

BUSINESS AVIATION

TRAFFIC TRACKER EUROPE

July 2021

COVID-19 Edition

**1 YEAR OF
COVID**

**Revisited
edition**

July 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 May 2021 (see the June report [here](#)).

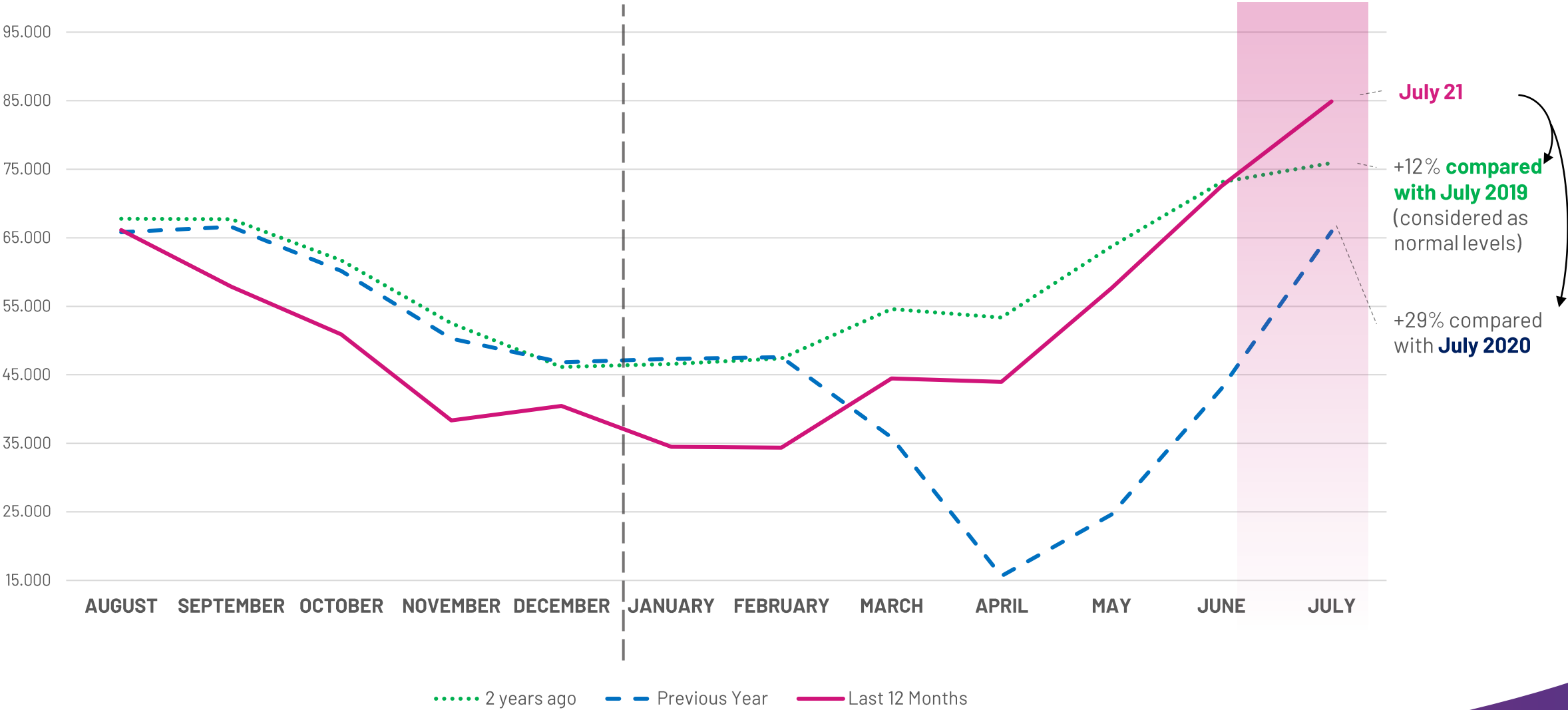
The summer of 2020, a traditionally active period for air transport, was marked by a resurgence of activity for business aviation in Europe, (albeit far outside the industry's "classic" values). One year later, in July 2021, business aviation has not only regained its summer intensity, but is significantly above its pre-crisis activity. With 85,000 business aviation flights, July 2021 represents 9,000 more flights than July 2019 (+12%)

- For the continent as a whole, the January-July 2021 period now exceeds the equivalent activity levels of 2020, but remains below 2019 (372K flights in 2021 versus 404K flights in 2019).
- With the exception of UK, all major business aviation markets have returned to equivalent or positive levels compared to July 2019. Many airports have recorded more movements in January-July 2021 compared with 2019, but some major airports remain in the red (Paris le Bourget -23%, Nice -13%, Geneva -18%, Farnborough -40%)
- Commercial Business aviation records more movements in July 2021 than in 2019 (+23%). private Business aviation is back to its pre-crisis levels (-1%). The trend is the same for the aircraft used, with all categories of aircraft subject to this upturn. Finally, a rapid upturn in intra-European travel is confirmed (almost back to pre-crisis levels).

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

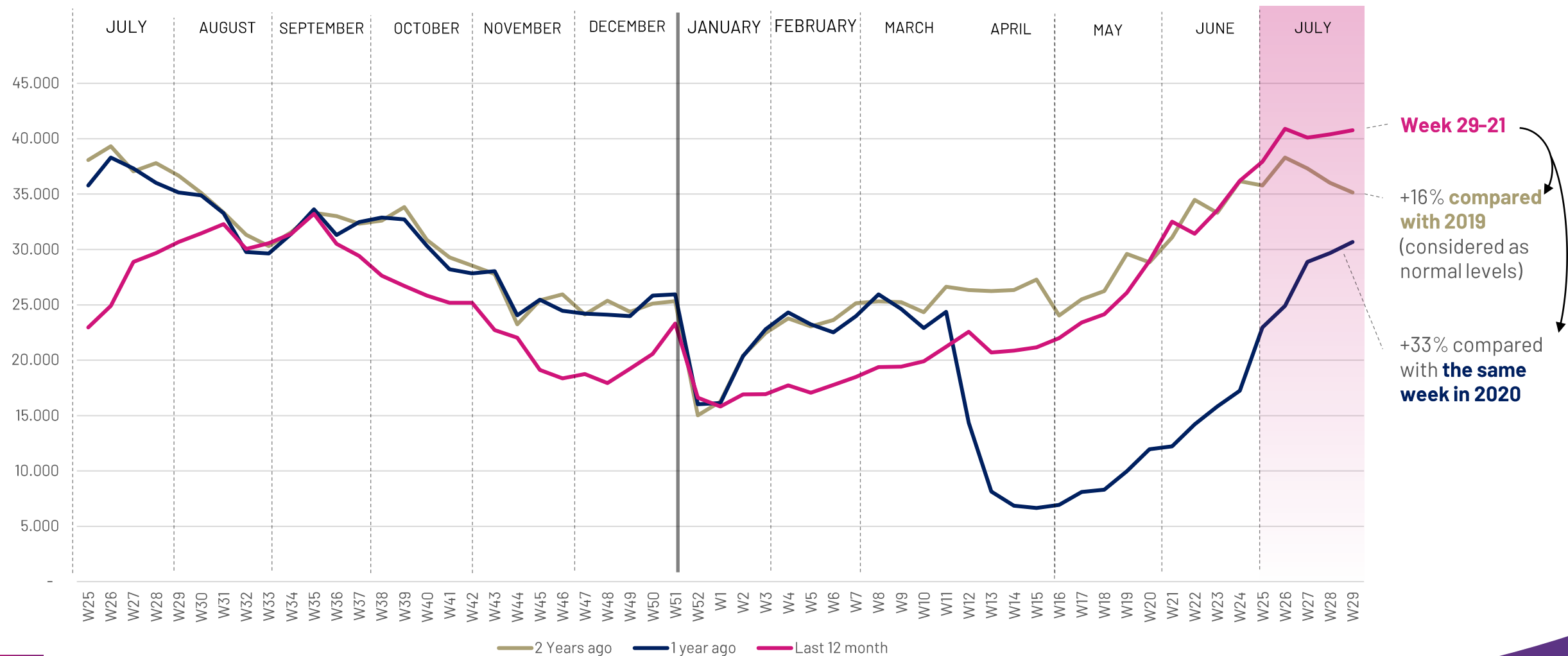
BUSINESS AVIATION FLIGHTS



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

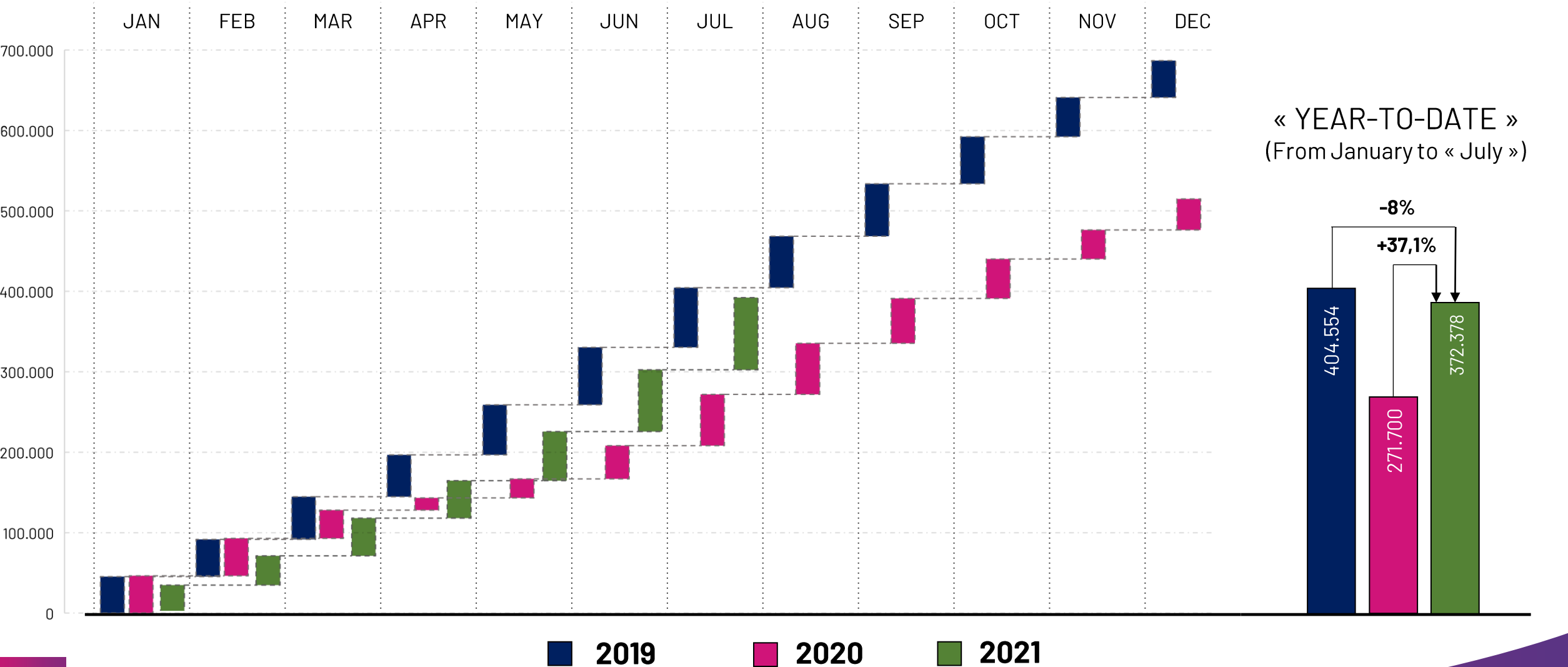
Business Aviation (ECAC Area)

	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			
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%
Apr 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%
May 2021	1.487	3.338	124,5%	1.432	3.182	122,2%	21.404	50.454	135,7%	277	684	146,9%	24.600	57.658	134,4%
Jun 2021	2.238	4.251	89,9%	2.156	4.047	87,7%	38.235	63.751	66,7%	360	491	36,4%	42.989	72.540	68,7%
Jul 2021	3.168	4.760	50,3%	3.108	4.660	49,9%	59.226	74.984	26,6%	417	493	18,2%	65.919	84.897	28,8%
Grand Total	40.040	37.546	-6,2%	39.651	37.082	-6,5%	493.870	524.501	6,2%	5.978	7.948	33,0%	579.539	607.077	4,8%

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)



STATES – July 2021

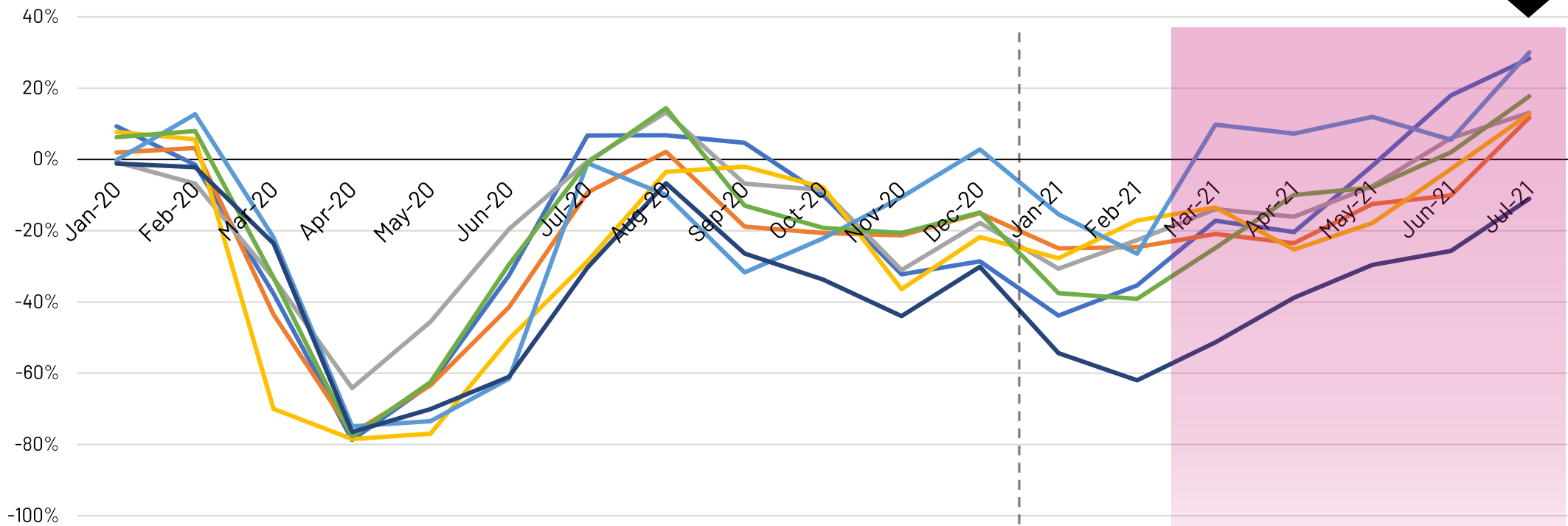
AVERAGE DAILY BUSINESS AVIATION FLIGHTS

STATE	MONTH CURRENT YEAR	MONTH GROWTH	YTD CURRENT YEAR	YTD GROWTH
NM Area	2.756,7	29,3%	1.771,9	34,2%
ECAC	2.738,6	28,8%	1.756,5	33,7%
ESRA08	2.710,6	29,0%	1.725,1	33,0%
SES-RP2	2.640,3	29,7%	1.677,3	32,4%
FABEC	1.662,3	24,1%	1.053,3	26,6%
BLUE MED FAB	1.007,9	51,3%	492,3	68,6%
FAB CE	567,7	32,4%	340,0	39,5%
UK-Ireland FAB	442,1	26,8%	263,1	1,4%
South West FAB	426,0	33,1%	251,8	61,8%
NEFAB	169,7	40,6%	123,6	21,0%
Baltic FAB	151,8	24,9%	108,9	30,2%
DK-SE FAB	125,6	29,4%	101,2	8,4%
Danube FAB	123,2	44,0%	89,8	69,7%

STATES – July 2021

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

Given the specificity of Mar-Jul 2020 (that cannot be considered as « normal »), Mar-Jul 2021 has been compared with Mar-Jul 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	May-21	Jun-21	Jul-21
Austria	9%	-2%	-38%	-79%	-63%	-33%	7%	7%	5%	-10%	-32%	-29%	-44%	-35%	-17%	-20%	-2%	18%	28%
France	2%	3%	-44%	-77%	-63%	-41%	-9%	2%	-19%	-21%	-21%	-15%	-25%	-25%	-21%	-23%	-13%	-10%	12%
Germany	-1%	-7%	-33%	-64%	-46%	-20%	-1%	13%	-7%	-9%	-31%	-18%	-31%	-23%	-14%	-16%	-8%	6%	13%
Italy	8%	6%	-70%	-78%	-77%	-50%	-29%	-4%	-2%	-8%	-36%	-22%	-28%	-17%	-13%	-25%	-18%	-3%	13%
Spain	0%	13%	-22%	-75%	-73%	-62%	-1%	-10%	-32%	-22%	-11%	3%	-15%	-26%	10%	7%	12%	6%	30%
Switzerland	6%	8%	-33%	-78%	-63%	-29%	-1%	14%	-13%	-19%	-21%	-15%	-38%	-39%	-25%	-10%	-8%	2%	18%
United Kingdom	-1%	-2%	-24%	-76%	-70%	-61%	-30%	-7%	-26%	-34%	-44%	-30%	-54%	-62%	-51%	-39%	-30%	-26%	-11%

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

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

Compared with January–July 2019 (« normal times »)

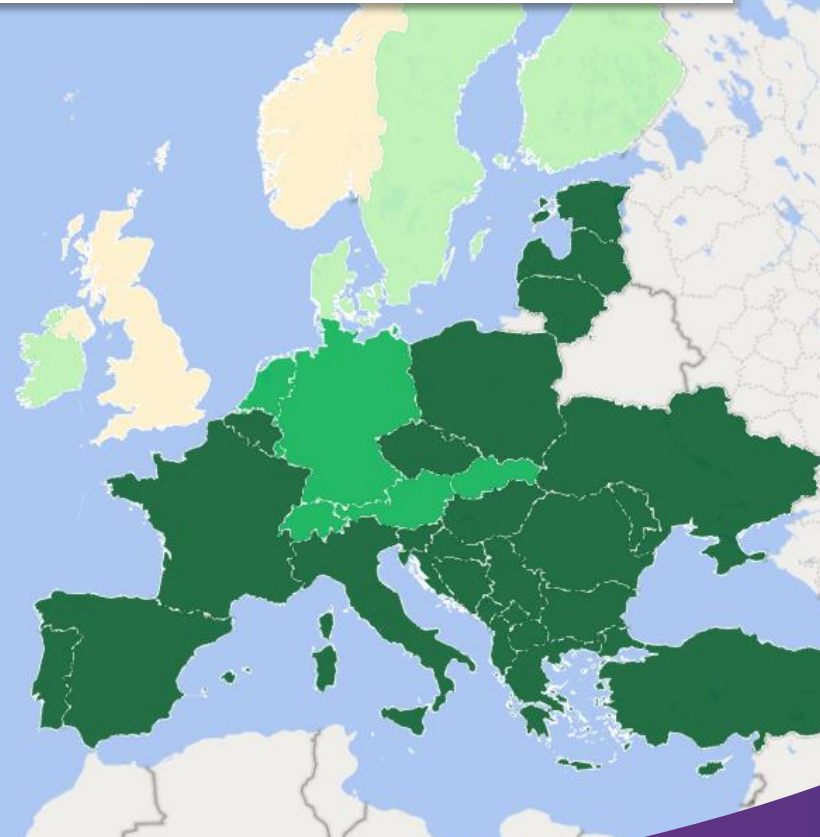
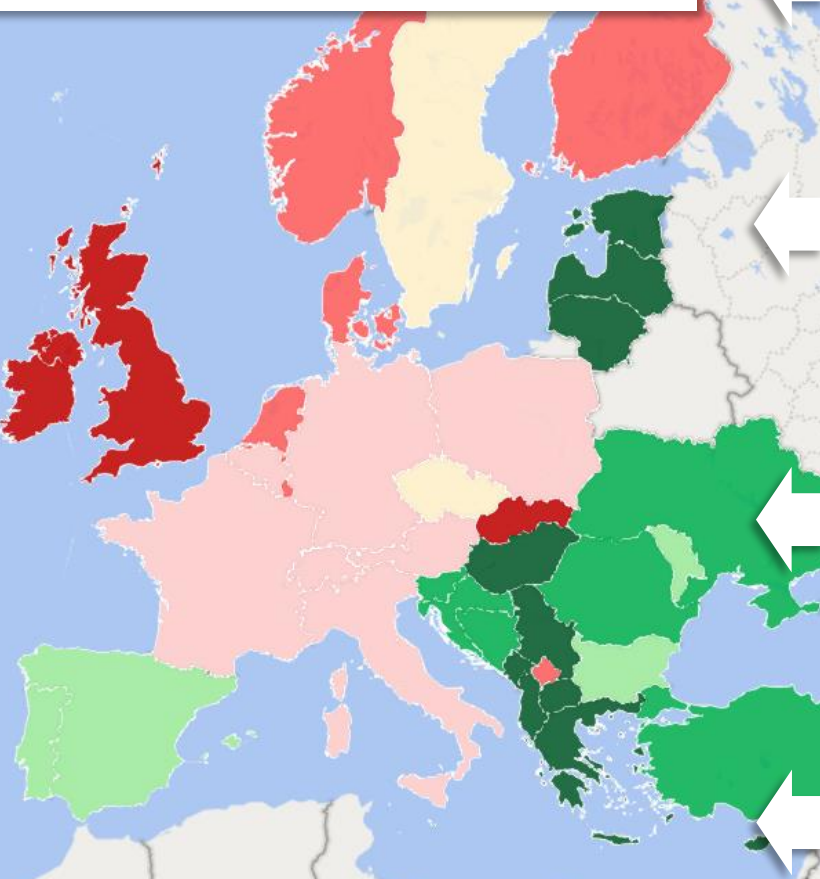
This map shows the **REAL STATE OF THE INDUSTRY**
(from a recovery perspective)

BUSINESS AVIATION MOVEMENTS JAN–JUL 21

132%	Albania	902	180%
-9%	Austria	20.888	29%
-10%	Belgium	12.896	30%
19%	Bosnia & Herzeg.	865	128%
12%	Bulgaria	3.009	76%
23%	Croatia	8.591	57%
61%	Cyprus	5.367	116%
-4%	Czech Republic	9.500	34%
-27%	Denmark	5.514	10%
42%	Estonia	1.666	63%
-22%	Finland	6.711	14%
-12%	France	123.266	33%
-11%	Germany	90.680	20%
34%	Greece	22.052	149%
47%	Hungary	6.299	92%
-28%	Iceland	1.445	22%
-36%	Ireland	4.825	11%
-8%	Italy	64.823	72%
-16%	Kosovo	308	31%
84%	Latvia	3.207	49%
40%	Lithuania	1.665	37%
-20%	Luxembourg	3.593	26%
59%	Macedonia	789	189%
36%	Malta	3.084	108%
13%	Moldova	359	62%
54%	Montenegro	2.728	103%
-23%	Netherlands	10.918	22%
-18%	Norway	21.147	3%
-7%	Poland	9.855	30%
8%	Portugal	9.313	61%
23%	Romania	6.609	92%
45%	Serbia	5.740	55%
-30%	Slovakia	3.164	18%
28%	Slovenia	2.305	64%
8%	Spain	58.067	67%
2%	Sweden	20.871	12%
-13%	Switzerland	46.186	17%
17%	Turkey	24.836	59%
29%	Ukraine	8.536	87%
-38%	United Kingdom	69.551	4%

Compared with January–July 2020 (« unnormal time »)

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



This report is made possible thanks to
EUROCONTROL and WINGX ADVANCE

TOP 10 ACTIVE AIRPORTS – July 2021

AVERAGE DAILY BUSINESS AVIATION DEPARTURES

RANK	ICAO CODE	NAME	MONTH CURRENT YEAR	MONTH GROWTH	YTD CURRENT YEAR	YTD GROWTH
1	LFMN	NICE	87,5	43,1%	37,7	53,4%
2	LFPB	PARIS LE BOURGET	79,3	47,5%	50,7	30,2%
3	LSGG	GENEVE COINTRIN	49,2	13,8%	33,3	20,2%
4	LEIB	IBIZA	47,7	37,1%	18,2	132,6%
5 	LIEO	OLBIA COSTA SMERALDA	45,9	43,1%	12,3	86,5%
6 	LEPA	PALMA DE MALLORCA	43,5	29,6%	22,8	114,9%
7 	LGAV	ATHINAI E. VENIZELOS	39,6	94,5%	17,3	98,7%
8 	LIML	MILANO LINATE	38,1	46,8%	23,2	72,5%
9	LSZH	ZURICH	38,1	19,3%	28,2	25,6%
10 	EGLF	FARNBOROUGH CIV	37,6	30,4%	22,5	6,8%

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

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

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

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

BUSINESS AVIATION MOVEMENTS JAN-JUL 21

-23%	LFPB	Paris Le Bourget	23.027	31%
-13%	LFMN	Nice Côte d'Azur	17.288	54%
-18%	LSGG	Geneva International	15.325	21%
-4%	LSZH	Zurich	12.824	26%
41%	LEPA	Palma de Mallorca	10.420	116%
-40%	EGLF	Farnborough	10.268	6%
-10%	LIML	Milano Linate	10.136	73%
31%	LEIB	Ibiza	8.328	132%
-3%	LOWW	Wien Schwechat	7.966	31%
-7%	LIRA	Roma Ciampino	7.960	69%
46%	LGAV	Athens International	7.831	105%
-21%	EGKB	London Biggin Hill	7.389	0%
-54%	EGGW	London Luton	7.381	-17%
38%	LEMG	Malaga Costa del Sol	7.295	70%
26%	LTBA	Istanbul Atatürk	7.235	46%
-17%	EDDM	München	7.183	16%
0%	EDDB	Berlin Schönefeld	7.032	35%
-14%	LEMD	Madrid Barajas	6.690	63%
-10%	LFMD	Cannes Mandelieu	6.549	42%
-2%	LKPR	Prague Vaclav Havel	5.965	30%
19%	LIEO	Olbia Costa Smeralda	5.770	94%
46%	LYBE	Belgrade Nikola Tesla	5.549	54%
-14%	LEBL	Barcelona	5.435	66%
-21%	EHAM	Amsterdam Schiphol	5.178	24%
3%	EDDH	Hamburg	5.058	24%
1%	EDDK	Köln Bonn	4.805	30%
-18%	EDDS	Stuttgart	4.706	31%
49%	LHBP	Budapest International	4.624	99%
-5%	EDDL	Dusseldorf	4.401	24%
63%	LCLK	Larnaka International	4.286	104%

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

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

This report is made possible thanks to
EUROCONTROL and WINGX ADVANCE

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

TRAFFIC GROWTH (compared with YTD 20)

Compared with JAN-JUL 19
« normal times »

BUSINESS AVIATION MOVEMENTS JAN-JUL 21 (BOTH DIRECTIONS)

LFPB	Paris Le Bourget	LSGG	Geneva International	1.513	-19%
LFMN	Nice Côte d'Azur	LFPB	Paris Le Bourget	1.254	-2%
ESND	Sveg	ESSA	Stockholm Arlanda	1.178	39K%
LIML	Milano Linate	LIRA	Roma Ciampino	1.012	12%
UUWW	Moscow Vnukovo	EVRA	Riga International	937	207%
LSGG	Geneva International	LFMN	Nice Côte d'Azur	816	-23%
LEPA	Palma de Mallorca	LEIB	Ibiza	807	87%
ESPA	Luleå Kallax	ESNU	Umeå	746	54%
LCLK	Larnaka International	LLBG	Tel Aviv International	722	165%
LTBA	Istanbul Atatürk	LTAC	Ankara Esenboğa	707	9%
LTFE	Mugla Milas Bodrum	LTBA	Istanbul Atatürk	684	68%
LEMD	Madrid Barajas	LEBL	Barcelona	662	8%
ENTC	Tromsø Langnes	ENAT	Alta	639	4%
EGLF	Farnborough	LFMN	Nice Côte d'Azur	578	-34%
EGLF	Farnborough	LFPB	Paris Le Bourget	560	-44%
LFPB	Paris Le Bourget	LFMD	Cannes Mandelieu	556	7%
LFPB	Paris Le Bourget	LFTH	Toulon-Le Palyvestre	554	31%
ESUP	Pajala	ESPA	Luleå Kallax	545	6%
LFMN	Nice Côte d'Azur	UUWW	Moscow Vnukovo	531	-47%
LIML	Milano Linate	LIEO	Olbia Costa Smeralda	529	49%
UUWW	Moscow Vnukovo	LCLK	Larnaka International	507	55%
ENEV	Harstad Narvik	ENTC	Tromsø Langnes	504	-3%
LFEC	Ouessant	LFRB	Brest Bretagne	490	-16%
LFPB	Paris Le Bourget	LFBD	Bordeaux Merignac	482	20%
LGMK	Mikonos	LGAV	Athens International	473	-10%
LFLY	Lyon Bron	LFPB	Paris Le Bourget	448	-4%
ENVA	Trondheim Vaernes AB	ENAL	Vigra Ålesund	443	3%
LFMN	Nice Côte d'Azur	LSZH	Zurich	442	9%
LFPB	Paris Le Bourget	LIML	Milano Linate	441	-28%
UUWW	Moscow Vnukovo	LSGG	Geneva International	439	23%

TOP 10 FLOWS- July 2021

AVERAGE DAILY BUSINESS AVIATION FLIGHTS

ORIGIN	DESTINATION	MONTH CURRENT YEAR	MONTH GROWTH	YTD CURRENT YEAR	YTD GROWTH
FRANCE	FRANCE	220,2	14,7%	159,3	34,7%
GERMANY	GERMANY	134,0	14,3%	109,5	16,2%
UK	UK	125,4	59,2%	79,3	25,2%
ITALY	ITALY	121,9	37,9%	65,8	53,9%
SPAIN-CONTINENTAL	SPAIN-CONTINENTAL	83,2	22,4%	48,4	69,1%
TURKEY	TURKEY	49,5	5,9%	32,7	39,9%
NORWAY	NORWAY	46,7	-3,9%	45,0	5,7%
GREECE	GREECE	41,9	102,2%	14,2	123,0%
ITALY	FRANCE	41,8	69,3%	16,9	81,7%
FRANCE	ITALY	41,3	58,8%	16,4	78,7%

TRAFFIC PER STATE – July 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	2.756,7	2.132,4	624,4	29,3%	1.771,9	1.320,7	451,3	34,2%
ECAC	2.738,6	2.126,4	612,2	28,8%	1.756,5	1.314,1	442,4	33,7%
ESRA08	2.710,6	2.101,5	609,1	29,0%	1.725,1	1.296,8	428,3	33,0%
ESRA02	2.688,5	2.070,8	617,7	29,8%	1.703,4	1.281,5	422,0	32,9%
SES-RP2	2.640,3	2.036,2	604,1	29,7%	1.677,3	1.267,0	410,3	32,4%
SES-RP3	2.534,3	1.967,0	567,3	28,8%	1.610,4	1.212,8	397,6	32,8%
EU27	2.480,4	1.913,9	566,5	29,6%	1.559,1	1.165,2	393,9	33,8%
FABEC	1.662,3	1.339,3	323,0	24,1%	1.053,3	832,2	221,0	26,6%
France	1.127,2	885,9	241,3	27,2%	654,7	488,2	166,5	34,1%
BLUE MED FAB	1.007,9	666,3	341,6	51,3%	492,3	292,0	200,2	68,6%
Italy	798,8	549,0	249,9	45,5%	388,4	237,6	150,9	63,5%
Germany	640,1	539,3	100,8	18,7%	458,6	382,6	76,0	19,9%
FAB CE	567,7	428,9	138,8	32,4%	340,0	243,8	96,3	39,5%
Switzerland	466,7	372,5	94,3	25,3%	302,6	236,3	66,3	28,0%
UK-Ireland FAB	442,1	348,6	93,4	26,8%	263,1	259,5	3,5	1,4%
UK	435,0	344,4	90,5	26,3%	258,5	255,3	3,2	1,3%
South West FAB	426,0	320,0	106,0	33,1%	251,8	155,7	96,2	61,8%
Spain	419,7	315,9	103,8	32,9%	246,6	152,3	94,3	61,9%
Spain-Continental	413,2	308,8	104,3	33,8%	240,4	146,0	94,4	64,7%
Austria	341,6	273,1	68,5	25,1%	210,9	157,7	53,1	33,7%
Belgium/Luxembourg	216,9	187,4	29,5	15,8%	147,7	124,5	23,3	18,7%

TRAFFIC PER STATE – July 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
Greece	301,9	153,6	148,3	96,6%	126,3	66,4	59,9	90,1%
Croatia	227,4	148,2	79,2	53,4%	104,5	64,8	39,7	61,3%
Turkey	186,1	142,8	43,4	30,4%	127,3	77,0	50,2	65,2%
Czech Republic	142,0	121,9	20,0	16,4%	99,3	77,7	21,6	27,8%
Baltic FAB	151,8	121,5	30,3	24,9%	108,9	83,6	25,2	30,2%
NEFAB	169,7	120,7	49,0	40,6%	123,6	102,1	21,5	21,0%
Netherlands	135,8	118,5	17,4	14,7%	94,6	88,8	5,7	6,4%
Serbia/Montenegro	171,7	113,4	58,3	51,5%	94,3	57,5	36,8	64,1%
Poland	140,1	109,1	31,0	28,4%	97,0	74,2	22,7	30,6%
DK-SE FAB	125,6	97,1	28,5	29,4%	101,2	93,4	7,8	8,4%
Hungary	121,6	89,6	32,0	35,7%	79,7	50,4	29,3	58,2%
Danube FAB	123,2	85,5	37,6	44,0%	89,8	52,9	36,9	69,7%
Slovenia	119,2	83,9	35,3	42,0%	63,1	42,5	20,6	48,5%
Sweden	92,4	71,3	21,1	29,6%	80,4	73,2	7,2	9,8%
Norway	67,7	66,2	1,5	2,3%	59,1	59,1	0,0	0,0%
Bosnia and Herzegovina	98,1	63,7	34,4	53,9%	50,4	30,2	20,2	66,9%
Romania	80,9	62,0	18,8	30,4%	62,3	36,9	25,4	69,0%
Bulgaria	89,3	59,6	29,7	49,9%	61,3	36,4	24,9	68,6%
Slovakia	83,5	57,6	25,9	45,0%	48,9	36,0	12,9	35,8%
Belarus	26,2	55,0	-28,8	-52,4%	38,3	38,2	0,1	0,3%
Ukraine	59,4	52,8	6,5	12,3%	49,5	28,5	21,1	74,1%

TRAFFIC PER STATE – July 2021

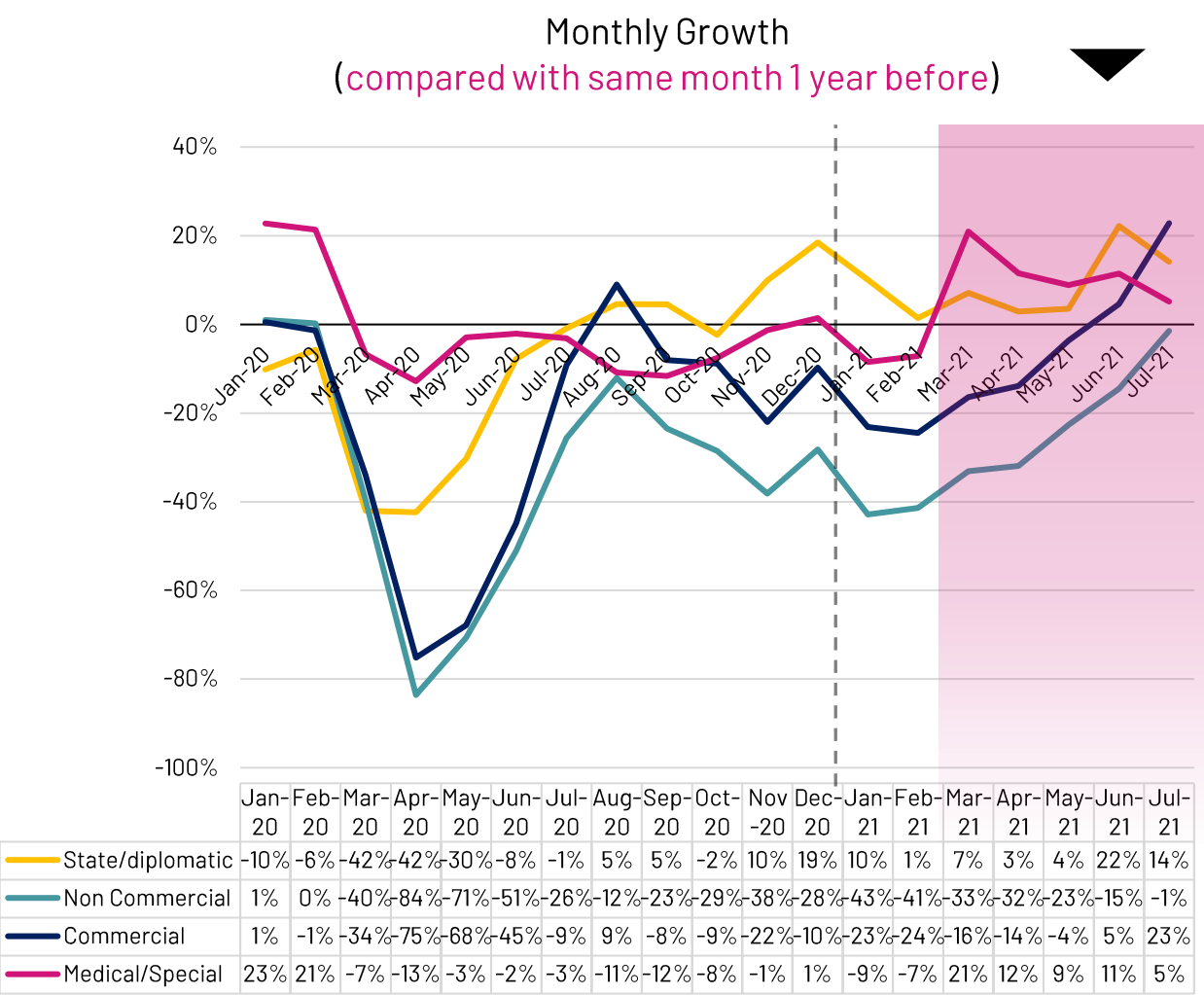
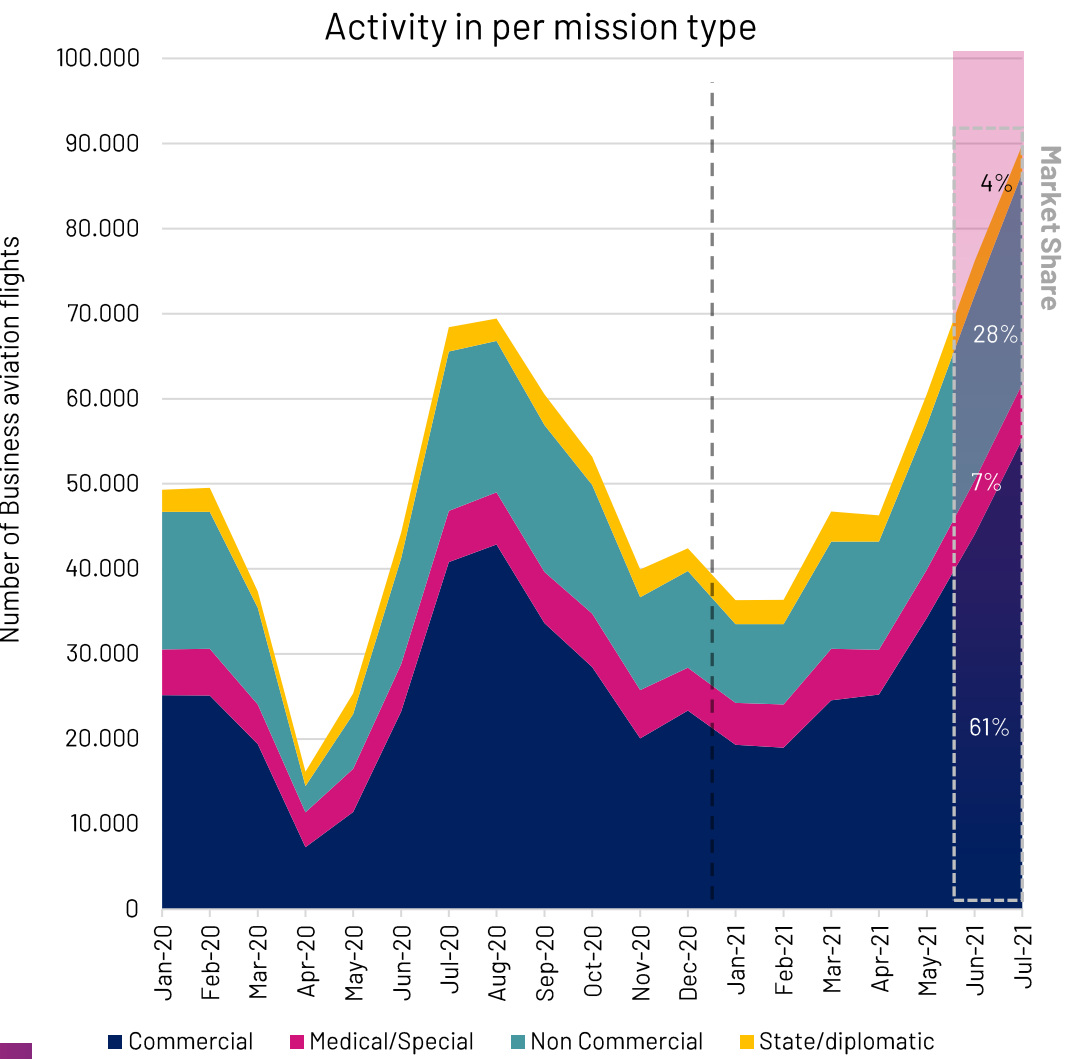
AVERAGE DAILY BUSINESS AVIATION FLIGHTS – PART 3

STATE	MONTH CURRENT YEAR	MONTH PREVIOUS YEAR	MONTH CHANGE	MONTH GROWTH	YTD CURRENT YEAR	YTD PREVIOUS YEAR	YTD CHANGE	YTD GROWTH
Denmark	64,5	47,2	17,3	36,7%	44,0	41,7	2,4	5,7%
Cyprus	72,8	46,5	26,3	56,5%	52,7	30,4	22,3	73,3%
Lisbon FIR	58,6	42,8	15,8	36,9%	42,0	28,8	13,2	45,9%
Ireland	69,1	41,2	27,9	67,7%	43,8	41,3	2,4	5,9%
Latvia	80,3	39,0	41,3	106,0%	40,7	21,8	18,9	86,5%
Lithuania	78,0	37,4	40,6	108,5%	40,7	25,3	15,4	60,9%
Albania	60,9	36,7	24,2	65,8%	28,9	16,0	13,0	81,1%
North Macedonia	60,8	33,9	26,9	79,4%	28,0	14,8	13,2	88,9%
Malta	27,5	22,4	5,2	23,1%	21,7	12,9	8,9	68,8%
Finland	26,0	21,9	4,2	19,0%	27,6	26,2	1,4	5,4%
Egypt	36,0	20,8	15,2	73,1%	27,9	22,5	5,4	24,2%
Morocco	32,0	18,5	13,5	73,4%	27,7	24,8	2,9	11,9%
Israel	34,3	17,0	17,3	101,3%	27,9	13,6	14,3	105,6%
Estonia	23,6	15,5	8,0	51,7%	18,6	12,6	6,0	47,2%
Spain-Canaries	13,9	12,7	1,2	9,6%	12,3	14,1	-1,8	-13,1%
Iceland	20,3	12,5	7,8	63,0%	12,0	10,9	1,1	10,5%
Georgia	16,2	11,7	4,5	38,4%	10,9	7,4	3,5	48,1%
Moldova	12,7	10,2	2,5	24,0%	8,5	4,6	3,9	85,6%
Santa Maria FIR	17,8	9,7	8,1	83,1%	14,7	10,7	4,1	38,1%
Azerbaijan	9,6	9,5	0,2	2,0%	16,3	8,3	8,0	95,9%
Tunisia	10,1	9,4	0,7	7,9%	9,0	7,1	1,8	25,4%
Libya	6,6	6,8	-0,2	-2,9%	5,0	3,9	1,1	28,2%
Armenia	5,9	3,4	2,5	75,2%	4,4	4,0	0,4	9,8%

BUSINESS AVIATION MISSIONS – July 2021

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

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

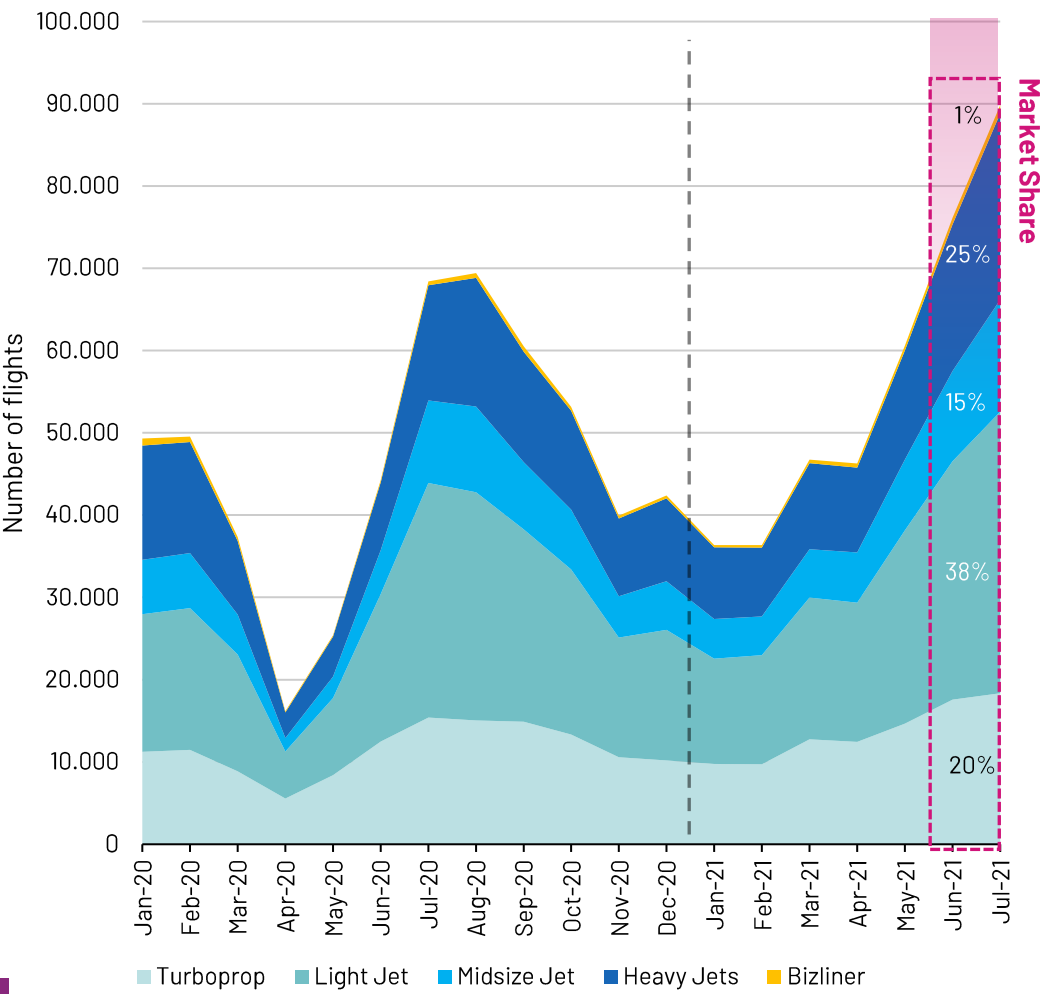


BUSINESS AVIATION AIRPLANES – July 2021

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

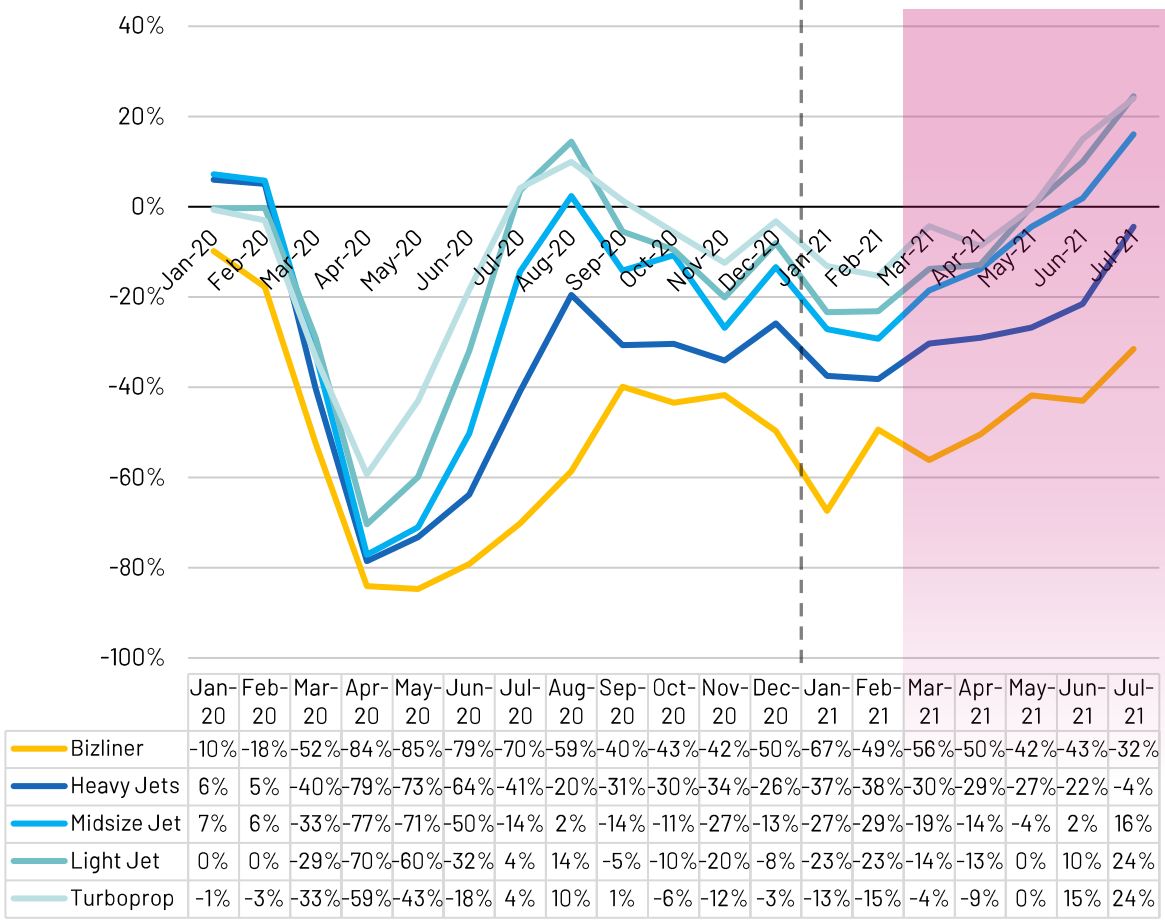
Given the specificity of Mar-Jul 2020 (that cannot be considered as « normal »), Mar-Jul 2021 has been compared with Mar-Jul 2019 instead

Activity per aircraft segment



Monthly Growth

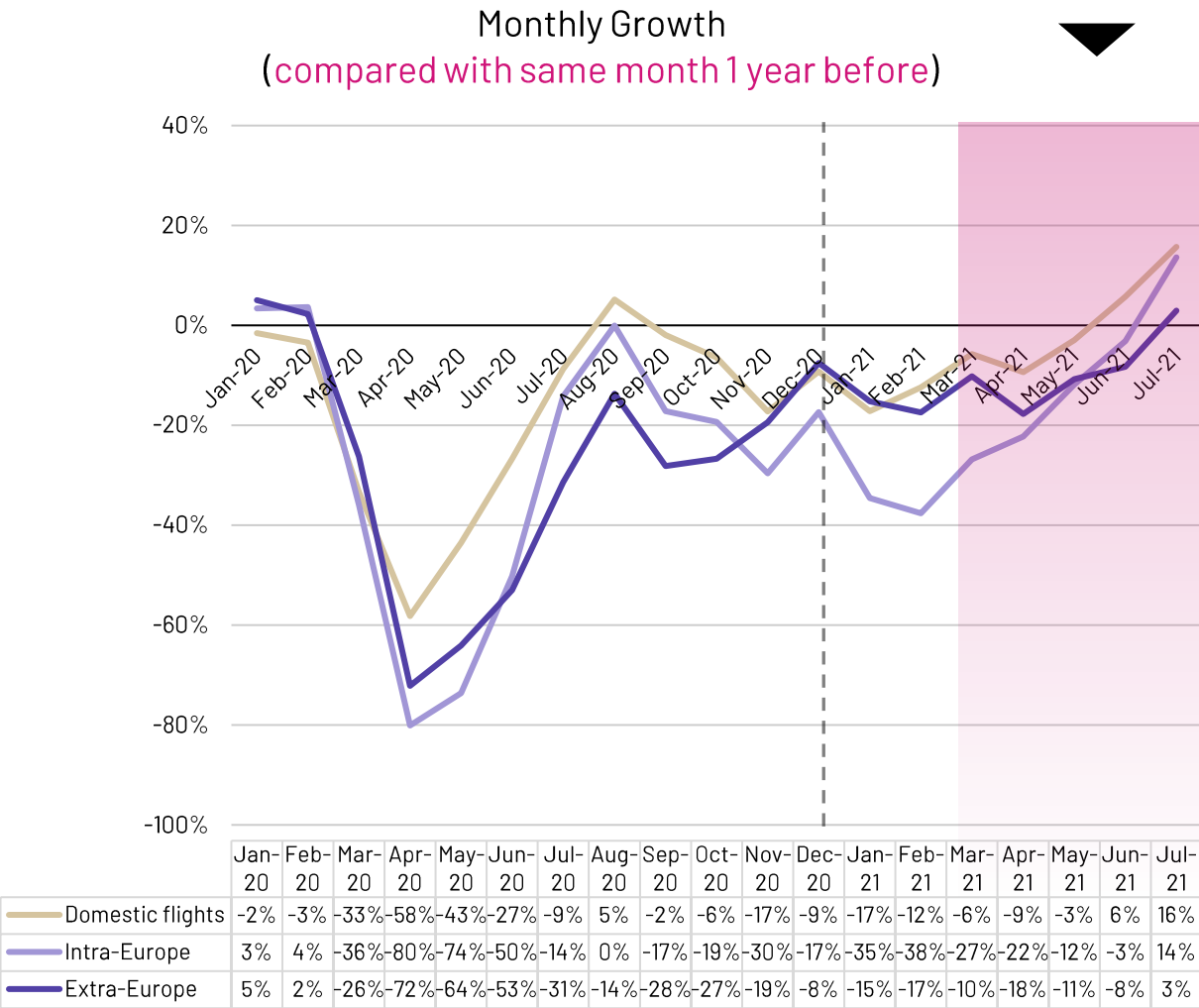
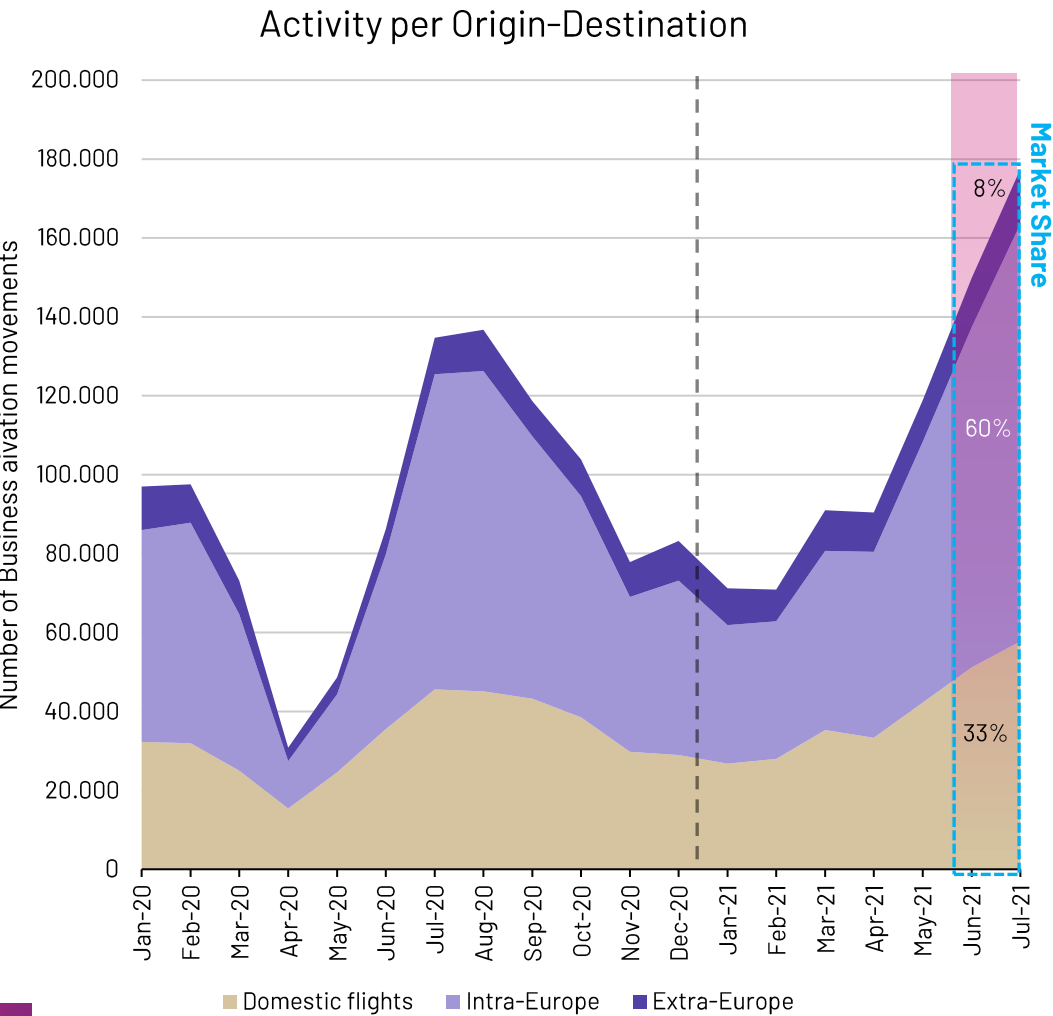
(compared with same month 1 year before)



BUSINESS AVIATION ORIGINS & DESTINATIONS- July 2021

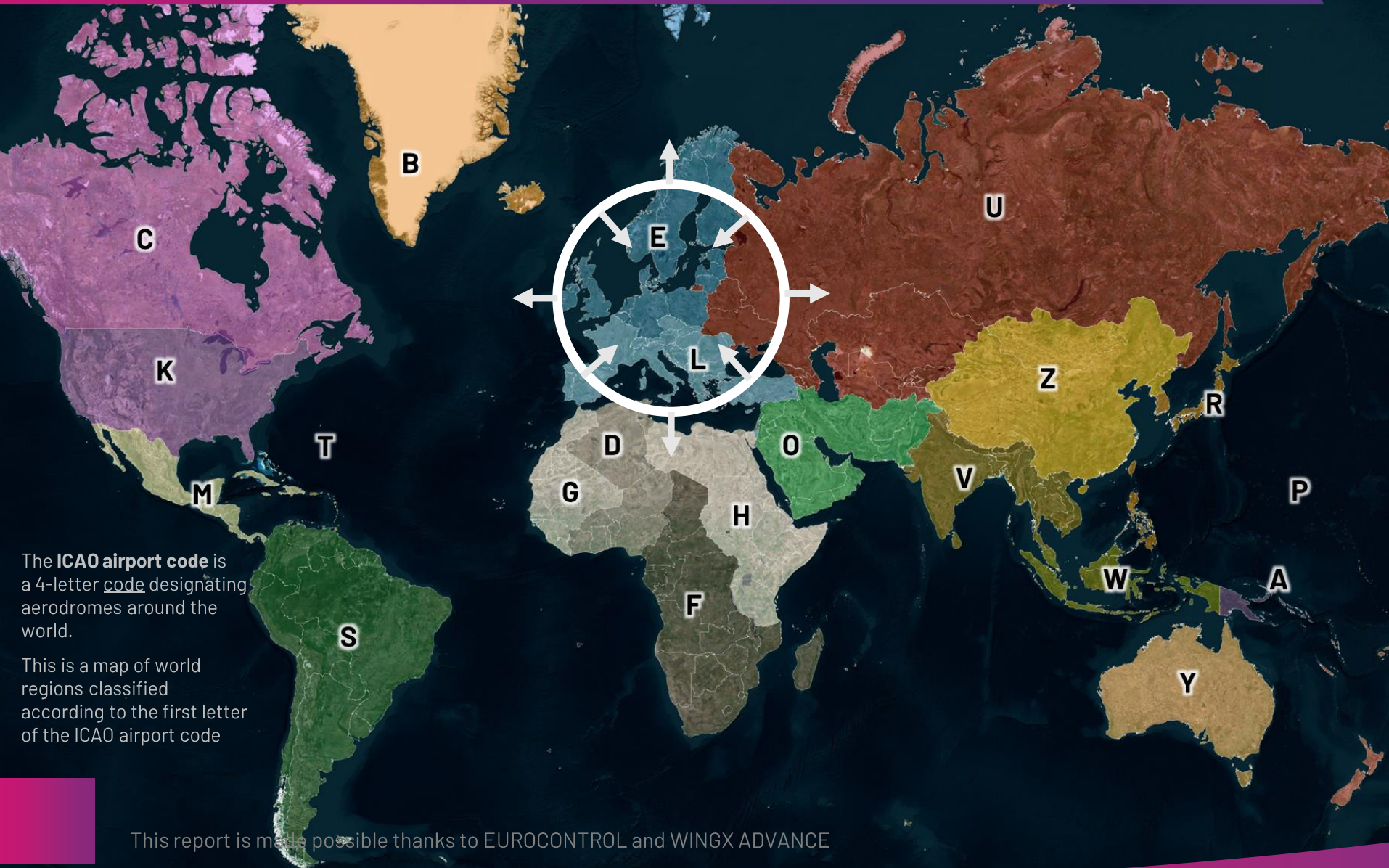
2020 MONTHLY TRAFFIC & MONTHLY GROWTH (compared with 1 year ago)

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



EUROPEAN BUSINESS AVIATION INTERCONTINENTAL CONNECTIONS – July 2021

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



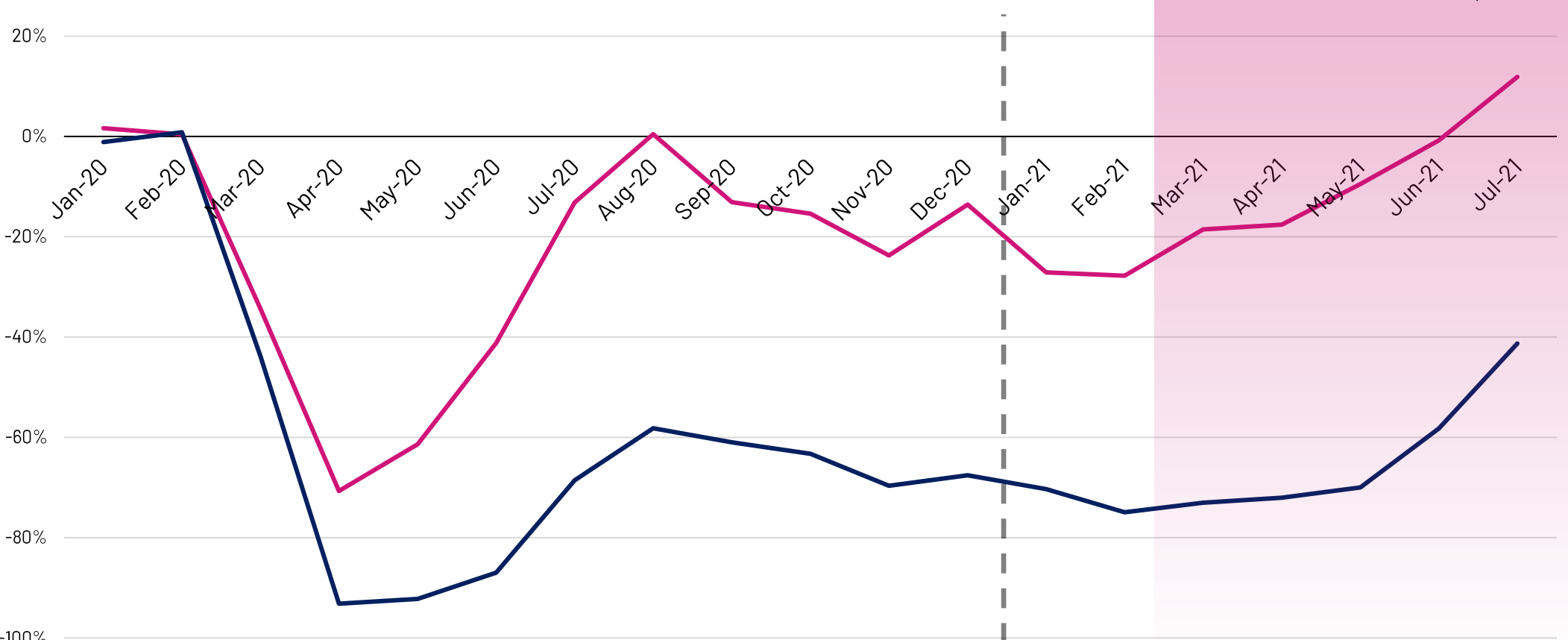
Compared with JAN–JUN 19 («normal times»)		
↓		
Flights JAN–JUN 21 (both directions)		
B	Greenland, Iceland	1.821 -26%
C	Canada	885 -55%
D	Eastern parts of West Africa and Maghreb	3.053 +11%
F	Central and Southern Africa, and the Indian Ocean	975 -9%
G	Western parts of West Africa and Maghreb	10.033 -16%
H	East Africa and Northeast Africa	4.056 +17%
K	United States	6.303 -48%
M	Central America, Mexico and Caribbean	850 +45%
O	Pakistan, Afghanistan and Middle East	11.074 0%
R	North Western Pacific	65 -80%
S	South America	313 -47%
T	Eastern and southern parts of the Caribbean	772 +22%
U	Russia and post-Soviet states	33.035 +5%
V	South Asia	1.225 -12%
W	Maritime Southeast Asia	44 -61%
Z	Mainland East Asia	39 -93%

BUSINESS AVIATION VS. AIRLINES

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

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

Airlines:
Legacy Carriers,
Low Cost Airlines,
Charter Airlines

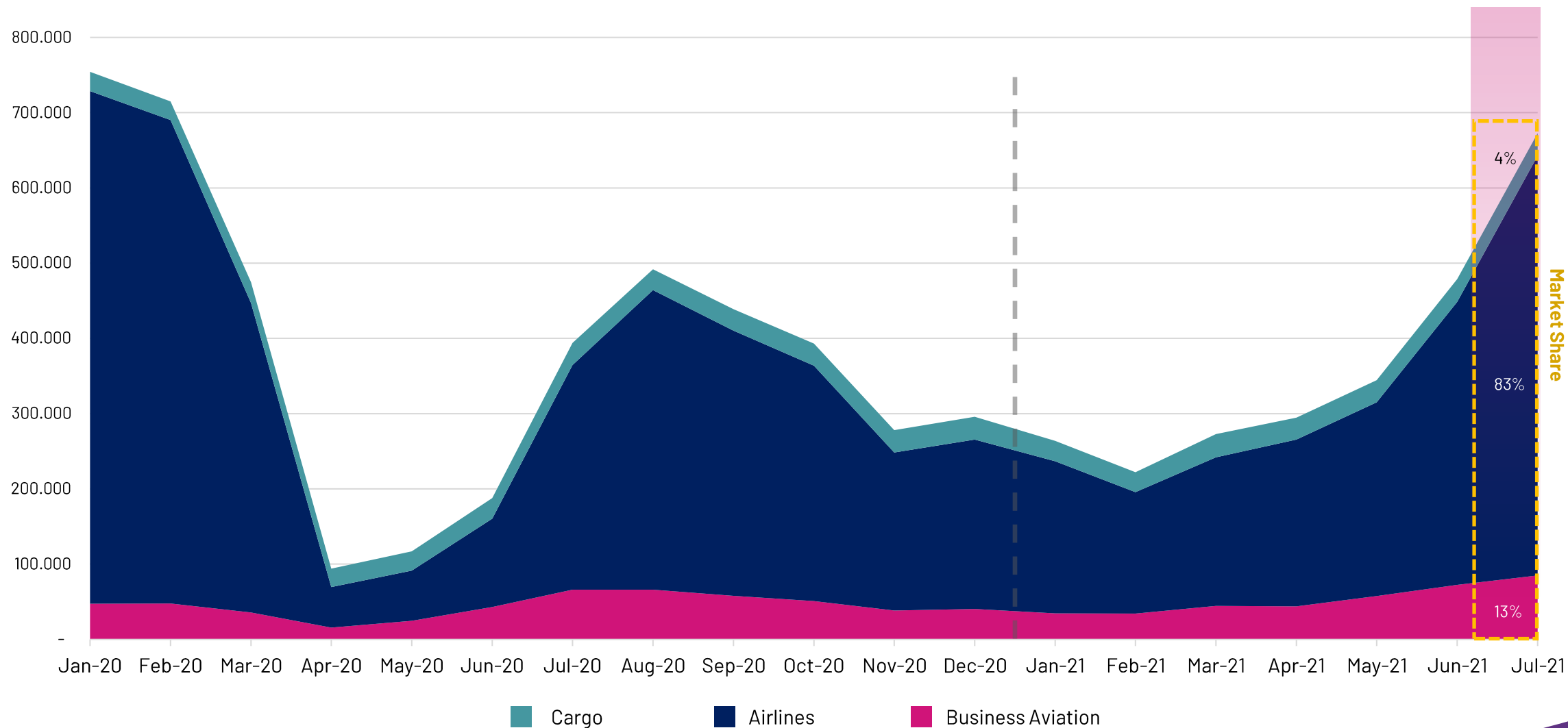


	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
BizAv Growth	2%	0%	-34%	-71%	-61%	-41%	-13%	0%	-13%	-15%	-24%	-14%	-27%	-28%	-19%	-18%	-10%	-1%	12%
Airlines Growth	-1%	1%	-44%	-93%	-92%	-87%	-69%	-58%	-61%	-63%	-70%	-68%	-70%	-75%	-73%	-72%	-70%	-58%	-41%

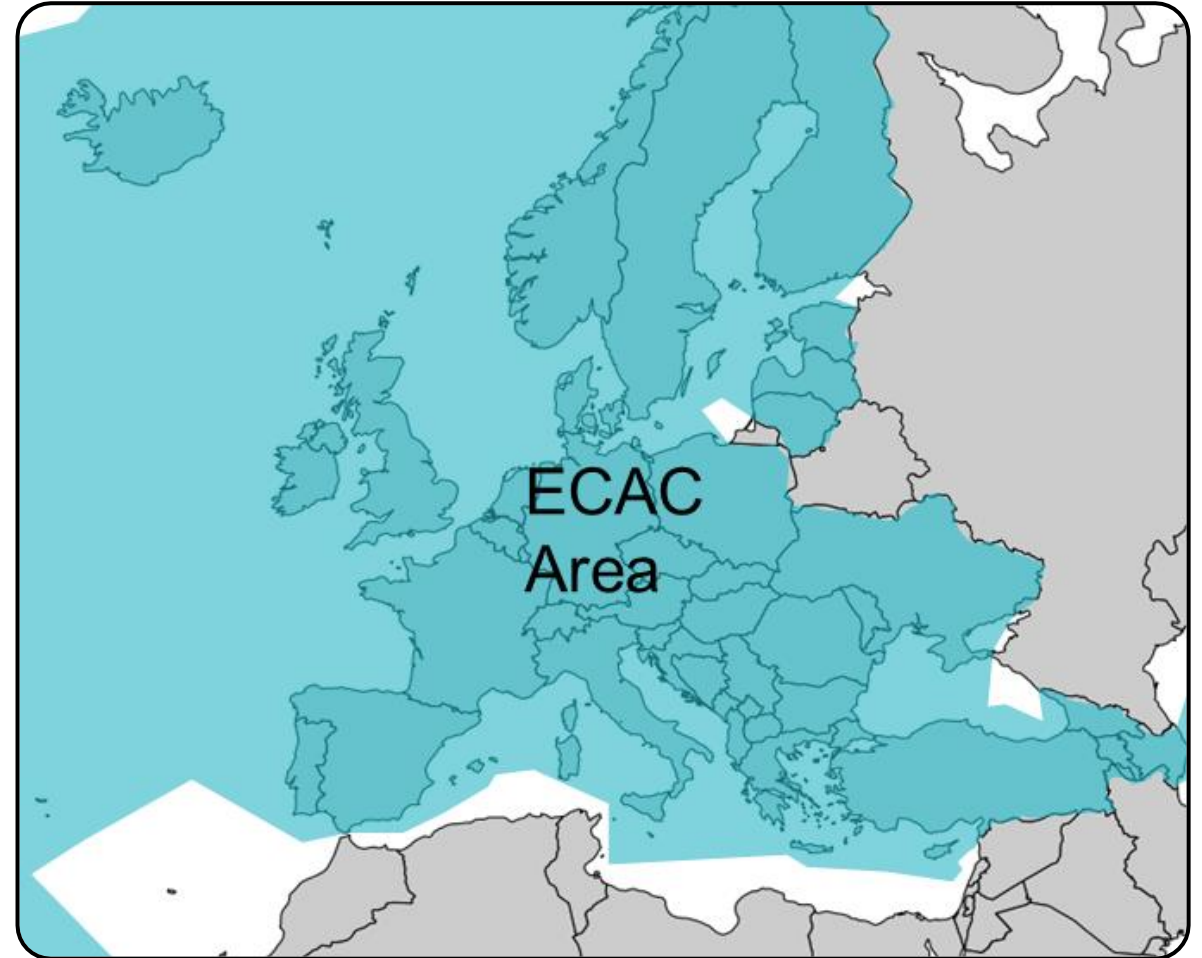
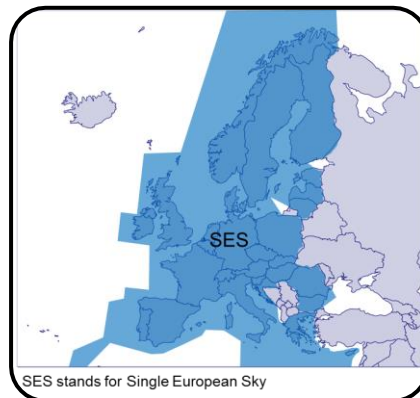
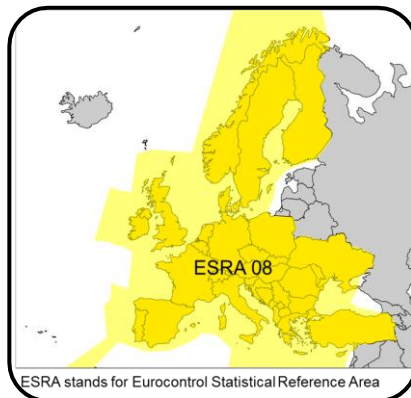
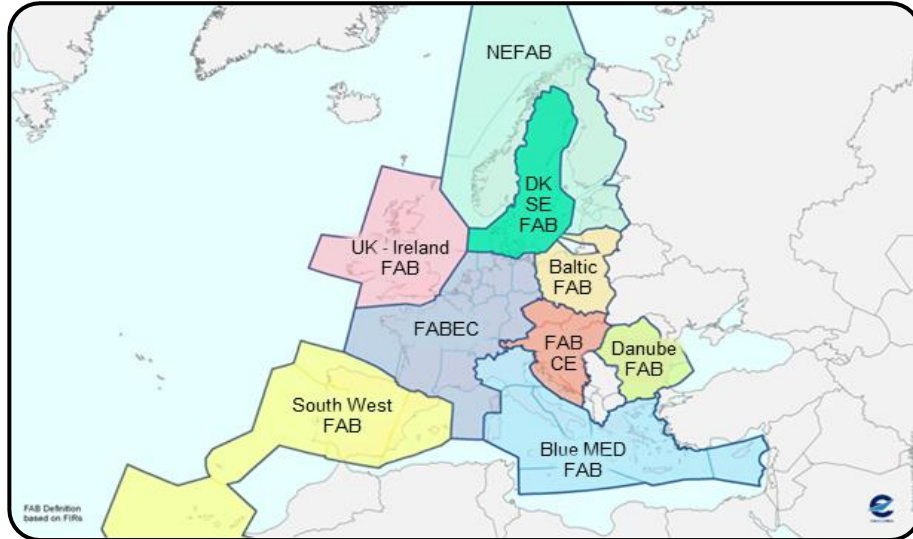
BizAv Growth Airlines Growth

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	

DISCLAIMER

This report is provided by EBAA for information purposes only and no representation, warranties or other assurances, express or implied, are given as to the quality, accuracy, or completeness of the information contained in, or provided in connection with the report.

Recipients of this report must determine for themselves whether any matters referred to are suitable for their purposes. Neither EBAA nor any of their affiliates, agents, partners, representatives, consultants or any other company, firm or organisation involved in producing this report, nor any of their successors or assign or any employees, officer or director of any of them shall have any liability with respect to the use or reliance on the report by any person, irrespective of any negligence, omission or default, on the part of the foregoing persons.

Any reproduction or publication of this report, in whole or in part, is strictly forbidden without the written consent of EBAA. Please write to communications@ebaa.org for questions related to the use of this report.



For more information, please contact:

Square de Meeûs 37
BE - 1000 Brussels - Belgium

Phone: +32 2 318 28 00
Fax: +32 2 318 28 01

Follow us



@EUROPEANBUSINESSAVIATIONASSOCIATION



@EBAAORG



EUROPEAN BUSINESS AVIATION ASSOCIATION



@EUROPEAN_BUSINESS_AVIATION

www.ebaa.org

