

BUSINESS AVIATION

# TRAFFIC TRACKER EUROPE

September 2020

*COVID-19 Edition*

# September 2020 – Foreword

The European Business Aviation Association (EBAA) is monitoring developments related to the COVID-19 outbreak and its impact on the aviation sector at large. We work with authorities, and aviation organisations to gather, filter and disseminate official guidance and information to our members, and the broader industry as it becomes available. In this report, we have compiled European business aviation traffic data and trends for the month of September 2020 (see the August report [here](#)).

The Business aviation sector was heavily impacted by the crisis from mid-March onwards, reducing activity by up to 76% around mid-April. From the end of May, Business aviation progressively recovered until the summer, with traffic equivalent to 2019 levels during August. The speed of recovery differed between countries; Austria Germany and Switzerland did experience “back to normal” traffic figures across July and August, while the United Kingdom and Italy were still well below average figures at the end of the summer.

**September reflects the impact of the second wave of COVID-19**, with immediate effect on air traffic. At the end of the month, **Business aviation fell to -20% compared with September 2019**. H1 2020 shows an average decline in Business aviation traffic of 26% compared to H1 2019.

## Key learnings

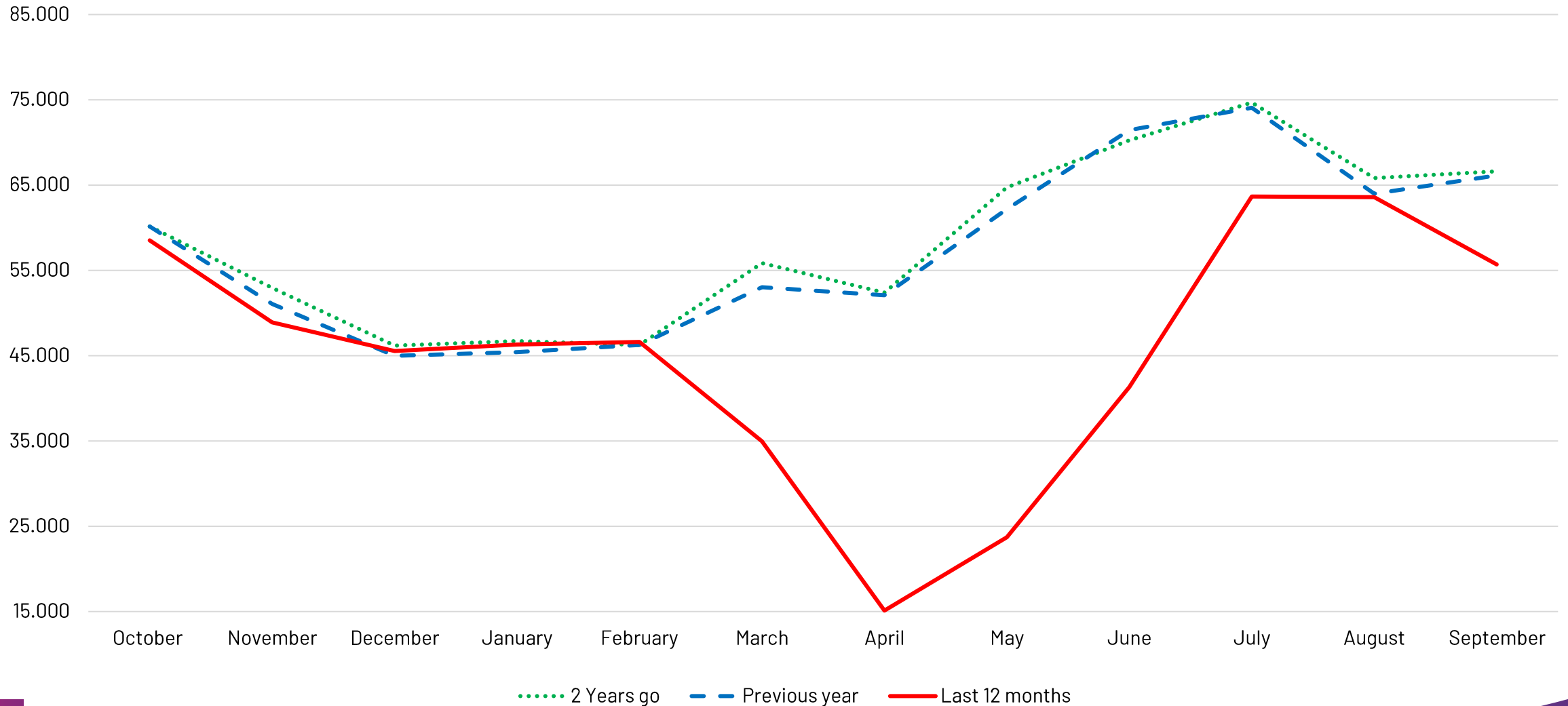
- All major markets, except Italy and Switzerland, are experiencing a **clear relapse in September**.
- Throughout the crisis, **State/Diplomatic and Medical Business aviation are slightly less impacted** than commercial and non-commercial Business aviation.
- From May onwards, **light/small & short haul Business aviation is driving the market, whereas heavy jets and long haul Business aviation are the most impacted** (still around -50% below 2019 levels at the end of September).

This traffic report is made possible thanks to [EUROCONTROL](#) data and the support of [WingX](#). Should you have any questions on this report, please write to Arthur ([athomas@ebaa.org](mailto:athomas@ebaa.org)).

The EBAA team

# DEPARTURES, ARRIVALS, INTERNALS AND OVERFLIGHTS (DAIO) REPORT

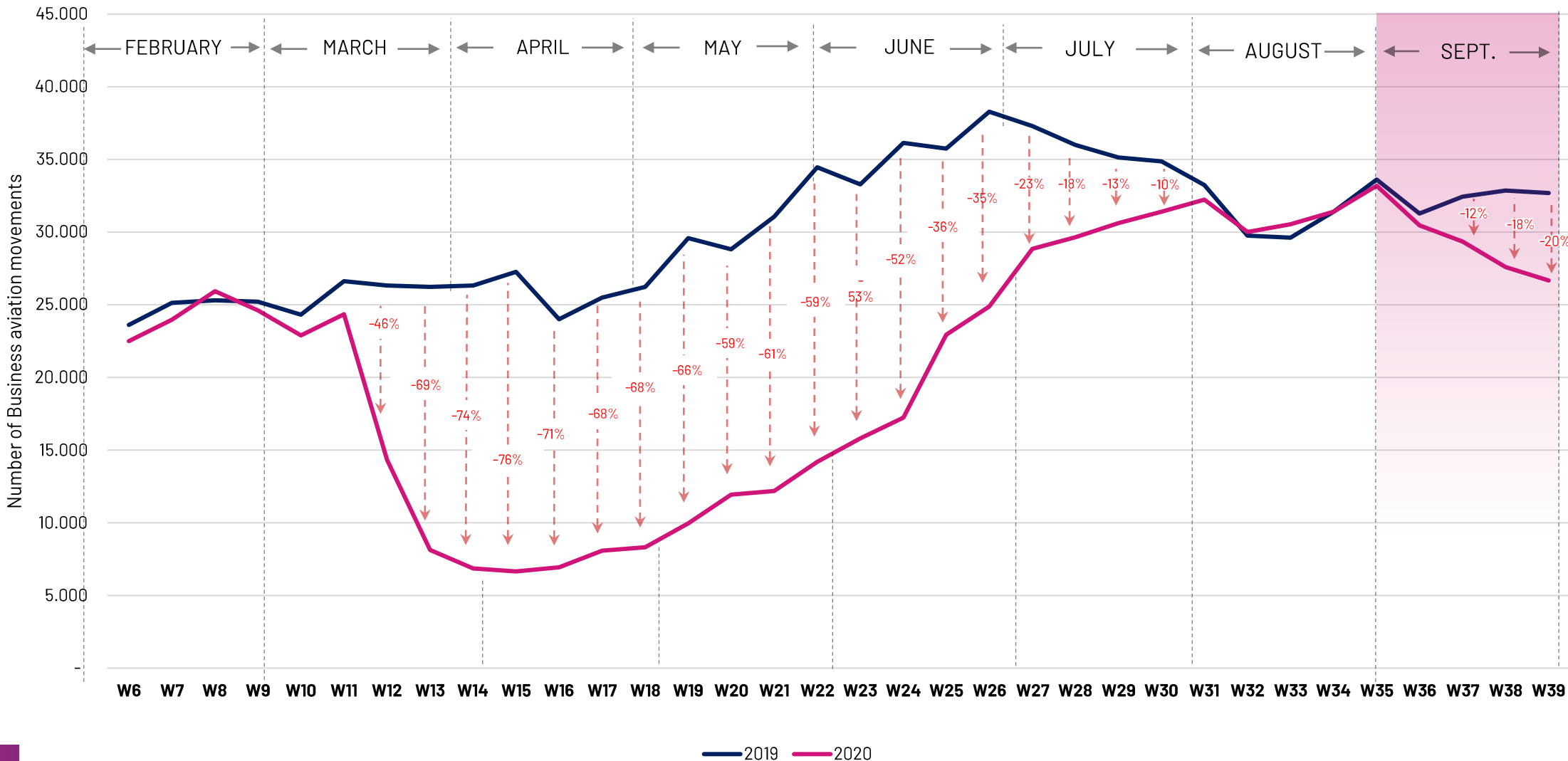
## BUSINESS AVIATION FLIGHTS



This report is made possible thanks to EUROCONTROL and WINGX ADVANCE

# BUSINESS AVIATION ACTIVITY THROUGHOUT THE COVID CRISIS

## WEEK BY WEEK DETAILS IN EUROPE (MOVEMENTS)



# DEPARTURES, ARRIVALS, INTERNALS AND OVERFLIGHTS (DAIO) REPORT

## TOTAL BUSINESS AVIATION FLIGHTS

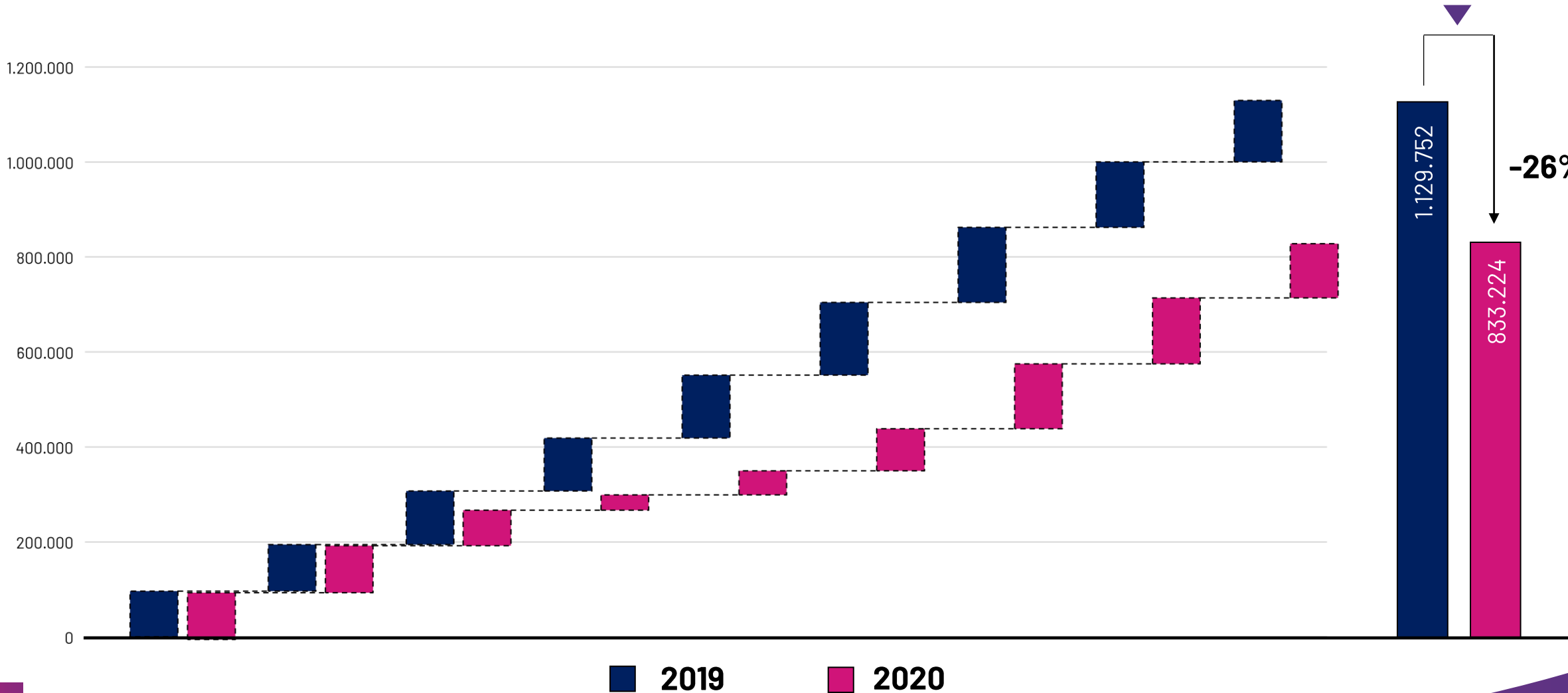
### Business Aviation (Single European Sky Area)

| Month              | ARRIVAL       |               |               | DEPARTURE     |               |               | INTERNAL       |                |               | OVERFLIGHT    |              |               | PREVIOUS YEAR  | CURRENT YEAR   | GROWTH        |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|--------------|---------------|----------------|----------------|---------------|
|                    | Previous Year | Current Year  | Growth        | Previous Year | Current Year  | Growth        | Previous Year  | Current Year   | Growth        | Previous Year | Current Year | Growth        |                |                |               |
| Oct 2019           | 4.494         | 4.371         | -2,7%         | 4.635         | 4.471         | -3,5%         | 50.038         | 48.824         | -2,4%         | 978           | 861          | -12,0%        | <b>60.145</b>  | <b>58.527</b>  | <b>-2,7%</b>  |
| Nov 2019           | 3.921         | 3.817         | -2,7%         | 3.843         | 3.791         | -1,4%         | 42.664         | 40.648         | -4,7%         | 641           | 640          | -0,2%         | <b>51.069</b>  | <b>48.896</b>  | <b>-4,3%</b>  |
| Dec 2019           | 3.534         | 3.668         | 3,8%          | 3.707         | 3.773         | 1,8%          | 37.067         | 37.561         | 1,3%          | 675           | 552          | -18,2%        | <b>44.983</b>  | <b>45.554</b>  | <b>1,3%</b>   |
| Jan 2020           | 3.726         | 3.901         | 4,7%          | 3.495         | 3.692         | 5,6%          | 37.593         | 38.165         | 1,5%          | 603           | 547          | -9,3%         | <b>45.417</b>  | <b>46.305</b>  | <b>2,0%</b>   |
| Feb 2020           | 3.329         | 3.501         | 5,2%          | 3.286         | 3.445         | 4,8%          | 39.108         | 39.179         | 0,2%          | 545           | 499          | -8,4%         | <b>46.268</b>  | <b>46.624</b>  | <b>0,8%</b>   |
| Mar 2020           | 3.925         | 3.034         | -22,7%        | 3.900         | 2.993         | -23,3%        | 44.470         | 28.533         | -35,8%        | 734           | 408          | -44,4%        | <b>53.029</b>  | <b>34.968</b>  | <b>-34,1%</b> |
| Apr 2020           | 3.966         | 1.222         | -69,2%        | 3.905         | 1.165         | -70,2%        | 43.397         | 12.408         | -71,4%        | 826           | 313          | -62,1%        | <b>52.094</b>  | <b>15.108</b>  | <b>-71,0%</b> |
| May 2020           | 4.395         | 1.626         | -63,0%        | 4.141         | 1.563         | -62,3%        | 52.897         | 20.178         | -61,9%        | 767           | 337          | -56,1%        | <b>62.200</b>  | <b>23.704</b>  | <b>-61,9%</b> |
| Jun 2020           | 5.317         | 2.439         | -54,1%        | 5.132         | 2.377         | -53,7%        | 60.157         | 35.976         | -40,2%        | 858           | 542          | -36,8%        | <b>71.464</b>  | <b>41.334</b>  | <b>-42,2%</b> |
| Jul 2020           | 5.328         | 3.511         | -34,1%        | 5.371         | 3.455         | -35,7%        | 62.557         | 55.703         | -11,0%        | 826           | 988          | 19,6%         | <b>74.082</b>  | <b>63.657</b>  | <b>-14,1%</b> |
| Aug 2020           | 4.864         | 3.981         | -18,2%        | 4.973         | 3.979         | -20,0%        | 53.346         | 54.373         | 1,9%          | 821           | 1.253        | 52,6%         | <b>64.004</b>  | <b>63.586</b>  | <b>-0,7%</b>  |
| Sep 2020           | 4.820         | 3.532         | -26,7%        | 4.708         | 3.501         | -25,6%        | 54.825         | 47.776         | -12,9%        | 787           | 895          | 13,7%         | <b>65.140</b>  | <b>55.704</b>  | <b>-14,5%</b> |
| <b>Grand Total</b> | <b>51.619</b> | <b>38.603</b> | <b>-25,2%</b> | <b>51.096</b> | <b>38.205</b> | <b>-25,2%</b> | <b>578.119</b> | <b>459.324</b> | <b>-20,5%</b> | <b>9.061</b>  | <b>7.835</b> | <b>-13,5%</b> | <b>689.895</b> | <b>543.967</b> | <b>-21,2%</b> |

This report is made possible thanks to EUROCONTROL and WINGX ADVANCE

**BUSINESS AVIATION ACTIVITY THROUGHOUT THE COVID CRISIS**  
**« YEAR-TO-DATE » DETAILS IN EUROPE (MOVEMENTS FROM JANUARY ONWARDS)**

« YEAR-TO-DATE »  
 (From January to September)



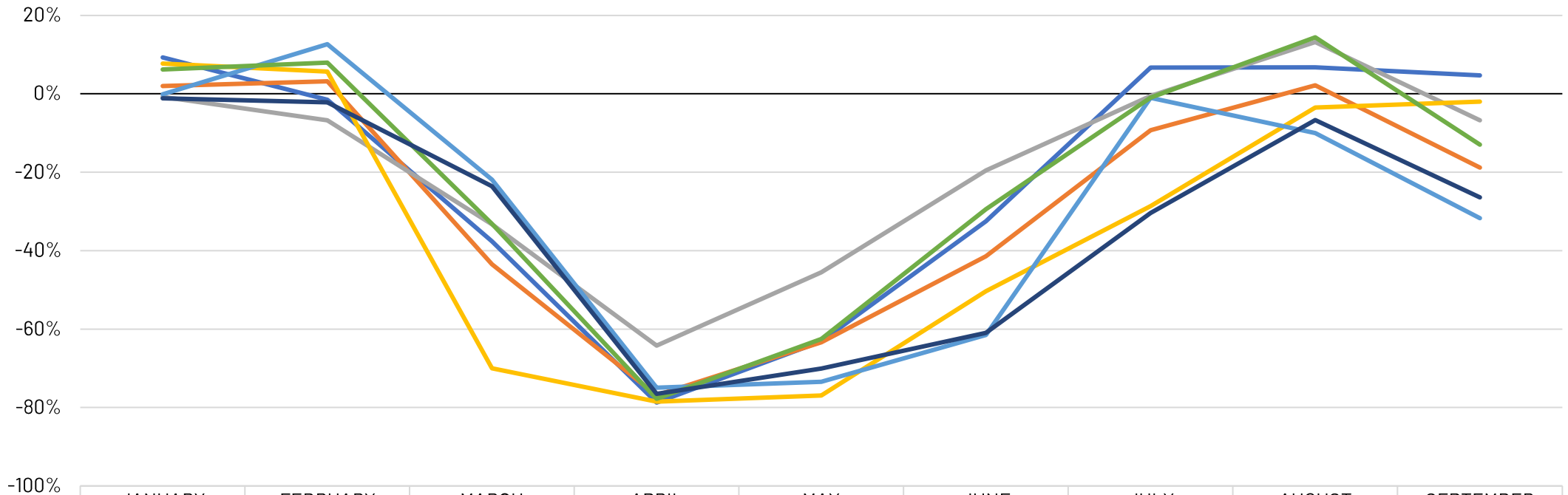
## STATES – September 2020








### AVERAGE DAILY BUSINESS AVIATION FLIGHTS

| STATE          | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|----------------|--------------------|--------------|------------------|------------|
| NM Area        | 1.938,0            | -13,1%       | 1.481,1          | -26,5%     |
| ECAC           | 1.928,3            | -13,1%       | 1.474,0          | -26,4%     |
| ESRA08         | 1.902,6            | -13,5%       | 1.454,4          | -26,7%     |
| SES-RP2        | 1.845,1            | -14,6%       | 1.417,0          | -27,0%     |
| EU28           | 1.792,8            | -14,8%       | 1.368,2          | -27,4%     |
| FABEC          | 1.186,6            | -17,6%       | 921,4            | -28,1%     |
| BLUE MED FAB   | 567,8              | -8,5%        | 371,3            | -30,9%     |
| FAB CE         | 382,2              | -8,1%        | 283,3            | -24,0%     |
| UK-Ireland FAB | 352,6              | -33,7%       | 283,4            | -37,0%     |
| South West FAB | 177,2              | -34,5%       | 170,5            | -33,3%     |
| NEFAB          | 123,2              | -13,8%       | 108,1            | -20,7%     |
| Baltic FAB     | 119,0              | -5,9%        | 93,4             | -21,2%     |
| DK-SE FAB      | 111,0              | -16,5%       | 96,8             | -24,8%     |
| Danube FAB     | 89,3               | -9,6%        | 61,6             | -27,1%     |

# STATES – September 2020

MONTHLY TRAFFIC GROWTH (compared with same month in 2019)








|                                                                                                   | JANUARY | FEBRUARY | MARCH | APRIL | MAY  | JUNE | JULY | AUGUST | SEPTEMBER |
|---------------------------------------------------------------------------------------------------|---------|----------|-------|-------|------|------|------|--------|-----------|
|  Austria          | 9%      | -2%      | -38%  | -79%  | -63% | -33% | 7%   | 7%     | 5%        |
|  France         | 2%      | 3%       | -44%  | -77%  | -63% | -41% | -9%  | 2%     | -19%      |
|  Germany        | -1%     | -7%      | -33%  | -64%  | -46% | -20% | -1%  | 13%    | -7%       |
|  Italy          | 8%      | 6%       | -70%  | -78%  | -77% | -50% | -29% | -4%    | -2%       |
|  Spain          | 0%      | 13%      | -22%  | -75%  | -73% | -62% | -1%  | -10%   | -32%      |
|  Switzerland    | 6%      | 8%       | -33%  | -78%  | -63% | -29% | -1%  | 14%    | -13%      |
|  United Kingdom | -1%     | -2%      | -24%  | -76%  | -70% | -61% | -30% | -7%    | -26%      |



## TOP 10 ACTIVE AIRPORTS – September 2020

### AVERAGE DAILY BUSINESS AVIATION DEPARTURES

| RANK                                                                                   | ICAO CODE | NAME             | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|----------------------------------------------------------------------------------------|-----------|------------------|--------------------|--------------|------------------|------------|
| 1                                                                                      | LFPB      | PARIS LE BOURGET | 51,3               | -31,4%       | 40,4             | -38,4%     |
| 2                                                                                      | LFMN      | NICE             | 41,0               | -31,9%       | 30,6             | -37,2%     |
| 3                                                                                      | LSGG      | GENEVE COINTRIN  | 37,0               | -22,4%       | 30,0             | -27,3%     |
| 4                                                                                      | EGLF      | FARNBOROUGH CIV  | 31,9               | -30,3%       | 23,7             | -38,6%     |
| 5                                                                                      | LSZH      | ZURICH           | 30,1               | -2,3%        | 24,3             | -16,7%     |
| 6     | LIML      | MILANO LINATE    | 27,4               |              | 15,7             | -22,4%     |
| 7     | EGGW      | LONDON/LUTON     | 24,3               | -35,6%       | 21,0             | -41,1%     |
| 8   | LTBA      | ISTANBUL-ATATURK | 23,8               | 77,4%        | 14,1             | -0,5%      |
| 9   | EGKB      | BIGGIN HILL      | 23,5               | -5,1%        | 18,9             | -13,2%     |
| 10  | EDDM      | MUENCHEN 2       | 23,0               | 6,6%         | 15,4             | -19,2%     |

# TOP ACTIVE AIRPORTS – JAN-SEP 2020

## TRAFFIC GROWTH (compared with Jan-Sep 2019)

Compared with 2019

Movements Jan-Sep 2020

|      |                       |        |      |
|------|-----------------------|--------|------|
| LFPB | Paris Le Bourget      | 23.582 | -38% |
| LFMN | Nice Côte d'Azur      | 18.062 | -36% |
| LSGG | Geneva International  | 17.809 | -27% |
| LSZH | Zurich                | 14.338 | -16% |
| EGLF | Farnborough           | 14.117 | -38% |
| EGGW | London Luton          | 12.181 | -41% |
| EGKB | London Biggin Hill    | 10.897 | -12% |
| EDDM | München               | 8.940  | -20% |
| LIML | Milano Linate         | 8.872  | -22% |
| LOWW | Wien Schwechat        | 8.813  | -18% |
| LTBA | Istanbul Atatürk      | 7.806  | 0%   |
| LFMD | Cannes Mandelieu      | 7.706  | -26% |
| EDDB | Berlin Schönefeld     | 7.551  | -17% |
| LEPA | Palma de Mallorca     | 7.541  | -28% |
| LIEO | Olbia Costa Smeralda  | 7.458  | -16% |
| LIRA | Roma Ciampino         | 7.351  | -34% |
| LGAV | Athens International  | 6.780  | -15% |
| LKPR | Prague Vaclav Havel   | 6.736  | -16% |
| LEIB | Ibiza                 | 6.336  | -36% |
| EDDH | Hamburg               | 5.982  | -7%  |
| LEMG | Malaga Costa del Sol  | 5.944  | -20% |
| EHAM | Amsterdam Schiphol    | 5.868  | -31% |
| LEMD | Madrid Barajas        | 5.559  | -42% |
| EGSS | London Stansted       | 5.426  | -27% |
| LYBE | Belgrade Nikola Tesla | 5.397  | 2%   |
| EDDK | Köln Bonn             | 5.266  | -17% |
| EDDS | Stuttgart             | 5.184  | -29% |
| EDDL | Dusseldorf            | 5.097  | -15% |
| EBBR | Brussels National     | 4.802  | -26% |
| LEBL | Barcelona             | 4.678  | -44% |

## TOP 10 FLOWS- September 2020

### AVERAGE DAILY BUSINESS AVIATION FLIGHTS

| ORIGIN  | DESTINATION | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|---------|-------------|--------------------|--------------|------------------|------------|
| France  | France      | 170,3              | -2,4%        | 128,4            | -19,5%     |
| Germany | Germany     | 134,7              | -0,7%        | 100,5            | -13,0%     |
| UK      | UK          | 99,0               | -20,6%       | 70,9             | -34,5%     |
| Italy   | Italy       | 79,0               | 11,1%        | 51,8             | -23,4%     |
| Norway  | Norway      | 45,7               | -8,9%        | 43,2             | -13,3%     |
| Turkey  | Turkey      | 44,7               | 53,7%        | 28,5             | -4,3%      |
| Spain   | Spain       | 35,8               | -14,7%       | 32,5             | -27,6%     |
| Sweden  | Sweden      | 35,0               | 15,9%        | 31,7             | -2,4%      |
| France  | Italy       | 21,9               | -14,6%       | 12,7             | -42,9%     |
| Italy   | UK          | 21,9               | 24,4%        | 8,2              | -33,0%     |

## TRAFFIC PER STATE – September 2020

### AVERAGE DAILY BUSINESS AVIATION FLIGHTS – PART 1

| STATE          | MONTH CURRENT YEAR | MONTH PREVIOUS YEAR | MONTH CHANGE | MONTH GROWTH | YTD CURRENT YEAR | YTD PREVIOUS YEAR | YTD CHANGE | YTD GROWTH |
|----------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| NM Area        | 1.938,0            | 2.230,6             | -292,5       | -13,1%       | 1.481,1          | 2.016,4           | -535,3     | -26,5%     |
| ECAC           | 1.928,3            | 2.219,8             | -291,6       | -13,1%       | 1.474,0          | 2.003,9           | -529,9     | -26,4%     |
| ESRA08         | 1.902,6            | 2.198,7             | -296,1       | -13,5%       | 1.454,4          | 1.983,0           | -528,6     | -26,7%     |
| ESRA02         | 1.879,1            | 2.179,9             | -300,7       | -13,8%       | 1.436,3          | 1.964,5           | -528,2     | -26,9%     |
| SES-SJU        | 1.856,8            | 2.171,3             | -314,5       | -14,5%       | 1.427,0          | 1.954,9           | -528,0     | -27,0%     |
| SES-RP2        | 1.845,1            | 2.159,7             | -314,6       | -14,6%       | 1.417,0          | 1.941,5           | -524,5     | -27,0%     |
| EU28           | 1.792,8            | 2.105,1             | -312,3       | -14,8%       | 1.368,2          | 1.885,9           | -517,7     | -27,4%     |
| EU27_2013      | 1.788,1            | 2.099,6             | -311,5       | -14,8%       | 1.364,2          | 1.881,0           | -516,8     | -27,5%     |
| SES-RP3        | 1.760,0            | 2.053,2             | -293,1       | -14,3%       | 1.356,4          | 1.849,8           | -493,4     | -26,7%     |
| EU27           | 1.708,3            | 2.002,6             | -294,3       | -14,7%       | 1.308,1          | 1.796,1           | -488,0     | -27,2%     |
| FABEC          | 1.186,6            | 1.440,1             | -253,6       | -17,6%       | 921,4            | 1.280,7           | -359,3     | -28,1%     |
| France         | 682,2              | 891,4               | -209,2       | -23,5%       | 546,8            | 798,6             | -251,7     | -31,5%     |
| BLUE MED FAB   | 567,8              | 620,8               | -53,0        | -8,5%        | 371,3            | 537,0             | -165,7     | -30,9%     |
| Germany        | 562,2              | 618,2               | -56,0        | -9,1%        | 420,2            | 545,2             | -125,0     | -22,9%     |
| UK-Ireland FAB | 352,6              | 531,8               | -179,3       | -33,7%       | 283,4            | 450,2             | -166,8     | -37,0%     |
| UK             | 348,7              | 520,1               | -171,4       | -33,0%       | 279,3            | 441,8             | -162,5     | -36,8%     |
| Italy          | 455,6              | 513,1               | -57,4        | -11,2%       | 299,8            | 443,3             | -143,5     | -32,4%     |
| FAB CE         | 382,2              | 416,0               | -33,8        | -8,1%        | 283,3            | 372,9             | -89,5      | -24,0%     |
| Switzerland    | 329,0              | 383,6               | -54,7        | -14,2%       | 260,9            | 351,5             | -90,6      | -25,8%     |

## TRAFFIC PER STATE – September 2020

### AVERAGE DAILY BUSINESS AVIATION FLIGHTS – PART 2

| STATE              | MONTH CURRENT YEAR | MONTH PREVIOUS YEAR | MONTH CHANGE | MONTH GROWTH | YTD CURRENT YEAR | YTD PREVIOUS YEAR | YTD CHANGE | YTD GROWTH |
|--------------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| South West FAB     | 177,2              | 270,5               | -93,3        | -34,5%       | 170,5            | 255,5             | -85,0      | -33,3%     |
| Austria            | 251,2              | 265,7               | -14,5        | -5,5%        | 182,4            | 237,3             | -54,9      | -23,1%     |
| Spain              | 167,9              | 257,3               | -89,4        | -34,8%       | 160,8            | 243,1             | -82,4      | -33,9%     |
| Belgium/Luxembourg | 178,2              | 213,0               | -34,8        | -16,3%       | 135,2            | 187,5             | -52,3      | -27,9%     |
| Netherlands        | 122,0              | 162,6               | -40,6        | -25,0%       | 95,7             | 139,8             | -44,0      | -31,5%     |
| Greece             | 137,1              | 143,9               | -6,8         | -4,7%        | 88,9             | 127,3             | -38,4      | -30,1%     |
| NEFAB              | 123,2              | 142,9               | -19,8        | -13,8%       | 108,1            | 136,3             | -28,3      | -20,7%     |
| DK-SE FAB          | 111,0              | 133,0               | -21,9        | -16,5%       | 96,8             | 128,7             | -31,9      | -24,8%     |
| Baltic FAB         | 119,0              | 126,5               | -7,5         | -5,9%        | 93,4             | 118,5             | -25,2      | -21,2%     |
| Turkey             | 155,7              | 125,5               | 30,2         | 24,1%        | 96,5             | 118,0             | -21,5      | -18,3%     |
| Czech Republic     | 117,6              | 124,9               | -7,3         | -5,9%        | 88,2             | 114,1             | -25,9      | -22,7%     |
| Croatia            | 113,1              | 121,4               | -8,2         | -6,8%        | 82,8             | 104,4             | -21,7      | -20,7%     |
| Poland             | 106,1              | 114,0               | -8,0         | -7,0%        | 82,7             | 108,2             | -25,5      | -23,6%     |
| Ireland            | 39,7               | 100,1               | -60,4        | -60,4%       | 41,2             | 79,3              | -38,1      | -48,1%     |
| Danube FAB         | 89,3               | 98,8                | -9,5         | -9,6%        | 61,6             | 84,6              | -23,0      | -27,1%     |
| Sweden             | 85,5               | 98,6                | -13,1        | -13,3%       | 75,1             | 97,1              | -22,0      | -22,7%     |
| Serbia/Montenegro  | 97,6               | 98,0                | -0,3         | -0,3%        | 69,1             | 84,8              | -15,7      | -18,5%     |
| Hungary            | 70,8               | 88,9                | -18,1        | -20,4%       | 57,2             | 77,3              | -20,0      | -25,9%     |
| Norway             | 59,7               | 78,9                | -19,2        | -24,4%       | 59,7             | 77,8              | -18,1      | -23,2%     |

## TRAFFIC PER STATE – September 2020

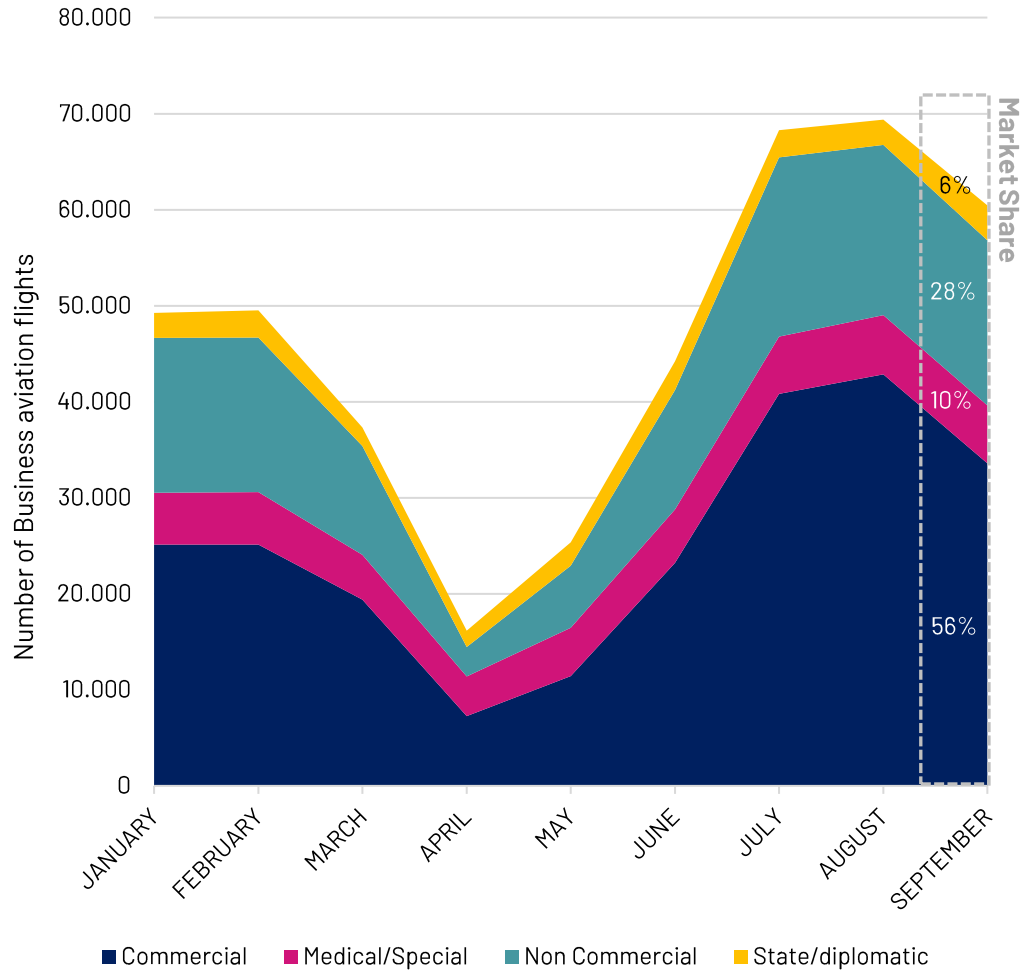
### AVERAGE DAILY BUSINESS AVIATION FLIGHTS – PART 3

| STATE                  | MONTH CURRENT YEAR | MONTH PREVIOUS YEAR | MONTH CHANGE | MONTH GROWTH | YTD CURRENT YEAR | YTD PREVIOUS YEAR | YTD CHANGE | YTD GROWTH |
|------------------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| Slovenia               | 73,8               | 77,7                | -3,9         | -5,0%        | 52,0             | 66,2              | -14,2      | -21,5%     |
| Bulgaria               | 66,4               | 73,0                | -6,6         | -9,1%        | 43,8             | 61,6              | -17,8      | -28,8%     |
| Denmark                | 51,8               | 69,9                | -18,1        | -25,9%       | 44,0             | 66,5              | -22,5      | -33,9%     |
| Slovakia               | 49,3               | 69,4                | -20,2        | -29,0%       | 41,1             | 64,6              | -23,5      | -36,3%     |
| Romania                | 59,5               | 65,3                | -5,8         | -8,9%        | 42,9             | 56,8              | -13,9      | -24,4%     |
| Bosnia and Herzegovina | 55,6               | 58,3                | -2,7         | -4,6%        | 38,0             | 50,0              | -12,0      | -24,0%     |
| Belarus                | 51,7               | 57,6                | -5,9         | -10,2%       | 43,5             | 56,6              | -13,1      | -23,1%     |
| Cyprus                 | 57,2               | 53,2                | 4,0          | 7,5%         | 36,2             | 47,9              | -11,7      | -24,4%     |
| Lisbon FIR             | 40,6               | 46,0                | -5,4         | -11,8%       | 31,9             | 43,5              | -11,6      | -26,6%     |
| Ukraine                | 48,5               | 43,8                | 4,7          | 10,7%        | 35,1             | 39,3              | -4,3       | -10,9%     |
| Finland                | 30,9               | 40,5                | -9,5         | -23,6%       | 26,7             | 37,0              | -10,3      | -27,8%     |
| Morocco                | 19,6               | 39,4                | -19,8        | -50,3%       | 23,3             | 40,0              | -16,7      | -41,8%     |
| Lithuania              | 34,5               | 33,0                | 1,5          | 4,6%         | 28,6             | 29,4              | -0,8       | -2,6%      |
| Egypt                  | 21,7               | 32,3                | -10,6        | -32,8%       | 22,1             | 32,6              | -10,6      | -32,3%     |
| North Macedonia        | 34,4               | 31,4                | 3,0          | 9,4%         | 20,0             | 25,5              | -5,5       | -21,7%     |
| Albania                | 34,5               | 30,4                | 4,1          | 13,6%        | 21,0             | 27,6              | -6,6       | -23,9%     |
| Latvia                 | 35,4               | 30,0                | 5,4          | 18,1%        | 26,5             | 27,6              | -1,1       | -3,9%      |
| Israel                 | 29,8               | 24,4                | 5,4          | 22,2%        | 16,4             | 23,1              | -6,7       | -29,0%     |
| Iceland                | 10,0               | 22,8                | -12,8        | -56,1%       | 10,8             | 19,6              | -8,8       | -44,8%     |
| Estonia                | 18,8               | 20,8                | -2,0         | -9,6%        | 13,9             | 19,5              | -5,6       | -28,7%     |
| Malta                  | 16,5               | 18,0                | -1,5         | -8,1%        | 14,1             | 17,9              | -3,9       | -21,5%     |
| Canary Islands         | 10,2               | 14,5                | -4,3         | -29,8%       | 13,3             | 15,6              | -2,3       | -14,8%     |
| Santa Maria FIR        | 7,4                | 14,4                | -7,0         | -48,8%       | 10,2             | 15,4              | -5,3       | -34,1%     |
| Georgia                | 12,6               | 9,7                 | 3,0          | 30,7%        | 8,5              | 8,2               | 0,3        | 4,2%       |
| Azerbaijan             | 8,7                | 8,9                 | -0,2         | -2,2%        | 8,4              | 11,4              | -3,0       | -26,2%     |
| Moldova                | 9,0                | 8,7                 | 0,3          | 3,4%         | 6,0              | 7,2               | -1,2       | -16,6%     |
| Tunisia                | 7,7                | 8,6                 | -0,9         | -10,9%       | 7,3              | 8,7               | -1,4       | -16,2%     |
| Armenia                | 2,7                | 5,5                 | -2,8         | -50,6%       | 3,8              | 4,0               | -0,2       | -5,6%      |
| Libya                  | 6,2                | 3,3                 | 2,9          | 88,9%        | 4,4              | 3,8               | 0,6        | 16,3%      |

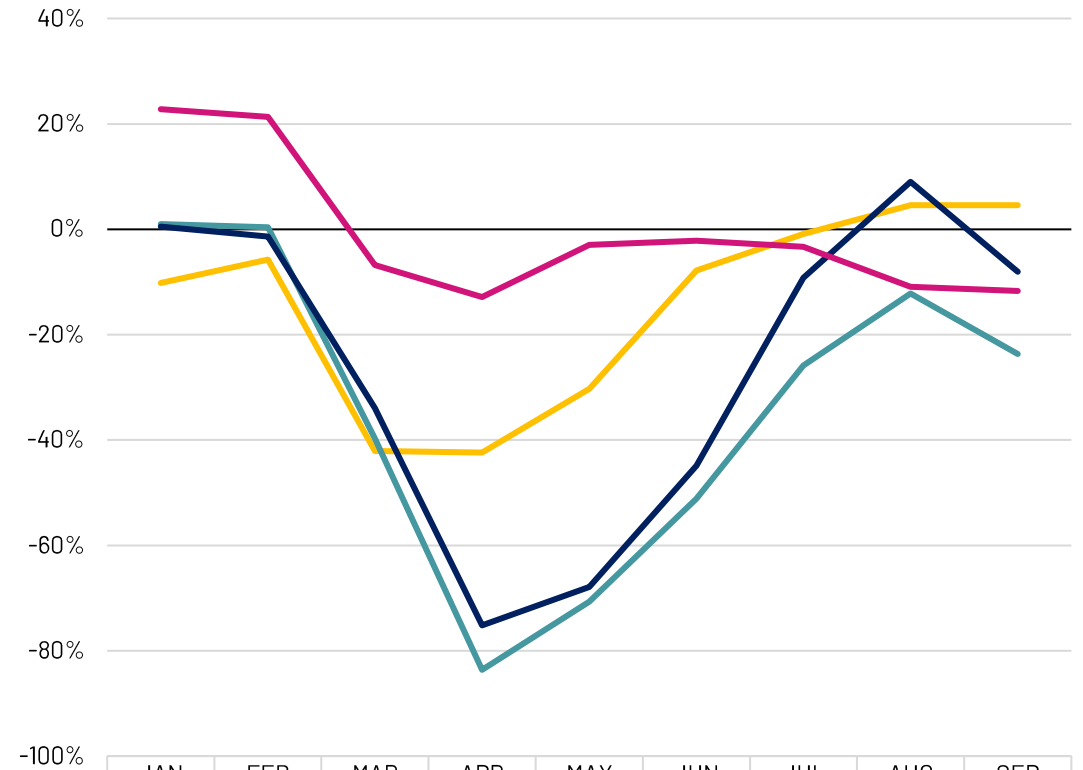
# BUSINESS AVIATION MISSIONS – September 2020

2020 MONTHLY TRAFFIC & MONTHLY GROWTH (compared with 1 year ago)

Activity in 2020



Monthly growth (compared with 2019)

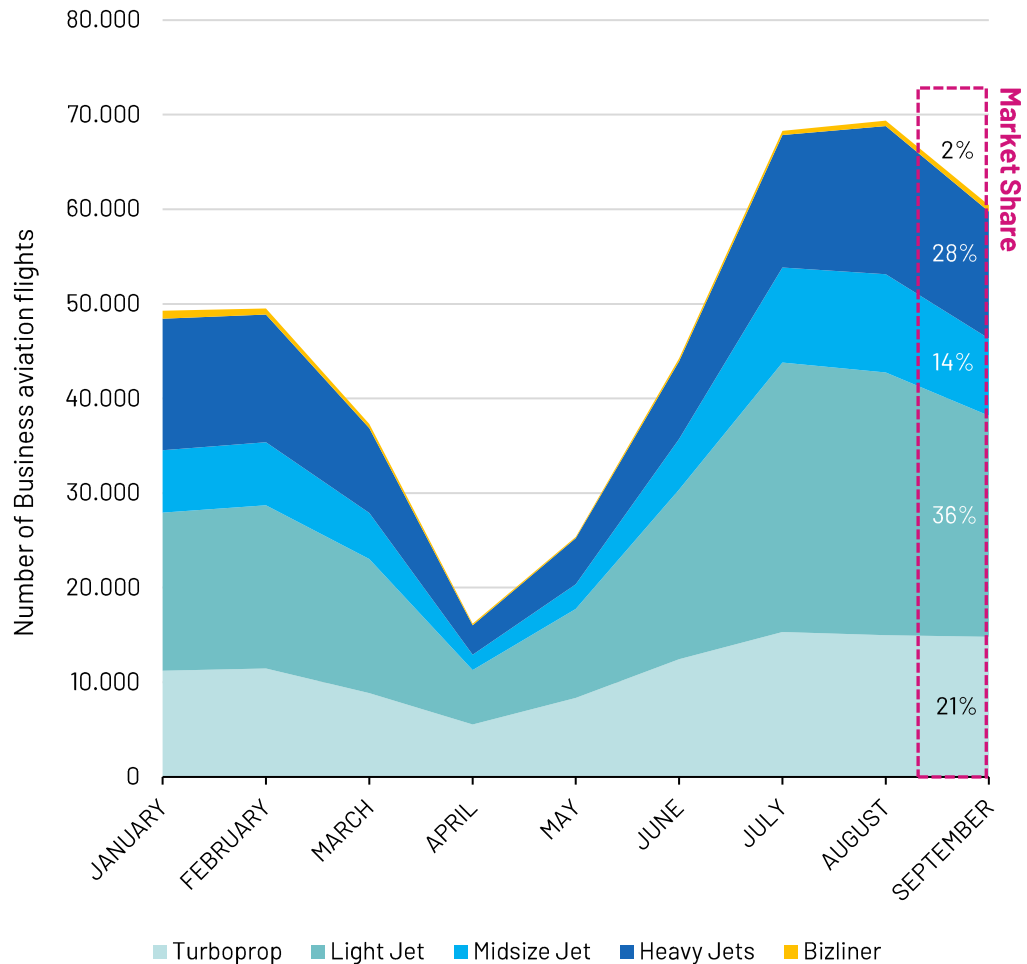


|                  | JAN  | FEB | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  |
|------------------|------|-----|------|------|------|------|------|------|------|
| State/diplomatic | -10% | -6% | -42% | -42% | -30% | -8%  | -1%  | 5%   | 5%   |
| Non Commercial   | 1%   | 0%  | -40% | -84% | -71% | -51% | -26% | -12% | -24% |
| Commercial       | 1%   | -1% | -34% | -75% | -68% | -45% | -9%  | 9%   | -8%  |
| Medical/Special  | 23%  | 21% | -7%  | -13% | -3%  | -2%  | -3%  | -11% | -12% |

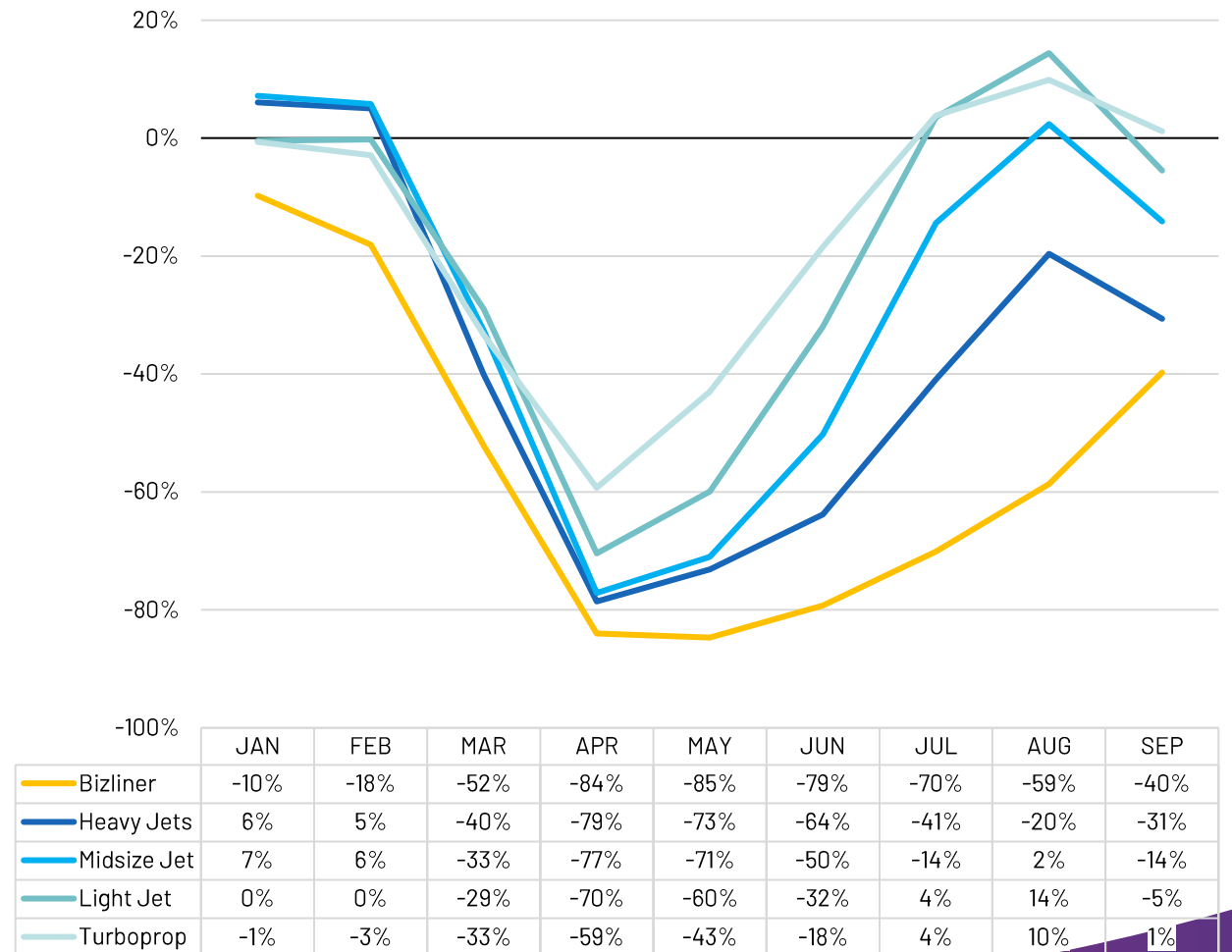
# BUSINESS AVIATION AIRPLANES – September 2020

2020 MONTHLY TRAFFIC & MONTHLY GROWTH (compared with 1 year ago)

Activity in 2020



Monthly growth (compared with 2019)

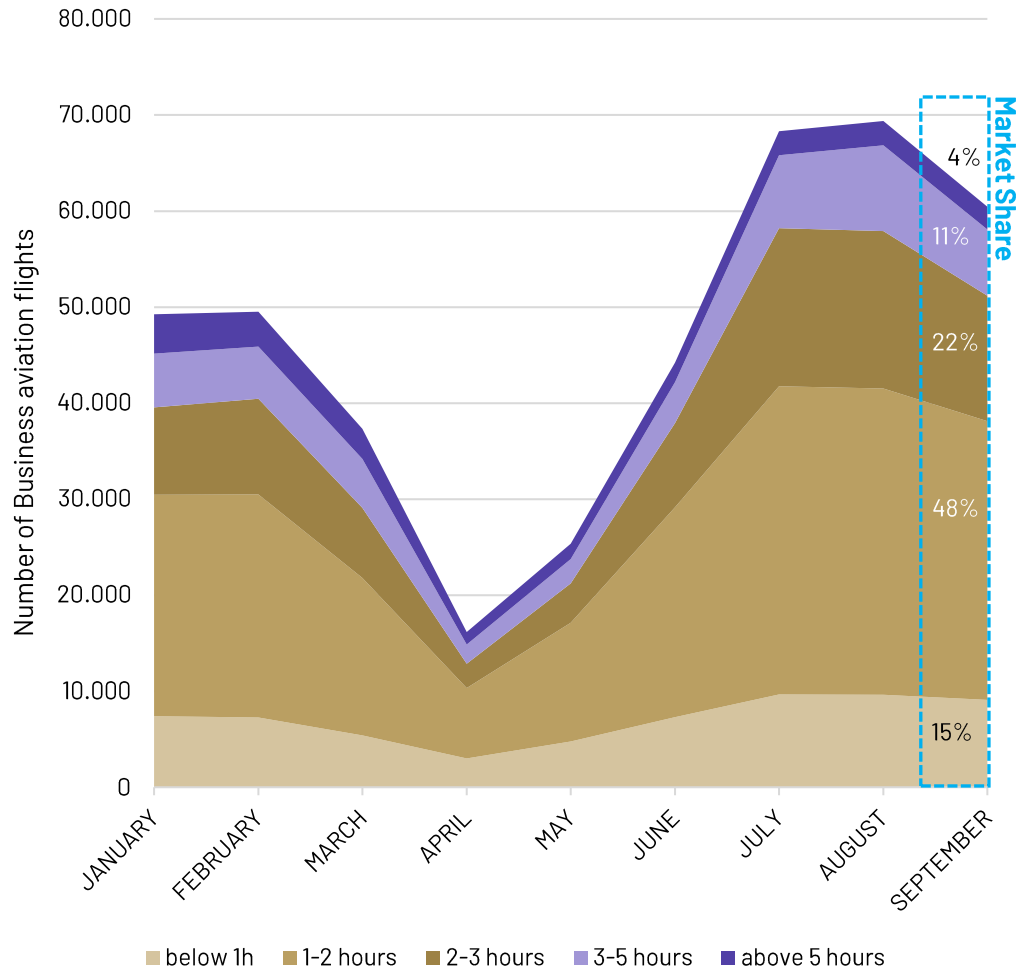




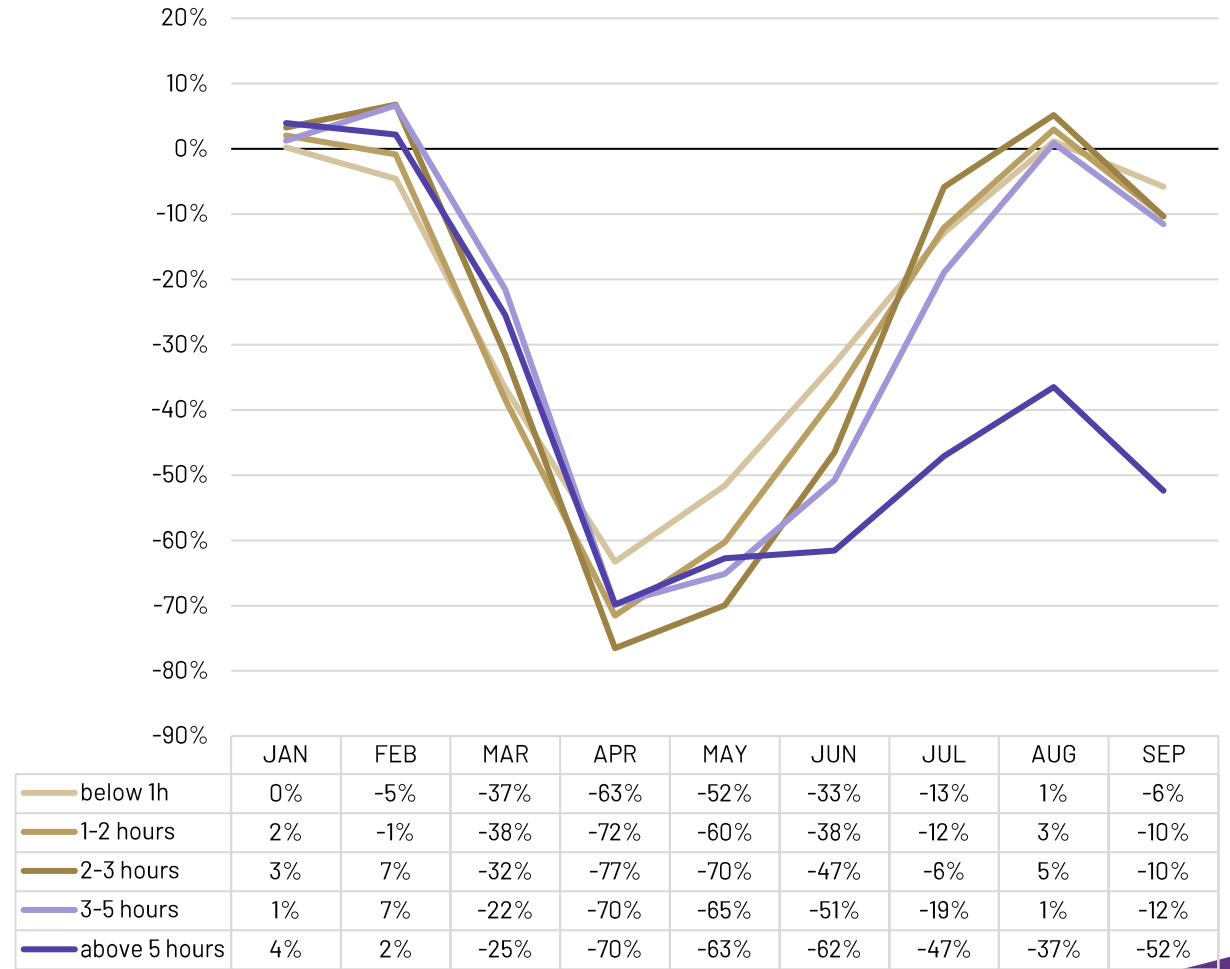
# BUSINESS AVIATION FLIGHT LENGTH – September 2020

## WEEKLY TRAFFIC

Activity in 2020

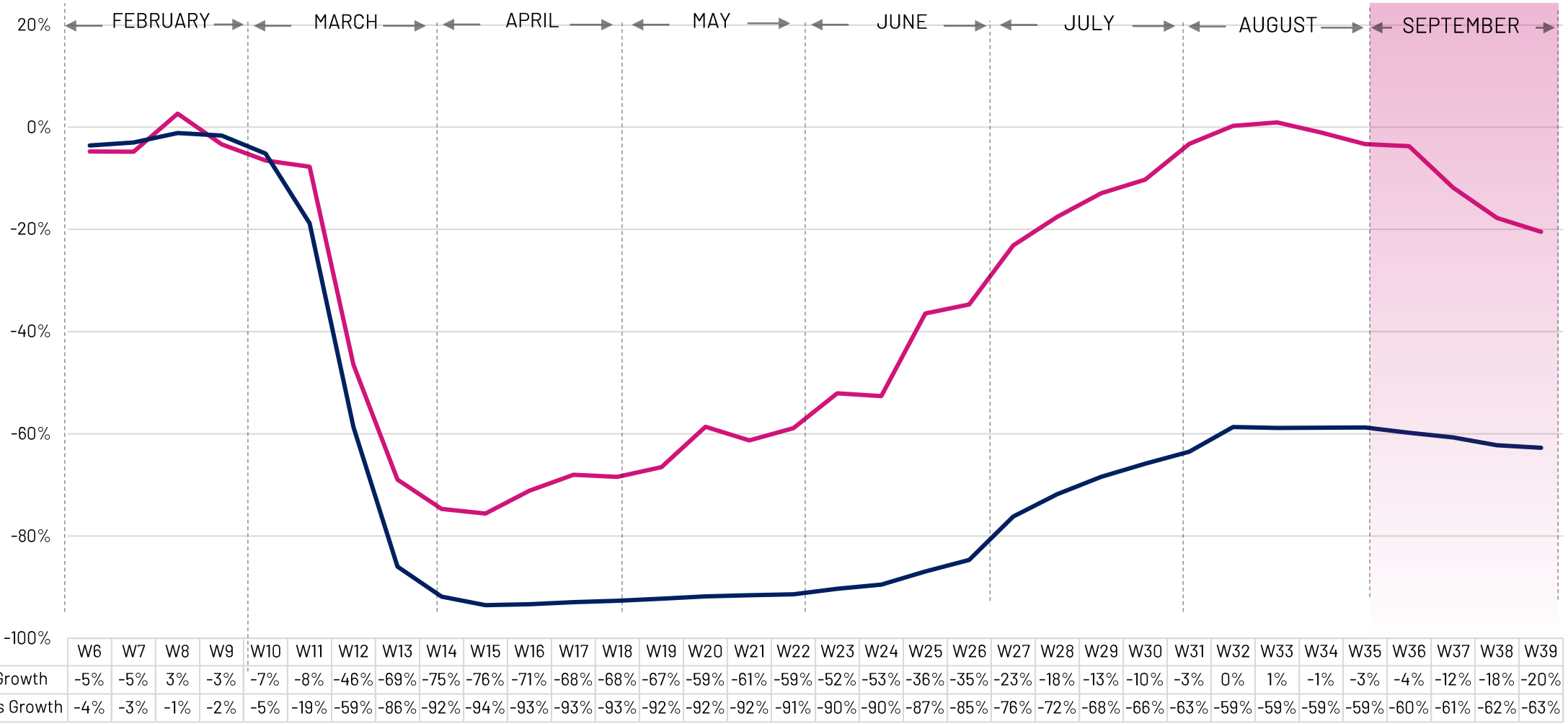


Monthly growth (compared with 2019)



# BUSINESS AVIATION VS. AIRLINES

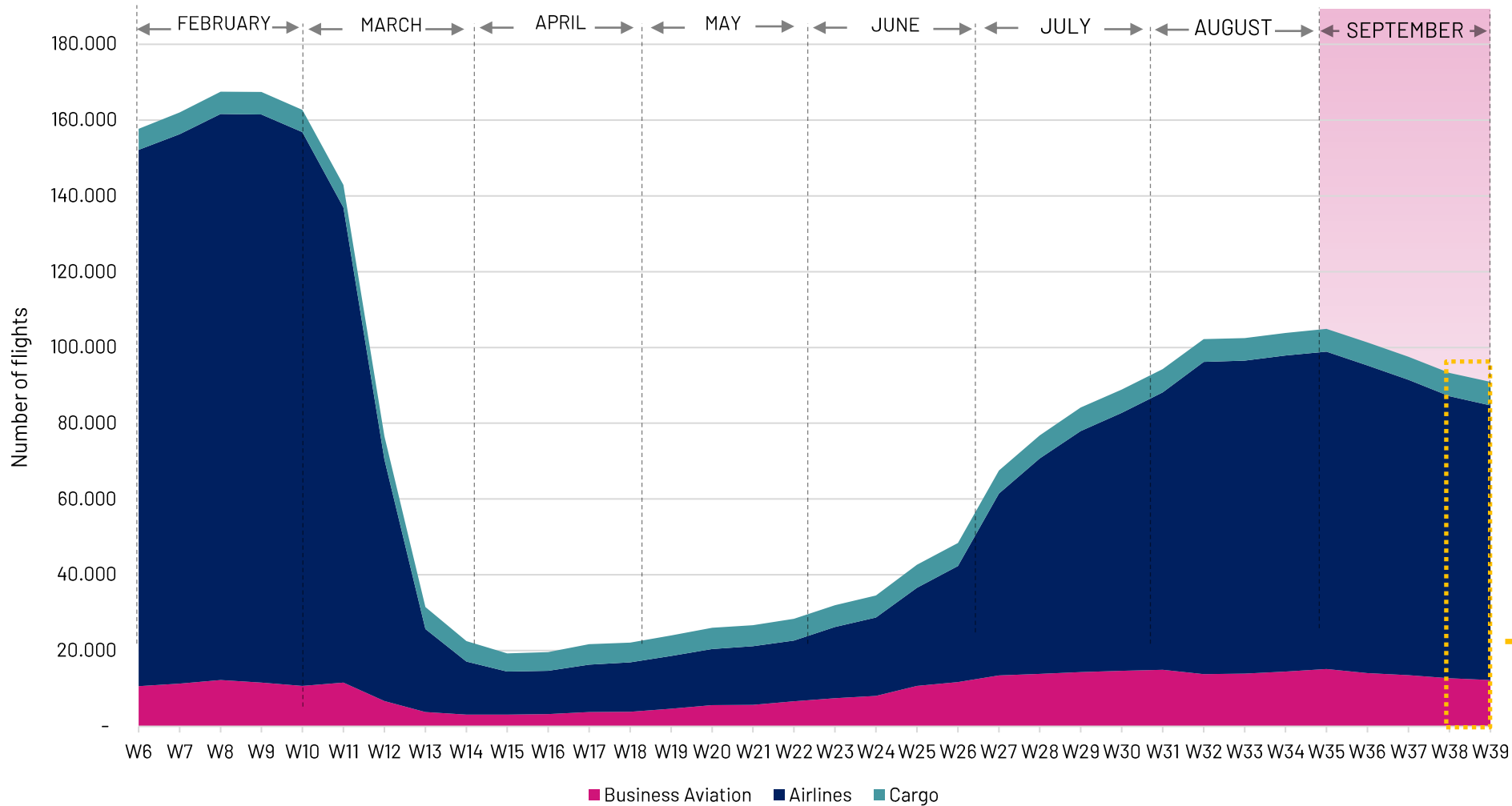
WEEKLY TRAFFIC GROWTH (compared with same week in 2019)



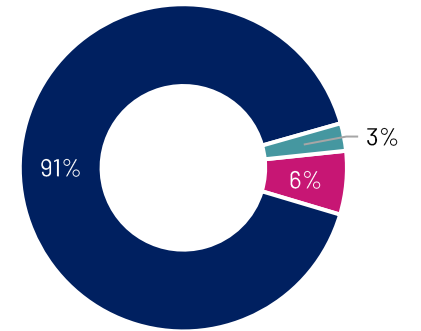
**Airlines:**  
Legacy Carriers,  
Low Cost Airlines,  
Charter Airlines

# BUSINESS AVIATION VS. AIRLINES

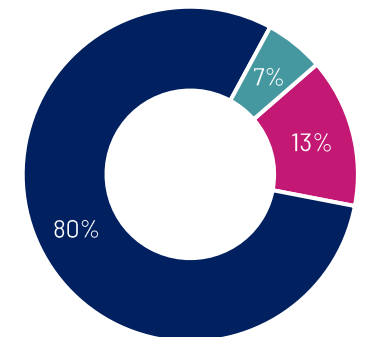
WEEKLY TRAFFIC MARKET SHARE (compared with same week in 2019)



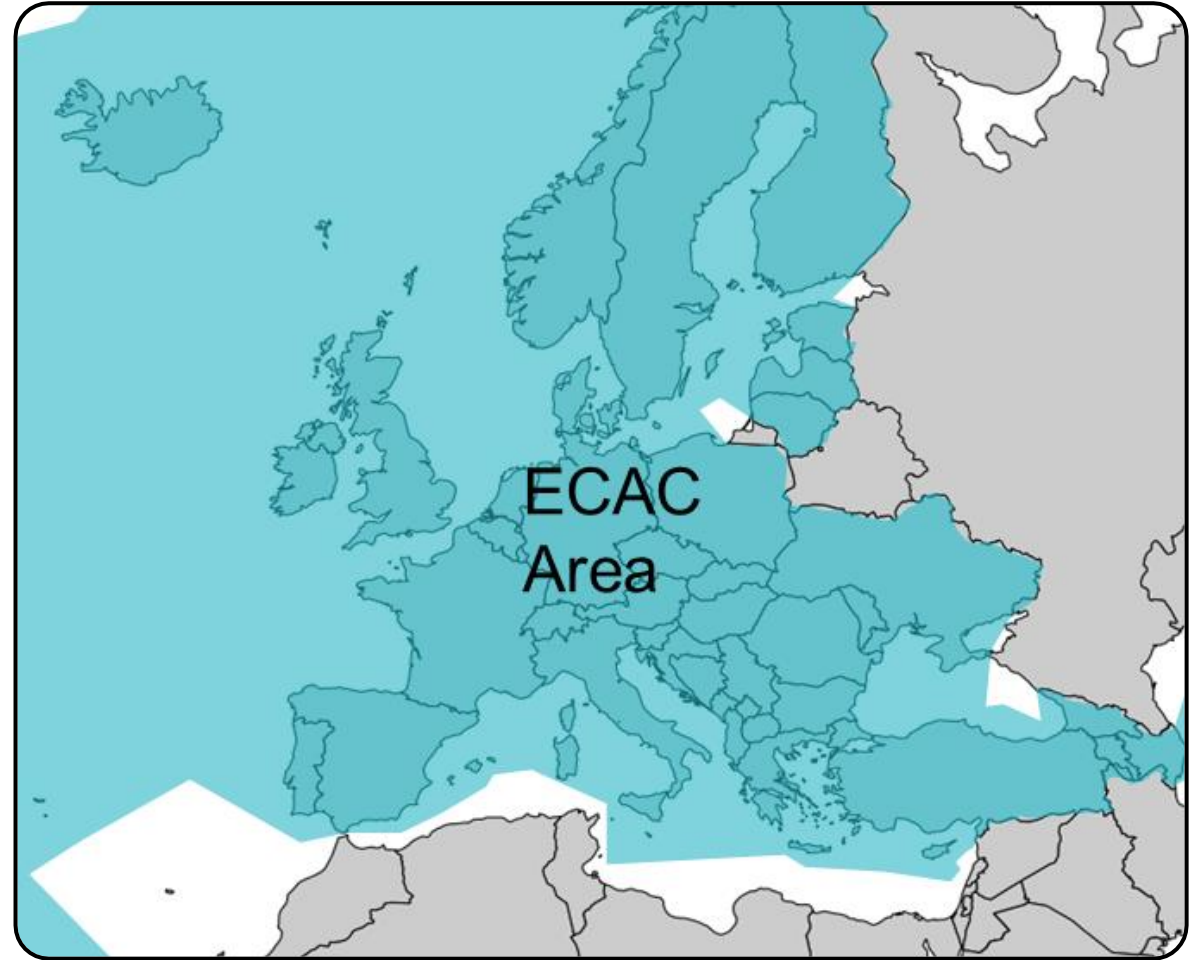
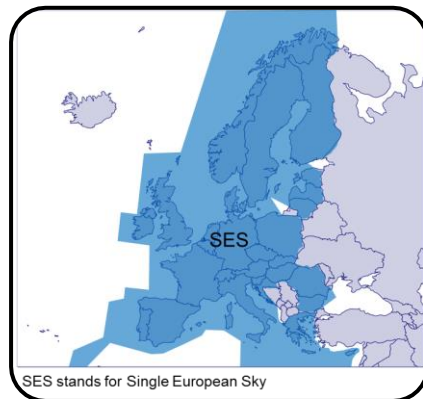
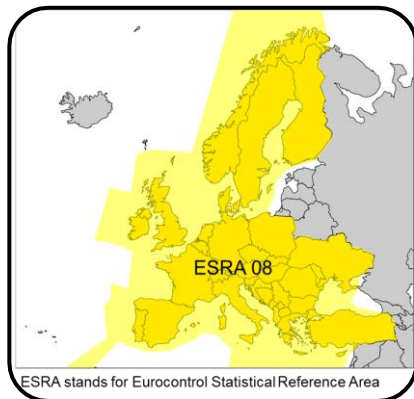
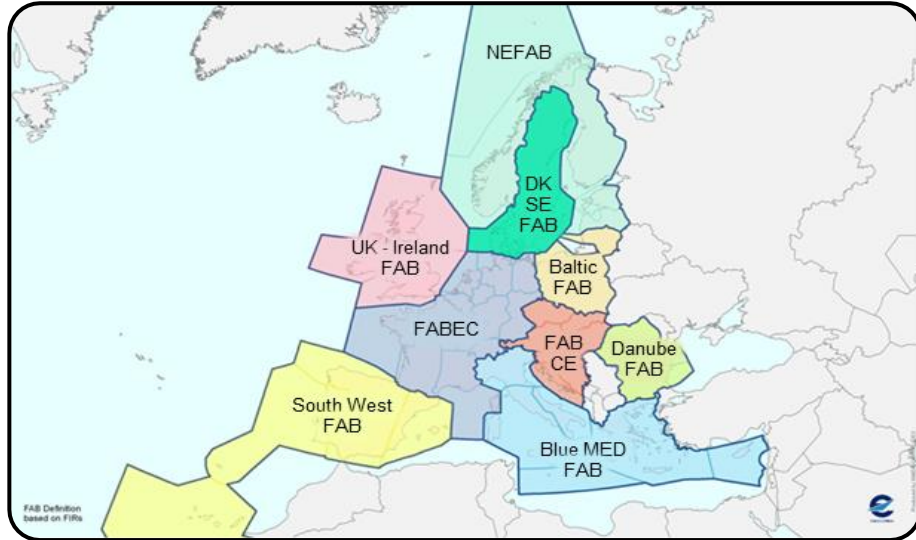
WEEK 35 - 2019  
Market share



WEEK 39 - 2020  
Market share



# AREAS



ECAC stands for European Civil Aviation Conference

# BUSINESS AVIATION SEGMENTS

The « Business Aviation » segment is defined by Eurocontrol as follows :

|      |                                  |                   |             |                               |
|------|----------------------------------|-------------------|-------------|-------------------------------|
| A318 | Airbus A318                      | Airbus            | Bizliner    | ICAO flight type G only       |
| A319 | Airbus A319                      | Airbus            | Bizliner    | ICAO flight type G only       |
| A320 | Airbus A320                      | Airbus            | Bizliner    | ICAO flight type G only       |
| ASTR | Gulfstream G100                  | Gulfstream        | Midsize Jet |                               |
| B350 | King Air 350                     | Hawker Beechcraft | Turboprop   | ICAO flight type G and N only |
| B737 | Boeing 737-700                   | Boeing            | Bizliner    | ICAO flight type G only       |
| B738 | Boeing 737-800                   | Boeing            | Bizliner    | ICAO flight type G only       |
| B739 | Boeing 737-900                   | Boeing            | Bizliner    | ICAO flight type G only       |
| B748 | Boeing 747-8I                    | Boeing            | Bizliner    | ICAO flight type G only       |
| B77L | Boeing 777-200 Freighter         | Boeing            | Bizliner    | ICAO flight type G only       |
| B77W | Boeing 777-300ER                 | Boeing            | Bizliner    | ICAO flight type G only       |
| B788 | Boeing 787-8                     | Boeing            | Bizliner    | ICAO flight type G only       |
| B789 | Boeing 787-9                     | Boeing            | Bizliner    | ICAO flight type G only       |
| BE10 | King Air 100                     | Hawker Beechcraft | Turboprop   |                               |
| BE20 | King Air 200                     | Hawker Beechcraft | Turboprop   |                               |
| BE30 | Super King Air 300               | Hawker Beechcraft | Turboprop   |                               |
| BE40 | Hawker Beechjet 400              | Hawker Beechcraft | Light Jet   |                               |
| BE90 | King Air 90                      | Hawker Beechcraft | Turboprop   |                               |
| BE9L | King Air 90                      | Hawker Beechcraft | Turboprop   |                               |
| BE9T | King Air 90                      | Hawker Beechcraft | Turboprop   |                               |
| C208 | Cessna 208 Caravan               | Cessna            | Turboprop   |                               |
| C25A | Cessna Citation CJ2              | Cessna            | Light Jet   |                               |
| C25B | Cessna Citation CJ3              | Cessna            | Light Jet   |                               |
| C25C | Cessna Citation CJ4              | Cessna            | Light Jet   |                               |
| C25M | Cessna M2                        | Cessna            | Light Jet   |                               |
| C425 | Cessna Corsair                   | Cessna            | Turboprop   |                               |
| C441 | Cessna Conquest                  | Cessna            | Turboprop   |                               |
| C500 | Cessna Citation I                | Cessna            | Light Jet   |                               |
| C501 | Cessna Citation ISP              | Cessna            | Light Jet   |                               |
| C510 | Cessna Citation Mustang          | Cessna            | Light Jet   |                               |
| C525 | Cessna Citation CJ1              | Cessna            | Light Jet   |                               |
| C550 | Cessna Citation II               | Cessna            | Light Jet   |                               |
| C551 | Cessna Citation IISP             | Cessna            | Light Jet   |                               |
| C55B | Cessna Citation Bravo            | Cessna            | Light Jet   |                               |
| C560 | Cessna Citation V                | Cessna            | Light Jet   |                               |
| C56X | Cessna Citation Excel / XLS      | Cessna            | Light Jet   |                               |
| C850 | Cessna Citation III              | Cessna            | Midsize Jet |                               |
| C880 | Cessna Citation Sovereign        | Cessna            | Midsize Jet |                               |
| C750 | Cessna Citation X                | Cessna            | Midsize Jet |                               |
| CL30 | Challenger 300 series            | Bombardier        | Midsize Jet |                               |
| CL35 | Challenger 350                   | Bombardier        | Midsize Jet |                               |
| CL60 | Challenger 600 series            | Bombardier        | Heavy Jet   |                               |
| CRJ2 | Challenger 800-850               | Bombardier        | Heavy Jet   | ICAO flight type G only       |
| E135 | Embraer RJ135                    | Embraer           | Heavy Jet   | ICAO flight type G only       |
| E145 | Embraer RJ145                    | Embraer           | Heavy Jet   | ICAO flight type G only       |
| E190 | Embraer 190                      | Embraer           | Bizliner    | ICAO flight type G only       |
| E35L | Embraer Legacy 600 series        | Embraer           | Heavy Jet   |                               |
| E50P | Embraer Phenom 100               | Embraer           | Light Jet   |                               |
| E545 | Embraer Legacy 450 / Praetor 500 | Embraer           | Midsize Jet |                               |
| E550 | Embraer Legacy 500               | Embraer           | Midsize Jet |                               |
| E55P | Embraer Phenom 300               | Embraer           | Light Jet   | ICAO flight type G and N only |
| E75L | Embraer RJ175                    | Embraer           | Bizliner    | ICAO flight type G only       |
| EA50 | Eclipse 500                      | Eclipse           | Light Jet   |                               |

|      |                            |                       |             |                               |
|------|----------------------------|-----------------------|-------------|-------------------------------|
| F2TH | Dassault Falcon 2000       | Dassault              | Heavy Jet   |                               |
| F900 | Dassault Falcon 900        | Dassault              | Heavy Jet   |                               |
| FA10 | Dassault Falcon 10/100     | Dassault              | Light Jet   |                               |
| FA20 | Dassault Falcon 20/200     | Dassault              | Midsize Jet |                               |
| FA50 | Dassault Falcon 50         | Dassault              | Midsize Jet |                               |
| FA7X | Dassault Falcon 7X         | Dassault              | Heavy Jet   |                               |
| FABX | Dassault Falcon 8X         | Dassault              | Heavy Jet   |                               |
| G150 | Gulfstream G150            | Gulfstream            | Midsize Jet |                               |
| G280 | Gulfstream G280            | Gulfstream            | Midsize Jet |                               |
| GA5C | Gulfstream G500/550        | Gulfstream            | Heavy Jet   |                               |
| GA6C | Gulfstream G600/650        | Gulfstream            | Heavy Jet   |                               |
| GALX | Gulfstream G200            | Gulfstream            | Midsize Jet |                               |
| GL5T | Global 5000                | Bombardier            | Heavy Jet   |                               |
| GL8T | Global 6000                | Bombardier            | Heavy Jet   |                               |
| GLEX | Global Express / 6000      | Bombardier            | Heavy Jet   |                               |
| GLF2 | Gulfstream 2               | Gulfstream            | Heavy Jet   |                               |
| GLF3 | Gulfstream 3               | Gulfstream            | Heavy Jet   |                               |
| GLF4 | Gulfstream G300/450        | Gulfstream            | Heavy Jet   |                               |
| GLF5 | Gulfstream G500/550        | Gulfstream            | Heavy Jet   |                               |
| GLF6 | Gulfstream G600/650        | Gulfstream            | Heavy Jet   | ICAO flight type G and N only |
| H25B | Hawker 700-900             | Hawker Beechcraft     | Midsize Jet |                               |
| H25C | British Aerospace 125-1000 | British Aerospace     | Light Jet   |                               |
| HA4T | Hawker 4000                | Hawker Beechcraft     | Midsize Jet |                               |
| HDJT | HondaJet                   | Honda                 | Light Jet   |                               |
| HF20 | Hansa Jet                  | Hamburger Flugzeugbau | Light Jet   |                               |
| LJ23 | Learjet 23                 | Bombardier            | Light Jet   |                               |
| LJ24 | Learjet 24                 | Bombardier            | Light Jet   |                               |
| LJ25 | Learjet 25                 | Bombardier            | Light Jet   |                               |
| LJ28 | Learjet 28                 | Bombardier            | Light Jet   |                               |
| LJ31 | Learjet 31                 | Bombardier            | Light Jet   |                               |
| LJ35 | Learjet 35                 | Bombardier            | Light Jet   |                               |
| LJ40 | Learjet 40                 | Bombardier            | Light Jet   |                               |
| LJ45 | Learjet 45                 | Bombardier            | Light Jet   |                               |
| LJ55 | Learjet 55                 | Bombardier            | Midsize Jet |                               |
| LJ60 | Learjet 60                 | Bombardier            | Midsize Jet |                               |
| LJ70 | Learjet 70                 | Bombardier            | Midsize Jet |                               |
| LJ75 | Learjet 75                 | Bombardier            | Midsize Jet |                               |
| P180 | Piaggio P180 Avanti        | Piaggio Aerospace     | Turboprop   |                               |
| PAY2 | Piper Cheyenne 2           | Piper Aircraft        | Turboprop   |                               |
| PAY3 | Piper Cheyenne 3           | Piper Aircraft        | Turboprop   |                               |
| PAY4 | Piper Cheyenne 400         | Piper Aircraft        | Turboprop   |                               |
| PC12 | Pilatus PC-12              | Pilatus               | Turboprop   |                               |
| PC24 | Pilatus PC24               | Pilatus               | Light Jet   |                               |
| PRM1 | Premier 1                  | Hawker Beechcraft     | Light Jet   |                               |
| SBR1 | Sabreliner                 | NA Rockwell           | Light Jet   |                               |
| SBR2 | Sabreliner                 | NA Rockwell           | Light Jet   |                               |
| SJ30 | Syberjet SJ30              | SyberJet              | Light Jet   |                               |
| TBM7 | Socata TBM 700             | Daher-Socata          | Turboprop   |                               |
| TBM8 | Socata TBM 850             | Daher-Socata          | Turboprop   |                               |
| TBM9 | Socata TBM 900 series      | Daher-Socata          | Turboprop   |                               |
| WW23 | 1123 Westwind              | IAI                   | Midsize Jet |                               |
| WW24 | 1124 Westwind              | IAI                   | Midsize Jet |                               |
| EA50 | Eclipse 500                | Eclipse               | Light Jet   |                               |

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