

BUSINESS AVIATION

TRAFFIC TRACKER EUROPE

April 2021

COVID-19 Edition

**1 YEAR OF
COVID**

**Revisited
edition**

April 2021 – Foreword

The European Business Aviation Association (EBAA) is monitoring developments related to the COVID19 impact on the aviation sector. 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 April 2021 (see the March report [here](#)).

IMPORTANT NOTICE:

Until February 2021, it was possible to compare the monthly data and, above all, the impact of COVID19 with the previous year as "normal" monthly traffic data (pre-COVID19) were compared with "extraordinary COVID19 data". From March 2021 onwards, many calculations comparing 2021 and 2020 would be distorted. The purpose of this report is to show how Business aviation is impacted compared to its normal levels. Consequently, some of the analyses that follow have been adapted and modified to reflect the state of the industry compared to its normal state (pre-COVID19). The details of the changes are explained in the charts.

A year ago, the European Aviation industry was in the eye of the COVID19 storm. At -71% of its normal levels, European Business Aviation was facing the worst drop in its history. Since, Business aviation has had trouble recovering. After a rapid recovery through summer 2020, the industry has (up until now) stabilised around -20% of its normal levels. Some general trends exist; however, the state of the industry remains very disparate depending on the different countries, the different airports and the different routes (and several other factors).

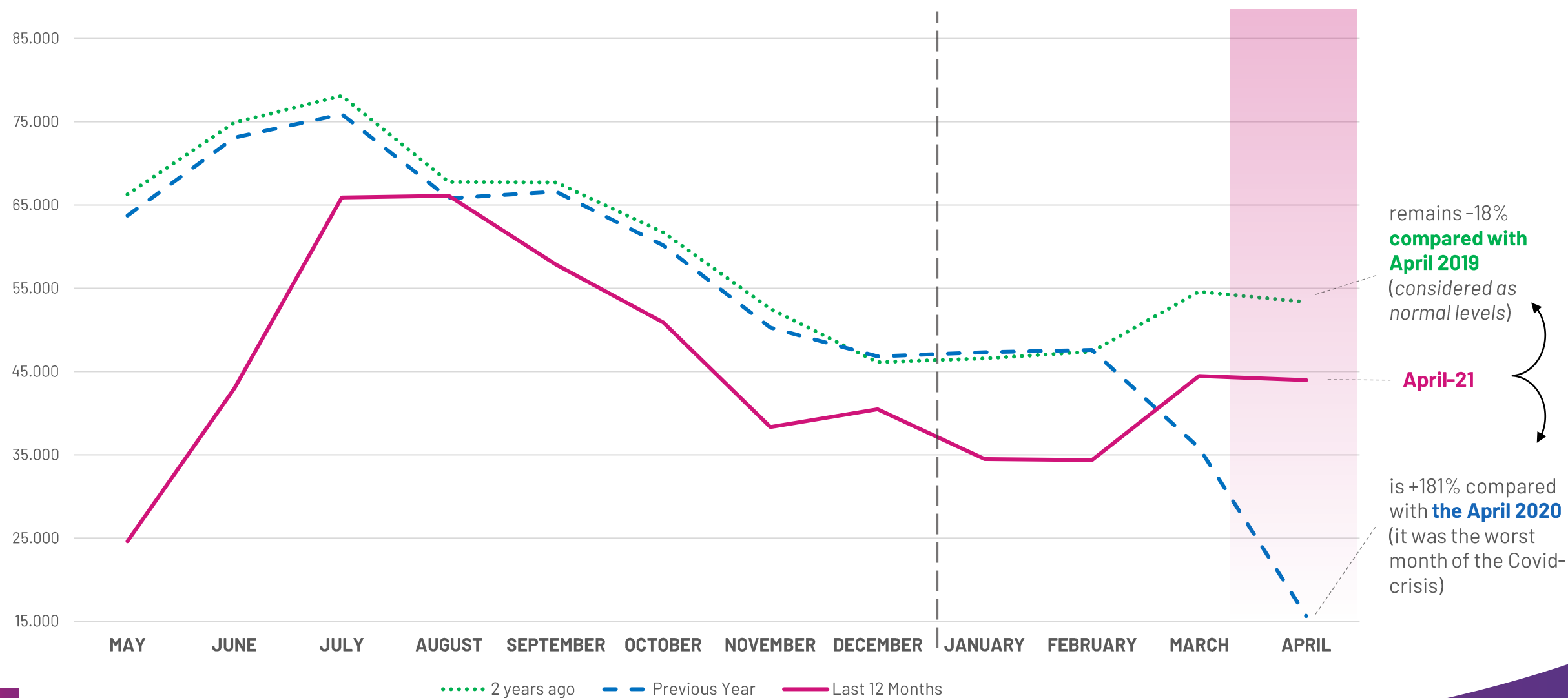
Key learnings

- April 2021 shows an obvious increase in activity compared to April 2020 but remains -18% compared with 2019 levels. Year-to-date (from January to April), 2021 is now 10% above 2020, but remains -20% below 2019 (normal levels)
- Although the majority of main Business aviation airports remain deeply impacted by the COVID19 crisis, few are now experiencing positive trends, with traffic levels above 2019 levels: Istanbul Atatürk (+26%), Palma de Mallorca (+34%), Malaga (+24%), Belgrade (+28%), Athens (+42%).
- During the pandemic, Business aviation **is driven by short distance, light airplane, commercial Business aviation**. These new trends, observed since the start of the crisis, remain valid up until now.

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).

DEPARTURES, ARRIVALS, INTERNALS AND OVERFLIGHTS (DAIO) REPORT

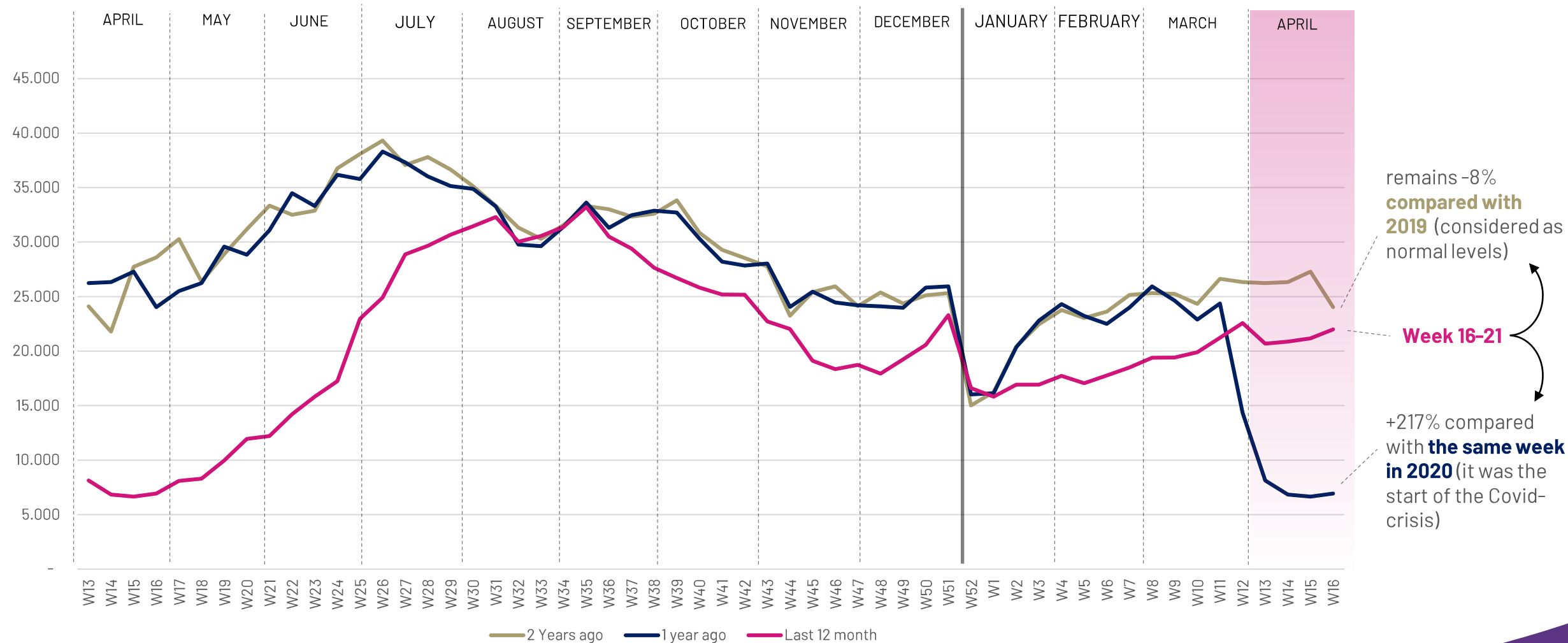
BUSINESS AVIATION FLIGHTS



This report is made possible thanks to EUROCONTROL and WINGX ADVANCE

BUSINESS AVIATION ACTIVITY THROUGHOUT THE COVID CRISIS

WEEK BY WEEK DETAILS IN EUROPE (DEPARTURES + ARRIVALS)



DEPARTURES, ARRIVALS, INTERNALS AND OVERFLIGHTS (DAIO) REPORT

TOTAL BUSINESS AVIATION FLIGHTS

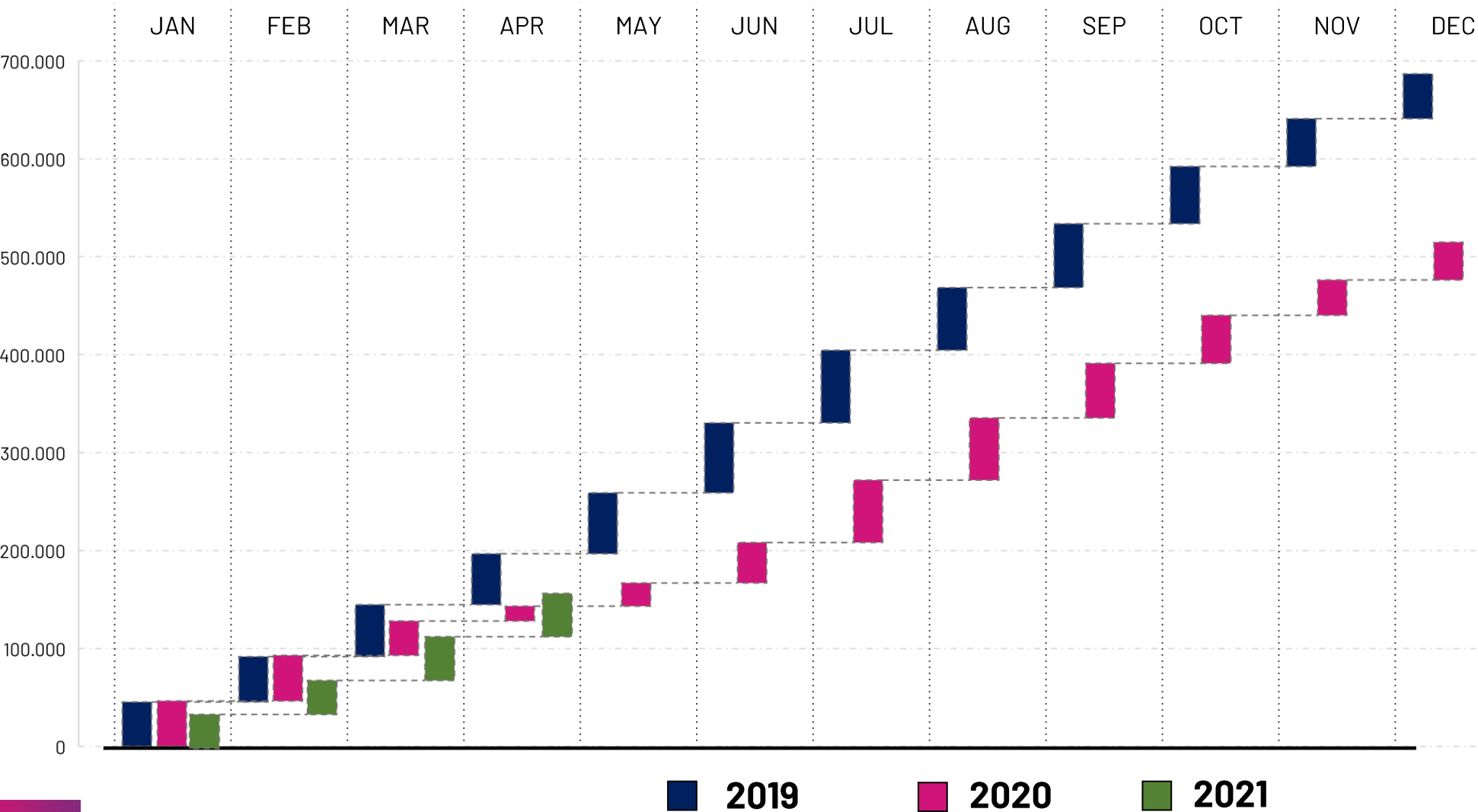
Business Aviation (ECAC Area)

	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			
May 2020	4.197	1.487	-64,6%	3.922	1.432	-63,5%	55.013	21.404	-61,1%	590	277	-53,1%	63.722	24.600	-61,4%
Jun 2020	5.003	2.238	-55,3%	4.805	2.156	-55,1%	62.761	38.235	-39,1%	538	360	-33,1%	73.107	42.989	-41,2%
Jul 2020	4.703	3.168	-32,6%	4.734	3.108	-34,3%	66.005	59.226	-10,3%	461	417	-9,5%	75.903	65.919	-13,2%
Aug 2020	4.296	3.671	-14,5%	4.405	3.660	-16,9%	56.686	58.393	3,0%	425	395	-7,1%	65.812	66.119	0,5%
Sep 2020	4.513	3.161	-30,0%	4.378	3.160	-27,8%	57.134	51.180	-10,4%	570	347	-39,1%	66.595	57.848	-13,1%
Oct 2020	4.290	3.029	-29,4%	4.396	3.072	-30,1%	50.667	44.204	-12,8%	795	591	-25,7%	60.148	50.896	-15,4%
Nov 2020	3.707	2.640	-28,8%	3.672	2.715	-26,1%	42.195	32.228	-23,6%	695	764	9,9%	50.269	38.347	-23,7%
Dec 2020	3.570	3.056	-14,4%	3.661	3.216	-12,2%	38.970	33.426	-14,2%	625	769	23,0%	46.826	40.467	-13,6%
Jan 2021	3.835	2.704	-29,5%	3.610	2.504	-30,6%	39.281	28.277	-28,0%	601	1.004	67,1%	47.327	34.489	-27,1%
Feb 2021	3.394	2.433	-28,3%	3.335	2.401	-28,0%	40.358	28.938	-28,3%	498	596	19,7%	47.585	34.368	-27,8%
Mar 2021	2.865	3.005	4,9%	2.796	3.028	8,3%	29.785	37.445	25,7%	402	987	145,5%	35.848	44.465	24,0%
April 2021	1.142	3.090	170,6%	1.076	2.989	177,8%	13.150	36.979	181,2%	269	903	235,7%	15.637	43.961	181,1%
Grand Total	45.515	33.682	-26,0%	44.790	33.441	-25,3%	552.005	469.935	-14,9%	6.469	7.410	14,5%	648.779	544.468	-16,1%

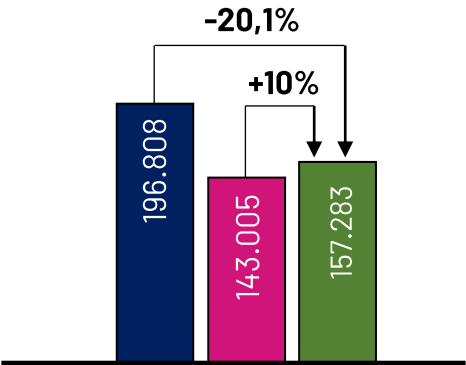
This report is made possible thanks to EUROCONTROL and WINGX ADVANCE

BUSINESS AVIATION ACTIVITY THROUGHOUT THE COVID CRISIS

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



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



STATES – April 2021

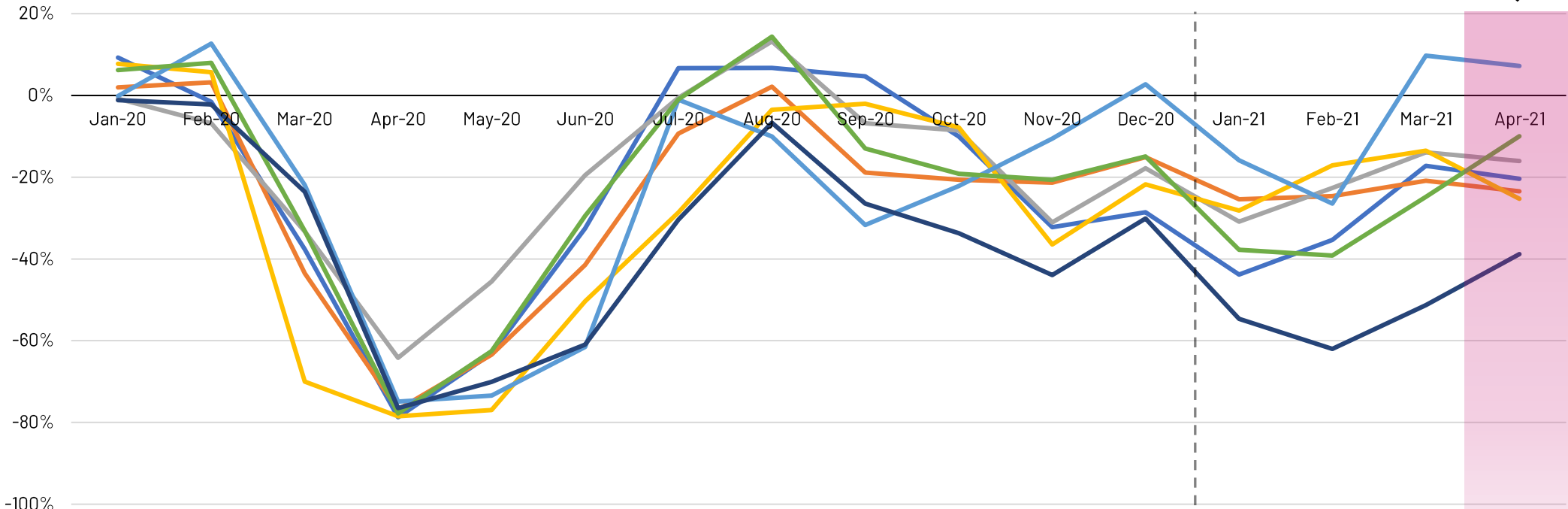
AVERAGE DAILY BUSINESS AVIATION FLIGHTS

STATE	MONTH CURRENT YEAR	MONTH GROWTH	YTD CURRENT YEAR	YTD GROWTH
NM Area	1.480,0	182,8%	1.326,2	8,8%
ECAC	1.465,4	181,1%	1.310,7	8,3%
ESRA08	1.433,1	180,0%	1.277,8	7,1%
SES-RP2	1.391,7	177,8%	1.238,5	5,5%
FABEC	872,5	212,0%	775,2	-0,8%
BLUE MED FAB	343,4	274,8%	292,0	31,6%
FAB CE	275,1	255,5%	239,7	9,8%
UK-Ireland FAB	227,1	155,9%	179,8	-36,4%
South West FAB	211,0	311,3%	164,5	15,4%
NEFAB	103,4	57,3%	100,8	-1,8%
DK-SE FAB	97,5	65,8%	87,2	-12,5%
Baltic FAB	95,0	225,6%	87,6	5,8%
Danube FAB	82,5	227,1%	73,6	53,7%

STATES – April 2021

MONTHLY TRAFFIC GROWTH compared with the same month in « normal times » (before Mar.20)

Given the specificity of April 2020 (that cannot be considered as « normal »), April 2021 has been compared with April 2019 instead



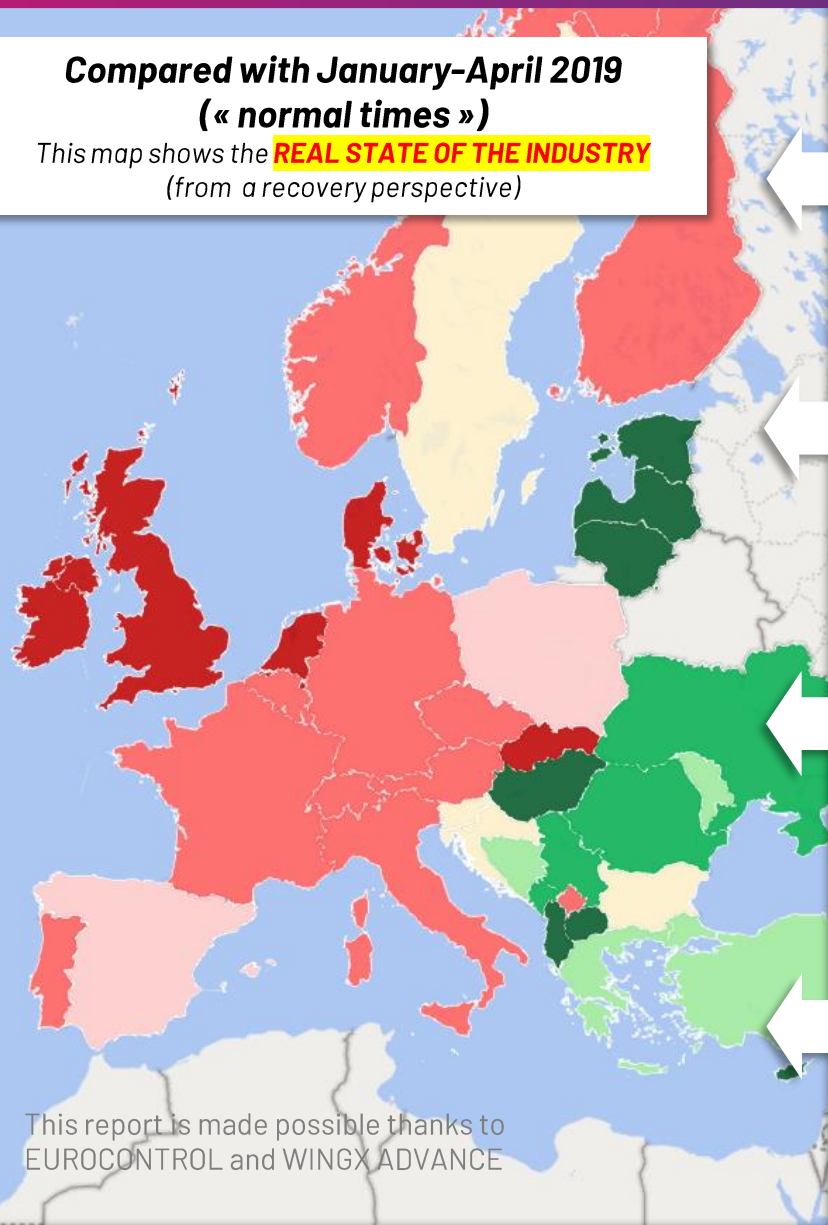
	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
Austria	9%	-2%	-38%	-79%	-63%	-33%	7%	7%	5%	-10%	-32%	-29%	-44%	-35%	-17%	-20%
France	2%	3%	-44%	-77%	-63%	-41%	-9%	2%	-19%	-21%	-21%	-15%	-25%	-25%	-21%	-23%
Germany	-1%	-7%	-33%	-64%	-46%	-20%	-1%	13%	-7%	-9%	-31%	-18%	-31%	-23%	-14%	-16%
Italy	8%	6%	-70%	-78%	-77%	-50%	-29%	-4%	-2%	-8%	-36%	-22%	-28%	-17%	-13%	-25%
Spain	0%	13%	-22%	-75%	-73%	-62%	-1%	-10%	-32%	-22%	-11%	3%	-16%	-26%	10%	7%
Switzerland	6%	8%	-33%	-78%	-63%	-29%	-1%	14%	-13%	-19%	-21%	-15%	-38%	-39%	-25%	-10%
United Kingdom	-1%	-2%	-24%	-76%	-70%	-61%	-30%	-7%	-26%	-34%	-44%	-30%	-55%	-62%	-51%	-39%

COVID IMPACT COUNTRY PER COUNTRY – STATE OF PLAY – YTD 2021 (Jan-Apr 21)

« YEAR-TO-DATE » details in Europe (flights from january onwards)

Compared with January-April 2019 (« normal times »)

This map shows the **REAL STATE OF THE INDUSTRY**
(from a recovery perspective)

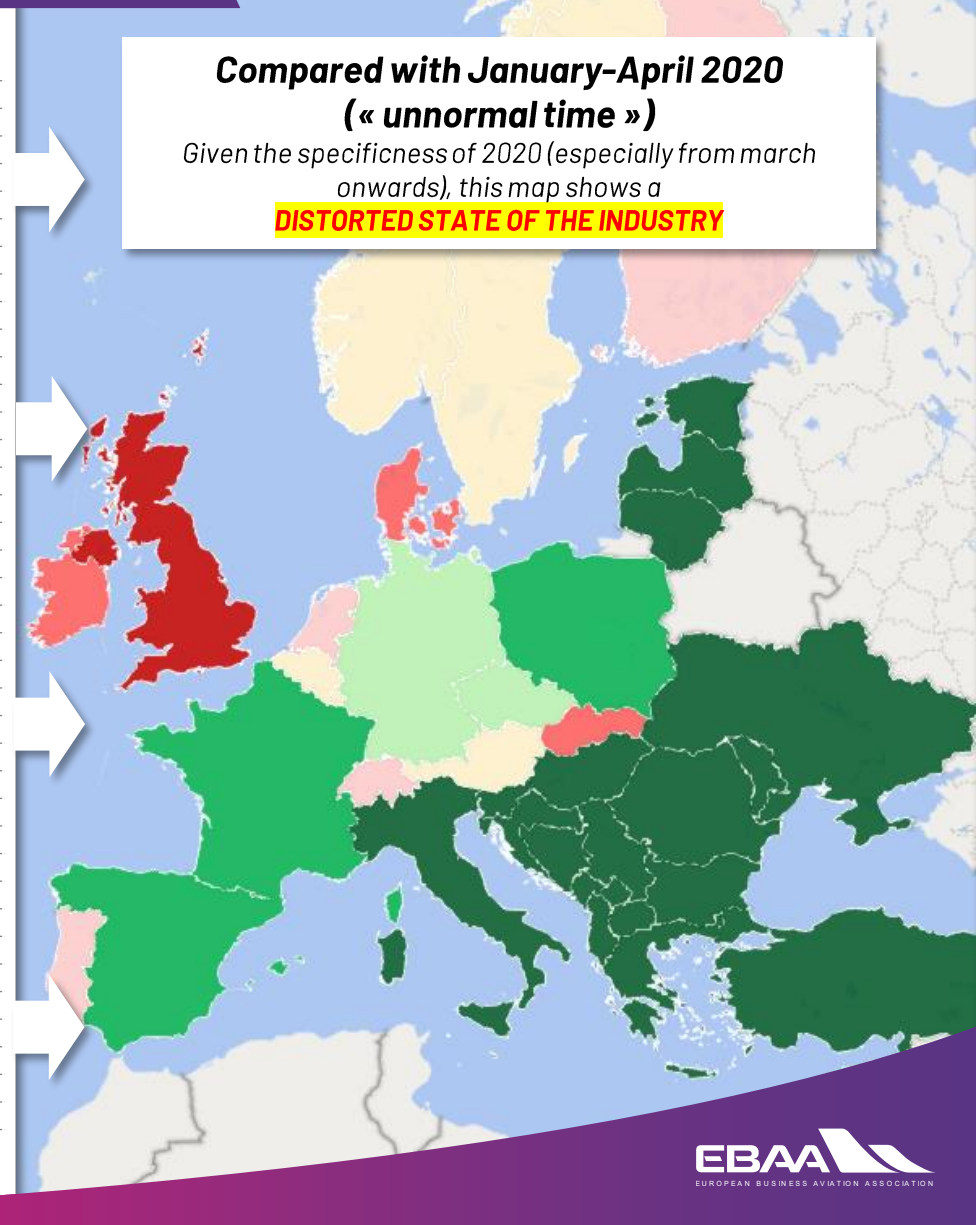


BUSINESS AVIATION MOVEMENTS JAN-APR 21

205%	Albania	148	238%
-28%	Austria	8.894	0%
-27%	Belgium	5.404	3%
10%	Bosnia & Herzeg.	198	107%
3%	Bulgaria	849	62%
-1%	Croatia	1.308	66%
42%	Cyprus	1.254	85%
-19%	Czech Republic	3.684	9%
-35%	Denmark	3.020	-15%
40%	Estonia	516	74%
-27%	Finland	3.862	-8%
-22%	France	45.748	13%
-22%	Germany	40.363	7%
11%	Greece	2.850	53%
33%	Hungary	1.534	85%
-36%	Iceland	649	-16%
-35%	Ireland	2.707	-18%
-19%	Italy	16.092	37%
-19%	Kosovo	113	55%
139%	Latvia	956	77%
106%	Lithuania	864	36%
-30%	Luxembourg	1.565	1%
45%	Macedonia	182	65%
21%	Malta	787	79%
5%	Moldova	132	45%
29%	Montenegro	301	100%
-38%	Netherlands	5.032	-7%
-17%	Norway	11.277	1%
-13%	Poland	3.956	25%
-30%	Portugal	3.081	-7%
22%	Romania	1.652	91%
27%	Serbia	1.616	63%
-52%	Slovakia	1.464	-23%
1%	Slovenia	685	31%
-3%	Spain	17.328	29%
2%	Sweden	11.623	2%
-26%	Switzerland	23.168	-6%
13%	Turkey	6.349	72%
27%	Ukraine	2.523	59%
-52%	United Kingdom	41.492	-34%

Compared with January-April 2020 (« unnormal time »)

Given the specificity of 2020 (especially from march onwards), this map shows a **DISTORTED STATE OF THE INDUSTRY**



TOP 10 ACTIVE AIRPORTS – April 2021

AVERAGE DAILY BUSINESS AVIATION DEPARTURES

RANK	ICAO CODE	NAME	MONTH CURRENT YEAR	MONTH GROWTH	YTD CURRENT YEAR	YTD GROWTH
1	E t	PARIS LE BOURGET	37,7	283,1%	38,3	-4,5%
2 	LSGG	GENEVE COINTRIN	29,5	399,4%	26,3	-1,8%
3 	LSZH	ZURICH	25,3	259,7%	22,0	1,8%
4 	LFMN	NICE	24,2	585,8%	20,9	13,5%
5 	LEPA	PALMA DE MALLORCA	21,7	1064,3%	13,6	78,2%
6 	EGLF	FARNBOROUGH CIV	19,2	304,9%	14,6	-37,7%
7 	LIML	MILANO LINATE	18,4	901,8%	15,7	31,6%
8 	LTBA	ISTANBUL-ATATURK	16,6	169,7%	15,0	68,3%
9 	EGKB	BIGGIN HILL	16,0	170,6%	11,0	-30,3%
10 	LOWW	WIEN SCHWECHAT	15,7	198,7%	14,3	18,9%

COVID IMPACT TOP 30 AIRPORTS – STATE OF PLAY – YTD 2021 (Jan-Apr 21)

« YEAR-TO-DATE » details in Europe (flights from january onwards)

Compared with January-April 2019 (« normal times »)

This map shows the **REAL STATE OF THE INDUSTRY**
(from a recovery perspective)

BUSINESS AVIATION MOVEMENTS JAN-MAR 21

-34%	LFPB	Paris Le Bourget	9.933	-4%
-29%	LSGG	Geneva International	6.845	-3%
-20%	LSZH	Zurich	5.719	+3%
-27%	LFMN	Nice Côte d'Azur	5.435	+14%
-30%	LIML	Milano Linate	3.883	+31%
-53%	EGLF	Farnborough	3.862	-37%
-14%	LOWW	Wien Schwechat	3.652	+18%
+26%	LTBA	Istanbul Atatürk	3.627	+65%
+34%	LEPA	Palma de Mallorca	3;548	+80%
-7%	LIRA	Roma Ciampino	3.523	+41%
-27%	EDDM	München	3.366	-1%
-13%	EDDB	Berlin Schönefeld	3.247	+14%
-65%	EGGW	London Luton	2.894	-51%
+24%	LEMG	Malaga Costa del Sol	2.884	+29%
-38%	EGKB	London Biggin Hill	2.816	-31%
-20%	LEMD	Madrid Barajas	2.779	+17%
-16%	LKPR	Prague Vaclav Havel	2.672	+14%
+28%	LYBE	Belgrade Nikola Tesla	2.551	+64%
0%	EDDK	Köln Bonn	2.445	+21%
-22%	LEBL	Barcelona	2.268	+29%
-14%	EDDH	Hamburg	2.224	+7%
+42%	LGAV	Athens International	2.198	+48%
-30%	EDDS	Stuttgart	2.182	+7%
-21%	EDDL	Dusseldorf	2.045	+4%
-39%	EHAM	Amsterdam Schiphol	1.962	-17%
+31%	LHBP	Budapest International	1.961	+82%
-30%	LSGS	Sion	1.941	-15%
+103%	LEIB	Ibiza	1.924	+127%
+45%	LCLK	Larnaka International	1.923	+79%
-10%	ENTC	Tromsø Langnes	1.922	+3%

Compared with January-April 2020 (« unnormal time »)

Given the specificity of 2020 (especially from March onwards), this map shows a **DISTORTED STATE OF THE INDUSTRY**

TOP 30 BUSINESS AVIATION ROUTES – YTD 2021 (Jan-Apr 21)

TRAFFIC GROWTH (compared with YTD 20)

Compared with JAN-APR 19
 (« normal times »)

BUSINESS AVIATION MOVEMENTS JAN-APR 21 (BOTH DIRECTIONS)					
Shuttle	ESND	Sveg	ESSA	Stockholm Arlanda	782 +39K%
	LFPB	Paris Le Bourget	LSGG	Geneva International	774 -29%
	LIML	Milano Linate	LIRA	Roma Ciampino	525 15%
	UUWW	Moscow Vnukovo	EVRA	Riga International	523 315%
Shuttle	ESPA	Luleå Kallax	ESNU	Umeå	419 47%
Shuttle	LLBG	Tel Aviv International	LCLK	Larnaka International	408 202%
	LTBA	Istanbul Atatürk	LTAC	Ankara Esenboğa	405 10%
	LFPB	Paris Le Bourget	LFMN	Nice Côte d'Azur	401 -24%
Shuttle	ENTC	Tromsø Langnes	ENAT	Alta	391 10%
	LEMD	Madrid Barajas	LEBL	Barcelona	340 11%
	ESUP	Pajala	ESPA	Luleå Kallax	338 -5%
	LFMN	Nice Côte d'Azur	LSGG	Geneva International	295 -32%
	ENEV	Harstad Narvik	ENTC	Tromsø Langnes	276 -3%
	LSGG	Geneva International	UUWW	Moscow Vnukovo	266 14%
	LEPA	Palma de Mallorca	LEIB	Ibiza	265 314%
	LFPB	Paris Le Bourget	LFBD	Bordeaux Merignac	259 31%
Shuttle	ENVA	Trondheim Vaernes	ENAL	Vigra Ålesund	259 8%
	EGLF	Farnborough	LFPB	Paris Le Bourget	254 -51%
	LFEC	Ouessant	LFRB	Brest Bretagne	253 -29%
	LEMH	Menorca	LEPA	Palma de Mallorca	246 8%
	EYVI	Vilnius International	UUWW	Moscow Vnukovo	221 262%
	EGHH	Bournemouth	EGJB	Guernsey	221 1128%
	LSZH	Zurich	UUWW	Moscow Vnukovo	217 33%
	LFMN	Nice Côte d'Azur	UUWW	Moscow Vnukovo	214 -48%
	LFLY	Lyon Bron	LFPB	Paris Le Bourget	212 -19%
	UUWW	Moscow Vnukovo	LYBE	Belgrade Nikola Tesla	209 99%
	EDDM	München	EDDB	Berlin Schönefeld	205 69%
	UUWW	Moscow Vnukovo	LCLK	Larnaka International	200 7%
	LFPB	Paris Le Bourget	LIML	Milano Linate	193 -44%
	ENBO	Bodø	ENTC	Tromsø Langnes	193 -25%

This report is made possible thanks to EUROCONTROL and WINGX ADVANCE

TOP 10 FLOWS– April 2021

AVERAGE DAILY BUSINESS AVIATION FLIGHTS

ORIGIN	DESTINATION	MONTH CURRENT YEAR	MONTH GROWTH	YTD CURRENT YEAR	YTD GROWTH
FRANCE	FRANCE	129,7	170,7%	131,5	32,9%
GERMANY	GERMANY	110,0	112,9%	94,6	14,5%
UK	UK	70,4	159,8%	53,3	-21,8%
ITALY	ITALY	45,9	120,1%	45,1	48,6%
NORWAY	NORWAY	45,0	24,4%	43,1	9,3%
SPAIN	SPAIN	38,7	326,5%	32,9	56,0%
SWEDEN	SWEDEN	37,3	37,0%	35,4	8,7%
TURKEY	TURKEY	27,8	175,6%	26,1	65,5%
SPAIN	GERMANY	14,6	655,2%	8,9	61,7%
FRANCE	SWITZERLAND	14,5	389,9%	15,2	-9,2%

TRAFFIC PER STATE – April 2021

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	1.480,0	523,3	956,7	182,8%	1.326,2	1.218,5	107,7	8,8%
ECAC	1.465,4	521,2	944,1	181,1%	1.310,7	1.209,9	100,8	8,3%
ESRA08	1.433,1	511,8	921,3	180,0%	1.277,8	1.193,4	84,4	7,1%
ESRA02	1.413,6	507,1	906,5	178,8%	1.258,3	1.181,4	76,9	6,5%
SES-RP2	1.391,7	501,0	890,7	177,8%	1.238,5	1.173,7	64,8	5,5%
SES-RP3	1.332,4	476,8	855,6	179,4%	1.193,6	1.116,3	77,3	6,9%
EU27	1.282,3	437,7	844,5	192,9%	1.144,8	1.073,0	71,8	6,7%
FABEC	872,5	279,6	592,9	212,0%	775,2	781,3	-6,1	-0,8%
Germany	414,1	152,0	262,1	172,4%	361,1	369,3	-8,3	-2,2%
France	509,0	137,7	371,3	269,7%	451,6	448,7	2,9	0,6%
BLUE MED FAB	343,4	91,6	251,8	274,8%	292,0	221,9	70,1	31,6%
UK-Ireland FAB	227,1	88,8	138,4	155,9%	179,8	283,0	-103,1	-36,4%
UK	222,7	85,4	137,3	160,8%	176,0	278,1	-102,1	-36,7%
FAB CE	275,1	77,4	197,7	255,5%	239,7	218,3	21,4	9,8%
NEFAB	103,4	65,8	37,7	57,3%	100,8	102,7	-1,9	-1,8%
Italy	268,1	64,6	203,5	315,1%	229,1	179,1	50,1	28,0%
Switzerland	257,4	59,2	198,2	335,0%	228,5	233,8	-5,4	-2,3%
DK-SE FAB	97,5	58,8	38,7	65,8%	87,2	99,6	-12,5	-12,5%
South West FAB	211,0	51,3	159,7	311,3%	164,5	142,6	21,9	15,4%
Spain/Canaries	207,2	50,1	157,0	313,2%	161,1	139,1	22,0	15,8%
Sweden	79,8	48,7	31,1	63,8%	72,3	79,8	-7,5	-9,4%

TRAFFIC PER STATE – April 2021

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	172,8	47,7	125,1	262,4%	150,6	144,7	5,9	4,1%
Spain	202,2	46,7	155,5	333,0%	155,5	132,9	22,6	17,0%
Norway	57,5	45,8	11,7	25,6%	54,4	57,9	-3,5	-6,0%
Belgium/Luxembourg	123,3	37,9	85,4	225,6%	109,4	124,7	-15,3	-12,3%
Turkey	120,3	37,6	82,6	219,6%	106,2	63,8	42,4	66,4%
Netherlands	88,3	35,3	53,0	150,2%	71,5	92,1	-20,7	-22,4%
Baltic FAB	95,0	29,2	65,8	225,6%	87,6	82,9	4,8	5,8%
Greece	76,5	28,7	47,8	166,4%	64,1	53,4	10,8	20,2%
Czech Republic	81,5	28,0	53,5	191,4%	76,3	73,2	3,2	4,3%
Danube FAB	82,5	25,2	57,3	227,1%	73,6	47,9	25,7	53,7%
Poland	81,3	25,1	56,3	224,5%	76,0	73,5	2,5	3,3%
Serbia/Montenegro	77,5	23,1	54,5	236,1%	63,9	47,0	16,8	35,8%
Denmark	39,1	21,4	17,7	82,6%	32,7	44,8	-12,1	-27,0%
Hungary	70,4	21,2	49,1	231,4%	60,9	43,7	17,2	39,4%
Croatia	74,9	19,1	55,8	292,0%	60,8	46,4	14,4	31,1%
Bulgaria	60,6	18,1	42,5	235,0%	49,2	34,0	15,2	44,9%
Cyprus	50,7	17,8	32,9	185,0%	42,0	29,0	13,1	45,1%
Romania	55,9	17,0	38,9	228,4%	51,1	32,7	18,4	56,3%
Ireland	39,1	16,9	22,2	131,1%	34,3	48,4	-14,1	-29,1%
Finland	22,1	15,6	6,5	41,9%	24,5	29,3	-4,8	-16,4%
Slovenia	47,5	15,2	32,2	211,6%	39,9	33,7	6,2	18,3%

TRAFFIC PER STATE – April 2021

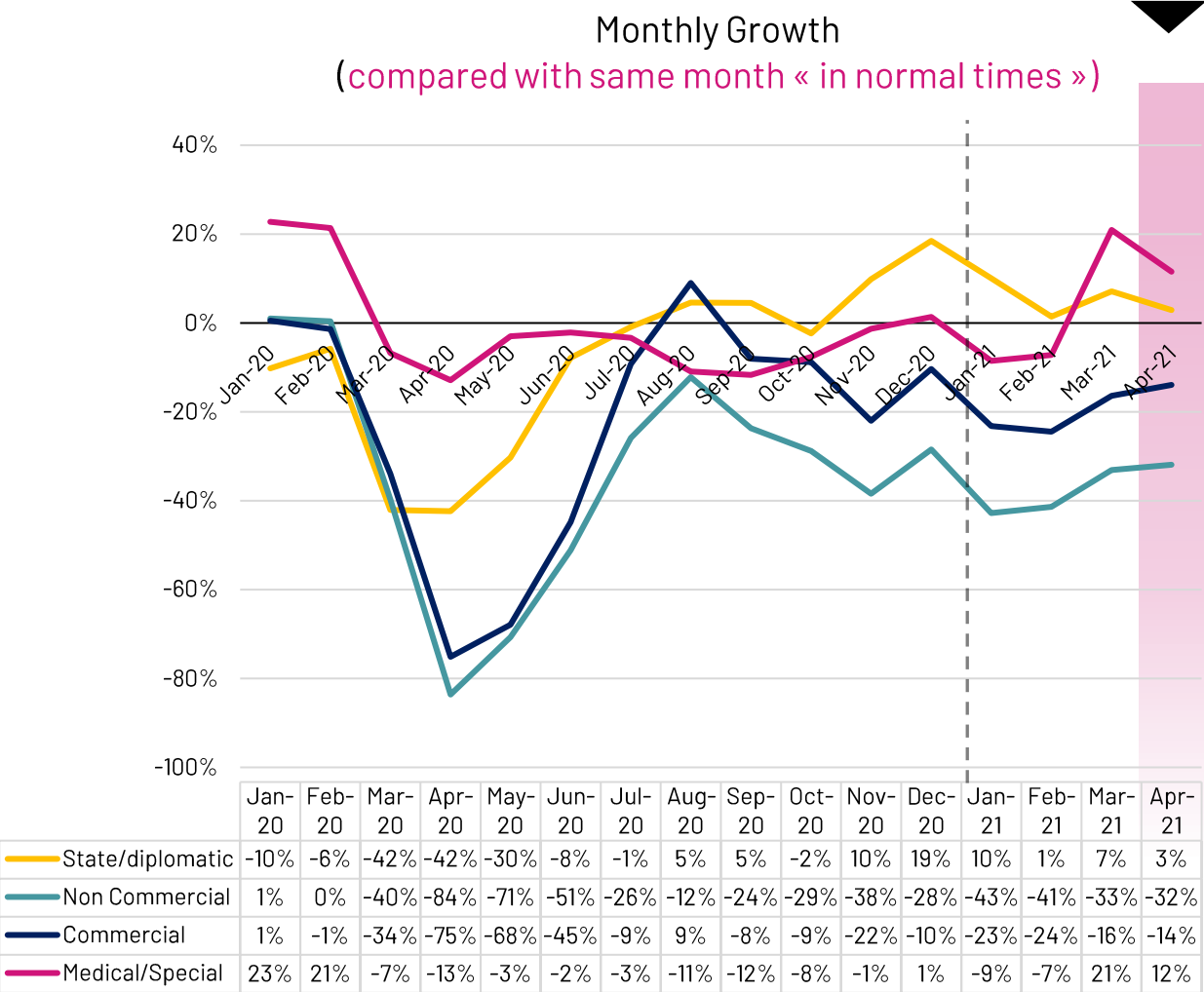
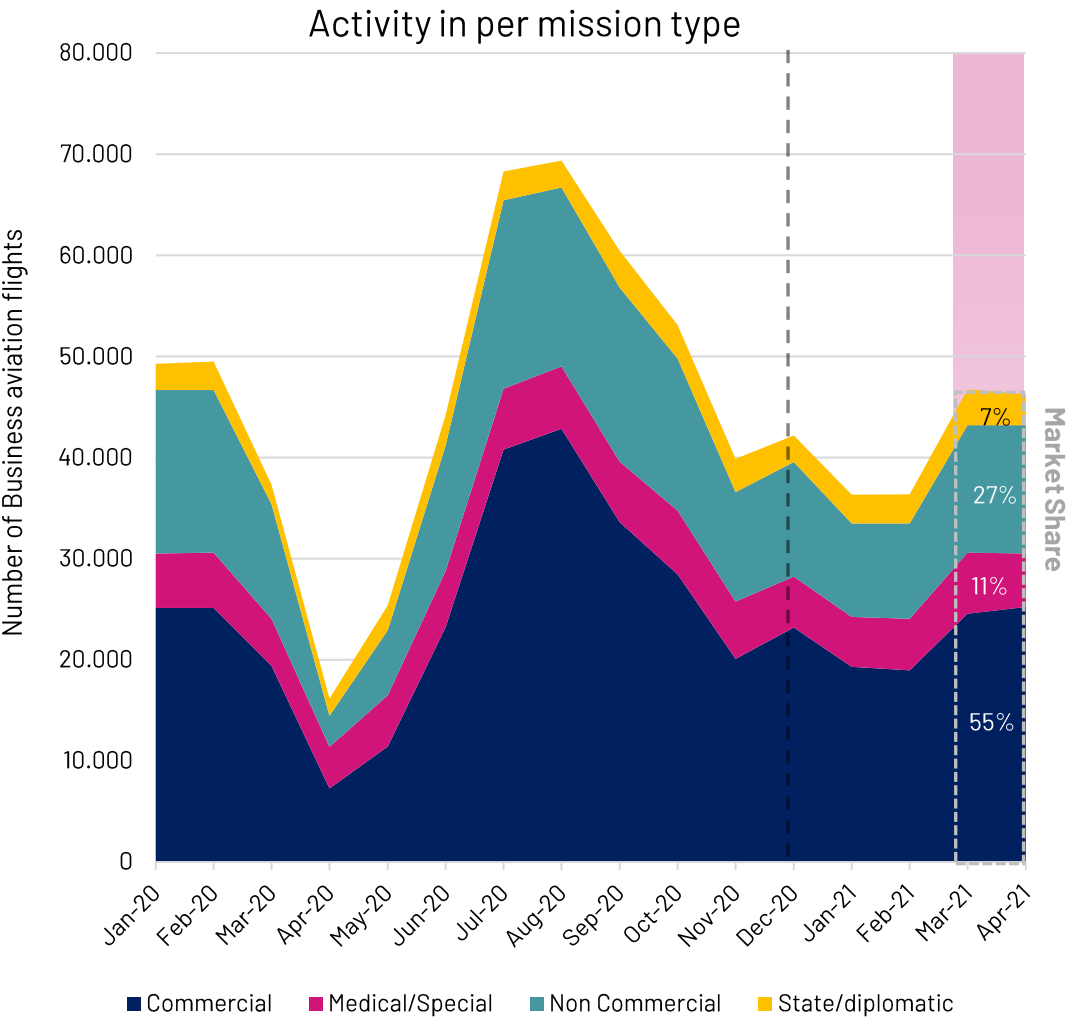
AVERAGE DAILY BUSINESS AVIATION FLIGHTS – PART 3

STATE	MONTH CURRENT YEAR	MONTH PREVIOUS YEAR	MONTH CHANGE	MONTH GROWTH	YTD CURRENT YEAR	YTD PREVIOUS YEAR	YTD CHANGE	YTD GROWTH
Egypt	30,2	12,1	18,0	148,6%	26,4	26,6	-0,2	-0,8%
Belarus	48,6	12,0	36,6	303,9%	41,7	40,4	1,3	3,2%
Slovakia	38,7	11,8	27,0	229,2%	33,8	34,4	-0,7	-2,0%
Morocco	26,3	11,6	14,7	126,4%	27,2	32,7	-5,5	-16,9%
Bosnia and Herzegovina	38,8	11,2	27,6	245,4%	31,7	23,9	7,8	32,5%
Lithuania	30,0	10,0	19,9	198,7%	26,5	24,7	1,7	7,1%
Ukraine	43,8	9,5	34,4	363,0%	41,4	25,9	15,6	60,2%
Lisbon FIR	31,1	9,2	21,8	236,5%	24,7	28,9	-4,2	-14,5%
Latvia	26,3	7,9	18,4	234,3%	25,3	20,6	4,6	22,6%
Canary Islands	11,0	7,8	3,2	41,0%	11,6	16,3	-4,7	-28,6%
Malta	19,5	7,5	12,0	159,6%	18,4	11,6	6,8	58,6%
North Macedonia	18,2	7,2	11,1	154,4%	15,7	12,0	3,7	30,6%
Israel	29,1	7,1	22,0	307,9%	25,0	13,8	11,2	81,3%
Albania	18,5	6,4	12,1	190,1%	17,9	13,1	4,8	36,6%
Estonia	15,6	6,4	9,2	145,0%	14,9	13,1	1,8	13,7%
Iceland	9,6	5,9	3,7	63,3%	8,5	12,1	-3,6	-29,6%
Tunisia	10,4	5,2	5,2	99,4%	8,5	7,0	1,5	20,7%
Santa Maria FIR	14,5	4,4	10,1	232,1%	13,9	12,4	1,5	12,1%
Armenia	4,3	4,1	0,2	4,9%	3,6	3,9	-0,3	-7,5%
Azerbaijan	18,6	3,9	14,8	381,9%	18,5	8,7	9,8	112,3%
Georgia	9,9	3,4	6,4	187,4%	8,3	6,5	1,8	28,2%
Libya	4,5	2,4	2,1	90,1%	4,5	2,9	1,6	56,2%
Moldova	6,2	1,3	4,9	376,9%	6,4	3,8	2,6	67,3%

BUSINESS AVIATION MISSIONS – April 2021

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

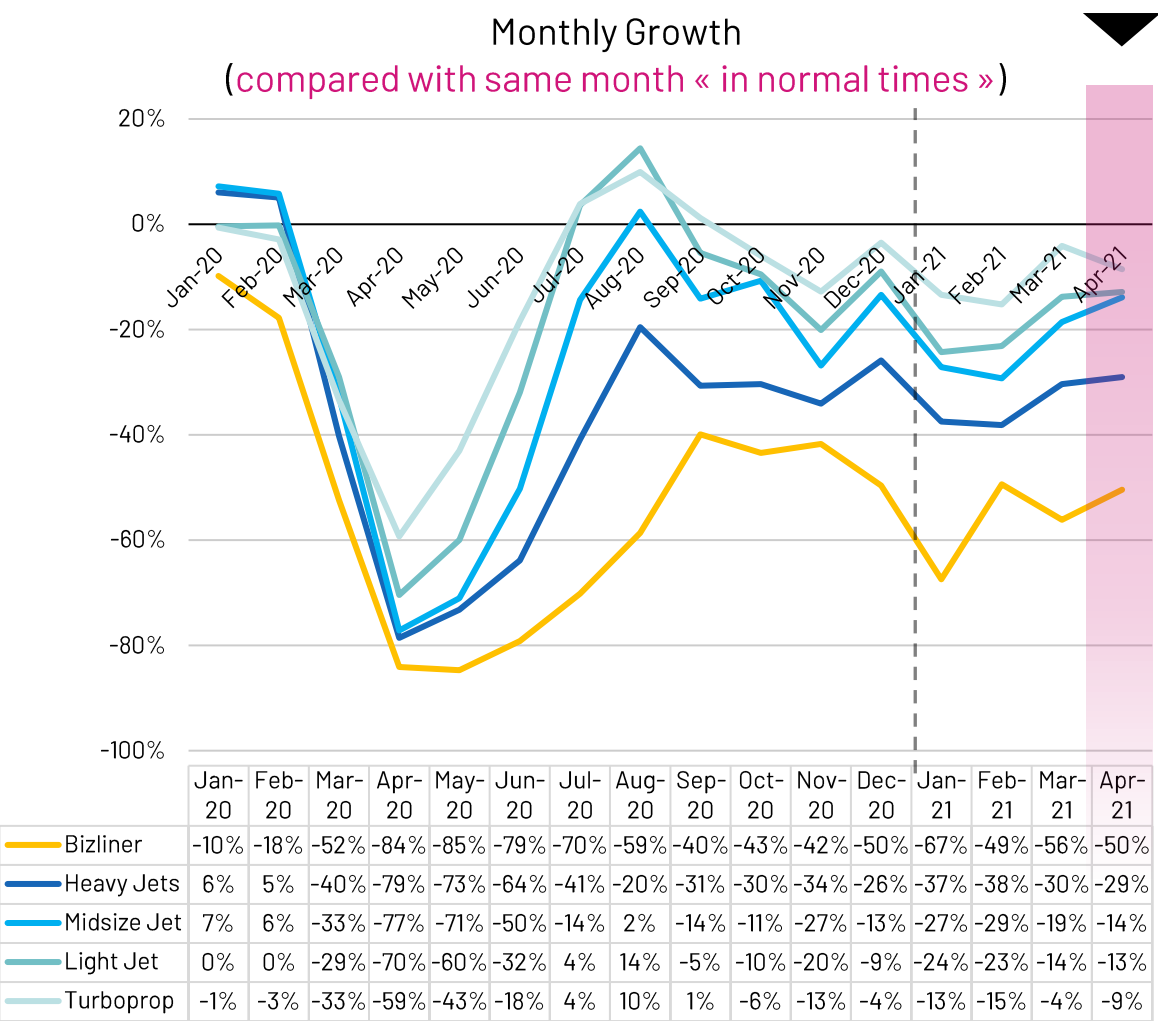
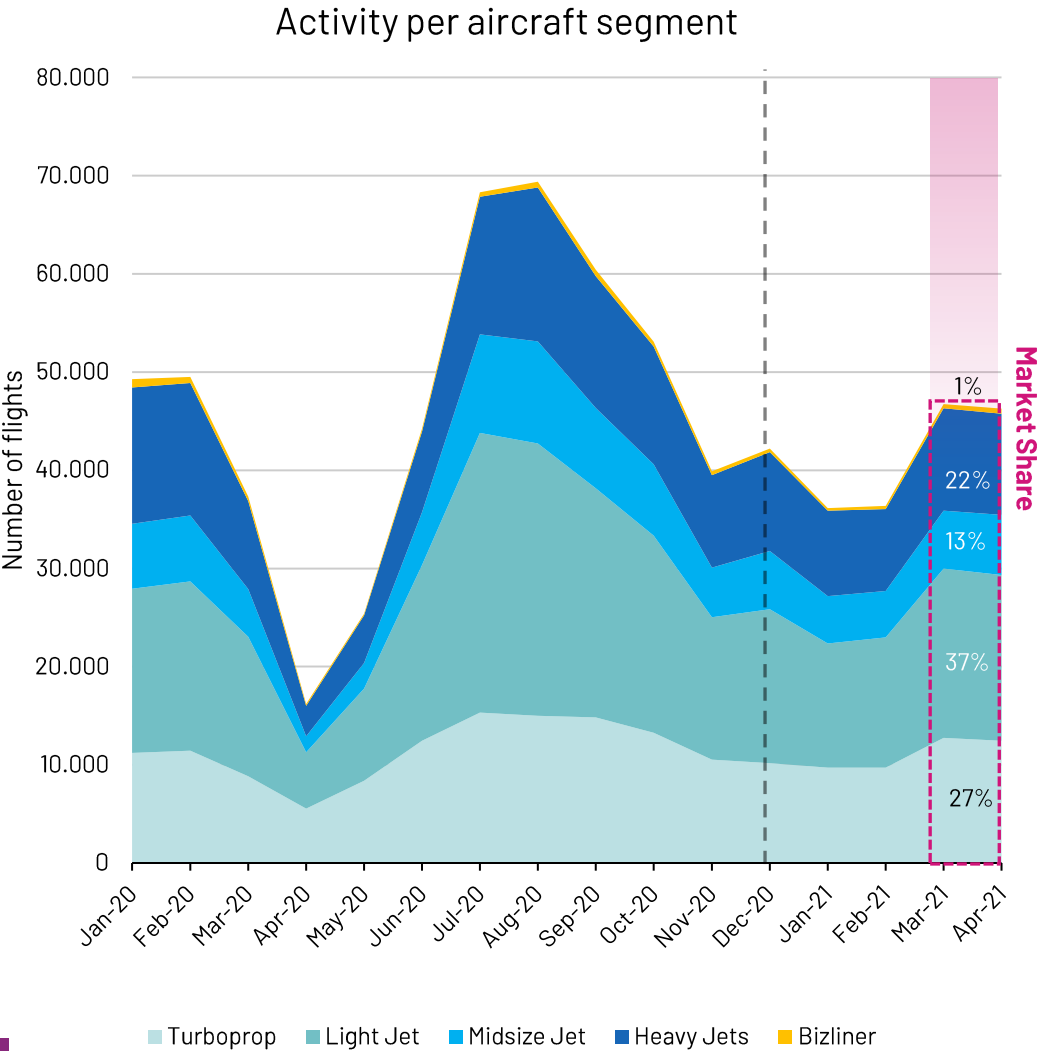
Given the specifickness of April 2020
(that cannot be considered as
« normal »), April 2021 has been
compared with April 2019 instead



BUSINESS AVIATION AIRPLANES – April 2021

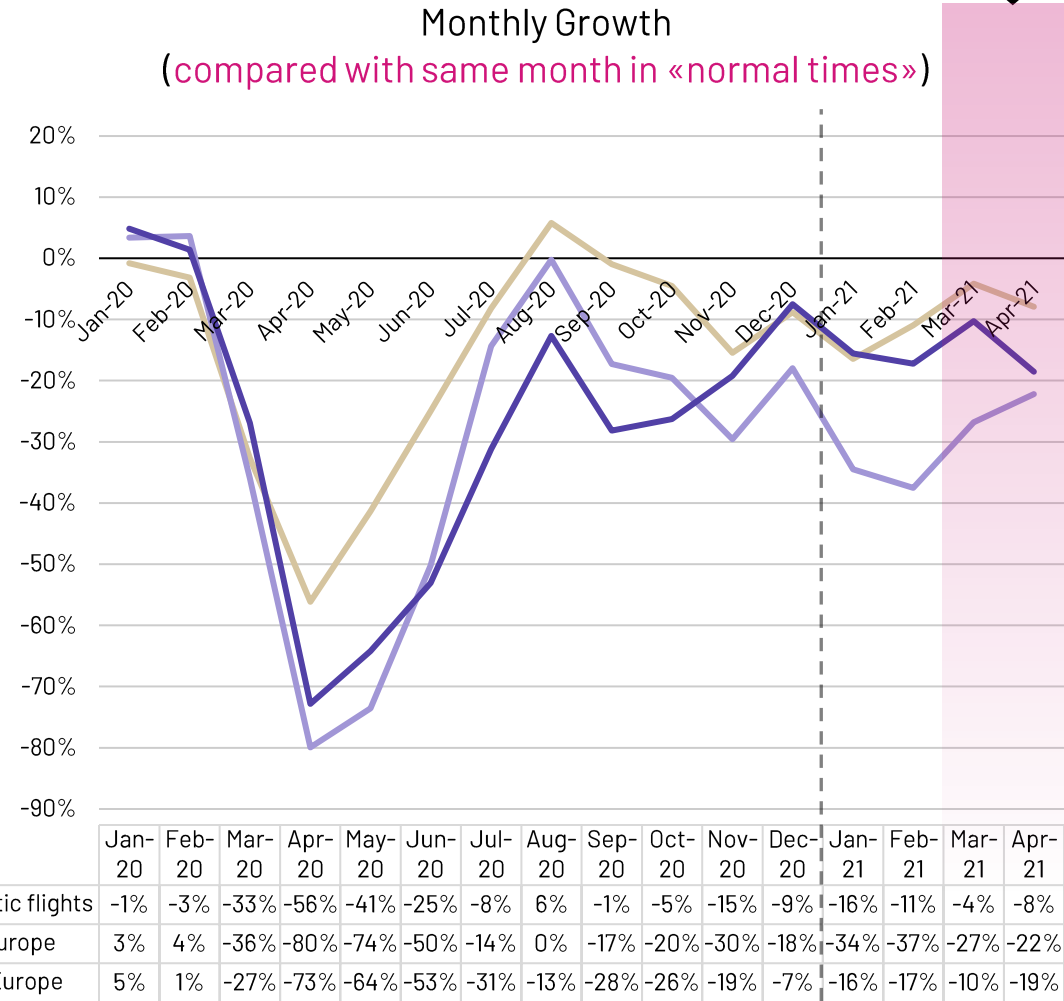
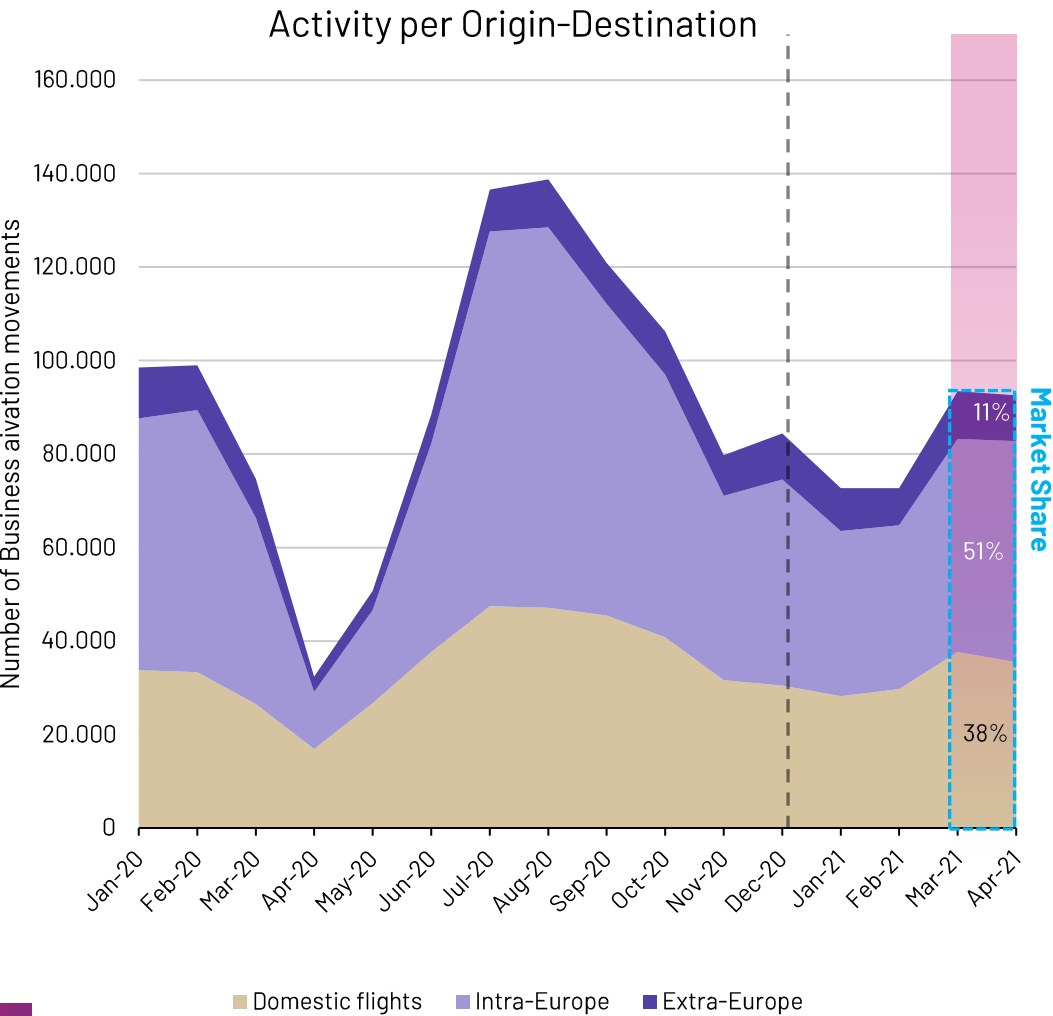
2020 MONTHLY TRAFFIC & MONTHLY GROWTH (compared with 1 year ago)

Given the specifickness of April 2020 (that cannot be considered as « normal »), April 2021 has been compared with April 2019 instead



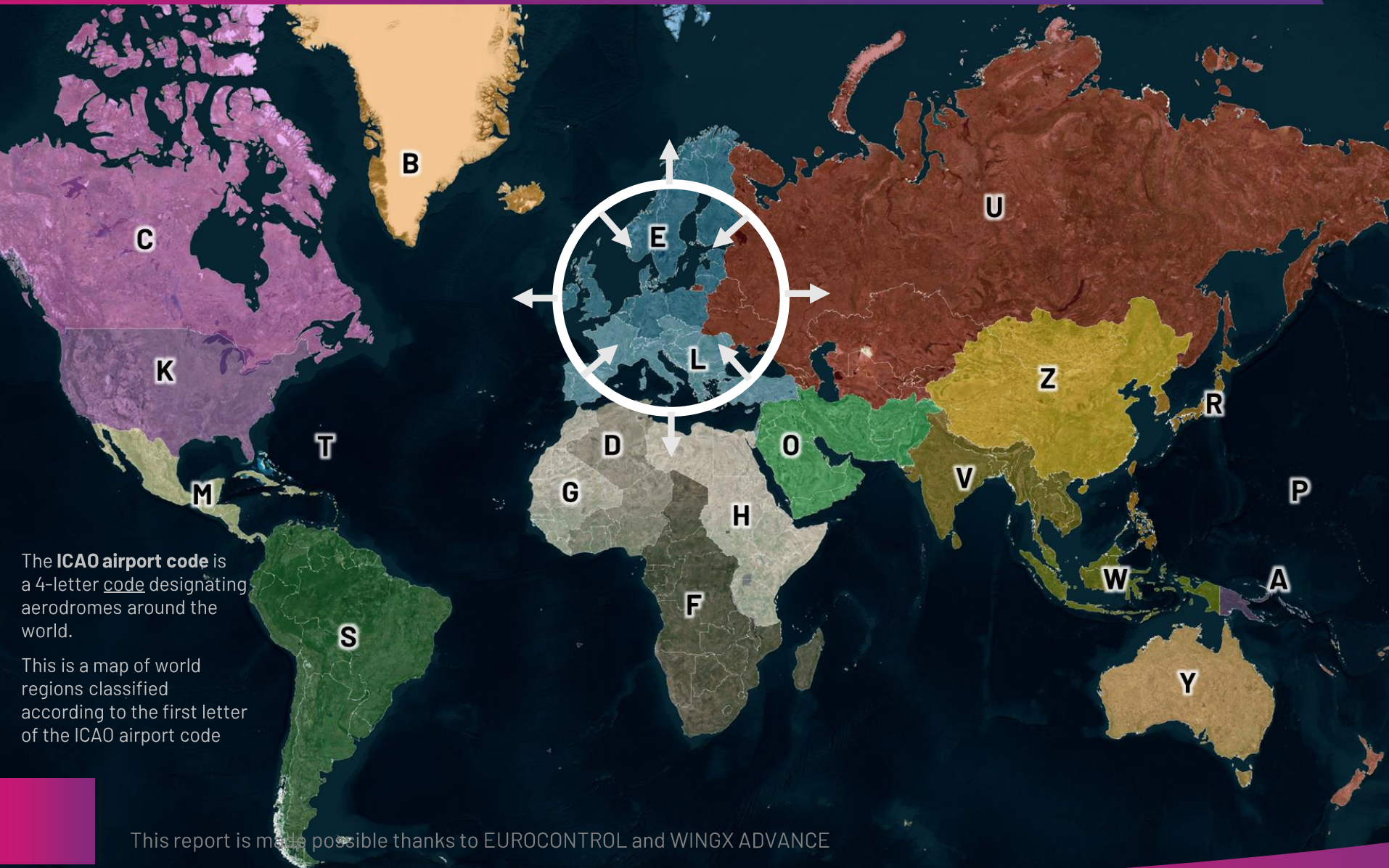
BUSINESS AVIATION ORIGINS & DESTINATIONS- April 2021
2020 MONTHLY TRAFFIC & MONTHLY GROWTH (compared with 1 year ago)

Given the specificity of Mar-April 2020
(that cannot be considered as « normal »),
March-April 2021 has been compared with
March-April 2019 instead



EUROPEAN BUSINESS AVIATION INTERCONTINENTAL CONNECTIONS – April 2021

2021 MONTHLY TRAFFIC & MONTHLY GROWTH (compared with « normal times »)



The **ICAO airport code** is a 4-letter code designating aerodromes around the world.

This is a map of world regions classified according to the first letter of the ICAO airport code

Compared with JAN-APR 19
 («normal times»)

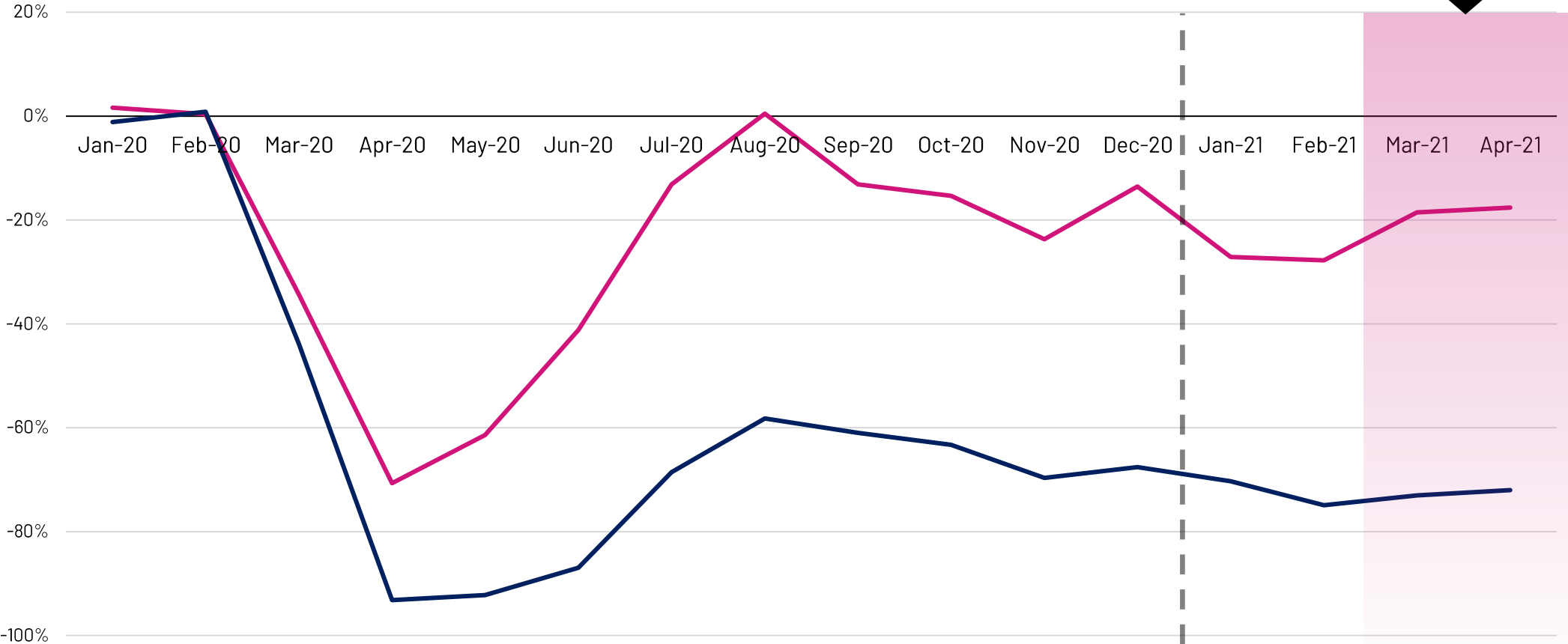
Flights JAN-APR 21 (both directions)		
B	Greenland, Iceland	761 -31%
C	Canada	409 -54%
D	Eastern parts of West Africa and Maghreb	1.633 +2%
F	Central and Southern Africa, and the Indian Ocean	585 -9%
G	Western parts of West Africa and Maghreb	5.658 -26%
H	East Africa and Northeast Africa	2.223 +11%
K	United States	2.328 -59%
M	Central America, Mexico and Caribbean	533 +49%
O	Pakistan, Afghanistan and Middle East	6.534 +1%
R	North Western Pacific	29 -81%
S	South America	140 -55%
T	Eastern and southern parts of the Caribbean	551 +14%
U	Russia and post-Soviet states	15.598 -1%
V	South Asia	924 +11%
W	Maritime Southeast Asia	16 -77%
Z	Mainland East Asia	13 -95%

BUSINESS AVIATION VS. AIRLINES

MONTHLY TRAFFIC GROWTH (compared with same month one year before)

Given the specificity of Mar-April 2020 (that cannot be considered as « normal »), March-April 2021 has been compared with March-April 2019 instead

Airlines:
Legacy Carriers,
Low Cost Airlines,
Charter Airlines

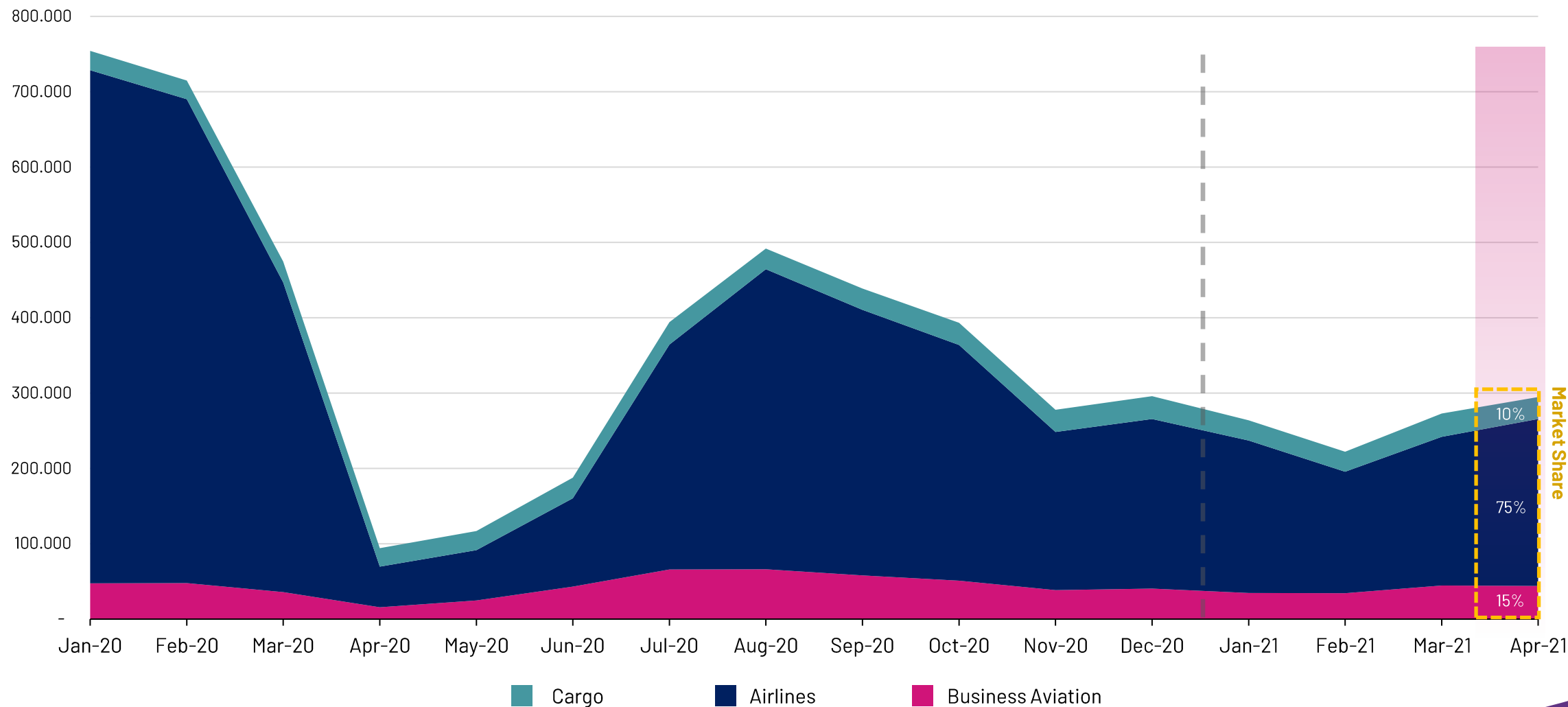


	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
BizAv Growth	2%	0%	-34%	-71%	-61%	-41%	-13%	0%	-13%	-15%	-24%	-14%	-27%	-28%	-19%	-18%
Airlines Growth	-1%	1%	-44%	-93%	-92%	-87%	-69%	-58%	-61%	-63%	-70%	-68%	-70%	-75%	-73%	-72%

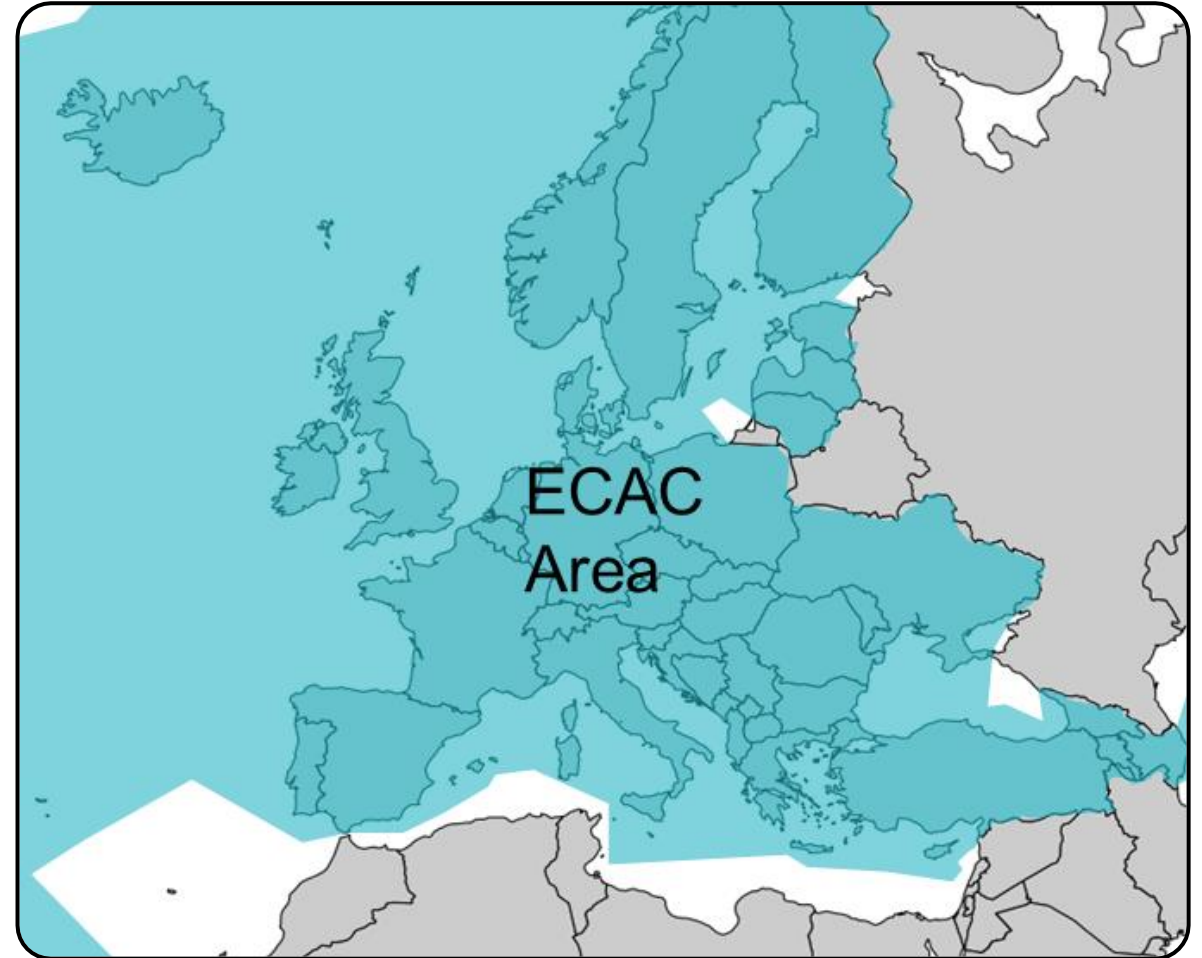
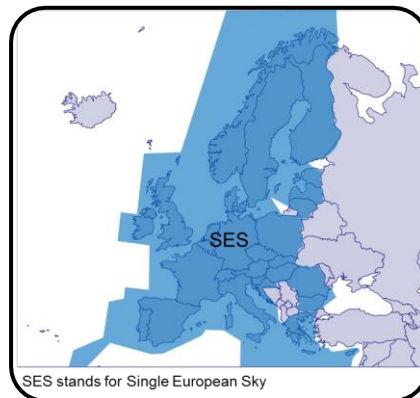
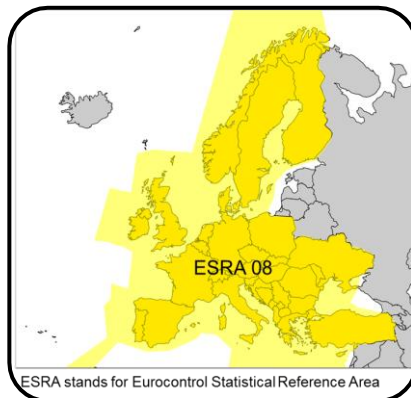
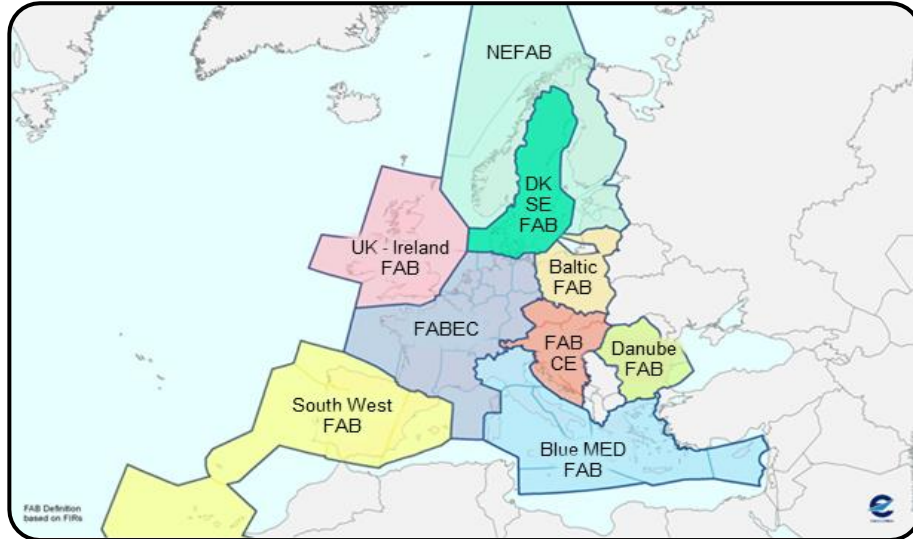
— BizAv Growth
 — Airlines Growth

BUSINESS AVIATION VS. AIRLINES & CARGO

MONTHLY TRAFFIC MARKET SHARE



AREAS



ECAC stands for European Civil Aviation Conference

BUSINESS AVIATION SEGMENTS

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

A318	Airbus A318	Airbus	Bizliner	ICAO flight type G only	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 Beechcraft 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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