

BUSINESS AVIATION  
**TRAFFIC TRACKER**  
**EUROPE**

March 2020  
*COVID-19 details*

# March 2020 – Foreword

The traffic figures for business aviation in March 2020 show a 2-sided effect of the COVID-19 crisis:

- An initial increase in traffic due to increased repatriation missions;
- followed by a **drastic** decrease caused by asymmetric global travel restrictions.

On average, March shows a decrease of **34.1%** in traffic, with exponential decreases weekly (e.g. a 70% decrease in the last week of March).

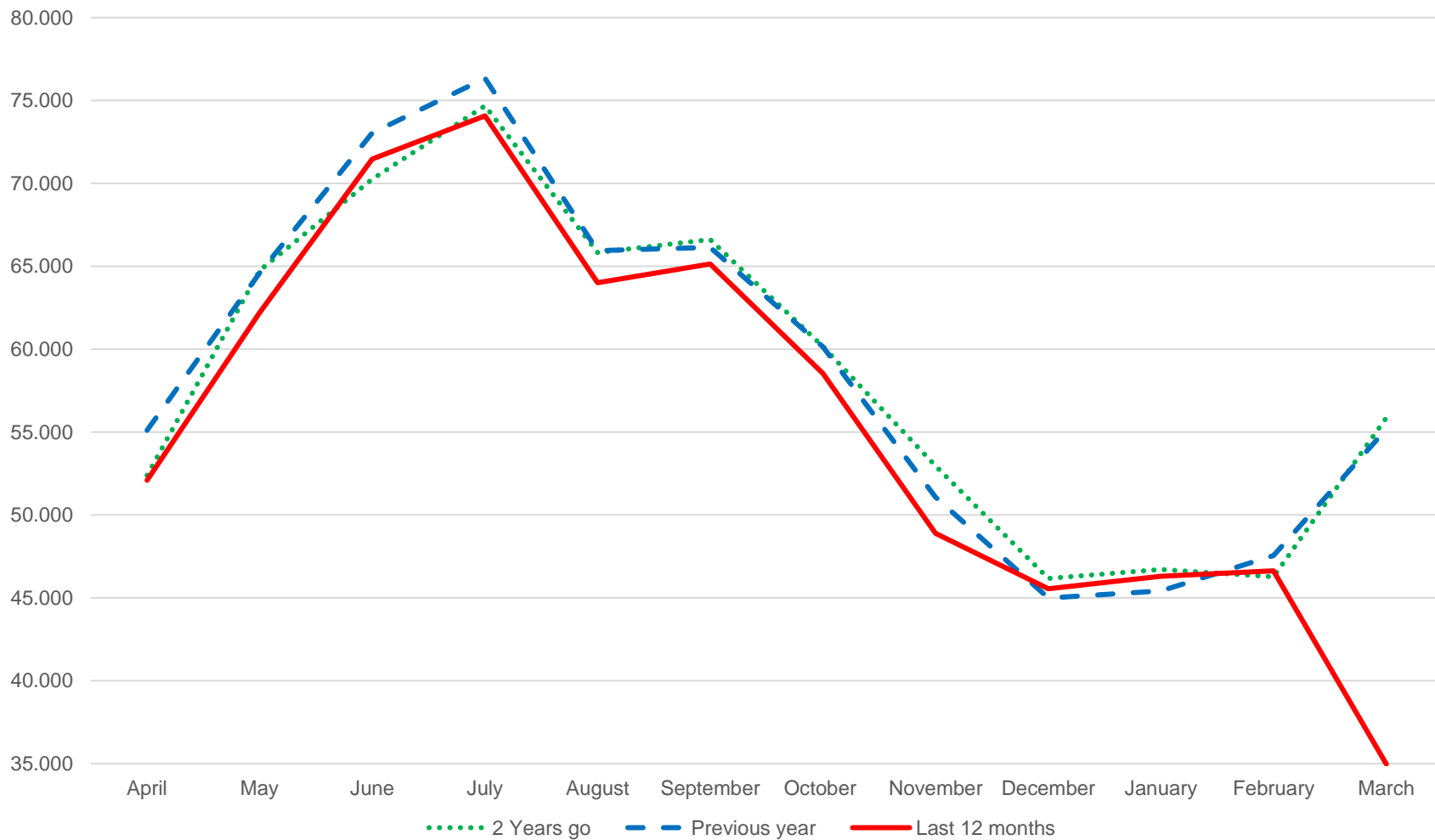
The remaining traffic still flying is currently mainly geared towards the COVID-19 relief effort by **repatriating citizens** where possible; **flying essential cargo and equipment** and **transporting medical personnel**.

On the following pages, you can find detailed information on European business aviation traffic, in a geographic and weekly breakdown.

**The EBAA team**



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





# 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       |                |                |              |
| Apr 2019           | 4.152         | 3.966         | -4,5%        | 3.886         | 3.905         | 0,5%         | 46.315         | 43.397         | -6,3%        | 760           | 826          | 8,7%         | 55.113         | 52.094         | -5,5%        |
| May 2019           | 4.580         | 4.395         | -4,0%        | 4.477         | 4.141         | -7,5%        | 54.702         | 52.897         | -3,3%        | 833           | 767          | -7,9%        | 64.592         | 62.200         | -3,7%        |
| Jun 2019           | 5.324         | 5.317         | -0,1%        | 5.079         | 5.132         | 1,0%         | 61.702         | 60.157         | -2,5%        | 931           | 858          | -7,8%        | 73.036         | 71.464         | -2,2%        |
| Jul 2019           | 5.575         | 5.328         | -4,4%        | 5.640         | 5.371         | -4,8%        | 64.217         | 62.557         | -2,6%        | 914           | 826          | -9,6%        | 76.346         | 74.082         | -3,0%        |
| Aug 2019           | 4.921         | 4.864         | -1,2%        | 4.943         | 4.973         | 0,6%         | 55.283         | 53.346         | -3,5%        | 795           | 821          | 3,3%         | 65.942         | 64.004         | -2,9%        |
| Sep 2019           | 4.682         | 4.820         | 2,9%         | 4.602         | 4.708         | 2,3%         | 56.065         | 54.825         | -2,2%        | 784           | 787          | 0,4%         | 66.133         | 65.140         | -1,5%        |
| Oct 2019           | 4.494         | 4.371         | -2,7%        | 4.635         | 4.471         | -3,5%        | 50.038         | 48.824         | -2,4%        | 978           | 861          | -12,0%       | 60.145         | 58.527         | -2,7%        |
| Nov 2019           | 3.921         | 3.817         | -2,7%        | 3.843         | 3.791         | -1,4%        | 42.664         | 40.648         | -4,7%        | 641           | 640          | -0,2%        | 51.069         | 48.896         | -4,3%        |
| Dec 2019           | 3.534         | 3.668         | 3,8%         | 3.707         | 3.773         | 1,8%         | 37.067         | 37.561         | 1,3%         | 675           | 552          | -18,2%       | 44.983         | 45.554         | 1,3%         |
| Jan 2020           | 3.726         | 3.901         | 4,7%         | 3.495         | 3.692         | 5,6%         | 37.593         | 38.165         | 1,5%         | 603           | 547          | -9,3%        | 45.417         | 46.305         | 2,0%         |
| Feb 2020           | 3.329         | 3.501         | 5,2%         | 3.286         | 3.445         | 4,8%         | 39.108         | 39.179         | 0,2%         | 545           | 499          | -8,4%        | 46.268         | 46.624         | 0,8%         |
| Mar 2020           | 3.925         | 3.034         | -22,7%       | 3.900         | 2.993         | -23,3%       | 44.470         | 28.533         | -35,8%       | 734           | 408          | -44,4%       | 53.029         | 34.968         | -34,1%       |
| <b>Grand Total</b> | <b>52.163</b> | <b>50.982</b> | <b>-2,3%</b> | <b>51.493</b> | <b>50.395</b> | <b>-2,1%</b> | <b>589.224</b> | <b>560.089</b> | <b>-4,9%</b> | <b>9.193</b>  | <b>8.392</b> | <b>-8,7%</b> | <b>702.073</b> | <b>669.858</b> | <b>-4,6%</b> |



## STATES – March 2020

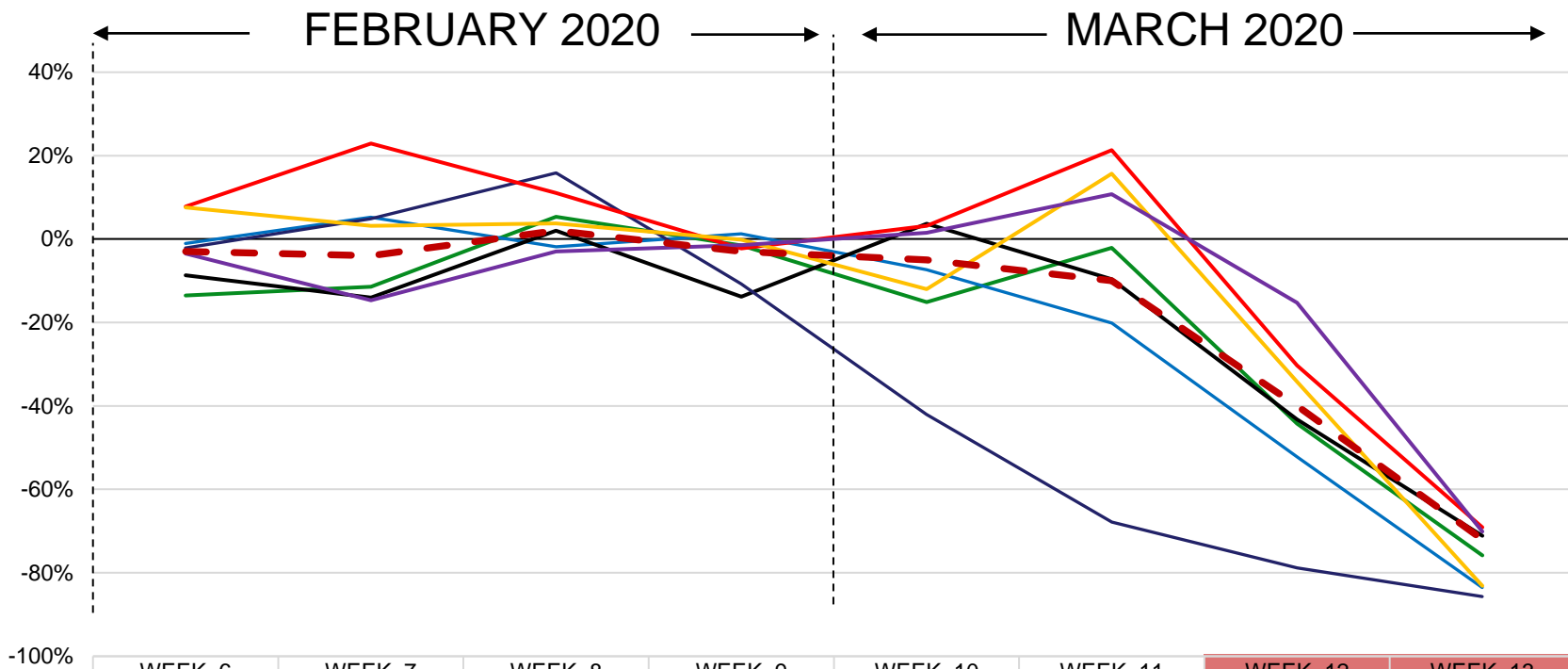
### AVERAGE DAILY BUSINESS AVIATION FLIGHTS

| STATE          | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|----------------|--------------------|--------------|------------------|------------|
| NM Area        | 1.162,9            | -34,5%       | 1.447,8          | -12,9%     |
| ECAC           | 1.156,4            | -34,3%       | 1.436,9          | -13,0%     |
| ESRA08         | 1.137,3            | -34,6%       | 1.418,1          | -13,1%     |
| SES-RP2        | 1.121,1            | -34,0%       | 1.395,5          | -12,5%     |
| EU28           | 1.080,5            | -34,3%       | 1.349,1          | -12,5%     |
| FABEC          | 745,6              | -35,4%       | 946,7            | -12,9%     |
| UK-Ireland FAB | 305,5              | -23,3%       | 347,0            | -9,6%      |
| FAB CE         | 201,7              | -37,2%       | 264,7            | -12,1%     |
| BLUE MED FAB   | 181,1              | -50,8%       | 264,9            | -17,3%     |
| South West FAB | 153,5              | -20,9%       | 172,7            | -4,5%      |
| NEFAB          | 111,5              | -10,8%       | 114,7            | -5,5%      |
| DK-SE FAB      | 109,2              | -10,5%       | 113,1            | -3,1%      |
| Baltic FAB     | 84,3               | -24,9%       | 100,5            | -3,6%      |
| Danube FAB     | 49,2               | -31,9%       | 55,4             | -20,7%     |



(STATES) March 2020

WEEKLY BUSINESS AVIATION TRAFFIC GROWTH (compared with same week in 2019)









|                  | WEEK 6 | WEEK 7 | WEEK 8 | WEEK 9 | WEEK 10 | WEEK 11 | WEEK 12 | WEEK 13 |
|------------------|--------|--------|--------|--------|---------|---------|---------|---------|
| — Austria        | -14%   | -11%   | 5%     | -2%    | -15%    | -2%     | -44%    | -76%    |
| — France         | -1%    | 5%     | -2%    | 1%     | -7%     | -20%    | -52%    | -84%    |
| — Germany        | -9%    | -14%   | 2%     | -14%   | 4%      | -10%    | -43%    | -71%    |
| — Italy          | -2%    | 5%     | 16%    | -11%   | -42%    | -68%    | -79%    | -86%    |
| — Spain          | 8%     | 23%    | 11%    | -2%    | 3%      | 21%     | -30%    | -69%    |
| — Switzerland    | 8%     | 3%     | 4%     | 0%     | -12%    | 16%     | -34%    | -83%    |
| — United Kingdom | -3%    | -15%   | -3%    | -1%    | 1%      | 11%     | -15%    | -70%    |
| - - ECAC         | -3%    | -4%    | 2%     | -3%    | -5%     | -10%    | -40%    | -72%    |



## (AIRPORTS) March 2020

### AVERAGE DAILY BUSINESS AVIATION DEPARTURES

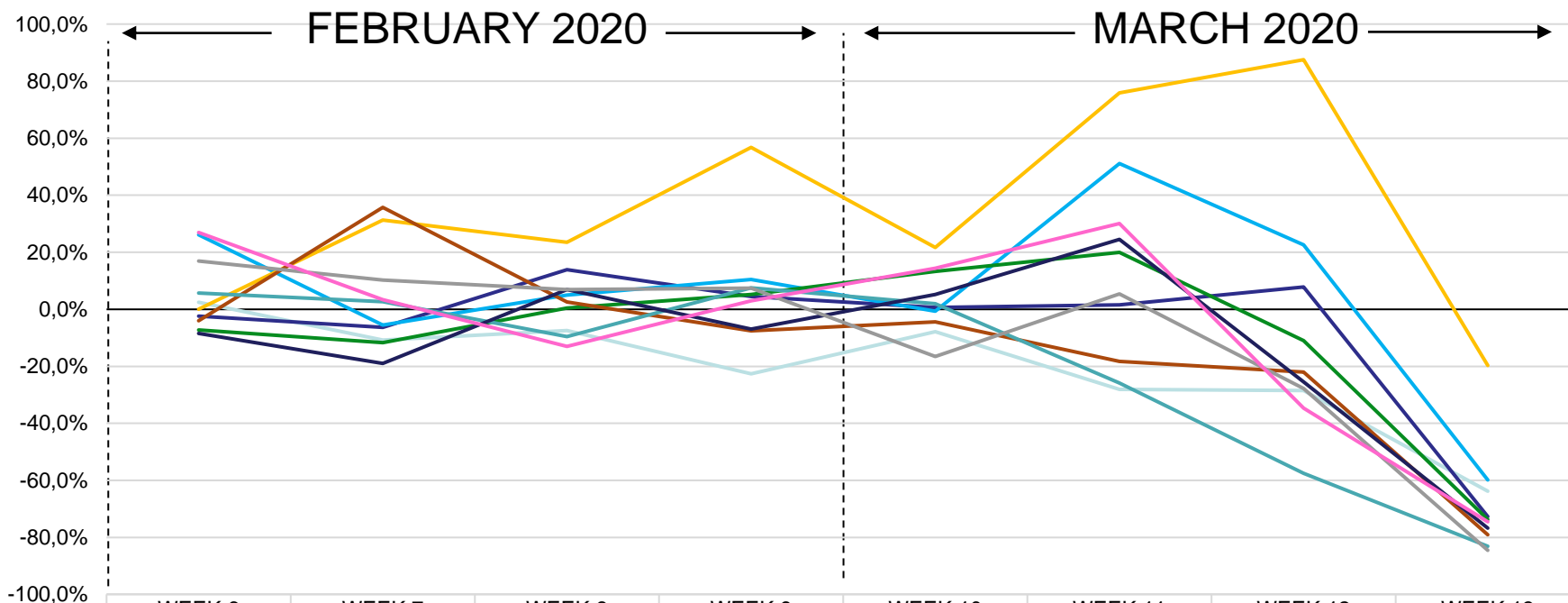
#### Business Aviation

| RANK   | ICAO CODE | NAME             | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|--|-----------|------------------|--------------------|--------------|------------------|------------|
| 1  | LFPB      | PARIS LE BOURGET | 36,9               | -43,5%       | 50,1             | -15,2%     |
| 2  | EGGW      | LONDON/LUTON     | 27,4               | -19,9%       | 29,7             | -7,4%      |
| 3  | LSGG      | GENEVE COINTRIN  | 27,4               | -35,2%       | 33,7             | -12,5%     |
| 4  | EGLF      | FARNBOROUGH CIV  | 24,8               | -22,9%       | 29,6             | -6,8%      |
| 5     | LSZH      | ZURICH           | 20,6               | -20,7%       | 26,4             | -5,5%      |
| 6     | LFMN      | NICE             | 19,7               | -35,8%       | 23,3             | -14,5%     |
| 7    | EGKB      | BIGGIN HILL      | 19,6               | -1,0%        | 19,1             | 3,0%       |
| 8   | EDDM      | MUENCHEN 2       | 12,5               | -34,2%       | 15,2             | -17,9%     |
| 9   | LEMG      | MALAGA           | 11,6               | 44,8%        | 10,3             | 34,1%      |
| 10  | LOWW      | WIEN SCHWECHAT   | 11,2               | -33,6%       | 14,3             | -12,8%     |



(AIRPORTS) March 2020

WEEKLY BUSINESS AVIATION TRAFFIC GROWTH (compared with same week in 2019)



|      | WEEK 6 | WEEK 7 | WEEK 8 | WEEK 9 | WEEK 10 | WEEK 11 | WEEK 12 | WEEK 13 |
|------|--------|--------|--------|--------|---------|---------|---------|---------|
| EDDM | 2,5%   | -10,8% | -7,5%  | -22,6% | -7,9%   | -28,0%  | -28,5%  | -63,8%  |
| EGGW | -2,4%  | -6,4%  | 13,9%  | 4,4%   | 0,6%    | 1,6%    | 7,9%    | -72,7%  |
| EGKB | 26,1%  | -5,5%  | 5,0%   | 10,5%  | -0,7%   | 51,1%   | 22,6%   | -59,9%  |
| EGLF | -7,2%  | -11,7% | 0,4%   | 5,2%   | 13,3%   | 20,0%   | -11,0%  | -73,8%  |
| LEMG | 0,0%   | 31,3%  | 23,5%  | 56,8%  | 21,7%   | 75,9%   | 87,6%   | -19,7%  |
| LFMN | -4,0%  | 35,7%  | 2,6%   | -7,5%  | -4,4%   | -18,2%  | -22,0%  | -79,1%  |
| LFPB | 5,7%   | 2,7%   | -9,5%  | 7,5%   | 1,9%    | -25,9%  | -57,5%  | -83,2%  |
| LOWW | -8,5%  | -18,9% | 6,9%   | -7,0%  | 5,2%    | 24,5%   | -25,4%  | -76,8%  |
| LSGG | 16,9%  | 10,2%  | 7,0%   | 7,4%   | -16,6%  | 5,4%    | -27,8%  | -84,5%  |
| LSZH | 26,9%  | 3,3%   | -13,0% | 2,9%   | 14,4%   | 30,1%   | -34,6%  | -74,5%  |





## FLAWS – March 2020

### AVERAGE DAILY BUSINESS AVIATION FLIGHTS

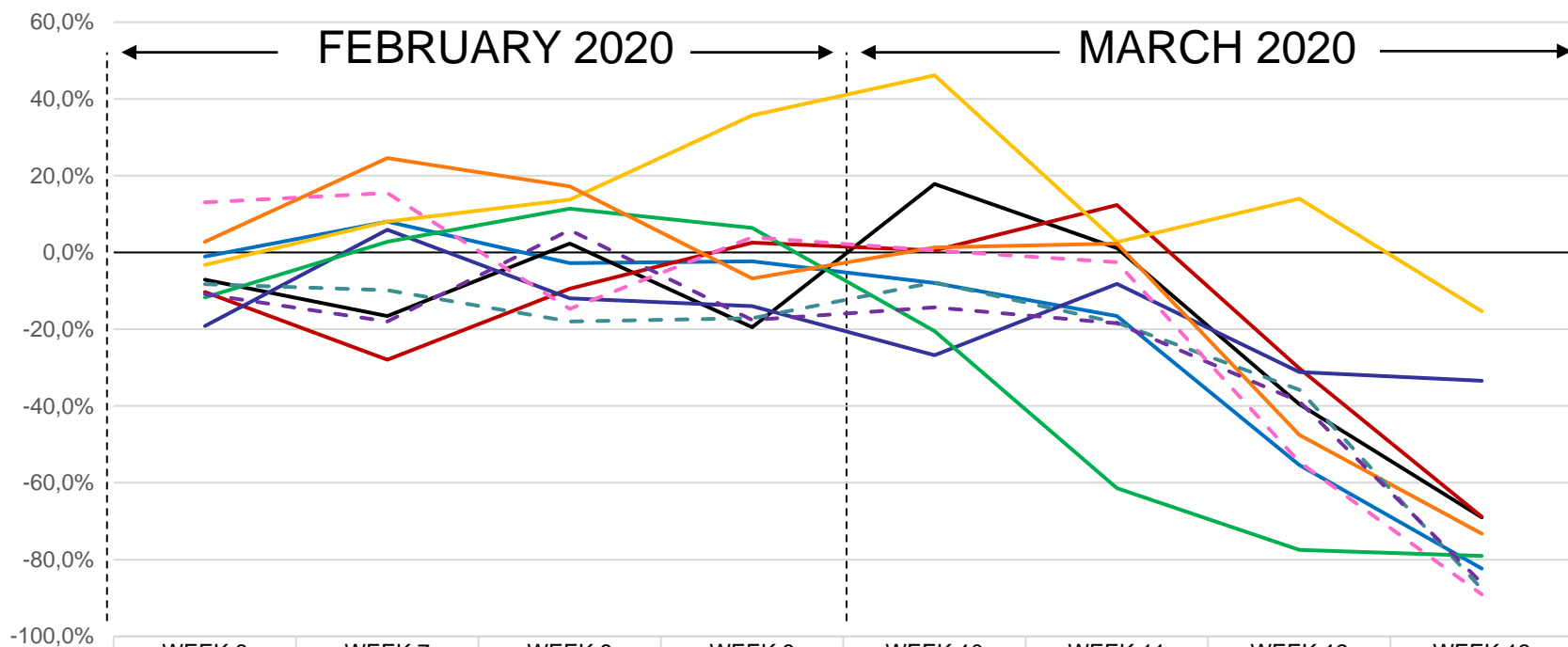
#### Business Aviation

| ORIGIN  | DESTINATION | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|---------|-------------|--------------------|--------------|------------------|------------|
| France  | France      | 90,1               | -40,1%       | 115,8            | -15,8%     |
| Germany | Germany     | 76,3               | -30,7%       | 92,8             | -14,8%     |
| UK      | UK          | 74,1               | -27,4%       | 81,6             | -16,8%     |
| Norway  | Norway      | 37,5               | -21,0%       | 40,6             | -13,7%     |
| Sweden  | Sweden      | 32,0               | 1,7%         | 34,4             | 3,0%       |
| Italy   | Italy       | 20,2               | -56,6%       | 33,5             | -19,8%     |
| Spain   | Spain       | 18,4               | -46,0%       | 25,1             | -21,4%     |
| UK      | France      | 17,8               | -42,0%       | 22,3             | -20,0%     |
| France  | UK          | 17,4               | -44,5%       | 22,4             | -21,1%     |
| France  | Switzerland | 15,0               | -41,5%       | 21,2             | -11,9%     |



(AIRPORTS) March 2020

## WEEKLY BUSINESS AVIATION TRAFFIC GROWTH (compared with same week in 2019)



|                  | WEEK 6 | WEEK 7 | WEEK 8 | WEEK 9 | WEEK 10 | WEEK 11 | WEEK 12 | WEEK 13 |
|------------------|--------|--------|--------|--------|---------|---------|---------|---------|
| France Internal  | -1,0%  | 8,1%   | -2,8%  | -2,3%  | -7,9%   | -16,6%  | -55,3%  | -82,3%  |
| Germany Internal | -7,1%  | -16,5% | 2,3%   | -19,5% | 17,9%   | 1,1%    | -39,6%  | -69,0%  |
| UK Internal      | -10,3% | -28,0% | -9,4%  | 2,6%   | 0,5%    | 12,3%   | -30,2%  | -68,9%  |
| Norway Internal  | -19,1% | 6,0%   | -12,0% | -14,0% | -26,8%  | -8,2%   | -31,1%  | -33,4%  |
| Sweden Internal  | -3,2%  | 8,0%   | 13,8%  | 35,7%  | 46,2%   | 2,7%    | 14,0%   | -15,3%  |
| Italy Internal   | -11,7% | 2,8%   | 11,5%  | 6,4%   | -20,5%  | -61,4%  | -77,5%  | -79,0%  |
| Spain Internal   | 2,8%   | 24,6%  | 17,2%  | -6,7%  | 1,3%    | 2,3%    | -47,5%  | -73,2%  |
| UK - France      | -8,2%  | -9,9%  | -18,0% | -17,1% | -7,8%   | -18,3%  | -35,8%  | -87,7%  |
| France - UK      | -10,9% | -18,0% | 5,9%   | -17,6% | -14,3%  | -18,5%  | -38,8%  | -86,1%  |
| France - Switz.  | 13,0%  | 15,5%  | -14,7% | 4,0%   | 0,5%    | -2,5%   | -54,6%  | -89,1%  |



## TRAFFIC PER STATE – March 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        | 1.162,9            | 1.774,5             | -611,5       | -34,5%       | 1.447,8          | 1.663,0           | -215,2     | -12,9%     |
| ECAC           | 1.156,4            | 1.761,2             | -604,8       | -34,3%       | 1.436,9          | 1.650,8           | -213,8     | -13,0%     |
| ESRA08         | 1.137,3            | 1.739,6             | -602,3       | -34,6%       | 1.418,1          | 1.631,8           | -213,8     | -13,1%     |
| ESRA02         | 1.125,9            | 1.722,5             | -596,6       | -34,6%       | 1.403,7          | 1.616,2           | -212,5     | -13,2%     |
| SES-SJU        | 1.128,0            | 1.710,6             | -582,6       | -34,1%       | 1.405,5          | 1.607,9           | -202,5     | -12,6%     |
| SES-RP2        | 1.121,1            | 1.697,4             | -576,3       | -34,0%       | 1.395,5          | 1.595,6           | -200,1     | -12,5%     |
| EU28           | 1.080,5            | 1.643,7             | -563,2       | -34,3%       | 1.349,1          | 1.541,7           | -192,6     | -12,5%     |
| EU27_2013      | 1.078,9            | 1.640,4             | -561,5       | -34,2%       | 1.346,9          | 1.538,8           | -191,9     | -12,5%     |
| SES-RP3        | 1.060,0            | 1.612,8             | -552,8       | -34,3%       | 1.327,1          | 1.514,7           | -187,5     | -12,4%     |
| EU27           | 1.020,5            | 1.560,7             | -540,2       | -34,6%       | 1.282,4          | 1.462,0           | -179,6     | -12,3%     |
| FABEC          | 745,6              | 1.155,0             | -409,4       | -35,4%       | 946,7            | 1.086,8           | -140,1     | -12,9%     |
| France         | 433,2              | 688,5               | -255,4       | -37,1%       | 551,2            | 635,9             | -84,7      | -13,3%     |
| Germany        | 349,7              | 522,7               | -173,0       | -33,1%       | 441,0            | 502,6             | -61,6      | -12,3%     |
| UK-Ireland FAB | 305,5              | 398,2               | -92,7        | -23,3%       | 347,0            | 384,0             | -37,0      | -9,6%      |
| UK             | 300,6              | 392,8               | -92,2        | -23,5%       | 341,6            | 378,9             | -37,3      | -9,9%      |
| BLUE MED FAB   | 181,1              | 368,4               | -187,3       | -50,8%       | 264,9            | 320,3             | -55,5      | -17,3%     |
| Switzerland    | 206,8              | 342,9               | -136,1       | -39,7%       | 291,4            | 327,1             | -35,7      | -10,9%     |
| FAB CE         | 201,7              | 321,5               | -119,7       | -37,2%       | 264,7            | 301,1             | -36,4      | -12,1%     |
| Italy          | 138,3              | 309,7               | -171,4       | -55,3%       | 216,8            | 265,2             | -48,3      | -18,2%     |



## TRAFFIC PER STATE – March 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 |
|--------------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| Austria            | 131,9              | 206,2               | -74,3        | -36,0%       | 176,6            | 197,2             | -20,6      | -10,4%     |
| South West FAB     | 153,5              | 194,2               | -40,6        | -20,9%       | 172,7            | 180,8             | -8,1       | -4,5%      |
| Belgium/Luxembourg | 127,6              | 187,3               | -59,7        | -31,9%       | 153,4            | 169,5             | -16,1      | -9,5%      |
| Spain              | 143,5              | 180,3               | -36,8        | -20,4%       | 161,3            | 169,0             | -7,7       | -4,5%      |
| Netherlands        | 102,0              | 133,7               | -31,7        | -23,7%       | 110,9            | 121,2             | -10,4      | -8,6%      |
| NEFAB              | 111,5              | 124,9               | -13,5        | -10,8%       | 114,7            | 121,4             | -6,6       | -5,5%      |
| DK-SE FAB          | 109,2              | 121,9               | -12,8        | -10,5%       | 113,1            | 116,7             | -3,6       | -3,1%      |
| Baltic FAB         | 84,3               | 112,2               | -27,9        | -24,9%       | 100,5            | 104,3             | -3,8       | -3,6%      |
| Czech Republic     | 67,7               | 109,2               | -41,5        | -38,0%       | 88,1             | 101,9             | -13,8      | -13,5%     |
| Poland             | 72,7               | 103,4               | -30,6        | -29,7%       | 89,5             | 95,9              | -6,4       | -6,7%      |
| Turkey             | 64,6               | 102,0               | -37,4        | -36,7%       | 72,5             | 93,0              | -20,5      | -22,1%     |
| Sweden             | 89,5               | 92,5                | -3,0         | -3,3%        | 90,0             | 90,6              | -0,6       | -0,7%      |
| Norway             | 56,8               | 72,8                | -16,0        | -22,0%       | 61,9             | 70,3              | -8,5       | -12,0%     |
| Danube FAB         | 49,2               | 72,3                | -23,1        | -31,9%       | 55,4             | 69,8              | -14,4      | -20,7%     |
| Hungary            | 45,2               | 67,0                | -21,8        | -32,5%       | 51,1             | 63,0              | -11,9      | -18,9%     |
| Greece             | 50,2               | 66,3                | -16,2        | -24,4%       | 61,5             | 60,8              | 0,7        | 1,2%       |
| Ireland            | 49,1               | 65,9                | -16,8        | -25,5%       | 58,7             | 62,4              | -3,6       | -5,8%      |
| Croatia            | 47,0               | 65,5                | -18,5        | -28,2%       | 55,3             | 59,6              | -4,3       | -7,1%      |
| Denmark            | 50,5               | 62,8                | -12,3        | -19,6%       | 52,5             | 57,1              | -4,7       | -8,2%      |



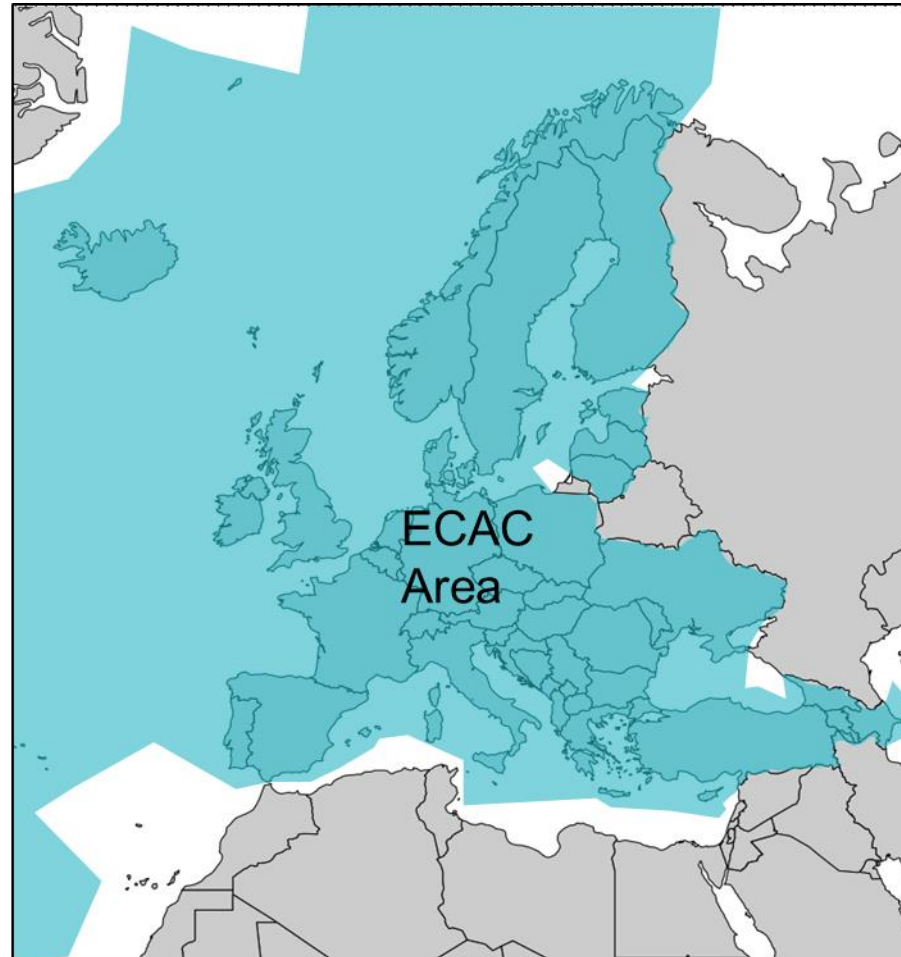
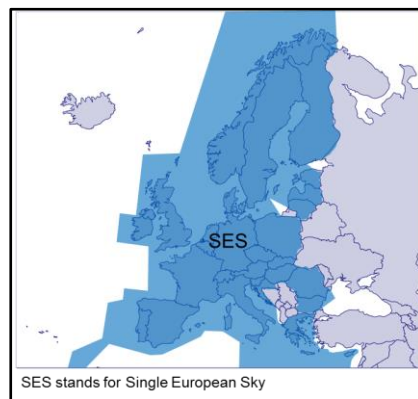
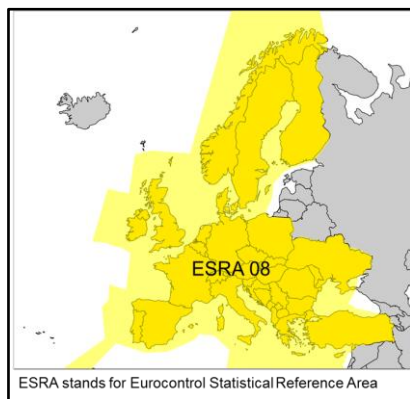
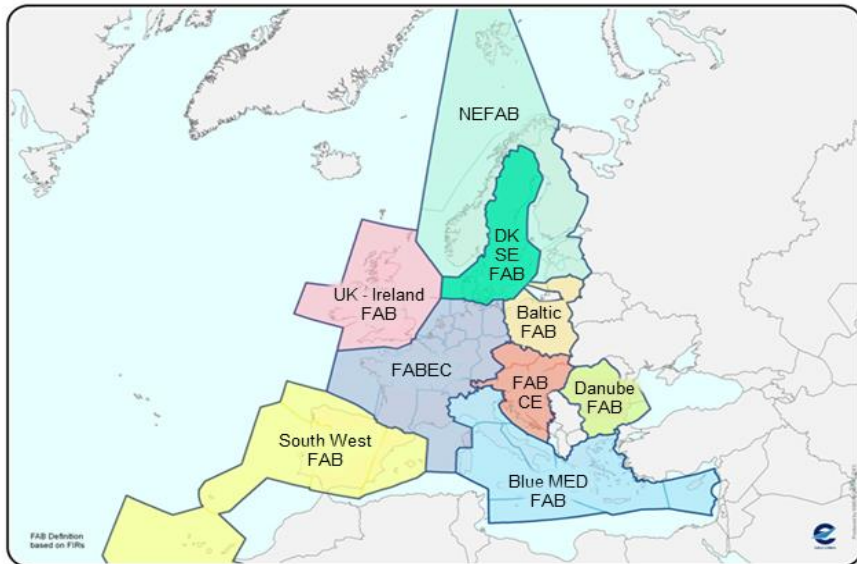
## TRAFFIC PER STATE – March 2020

### 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 |
|------------------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| Serbia/Montenegro      | 49,1               | 60,3                | -11,2        | -18,5%       | 55,0             | 58,3              | -3,4       | -5,8%      |
| Slovakia               | 33,5               | 57,2                | -23,6        | -41,3%       | 41,9             | 51,9              | -10,0      | -19,3%     |
| Bulgaria               | 35,5               | 54,0                | -18,5        | -34,2%       | 39,2             | 51,9              | -12,7      | -24,5%     |
| Belarus                | 5,4                | 53,7                | -48,4        | -90,0%       | 37,6             | 49,1              | -11,5      | -23,3%     |
| Romania                | 34,3               | 48,8                | -14,5        | -29,7%       | 37,9             | 47,0              | -9,1       | -19,4%     |
| Slovenia               | 34,9               | 46,3                | -11,5        | -24,7%       | 39,8             | 43,4              | -3,6       | -8,2%      |
| Morocco                | 34,4               | 43,9                | -9,5         | -21,7%       | 39,6             | 41,2              | -1,6       | -3,8%      |
| Cyprus                 | 26,4               | 43,6                | -17,2        | -39,5%       | 32,6             | 39,0              | -6,4       | -16,4%     |
| Lisbon FIR             | 35,1               | 37,6                | -2,5         | -6,8%        | 35,3             | 35,1              | 0,3        | 0,8%       |
| Finland                | 33,0               | 36,1                | -3,0         | -8,4%        | 33,9             | 35,7              | -1,8       | -5,1%      |
| Bosnia and Herzegovina | 24,4               | 35,2                | -10,9        | -30,9%       | 28,1             | 32,2              | -4,0       | -12,6%     |
| Egypt                  | 21,5               | 31,7                | -10,3        | -32,3%       | 31,4             | 31,5              | -0,1       | -0,5%      |
| Ukraine                | 30,5               | 29,7                | 0,8          | 2,7%         | 31,3             | 28,8              | 2,5        | 8,7%       |
| Lithuania              | 29,3               | 24,4                | 5,0          | 20,4%        | 29,5             | 24,2              | 5,3        | 21,7%      |
| Israel                 | 11,4               | 23,0                | -11,6        | -50,4%       | 16,0             | 19,1              | -3,1       | -16,2%     |
| Latvia                 | 26,7               | 22,0                | 4,7          | 21,3%        | 24,7             | 21,5              | 3,2        | 14,9%      |
| Canary Islands         | 18,9               | 19,4                | -0,5         | -2,5%        | 19,1             | 17,7              | 1,4        | 7,8%       |
| Malta                  | 10,5               | 17,6                | -7,2         | -40,8%       | 12,9             | 16,7              | -3,8       | -22,5%     |
| Iceland                | 11,0               | 17,0                | -6,0         | -35,4%       | 14,0             | 14,8              | -0,8       | -5,3%      |
| Santa Maria FIR        | 13,9               | 15,8                | -2,0         | -12,4%       | 15,1             | 15,9              | -0,8       | -5,3%      |
| Estonia                | 15,9               | 15,7                | 0,2          | 1,2%         | 15,3             | 14,9              | 0,4        | 2,7%       |
| Albania                | 13,7               | 15,5                | -1,8         | -11,6%       | 15,3             | 14,0              | 1,3        | 9,2%       |
| Azerbaijan             | 9,5                | 14,1                | -4,6         | -32,9%       | 10,3             | 12,8              | -2,5       | -19,4%     |
| North Macedonia        | 12,3               | 13,5                | -1,2         | -8,6%        | 13,6             | 13,4              | 0,2        | 1,5%       |
| Tunisia                | 5,4                | 8,8                 | -3,5         | -39,4%       | 7,6              | 7,9               | -0,3       | -3,7%      |
| Georgia                | 8,0                | 7,4                 | 0,6          | 8,3%         | 7,5              | 7,2               | 0,3        | 3,5%       |
| Moldova                | 4,5                | 5,4                 | -1,0         | -17,9%       | 4,6              | 4,5               | 0,1        | 2,5%       |
| Libya                  | 2,7                | 4,8                 | -2,1         | -43,2%       | 3,0              | 5,1               | -2,1       | -40,6%     |
| Armenia                | 3,3                | 3,6                 | -0,4         | -9,8%        | 3,8              | 3,3               | 0,5        | 16,2%      |



# AREAS



ECAC stands for European Civil Aviation Conference



# BUSINESS AVIATION SEGMENT

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

|      |                                  |                   |             |                               |      |                            |                       |             |                               |
|------|----------------------------------|-------------------|-------------|-------------------------------|------|----------------------------|-----------------------|-------------|-------------------------------|
| A318 | Airbus A318                      | Airbus            | Bizliner    | ICAO flight type G only       | F2TH | Dassault Falcon 2000       | Dassault              | Heavy Jet   |                               |
| A319 | Airbus A319                      | Airbus            | Bizliner    | ICAO flight type G only       | F900 | Dassault Falcon 900        | Dassault              | Heavy Jet   |                               |
| A320 | Airbus A320                      | Airbus            | Bizliner    | ICAO flight type G only       | FA10 | Dassault Falcon 10/100     | Dassault              | Light Jet   |                               |
| ASTR | Gulfstream G100                  | Gulfstream        | Midsize Jet |                               | FA20 | Dassault Falcon 20/200     | Dassault              | Midsize Jet |                               |
| B350 | King Air 350                     | Hawker Beechcraft | Turboprop   | ICAO flight type G and N only | FA50 | Dassault Falcon 50         | Dassault              | Midsize Jet |                               |
| B737 | Boeing 737-700                   | Boeing            | Bizliner    | ICAO flight type G only       | FA7X | Dassault Falcon 7X         | Dassault              | Heavy Jet   |                               |
| B738 | Boeing 737-800                   | Boeing            | Bizliner    | ICAO flight type G only       | FA8X | Dassault Falcon 8X         | Dassault              | Heavy Jet   |                               |
| B739 | Boeing 737-900                   | Boeing            | Bizliner    | ICAO flight type G only       | G150 | Gulfstream G150            | Gulfstream            | Midsize Jet |                               |
| B748 | Boeing 747-8I                    | Boeing            | Bizliner    | ICAO flight type G only       | G280 | Gulfstream G280            | Gulfstream            | Midsize Jet |                               |
| B77L | Boeing 777-200 Freighter         | Boeing            | Bizliner    | ICAO flight type G only       | GA5C | Gulfstream G500/550        | Gulfstream            | Heavy Jet   |                               |
| B77W | Boeing 777-300ER                 | Boeing            | Bizliner    | ICAO flight type G only       | GA6C | Gulfstream G600/650        | Gulfstream            | Heavy Jet   |                               |
| B788 | Boeing 787-8                     | Boeing            | Bizliner    | ICAO flight type G only       | GALX | Gulfstream G200            | Gulfstream            | Midsize Jet |                               |
| B789 | Boeing 787-9                     | Boeing            | Bizliner    | ICAO flight type G only       | GL5T | Global 5000                | Bombardier            | Heavy Jet   |                               |
| BE10 | King Air 100                     | Hawker Beechcraft | Turboprop   |                               | GL6T | Global 6000                | Bombardier            | Heavy Jet   |                               |
| BE20 | King Air 200                     | Hawker Beechcraft | Turboprop   |                               | GL6X | Global Express / 6000      | Bombardier            | Heavy Jet   |                               |
| BE30 | Super King Air 300               | Hawker Beechcraft | Turboprop   |                               | GLF2 | Gulfstream 2               | Gulfstream            | Heavy Jet   |                               |
| BE40 | Hawker Beechjet 400              | Hawker Beechcraft | Light Jet   |                               | GLF3 | Gulfstream 3               | Gulfstream            | Heavy Jet   |                               |
| BE90 | King Air 90                      | Hawker Beechcraft | Turboprop   |                               | GLF4 | Gulfstream G300/450        | Gulfstream            | Heavy Jet   |                               |
| BE9L | King Air 90                      | Hawker Beechcraft | Turboprop   |                               | GLF5 | Gulfstream G500/550        | Gulfstream            | Heavy Jet   |                               |
| BE9T | King Air 90                      | Hawker Beechcraft | Turboprop   |                               | GLF6 | Gulfstream G600/650        | Gulfstream            | Heavy Jet   | ICAO flight type G and N only |
| C208 | Cessna 208 Caravan               | Cessna            | Turboprop   |                               | H25B | Hawker 700-900             | Hawker Beechcraft     | Midsize Jet |                               |
| C25A | Cessna Citation C.J2             | Cessna            | Light Jet   |                               | H25C | British Aerospace 125-1000 | British Aerospace     | Light Jet   |                               |
| C25B | Cessna Citation C.J3             | Cessna            | Light Jet   |                               | HA4T | Hawker 4000                | Hawker Beechcraft     | Midsize Jet |                               |
| C25C | Cessna Citation C.J4             | Cessna            | Light Jet   |                               | HDJT | HondaJet                   | Honda                 | Light Jet   |                               |
| C25M | Cessna M2                        | Cessna            | Light Jet   |                               | HF20 | Hansa Jet                  | Hamburger Flugzeugbau | Light Jet   |                               |
| C425 | Cessna Corsair                   | Cessna            | Turboprop   |                               | LJ23 | Learjet 23                 | Bombardier            | Light Jet   |                               |
| C441 | Cessna Conquest                  | Cessna            | Turboprop   |                               | LJ24 | Learjet 24                 | Bombardier            | Light Jet   |                               |
| C500 | Cessna Citation I                | Cessna            | Light Jet   |                               | LJ25 | Learjet 25                 | Bombardier            | Light Jet   |                               |
| C501 | Cessna Citation ISP              | Cessna            | Light Jet   |                               | LJ28 | Learjet 28                 | Bombardier            | Light Jet   |                               |
| C510 | Cessna Citation Mustang          | Cessna            | Light Jet   |                               | LJ31 | Learjet 31                 | Bombardier            | Light Jet   |                               |
| C525 | Cessna Citation C.J1             | Cessna            | Light Jet   |                               | LJ35 | Learjet 35                 | Bombardier            | Light Jet   |                               |
| C550 | Cessna Citation II               | Cessna            | Light Jet   |                               | LJ40 | Learjet 40                 | Bombardier            | Light Jet   |                               |
| C551 | Cessna Citation IISP             | Cessna            | Light Jet   |                               | LJ45 | Learjet 45                 | Bombardier            | Light Jet   |                               |
| C55B | Cessna Citation Bravo            | Cessna            | Light Jet   |                               | LJ55 | Learjet 55                 | Bombardier            | Midsize Jet |                               |
| C560 | Cessna Citation V                | Cessna            | Light Jet   |                               | LJ60 | Learjet 60                 | Bombardier            | Midsize Jet |                               |
| C56X | Cessna Citation Excel / XLS      | Cessna            | Light Jet   |                               | LJ70 | Learjet 70                 | Bombardier            | Midsize Jet |                               |
| C650 | Cessna Citation III              | Cessna            | Midsize Jet |                               | LJ75 | Learjet 75                 | Bombardier            | Midsize Jet |                               |
| C680 | Cessna Citation Sovereign        | Cessna            | Midsize Jet |                               | P180 | Piaggio P180 Avanti        | Piaggio Aerospace     | Turboprop   |                               |
| C750 | Cessna Citation X                | Cessna            | Midsize Jet |                               | PAY2 | Piper Cheyenne 2           | Piper Aircraft        | Turboprop   |                               |
| CL30 | Challenger 300 series            | Bombardier        | Midsize Jet |                               | PAY3 | Piper Cheyenne 3           | Piper Aircraft        | Turboprop   |                               |
| CL35 | Challenger 350                   | Bombardier        | Midsize Jet |                               | PAY4 | Piper Cheyenne 400         | Piper Aircraft        | Turboprop   |                               |
| CL60 | Challenger 600 series            | Bombardier        | Heavy Jet   |                               | PC12 | Pilatus PC-12              | Pilatus               | Turboprop   |                               |
| CRJ2 | Challenger 800-850               | Bombardier        | Heavy Jet   | ICAO flight type G only       | PC24 | Pilatus PC24               | Pilatus               | Light Jet   |                               |
| E135 | Embraer RJ135                    | Embraer           | Heavy Jet   | ICAO flight type G only       | PRM1 | Premier 1                  | Hawker Beechcraft     | Light Jet   |                               |
| E145 | Embraer RJ145                    | Embraer           | Heavy Jet   | ICAO flight type G only       | SBR1 | Sabreliner                 | NA Rockwell           | Light Jet   |                               |
| E190 | Embraer 190                      | Embraer           | Bizliner    | ICAO flight type G only       | SBR2 | Sabreliner                 | NA Rockwell           | Light Jet   |                               |
| E35L | Embraer Legacy 600 series        | Embraer           | Heavy Jet   |                               | SJ30 | Syberjet SJ30              | SyberJet              | Light Jet   |                               |
| E50P | Embraer Phenom 100               | Embraer           | Light Jet   |                               | TBM7 | Socata TBM 700             | Daher-Socata          | Turboprop   |                               |
| E545 | Embraer Legacy 450 / Praetor 500 | Embraer           | Midsize Jet |                               | TBM8 | Socata TBM 850             | Daher-Socata          | Turboprop   |                               |
| E550 | Embraer Legacy 500               | Embraer           | Midsize Jet |                               | TBM9 | Socata TBM 900 series      | Daher-Socata          | Turboprop   |                               |
| E55P | Embraer Phenom 300               | Embraer           | Light Jet   | ICAO flight type G and N only | WW23 | 1123 Westwind              | IAI                   | Midsize Jet |                               |
| E75L | Embraer RJ175                    | Embraer           | Bizliner    | ICAO flight type G only       | WW24 | 1124 Westwind              | IAI                   | Midsize Jet |                               |
| EA50 | Eclipse 500                      | Eclipse           | Light Jet   |                               | EA50 | Eclipse 500                | Eclipse               | Light Jet   |                               |



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