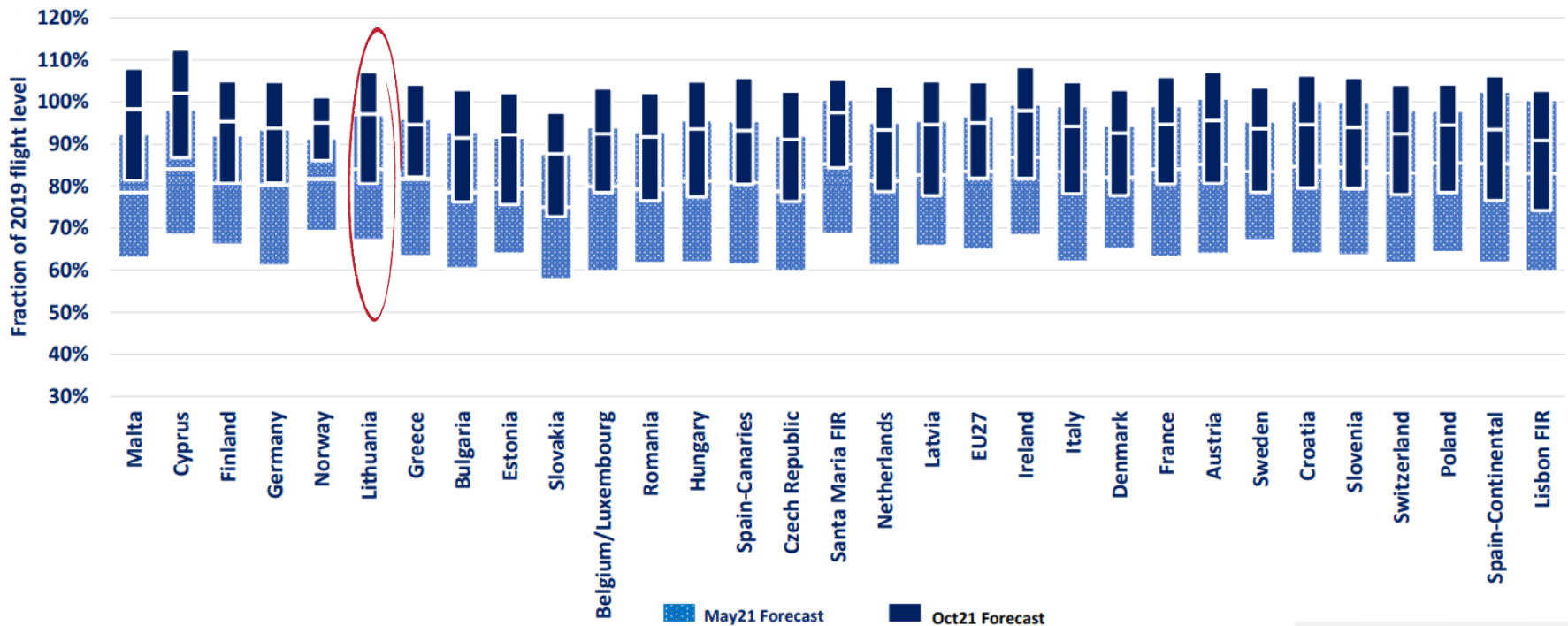


# IFR movement for Lithuania revised upwards as everyone else's, still even in 2023 under base-scenario we are not back to the level of 2019



## Flight Forecast

Summary of flight forecast revision in 2023 (pp change)



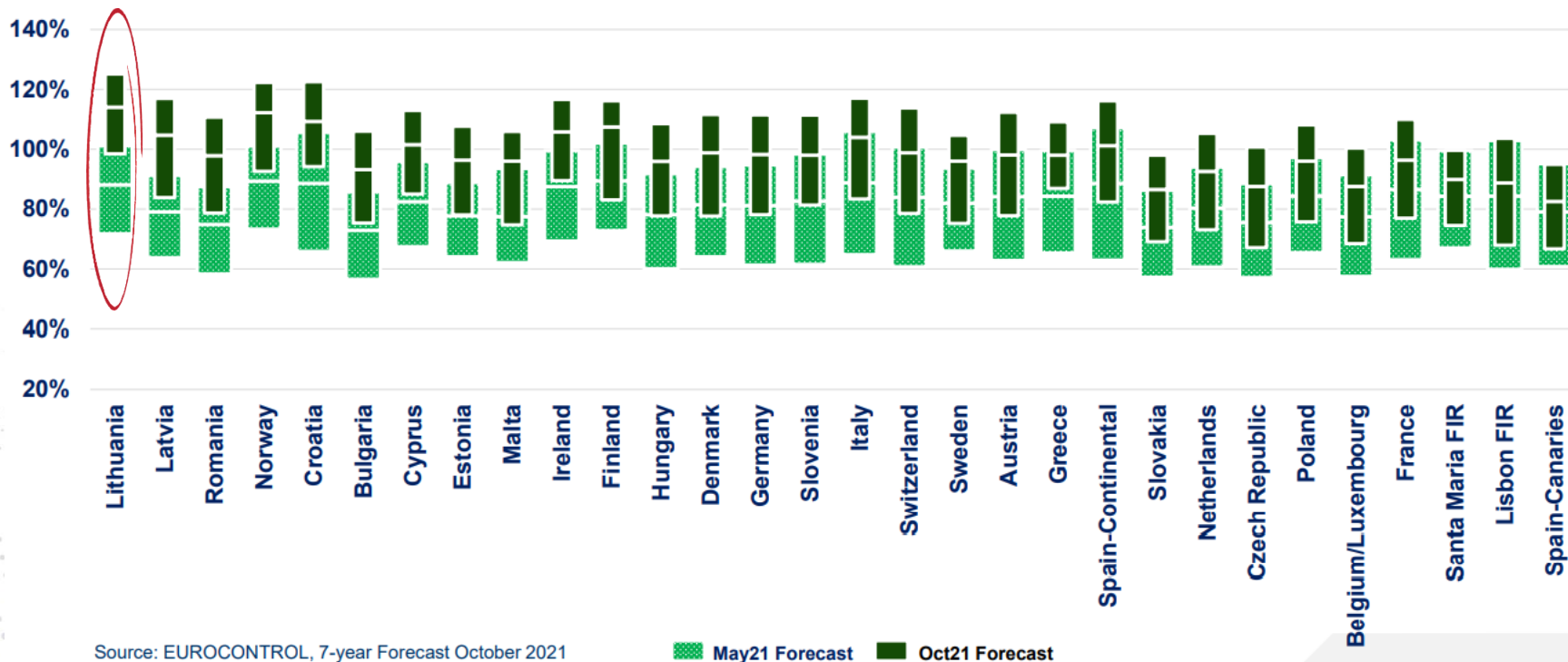
Source: EUROCONTROL, 7-year Forecast October 2021

However, in terms of SU's forecast's revision it has been revised upwards much more significantly and we are more than +15% vs. 2019 – Lithuania seems as an outlier here – but WHY?



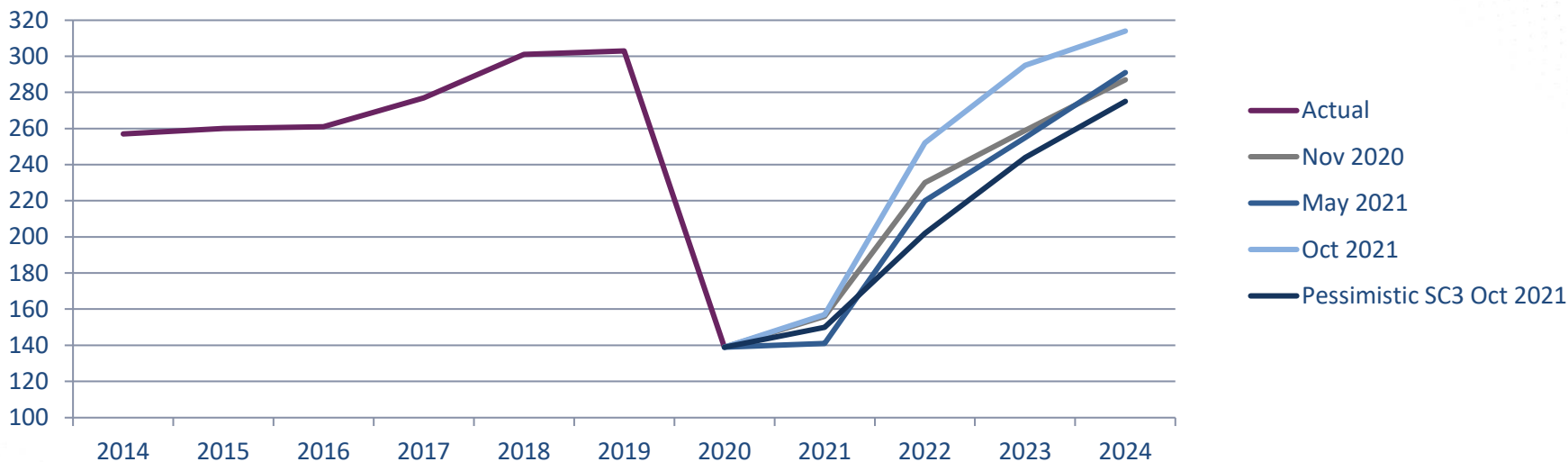
## Service Units Forecast

Summary of Service Units forecast revision in 2023 (pp change)

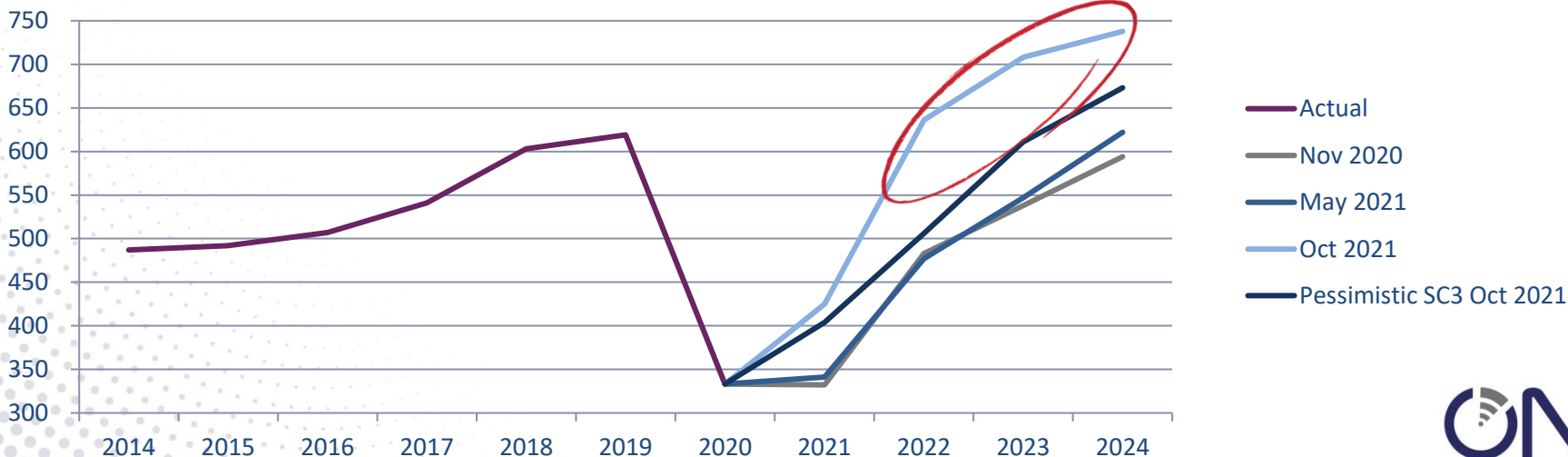


It seems that SU's base-forecast has been revised significantly (2024 vs 2019 from +0.5% to +19.2%, +18.7 p.p.) whereas IFR movements modestly (from -4.0% to +3.6%, +7.6 p.p.)

**IFR movements 2014-2020 actual and 3 different STATFOR FC's (Base) 2021-2024 for LT en-route CZ**

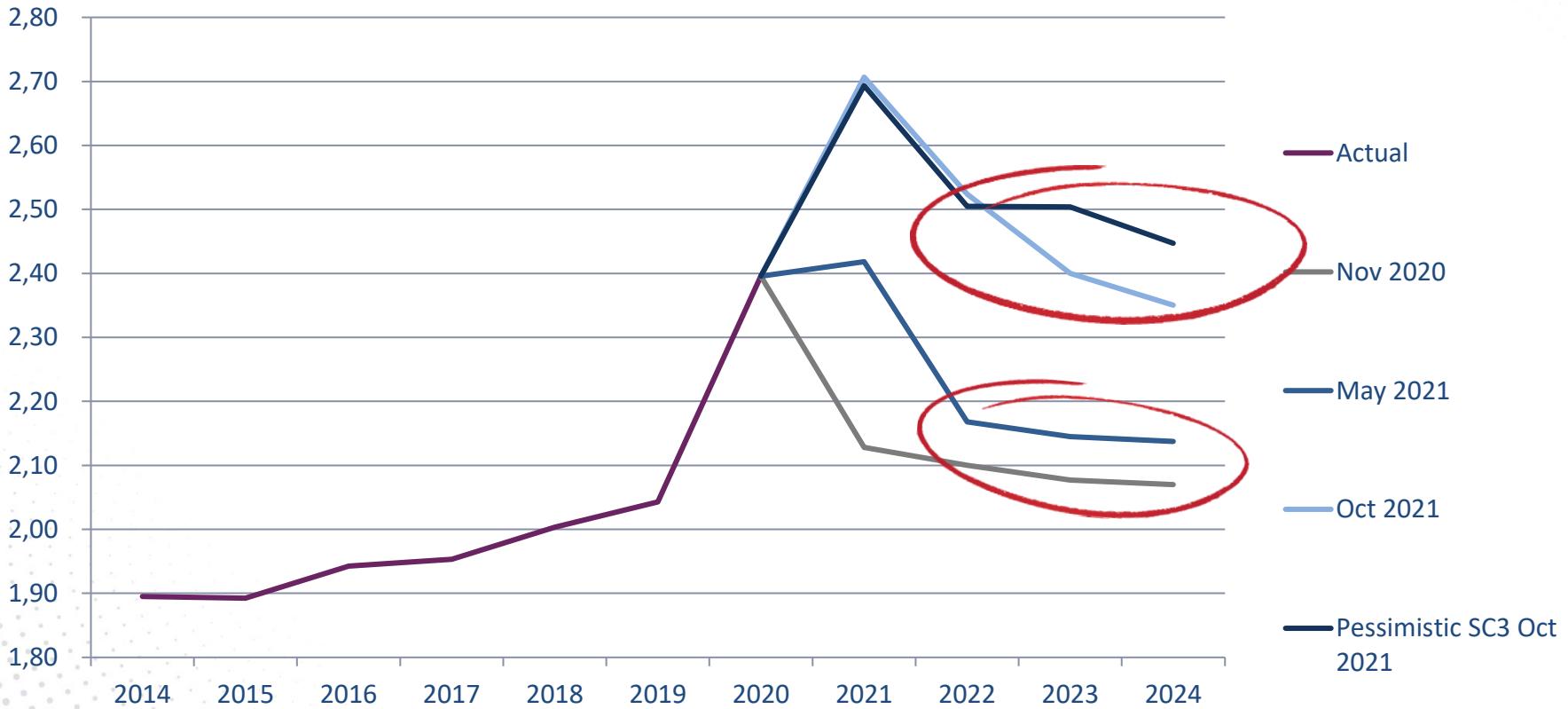


**SUs 2014-2020 actual and 3 different STATFOR FC's (Base) 2021-2024 for LT en-route CZ**



Which means SU/IFR ratio has been revised to be significantly higher compared to last few iterations (+16-10% 2022-2024); But WHY? If we get back to “old normal” this ratio should also get back to previous levels of around 2-2.1 – and the last few forecasts were exactly like that

SUs/IFR ratio 2014-2020 actual and 3 different STATFOR FC's (Base) 2021-2024 for LT en-route CZ



Already 2021 points to significant overestimation of SU/IFR ratio; it is also confusing as it seems Eurocontrol's data on IFR mvmnts 2018-2019 differs significantly in 2 sources – Dashboard and Forecast; Ninta-Adaxa “factor” here to be blamed? (from 2020 SU's generated now add to LT CZ)

Data from Eurocontrol's en-route SU's dashboard

2021 estimate	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	YTD actual	FY
Lithuania - Flights	8824	7354	9043	9981	12109	15545	19004	19800	19047	20118	16209,5	16489,2	140825	173523,6
Lithuania - Service units	24272	20204	24181	26004	31289	38788	45919	47163	45533	47638	38831,4	39658,9	350991	429481
SU/flight	2,75	2,75	2,67	2,61	2,58	2,50	2,42	2,38	2,39	2,37	2,40	2,41	2,49	2,48

In Statfor Oct 2021 FY	Ninta-Adaxa ??
157000	-16523,63
425000	-4481,3
2,71	0,27

2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	YTD	FY
Lithuania - Flights	8824	7354	9043	9981	12109	15545	19004	19800	19047				120707	120707
Lithuania - Service units	24272	20204	24181	26004	31289	38788	45919	47163	45533				303353	303353
SU/flight	2,75	2,75	2,67	2,61	2,58	2,50	2,42	2,38	2,39				2,51	2,51

In Statfor Oct 2021 FY	Ninta-Adaxa ??
157000	36293
425000	121647
2,71	3,35

2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	YTD	FY
Lithuania - Flights	21984	19757	14306	4558	5922	6823	10752	12779	11406	10763	9781	10074	108287	138905
Lithuania - Service units	48820	42306	32517	13140	17184	17522	24792	29715	26500	26763	26446	26926	252496	332631
SU/flight	2,22	2,14	2,27	2,88	2,90	2,57	2,31	2,33	2,32	2,49	2,70	2,67	2,33	2,39

In Statfor Oct 2021 FY	Ninta-Adaxa ??
139000	95
333000	369
2,40	3,88

2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	YTD	FY
Lithuania - Flights	18901	16572	18838	21588	24375	24906	27021	26742	25391	24014	19297	19399	204334	267044
Lithuania - Service units	43443	37753	43410	48364	55720	58074	62801	62012	59644	55765	45684	46115	471221	618785
SU/flight	2,30	2,28	2,30	2,24	2,29	2,33	2,32	2,32	2,35	2,32	2,37	2,38	2,31	2,32

In Statfor Oct 2021 FY	Ninta-Adaxa ??
303000	35956
619000	215
2,04	0,01

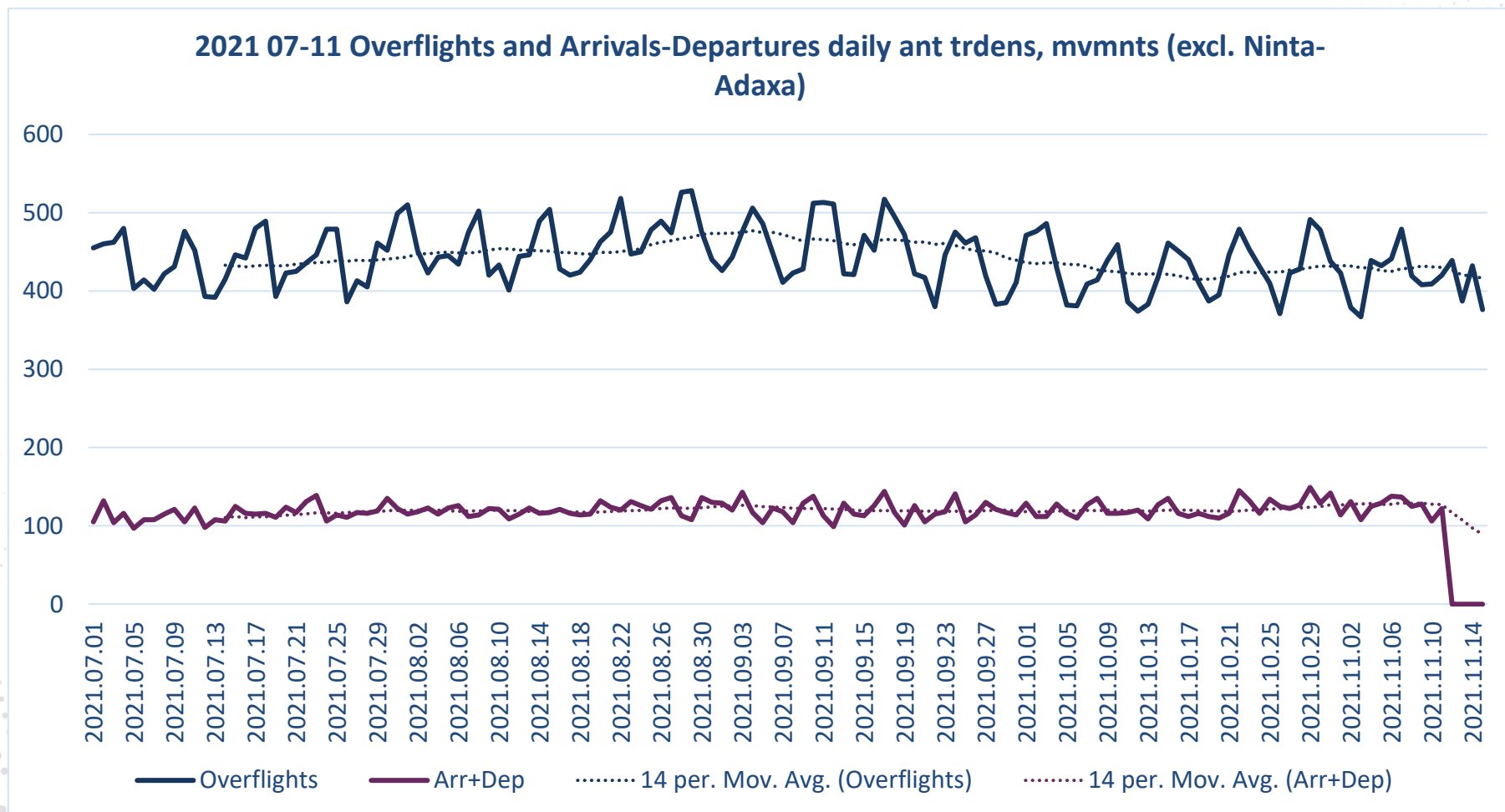
2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	YTD	FY
Lithuania - Flights	18204	16542	19236	21049	24258	25688	26829	25741	24451	23108	19085	19187	263378	263378
Lithuania - Service units	41927	37277	43683	47184	54489	59287	60827	59342	56904	53271	44228	44303	602722	602722
SU/flight	2,30	2,25	2,27	2,24	2,25	2,31	2,27	2,31	2,33	2,31	2,32	2,31	2,29	2,29

In Statfor Oct 2021 FY	Ninta-Adaxa ??
301000	37622
603000	278
2,00	0,01

AND it seems Forecast's IFR/SU ratio resembles the one which was BEFORE Ninta-Adaxa flights and SU's were added to our en-route CZ...

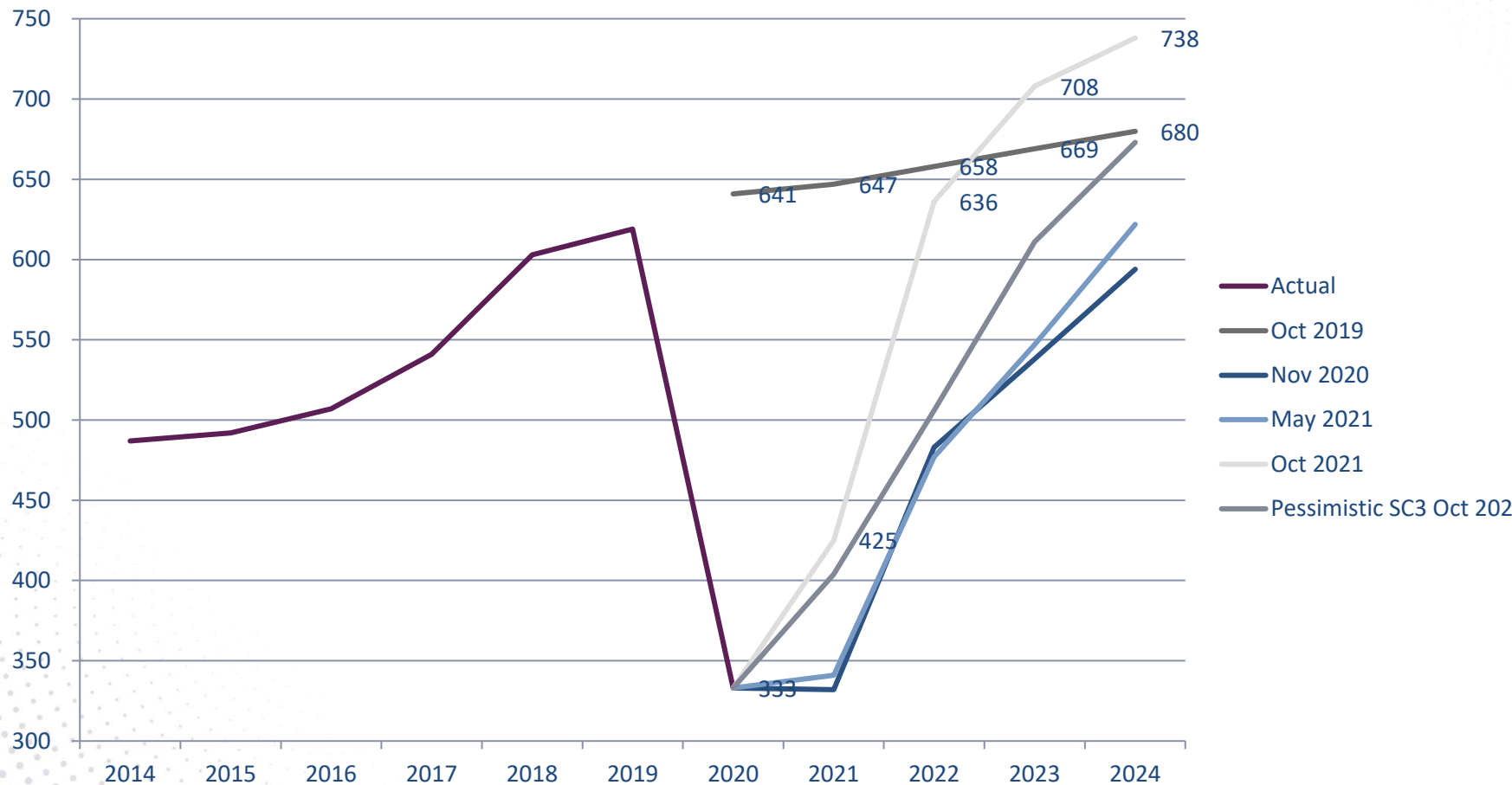


Latest November overflights data (01-15) points to a regular seasonal decline, situation seems to be stabilizing at around 85% from 2019 level – no potential signs that we could start 2022 with SU's level at 100% from 2019 – which is needed if Base forecast says in 2022 LT will end-up with new all-time high number of SU's



Current base scenario points to even higher SU's numbers for 2023-2024 than they were anticipated and forecasted back 2019 – prior to pandemics, prior to the biggest crisis in aviation history, prior to major shifts in how people work and travel – this is hard to believe as pandemic situation is still far from resolved

SUs 2014-2020 actual and 3 different STATFOR FC's (Base) 2021-2024 for LT en-route CZ



Could it be that Ninta-Adaxa factor is “responsible” for overestimation and can we somehow solve constant “lost in data” situation associated with it in the future?

Total FIR LT SU’s: All exc. Ninta-Adaxa (serviced by LT ANSP) + Ninta Adaxa (serviced by LV ANSP).

BUT

Total serviced IFR movements LT = Total FIR LT – Ninta-Adaxa

Total serviced IFR movement LV = Total FIR LV + Ninta-Adaxa

SU’s are important for financials/PP.

But IFR movements is important for operational and business planning – both for us and, highly likely, Latvian ANSP.

Would it be possible in the future for this peculiar non-standard LT-LV case to develop forecast with detalization of separated Ninta-Adaxa route impact to both countries/CZ in terms of IFR movements and SU’s?



# Terminal forecast is also with some odd developments and trends – more information on what is behind these numbers would be great to know as it might have significant importance for both operational and financial planning

## Summary of Forecast of Terminal Navigation Service Units (TNSU) per Airport in the Terminal Charging Zone

Spl.21

Terminal Navigation Service Units			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2022 vs 2021
EY_T CZ	EYKA	High	.	.	.	.	.	.	4.009	4.989	5.625	6.017	6.313	6.764	7.030	24,4%
		Base	3.517	3.534	5.837	4.711	5.292	3.230	3.928	5.577	4.921	5.360	5.486	5.620	5.744	42,0%
		Low	.	.	.	.	.	.	3.739	4.291	4.763	5.353	4.667	4.769	4.870	14,8%
	EYPA	High	.	.	.	.	.	.	631	1.908	2.162	2.318	2.447	2.613	2.718	202,4%
		Base	1.020	1.495	1.733	1.925	2.034	981	627	1.771	1.903	2.081	2.129	2.182	2.230	182,5%
		Low	.	.	.	.	.	.	619	1.246	1.552	1.690	1.798	1.836	1.889	101,3%
	EYSA	High	.	.	.	.	.	.	971	516	516	518	517	518	518	-46,9%
		Base	1.245	865	1.031	1.063	1.199	1.135	961	513	515	517	516	517	517	-46,6%
		Low	.	.	.	.	.	.	940	513	515	517	517	517	518	-45,4%
	EYVI	High	.	.	.	.	.	.	13.833	25.197	28.776	30.319	31.687	32.344	32.631	82,2%
		Base	19.276	20.928	20.468	25.459	25.593	11.094	13.581	23.613	25.597	27.549	28.068	27.745	27.314	73,9%
		Low	.	.	.	.	.	.	12.998	18.767	20.953	22.935	24.317	24.207	23.876	44,4%

why base scenario is higher than high one?

why sudden drop in 2022 by -47%?

TTL Base	TTL Base	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2022 vs 2021
		25.058	26.822	29.069	33.158	34.118	16.440	19.097	31.474	32.936	35.507	36.199	36.064	35.805	64,8%

why from 2026 stagnation/decrease anticipated? Driven by key airport VNO who is about to have new terminal by that time increasing capacity significantly and economy is growing successfully?

