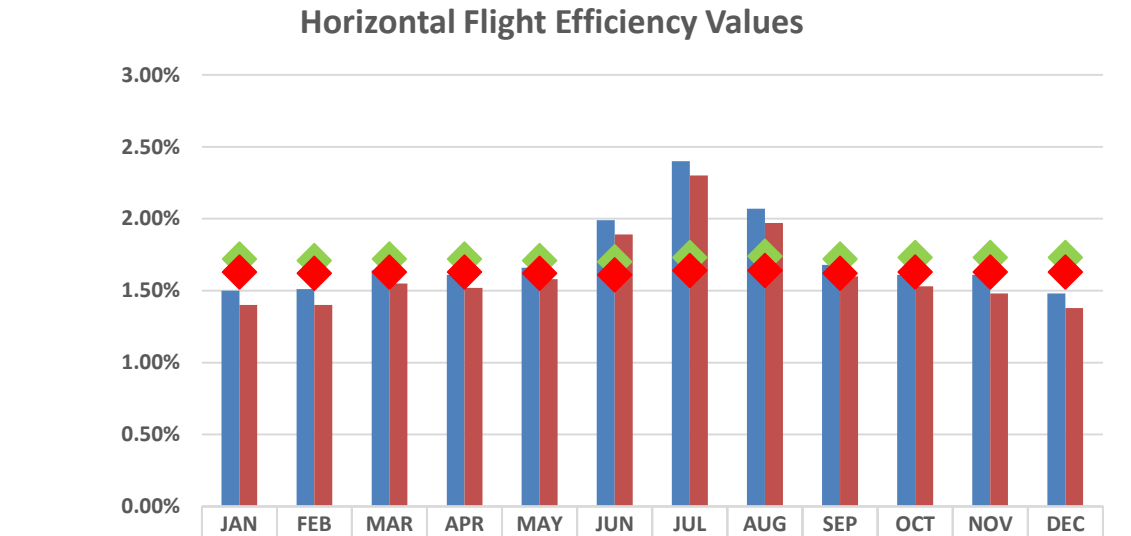


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.39%	1.56%	1.55%	1.51%	1.83%	2.04%	1.99%	1.99%	1.89%	1.51%	1.55%	1.50%
HFE (Corrected)	1.39%	1.52%	1.42%	1.42%	1.74%	1.95%	1.90%	1.92%	1.80%	1.44%	1.45%	1.40%
KEA	1.48%	1.49%	1.50%	1.51%	1.54%	1.58%	1.62%	1.66%	1.70%	1.71%	1.71%	1.72%
KEA (corrected)	1.48%	1.49%	1.48%	1.48%	1.51%	1.55%	1.58%	1.60%	1.63%	1.63%	1.63%	1.63%

4.52 Slovenia 2023

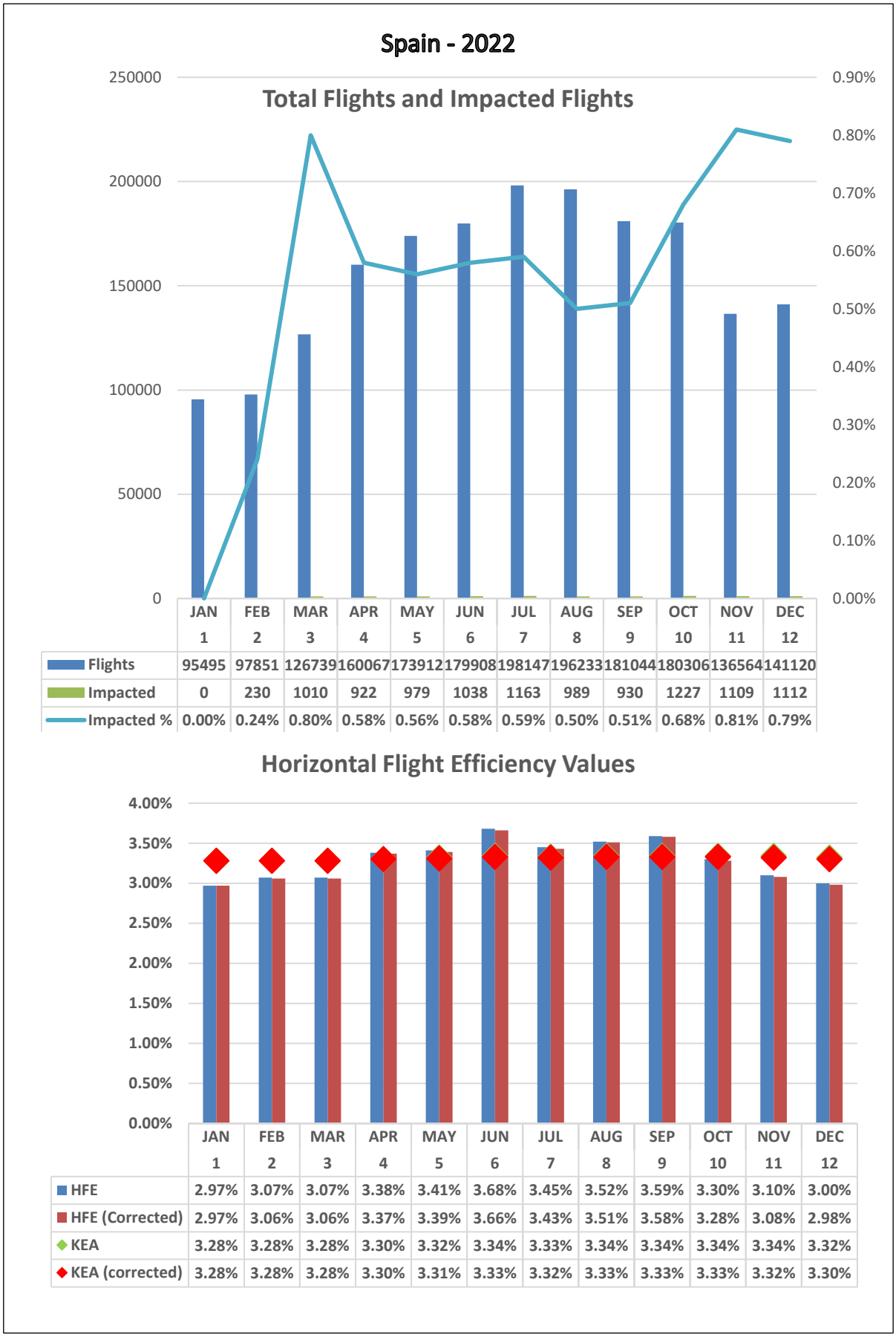


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	24970	22793	28219	38763	46430	50990	56209	55316	51330	47103	29945	29157
Impacted	1456	1448	1663	1840	1835	2139	2084	2211	1863	2061	2047	1837
Impacted %	5.83%	6.35%	5.89%	4.75%	3.95%	4.19%	3.71%	4.00%	3.63%	4.38%	6.84%	6.30%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.50%	1.51%	1.64%	1.61%	1.66%	1.99%	2.40%	2.07%	1.68%	1.61%	1.61%	1.48%
HFE (Corrected)	1.40%	1.40%	1.55%	1.52%	1.58%	1.89%	2.30%	1.97%	1.60%	1.53%	1.48%	1.38%
KEA	1.72%	1.71%	1.72%	1.72%	1.71%	1.70%	1.73%	1.74%	1.72%	1.73%	1.73%	1.73%
KEA (corrected)	1.63%	1.62%	1.63%	1.63%	1.62%	1.61%	1.64%	1.64%	1.62%	1.63%	1.63%	1.63%

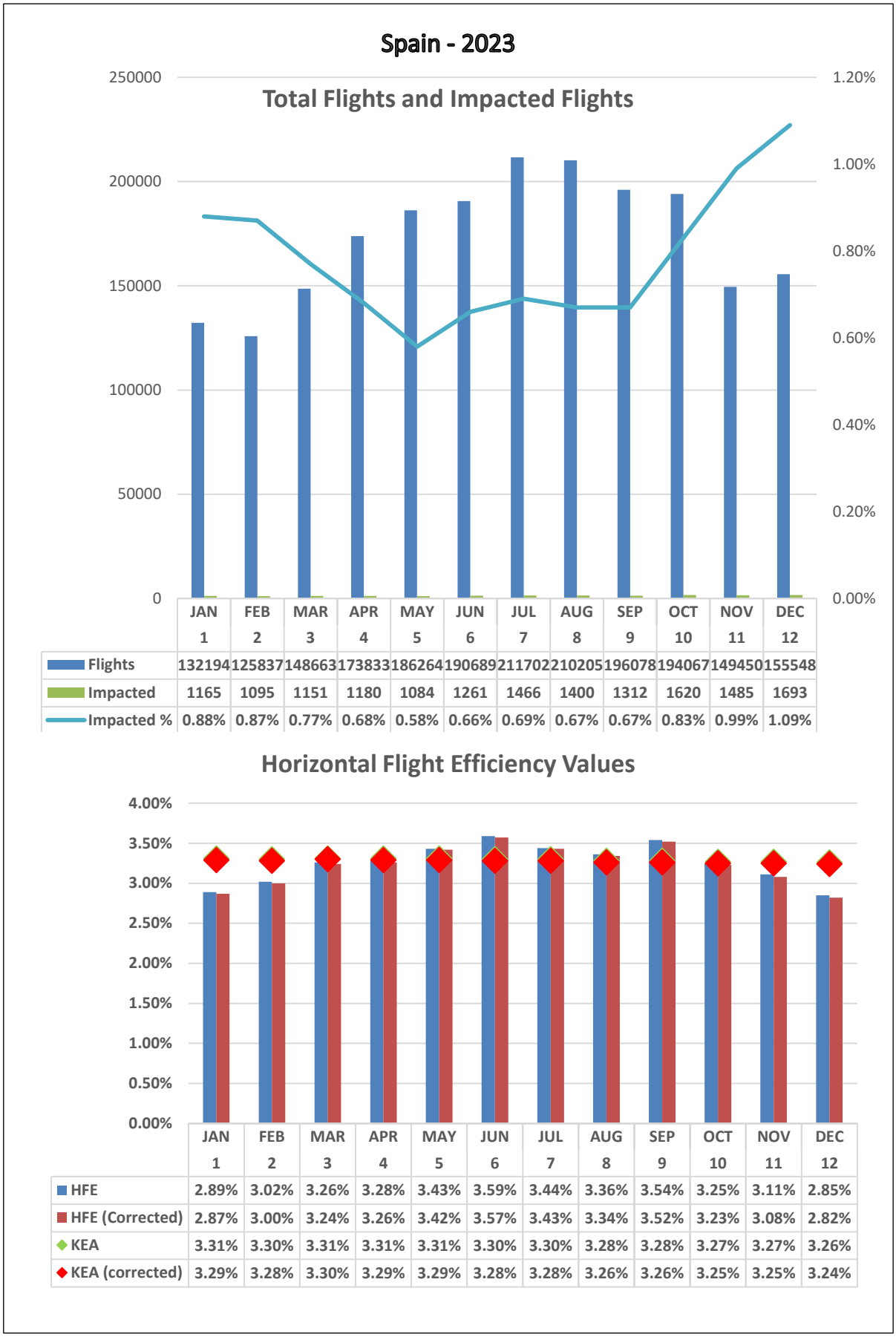
4.53 Spain 2022



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	95495	97851	126739	160067	173912	179908	198147	196233	181044	180306	136564	141120
Impacted	0	230	1010	922	979	1038	1163	989	930	1227	1109	1112
Impacted %	0.00%	0.24%	0.80%	0.58%	0.56%	0.58%	0.59%	0.50%	0.51%	0.68%	0.81%	0.79%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.97%	3.07%	3.07%	3.38%	3.41%	3.68%	3.45%	3.52%	3.59%	3.30%	3.10%	3.00%
HFE (Corrected)	2.97%	3.06%	3.06%	3.37%	3.39%	3.66%	3.43%	3.51%	3.58%	3.28%	3.08%	2.98%
KEA	3.28%	3.28%	3.28%	3.30%	3.32%	3.34%	3.33%	3.34%	3.34%	3.34%	3.34%	3.32%
KEA (corrected)	3.28%	3.28%	3.28%	3.30%	3.31%	3.33%	3.32%	3.33%	3.33%	3.33%	3.32%	3.30%

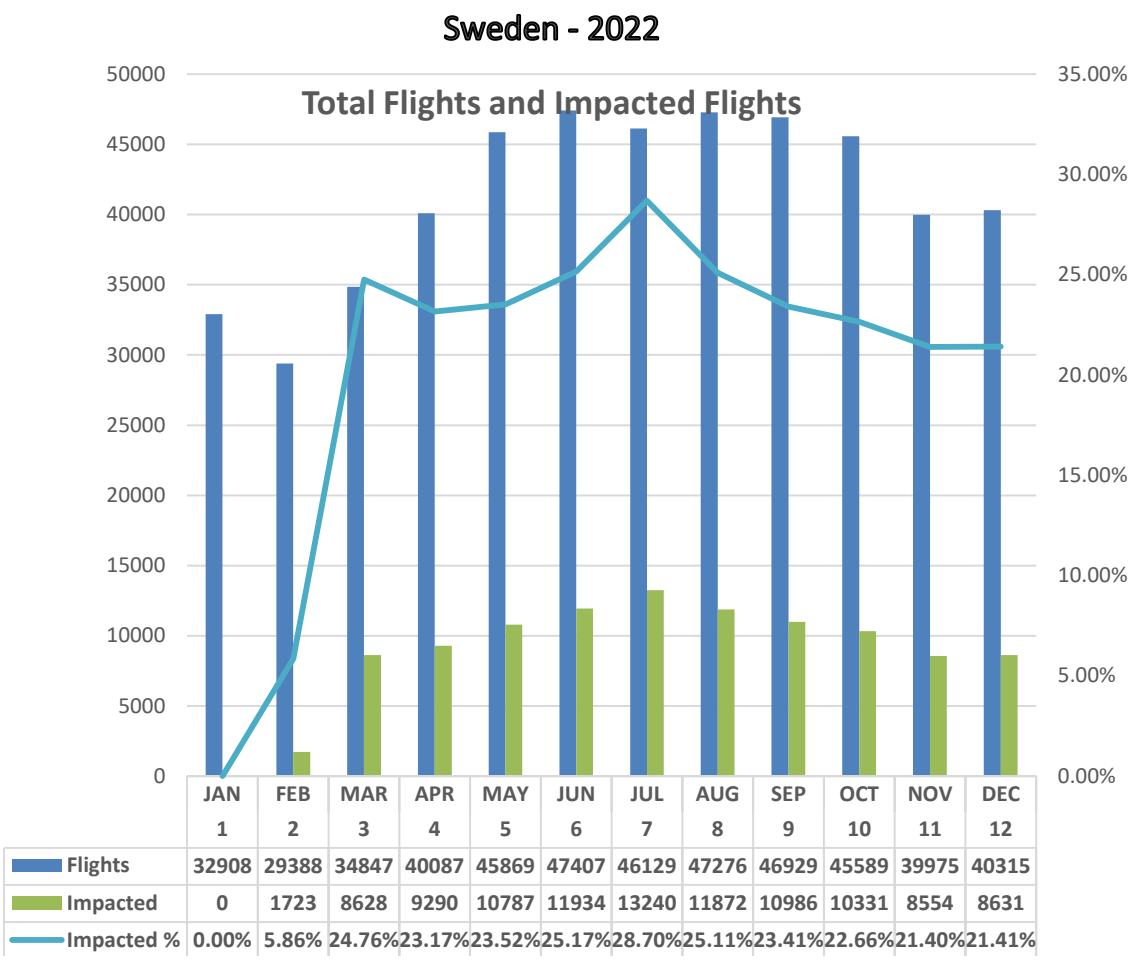
4.54 Spain 2023



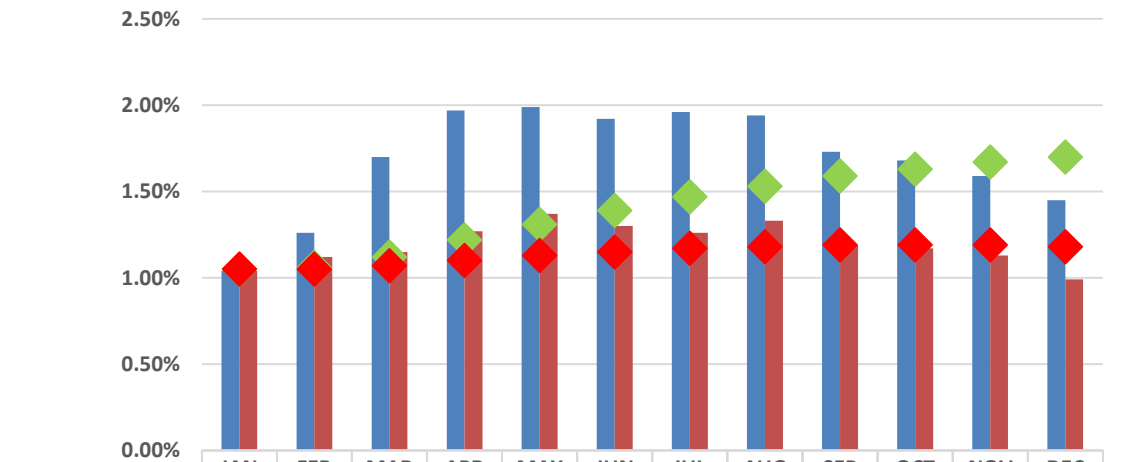
	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	132194	125837	148663	173833	186264	190689	211702	210205	196078	194067	149450	155548
Impacted	1165	1095	1151	1180	1084	1261	1466	1400	1312	1620	1485	1693
Impacted %	0.88%	0.87%	0.77%	0.68%	0.58%	0.66%	0.69%	0.67%	0.67%	0.83%	0.99%	1.09%

	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	2.89%	3.02%	3.26%	3.28%	3.43%	3.59%	3.44%	3.36%	3.54%	3.25%	3.11%	2.85%
HFE (Corrected)	2.87%	3.00%	3.24%	3.26%	3.42%	3.57%	3.43%	3.34%	3.52%	3.23%	3.08%	2.82%
KEA	3.31%	3.30%	3.31%	3.31%	3.31%	3.30%	3.30%	3.28%	3.28%	3.27%	3.27%	3.26%
KEA (corrected)	3.29%	3.28%	3.30%	3.29%	3.29%	3.28%	3.28%	3.26%	3.26%	3.25%	3.25%	3.24%

4.55 Sweden 2022

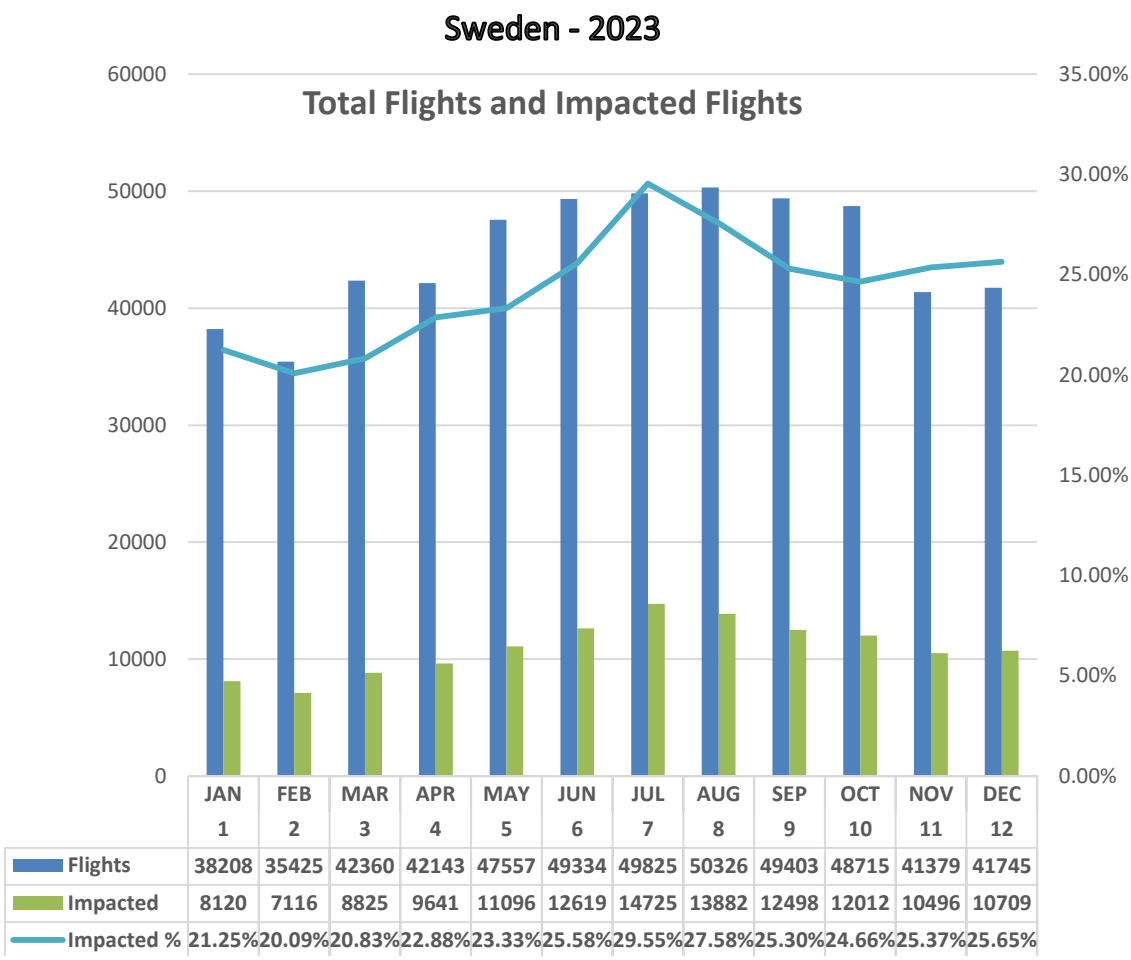


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	32908	29388	34847	40087	45869	47407	46129	47276	46929	45589	39975	40315
Impacted	0	1723	8628	9290	10787	11934	13240	11872	10986	10331	8554	8631
Impacted %	0.00%	5.86%	24.76%	23.17%	23.52%	25.17%	28.70%	25.11%	23.41%	22.66%	21.40%	21.41%

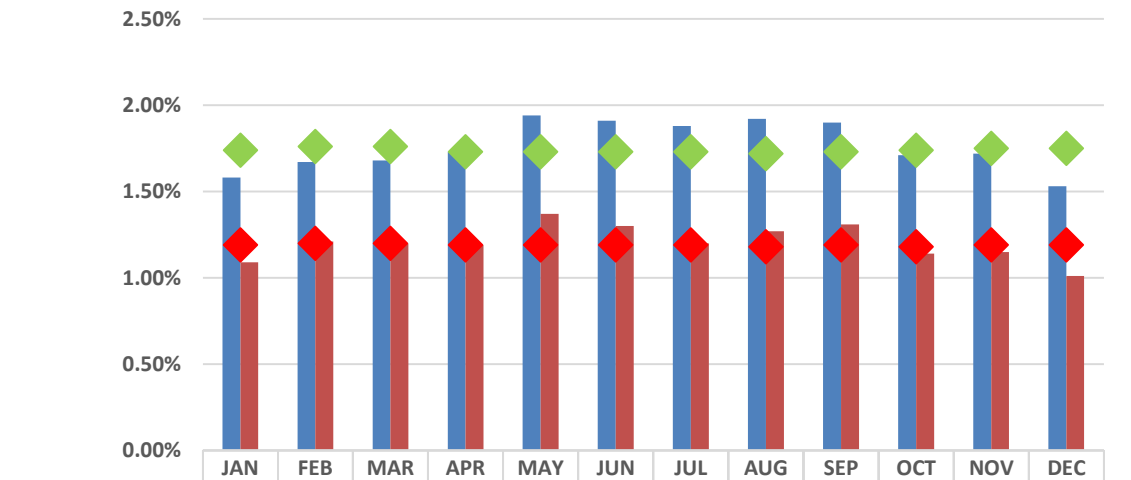


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.04%	1.26%	1.70%	1.97%	1.99%	1.92%	1.96%	1.94%	1.73%	1.68%	1.59%	1.45%
HFE (Corrected)	1.04%	1.12%	1.15%	1.27%	1.37%	1.30%	1.26%	1.33%	1.19%	1.17%	1.13%	0.99%
KEA	1.05%	1.06%	1.12%	1.22%	1.31%	1.39%	1.47%	1.53%	1.59%	1.63%	1.67%	1.70%
KEA (corrected)	1.05%	1.05%	1.07%	1.10%	1.13%	1.15%	1.17%	1.18%	1.19%	1.19%	1.19%	1.18%

4.56 Sweden 2023

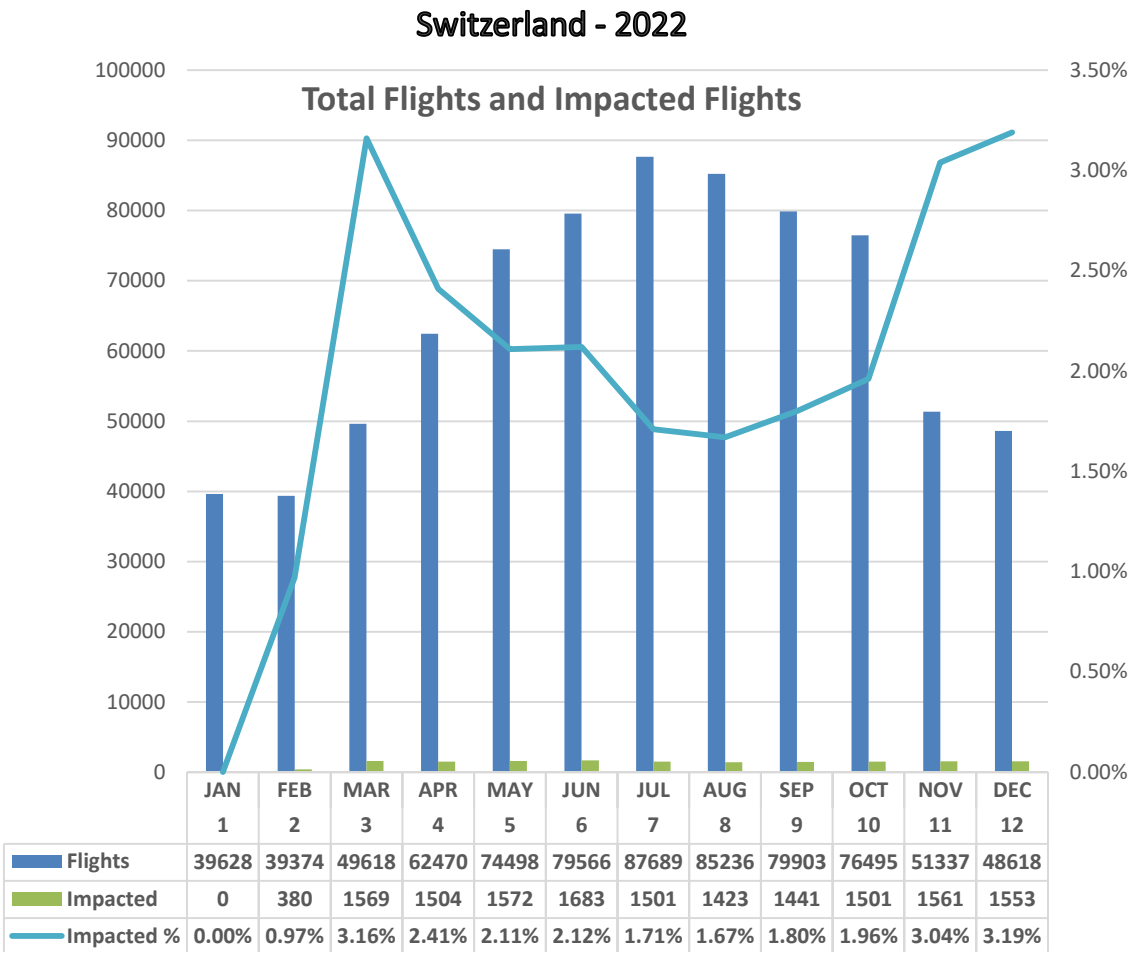


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	38208	35425	42360	42143	47557	49334	49825	50326	49403	48715	41379	41745
Impacted	8120	7116	8825	9641	11096	12619	14725	13882	12498	12012	10496	10709
Impacted %	21.25%	20.09%	20.83%	22.88%	23.33%	25.58%	29.55%	27.58%	25.30%	24.66%	25.37%	25.65%

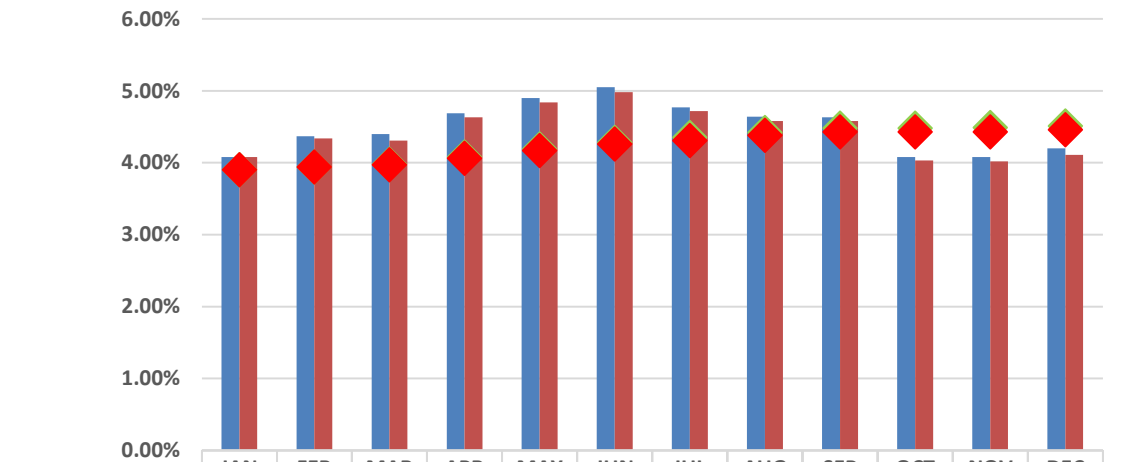


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	1.58%	1.67%	1.68%	1.73%	1.94%	1.91%	1.88%	1.92%	1.90%	1.71%	1.72%	1.53%
HFE (Corrected)	1.09%	1.21%	1.20%	1.19%	1.37%	1.30%	1.20%	1.27%	1.31%	1.14%	1.15%	1.01%
KEA	1.74%	1.76%	1.76%	1.73%	1.73%	1.73%	1.73%	1.72%	1.73%	1.74%	1.75%	1.75%
KEA (corrected)	1.19%	1.20%	1.20%	1.19%	1.19%	1.19%	1.19%	1.18%	1.19%	1.18%	1.19%	1.19%

4.57 Switzerland 2022

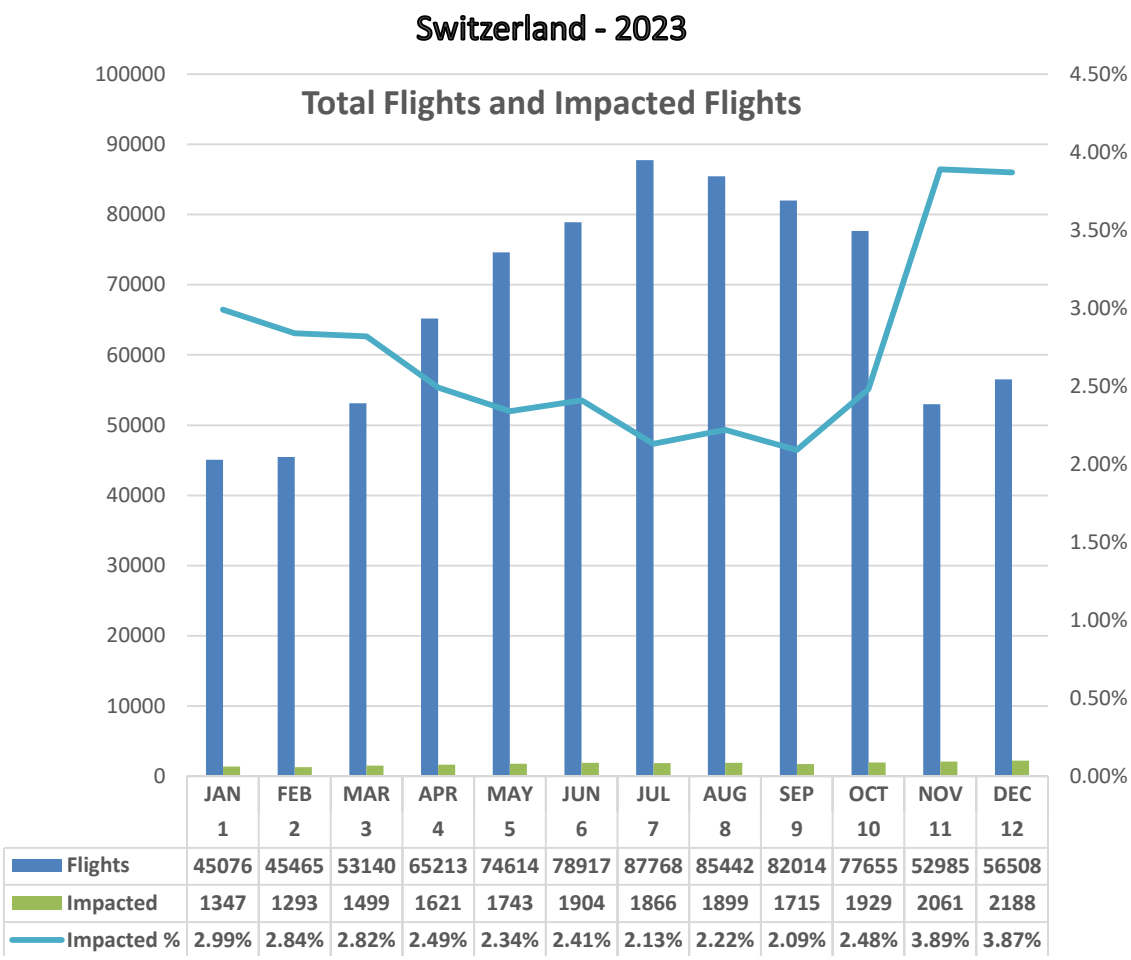


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	39628	39374	49618	62470	74498	79566	87689	85236	79903	76495	51337	48618
Impacted	0	380	1569	1504	1572	1683	1501	1423	1441	1501	1561	1553
Impacted %	0.00%	0.97%	3.16%	2.41%	2.11%	2.12%	1.71%	1.67%	1.80%	1.96%	3.04%	3.19%

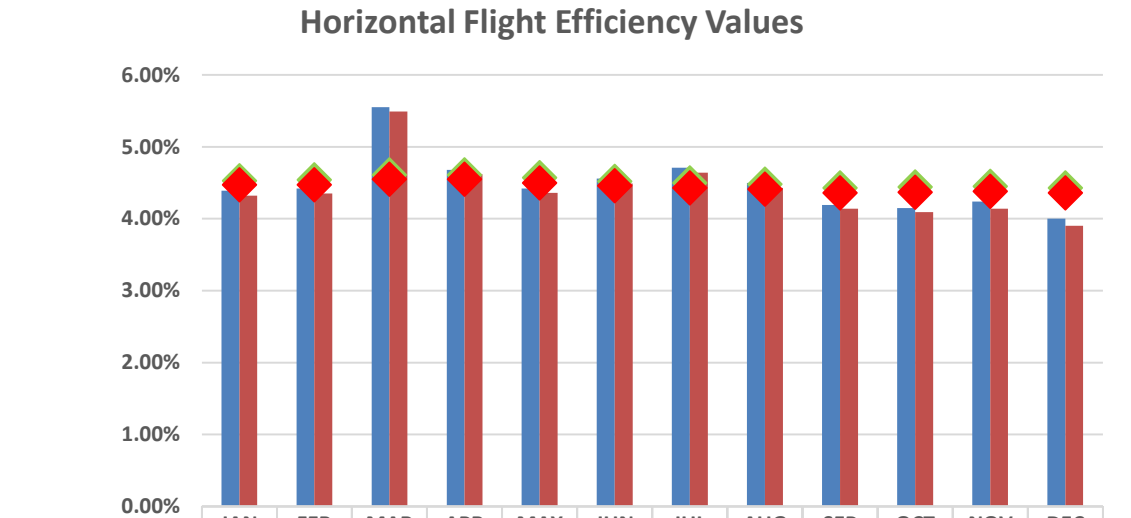


	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	4.08%	4.37%	4.40%	4.69%	4.90%	5.05%	4.77%	4.64%	4.63%	4.08%	4.08%	4.20%
HFE (Corrected)	4.08%	4.34%	4.31%	4.63%	4.84%	4.98%	4.72%	4.58%	4.58%	4.03%	4.02%	4.11%
KEA	3.90%	3.94%	3.98%	4.08%	4.19%	4.28%	4.35%	4.42%	4.48%	4.48%	4.49%	4.51%
KEA (corrected)	3.90%	3.94%	3.97%	4.06%	4.17%	4.26%	4.31%	4.38%	4.43%	4.43%	4.43%	4.46%

4.58 Switzerland 2023



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
Flights	45076	45465	53140	65213	74614	78917	87768	85442	82014	77655	52985	56508
Impacted	1347	1293	1499	1621	1743	1904	1866	1899	1715	1929	2061	2188
Impacted %	2.99%	2.84%	2.82%	2.49%	2.34%	2.41%	2.13%	2.22%	2.09%	2.48%	3.89%	3.87%



	JAN 1	FEB 2	MAR 3	APR 4	MAY 5	JUN 6	JUL 7	AUG 8	SEP 9	OCT 10	NOV 11	DEC 12
HFE	4.39%	4.42%	5.55%	4.68%	4.42%	4.56%	4.71%	4.50%	4.19%	4.15%	4.24%	4.00%
HFE (Corrected)	4.32%	4.35%	5.49%	4.62%	4.36%	4.49%	4.64%	4.43%	4.14%	4.09%	4.14%	3.90%
KEA	4.53%	4.54%	4.61%	4.61%	4.57%	4.52%	4.50%	4.48%	4.43%	4.44%	4.45%	4.43%
KEA (corrected)	4.47%	4.47%	4.55%	4.55%	4.50%	4.46%	4.43%	4.41%	4.36%	4.37%	4.38%	4.36%