RYANAIR HOLDINGS PLC
Form 6-K
January 31, 2011

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 January, 2011

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- ________

RYANAIR ANNOUNCES REDUCED Q3 LOSS OF €10m
QUARTERLY TRAFFIC GROWS 6% TO 17m, WHILE FARES RISE 15%
FULL YEAR PROFIT GUIDANCE UNCHANGED AT €380m TO €400m

Ryanair, Europe's largest passenger airline today (31 Jan) announced a slightly reduced Q3 loss of €10m (down from a Q.3 loss of €11m last year). Total revenues grew by 22% to €746m, as traffic increased 6% to 17m and average fares rose by 15%. Unit costs increased by a similar 15% due to a 14% increase in flight hours, as average sector length rose by 7%. Excluding fuel (which is up 37%), unit costs rose by 8%.

Summary Table of Results (IFRS) - in euro

Q3 Results	Dec 31, 2009	Dec 31, 2010	% Change
Passengers	16.0m	17.0m	+6%
Revenue	€612m	€746m	+22%
Adjusted Profit/(Loss) after Tax	(€10.9m)	(€10.3m)	+6%
Adjusted Basic EPS(euro cent)	(0.74)	(0.69)	+7%

Announcing these results Ryanair's CEO, Michael O'Leary, said:

"This small Q.3 loss of €10m is disappointing, as we were on track to break even, but earnings were hit by a series of ATC strikes/walkouts in Q.3, compounded by a spate of bad weather airport closures in December. The scale of these disruptions is evident by the fact that we cancelled over 3,000 flights in Q.3, compared to over 1,400 cancellations during the previous fiscal year.

With constrained capacity growth, we delivered impressive scheduled revenue growth, with traffic up 6% and average fares rising 15%. On top of this ancillary revenues grew by 20%, considerably ahead of our 6% traffic growth. It would appear that the shorthaul fuel surcharges imposed by many of Europe's flag carriers, allied to the high and rising fares charged by some of our not so low fare competitors, is creating opportunities for Ryanair to grow, even during the Winter period, at slightly higher fares.

Unit costs increased by 15% in the quarter due to a 14% increase in flight hours, (as average sector length rose by 7%), a 37% increase in our fuel bill, and the impact on ownership costs of sitting up to 40 aircraft on the ground during the Winter months. Despite a 14% increase in flight hours during the quarter we delivered strong performance on costs as staff costs rose by 9%, and airport and handling charges increased by 6%. Ryanair's relentless focus on costs will continue.

Although oil prices have risen significantly in recent months, Ryanair continues to benefit from a favourable fuel hedging strategy. While current spot prices are approx. $890 per tonne, we are 90% hedged for Q.4 FY'11 at $750 per tonne, and 80% hedged for FY'12, at an average price of $800 per tonne. We have also hedged 70% of our dollar requirements for FY'12 at an average rate of €/$1.34 compared to €/$ 1.40 for FY'11.

We are surprised that the widespread negative commentary on the Irish economy has been allowed to cloud some analysis of Ryanair's future growth and profitability. Some commentators misunderstand that over recent years, due to high airport costs at Shannon and Dublin, as well as rapid capacity growth in lower cost markets like Spain and Italy, Ireland has fallen from over 20% of Ryanair's originating traffic to less than 10% in the current year.

Ryanair has little exposure to the Irish economy. We do believe that Irish tourism is now ripe for growth given the increased competitiveness of Irish hotels, guest houses, restaurants and golf clubs, but this potential will not be realised until the Government travel tax is abolished and the high cost DAA airport monopoly is broken up and replaced with competing terminals and airports. We hope the incoming Irish Government will work with Ryanair to exploit the potential for tourism and job growth by returning to the low cost access policy which drove Ireland's tourism growth in the 1990's.

The extraordinary scale of ATC and weather cancellations during the third quarter brings renewed focus on the unfair and discriminatory EU261 regulations. Urgent reform of these regulations is vital. It is inequitable to force airlines to pay for right to care or compensation in circumstances where widespread flight cancellations are caused by ATC strikes, or by airports failure to keep their runways open during periods of adverse weather. It is inequitable that airports enjoy a boost to their restaurant and retail revenues from stranded passengers when their runways close, yet the airlines are obliged to pay for meals, drinks and hotels, when these cancellations are outside of our control. It is discriminatory that the EU regulations for competing train, ferry and coach operators, exonerate these transport providers from liability during force majeure cases, yet they oblige airlines to pay these right to care costs in similar circumstances. Airlines should not be liable for cancellations and delays that are outside of their control. We believe the EU261 regulations are unlawful and we look forward to challenging these unfair and discriminatory regulations in the European courts.

Our outlook for Q.4 and the remainder of FY.11 remains largely unchanged. Easter does not fall in the current Q.4, which makes the comparatives challenging. We expect traffic and average fares to continue to benefit from a better mix of new routes and bases, and competitor fuel surcharges (which in many cases exceed Ryanair's lowest fares). We expect our unit cost performance in Q.4 to be marginally better thanks to the launch of new routes in Feb and March which will reduce the number of grounded aircraft by comparison with Q.3. Accordingly, we are now confident that our Q.4 and full year results will be towards the upper end of our previously guided range of a Net Profit after tax of between €380m to €400m after tax".

ENDS.

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Certain of the information included in this release is forward looking and is subject to important risks and uncertainties that could cause actual results to differ materially. It is not reasonably possible to itemise all of the many factors and specific events that could affect the outlook and results of an airline operating in the European economy. Among the factors that are subject to change and could significantly impact Ryanair's expected results are the airline pricing environment, fuel costs, competition from new and existing carriers, market prices for the replacement aircraft, costs associated with environmental, safety and security measures, actions of the Irish, U.K., European Union ("EU") and other governments and their respective regulatory agencies, fluctuations in currency exchange rates and interest rates, airport access and charges, labour relations, the economic environment of the airline industry, the general economic environment in Ireland, the UK and Continental Europe, the general willingness of passengers to travel and other economics, social and political factors.

Ryanair is the World's favourite airline and operates more than 1,500 flights per day from 44 bases and 1200+ low fare routes across 27 countries, connecting 160 destinations. Ryanair operates a fleet of 263 new Boeing 737-800 aircraft with firm orders for a further 56 new aircraft (before taking account of planned disposals), which will be delivered over the next 2 years. Ryanair currently has a team of more than 8,000 people and expects to carry approximately 73.5 million passengers in the current fiscal year.

Ryanair Holdings plc and Subsidiaries
Condensed Consolidated Interim Balance Sheet as at December 31, 2010 (unaudited)

	Note	At Dec 31, 2010 €M	At Mar 31, 2010 €M
Non-current assets			
Property, plant and equipment	11	4,676.3	4,314.2
Intangible assets		46.8	46.8
Available for sale financial assets	8	172.0	116.2
Derivative financial instruments		6.3	22.8
Total non-current assets		4,901.4	4,500.0
Current assets			
Inventories		2.7	2.5
Other assets		144.2	80.6
Trade receivables		47.6	44.3
Derivative financial instruments		228.2	122.6
Restricted cash		54.3	67.8
Financial assets: cash > 3months		1,019.7	1,267.7
Cash and cash equivalents		1,212.9	1,477.9
Total current assets		2,709.6	3,063.4
Total assets		7,611.0	7,563.4
Current liabilities			
Trade payables		172.4	154.0
Accrued expenses and other liabilities		686.6	1,088.2
Current maturities of debt		309.2	265.5
Current tax		0.5	0.9
Derivative financial instruments		28.1	41.0
Total current liabilities		1,196.8	1,549.6
Non-current liabilities			
Provisions		106.6	102.9
Derivative financial instruments		29.9	35.4
Deferred tax		266.0	199.6
Other creditors		107.5	136.6
Non-current maturities of debt		2,958.2	2,690.7
Total non-current liabilities		3,468.2	3,165.2
Shareholders' equity			
Issued share capital		9.5	9.4
Share premium account		658.9	631.9

Capital redemption reserve	0.5	0.5
Retained earnings	2,001.8	2,083.5
Other reserves	275.3	123.3
Shareholders' equity	2,946.0	2,848.6
Total liabilities and shareholders' equity	7,611.0	7,563.4

Ryanair Holdings plc and Subsidiaries
Condensed Consolidated Interim Income Statement for the nine months ended December 31, 2010 (unaudited)

	Note	Pre Exceptional Results Dec 31, 2010 €M	Exceptional Items Dec 31, 2010 €M	IFRS Nine months Ended Dec 31, 2010 €M	Pre Exceptional Results Dec 31, 2009 €M	Exceptional Items Dec 31, 2009 €M	IFRS Nine months Ended Dec 31, 2009 €M
Operating revenues							
Scheduled revenues		2,337.0	-	2,337.0	1,893.0	-	1,893.0
Ancillary revenues		590.9	-	590.9	485.7	-	485.7
Total operating revenues - continuing operations		2,927.9	-	2,927.9	2,378.7	-	2,378.7
Operating expenses							
Staff costs		280.0	4.3	284.3	250.8	-	250.8
Depreciation		200.1	4.7	204.8	169.0	-	169.0
Fuel & oil		943.9	0.3	944.2	666.4	-	666.4
Maintenance, materials & repairs		69.8	-	69.8	60.2	-	60.2
Aircraft rentals		74.1	2.0	76.1	69.6	-	69.6
Route charges		316.9	0.1	317.0	253.2	-	253.2
Airport & handling charges		382.0	0.9	382.9	357.2	-	357.2
Icelandic ash related cost		-	14.1	14.1	-	-	-
Marketing, distribution & other		116.0	3.6	119.6	98.3	-	98.3
Total operating expenses		2,382.8	30.0	2,412.8	1,924.7	-	1,924.7
Operating profit - continuing operations		545.1	(30.0)	515.1	454.0	-	454.0
Other income/(expenses)							
Finance income		21.1	-	21.1	17.9		