

2011 first-half performance: Good punctuality levels despite a significant increase in traffic volumes

Geneva, 11 July 2011 – Skyguide managed 587,030 flights in the first half of 2011, a 5.7 percent increase on the same period last year. The steps taken to increase system capacity have been very effective. Skyguide also achieved an excellent performance in terms of punctuality for the period: 92.6 percent of all flights were handled on time.

Significant increases in traffic volumes

Europe's air-traffic volumes have been recovering since February 2010, after the world financial crisis, and, except during the volcanic ash-cloud crisis in April of that year, have since then shown steady growth.. Statistics from Eurocontrol confirm that all market segments saw further growth in the first half of 2011, ranging from 5.2 percent (for business aviation) to 6.9 percent (for low-cost airlines).

Instrument flights¹ in the first half of 2011:

	January-June 2011	January-June 2010	Change
Instrument flights handled	587,030	555,599	+ 5.7%
of which transit flights	346,185	333,650	+ 3.8%

The volume of transit flights using the airspace within skyguide's control showed a 3.8 percent increase for the first-half period. Arrival and Departure Control handled 8.5 percent more traffic. First-half traffic at Geneva Airport was up by 8.6 percent, while Zurich saw a 7 percent increase.

Flight movements growing in all areas

Flight movement numbers are a key tool in determining the workload being handled by an air traffic management unit. A breakdown of movements in the first-half of 2011 produces the following results:

	January-June 2011	January-June 2010	Change
Area control centres			
Geneva	338,890	317,755	+ 6.7%
Zurich	395,460	379,173	+ 4.3%
Arrival/Departure Control			
Bern	8083	6800	+ 18.9%
Donaueschingen	852	742	+ 14.8%
Friedrichshafen	9527	9338	+ 2.0%
Geneva	90,412	83,288	+ 8.6%
Grenchen	2,721	2713	+ 0.3%
Les Eplatures	796	615	+ 29.4%
Lugano	5372	5129	+ 4.7%
Sion	2945	2825	+ 4.2%
St. Gallen Altenrhein	5688	5129	+ 10.9%

¹ IFR or "instrument flight rules" flights are performed in controlled airspace and require air traffic management services to ensure their safe and efficient operation.

Zurich	131,646	123,013	+ 7.0%
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The peak traffic day so far in 2011 was 17 June, when skyguide handled 3914 flights, a significant increase compared to the peak day in 2010, with 3854 flights handled.

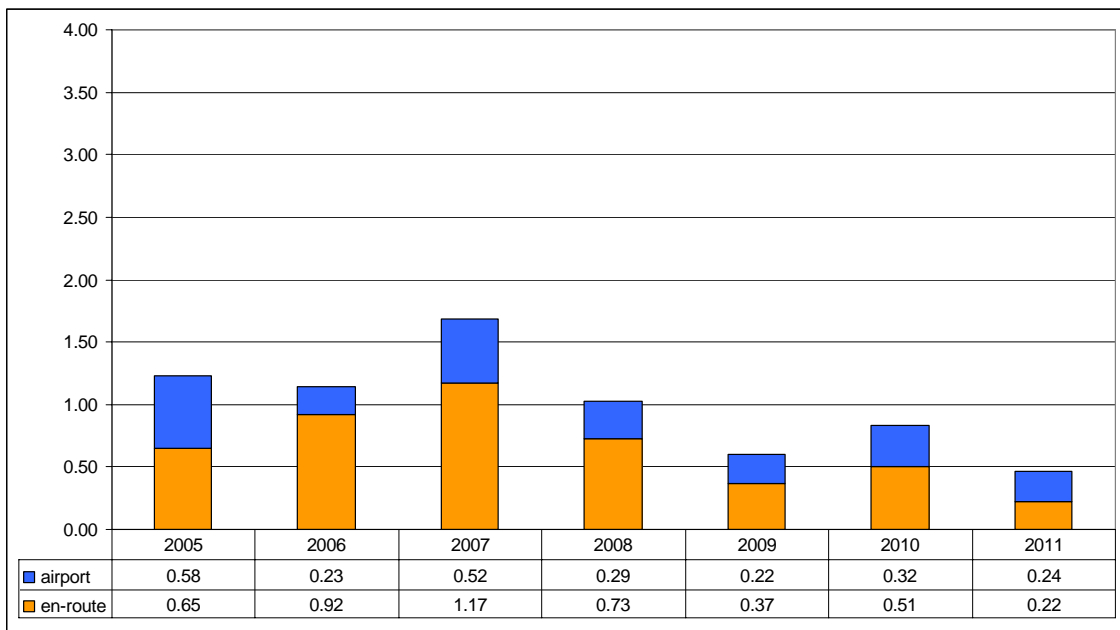
Delay levels below the previous year

Skyguide handled 92.6% of its flights punctually² in the first half of 2011 and improved its performance compared to the reference period (89 percent punctuality).

Skyguide is continuing to implement measures to improve its system capacity. Its strong performance in terms of punctuality is the result of such measures, and specifically of the reorganisation of the upper airspace in the Geneva and Zurich areas that was performed during the previous years.

Since the beginning of the year, delays have remained consistently below their 2010 levels on a weekly basis. The first-half average ATFM delay around airports was down by 25 percent, while the average en-route ATFM delay levels for the period were improved by a massive 56 percent.

Average airport and en-route delay per flight for the January-to-June period

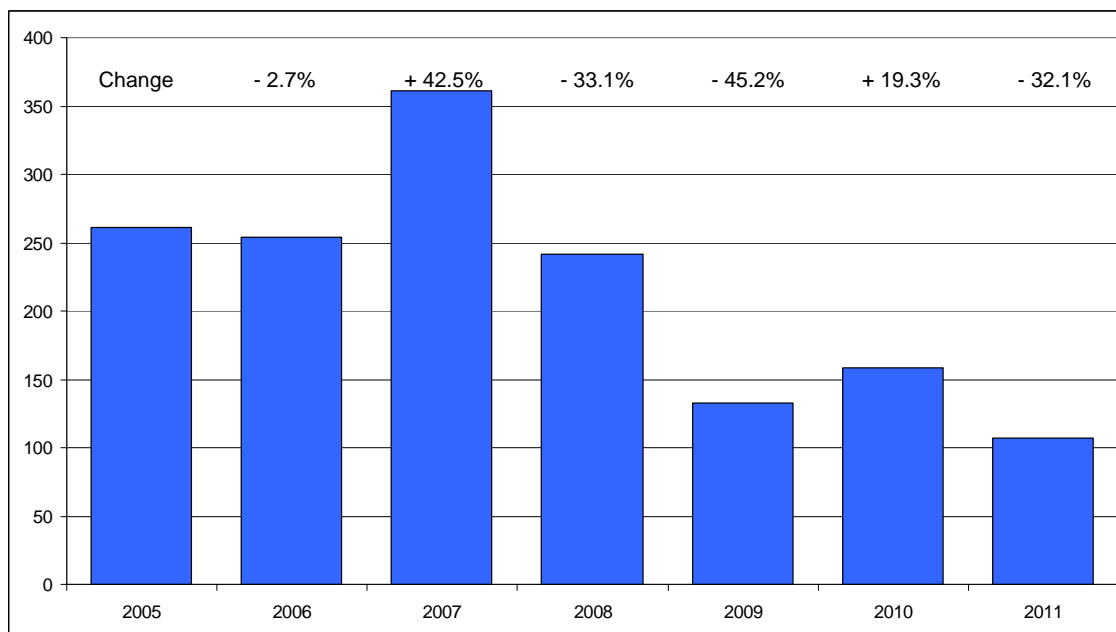


Source: OPAL data warehouse - CFMU data

Average en-route ATFM delay per flight for the January-to-June period

Average en-route ATFM delay per flight: 0.22 minutes (= 13.2 seconds)

² A "punctual" movement is any flight which incurs an air traffic control related delay of less than 15 minutes. Air traffic flow management (ATFM) delays may always arise if Eurocontrol's Central Flow Management Unit projects, on the basis of the flight plans submitted to it, that the capacity of an airspace sector is likely to be exceeded.



Source: OPAL data warehouse - CFMU data

The total number of delayed flights for the period declined by just over 32 percent. Skyguide thus recorded fewer than half the delays in the first half of 2011 than it had in 2006, while handling a similar volume of traffic.

Some of Europe's most challenging airspace areas

As statistics maintained by Eurocontrol show, skyguide (along with Belgocontrol of Belgium and NATS of the UK) manages some of Europe's most complex airspace. Airspace complexity is measured by the number of minutes per flight-hour that interactions with other aircraft potentially require. The pan-European average here is six minutes; at skyguide it is 12.

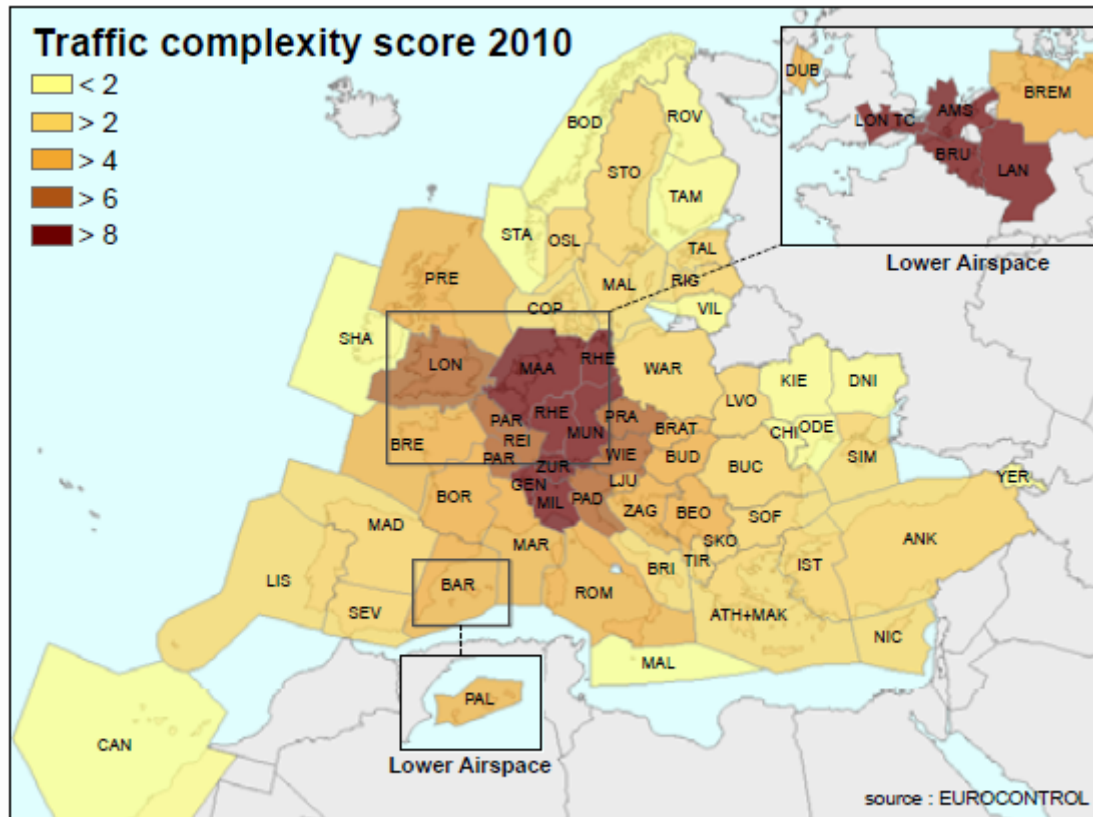


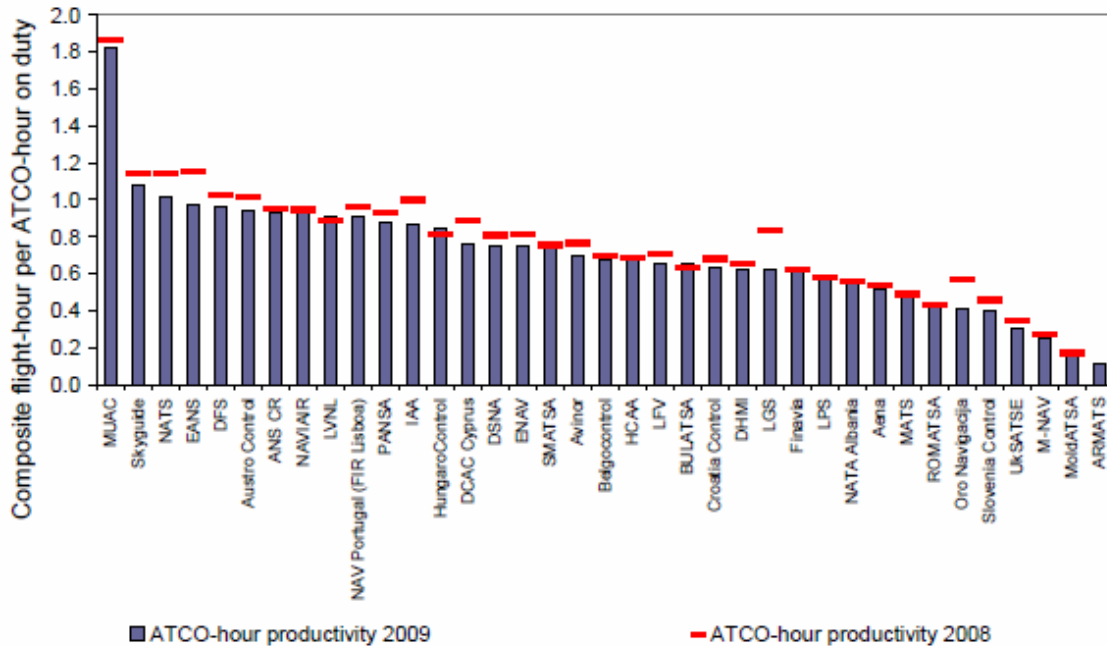
Figure 3-19: Aggregate complexity scores at ATC-Unit level [2010]

Source: 2010 Eurocontrol Performance Review Report

<http://publish.eurocontrol.int/sites/default/files/content/documents/official-documents/performance-review/prc-performance-review-report-2010.pdf>

Europe's second-highest productivity

In productivity terms too, skyguide can report a top-quality performance. The 2010 Eurocontrol Performance Review Report puts Switzerland's air navigation service provider second in Europe in controller productivity terms, behind the Maastricht Upper Airspace Control Centre (MUAC).



Source: 2010 Eurocontrol Performance Review Report
<http://publish.eurocontrol.int/sites/default/files/content/documents/official-documents/performance-review/prc-performance-review-report-2010.pdf>

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Skyguide is responsible for providing air navigation services within Swiss airspace and in the airspace of certain adjoining regions in neighbouring countries. The company guides the civil and military aircraft entrusted to its care – around 3400 flights a day or 1.24 million a year – through some of the busiest and most complex airspace in Europe. Skyguide is a non-profit limited company which has its head office in Geneva. The majority of its shares are held by the Swiss Confederation. The company generates annual operating revenue of over CHF 372 million and employs some 1400 people at 14 locations in Switzerland.
