

# 2019 European Atlas

European business aviation in numbers



## Methodology

### 1. Data collection and processing

Every year, EBAA works with a number of expert partners to collect and process business aviation data. Our partners provide us with anonymised data, which is in turn aggregated by EBAA for further analysis.

### 2. Data analysis

EBAA extracts, cross-references and analyses countless (read: millions) of data sets. We then translate our findings into easily understood, visual representations and charts.

### 3. Data visualisation and reporting

EBAA curates the most important and revealing facts and figures. We work with designers to structure and organise the information into the report you are reading today.

**Want to know more about how we work with data?**  
Write to [data@ebaa.org](mailto:data@ebaa.org)

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# Foreword

Each year, the EBAA publishes a visual summary of European business aviation's contribution across Europe. The data we compile and share is critical to our members and industry stakeholders alike, including European policy-makers and regulators.

For this 5th edition and building on the success of our last report, we have worked hard to develop an expanded and richer version. It is broken down in three parts, each providing the most up-to-date information based on currently available data for the sector.

## **Business aviation is operating in a changing environment**

New technologies such as electrification, VTOL, blockchain, artificial intelligence, and alternative fuels are igniting the pace of innovation in aviation. And nowhere is it more prevalent than in business aviation – the industry that sets the innovation bar for air travel.

We are seeing industry heavy-hitters (old and emerging) challenging the status quo to devise new products, services and business models that embrace digitalization and address ever-pressing environmental challenges.

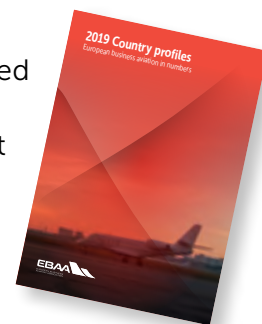
The contribution of business aviation is not always well understood and few organisations to date have been able to determine the value, impact and business benefit that our sector truly makes. This report does exactly that.

## **Integrated reporting creates transparency**

High-quality, verified and reliable data is essential to support sound economic and political decision-making. For this purpose, we consistently aim to provide a comprehensive set of statistics about the business aviation sector that will be used by all stakeholders, through engaging infographics, maps and data visualisations.

## **Country profiles**

Browse through our updated +30 European 'country profiles', featuring amongst other indicators, national economic impact figures, business aviation traffic and fleet.



## **Airport profiles**

The second instalment provides a comparison between the top 50 business aviation airports in Europe, including but not limited to movements, market share, destination and connectivity.



## **European Atlas**

Navigate through our atlas showcasing how European business aviation connects people, businesses and communities across the world.



I trust that you will find these reports useful in your work and that it will provide you with new and valuable insights into the world of business aviation.

**Athar Husain Khan**  
EBAA Secretary-General

# Part 1 – Traffic evolution



# Growth in 2018

European BizAv increased by 2% in 2018 compared to 2017. This positive trend is seen in the majority of Western Europe, where the majority of European BizAv traffic is concentrated.

Northern Europe saw its traffic decrease, with a significant reduction in Finland.

Balkan countries followed a different trend, mitigated by the relatively low volume of flights in those regions.

## BizAv traffic growth 2018 compared with 2017

Albania	▼ 0.3%
Austria	▼ 1.5%
Belgium	▲ 4.5%
Bosnia & Herzegovina	▼ 0.4%
Bulgaria	▲ 10.1%
Croatia	▲ 10.4%
Cyprus	▼ 0.5%
Czech Republic	▲ 3.7%
Denmark	▲ 5.1%
Estonia	▲ 15.9%
Finland	▼ 9.4%
France	▲ 1.2%
Germany	▲ 2.9%
Greece	▲ 4.1%
Hungary	▲ 16.1%
Iceland	▲ 4.9%
Ireland	▲ 1.1%
Italy	▲ 0.6%
Latvia	▼ 7.5%
Lithuania	▲ 2.8%
Luxembourg	▼ 4.6%
Macedonia	▲ 3.8%
Malta	▼ 2.9%
Moldova	▲ 12.2%
Montenegro	▲ 38.6%
Netherlands	▲ 5.8%
Norway	▼ 0.3%
Poland	▲ 6.0%
Portugal	▲ 8.2%
Romania	▼ 1.3%
Serbia	▲ 15.7%
Slovakia	▲ 1.7%
Slovenia	▲ 16.2%
Spain	▲ 4.3%
Sweden	▼ 1.2%
Switzerland	▲ 0.8%
Turkey	▼ 6.3%
Ukraine	▲ 1.8%
United Kingdom	▲ 1.5%





# Growth since 2010

We consider 2010 as our baseline year, following the 2008-2009 economic crisis. For the past 8 years, business aviation grew consistently almost everywhere in Europe. Some spectacular development can be observed in Spain (+30,8%), Portugal (+39,5%), the Czech Republic (+43,5%) and in Malta (+144,7%).

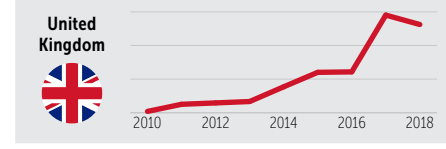
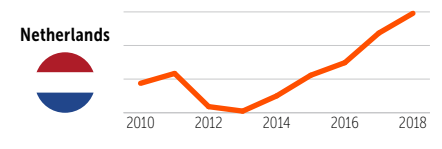
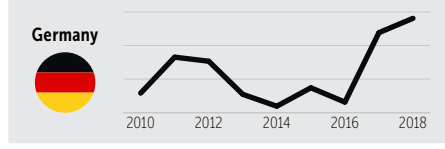
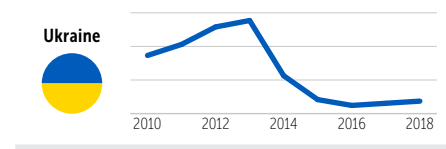
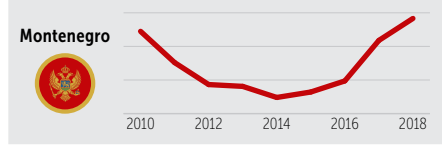
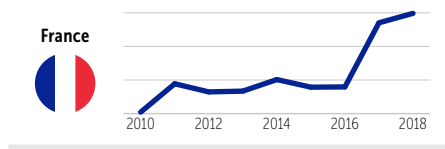
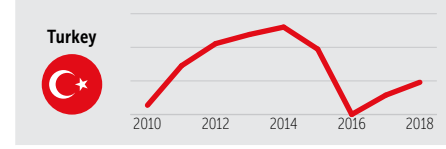
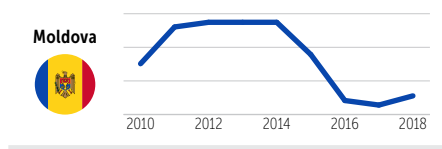
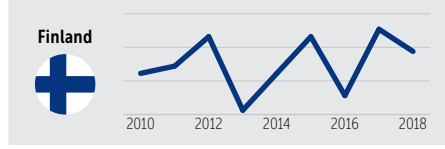
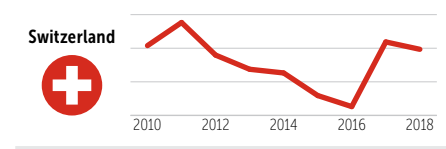
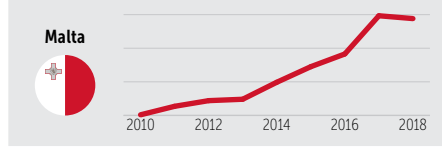
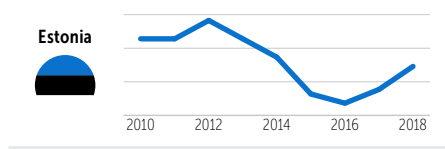
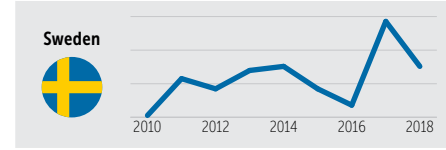
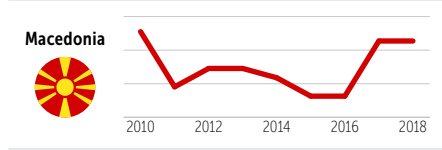
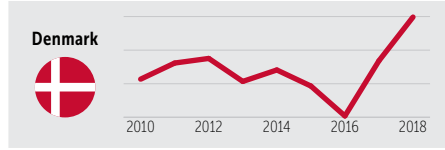
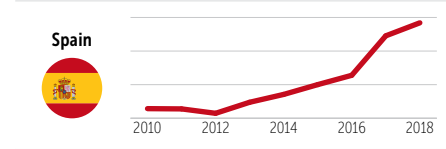
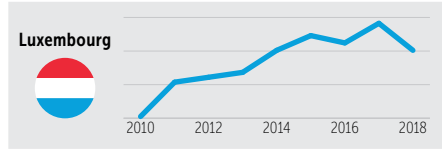
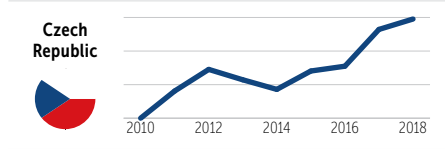
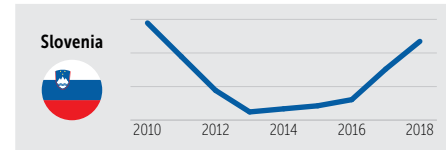
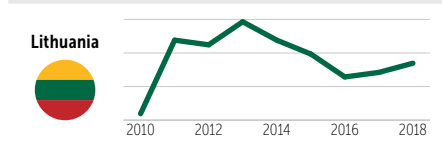
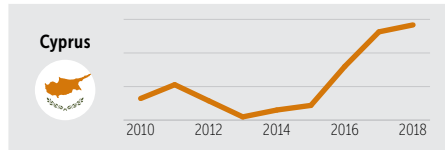
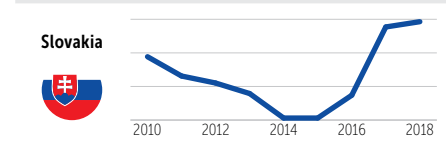
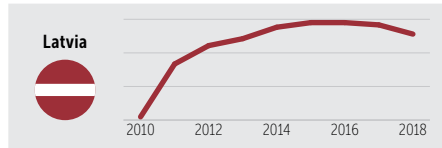
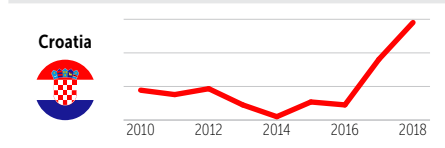
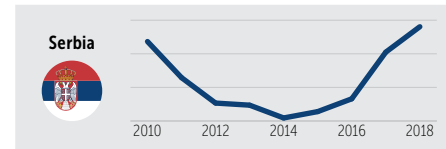
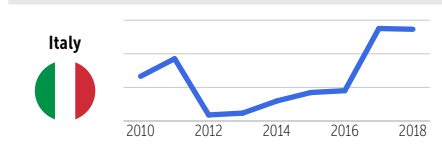
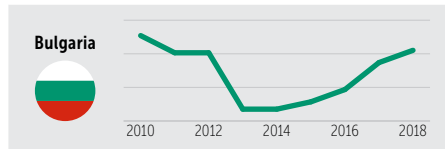
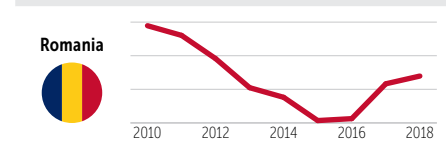
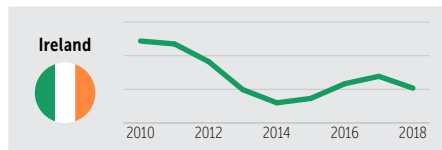
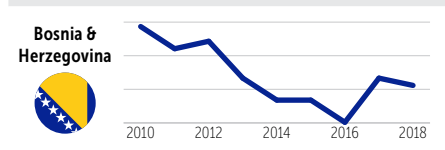
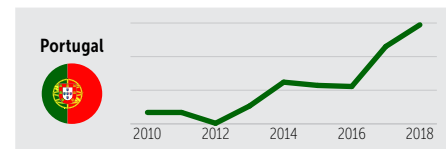
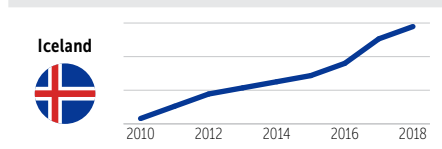
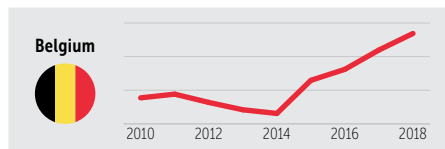
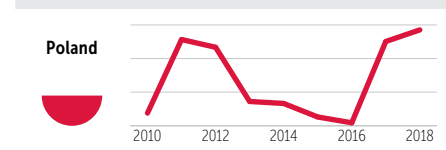
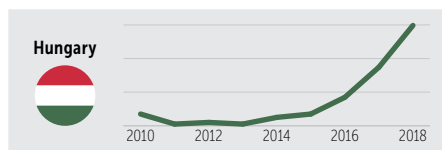
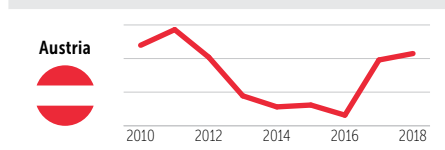
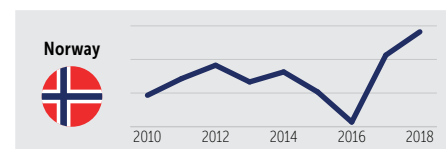
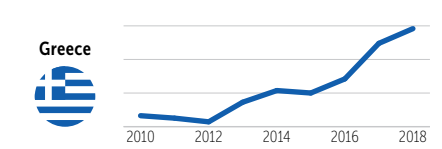
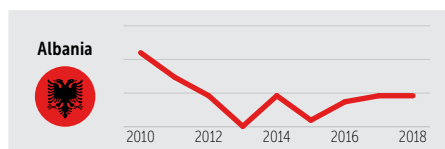
Few countries have seen their traffic volume decrease, in Austria (-1%), Ireland (-9%) and Ukraine (-42%).

## 2018 BizAv traffic growth (compared to 2010)

Albania	▼ 30.4%
Austria	▼ 1.0%
Belgium	▲ 14.2%
Bosnia & Herzegovina	▼ 22.9%
Bulgaria	▼ 5.1%
Croatia	▲ 19.7%
Cyprus	▲ 26.9%
Czech Republic	▲ 43.5%
Denmark	▲ 11.1%
Estonia	▼ 10.9%
Finland	▲ 1.9%
France	▲ 12.2%
Germany	▲ 7.6%
Greece	▲ 38.0%
Hungary	▲ 39.8%
Iceland	▲ 48.4%
Ireland	▼ 9.0%
Italy	▲ 7.0%
Latvia	▲ 97.3%
Lithuania	▲ 29.7%
Luxembourg	▲ 14.4%
Macedonia	▼ 4.3%
Malta	▲ 144.7%
Moldova	▼ 31.8%
Montenegro	▲ 2.9%
Netherlands	▲ 15.8%
Norway	▲ 11.1%
Poland	▲ 15.6%
Portugal	▲ 39.5%
Romania	▼ 15.5%
Serbia	▲ 2.9%
Slovakia	▲ 14.0%
Slovenia	▼ 7.4%
Spain	▲ 30.8%
Sweden	▲ 7.6%
Switzerland	▼ 0.3%
Turkey	▲ 5.9%
Ukraine	▼ 42.1%
United Kingdom	▲ 15.0%

-50% 0% 50% 100% 150%

# BizAv traffic evolution since 2010



# Part 2 – Traffic type












































# Importance of business aviation per country

BizAv represents 7% of European aviation but in reality, this varies significantly between countries depending on their specific connectivity needs.

## BizAv share in the country aviation market

	Albania	2.3%
	Austria	10.5%
	Belgium	7.1%
	Bosnia & Herzegovina	5.7%
	Bulgaria	4.7%
	Croatia	10.5%
	Cyprus	6.6%
	Czech Republic	9.5%
	Denmark	3.4%
	Estonia	4.1%
	Finland	4.9%
	France	11.9%
	Germany	6.7%
	Greece	5.1%
	Hungary	5.6%
	Iceland	3.9%
	Ireland	4.2%
	Italy	7.4%
	Latvia	3.2%
	Lithuania	2.9%
	Luxembourg	12.1%
	Macedonia	4.4%
	Malta	7.5%
	Moldova	2.0%
	Montenegro	9.3%
	Netherlands	3.7%
	Norway	4.8%
	Poland	3.8%
	Portugal	3.0%
	Romania	3.3%
	Serbia	9.3%
	Slovakia	18.7%
	Slovenia	8.0%
	Spain	5.0%
	Sweden	5.9%
	Switzerland	16.4%
	Turkey	2.7%
	Ukraine	5.4%
	United Kingdom	6.9%

0% 2% 4% 6% 8% 10% 12% 14% 16% 18% 20%

# Business aviation concentration in Europe

Business aviation is concentrated in 6 key markets; France, UK, Germany, Italy, Switzerland and Spain. Together they make up +70% of all European BizAv traffic.

Country share of the overall European BizAv market

	Albania	0.0%
	Austria	3.0%
	Belgium	1.9%
	Bosnia & Herzegovina	0.1%
	Bulgaria	0.4%
	Croatia	1.0%
	Cyprus	0.5%
	Czech Republic	1.5%
	Denmark	1.1%
	Estonia	0.2%
	Finland	1.1%
	France	18.6%
	Germany	14.3%
	Greece	2.2%
	Hungary	0.6%
	Iceland	0.3%
	Ireland	1.0%
	Italy	9.5%
	Latvia	0.2%
	Lithuania	0.2%
	Luxembourg	0.6%
	Macedonia	0.1%
	Malta	0.3%
	Moldova	0.0%
	Montenegro	0.3%
	Netherlands	1.9%
	Norway	3.3%
	Poland	1.5%
	Portugal	1.1%
	Romania	0.7%
	Serbia	0.5%
	Slovakia	0.6%
	Slovenia	0.2%
	Spain	7.3%
	Sweden	2.9%
	Switzerland	6.9%
	Turkey	3.0%
	Ukraine	0.8%
	United Kingdom	15.2%










































# Share of commercial business aviation per country

There are two main categories of business aviation; Commercial Business Aviation (Air taxi / Charter) and Non Commercial Business Aviation (Corporate / Private).

In Europe, commercial BizAv accounts for 54,1% of the traffic, while non-commercial flights account for 32,3%. The remaining percentage are flights aimed at aircraft maintenance, medical evacuation, diplomatic flights or compliance checks for example.

## Share of commercial BizAv in the national BizAv market

	Albania	55.9%
	Austria	59.3%
	Belgium	51.1%
	Bosnia & Herzegovina	36.5%
	Bulgaria	62.1%
	Croatia	62.0%
	Cyprus	61.6%
	Czech Republic	56.9%
	Denmark	46.9%
	Estonia	57.8%
	Finland	23.5%
	France	46.8%
	Germany	47.8%
	Greece	58.6%
	Hungary	56.5%
	Iceland	34.6%
	Ireland	47.6%
	Italy	58.2%
	Latvia	60.0%
	Lithuania	56.4%
	Luxembourg	42.0%
	Macedonia	48.1%
	Malta	50.2%
	Moldova	72.2%
	Montenegro	69.9%
	Netherlands	55.6%
	Norway	85.4%
	Poland	42.9%
	Portugal	56.7%
	Romania	60.4%
	Serbia	67.9%
	Slovakia	66.3%
	Slovenia	45.1%
	Spain	58.4%
	Sweden	68.6%
	Switzerland	55.9%
	Turkey	56.9%
	Ukraine	60.4%
	United Kingdom	55.4%

20% 30% 40% 50% 60% 70% 80% 90%



# Share of domestic business aviation per country

Aviation does not know borders and flies everywhere. Unsurprisingly, smaller European countries have almost no domestic traffic.

Scandinavian markets are very domestic oriented (83,2% in Norway , 65,2% in Sweden, 60,6% in Finland), as much as the Turkish market (55,8%).

## Share of domestic activity in the national BizAV activity

	Albania	0.0%
	Austria	14.7%
	Belgium	9.7%
	Bosnia & Herzegovina	11.6%
	Bulgaria	21.8%
	Croatia	15.7%
	Cyprus	6.5%
	Czech Republic	15.6%
	Denmark	23.5%
	Estonia	9.5%
	Finland	60.6%
	France	45.0%
	Germany	46.5%
	Greece	30.5%
	Hungary	4.0%
	Iceland	0.0%
	Ireland	4.2%
	Italy	39.6%
	Latvia	2.9%
	Lithuania	9.8%
	Luxembourg	0.4%
	Macedonia	3.7%
	Malta	1.2%
	Moldova	2.7%
	Montenegro	2.1%
	Netherlands	9.7%
	Norway	83.2%
	Poland	36.1%
	Portugal	13.3%
	Romania	26.5%
	Serbia	4.4%
	Slovakia	14.1%
	Slovenia	3.4%
	Spain	38.5%
	Sweden	65.2%
	Switzerland	11.2%
	Turkey	55.8%
	Ukraine	29.7%
	United Kingdom	42.3%

0% 10% 20% 30% 40% 50% 60% 70% 80% 90%

# Share of European business aviation per country

Business aviation connects businesses across Europe, it does not know borders. Business aviation is mostly used for short range flights (the average flight distance for turboprops is 500km). Logically, the smaller the country, the bigger the share of cross-border flights.

## Share of European activity in the national BizAV activity

	Albania	92.1%
	Austria	77.4%
	Belgium	85.3%
	Bosnia & Herzegovina	84.1%
	Bulgaria	69.1%
	Croatia	78.9%
	Cyprus	57.9%
	Czech Republic	77.1%
	Denmark	70.4%
	Estonia	58.3%
	Finland	28.9%
	France	47.1%
	Germany	48.5%
	Greece	56.4%
	Hungary	89.0%
	Iceland	93.5%
	Ireland	74.7%
	Italy	53.0%
	Latvia	59.6%
	Lithuania	59.5%
	Luxembourg	95.5%
	Macedonia	88.9%
	Malta	58.3%
	Moldova	62.0%
	Montenegro	86.9%
	Netherlands	84.5%
	Norway	15.2%
	Poland	57.0%
	Portugal	69.7%
	Romania	64.1%
	Serbia	81.5%
	Slovakia	81.4%
	Slovenia	91.4%
	Spain	54.1%
	Sweden	31.5%
	Switzerland	80.4%
	Turkey	25.8%
	Ukraine	28.5%
	United Kingdom	47.9%

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

# Share of extra-European business aviation per country

In some countries, BizAv is less of a European connector than an international connector. It is therefore not surprising that the countries at the external borders of Europe are proportionally more connected with non-European countries than countries in the middle of the continent.

Ukraine and the Baltic Countries have important connections with Russia, Turkey with the Middle East, Malta with North Africa. This trend can be observed in Ireland and Portugal as well.

## Share of extra-european activity in the national BizAV activity

	Albania	7.9%
	Austria	7.9%
	Belgium	5.1%
	Bosnia & Herzegovina	4.2%
	Bulgaria	9.1%
	Croatia	5.4%
	Cyprus	35.6%
	Czech Republic	7.3%
	Denmark	6.2%
	Estonia	32.2%
	Finland	10.5%
	France	8.0%
	Germany	5.0%
	Greece	13.1%
	Hungary	7.0%
	Iceland	6.5%
	Ireland	21.1%
	Italy	7.4%
	Latvia	37.4%
	Lithuania	30.7%
	Luxembourg	4.1%
	Macedonia	7.5%
	Malta	40.5%
	Moldova	35.3%
	Montenegro	11.0%
	Netherlands	5.8%
	Norway	1.6%
	Poland	6.9%
	Portugal	17.1%
	Romania	9.4%
	Serbia	14.0%
	Slovakia	4.5%
	Slovenia	5.2%
	Spain	7.5%
	Sweden	3.3%
	Switzerland	8.4%
	Turkey	18.4%
	Ukraine	41.8%
	United Kingdom	9.8%

0% 5% 10% 15% 20% 25% 30% 35% 40% 45%



## Part 3 – BizAv fleet





# Based fleet size per country





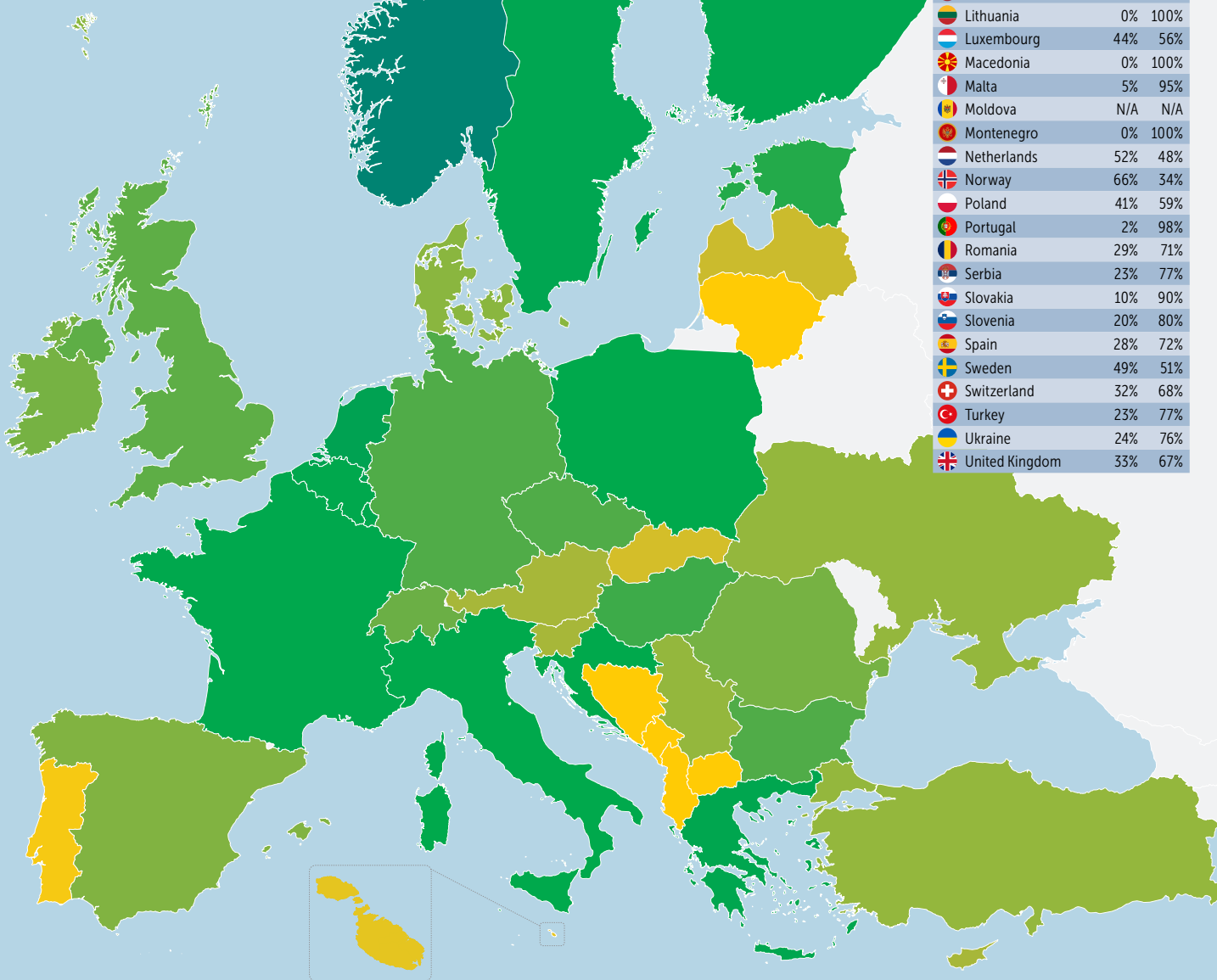
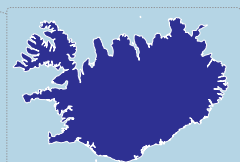
	Single-Engine Turboprops		Twin-Engine Turboprops		Light Jets		Midsize Jets		Heavy Jets		Bizliners		Total	
	Based	Registered	Based	Registered	Based	Registered	Based	Registered	Based	Registered	Based	Registered	Based	Registered
Albania	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Austria	24	14	15	8	45	60	28	31	78	82	2	2	192	197
Belgium	31	22	14	7	19	15	12	11	27	19	1	1	104	75
Bosnia & Herzegovina	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Bulgaria	4	2	5	5	8	7	2	2	5	3	1	1	25	20
Croatia	1	0	4	4	6	6	0	0	1	1	0	0	12	11
Cyprus	2	0	1	0	1	1	3	2	8	1	0	0	15	4
Czech Republic	24	23	11	12	36	35	9	8	18	15	3	2	101	95
Denmark	13	12	6	9	20	15	10	10	27	30	1	0	77	76
Estonia	1	1	6	5	4	4	5	6	2	2	0	0	18	18
Finland	11	15	3	3	9	9	0	0	6	4	0	0	29	31
France	95	68	104	89	120	87	52	49	81	47	8	4	460	344
Germany	146	133	116	102	270	247	81	74	121	110	16	16	750	682
Greece	0	0	16	14	5	4	3	2	10	8	0	1	34	29
Hungary	2	0	6	5	7	6	4	4	2	3	0	0	21	18
Iceland	3	3	5	5	0	0	0	0	0	0	0	0	8	8
Ireland	4	1	4	1	2	2	7	3	11	6	0	1	28	14
Italy	10	4	61	50	37	32	23	19	36	30	3	3	170	138
Latvia	1	1	0	0	2	2	4	2	2	0	0	0	9	5
Lithuania	0	0	0	0	1	0	6	6	1	1	3	2	11	9
Luxembourg	25	21	12	1	15	13	6	10	20	30	7	4	85	79
Macedonia	0	0	0	0	1	1	1	1	0	0	0	0	2	2
Malta	1	1	5	7	16	20	6	12	100	109	5	7	133	156
Moldova	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Montenegro	0	0	0	0	1	1	1	1	0	0	0	0	2	2
Netherlands	24	17	17	17	16	11	6	8	14	11	2	2	79	66
Norway	5	5	26	26	3	2	6	6	7	7	0	0	47	46
Poland	14	11	11	12	16	15	7	7	13	11	0	0	61	56
Portugal	1	0	2	2	25	27	51	51	40	49	2	3	121	132
Romania	1	1	4	4	3	3	2	2	6	4	1	1	17	15
Serbia	1	0	6	6	13	12	8	8	2	2	0	0	30	28
Slovakia	1	1	1	0	9	10	3	3	1	0	5	4	20	18
Slovenia	1	1	2	2	6	4	1	1	5	3	0	0	15	11
Spain	8	7	33	31	51	41	15	11	38	34	4	3	149	127
Sweden	6	5	35	33	18	17	8	6	17	18	0	0	84	79
Switzerland	56	43	27	19	53	24	7	2	100	58	13	1	256	147
Turkey	12	0	26	0	15	0	39	0	68	1	5	0	165	1
Ukraine	1	0	4	0	2	0	6	0	6	0	2	0	21	0
United Kingdom	62	31	102	75	99	63	81	67	146	68	14	5	504	309
<b>Total</b>	<b>591</b>	<b>443</b>	<b>690</b>	<b>554</b>	<b>957</b>	<b>797</b>	<b>503</b>	<b>425</b>	<b>1,019</b>	<b>767</b>	<b>98</b>	<b>63</b>	<b>3,858</b>	<b>3,049</b>












































# Based fleet composition – jets vs. turboprops

2/3 of the European fleet are jet aircraft while a 1/3 are turboprops.

This average differs greatly depending on the country. For instance, a country like Norway has far more turboprops in its fleet than jets (66% vs 34%). On the other hand, Portugal and Malta have a fleet composed of more than 95% jet aircraft.



Share of jets vs. turboprops in the national BizAv fleet

		
 Albania	0%	100%
 Austria	20%	80%
 Belgium	43%	57%
 Bosnia & Herzegovina	0%	100%
 Bulgaria	36%	64%
 Croatia	42%	58%
 Cyprus	20%	80%
 Czech Republic	35%	65%
 Denmark	25%	75%
 Estonia	39%	61%
 Finland	48%	52%
 France	43%	57%
 Germany	35%	65%
 Greece	47%	53%
 Hungary	38%	62%
 Iceland	100%	0%
 Ireland	29%	71%
 Italy	42%	58%
 Latvia	11%	89%
 Lithuania	0%	100%
 Luxembourg	44%	56%
 Macedonia	0%	100%
 Malta	5%	95%
 Moldova	N/A	N/A
 Montenegro	0%	100%
 Netherlands	52%	48%
 Norway	66%	34%
 Poland	41%	59%
 Portugal	2%	98%
 Romania	29%	71%
 Serbia	23%	77%
 Slovakia	10%	90%
 Slovenia	20%	80%
 Spain	28%	72%
 Sweden	49%	51%
 Switzerland	32%	68%
 Turkey	23%	77%
 Ukraine	24%	76%
 United Kingdom	33%	67%



Turboprops



Jets

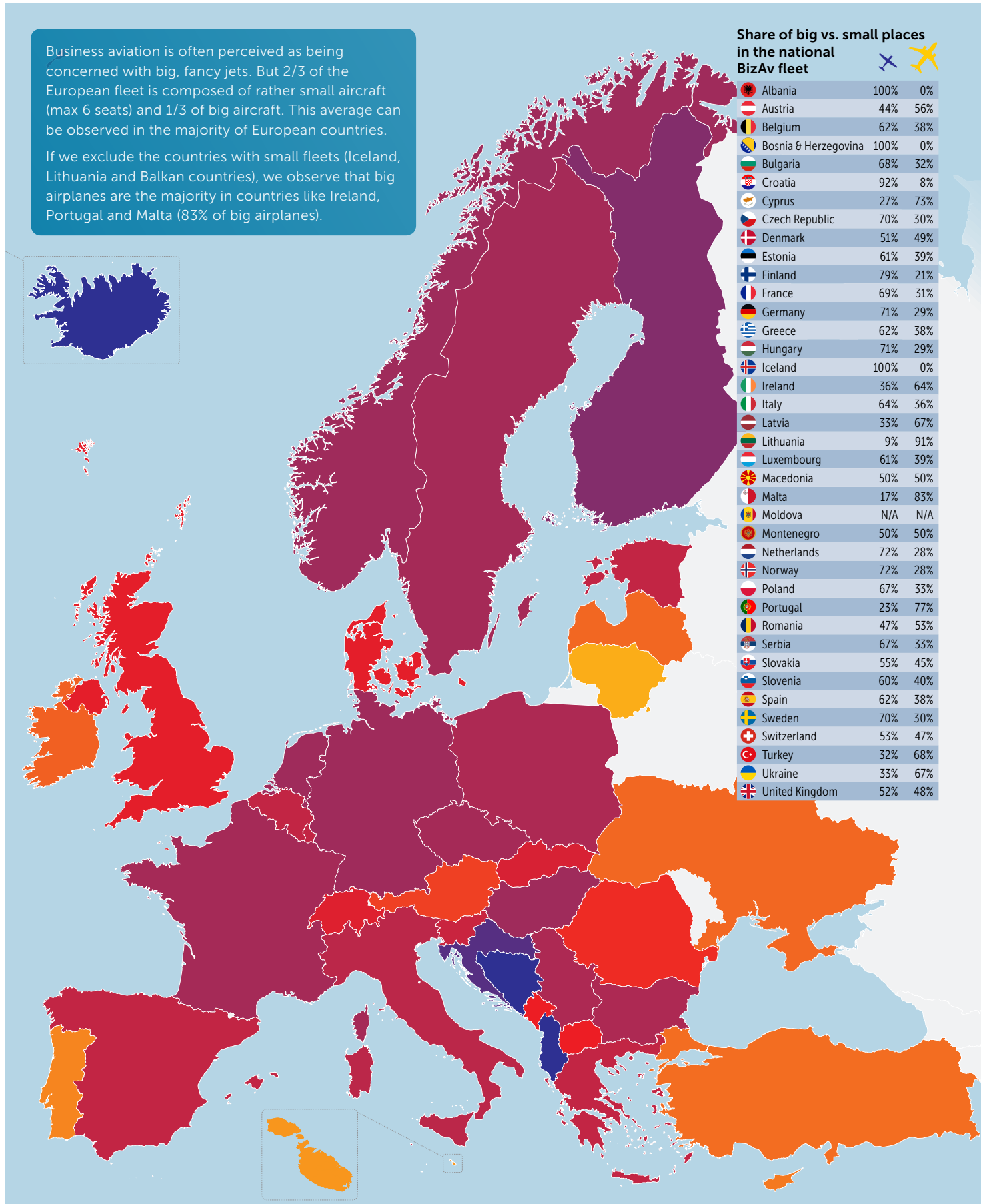
# Based fleet composition – big vs small planes

Business aviation is often perceived as being concerned with big, fancy jets. But 2/3 of the European fleet is composed of rather small aircraft (max 6 seats) and 1/3 of big aircraft. This average can be observed in the majority of European countries.

If we exclude the countries with small fleets (Iceland, Lithuania and Balkan countries), we observe that big airplanes are the majority in countries like Ireland, Portugal and Malta (83% of big airplanes).

Share of big vs. small places in the national BizAv fleet

	✈	✈
Albania	100%	0%
Austria	44%	56%
Belgium	62%	38%
Bosnia & Herzegovina	100%	0%
Bulgaria	68%	32%
Croatia	92%	8%
Cyprus	27%	73%
Czech Republic	70%	30%
Denmark	51%	49%
Estonia	61%	39%
Finland	79%	21%
France	69%	31%
Germany	71%	29%
Greece	62%	38%
Hungary	71%	29%
Iceland	100%	0%
Ireland	36%	64%
Italy	64%	36%
Latvia	33%	67%
Lithuania	9%	91%
Luxembourg	61%	39%
Macedonia	50%	50%
Malta	17%	83%
Moldova	N/A	N/A
Montenegro	50%	50%
Netherlands	72%	28%
Norway	72%	28%
Poland	67%	33%
Portugal	23%	77%
Romania	47%	53%
Serbia	67%	33%
Slovakia	55%	45%
Slovenia	60%	40%
Spain	62%	38%
Sweden	70%	30%
Switzerland	53%	47%
Turkey	32%	68%
Ukraine	33%	67%
United Kingdom	52%	48%



✈  
Small airplanes

✈  
Big airplanes

# Part 4 – Business aviation at European airports





# Business aviation connects Europe

# 1424

European airports  
connected by business  
aviation in 2018

 **254** French airports

 **209** German airports

 **143** UK airports

 **95** Italian airports

# +1000

additional airports connected  
by business aviation in 2018  
from all around the world



# 3 times more connectivity than airlines



## Airports connected by airlines

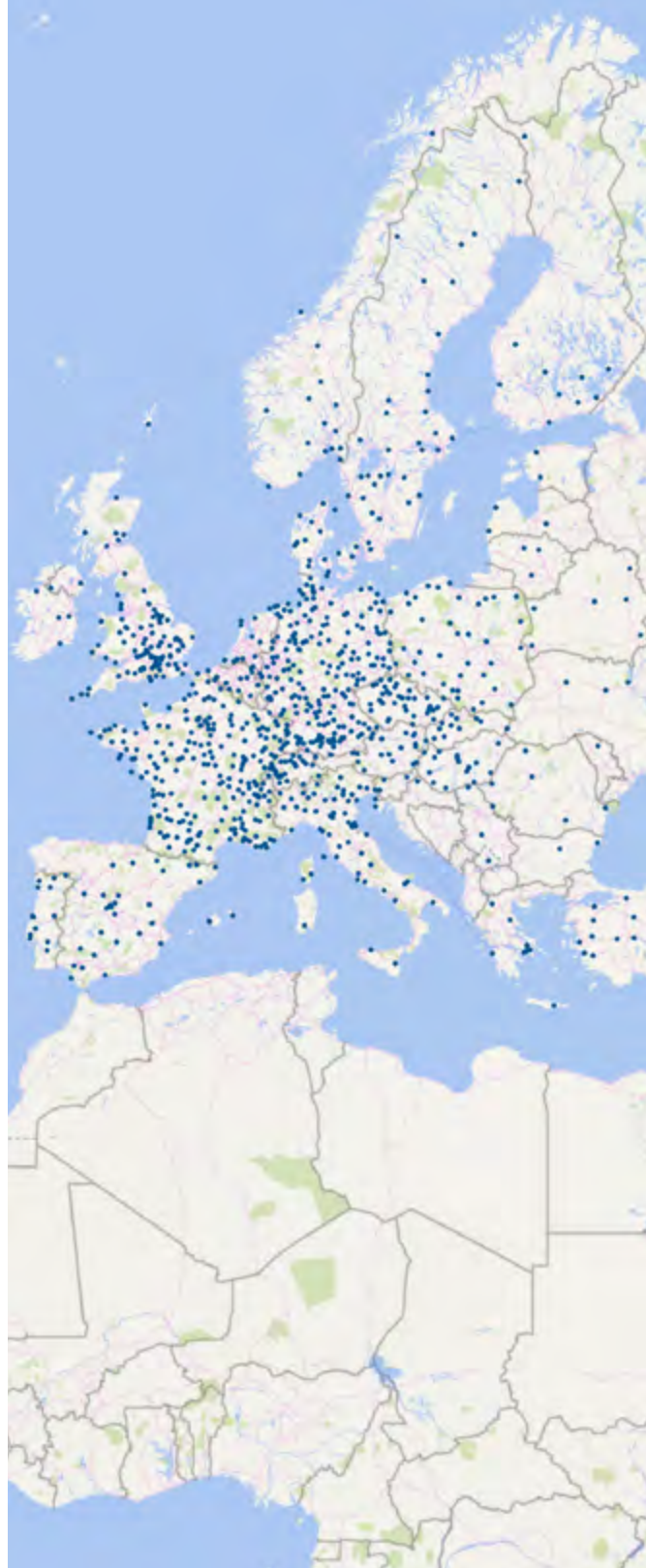
The airlines industry serves about 500 European airports; a 1/3 are main airports (big dots) and 2/3 are regional or secondary airports (smaller dots).



## All airports connected by BizAv

European BizAv connects +1400 European airports, 3 times more than airlines.

**BizAv only: 900 airports**



















### Airports EXCLUSIVELY connected by BizAv


























In addition to the 500 airports connected by airlines and business aviation, some 900 European airports are exclusively served by business aviation.

Airports connected by	Airlines	BizAv	Only BizAv
Albania	1	1	0
Austria	6	24	18
Belgium	5	21	16
Bosnia & Herzegovina	4	4	0
Bulgaria	4	10	6
Croatia	9	12	3
Cyprus	2	3	1
Czech Republic	5	45	40
Denmark	8	25	17
Estonia	4	4	0
Finland	16	29	13
France	47	254	207
Germany	28	209	181
Greece	37	43	6
Hungary	2	18	16
Iceland	2	4	2
Ireland	7	14	7
Italy	35	95	60
Latvia	1	5	4
Lithuania	3	6	3
Luxembourg	1	1	0
Macedonia	0	2	2
Malta	1	1	0
Moldova	0	2	2
Montenegro	2	2	0
Netherlands	5	19	14
Norway	46	58	12
Poland	14	54	40
Portugal	17	28	11
Romania	12	17	5
Serbia	3	6	3
Slovakia	2	11	9
Slovenia	1	7	6
Spain	40	75	35
Sweden	30	67	37
Switzerland	5	29	24
Turkey	42	58	16
Ukraine	11	18	7
United Kingdom	46	143	97
<b>Total</b>	<b>504</b>	<b>1,424</b>	<b>920</b>



# Top 50 business aviation airports in 2018

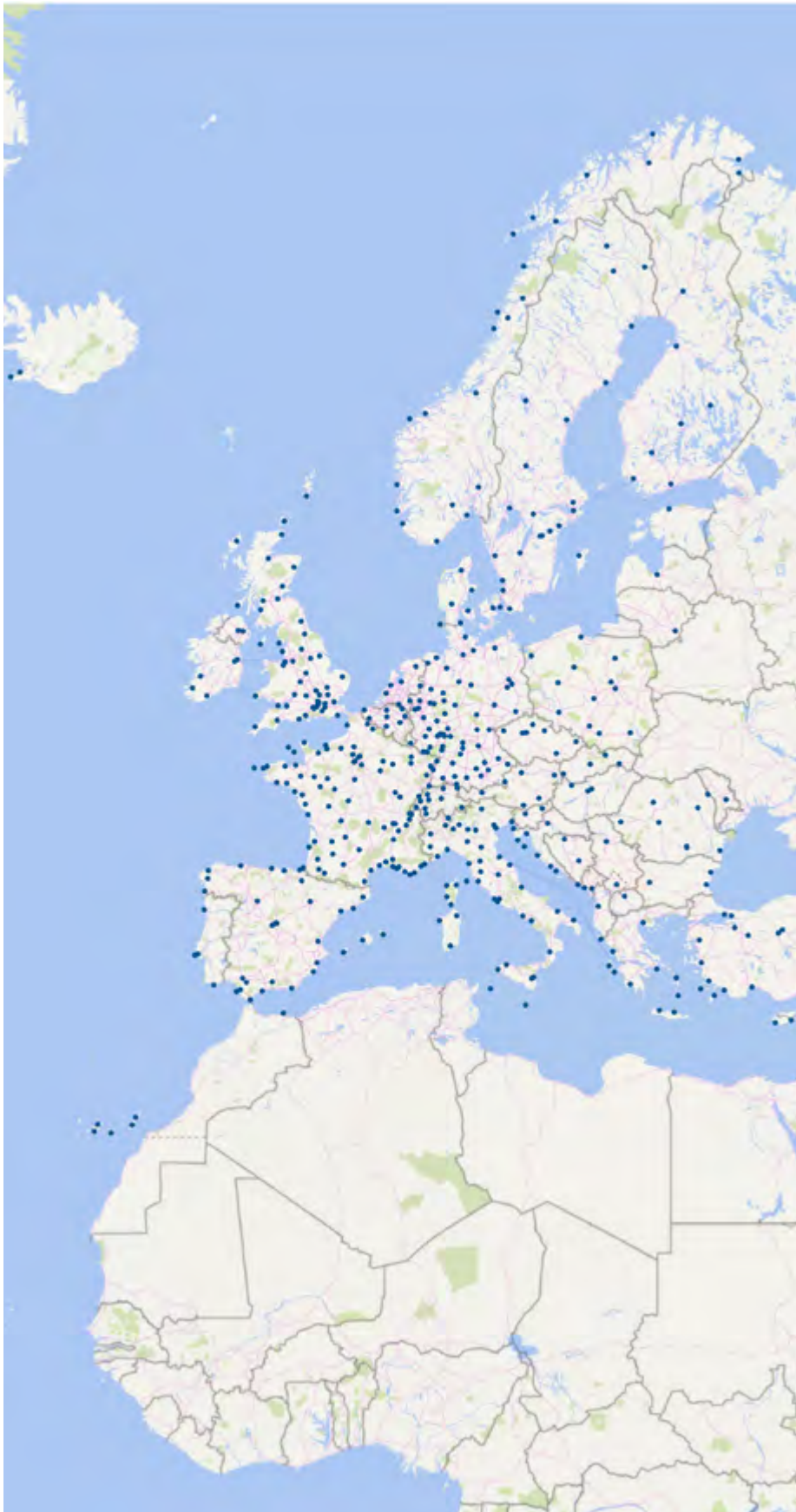
	Country	Airport	Flights
	France	Paris Le Bourget	53,686
	France	Nice Côte d'Azur	35,449
	Switzerland	Geneva Intl.	33,569
	United Kingdom	London Luton	28,002
	United Kingdom	Farnborough	27,916
	Switzerland	Zurich	23,078
	Italy	Milan Linate	19,347
	United Kingdom	London Biggin Hill	16,136
	Italy	Rome Ciampino	16,043
	Austria	Vienna International	14,814
	Germany	Munich	14,735
	Spain	Palma de Mallorca	12,996
	Germany	Berlin Schönefeld	12,654
	Spain	Madrid Barajas	12,471
	Spain	Ibiza	12,046
	France	Cannes Mandelieu	11,881
	Czech Republic	Prague Vaclav Havel	11,661
	Germany	Stuttgart	11,324
	Spain	Barcelona El Prat	11,212
	United Kingdom	London Stansted	10,724
	Netherlands	Amsterdam Schiphol	10,571
	Greece	Athens Intl.	9,612
	Spain	Malaga Costa del Sol	9,577
	Italy	Olbia Costa Smeralda	9,477
	Belgium	Brussels Zaventem	9,142

	Country	Airport	Flights
	Germany	Hamburg	8,788
	Turkey	Istanbul Atatürk Intl.	8,747
	Germany	Düsseldorf	8,336
	Austria	Salzburg	8,306
	Germany	Köln-Bonn	8,261
	Luxembourg	Luxembourg Findel	8,230
	Germany	Frankfurt Main Intl.	8,162
	France	Basel-Mulhouse	7,586
	France	Lyon Bron	7,571
	Germany	Nürnberg	7,486
	Norway	Oslo Gardermoen	7,431
	France	Bordeaux Merignac	7,343
	Sweden	Stockholm Bromma	7,131
	Serbia	Belgrade Nikola Tesla	6,861
	Jersey	Jersey	6,652
	Austria	Innsbruck	6,537
	Belgium	Antwerp	6,302
	Ireland	Dublin	6,143
	Norway	Tromsø Langnes	6,097
	Switzerland	Sion	6,053
	Germany	Hannover Langenhagen	6,004
	Netherlands	Rotterdam The Hague	5,919
	Turkey	Ankara Esenboga Intl.	5,890
	Switzerland	Altenrhein St-Gallen	5,853
	Italy	Venice Tessera Marco Polo	5,753





# European airports with daily business aviation traffic

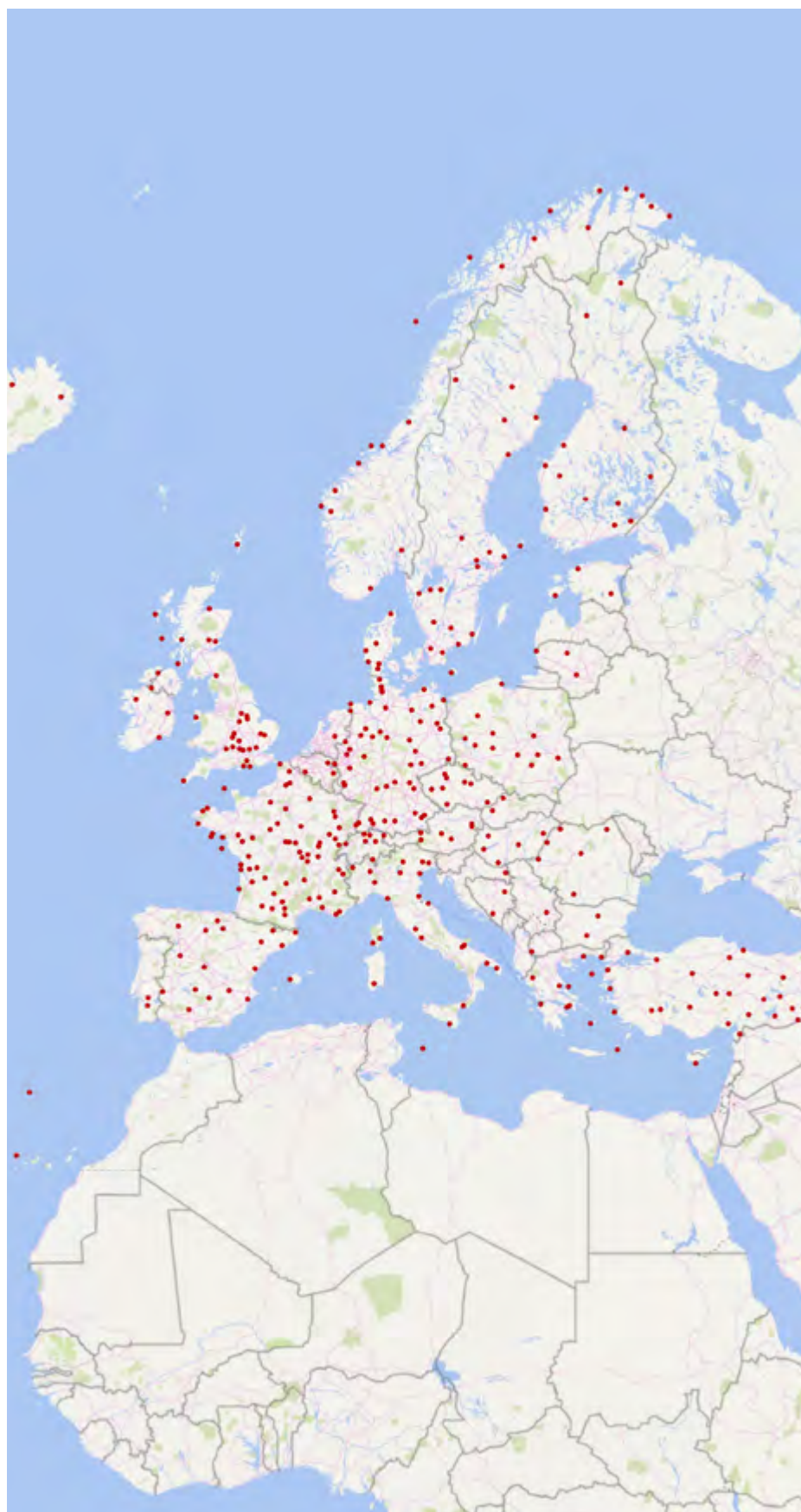


## 466 airports with daily BizAv traffic

Business aviation works 'on demand', so it flies when needed, where it is needed. 466 European airports exceed than 365 BizAv movements in 2018, which represents on average 1 flight per day.

Airports	
Albania	1
Austria	6
Belgium	7
Bosnia & Herzegovina	2
Bulgaria	3
Croatia	8
Cyprus	2
Czech Republic	7
Denmark	7
Estonia	1
Finland	7
France	82
Germany	61
Greece	13
Hungary	3
Iceland	2
Ireland	5
Italy	40
Latvia	1
Lithuania	1
Luxembourg	1
Macedonia	1
Malta	1
Moldova	1
Montenegro	2
Netherlands	8
Norway	23
Poland	12
Portugal	7
Romania	8
Serbia	2
Slovakia	4
Slovenia	3
Spain	35
Sweden	22
Switzerland	13
Turkey	14
Ukraine	0
United Kingdom	50
<b>Total</b>	<b>466</b>

# European airports with weekly business aviation traffic



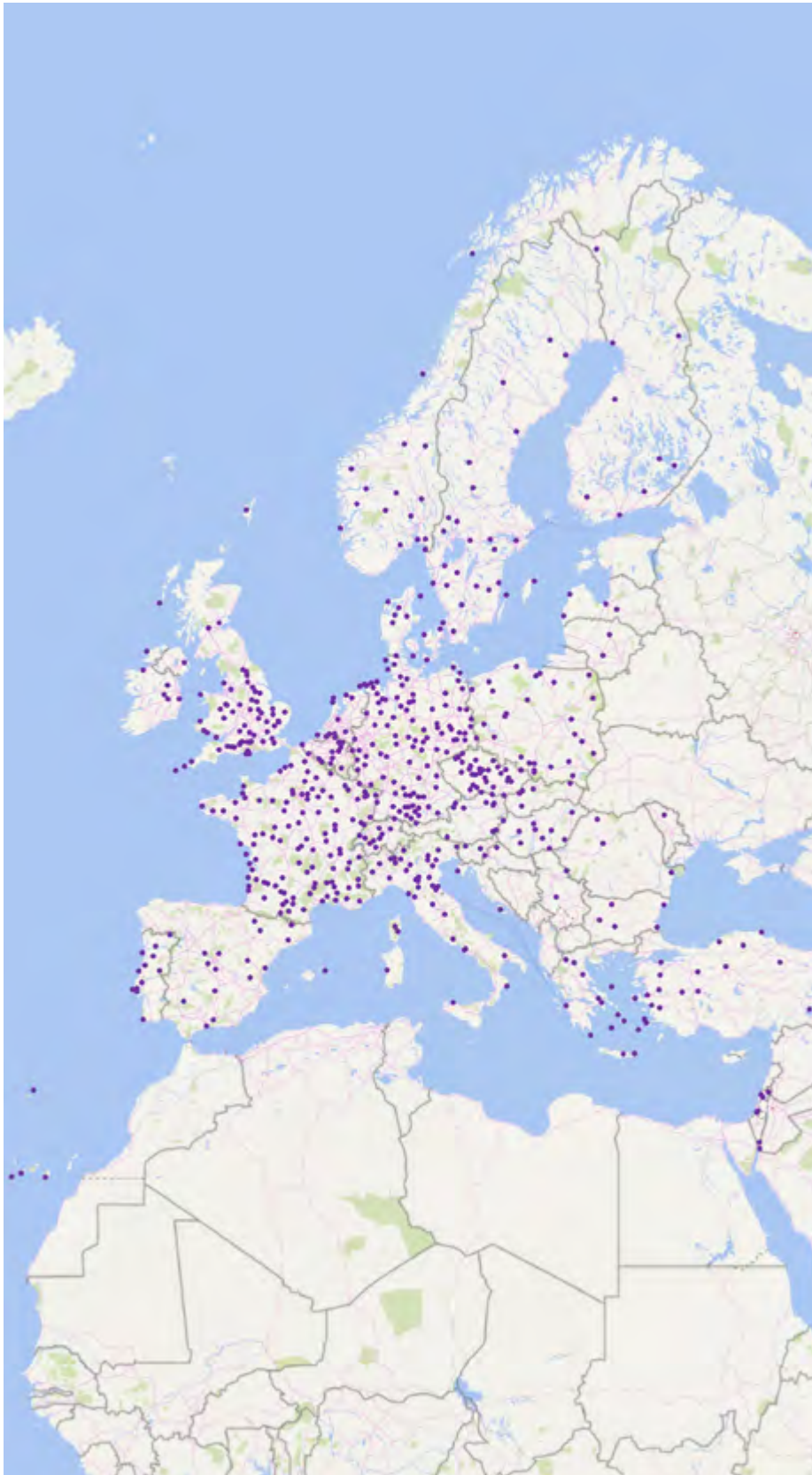
## 351 airports with weekly BizAv traffic

Business aviation connects all Europe. Sometimes the need for transportation is weekly. In 2018, 351 airports had between 53 and 364 BizAv flights, which represents an average of at least 1 BizAv flight every week.

		Airports
	Albania	0
	Austria	7
	Belgium	3
	Bosnia & Herzegovina	2
	Bulgaria	2
	Croatia	1
	Cyprus	1
	Czech Republic	8
	Denmark	7
	Estonia	3
	Finland	13
	France	62
	Germany	47
	Greece	13
	Hungary	5
	Iceland	2
	Ireland	3
	Italy	21
	Latvia	0
	Lithuania	3
	Luxembourg	0
	Macedonia	1
	Malta	0
	Moldova	0
	Montenegro	0
	Netherlands	1
	Norway	20
	Poland	12
	Portugal	3
	Romania	6
	Serbia	1
	Slovakia	2
	Slovenia	0
	Spain	19
	Sweden	19
	Switzerland	6
	Turkey	27
	Ukraine	0
	United Kingdom	31
<b>Total</b>		<b>351</b>



# European airports with occasional business aviation traffic



## 607 airports with occasional BizAv traffic

Europe has an incredible airport network which is a great advantage. BizAv uses this network as much as possible by connecting the huge majority of airfields that would not be used otherwise.

Those are the 607 European airports and airfields that were occasionally used by business aviation (less than 52 flights in total) in 2018.

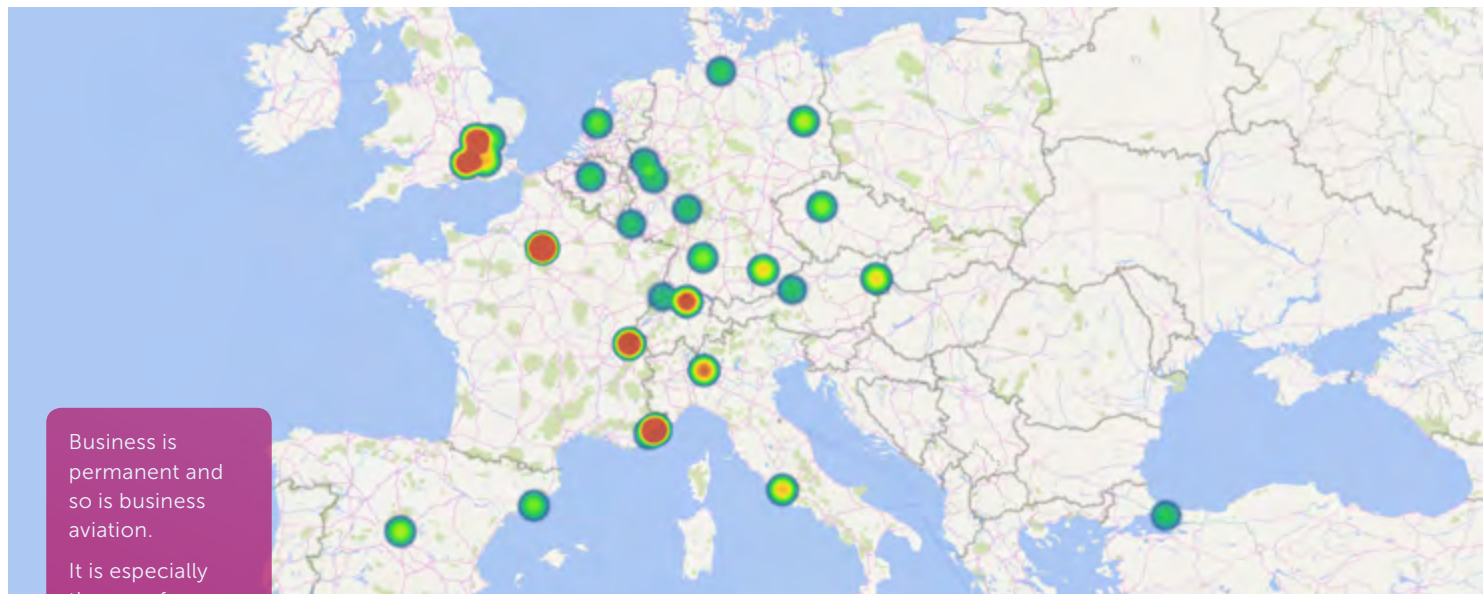
		Airports
	Albania	0
	Austria	11
	Belgium	11
	Bosnia & Herzegovina	0
	Bulgaria	5
	Croatia	3
	Cyprus	0
	Czech Republic	30
	Denmark	11
	Estonia	0
	Finland	9
	France	110
	Germany	101
	Greece	17
	Hungary	10
	Iceland	0
	Ireland	6
	Italy	34
	Latvia	4
	Lithuania	2
	Luxembourg	0
	Macedonia	0
	Malta	0
	Moldova	1
	Montenegro	0
	Netherlands	10
	Norway	15
	Poland	30
	Portugal	18
	Romania	3
	Serbia	3
	Slovakia	5
	Slovenia	4
	Spain	21
	Sweden	26
	Switzerland	10
	Turkey	17
	Ukraine	18
	United Kingdom	62
<b>Total</b>		<b>607</b>



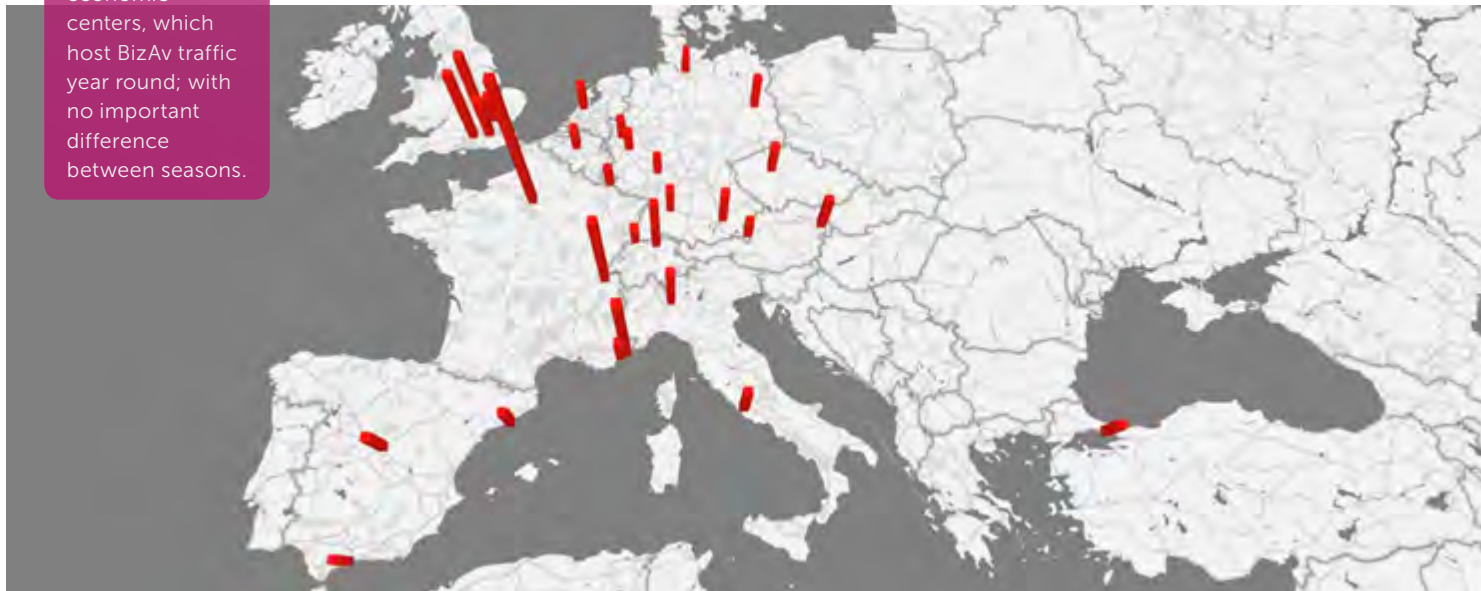
# Part 5 – Seasonality



# European airports with low seasonality factor\*



Business is permanent and so is business aviation. It is especially the case for big European economic centers, which host BizAv traffic year round; with no important difference between seasons.

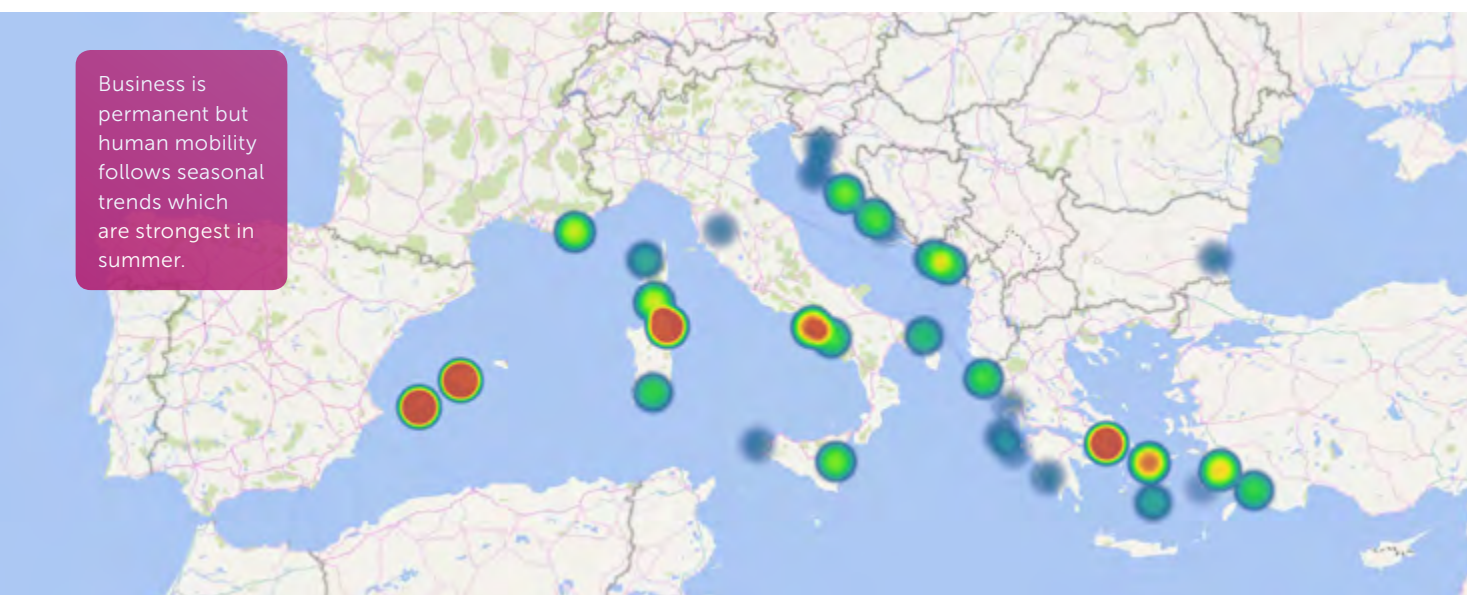


ICAO	Airport Name	Winter (January-March)		Summer (June-August)		Seasonality factor*
		Movements	Share of yearly activity	Movements	Share of yearly activity	
LFPB	Paris Le Bourget	11,859	22.1%	14,590	27.2%	23%
LFMN	Nice	5,740	16.2%	13,550	38.2%	136%
LSGG	Geneva	8,337	24.8%	9,048	27.0%	9%
EGGW	London Luton	6,798	24.3%	7,423	26.5%	9%
EGLF	London Farnborough	6,256	22.4%	7,836	28.1%	25%
LSZH	Zürich	5,918	25.6%	6,050	26.2%	2%
LIML	Milano Linate	4,040	20.9%	5,451	28.2%	35%
EGKB	London Biggin Hill	3,380	20.9%	4,849	30.1%	43%
LIRA	Roma Ciampino	3,385	21.1%	4,763	29.7%	41%
LOWW	Vienna Schwechat	3,255	22.0%	3,922	26.5%	20%

\* Growth in winter months compared to summer months











# European airports with summer seasonality factor\*

Business is permanent but human mobility follows seasonal trends which are strongest in summer.



The airports highlighted in this chart are airports where the summer factor\* is so high that we can call them « summer airports ».

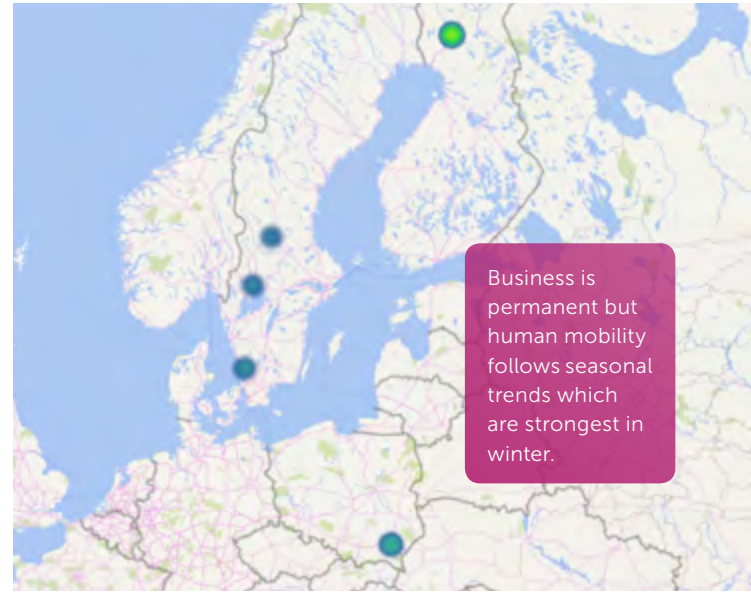


ICAO	Airport Name	Winter (January-March)		Summer (June-August)		Summer factor*
		Movements	Share of yearly activity	Movements	Share of yearly activity	
 LEPA	Palma de Mallorca	1,712	13.2%	5,470	42.1%	220%
 LEIB	Ibiza	779	6.5%	7,145	59.3%	817%
 LGAV	Athens	1,248	13.0%	4,391	45.7%	252%
 LIEO	Olbia Costa Smeralda	307	3.2%	6,923	73.1%	2,155%
 LIRN	Naples Capodichino	472	9.2%	2,581	50.2%	447%
 LGMK	Mikonos	34	0.7%	3,775	82.2%	11,003%
 LTFE	Mugla Milas Bodrum	171	5.0%	2,375	68.9%	1,289%
 LFKF	Figari Sud Corse	170	5.7%	1,874	62.5%	1,002%
 LFTZ	St Tropez-La Mole	156	5.3%	1,698	58.2%	988%
 LICC	Catania Fontanarossa	235	9.7%	1,301	53.8%	454%

\* Growth in summer months compared to winter months



# European airports with winter seasonality factor\*



ICAO	Airport Name	Winter (January-March)		Summer (June-August)		Winter factor*
		Movements	Share of yearly activity	Movements	Share of yearly activity	
LSZR	Altenrhein St Gallen	1,976	33.8%	1,306	22.3%	51%
LSZB	Bern Belp	2,193	38.3%	1,313	23.0%	67%
LFLB	Chambery	2,659	61.8%	329	7.6%	708%
LSZS	St Moritz Samedan	1,288	54.6%	450	19.1%	186%
LFLS	Grenoble Isere	880	49.6%	305	17.2%	189%
GCTS	Tenerife South	450	33.2%	296	21.8%	52%
EFRO	Rovaniemi	312	27.5%	203	17.9%	54%
GCFV	Fuerteventura	223	33.0%	140	20.7%	59%
EPRZ	Rzeszow-Jasionka	160	26.9%	101	17.0%	58%
ESMT	Halmstad City	145	32.2%	82	18.2%	77%

\* Growth in winter months compared to summer months



# Part 6 – Activity per aircraft segment



# Turboprop activity in Europe



**456** KM average  
flight distance

**23%** of the  
traffic

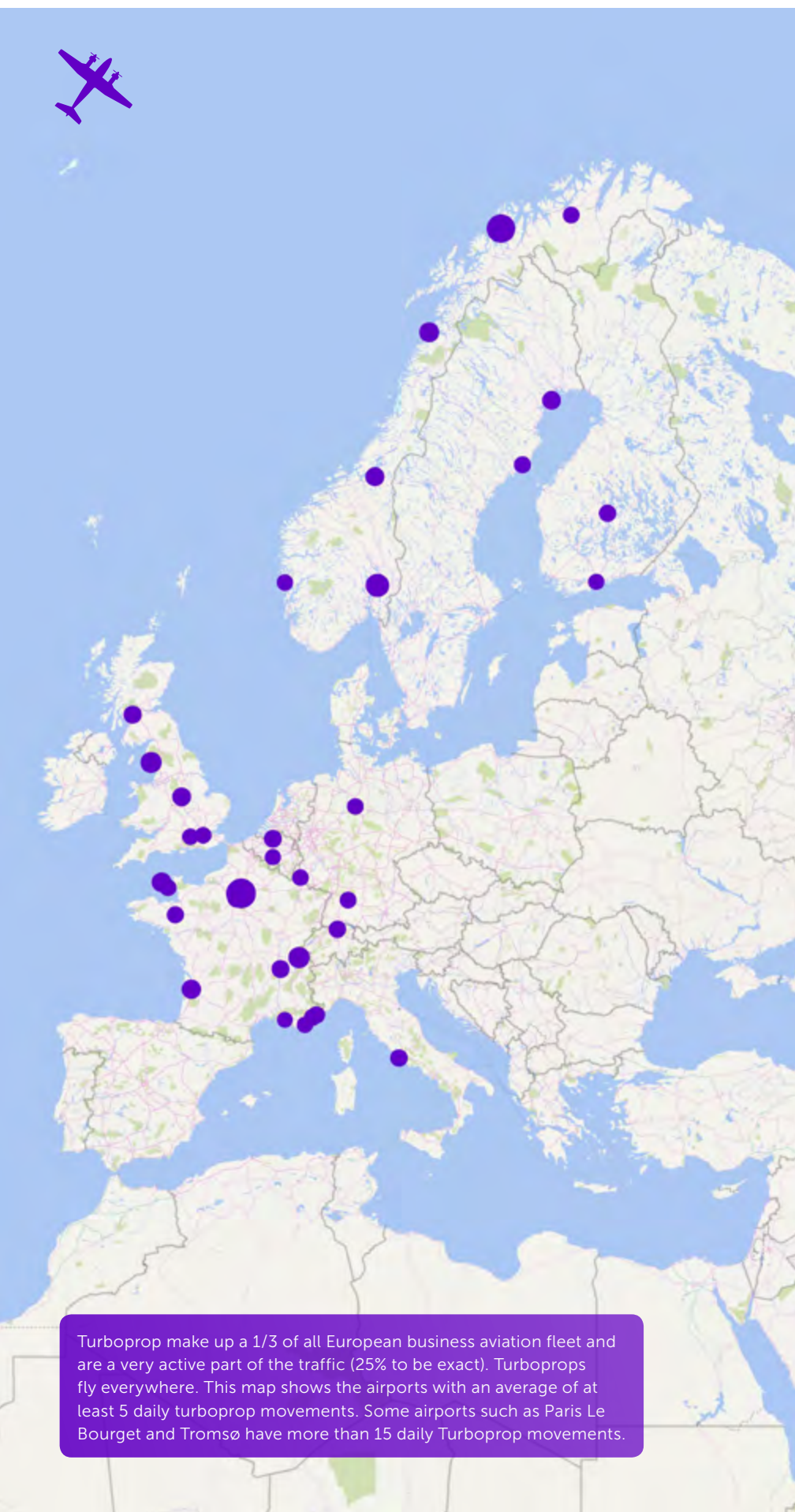
**1h30** average  
flight duration



**172,562** departures  
(2018)

**170,393** arrivals  
(2018)

































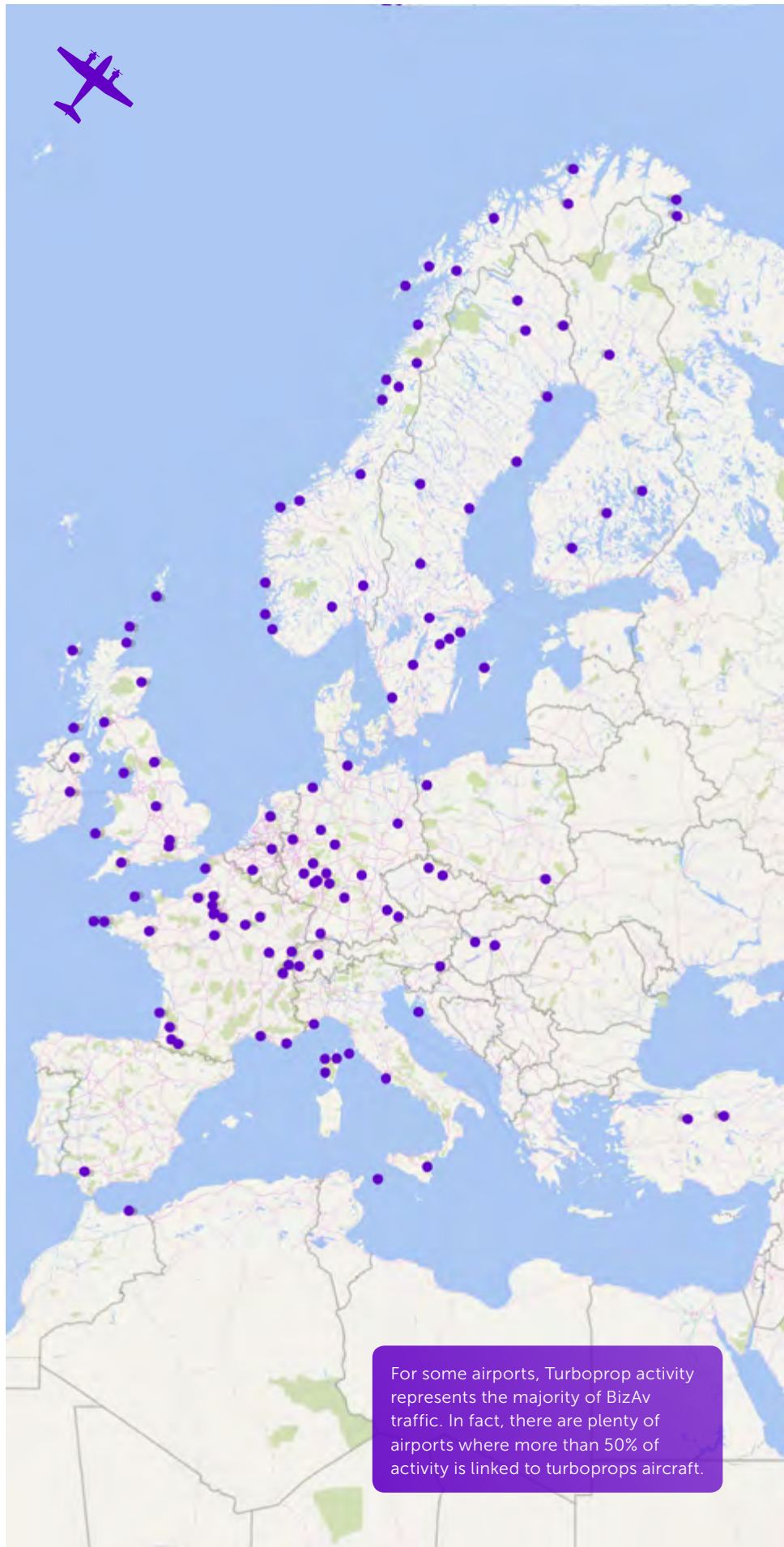
# Airports with at least 5 daily turboprop movements



Top 30 airports		Turboprop movements 2018
	LFPB Paris Le Bourget	6,403
	ENTC Tromsø Langnes	5,894
	ENGM Oslo Gardermoen	3,952
	LSGG Geneva	3,293
	EGNL Walney Island	3,213
	ENBO Bodø	2,898
	EGJB Guernsey	2,795
	LFBD Bordeaux Merignac	2,700
	ENVA Trondheim Vaernes	2,670
	EGNX East Midlands	2,593
	ESPA Luleå Kallax	2,550
	EGPF Glasgow International	2,345
	LFLY Lyon Bron	2,339
	EBAW Antwerp	2,295
	LIRE Pratica Di Mare	2,257
	LSZH Zurich	2,198
	EFJY Jyväskylä	2,168
	LFMN Nice Cote d'Azur	2,160
	LFRN Rennes Bretagne	2,132
	ESNU Umeå City	2,125
	LFMD Cannes Mandelieu	2,098
	EDDS Stuttgart	2,079
	ENAT Alta	2,074
	EGJJ Jersey	2,046
	EDDV Hannover Langenhagen	2,030
	ELLX Luxembourg	1,997
	LFPN Toussus Le Noble	1,997
	ENBR Bergen Flesland	1,990
	EGKB London Biggin Hill	1,990
	EGLF Farnborough	1,956

# Airports with +50% of turboprop share

Top 30 airports			Turboprop movements 2018
	ENTC	Tromsø Langnes	5,894 96.7%
	ENGM	Oslo Gardermoen	3,952 53.2%
	EGNL	Walney Island	3,213 100.0%
	ENBO	Bodø	2,898 94.3%
	EGJB	Guernsey	2,795 55.8%
	ENVA	Trondheim Vaernes	2,670 83.9%
	EGNX	East Midlands	2,593 58.2%
	ESPA	Luleå Kallax	2,550 90.5%
	EGPF	Glasgow	2,345 51.8%
	LIRE	Pratica Di Mare	2,257 91.9%
	EFJY	Jyväskylä	2,168 94.6%
	LFRN	Rennes Bretagne	2,132 65.1%
	ESNU	Umeå City	2,125 88.3%
	ENAT	Alta	2,074 95.8%
	LFPN	Toussus Le Noble	1,997 75.0%
	ENBR	Bergen Flesland	1,990 73.1%
	LFTZ	St Tropez La Mole	1,953 66.9%
	EBCI	Charleroi	1,886 71.8%
	LSGL	Lausanne	1,786 95.1%
	EGPD	Aberdeen	1,776 66.7%
	LSZC	Buochs	1,696 75.0%
	ENKR	Kirkenes	1,631 97.6%
	EGTF	Fairoaks	1,585 99.9%
	EGAA	Belfast	1,498 60.9%
	EGLD	Denham	1,483 100.0%
	EFTP	Tampere Pirkkala	1,421 82.7%
	ENAL	Vigra Ålesund	1,416 87.1%
	EGTE	Exeter	1,408 55.0%
	ENHF	Hammerfest	1,363 99.9%
	LFRB	Brest Bretagne	1,261 76.7%





# Light and midsize jets activity in Europe

## Light jets

**724** KM average  
flight distance

**1h29** average  
flight duration

**265,383** departures  
(2018)

**263,851** arrivals  
(2018)

**35%** of the  
traffic

## Midsize jets

**1,117** KM average  
flight distance

**1h53** average  
flight duration

**101,693** departures  
(2018)























**101,161** arrivals  
(2018)

**13%** of the  
traffic



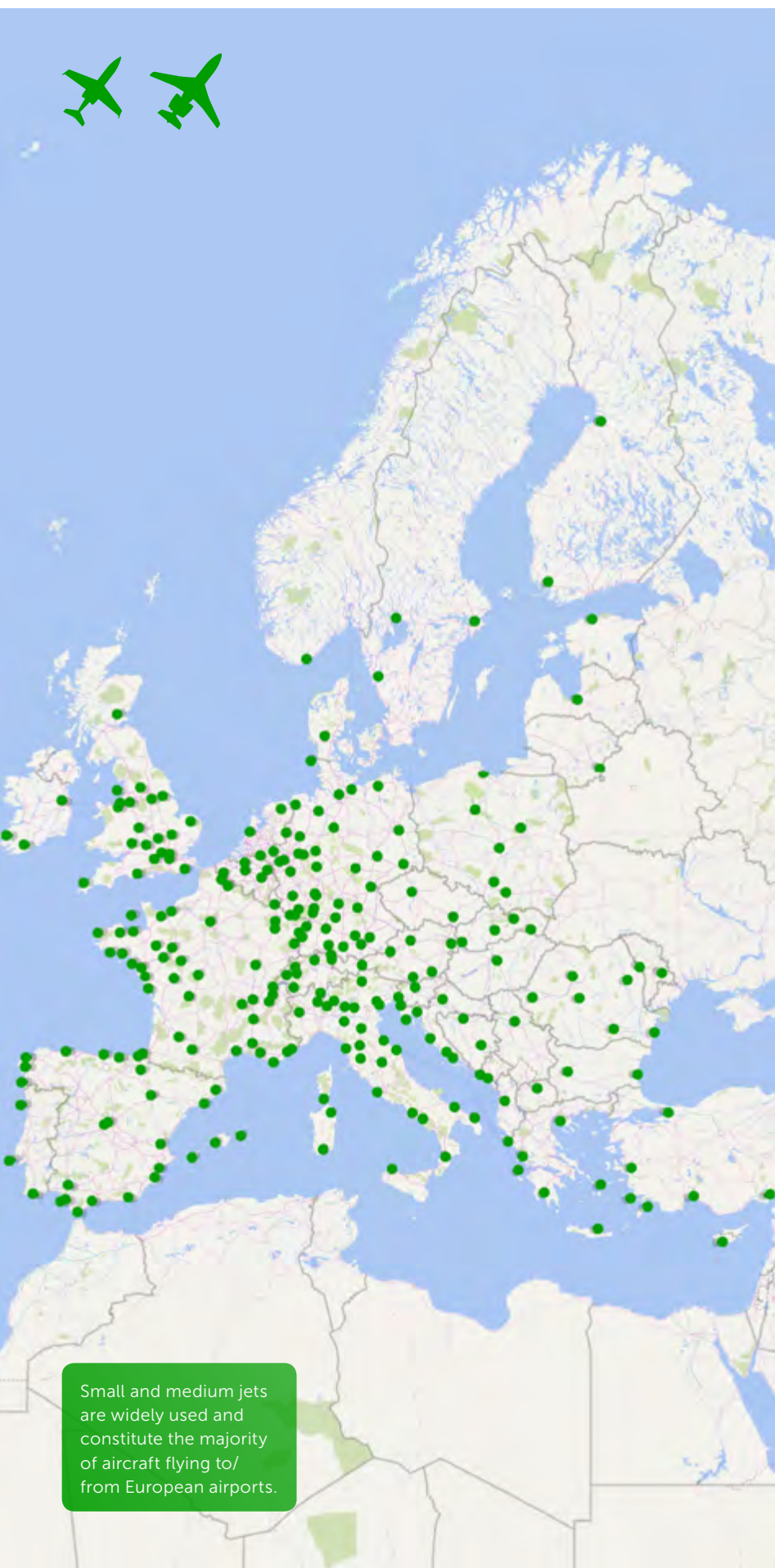































# Airports with at least 5 daily light and midsize jet movements

Top 30 airports		Light and midsize jets movements 2018
	LFPB Paris Le Bourget	27,804
	LFMN Nice Cote d'Azur	18,007
	LSGG Geneva	18,000
	EGLF Farnborough	12,459
	LSZH Zurich	12,074
	EGGW London Luton	11,701
	LIML Milan Linate	11,046
	EGKB London Biggin Hill	10,354
	LOWW Wien Schwechat	9,568
	LEPA Palma de Mallorca	8,947
	EDDM Munich	8,756
	LFMD Cannes Mandelieu	8,160
	EDDB Berlin Schönefeld	8,049
	LEIB Ibiza	7,932
	LIRA Rome Ciampino	7,069
	LEMD Madrid Barajas	6,976
	EDDS Stuttgart	6,848
	LKPR Prague Vaclav Havel	6,758
	LEBL Barcelona El Prat	6,561
	EHAM Amsterdam Schiphol	6,557
	EDDK Köln Bonn	6,268
	EDDL Düsseldorf	6,228
	EDDH Hamburg	6,222
	LOWS Salzburg	5,876
	LEMG Malaga	5,709
	LYBE Belgrade Nikola Tesla	5,367
	LIEO Olbia Costa Smeralda	5,331
	EBBR Brussels Zaventem	5,309
	ELLX Luxembourg	5,201
	LOWI Innsbruck	4,978



# Airports with +50% of light and midsize jets share



Top 30 airports		Light and midsize jets movements 2018	
	LFPB Paris Le Bourget	27,804	51.8%
	LFMN Nice Cote d'Azur	18,007	50.8%
	LSGG Geneva	18,000	53.6%
	LSZH Zurich	12,074	52.3%
	LIML Milan Linate	11,046	57.1%
	EGKB London Biggin Hill	10,354	64.2%
	LOWW Wien Schwechat	9,568	64.6%
	LEPA Palma de Mallorca	8,947	68.8%
	EDDM Munich	8,756	59.4%
	LFMD Cannes Mandelieu	8,160	68.7%
	EDDB Berlin Schönefeld	8,049	63.6%
	LEIB Ibiza	7,932	65.8%
	LEMD Madrid Barajas	6,976	55.9%
	EDDS Stuttgart	6,848	60.5%
	LKPR Prague Václav Havel	6,758	58.0%
	LEBL Barcelona El Prat	6,561	58.5%
	EHAM Amsterdam Schiphol	6,557	62.0%
	EDDK Köln Bonn	6,268	75.9%
	EDDL Düsseldorf	6,228	74.7%
	EDDH Hamburg	6,222	70.8%
	LOWS Salzburg	5,876	70.7%
	LEMG Malaga	5,709	59.6%
	LYBE Belgrade Nikola Tesla	5,367	78.2%
	LIEO Olbia Costa Smeralda	5,331	56.3%
	EBBR Brussels Zaventem	5,309	58.1%
	ELLX Luxembourg	5,201	63.2%
	LOWI Innsbruck	4,978	76.2%
	EDDF Frankfurt Main	4,851	59.4%
	LFLY Lyon Bron	4,707	62.2%
	EDDN Nürnberg	4,420	59.0%



# Heavy jets and bizliners activity in Europe

## Heavy jets

**2,197** KM average flight distance

**3h12** average flight duration

**199,217** departures (2018)

**197,610** arrivals (2018)

**26%** of the traffic

## Bizliners

**2,321** KM average flight distance

**3h23** average flight duration

**17,127** departures (2018)

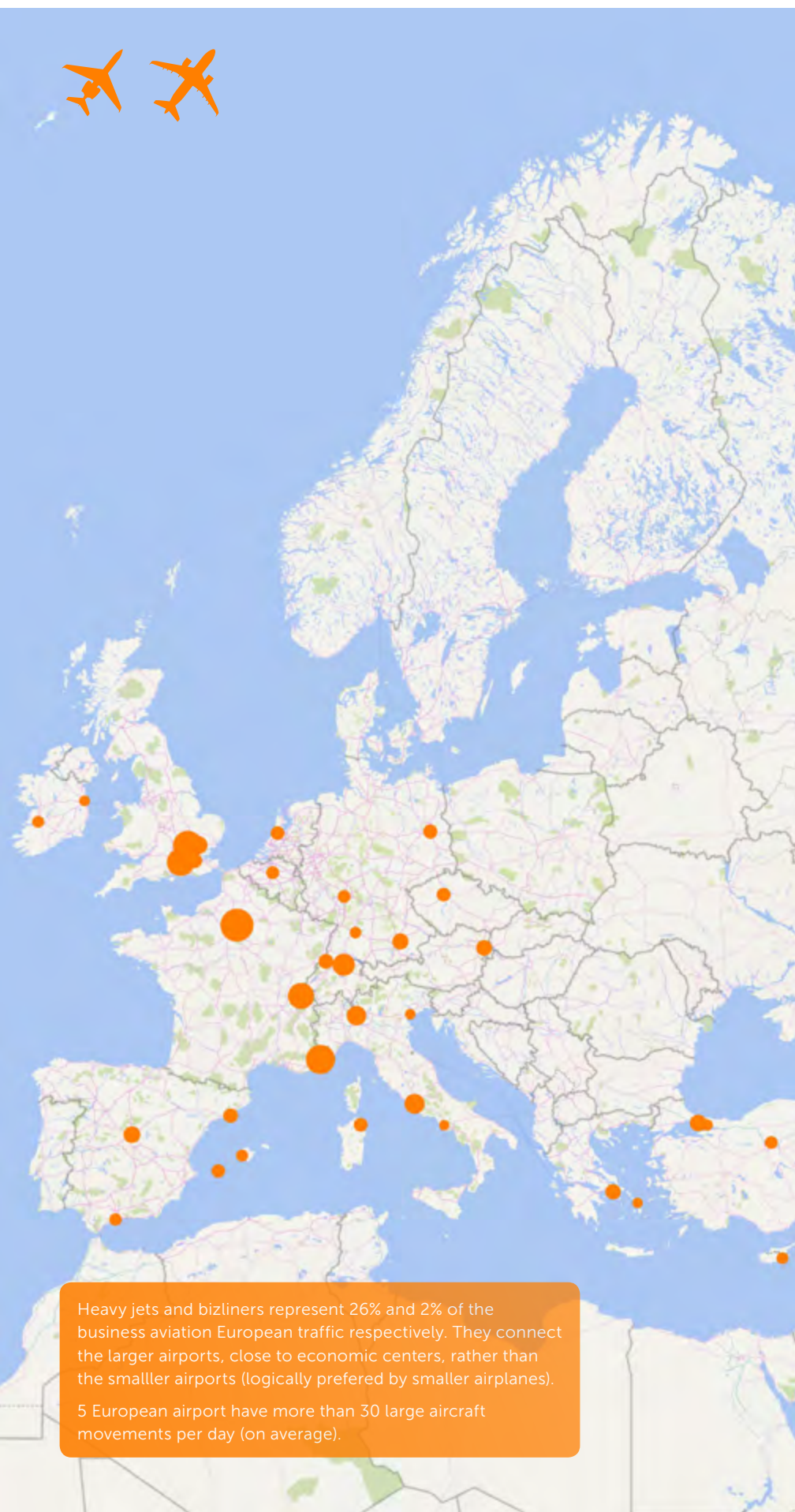
**16,967** arrivals (2018)

**2%** of the traffic



















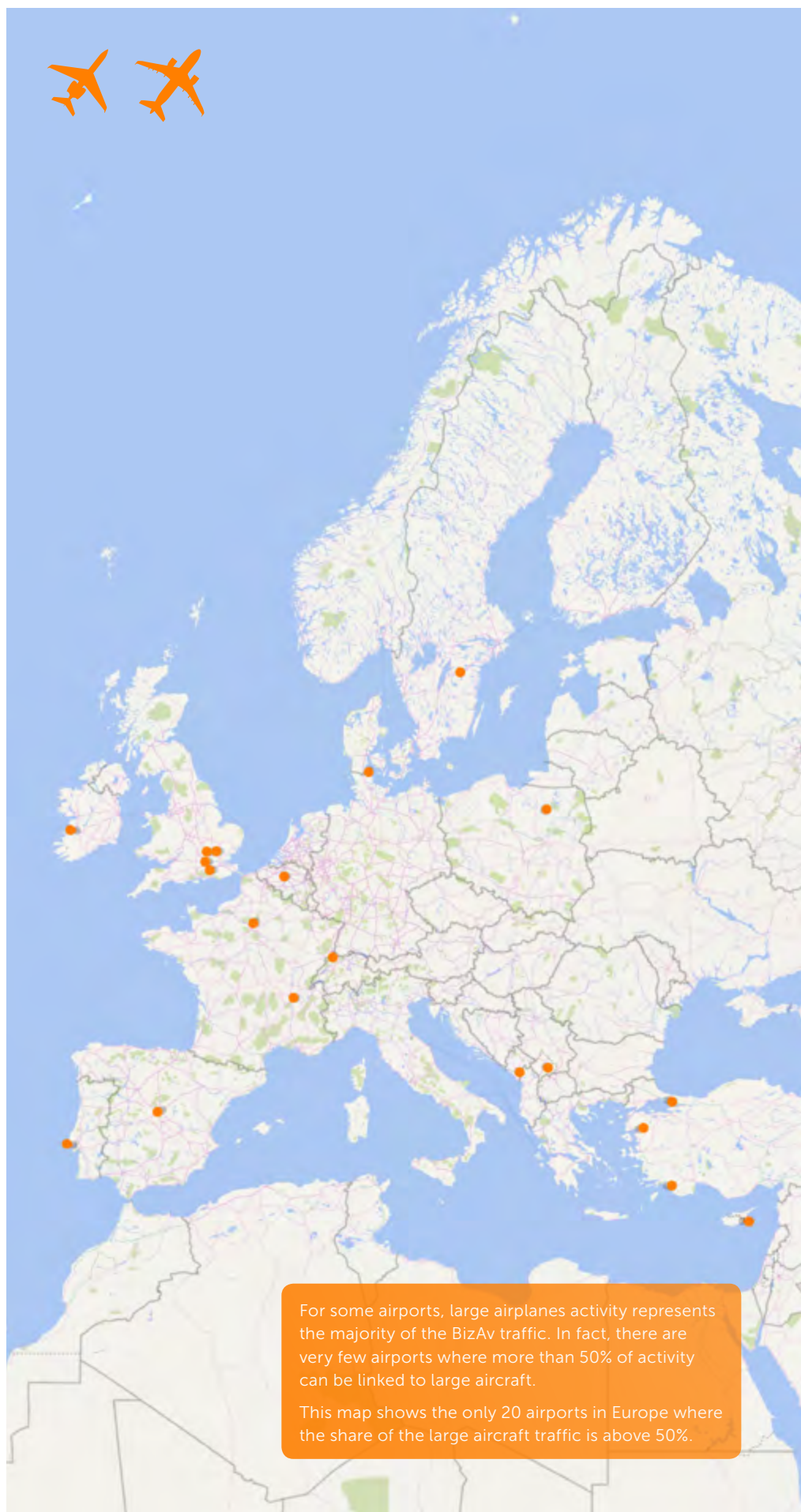
# Airports with at least 5 daily heavy jets and bizliners movements



Top 30 airports		Heavy jets and bizliners movements 2018
	LFPB Paris Le Bourget	19,479
	EGGW London Luton	15,396
	LFMN Nice Cote d'Azur	15,282
	EGLF Farnborough	13,501
	LSGG Geneva	12,276
	LSZH Zurich	8,806
	LIRA Rome Ciampino	7,210
	LIML Milan Linate	6,825
	EGSS London Stansted	5,907
	LEMD Madrid Barajas	5,023
	LTBA Istanbul Ataturk	4,929
	EDDM Munich	4,684
	LOWW Wien Schwechat	4,378
	LGAV Athens International	4,206
	LFSB Basel Mulhouse	3,895
	LEBL Barcelona El Prat	3,862
	EGKB London Biggin Hill	3,792
	EDDB Berlin Schönefeld	3,642
	LIEO Olbia Costa Smeralda	3,430
	EHAM Amsterdam Schiphol	3,394
	LKPR Prague Vaclav Havel	3,384
	LEIB Ibiza	3,218
	EBBR Brussels Zaventem	3,026
	EDDF Frankfurt Main	2,903
	LTAC Ankara Esenboga	2,859
	LEMG Malaga Costa del Sol	2,739
	LEPA Palma de Mallorca	2,548
	EINN Shannon	2,496
	LCLK Larnaka	2,416
	EGWU Northolt	2,416

# Airports with +50% of heavy jets and bizliners share

Top 20 airports			Heavy jets and bizliners movements 2018	
	EGGW	London Luton	15,396	55.0%
	EGSS	London Stansted	5,907	55.1%
	LTBA	Istanbul Ataturk	4,929	56.4%
	LFSB	Basel Mulhouse	3,895	51.3%
	EINN	Shannon	2,496	62.9%
	LCLK	Larnaka	2,416	52.4%
	LPPT	Lisbon	1,779	50.3%
	LYPG	Podgorica	1,155	53.6%
	LTBS	Dalaman	1,017	52.3%
	LETO	Madrid Torrejon	823	86.3%
	LPAZ	Santa Maria	798	74.3%
	LFPG	Paris Roissy Charles-de-Gaulle	592	62.1%
	LFLY	Lyon Saint Exupery	540	50.7%
	EGKK	London Gatwick	488	58.8%
	EKSB	Sonderborg	448	58.4%
	ESCF	Malmen	377	95.7%
	BKPR	Pristina	375	56.4%
	EGLL	London Heathrow	374	81.1%
	LTFD	Balikesir Korfez	257	54.2%
	EPSY	Olsztyn Mazury	229	54.1%





# Part 7 – European business aviation in the world





# Airports used by European business aviation



**371** North American airports

**133** Central and South American airports

**1,424** European airports



**200** African airports

**78** Middle Eastern airports



**103** Russian and Central Asian airports

**132** Southeast Asian airports

# European business aviation in Africa



Top 10 country pairs	Flights
France < > Morocco	1,897
Spain < > Morocco	1,276
Malta < > Libya	1,137
France < > Algeria	715
United Kingdom < > Morocco	563
Greece < > Egypt	517
France < > Tunisia	441
United Kingdom < > Nigeria	363
Germany < > Morocco	359
Switzerland < > Morocco	336

Top 10 airport pairs	Flights
LMML Malta  HLLB Benina	431
LFPB Paris Le Bourget  GMMX Marrakech Menara	311
LFPB Paris Le Bourget  GMMN Casablanca Mohamed V	247
LFPB Paris Le Bourget  GMME Rabat Sale	228
LFPB Paris Le Bourget  DAAG Houari Boumediene	148
LPPT Lisbon  FNLU 4 de Fevereiro	129
LEMG Malaga  GMMN Casablanca Mohamed V	128
LSGG Geneva  GMMX Marrakech Menara	126
LFMN Nice Cote d'Azur  DAAG Houari Boumediene	121
EGSS London Stansted  DNMM Lagos Murtala Muhammed	120



# European business aviation in the Middle-East

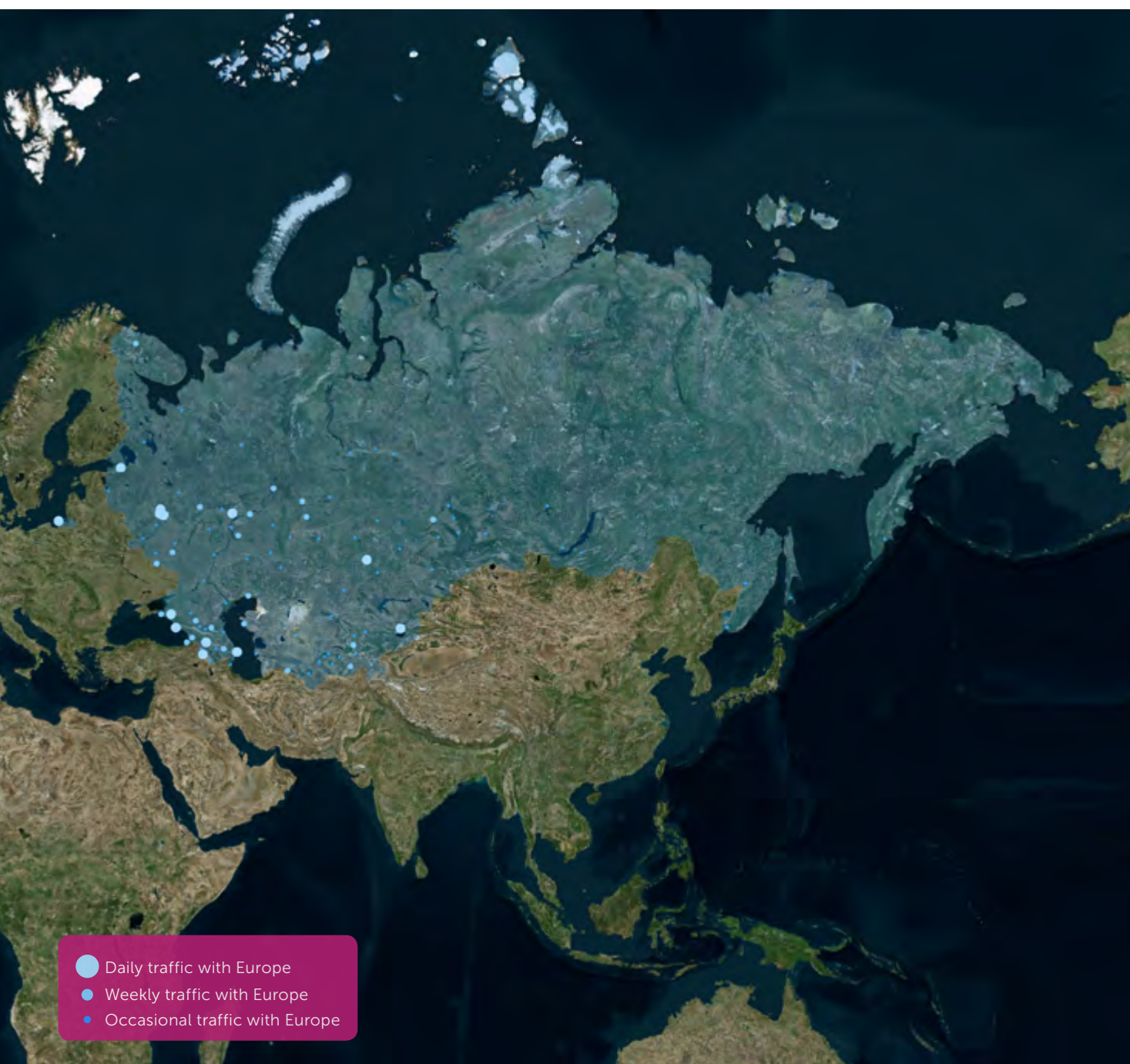


Top 10 country pairs	Flights
United Kingdom < > United Arab Emirates	944
Greece < > Israel	801
United Kingdom < > Saudi Arabia	702
Cyprus < > Israel	700
Turkey < > United Arab Emirates	695
France < > Saudi Arabia	621
United Kingdom < > Israel	544
France < > Lebanon	532
France < > Israel	474
Turkey < > Lebanon	467

Top 10 airport pairs	Flights
LCLK Larnaca  LLBG Tel Aviv	489
LCLK Larnaca  OLBA Beirut Rafic Hariri	349
LFPB Paris Le Bourget  OERK Riyadh King Khaled	280
LFMN Nice Cote d'Azur  OLBA Beirut Rafic Hariri	229
EGGW London Luton  LLBG Tel Aviv	223
LFPB Paris Le Bourget  OLBA Beirut Rafic Hariri	220
LGAV Athens  LLBG Tel Aviv	178
LFPB Paris Le Bourget  LLBG Tel Aviv	168
LFMN Nice Cote d'Azur  LLBG Tel Aviv	166
LGAV Athens  OLBA Beirut Rafic Hariri	166



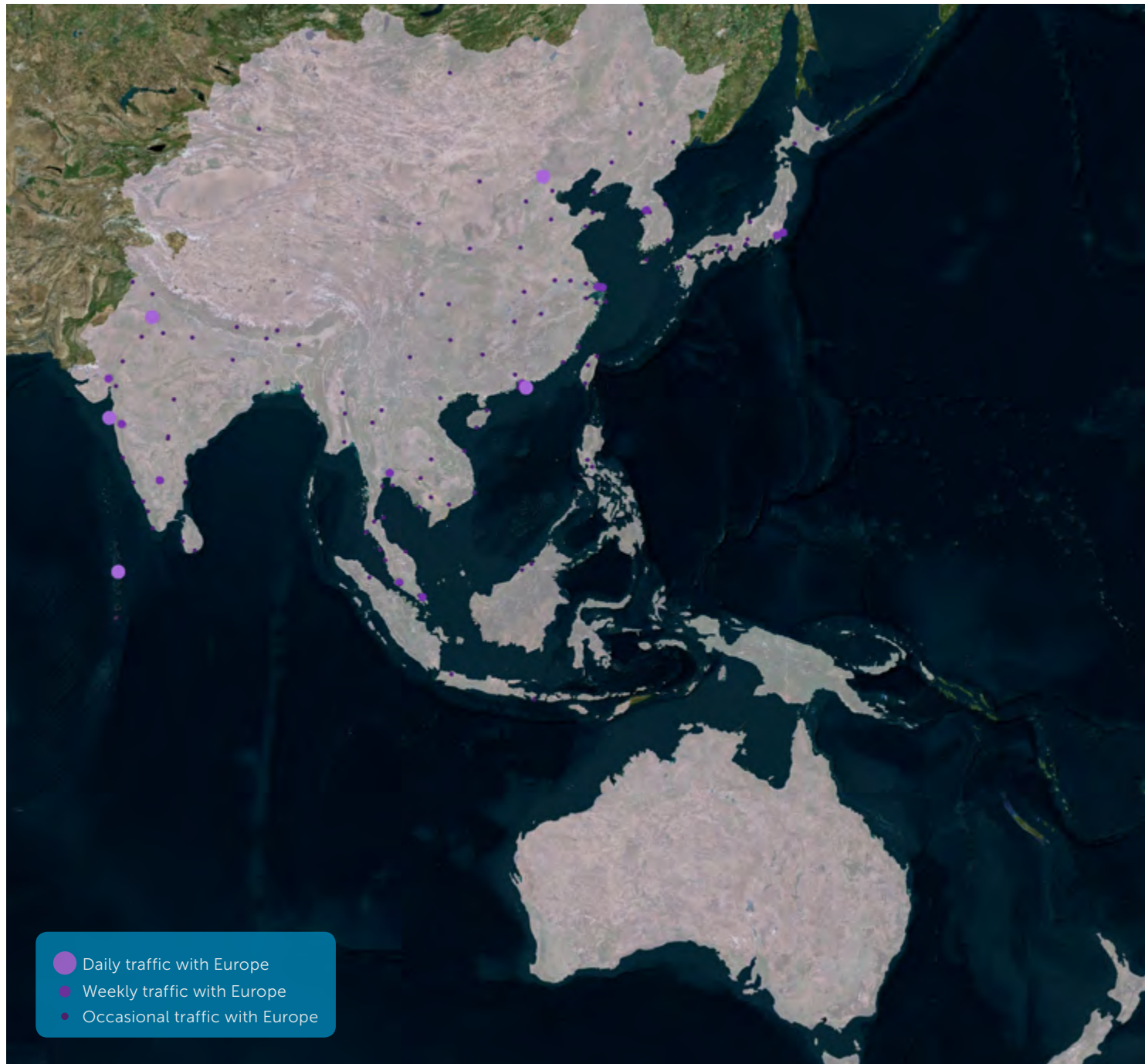
# European business aviation in Russia and Central Asia



Top 10 country pairs	Flights
France < > Russia	5,124
Italy < > Russia	2,927
Germany < > Russia	2,794
United Kingdom < > Russia	2,371
Switzerland < > Russia	2,101
Austria < > Russia	1,501
Turkey < > Russia	1,371
Spain < > Russia	1,196
Cyprus < > Russia	916
Finland < > Russia	868

Top 10 airport pairs	Flights
LFMN Nice Cote d'Azur  UUWW Moscow Vnukovo	1,981
EGGW London Luton  UUWW Moscow Vnukovo	653
LSGG Geneva  UUWW Moscow Vnukovo	645
LFPB Paris Le Bourget  UUWW Moscow Vnukovo	617
LOWW Vienna  UUWW Moscow Vnukovo	546
LCLK Larnaca  UUWW Moscow Vnukovo	525
LSZH Zurich  UUWW Moscow Vnukovo	484
EGLF Farnborough  UUWW Moscow Vnukovo	463
EDDM Munich  UUWW Moscow Vnukovo	447
EVRA Riga  UUWW Moscow Vnukovo	403

# European business aviation in Southeast Asia



Top 10 country pairs	Flights
United Kingdom < > India	944
United Kingdom < > China	801
Germany < > India	702
Germany < > China	700
Romania < > India	695
France < > China	621
United Kingdom < > Hong Kong	544
Turkey < > India	532
France < > India	474
France < > Japan	467

Top 10 airport pairs	Flights
LROP Otopeni  VAPO Poona	143
EDDF Frankfurt Main  VAPO Poona	128
EGGW London Luton  VHHH Hong Kong	94
EGGW London Luton  VABB Chhatrapati Shivaji	92
EGGW London Luton  VIDP Delhi	61
EGSS London Stansted  VABB Chhatrapati Shivaji	45
EFHK Helsinki Vantaa  VHHH Hong Kong	42
EGGW London Luton  ZBAA Beijing	40
LFPB Paris Le Bourget  ZBAA Beijing	33
EGSS London Stansted  ZBAA Beijing	30



















# European business aviation in North America



- Daily traffic with Europe
- Weekly traffic with Europe
- Occasional traffic with Europe

Top 10 country pairs		Flights
United Kingdom < > United States		6,608
France < > United States		2,993
Ireland < > United States		1,771
Italy < > United States		1,555
Spain < > United States		1,255
Germany < > United States		1,186
Switzerland < > United States		1,071
United Kingdom < > Canada		1,011
Portugal < > United States		584
Netherlands < > United States		520

Top 10 airport pairs				Flights
 EGGW	London Luton	 KTEB	Teterboro	534
 LFPB	Paris Le Bourget	 KTEB	Teterboro	457
 EGLF	Farnborough	 KTEB	Teterboro	260
 EGGW	London Luton	 KHPN	Westchester County	217
 EGSS	London Stansted	 KTEB	Teterboro	175
 EINN	Shannon	 KBGR	Bangor	166
 LFMN	Nice Cote d'Azur	 KTEB	Teterboro	153
 EINN	Shannon	 KTEB	Teterboro	151
 LFPB	Paris Le Bourget	 KHPN	Westchester County	129
 EGSS	London Stansted	 KHPN	Westchester County	124



# European business aviation in Central and South America



Top 10 country pairs	Flights
Spain <> Brazil	226
France <> Brazil	141
Portugal <> Venezuela	103
Spain <> Mexico	97
Portugal <> Brazil	94
United Kingdom <> Brazil	77
United Kingdom <> Barbados	71
Spain <> Argentina	65
Portugal <> Dominican Republic	61
United Kingdom <> Bahamas	60

Top 10 airport pairs	Flights
LPAZ Santa Maria	SVM I Caracas 69
LFPB Paris Le Bourget	SBGR Sao Paulo 57
LEMD Madrid Barajas	MMTO Toluca 38
LFPB Paris Le Bourget	SVM I Caracas 37
LSGG Geneva	MYNN Nassau 29
GCTS Tenerife South	SCEL Santiago 29
EGGW London Luton	TBPB Bridgetown 26
GCLP Gran Canaria	SBFZ Fortaleza 25
LPAZ Santa Maria	TBPB Bridgetown 23
GCLP Gran Canaria	SBGR Sao Paulo 23

# Sources



EUROCONTROL

is a Brussels-based intergovernmental organisation working to achieve safe and seamless air traffic management across Europe. It is the central organisation for coordination and planning of air traffic control for all of Europe.

## WINGX

is an established start-up company with a technology-based approach to providing actionable market intelligence to the global business aviation industry.

## JETNET

is a US-based company delivering global business and commercial aviation fleet data.





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The European Business Aviation Association or EBAA, is a non-profit association based in Belgium that has existed since 1977. Its 715 member companies span all aspects of the Business Aviation sector in Europe and elsewhere.

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