

BUSINESS AVIATION

# TRAFFIC TRACKER EUROPE

October 2020

*COVID-19 Edition*

# October 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 October 2020 (see the September 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. Though, a slowing was observed during the month of September, showing early effects of the pandemic second wave.

**October follows the negative trend initiated in September, but with no clear second dive.** At the end of the month, **Business aviation seems stabilized at -20% compared with October 2019.** Though, with new lockdown measures being taken all over Europe at the end of October, we might see stronger effects in November. Over the 3 first quarters of 2020, Business aviation is -26% down compared with the same period in 2019.

## Key learnings

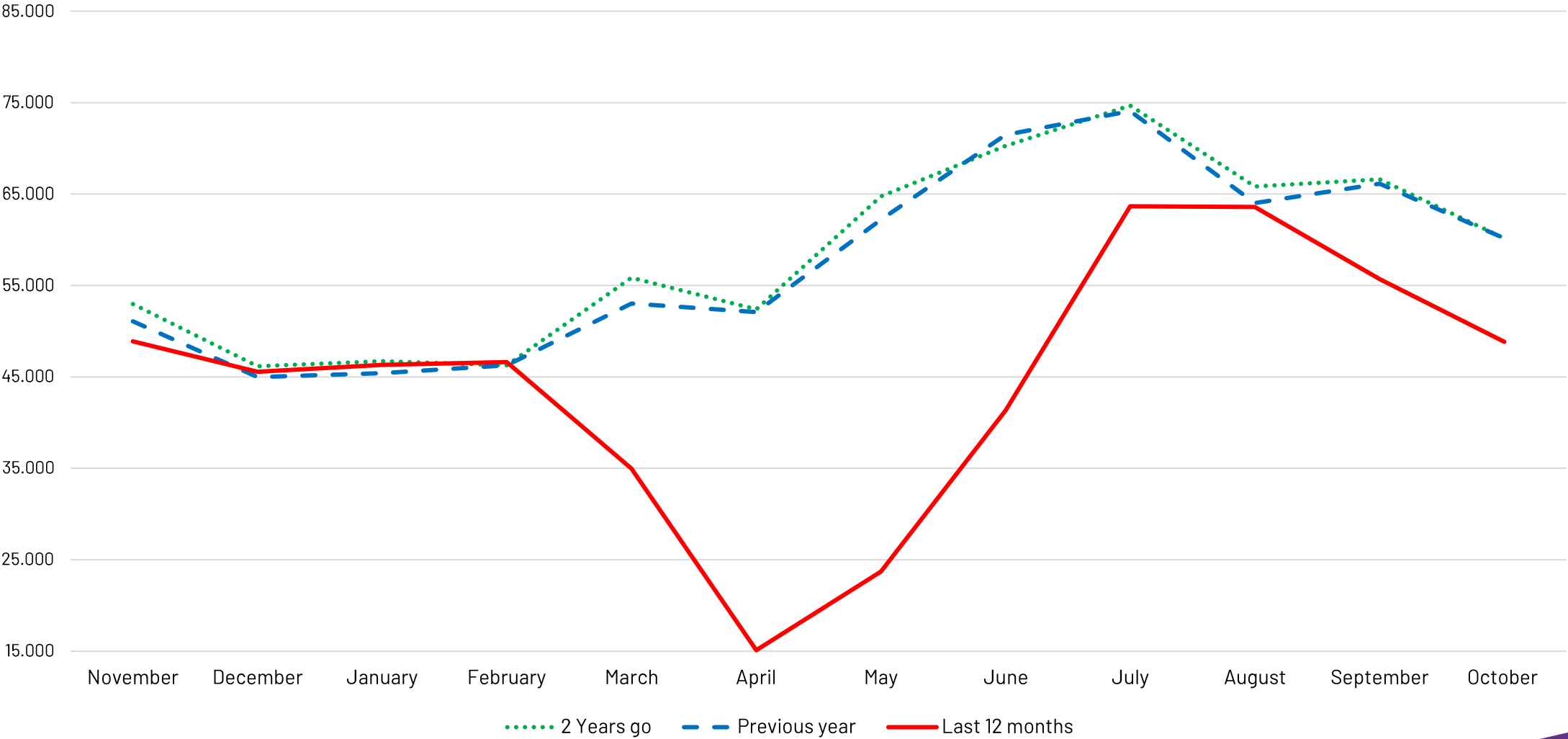
- All 5 major markets (representing 50% of European Business aviation) are experiencing a **negative trend in October**.
- The impact of the pandemic must be taken on a case by case basis at the airport level. Some key airports such as Paris Le Bourget and Nice are -40% compared with 2019, while important airports such as Zurich, London Biggin Hill or Berlin Schönefeld are above the -20% mark.
- From May onwards, **light/small & short haul Business aviation is driving the market, whereas heavy jets and long haul Business aviation remain the most impacted** (still around -50% below 2019 levels at the end of October).

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

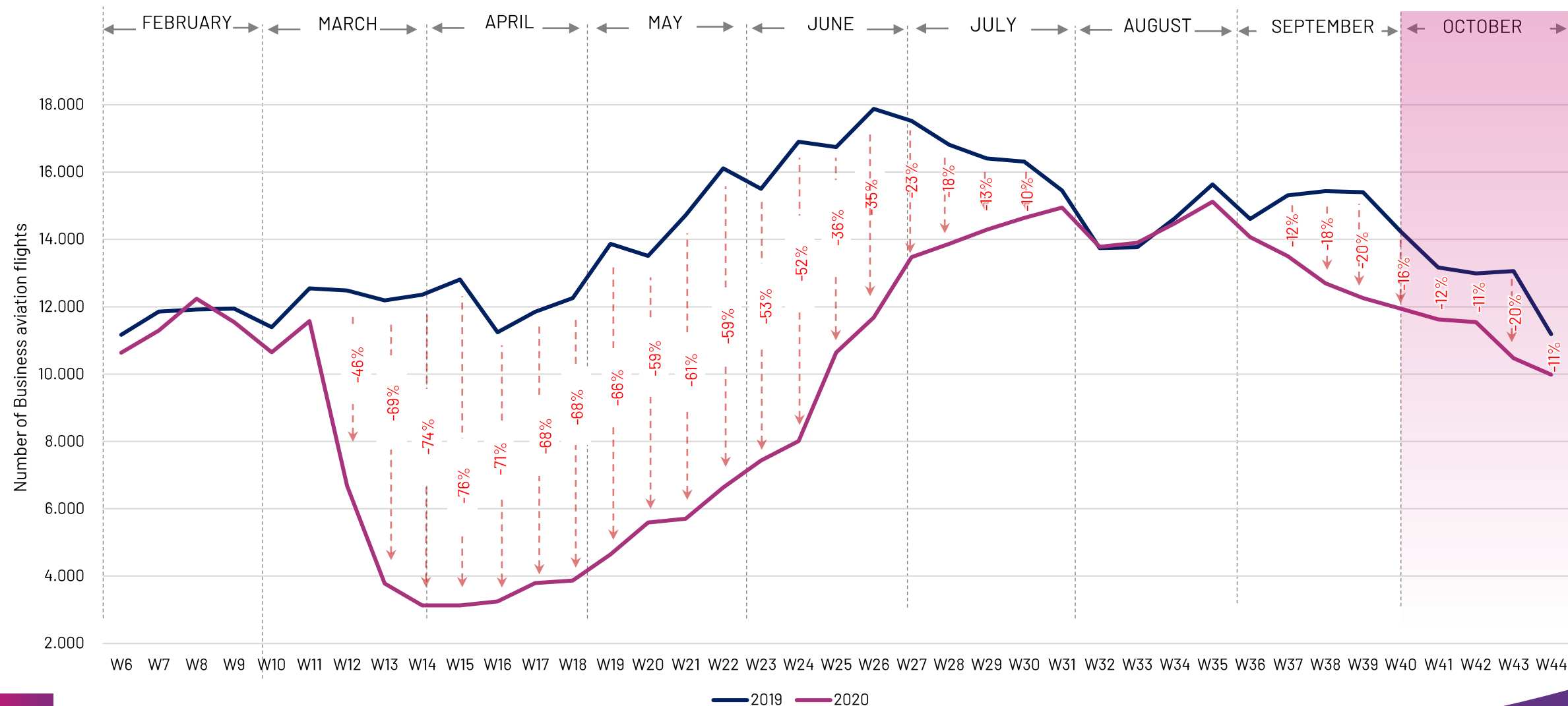
## BUSINESS AVIATION FLIGHTS



This report is made possible thanks to EUROCONTROL and WINGX ADVANCE

# BUSINESS AVIATION ACTIVITY THROUGHOUT THE COVID CRISIS

## WEEK BY WEEK DETAILS IN EUROPE (FLIGHTS)



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

## TOTAL BUSINESS AVIATION FLIGHTS

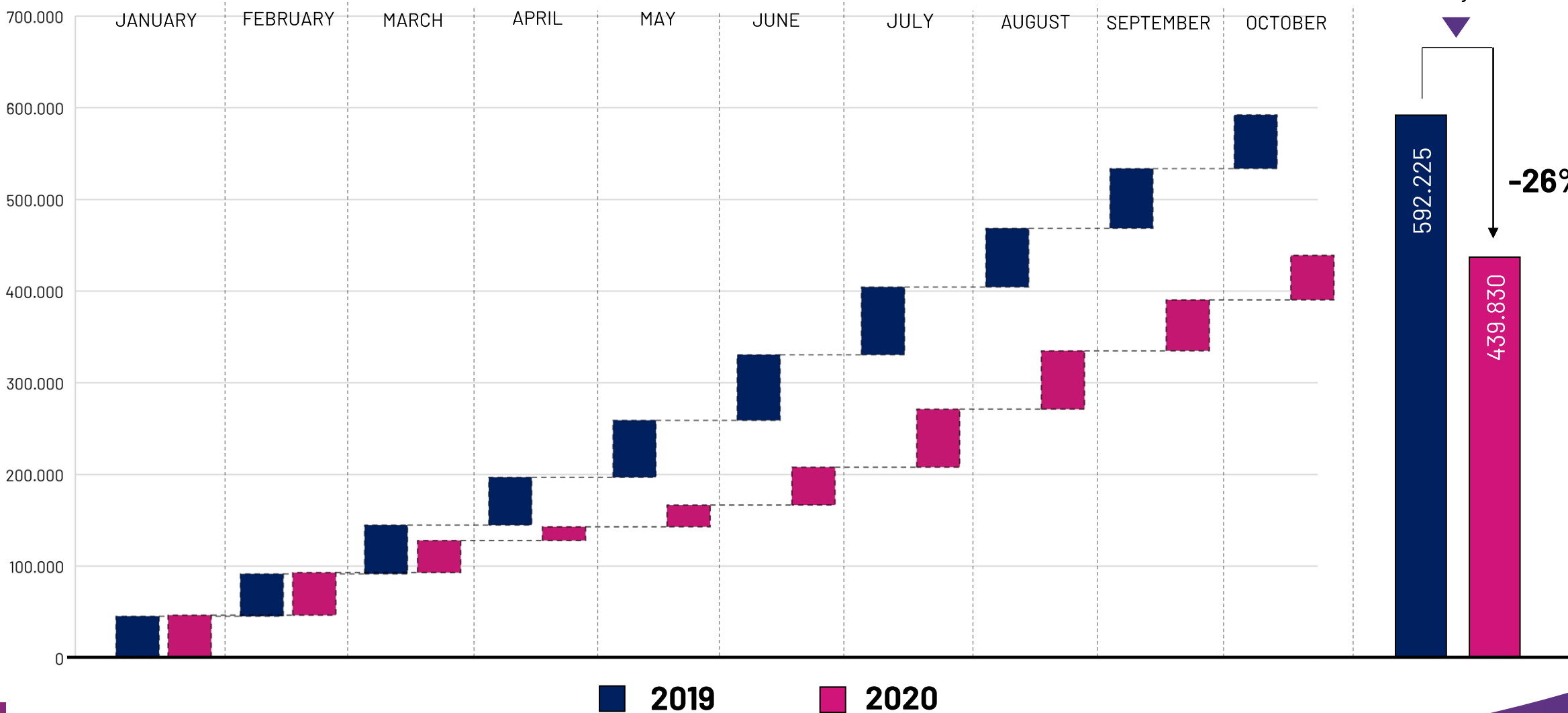
### Business Aviation (Single European Sky Area)

|                    | ARRIVAL       |               |               | DEPARTURE     |               |               | INTERNAL       |                |               | OVERFLIGHT    |              |               | PREVIOUS YEAR  | CURRENT YEAR   | GROWTH        |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|--------------|---------------|----------------|----------------|---------------|
| Month              | Previous Year | Current Year  | Growth        | Previous Year | Current Year  | Growth        | Previous Year  | Current Year   | Growth        | Previous Year | Current Year | Growth        |                |                |               |
| 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%        |
| Apr 2020           | 3.966         | 1.222         | -69,2%        | 3.905         | 1.165         | -70,2%        | 43.397         | 12.408         | -71,4%        | 826           | 313          | -62,1%        | 52.094         | 15.108         | -71,0%        |
| May 2020           | 4.395         | 1.626         | -63,0%        | 4.141         | 1.563         | -62,3%        | 52.897         | 20.178         | -61,9%        | 767           | 337          | -56,1%        | 62.200         | 23.704         | -61,9%        |
| Jun 2020           | 5.317         | 2.439         | -54,1%        | 5.132         | 2.377         | -53,7%        | 60.157         | 35.976         | -40,2%        | 858           | 542          | -36,8%        | 71.464         | 41.334         | -42,2%        |
| Jul 2020           | 5.328         | 3.511         | -34,1%        | 5.371         | 3.455         | -35,7%        | 62.557         | 55.703         | -11,0%        | 826           | 988          | 19,6%         | 74.082         | 63.657         | -14,1%        |
| 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%         | 64.004         | 63.586         | -0,7%         |
| Sep 2020           | 4.820         | 3.532         | -26,7%        | 4.708         | 3.501         | -25,6%        | 54.825         | 47.776         | -12,9%        | 787           | 895          | 13,7%         | 65.140         | 55.704         | -14,5%        |
| Oct 2020           | 4.371         | 3.380         | -22,7%        | 4.471         | 3.436         | -23,1%        | 48.824         | 41.128         | -15,8%        | 861           | 896          | 4,1%          | 58.527         | 48.840         | -16,6%        |
| <b>Grand Total</b> | <b>51.496</b> | <b>37.612</b> | <b>-27,0%</b> | <b>50.932</b> | <b>37.170</b> | <b>-27,0%</b> | <b>576.905</b> | <b>451.628</b> | <b>-21,7%</b> | <b>8.944</b>  | <b>7.870</b> | <b>-12,0%</b> | <b>688.277</b> | <b>534.280</b> | <b>-22,4%</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 (FLIGHTS FROM JANUARY ONWARDS)**

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



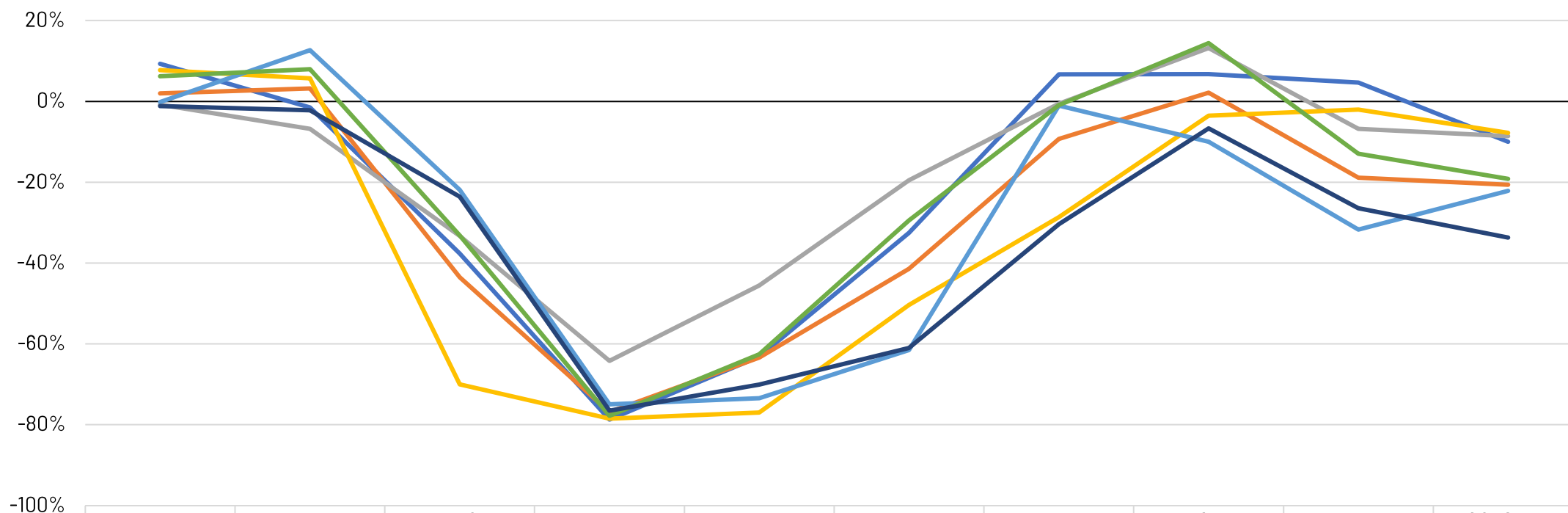
## STATES – October 2020

### AVERAGE DAILY BUSINESS AVIATION FLIGHTS

| STATE          | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|----------------|--------------------|--------------|------------------|------------|
| NM Area        | 1.653,5            | -15,3%       | 1.498,6          | -25,4%     |
| ECAC           | 1.641,8            | -15,4%       | 1.491,0          | -25,4%     |
| ESRA08         | 1.615,0            | -15,7%       | 1.470,7          | -25,6%     |
| SES-RP2        | 1.564,2            | -16,6%       | 1.432,0          | -26,0%     |
| EU28           | 1.513,5            | -16,9%       | 1.383,0          | -26,4%     |
| FABEC          | 976,4              | -20,7%       | 927,0            | -27,3%     |
| BLUE MED FAB   | 435,9              | -3,2%        | 377,9            | -28,5%     |
| FAB CE         | 313,4              | -13,8%       | 286,4            | -23,0%     |
| UK-Ireland FAB | 281,4              | -39,3%       | 283,2            | -37,3%     |
| South West FAB | 187,4              | -24,1%       | 172,2            | -32,4%     |
| NEFAB          | 114,5              | -15,7%       | 108,7            | -20,2%     |
| DK-SE FAB      | 101,4              | -22,0%       | 97,3             | -24,5%     |
| Baltic FAB     | 100,6              | -14,9%       | 94,1             | -20,6%     |
| Danube FAB     | 87,6               | -0,4%        | 64,3             | -24,3%     |

## STATES – October 2020

MONTHLY TRAFFIC GROWTH (compared with same month in 2019)



|                | JANUARY | FEBRUARY | MARCH | APRIL | MAY  | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER |
|----------------|---------|----------|-------|-------|------|------|------|--------|-----------|---------|
| Austria        | 9%      | -2%      | -38%  | -79%  | -63% | -33% | 7%   | 7%     | 5%        | -10%    |
| France         | 2%      | 3%       | -44%  | -77%  | -63% | -41% | -9%  | 2%     | -19%      | -21%    |
| Germany        | -1%     | -7%      | -33%  | -64%  | -46% | -20% | -1%  | 13%    | -7%       | -9%     |
| Italy          | 8%      | 6%       | -70%  | -78%  | -77% | -50% | -29% | -4%    | -2%       | -8%     |
| Spain          | 0%      | 13%      | -22%  | -75%  | -73% | -62% | -1%  | -10%   | -32%      | -22%    |
| Switzerland    | 6%      | 8%       | -33%  | -78%  | -63% | -29% | -1%  | 14%    | -13%      | -19%    |
| United Kingdom | -1%     | -2%      | -24%  | -76%  | -70% | -61% | -30% | -7%    | -26%      | -34%    |



# COVID IMPACT COUNTRY PER COUNTRY – STATE OF PLAY OCTOBER

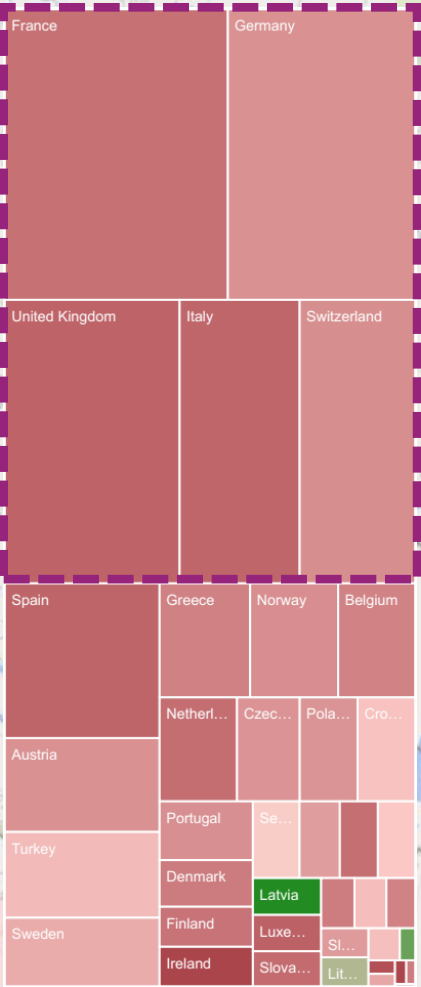
## « YEAR-TO-DATE » DETAILS IN EUROPE (FLIGHTS FROM JANUARY ONWARDS)

Compared with Jan-Oct 2019

### Flights from Jan-Oct 2020

|                      |         |      |
|----------------------|---------|------|
| Albania              | 833     | 40%  |
| Austria              | 24.699  | -20% |
| Belgium              | 14.924  | -25% |
| Bosnia & Herzegovina | 610     | -41% |
| Bulgaria             | 2.840   | -27% |
| Croatia              | 10.178  | -4%  |
| Cyprus               | 4.861   | -2%  |
| Czech Republic       | 11.091  | -19% |
| Denmark              | 7.403   | -27% |
| Estonia              | 1.709   | -5%  |
| Finland              | 6.350   | -30% |
| France               | 110.156 | -30% |
| Germany              | 92.518  | -20% |
| Greece               | 17.549  | -25% |
| Hungary              | 5.255   | -16% |
| Ireland              | 6.256   | -45% |
| Italy                | 57.861  | -34% |
| Latvia               | 4.278   | 64%  |
| Lithuania            | 2.331   | 21%  |
| Luxembourg           | 4.214   | -35% |
| Macedonia            | 452     | -44% |
| Malta                | 2.454   | -25% |
| Moldova              | 355     | -26% |
| Montenegro           | 2.727   | -5%  |
| Netherlands          | 13.687  | -31% |
| Norway               | 17.066  | -21% |
| Poland               | 10.220  | -19% |
| Portugal             | 9.317   | -21% |
| Romania              | 4.958   | -31% |
| Serbia               | 6.088   | 2%   |
| Slovakia             | 4.065   | -32% |
| Slovenia             | 2.333   | -17% |
| Spain                | 40.694  | -34% |
| Sweden               | 18.021  | -11% |
| Switzerland          | 55.670  | -21% |
| Turkey               | 22.559  | -7%  |
| United Kingdom       | 84.257  | -35% |

50% of Business aviation traffic



▲ given the size of the market

## TOP 10 ACTIVE AIRPORTS – October 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 | 44,1               | -36,8%       | 40,7             | -38,2%     |
| 2     | LFMN      | NICE             | 29,2               | -19,9%       | 30,4             | -35,9%     |
| 3                                                                                      | LSGG      | GENEVE COINTRIN  | 28,4               | -28,8%       | 29,8             | -27,5%     |
| 4     | EGLF      | FARNBOROUGH CIV  | 25,5               | -37,1%       | 23,9             | -38,5%     |
| 5     | LSZH      | ZURICH           | 24,6               | -15,9%       | 24,4             | -16,7%     |
| 6     | LTBA      | ISTANBUL-ATATURK | 23,3               | 66,6%        | 15,0             | 6,3%       |
| 7     | LIML      | MILANO LINATE    | 20,7               | 567,7%       | 16,2             | -12,4%     |
| 8   | EGKB      | BIGGIN HILL      | 19,6               | -3,8%        | 18,9             | -12,3%     |
| 9   | EGGW      | LONDON/LUTON     | 18,9               | -50,2%       | 20,8             | -42,1%     |
| 10  | LIRA      | ROMA CIAMPINO    | 18,9               | -12,5%       | 13,6             | -31,9%     |



## TOP ACTIVE AIRPORTS – JAN-OCT 2020

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

Compared with 2019

Movements Jan-Oct 2020

|             |                       |        |      |
|-------------|-----------------------|--------|------|
| <b>LFPB</b> | Paris Le Bourget      | 26.451 | -38% |
| <b>LFMN</b> | Nice Côte d'Azur      | 20.008 | -36% |
| <b>LSGG</b> | Geneva International  | 19.696 | -28% |
| <b>LSZH</b> | Zurich                | 15.994 | -17% |
| <b>EGLF</b> | Farnborough           | 15.817 | -39% |
| <b>EGGW</b> | London Luton          | 13.461 | -42% |
| <b>EGKB</b> | London Biggin Hill    | 12.182 | -12% |
| <b>LIML</b> | Milano Linate         | 10.177 | -12% |
| <b>EDDM</b> | München               | 10.116 | -19% |
| <b>LOWW</b> | Wien Schwechat        | 9.969  | -18% |
| <b>LTBA</b> | Istanbul Atatürk      | 9.254  | +6%  |
| <b>EDDB</b> | Berlin Schönefeld     | 8.582  | -15% |
| <b>LIRA</b> | Roma Ciampino         | 8.560  | -32% |
| <b>LEPA</b> | Palma de Mallorca     | 8.424  | -27% |
| <b>LFMD</b> | Cannes Mandelieu      | 8.361  | -25% |
| <b>LGAV</b> | Athens International  | 7.938  | -9%  |
| <b>LIEO</b> | Olbia Costa Smeralda  | 7.792  | -15% |
| <b>LKPR</b> | Prague Vaclav Havel   | 7.469  | -17% |
| <b>LEIB</b> | Ibiza                 | 6.884  | -36% |
| <b>EDDH</b> | Hamburg               | 6.783  | -6%  |
| <b>LEMG</b> | Malaga Costa del Sol  | 6.600  | -19% |
| <b>EHAM</b> | Amsterdam Schiphol    | 6.419  | -32% |
| <b>LEMD</b> | Madrid Barajas        | 6.290  | -41% |
| <b>LYBE</b> | Belgrade Nikola Tesla | 6.087  | +3%  |
| <b>EDDK</b> | Köln Bonn             | 6.067  | -16% |
| <b>EGSS</b> | London Stansted       | 5.994  | -28% |
| <b>EDDS</b> | Stuttgart             | 5.916  | -28% |
| <b>EDDL</b> | Dusseldorf            | 5.749  | -14% |
| <b>EBBR</b> | Brussels National     | 5.346  | -27% |
| <b>LEBL</b> | Barcelona             | 5.295  | -42% |



**TOP 30 BUSINESS AVIATION ROUTES – JAN-OCT 2020**  
TRAFFIC GROWTH (compared with Jan-Oct 2019)

Compared with 2019

Movements Jan-Oct 2020 (both directions)

|      |                       |      |                      |      |      |
|------|-----------------------|------|----------------------|------|------|
| LSGG | Geneva International  | LFPB | Paris Le Bourget     | 1791 | -32% |
| LFPB | Paris Le Bourget      | LFMN | Nice Côte d'Azur     | 1172 | -38% |
| UUWW | Moscow Vnukovo        | EVRA | Riga International   | 1165 | 167% |
| LTFE | Mugla Milas Bodrum    | LTBA | Istanbul Atatürk     | 1097 | 61%  |
| LFMN | Nice Côte d'Azur      | LSGG | Geneva International | 984  | -38% |
| LTBA | Istanbul Atatürk      | LTAC | Ankara Esenboğa      | 934  | 2%   |
| LIML | Milano Linate         | LIRA | Roma Ciampino        | 925  | -1%  |
| EGLF | Farnborough           | LFMN | Nice Côte d'Azur     | 907  | -33% |
| ENTC | Tromsø Langnes        | ENAT | Alta                 | 905  | 6%   |
| LFMN | Nice Côte d'Azur      | UUWW | Moscow Vnukovo       | 885  | -41% |
| ESPA | Luleå Kallax          | ESUP | Pajala               | 841  | 8%   |
| LLNV | Nevatim Ab            | LLNV | Nevatim Ab           | 840  | -17% |
| ESNU | Umeå                  | ESPA | Luleå Kallax         | 806  | 13%  |
| LIML | Milano Linate         | LIEO | Olbia Costa Smeralda | 794  | 122% |
| EGLF | Farnborough           | LSGG | Geneva International | 707  | -35% |
| EGGW | London Luton          | LFMN | Nice Côte d'Azur     | 686  | -47% |
| LFPB | Paris Le Bourget      | EGLF | Farnborough          | 677  | -52% |
| LEMG | Malaga Costa del Sol  | GEML | Melilla              | 648  | 9%   |
| LTBA | Istanbul Atatürk      | LTBS | Dalaman              | 642  | 176% |
| LFMD | Cannes Mandelieu      | LFPB | Paris Le Bourget     | 636  | -17% |
| ENEV | Harstad Narvik        | ENTC | Tromsø Langnes       | 635  | -14% |
| LYBE | Belgrade Nikola Tesla | LYTV | Tivat                | 615  | 302% |
| LEMH | Menorca               | LEPA | Palma de Mallorca    | 610  | 1%   |
| LFRB | Brest Bretagne        | LFEC | Ouessant             | 602  | -24% |
| LEIB | Ibiza                 | LEPA | Palma de Mallorca    | 589  | -20% |
| EGGD | Bristol               | EGNL | Walney Island        | 576  | -15% |
| LEBL | Barcelona             | LEMD | Madrid Barajas       | 571  | -29% |
| LFPB | Paris Le Bourget      | LFTH | Toulon-Le Palyvestre | 564  | -10% |
| ENVA | Trondheim Vaernes     | ENAL | Vigra Ålesund        | 560  | -9%  |
| LFPB | Paris Le Bourget      | EGGW | London Luton         | 534  | -54% |

## TOP 10 FLOWS– October 2020

### AVERAGE DAILY BUSINESS AVIATION FLIGHTS

| ORIGIN  | DESTINATION | MONTH CURRENT YEAR | MONTH GROWTH | YTD CURRENT YEAR | YTD GROWTH |
|---------|-------------|--------------------|--------------|------------------|------------|
| France  | France      | 143,0              | -9,4%        | 129,9            | -18,5%     |
| Germany | Germany     | 127,7              | 11,2%        | 103,3            | -10,6%     |
| UK      | UK          | 80,4               | -30,6%       | 71,9             | -34,1%     |
| Italy   | Italy       | 56,0               | -1,6%        | 52,2             | -21,5%     |
| Norway  | Norway      | 46,8               | -4,5%        | 43,6             | -12,5%     |
| Spain   | Spain       | 37,2               | -11,7%       | 33,0             | -26,1%     |
| Turkey  | Turkey      | 36,5               | 42,8%        | 29,4             | -0,1%      |
| Sweden  | Sweden      | 32,8               | 1,6%         | 31,8             | -2,0%      |
| UK      | France      | 16,4               | -43,0%       | 18,4             | -42,4%     |
| France  | UK          | 14,8               | -48,8%       | 17,8             | -45,1%     |

## TRAFFIC PER STATE – October 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        | 1.653,5            | 1.952,7             | -299,2       | -15,3%       | 1.498,6          | 2.009,9           | -511,3     | -25,4%     |
| ECAC           | 1.641,8            | 1.940,3             | -298,5       | -15,4%       | 1.491,0          | 1.997,4           | -506,4     | -25,4%     |
| ESRA08         | 1.615,0            | 1.916,4             | -301,4       | -15,7%       | 1.470,7          | 1.976,2           | -505,4     | -25,6%     |
| ESRA02         | 1.594,4            | 1.896,6             | -302,2       | -15,9%       | 1.452,4          | 1.957,6           | -505,2     | -25,8%     |
| SES-SJU        | 1.575,5            | 1.888,0             | -312,5       | -16,6%       | 1.442,1          | 1.948,1           | -506,0     | -26,0%     |
| SES-RP2        | 1.564,2            | 1.875,7             | -311,5       | -16,6%       | 1.432,0          | 1.934,8           | -502,8     | -26,0%     |
| EU28           | 1.513,5            | 1.821,3             | -307,8       | -16,9%       | 1.383,0          | 1.879,3           | -496,3     | -26,4%     |
| EU27_2013      | 1.509,6            | 1.817,8             | -308,2       | -17,0%       | 1.379,0          | 1.874,5           | -495,6     | -26,4%     |
| SES-RP3        | 1.496,0            | 1.776,1             | -280,1       | -15,8%       | 1.370,6          | 1.842,3           | -471,7     | -25,6%     |
| EU27           | 1.445,5            | 1.724,9             | -279,5       | -16,2%       | 1.322,1          | 1.788,8           | -466,7     | -26,1%     |
| FABEC          | 976,4              | 1.231,2             | -254,8       | -20,7%       | 927,0            | 1.275,6           | -348,6     | -27,3%     |
| France         | 540,9              | 730,1               | -189,1       | -25,9%       | 546,2            | 791,6             | -245,3     | -31,0%     |
| Germany        | 474,2              | 561,5               | -87,4        | -15,6%       | 425,7            | 546,8             | -121,1     | -22,2%     |
| UK-Ireland FAB | 281,4              | 463,9               | -182,5       | -39,3%       | 283,2            | 451,6             | -168,4     | -37,3%     |
| UK             | 278,6              | 453,8               | -175,1       | -38,6%       | 279,2            | 443,0             | -163,8     | -37,0%     |
| BLUE MED FAB   | 435,9              | 450,3               | -14,4        | -3,2%        | 377,9            | 528,2             | -150,3     | -28,5%     |
| Italy          | 330,2              | 369,2               | -39,0        | -10,6%       | 302,9            | 435,8             | -132,8     | -30,5%     |
| FAB CE         | 313,4              | 363,3               | -50,0        | -13,8%       | 286,4            | 371,9             | -85,5      | -23,0%     |
| Switzerland    | 251,7              | 315,2               | -63,5        | -20,1%       | 260,0            | 347,8             | -87,8      | -25,3%     |
| South West FAB | 187,4              | 246,8               | -59,4        | -24,1%       | 172,2            | 254,6             | -82,4      | -32,4%     |
| Austria        | 211,0              | 233,9               | -22,9        | -9,8%        | 185,4            | 237,0             | -51,6      | -21,8%     |

## TRAFFIC PER STATE – October 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 |
|--------------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| Spain              | 175,4              | 232,8               | -57,4        | -24,7%       | 162,3            | 242,1             | -79,8      | -33,0%     |
| Belgium/Luxembourg | 144,7              | 192,6               | -47,9        | -24,9%       | 136,2            | 188,0             | -51,8      | -27,6%     |
| Netherlands        | 96,0               | 155,2               | -59,2        | -38,2%       | 95,7             | 141,3             | -45,6      | -32,3%     |
| NEFAB              | 114,5              | 135,8               | -21,3        | -15,7%       | 108,7            | 136,3             | -27,6      | -20,2%     |
| DK-SE FAB          | 101,4              | 130,0               | -28,6        | -22,0%       | 97,3             | 128,8             | -31,6      | -24,5%     |
| Baltic FAB         | 100,6              | 118,3               | -17,6        | -14,9%       | 94,1             | 118,5             | -24,4      | -20,6%     |
| Turkey             | 146,2              | 117,8               | 28,4         | 24,1%        | 101,5            | 118,0             | -16,5      | -13,9%     |
| Czech Republic     | 94,5               | 114,2               | -19,6        | -17,2%       | 88,9             | 114,1             | -25,2      | -22,1%     |
| Poland             | 87,7               | 106,2               | -18,5        | -17,4%       | 83,2             | 108,0             | -24,8      | -22,9%     |
| Greece             | 120,2              | 98,8                | 21,4         | 21,6%        | 92,1             | 124,4             | -32,3      | -26,0%     |
| Sweden             | 80,6               | 97,7                | -17,0        | -17,4%       | 75,6             | 97,2              | -21,5      | -22,2%     |
| Croatia            | 87,6               | 93,3                | -5,7         | -6,1%        | 83,3             | 103,3             | -20,0      | -19,4%     |
| Ireland            | 36,5               | 88,5                | -52,0        | -58,7%       | 40,7             | 80,2              | -39,5      | -49,3%     |
| Danube FAB         | 87,6               | 87,9                | -0,3         | -0,4%        | 64,3             | 84,9              | -20,7      | -24,3%     |
| Serbia/Montenegro  | 84,4               | 84,0                | 0,4          | 0,5%         | 70,6             | 84,7              | -14,1      | -16,6%     |
| Norway             | 59,0               | 76,4                | -17,4        | -22,8%       | 59,6             | 77,6              | -18,0      | -23,2%     |
| Hungary            | 66,5               | 74,3                | -7,9         | -10,6%       | 58,2             | 77,0              | -18,8      | -24,4%     |
| Denmark            | 47,3               | 67,1                | -19,8        | -29,5%       | 44,3             | 66,6              | -22,3      | -33,4%     |
| Slovenia           | 63,1               | 64,8                | -1,7         | -2,6%        | 53,1             | 66,0              | -12,9      | -19,6%     |
| Bulgaria           | 65,7               | 63,2                | 2,5          | 3,9%         | 46,0             | 61,7              | -15,7      | -25,4%     |
| Slovakia           | 43,6               | 62,2                | -18,6        | -29,9%       | 41,4             | 64,4              | -23,0      | -35,7%     |

## TRAFFIC PER STATE – October 2020

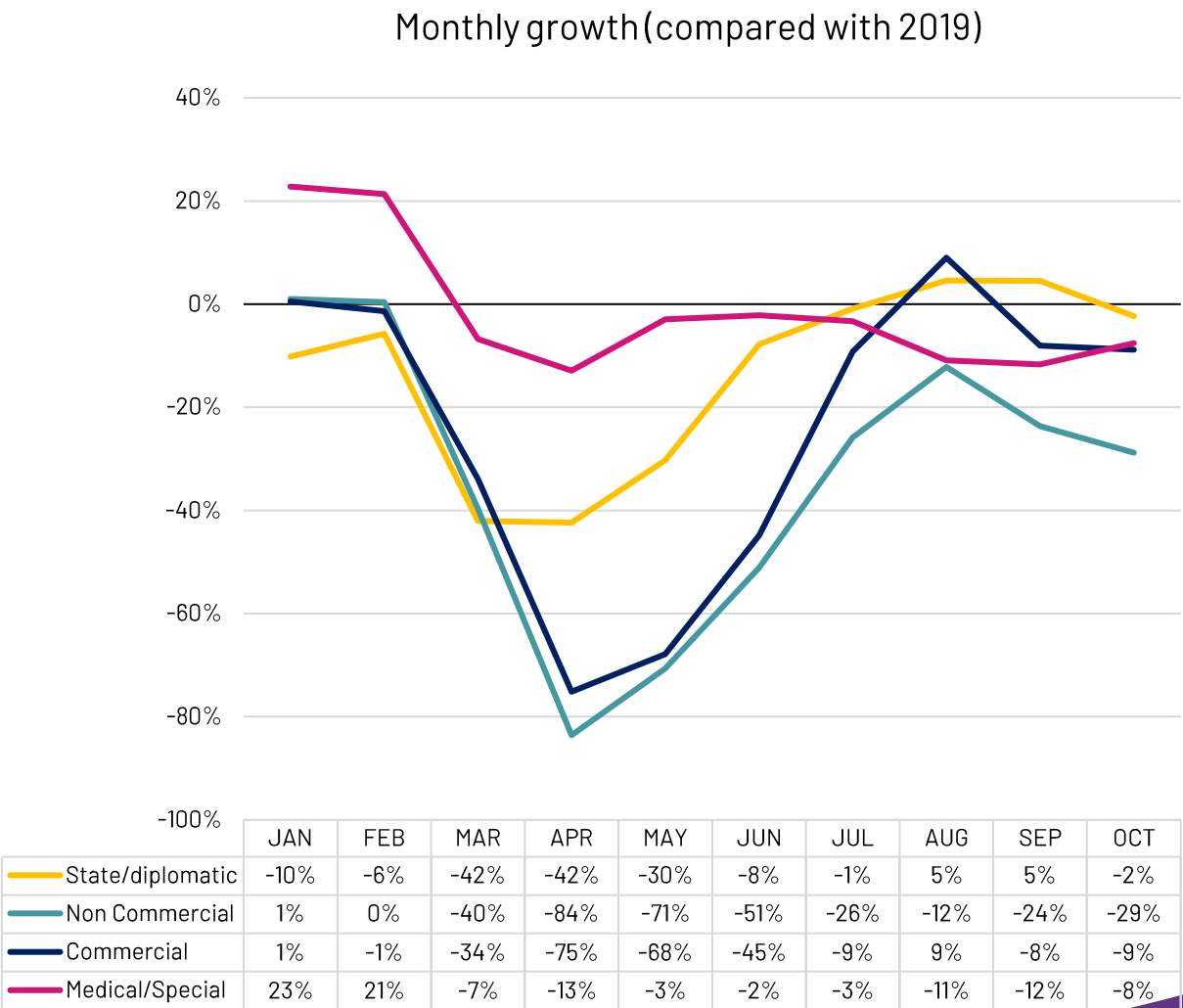
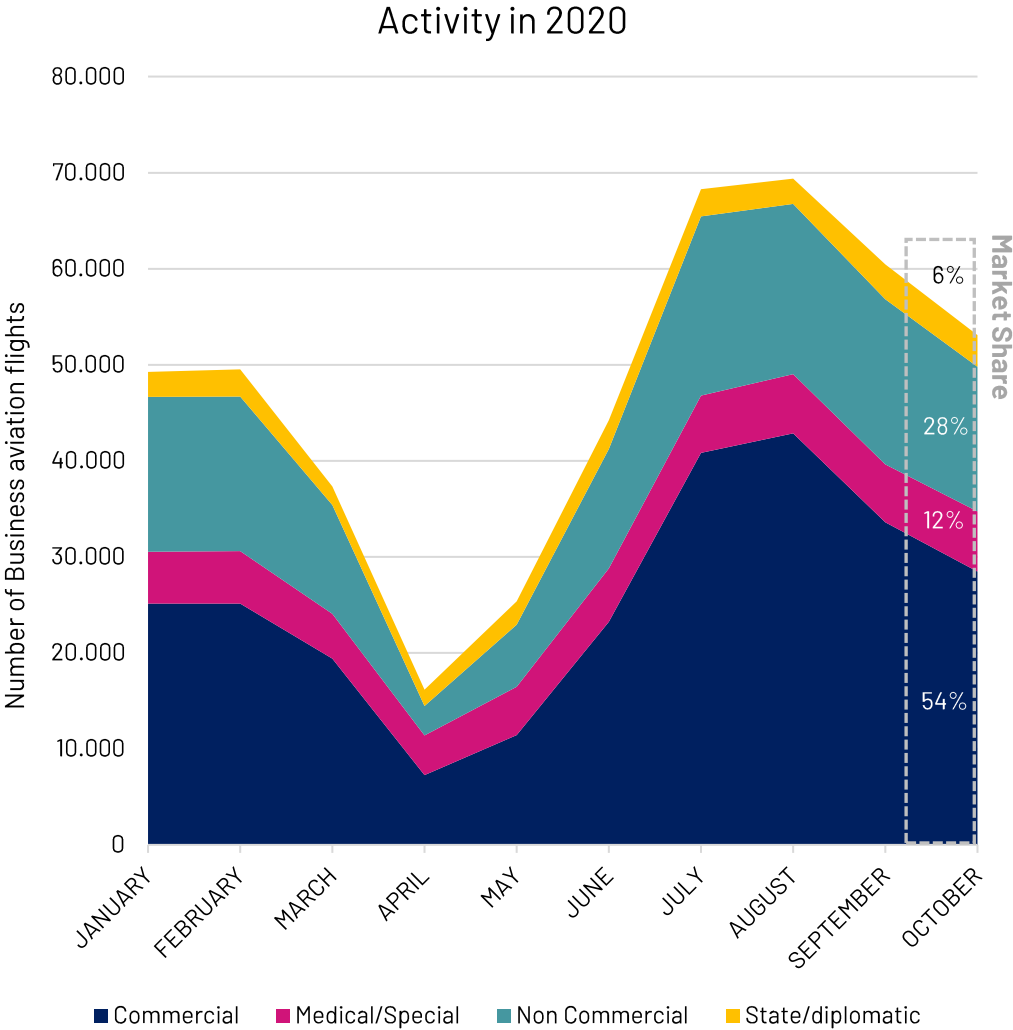
### AVERAGE DAILY BUSINESS AVIATION FLIGHTS – PART 3

| STATE                  | MONTH CURRENT YEAR | MONTH PREVIOUS YEAR | MONTH CHANGE | MONTH GROWTH | YTD CURRENT YEAR | YTD PREVIOUS YEAR | YTD CHANGE | YTD GROWTH |
|------------------------|--------------------|---------------------|--------------|--------------|------------------|-------------------|------------|------------|
| Romania                | 59,3               | 59,7                | -0,4         | -0,6%        | 44,6             | 57,1              | -12,5      | -21,9%     |
| Belarus                | 5,4                | 54,9                | -49,5        | -90,1%       | 39,6             | 56,4              | -16,8      | -29,7%     |
| Cyprus                 | 58,2               | 50,0                | 8,1          | 16,2%        | 38,5             | 48,1              | -9,7       | -20,1%     |
| Bosnia and Herzegovina | 43,8               | 47,9                | -4,1         | -8,6%        | 38,6             | 49,8              | -11,2      | -22,5%     |
| Lisbon FIR             | 43,5               | 45,3                | -1,8         | -3,9%        | 33,1             | 43,7              | -10,6      | -24,2%     |
| Ukraine                | 48,4               | 41,7                | 6,6          | 15,9%        | 36,4             | 39,6              | -3,2       | -8,0%      |
| Morocco                | 24,9               | 40,3                | -15,5        | -38,3%       | 23,4             | 40,0              | -16,6      | -41,4%     |
| Finland                | 27,5               | 37,8                | -10,3        | -27,1%       | 26,8             | 37,1              | -10,3      | -27,7%     |
| Egypt                  | 24,3               | 35,8                | -11,5        | -32,2%       | 22,3             | 32,9              | -10,7      | -32,3%     |
| Lithuania              | 33,2               | 32,8                | 0,4          | 1,1%         | 29,1             | 29,7              | -0,6       | -2,2%      |
| Latvia                 | 32,1               | 27,4                | 4,7          | 17,3%        | 27,1             | 27,6              | -0,5       | -1,8%      |
| North Macedonia        | 31,7               | 24,6                | 7,1          | 29,0%        | 21,2             | 25,4              | -4,3       | -16,7%     |
| Albania                | 33,0               | 23,2                | 9,8          | 42,1%        | 22,2             | 27,2              | -4,9       | -18,2%     |
| Iceland                | 8,5                | 22,9                | -14,5        | -63,0%       | 10,6             | 19,9              | -9,3       | -46,9%     |
| Israel                 | 27,6               | 22,8                | 4,8          | 20,9%        | 17,5             | 23,1              | -5,5       | -23,9%     |
| Estonia                | 17,6               | 18,7                | -1,1         | -5,9%        | 14,3             | 19,4              | -5,1       | -26,5%     |
| Malta                  | 17,7               | 17,2                | 0,5          | 2,8%         | 14,5             | 17,9              | -3,4       | -19,1%     |
| Canary Islands         | 13,1               | 17,0                | -3,9         | -23,0%       | 13,3             | 15,7              | -2,5       | -15,7%     |
| Azerbaijan             | 11,5               | 14,8                | -3,3         | -22,5%       | 8,7              | 11,8              | -3,0       | -25,7%     |
| Santa Maria FIR        | 8,2                | 12,2                | -4,0         | -33,1%       | 10,0             | 15,1              | -5,2       | -34,1%     |
| Georgia                | 9,2                | 9,7                 | -0,5         | -5,3%        | 8,6              | 8,4               | 0,2        | 2,5%       |
| Tunisia                | 8,4                | 9,0                 | -0,5         | -6,1%        | 7,4              | 8,7               | -1,3       | -15,2%     |
| Moldova                | 9,4                | 8,3                 | 1,1          | 13,3%        | 6,4              | 7,3               | -1,0       | -13,2%     |
| Armenia                | 1,8                | 6,4                 | -4,6         | -71,7%       | 3,6              | 4,2               | -0,7       | -15,7%     |
| Libya                  | 5,1                | 3,6                 | 1,4          | 38,9%        | 4,5              | 3,8               | 0,7        | 18,5%      |



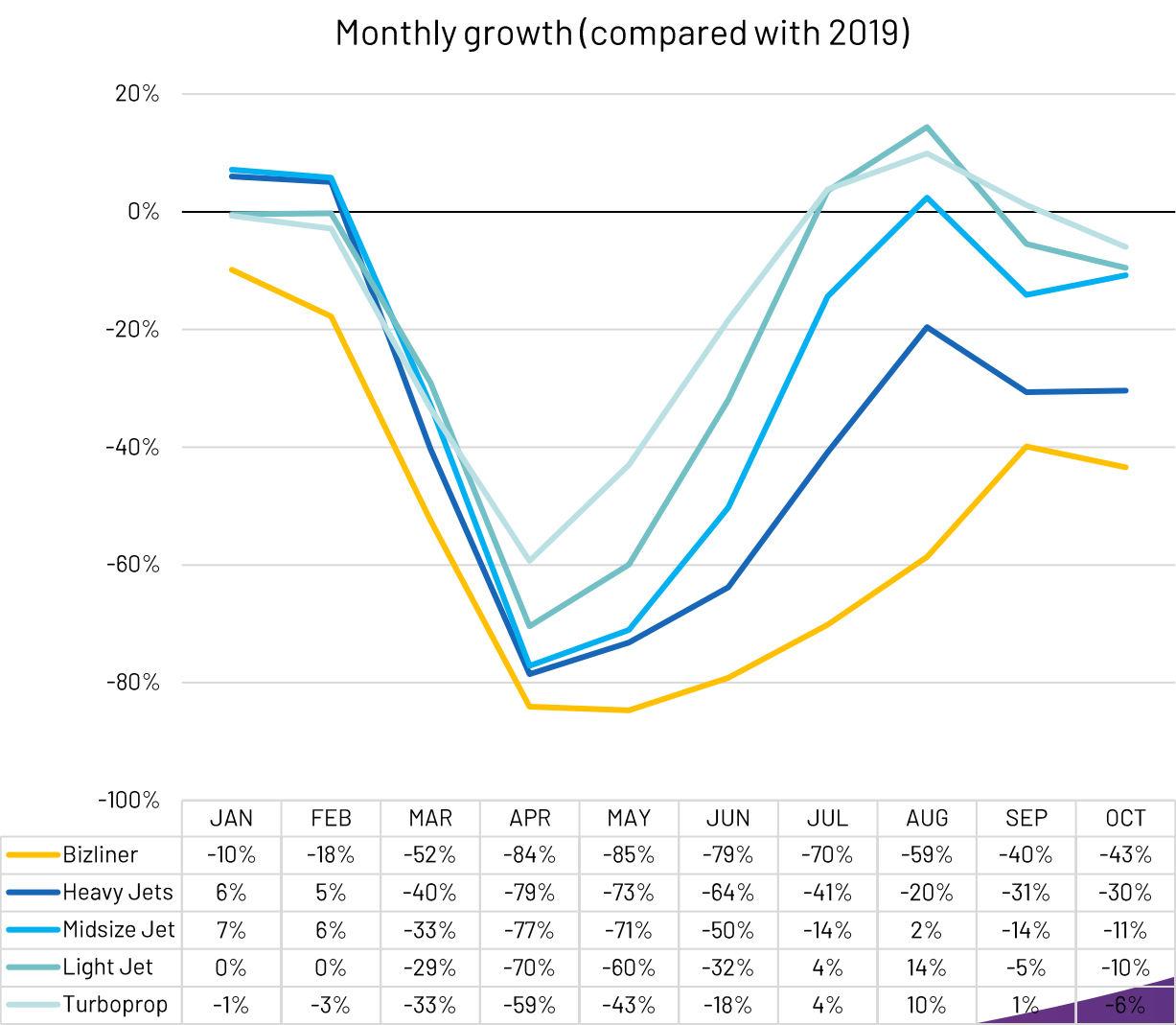
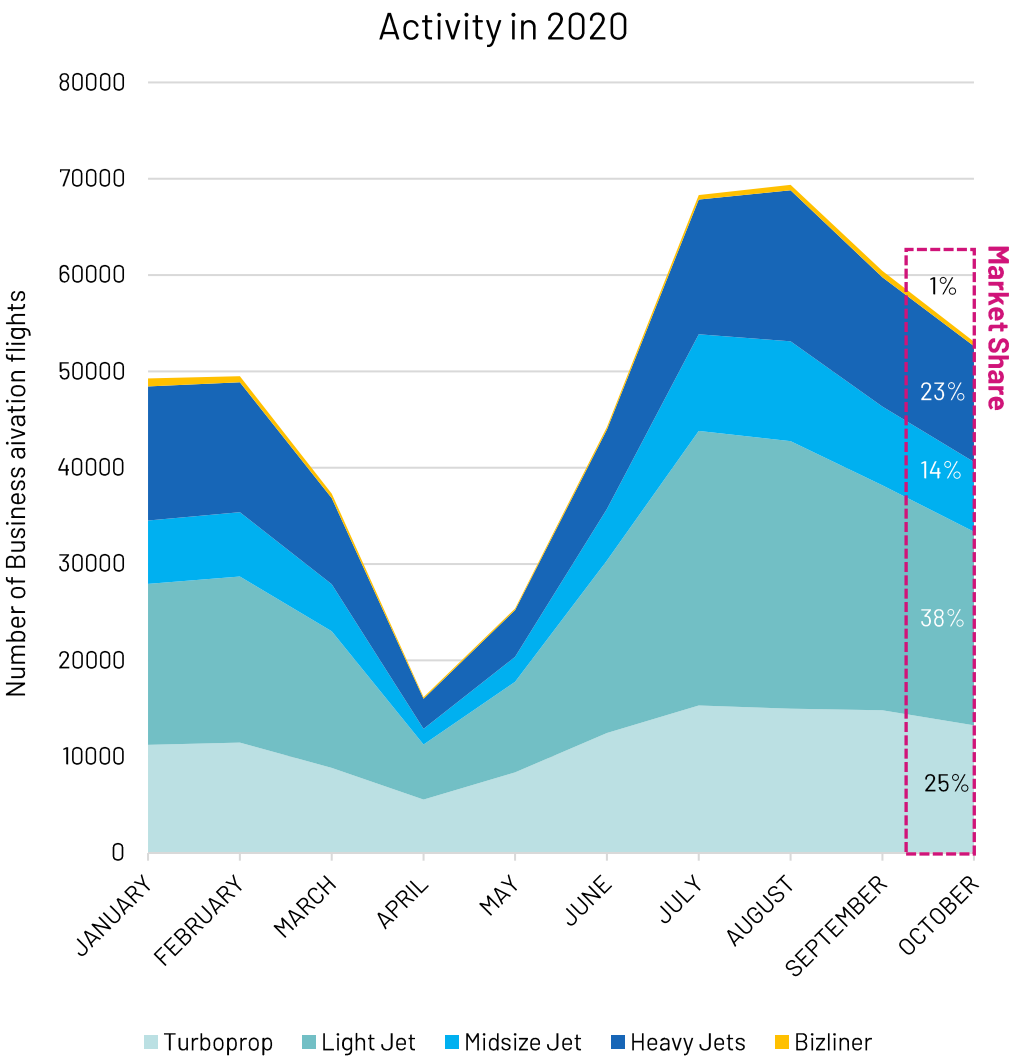
# BUSINESS AVIATION MISSIONS – October 2020

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



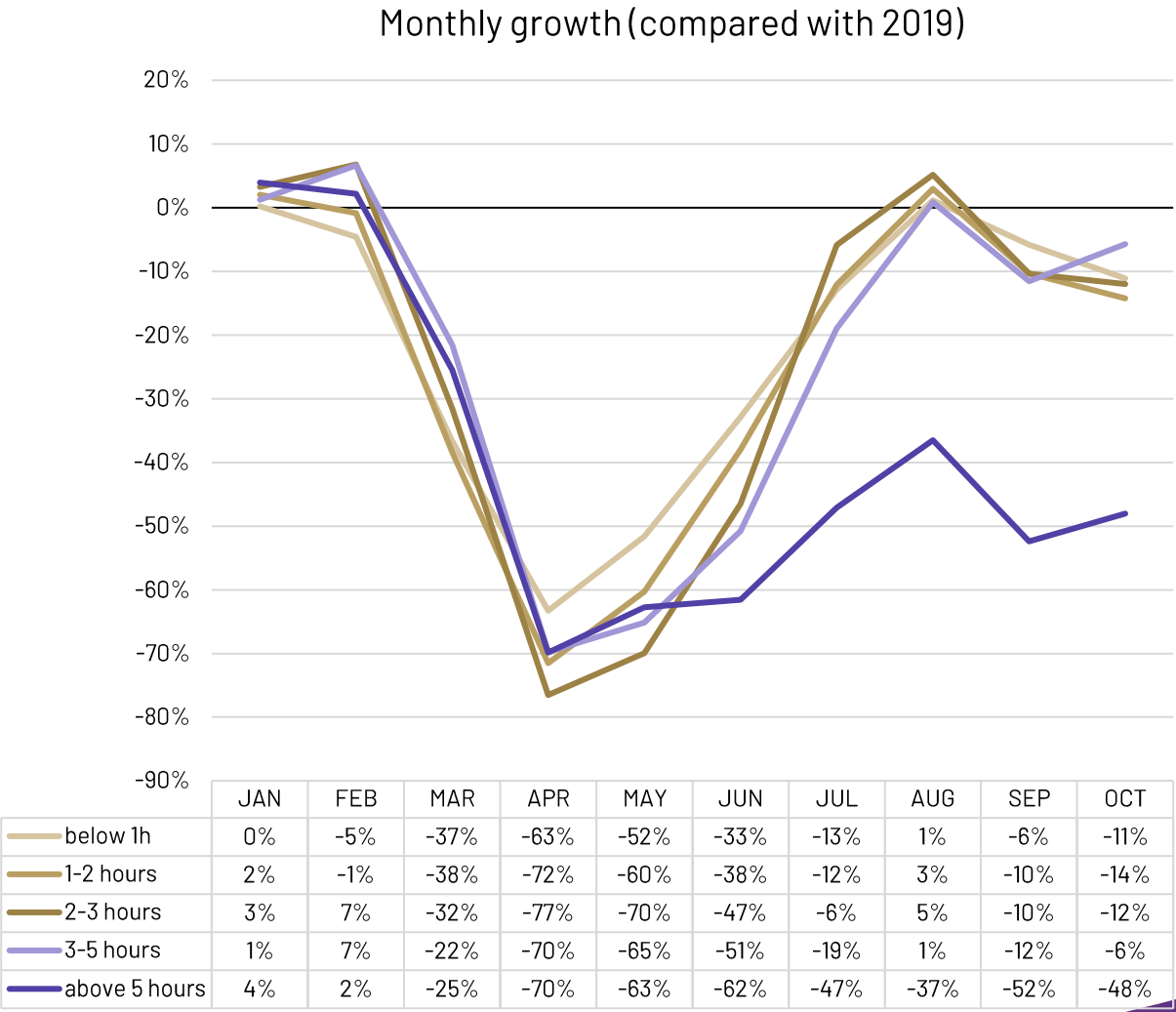
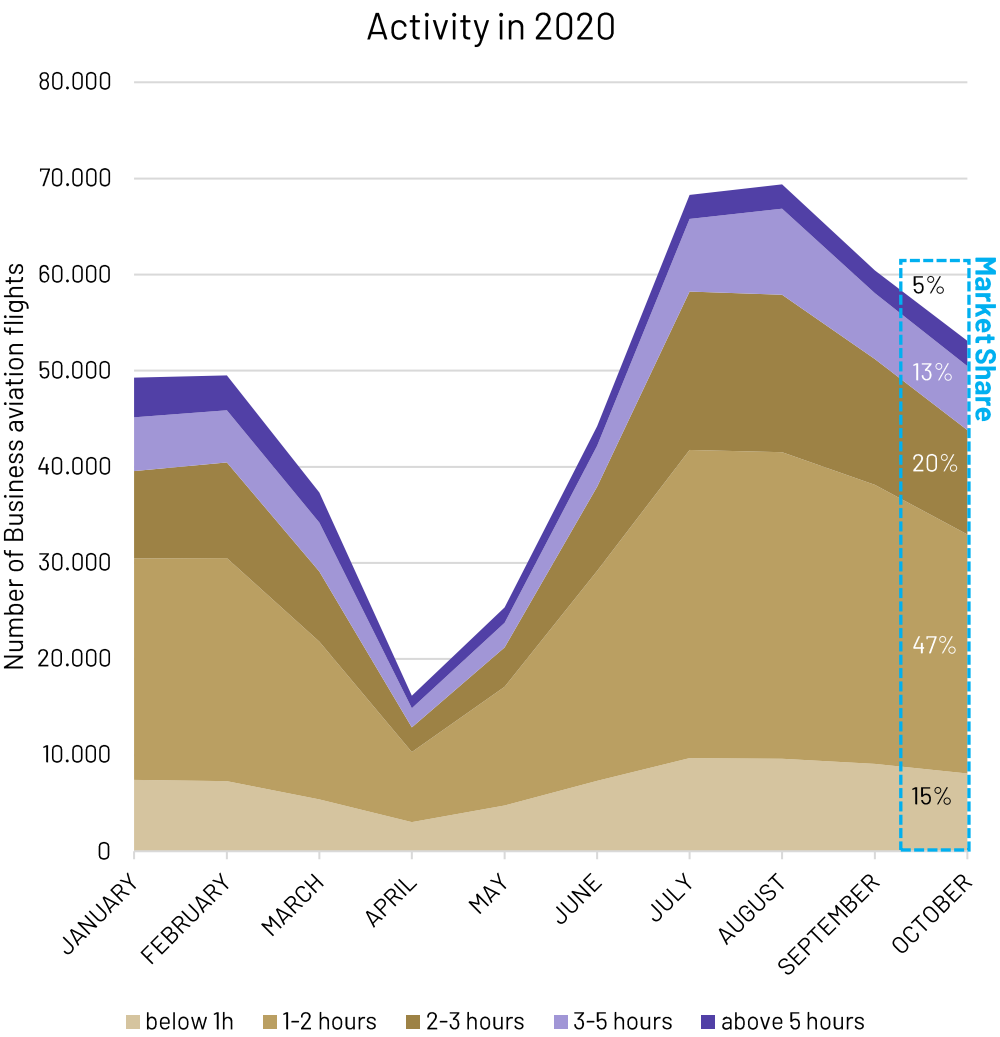
# BUSINESS AVIATION AIRPLANES – October 2020

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



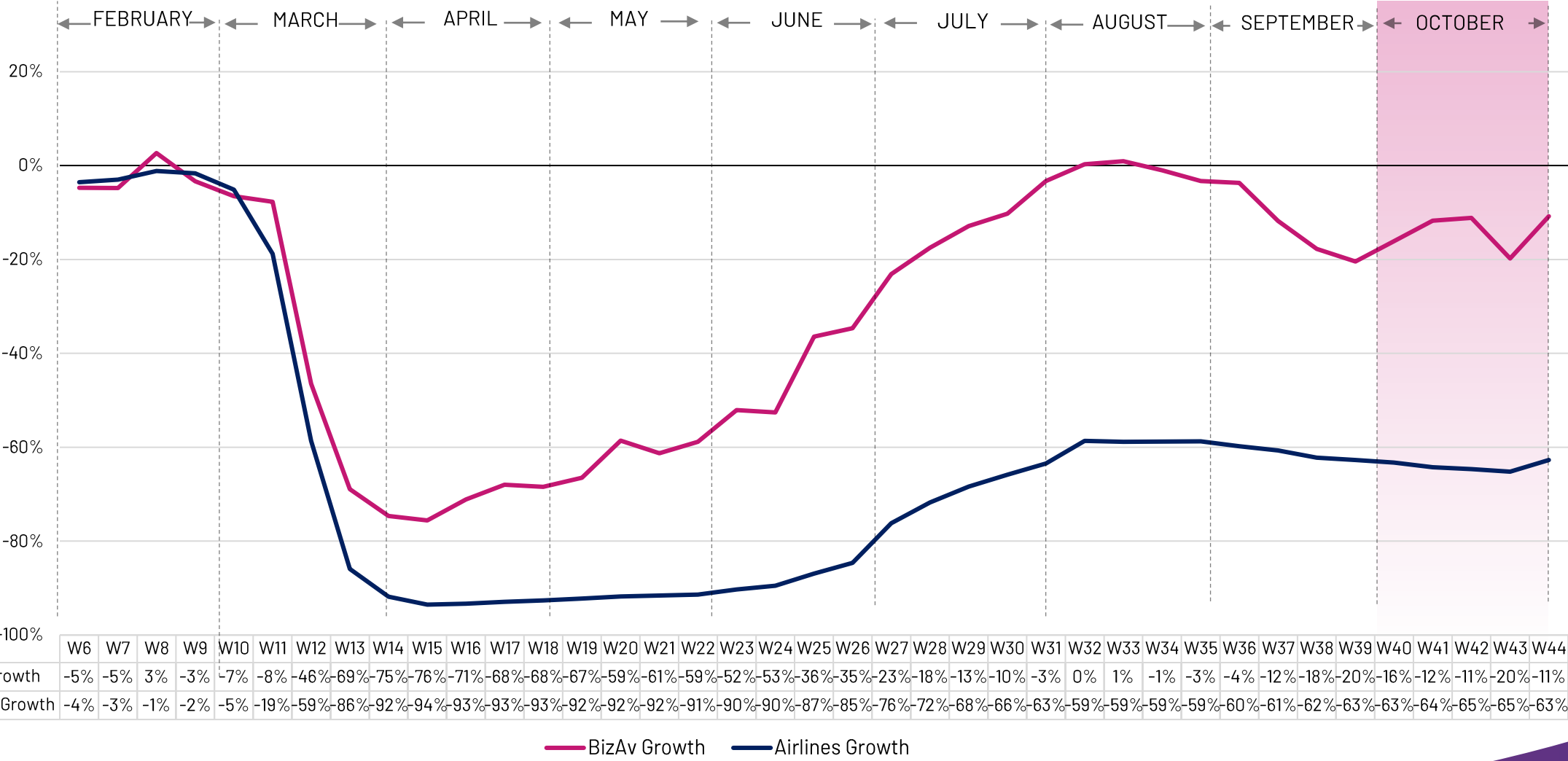
# BUSINESS AVIATION FLIGHT LENGTH – October 2020

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

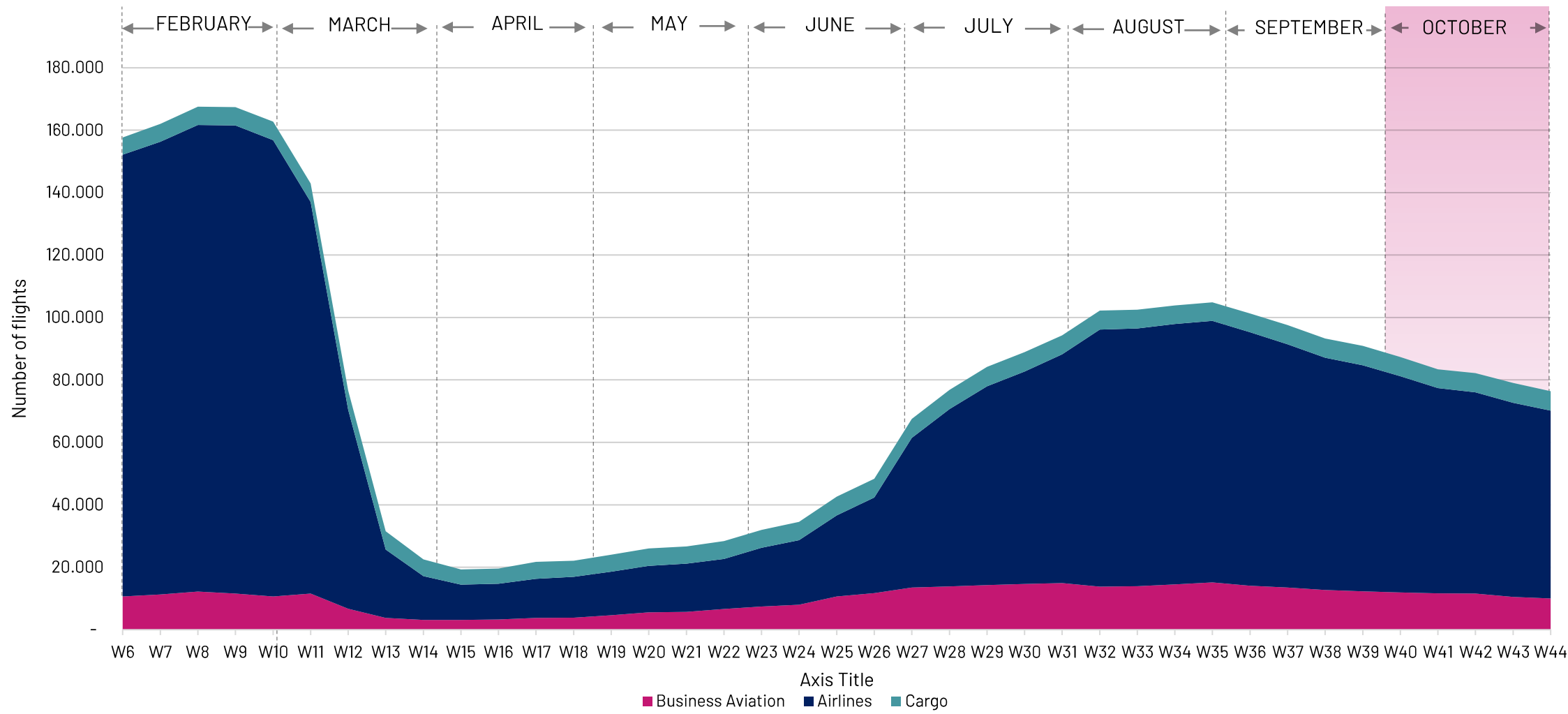


# BUSINESS AVIATION VS. AIRLINES

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

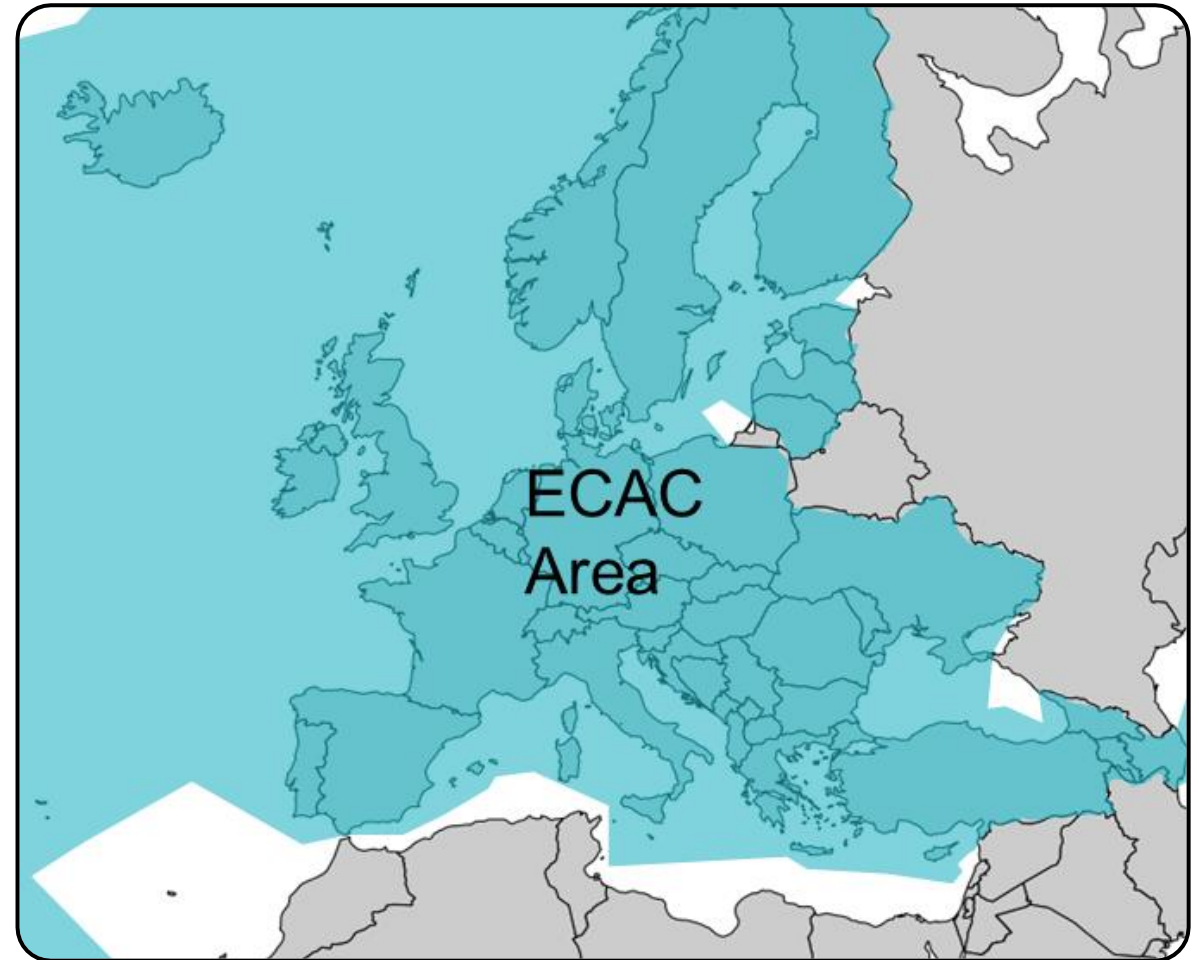
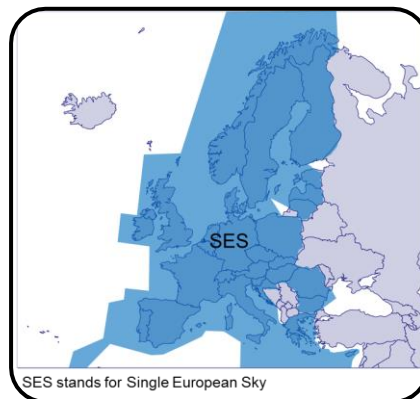
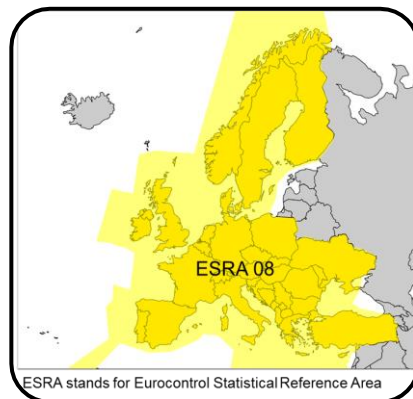
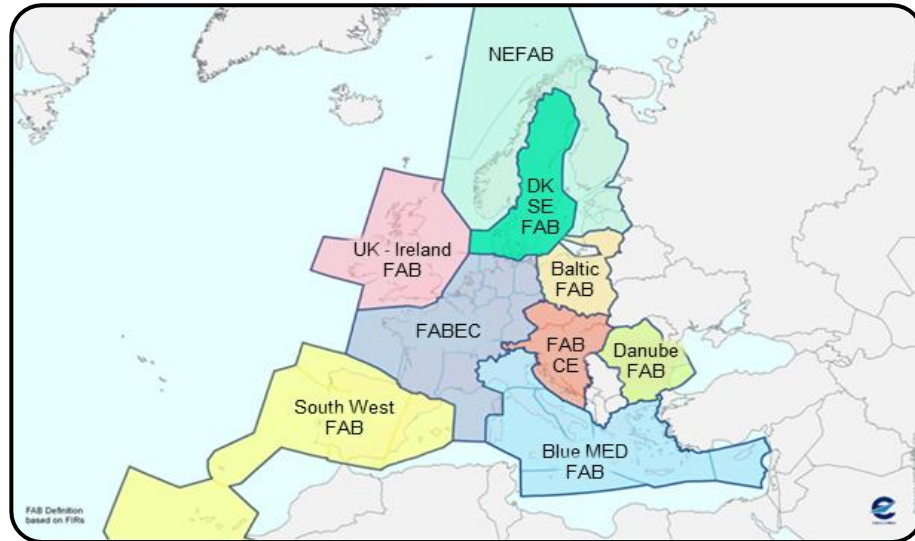


**BUSINESS AVIATION VS. AIRLINES**  
WEEKLY TRAFFIC MARKET SHARE (compared with same week in 2019)





## 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       | 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   |                               | GLEX | 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 CJ2              | Cessna            | Light Jet   |                               | H25C | British Aerospace 125-1000 | British Aerospace     | Light Jet   |                               |
| C25B | Cessna Citation CJ3              | Cessna            | Light Jet   |                               | HA4T | Hawker 4000                | Hawker Beechcraft     | Midsize Jet |                               |
| C25C | Cessna Citation CJ4              | 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 CJ1              | 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 150 | 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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