

RYANAIR HOLDINGS PLC  
Form 6-K  
May 30, 2008

**SECURITIES AND EXCHANGE COMMISSION**

**Washington, D.C. 20549**

**FORM 6-K**

**Report of Foreign Private Issuer**

**Pursuant to Rule 13a-16 or 15d-16  
of the Securities Exchange Act of 1934**

For the month of May 2008

**RYANAIR HOLDINGS PLC**  
(Translation of registrant's name into English)

**c/o Ryanair Ltd Corporate Head Office  
Dublin Airport  
County Dublin Ireland**  
(Address of principal executive offices)

Indicate by check mark whether the registrant files or will file annual reports under cover Form 20-F or Form 40-F.

Form 20-F..X.. Form 40-F.....

Indicate by check mark whether the registrant by furnishing the information contained in this Form is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Yes ..... No ..X..

If "Yes" is marked, indicate below the file number assigned to the registrant in connection with Rule 12g3-2(b): 82- \_\_\_\_\_

**AIR TRAFFIC  
CHAOS**

Today, 30<sup>th</sup>  
May  
2008

, Italian Air Traffic Control are on strike once again. This is the  
eight  
h

time since January 200  
7

that Italian Air Traffic Controllers have gone on strike, disrupting the business and holiday plans of millions of  
passengers.

Similarly, French Air Traffic Control have gone on strike  
seven

times since  
January  
200

7  
. Between them

,  
the  
French and  
Italian air traffic control average a strike every  
five  
weeks. It is  
a  
disgrace that these State  
monopolies

should be permitted to sabotage European aviation, while at the same time the Governments

,  
which own them impose unjustified penalties on the airlines who are the victims of this State sponsored anarchy.

Other Air Traffic Control providers

might  
as well have been on strike

,  
given the level of inexcusable  
"

staff shortages  
"

in UK ATC (NATS) and the Danish ATC (

NAVIAIR  
) over the past week, or  
earlier this year in  
Irish Air Traffic Control

,  
where controllers  
tried to

h  
o  
ld the country to ransom  
by  
seeking  
a 15% pay rise to their €142K  
benefits  
, simply to be available for requests for overtime.

The same pattern is repeated every year.

Government m  
onopoly ATC providers fail to control either their costs or their staff and allow restrictive work practices to ha  
ndicap recruitment and training. This inevitably leads  
to  
long delays  
throughout the Summer  
. During the quieter  
Winter  
months these  
monopolies claim that  
all  
problem  
s  
ha  
ve  
been fixed until  
, of course, they are  
repeated the following year.

Speaking today, Ryanair's Director of Flight & Ground Operations, David O'Brien said:

"  
*Ryanair passengers enjoy the best service in Europe - the lowest fares, best punctuality and fewest lost bags. It is an  
outrage that monopoly ATC providers should*

*be permitted to sabotage the  
travel plans of*

*millions  
of passengers  
every Summer*

,

*while*

*increas  
ing  
the  
ir charges at the same time.*

"

*EU Governments*

*ha*

*ve*

*failed abysmally to protect*

*passengers*

*from the service failures of these over priced monopolies. Instead of taking on the difficult task of challenging over priced,*

*national*

*monopolies, the EU has instead wasted time and money*

*o*

*n meaningless PR stunts*

*such as their ill advised EU261*

*regulation.*

*Ryanair, on behalf of our 60 million passengers, calls on the E*

*U*

*Commission to:*

•

*Require*

*monopoly ATC suppliers*

*to compensate passengers*

*for*

*flight delays*

*. There is no acceptable excuse for the collapse in Air Traffic Control performance*

*which*

*occur*

*s*

*at the beginning of every Summer,*

*and which is*

*now being*

*repeated this Summer*

.

•

*Prohibit ATC providers from recovering*

*lost*

*income lost*

*due*

*to strikes*

*or service failures*

*by*

*increased*

*levies on airlines and passengers in subsequent years.*

•

*Allow*

*competi*

*tion into EU Air Traffic C*

*ontrol in order to eliminate the scandal of strikes, delays and service failures which blight European aviation and disrupt the lives of millions of EU passengers.*

Ends

.

Friday, 30  
th  
May 2008

For reference:

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### **SIGNATURES**

Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned, hereunto duly authorized.

RYANAIR HOLDINGS PLC

Date: 30 May, 2008

By: \_\_\_/s/ James Callaghan\_\_\_

James Callaghan  
Company Secretary & Finance Director