



# Business Aviation in Europe 2009

**EUROCONTROL Trends in Air Traffic  
Volume 6**



# FOREWORD

EUROCONTROL has a unique archive of flight plans filed in Europe, some 10 million flights per year. For some years, the Agency has published occasional, in-depth analyses of different aspects of air transport in Europe, drawing on the trends it finds in this archive: the *Trends in Air Traffic* series. The aim of these reports is to help stakeholders, and ourselves, to understand better the traffic trends that we see.

Increasingly, we are also making traffic statistics available on the web through the STATFOR interactive dashboard<sup>1</sup>, but that has not taken away the value in having reference documents presenting the key figures.

*Trends 4*<sup>2</sup> discussed business aviation up to 2007 at some length. This issue of *Trends* is a trial of a new style for the series, more like a statistical digest than the detailed analysis presented in previous issues: it aims to bring key graphs and tables together in a convenient reference document, with a higher proportion of numbers and less discussion; much of the discussion in *Trends 4* is still valid. We will still bring out detailed reports - 'regional airports' and 'planning for delay' are in the pipeline – but we hope you will find this new style a useful, occasional complement to on-line statistics and detailed studies.

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1 See [www.eurocontrol.int/statfor/sid](http://www.eurocontrol.int/statfor/sid)

2 *More to the Point: Business Aviation in Europe in 2007*, EUROCONTROL *Trends in Air Traffic* Volume 4, May 2008.



# SUMMARY

From 2001 to 2007, business aviation expanded rapidly, contributing significantly to the total growth of flights in Europe. Then the economic downturn hit this market segment early and hard; the 14% decline in flights in 2009 was the largest of the main market segments (section 1 and 2). This report captures the main trends for flights of European business aviation in 2009.

Of the six main States, the downturn in business aviation affected the UK and Spain most strongly (section 3). This was enough for Germany to move into second place, in terms of numbers of flights generated, ahead of the UK but still some way behind the largest source, France.

It has been clear from previous issues of *Trends* that business aviation specialises in flying from smaller airports. It flies a very large number of routes, three times the number of scheduled links, and predominantly city-pairs where there is no daily scheduled service. The cut-backs in traffic have increased this effect further (sections 4 and 5): the proportion of business aviation flights on city pairs without daily scheduled flights rose from 62% in 2007 to 66% in 2009.

There has been little change in the hourly pattern of traffic, or in the pattern of distances (sections 6 and 7) although routes to and from Moscow are more evident in the top 500 than they were (Figure 1).

Business aviation continues to be about small fleets, flying rarely (sections 8 and 9). Some 3,200 operators or handling agents filed flight plans in 2009, but 1,900 of these had only one aircraft that flew in Europe. The very-light jets are now flying and the number of flights is growing (section 10), though for well-rehearsed reasons not growing as quickly as many, including ourselves, expected.

In the medium-term, the forecast is for growth slower than that seen in the 2004-2007 period, but still faster than the growth of the bulk of flights (section 12). As a result, the market share of business aviation should recover from the 6.9% of flights in 2009, passing 8% around 2015.



**Figure 1 - The top 500 business aviation routes carry 27% of the flights (38% for scheduled flights)**

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# 1. WHY BUSINESS AVIATION?

There is no 'best' definition for business aviation. It definitely includes some commercial 'for hire' or fractional operations, flying of corporate-owned jets, and owner-operated flying for business purposes. It could also be argued to include business-class-only scheduled flights, and transportation of State and military personnel. Four years ago, we adopted for statistical purposes a simplified definition: all flights by certain types of aircraft (the current list is in annex A).

This simple definition has proven effective in allowing us to monitor what for some years was the market segment adding the second-largest number of flights in Europe, after the low-cost carriers (Figure 2). As a definition it is not perfect: a few training and military flights are probably caught up in the totals (for example see section 11). However, for overall trends the definition seems to function robustly, as the growing use of these statistics attests.

In spite of the recent downturn, which hit business aviation hardest (section 2) and has much reduced immediate expectations for the very-light jets (section 10), business aviation remains a significant segment of overall traffic, flying a very different network from scheduled traffic (section 5) but still competing for airspace and capable of producing large peaks in traffic (section 6) that contribute to delays. Even after the rapid downturn of 2009, it is back in growth in recent months (Figure 2). This is a market segment that still needs to be monitored.



Figure 2 - Monthly growth of largest market segments

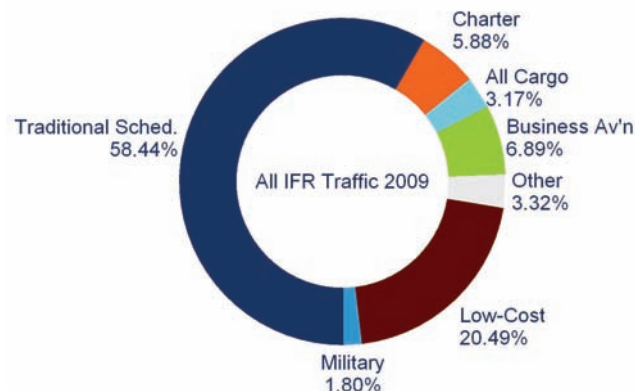


Figure 3 - Market shares of flights of the main market segments

## 2. ANNUAL GROWTH

The rapid expansion of business aviation that began in 2002 came to an end in 2007 (Figure 4). The sharp 14% contraction in 2009 has brought flights<sup>3</sup> back to around 2005 levels. The jet and turboprop sections of business aviation both contracted by around 14%, with the small piston section not declining by quite as much (Figure 5; more on aircraft types in section 9).

This 14% contraction in 2009 was the largest percentage decline of the major market segments in Europe: all-cargo and charter came close with declines of 13%. As a result, the market share of business aviation has fallen back from its peak of 7.7% of flights in 2007 to 6.9% in 2009. In fact, business aviation began to contract sooner than the rest of the industry, which managed a little growth in 2008 (Figure 5).

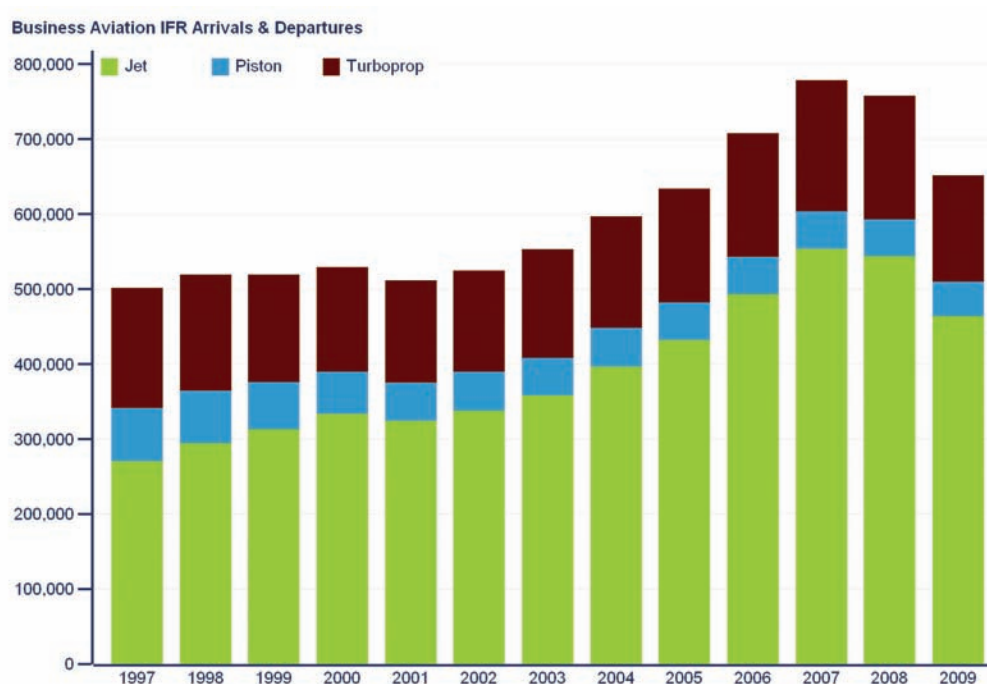


Figure 4 - Annual business aviation flights in Europe<sup>4</sup>

Movements in Europe	Business								Other	
	All		Jet		Piston		Turboprop		All	
	Movements ('000s)	Growth (%)	Movements ('000s)	Growth (%)	Movements ('000s)	Growth (%)	Movements ('000s)	Growth (%)	Movements ('000s)	Growth (%)
2006	708	11.7%	493	14.1%	50	0.3%	165	8.9%	8,852	4.0%
2007	779	10.0%	554	12.3%	50	0.1%	174	6.0%	9,264	4.7%
2008	758	-2.6%	544	-1.8%	49	-2.6%	165	-5.2%	9,325	0.7%
2009	652	-14.0%	464	-14.7%	46	-5.3%	142	-14.3%	8,761	-6.0%

Figure 5 - The decline in business aviation began earlier than for other traffic, in 2008

3 Strictly, 'flights' means 'instrument flight rules' (IFR) flights.

4 "Europe" here means ESRA08. See [www.eurocontrol.int/statfor/faq](http://www.eurocontrol.int/statfor/faq) for the definition. This is a slightly larger region than in previous reports. For this graph and table, overflights of Europe are not included.



### 3. THE MAIN EUROPEAN STATES

Business aviation remains concentrated in six European States, which between them account for two-thirds of business aviation movements at airports (called 'local' in Figure 6, i.e. excluding overflights). Since 2007, both the UK and Spain have lost a small amount of market share (0.6 to 0.8 percentage points). In the UK's case, this was enough to move it into third place behind Germany as a source of business flights, with France remaining clearly in first place on 16.9% of traffic at airports.

More details per State are provided in Annex B, which shows that Italy declined least quickly in 2009 of the largest six, at -11%. If the Euro08 championships boosted business aviation in Austria and Switzerland for a while, then this effect was not large enough to maintain traffic at the annual level, which fell by 22% and 12% respectively (excluding overflights).

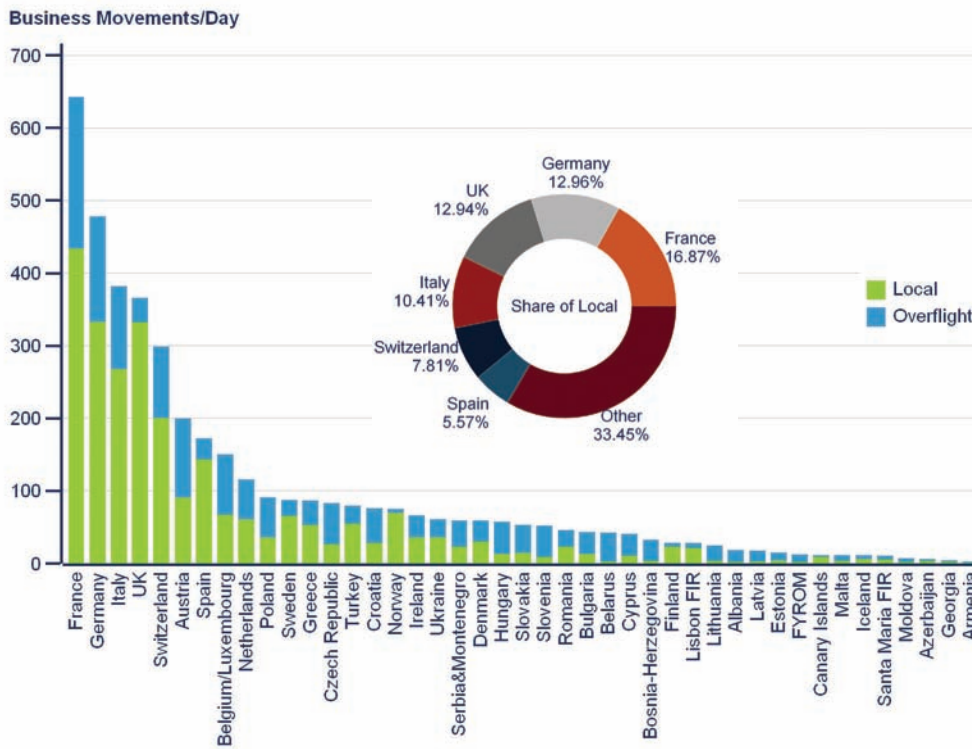


Figure 6 - Business aviation in the States<sup>5</sup> of Europe

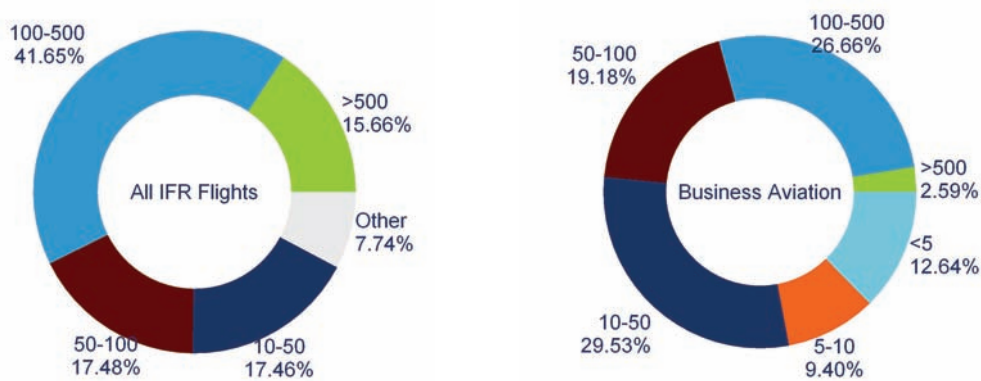
<sup>5</sup> For statistical purposes, statistics are combined for Belgium & Luxembourg and Serbia & Montenegro, and Spain and Portugal are split into two zones.

## 4. BUSINESS AVIATION USES SMALL AIRPORTS

In 2009, only 29% of business aviation departures were from busy airports with 100 or more departures per day. For all traffic as a whole, this statistic is much larger: 57% from busy airports (Figure 7). So business aviation is clearly concentrated at small airports. In fact 51% of flights depart airports with fewer than 50 flights/day on average.

In 2007, 32% of business departures were from large airports, up from 30% in 2005. So the 2007 figure was a peak from which it has fallen back. Section 5 brings additional evidence of business aviation contracting away from city pairs with scheduled connections. That is clearly linked to the evidence here that, as traffic has fallen back, business aviation has become more focused on its niche of making the connections that are not otherwise available.

Details of traffic at the main airports are in annexes C and D.



**Figure 7 - Airports grouped by their daily movements (eg 100-500 per day) and their share of flights. So, half of business aviation departures are from airports with fewer than 50 departures/day.**

# 5. INCREASINGLY WHERE SCHEDULED IS NOT

European business aviation flew 103,000 airport pairs in 2009, compared to 32,000 for scheduled traffic. Most of those business airport pairs are flown very rarely, less than once per week (Figure 8). Figure 1 (page iii) shows the main routes for business aviation in Europe. These 500 routes carried just 27% of the flights; scheduled traffic is more concentrated, with 38% of the flights on the top 500 routes. One noticeable change in the map since 2007 is the increasing number of routes to and from Moscow.

The recent reductions in business flights have hit the high-frequency airport pairs quite strongly. This shows in Figure 8, where the numbers of airport pairs served 6 or more times per week have declined since last reported for 2007. It also shows in Figure 9 which looks at city pairs. In 2006 and 2007, 62% of business aviation flights were on city pairs<sup>6</sup> that had no daily, scheduled connection. This number had fallen slightly from 63% in 2005 as business aviation expanded. With the downturn in business traffic, the trend reversed, climbing rapidly to 64% in 2008, and then 66% as shown here in 2009. The recession is clearly showing a growing focus on city-pairs that are not served by scheduled flights.

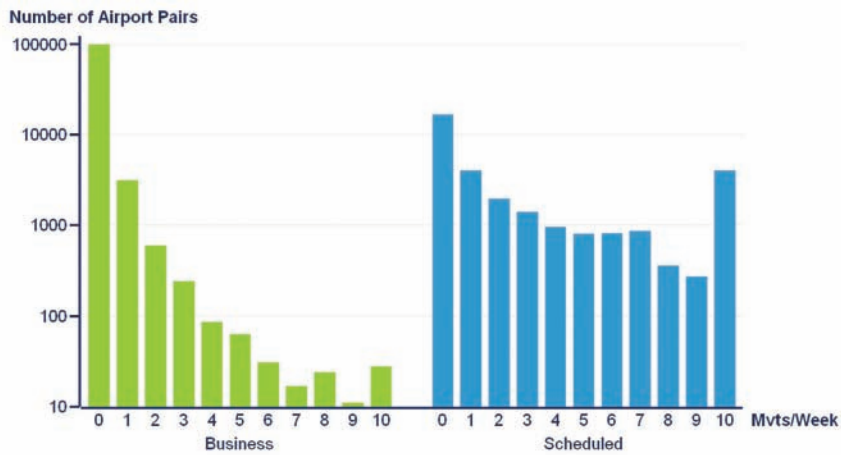


Figure 8 - Business and scheduled flights, by frequency of service on an airport pair

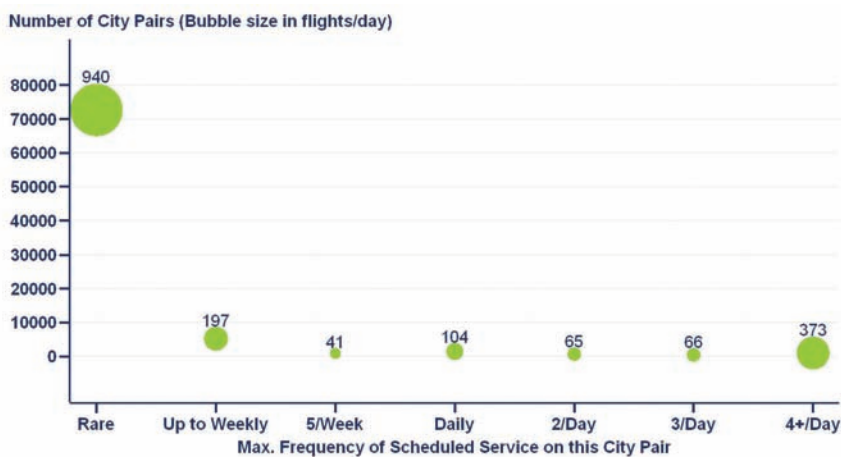


Figure 9 - Business aviation is concentrated on city pairs not served by scheduled operators

6 Due to improvements in the links between cities and airports in our data, the numbers here are not directly comparable with those in Trends 4.

## 6. A SHORT WORKING DAY

The rapid decline, then recovery during 2009 distorted the usual seasonal, month-to-month pattern of traffic, so it is not reported in detail here. The peak for business aviation is normally June with about 50% more flights than during the Winter months.

Figure 10 shows the hourly pattern of departures for the busiest two States, France and Germany (see section 3). As noted in earlier reports, the busy hours for business aviation begin later and end earlier than is true for the rest of traffic. Business aviation also has a stronger tendency to two peaks per day, in morning and afternoon, than is apparent for other traffic. Being essentially an on-demand service, this must reflect the preferences of the customers.

That business aviation has occasional very-busy days was noted in earlier reports. This trend continues. In Figure 10, the Xs mark the hourly departures in the busiest hour of the year. These busy hours have up to three times as much traffic as the average hour.

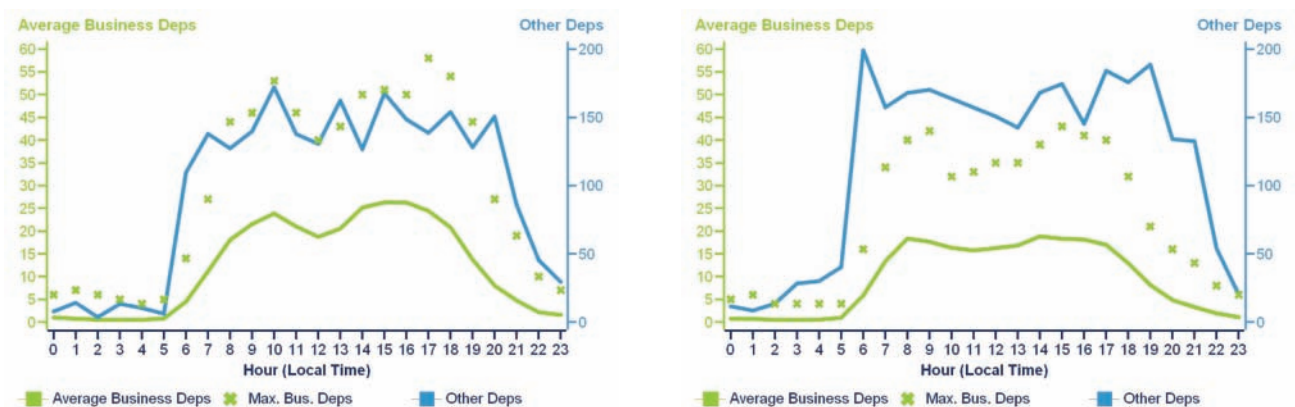


Figure 10 - Hourly pattern of departures (France left, Germany right)

# 7. DISTANCES

Business aviation remains a short-range activity: more than half of flights are under 500km (Figure 11 and Figure 12). There has been little change in the pattern that was reported in 2007; the medium- and long-haul has not declined quite so quickly, so the share of flights of 2,000km and more has increased to 11.3% from 10.5%; and piston-engined flights have become even more short-range, with mean great-circle distances falling by 14% to 237km. Over this period, there have been a number of measures to make the route network more efficient and thus bring actual flown distance closer to the great circle, but such measures will not affect the statistics shown here.

The main State-to-State flows of business aviation, by engine type, are given in Annex E.

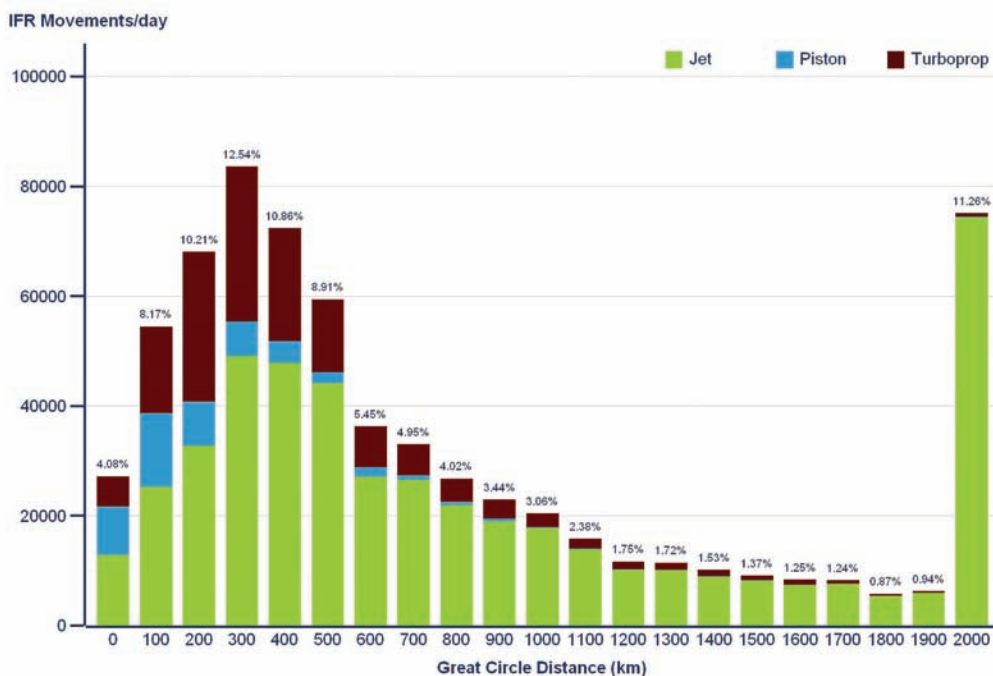


Figure 11 - Distances flown by business aviation

		Airport Pairs (Thousands)	Median Distance (km)	Mean Distance (km)
Business	Jet	82	648.5	1150.8
	Piston	12	160.1	236.8
	Turboprop	35	326.9	426.8
Scheduled		34	756.7	1516.5

Figure 12 - Average distances for business aviation flights

## 8. SMALL FLEETS

Since the previous *Trends* studies, our data on operators and airframes has been more closely integrated with the flight data. There are still some data issues, for example with ‘operators’ who are actually handling agents, but we are now able to give a clearer picture of the number of operators flying in European airspace based on flights, to complement the static picture of the ownership of fleets. These figures show some 3,200 operators or agents with flights in Europe during 2009. Most of these operators are logged flying a single airframe during the year (Figure 13) and nearly half fly around once/month in Europe, or less (Figure 14). The number of organisations with many airframes is higher than reported in 2007, because that was based on a view of aircraft ownership, this is based on flights so flight-planning services for aircraft registered anywhere in the world show up as having 20 or more airframes. To complement the flight-based data here, Annex F summarises numbers of aircraft on register.

A significant portion of these business aviation flights in Europe is by aircraft registered elsewhere. In particular, 9% of these flights in 2009 were by “N-reg” aircraft, registered in the United States. This is slightly down on the 9.8% recorded in 2007.

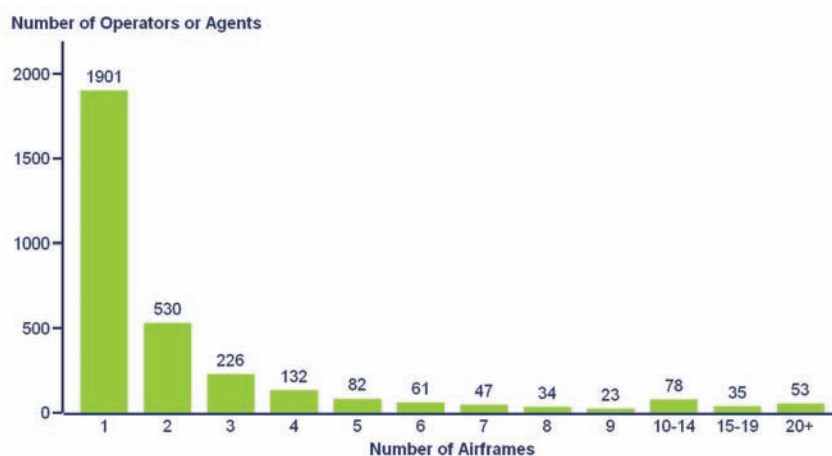


Figure 13 - Number of aircraft per operator or agent<sup>7</sup>

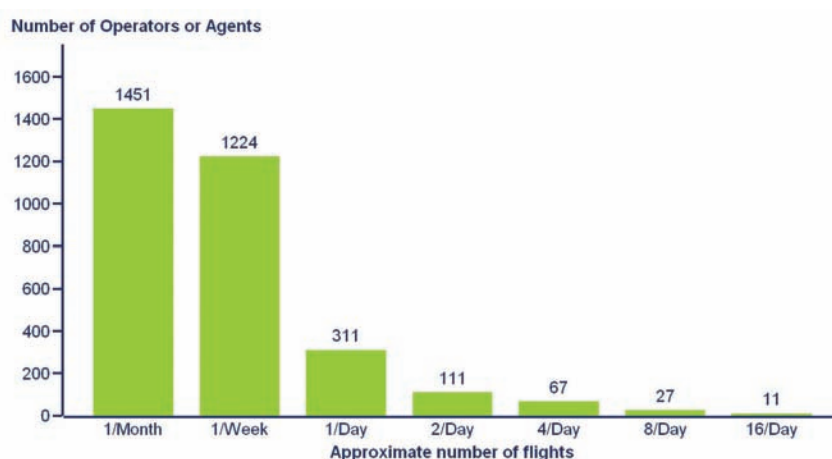


Figure 14 - Most of the 3,200 operators of business aviation fly rarely in European airspace<sup>7</sup>

<sup>7</sup> As a result of the improvements in the data, these figures are not directly comparable to the numbers in section 12 of the previous *Trends*.

## 9. AIRCRAFT TYPES

Scheduled carriers are moving away from small jets to larger jets or turboprops, but there is little evidence that business aviation is yet doing the same (Figure 5). However, there is more of a mix of engine-types in the top 20 (Figure 15) than was seen in 2007: now 5 turboprops and 2 piston, rather than 4 and 1, respectively. Some aircraft have changed place at the top. The biggest change is the C208 Cessna Grand Caravan, which was flown only half as often in 2009 as in 2008, and has dropped from 10th place in *Trends 4* to 31st now (Annex G).

The BE20 Beechcraft King Air has maintained its steady 8-9% of traffic, but now only two other types have more than 5% of flights, compared to 5 types in 2007.

A more complete listing of traffic by aircraft type is given in Annex G.

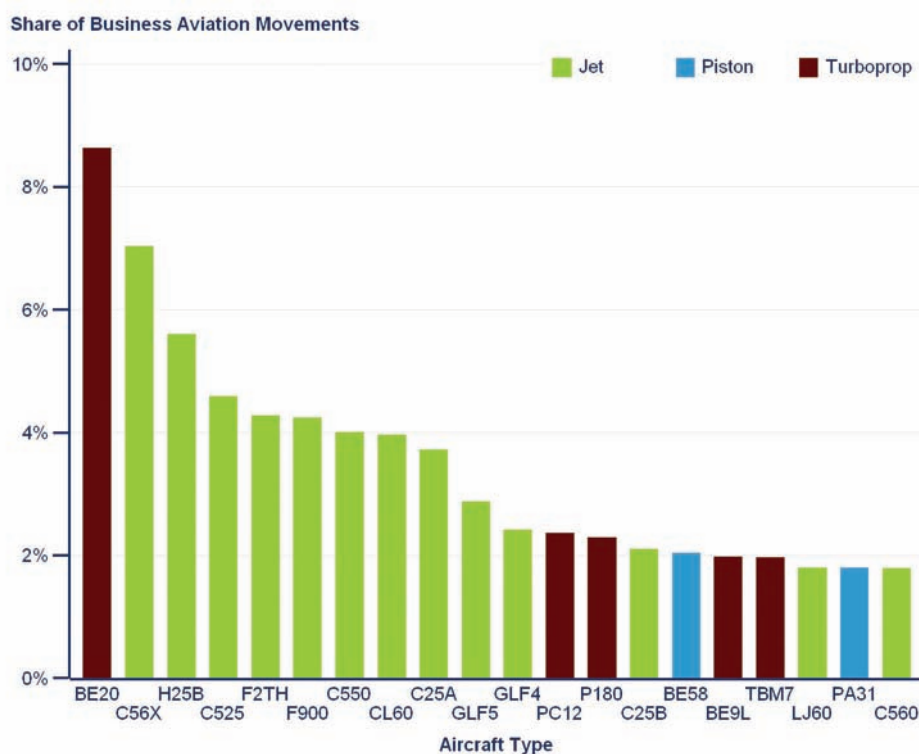


Figure 15 - The main aircraft types for business aviation in 2009

# 10. VERY-LIGHT JETS

Of the many types of very-light jets (VLJs) discussed and marketed, essentially three are currently flying in Europe: the Eclipse, the Phenom 100, but mostly the Cessna 510 'Mustang' (see Figure 16). The bankruptcy of Eclipse and the drop-off in demand for business aviation has slowed, but not stopped the growth of traffic from the VLJs. Indeed, commentary in the press suggest that it has inverted the main source of demand for this new product: rather than having turbo-prop or first-class passengers trading up; instead VLJs have enabled existing business aviation users to trade down. The 'new' on-demand air-taxi markets which were supposed to emerge have not had an easy birth, but it would be premature to write them off on the basis of the evidence so far during this troubled economic period.

The 'seasonal' pattern that can be seen in Figure 16 of a rapid Spring growth then fairly stable remainder of the year is the result of combining the usual business aviation Summer peak (where June or July has 50% more flights than January or December), with a rapid growth curve (doubling from Summer 2008 to Summer 2009). Statistically, this seasonal pattern is similar to that of the low-cost carriers in 2002-2003. This analogy is not intended to imply similarities in the business model, of course, but by 2005 low-cost carriers were beginning to see December noticeably quieter than the previous Summer, as the normal seasonal pattern began to assert itself. So the same may soon be true for VLJs.

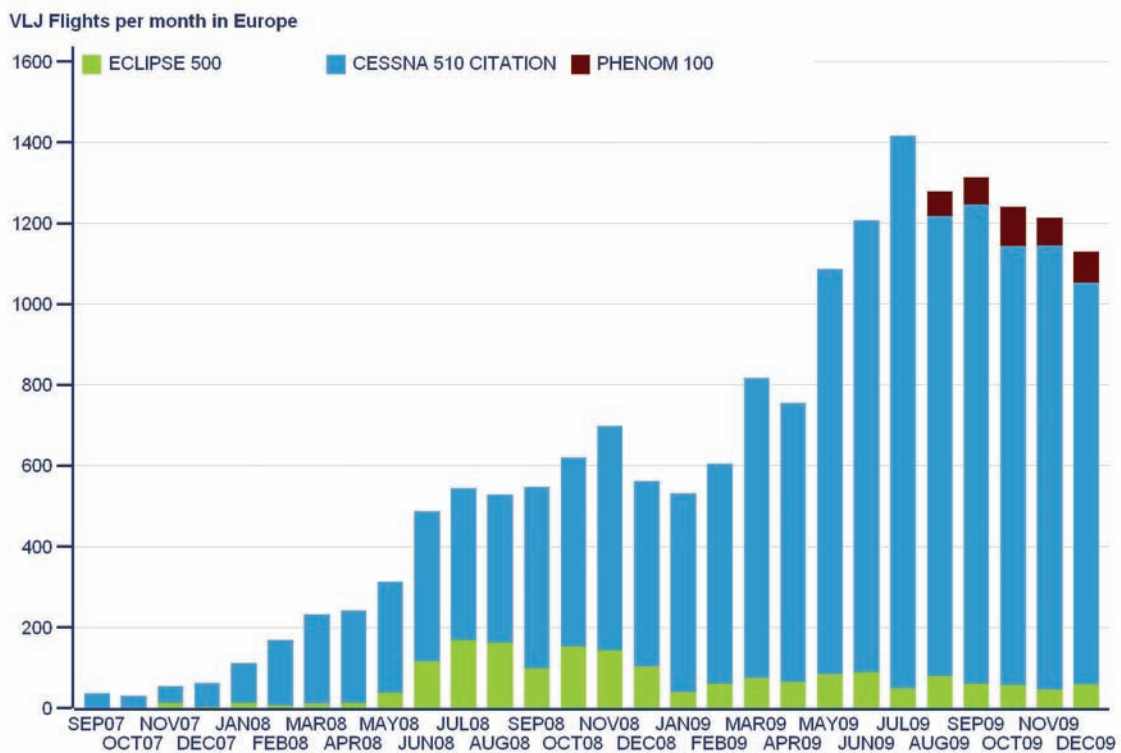


Figure 16 - Flights by very-light jets in Europe



# 11. COMMERCIAL AND NON-COMMERCIAL

The flight plan records the purpose or type of flight using the ICAO flight types<sup>8</sup>. 'Business aviation' as defined here mostly comprises two types of flight: it is 45% non-scheduled commercial and 36% general aviation (Figure 17). 12% of business aviation is 'other' in ICAO terms, which for example includes some hospital flights and government flights. The 6% of business aviation that is 'military' will include transport of personnel (thus matching the intended definition of 'business aviation' in some sense), but probably also includes some training activities which are included in our statistics as a side-effect of the simple expedient of defining 'business aviation' in terms of aircraft types.

Taking the alternative perspective (Figure 18), 62% of general aviation IFR traffic is included in our business aviation definition. More surprisingly, perhaps, 'non-scheduled commercial' traffic, which might often be taken as being the same as tourist 'charter' flights turns out to include 28% business aviation.

It has been observed that a small proportion (2.2%) of these flights are circular: departing and landing the same airfield. Such flights are much more likely to be training-related than true business aviation, which involves transportation of passengers or goods from A to B. Most of the 2.2% are in the 'M' and 'X' types, which again suggests they are less likely to be 'true' business aviation. In the future, the definition of 'business aviation' could be adapted to exclude these flights, but that has not been done here yet.

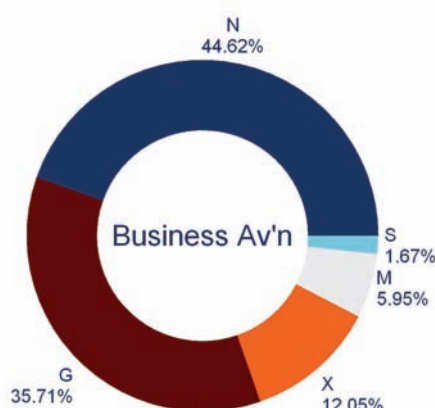


Figure 17 - Market shares of flights of the main market segments

	Traditional Scheduled	Low-Cost Scheduled	Business Aviation	Non-Scheduled	All-Cargo	Military	Other	Total
S - Scheduled	15,084	5,113	30	.	600	16	.	20,842
N - Non-Scheduled Commercial	.	248	797	1,527	216	20	.	2,808
G - General Aviation	.	1	638	.	1	5	389	1,034
M - Military	.	0	106	.	4	413	.	523
X - Other	.	14	215	.	4	5	343	581
<b>Total</b>	<b>15,084</b>	<b>5,376</b>	<b>1,787</b>	<b>1,527</b>	<b>825</b>	<b>458</b>	<b>732</b>	<b>25,789</b>

Figure 18 - Comparison of market segments and ICAO flight type (2009 average flights/day)

<sup>8</sup> For summary definitions, see *International Civil Aviation Vocabulary*, ICAO Doc9713, 2nd edition, 2001.

## 12. LOOKING AHEAD

In developing the most recent EUROCONTROL medium-term forecast<sup>9</sup>, the likely growth of business aviation was forecasted, taking into account past trends and the relationship with economic growth. For the forecast, as in the statistics here, 'business aviation' includes jet and non-jet traffic, and VLJs. The result was a baseline forecast of return to growth in 2010, stronger growth in 2011, then around 5% growth per year (Figure 19). This is weaker growth than seen in 2004-2007, but still faster than that forecast for the main scheduled and charter passenger flows.

The result of this faster-than-average growth is that business aviation's share of all flights will gradually recover and should pass 8% by around 2015, from 6.9% in 2009 (Figure 3).



Figure 19 - Forecast growth in business aviation departures from European airports

9 EUROCONTROL Medium-Term Forecast, Flight Movements 2010-2016, February 2010. [www.eurocontrol.int/statfor](http://www.eurocontrol.int/statfor).

# ANNEXES



# A. BUSINESS AVIATION AIRCRAFT TYPES

Previous issues of *Trends* on business aviation have discussed the rationale behind defining 'business aviation' as all flights by certain aircraft types. This issue lists the current aircraft types. The Socata TBM-850 (TBM8), with about 5 flights per day in 2009, is not included here, but will be in future statistics.

				Engines	Typical Seats
	ICAO ID	Manufacturers and Models	Wake Turbulence Category		
Jet	A700	ADAM (2) : A-700	L	2	6
	ASTR	IAI : GULFSTREAM 100 (C-38) ; 1125 ASTRA	M	2	8
	BE40	BEECH : 400 BEECHJET (T-400) ; 400 BEECHJET (T-1 JAYHAWK)	M	2	8
		RAYTHEON : T-400 ; T-1 JAYHAWK ; 400 BEECHJET	M	2	8
	C25A	CESSNA : 525A CITATION CJ2	L	2	7
	C25B	CESSNA : 525B CITATION CJ3	L	2	6
	C25C	CESSNA : 525C Citation CJ4	M	2	8
	C500	CESSNA : CITATION 1 ; 500 CITATION	L	2	6
	C501	CESSNA : 501 CITATION 1SP	L	2	6
	C510	CESSNA : 510 CITATION MUSTANG	L	2	6
	C525	CESSNA : CITATION CJ1 ; 525 CITATIONJET	L	2	7
	C550	CESSNA : U-20 ; T-47 ; S550 ; 552 CITATION 2/S2/BRAVO ; 550	L	2	11
	C551	CESSNA : 551 CITATION 2SP	L	2	11
	C560	CESSNA : UC-35.0T-47 ; TR-20 ; 560 CITATION 5/5 ULTRA/5 ULTRA ENCORE	M	2	8
	C56X	CESSNA : 560XL CITATION EXCEL	M	2	10
	C650	CESSNA : 650 CITATION 3/6/7	M	2	10
	C680	CESSNA : 680 CITATION SOVEREIGN	M	2	14
	C750	CESSNA : 750 CITATION 10	M	2	8
	CL30	BOMBARDIER : BD-100 CHALLENGER 300	M	2	8
	CL60	CANADAIR : CL-600 CHALLENGER 600/601/604 (CC-144, CE-144) ; CE-144	M	2	19
	CNTL	BOMBARDIER : BD-100	M	2	8
	DJET	DIAMOND : D-JET	L	1	5
	E50P	EMBRAER : PHENOM 100	L	2	6
	EA50	ECLIPSE : ECLIPSE 500	L	2	5
	F2TH	DASSAULT : FALCON 2000	M	2	19
	F900	DASSAULT : MYSTÈRE 900 ; FALCON 900	M	3	19
		DASSAULT-BREGUET : MYSTÈRE 900 (T-18) ; FALCON 900	M	3	19
	FA10	DASSAULT : MYSTÈRE 10 ; FALCON 10	M	2	7
		DASSAULT-BREGUET : MYSTÈRE 10/100 ; FALCON 10/100	M	2	7
	FA20	DASSAULT : TM-11 ; T-11 ; MYSTÈRE 20 ; FALCON 20	M	2	14
		DASSAULT-BREGUET : TM-11 ; T-11 ; MYSTÈRE 20/200 ; HU-25 GUARDIAN ; GARDIAN ; FALCON 20/200	M	2	14
	FA50	DASSAULT : MYSTÈRE 50 ; FALCON 50	M	3	16
DASSAULT-BREGUET : MYSTÈRE 50 (T-16) ; FALCON 50		M	3	16	
FA7X	DASSAULT : Falcon 7X	M	3	8	
G150	IAI : Gulfstream G150	M	2	8	

			Engines	Typical Seats	
Jet	GALX	IAI : GULFSTREAM 200 ; 1126 GALAXY	M	2	19
	GL5T	BOMBARDIER : BD-700 GLOBAL 5000	M	2	13
	GLEX	BOMBARDIER : BD-700 GLOBAL EXPRESS	M	2	13
	GLF2	GRUMMAN : VC-11 ; G-1159B GULFSTREAM 2/2B/2SP ; G-1159 ; C-20J	M	2	19
		GULFSTREAM AMERICAN or GRUMMAN AMERICAN : G-1159B/TT GULFSTREAM 2/2B/2SP/2TT ; G-1159	M	2	19
	GLF3	GULFSTREAM AEROSPACE : G-1159A GULFSTREAM 3/SRA-1 (C-20A/B/C/D/E)	M	2	19
		GULFSTREAM AMERICAN : G-1159A GULFSTREAM 3/SMA-3	M	2	19
	GLF4	GULFSTREAM AEROSPACE : U-4 ; TP102 ; S102 ; G-1159C GULFSTREAM 4/4SP/SRA-4 ; C-20F/G/H	M	2	19
	GLF5	GULFSTREAM AEROSPACE : G-1159D GULFSTREAM 5 (C-37)	M	2	19
	GSPN	GROB : SPN UTILITY JET	L	2	8
	H25A	DE HAVILLAND : DH-125	M	2	7
		HAWKER SIDDELEY : VU-93 ; VC-93 ; HS-125-1/2/3/400/600 ; EU-93 ; EC-93 ; DOMINIE	M	2	7
	H25B	BRITISH AEROSPACE : U-125 ; BAE-125-700/800 (C-29)	M	2	8
		HAWKER SIDDELEY : HS-125-700	M	2	8
		RAYTHEON : HAWKER 800 (U-125)	M	2	8
	H25C	BRITISH AEROSPACE : BAE-125-1000	M	2	9
		RAYTHEON : HAWKER 1000	M	2	9
	HA4T	RAYTHEON or HAWKER BEECHCRAFT : HAWKER 4000	M	2	6
	HDJT	HONDA : HA-420 HONDAJET	L	2	4
	HF20	MBB or HFB : HFB-320 HANSA	M	2	6
	HRZN	RAYTHEON : 4000 HAWKER HORIZON	M	2	12
	JCOM	AERO COMMANDER : 1121 JET COMMANDER	M	2	6
		IAI : 1121 COMMODORE JET	M	2	6
	L29A	LOCKHEED : L-1329 JETSTAR 6/8	M	4	6
	L29B	LOCKHEED : L-1329 JETSTAR 2/731	M	4	6
	LJ23	LEAR JET : 23	L	2	6
	LJ24	LEAR JET or GATES LEARJET : 24	L	2	6
	LJ25	LEAR JET or GATES LEARJET : 25	L	2	8
	LJ28	GATES LEARJET : 29 ; 28	L	2	10
	LJ31	LEARJET or GATES LEARJET : 31	M	2	9
	LJ35	GATES LEARJET : U-36 ; RC-36 ; RC-35 ; C-21 ; 36 ; 35	M	2	10
		LEARJET : VU-35 ; R-35 ; C-35 ; 35	M	2	10
		SHIN MEIWA : U-36	M	2	10
	LJ40	LEARJET : 40	M	2	9
	LJ45	LEARJET : 45	M	2	9
	LJ55	LEARJET or GATES LEARJET : 55	M	2	10
	LJ60	LEARJET : 60	M	2	6
	MU30	MITSUBISHI : MU-300 DIAMOND	M	2	8
	PRM1	RAYTHEON : 390 PREMIER 1	L	2	7
	S601	AEROSPATIALE : SN-601 CORVETTE	L	2	8
	SBR1	NORTH AMERICAN : TP86 ; T-39 ; NT-39 SABRELINER ; NA-265 SABRELINER 40/50/60 ; CT-39	M	2	7
		NORTH AMERICAN ROCKWELL : TP86 ; T-39 ; SABRE 40/60 ; NA-265 SABRELINER 40/60 ; CT-39 SABRELINER	M	2	7
ROCKWELL : NA-265 SABRE 40/60/65		M	2	7	
SBR2	NORTH AMERICAN ROCKWELL : NA-265 SABRE 75	M	2	7	
	ROCKWELL : NA-265 SABRE 75/80	M	2	7	
SJ30	SWEARINGEN or SINO SWEARINGEN : SJ-30	L	2	6	
WW23	IAI : 1123 WESTWIND	M	2	8	
WW24	IAI : 1124 WESTWIND	M	2	10	

			Engines	Typical Seats	
Piston	BE55	BEECH : T-42 Cochise ; E-20 Baron ; Cochise ; C-55 Baron ; Baron (55) ; 55 Baron	L	2	5
		COLEMILL : President 600 ; Foxstar Baron 55	L	2	5
	BE56	BEECH : Turbo Baron ; 56 Turbo Baron	L	2	5
	BE58	BEECH : Baron (58) ; 58 Baron	L	2	5
		COLEMILL : Foxstar Baron 58	L	2	5
		RAYTHEON : Baron ; 58 Baron	L	2	5
	C340	CESSNA or AVIONES COLOMBIA : 340	L	2	6
		RILEY : Super 340 ; Rocket 340	L	2	6
	C411	CESSNA : 411	L	2	8
	C414	AVIONES COLOMBIA : 414	L	2	9
		CESSNA : CHANCELLOR ; 414	L	2	9
		RILEY : ROCKET POWER 414	L	2	9
	C421	CESSNA : GOLDEN EAGLE ; EXECUTIVE COMMUTER ; 421	L	2	9
	PA31	AICSA : PA-31-350 Navajo Chieftain ; PA-31-350 Chieftain ; PA-31-325 Navajo CR ; PA-31-310 Navajo ; Navajo Chieftain ; Navajo CR ; Navajo ; Chieftain	L	2	9
		CHINCUL : Pressurized Navajo ; PA-A-31P-425 Pressurized Navajo ; PA-A-31-350 Navajo Chieftain ; PA-A-31-350 Chieftain ; PA-A-31-325 Navajo CR ; PA-A-31-310 Navajo ; Navajo Chieftain ; Navajo CR ; Navajo ; Chieftain	L	2	9
		COLEMILL : Panther Navajo ; Panther 3 ; Panther 2	L	2	9
		NEIVA or EMBRAER : Navajo ; EMB-820 Navajo	L	2	9
		PIPER : T-1020 ; Pressurized Navajo ; PA-31P-425 Pressurized Navajo ; PA-31P-350 Mojave ; PA-31-350 T-1020 ; PA-31-350 Navajo Chieftain ; PA-31-350 Chieftain ; PA-31-325 Navajo CR ; PA-31-310 Navajo ; PA-31-300 Navajo ; Navajo Chieftain ; Navajo CR ; Navajo ; Mojave ; Chieftain	L	2	9
	PA44	AICSA : Seminole ; PA-44 Seminole	L	2	3
		PIPER : Turbo Seminole ; Seminole ; PA-44 Turbo Seminole ; PA-44 Seminole	L	2	3
PA46	PIPER : PA-46-310P/350P MALIBU ; MALIBU MIRAGE	L	1	6	
Turboprop	BE10	BEECH : Ute (U-21F) ; U-21F Ute ; King Air (100) ; 100 King Air	L	2	10
	BE20	BEECH : UC-12 Huron ; Tzuffit ; Tp101 ; TC-12 Huron ; Super King Air (200) ; RC-12 Huron ; JC-12 Huron ; Huron ; FWC-12 Tzuffit ; Commuter ; C-12R Huron ; C-12L Huron ; C-12F Huron ; C-12E Huron ; C-12D Huron ; C-12C Huron ; C-12A Huron ; 200 Super King Air ; 1300 Commuter	L	2	14
		RAYTHEON : Super King Air (200) ; C-12 Huron ; 200 Super King Air	L	2	14
	BE30	RAYTHEON or BEECH : Super King Air (300) ; 300 Super King Air	L	2	15
	BE9L	BEECH : VC-6 King Air ; T-44 King Air ; King Air (90, A90 to E90) ; 90 King Air ; 90 (E90) King Air ; 90 (D90) King Air ; 90 (C90) King Air ; 90 (B90) King Air ; 90 (A90) King Air	L	2	9
		RAYTHEON : King Air ; 90 King Air	L	2	9
		SWEARINGEN or JETCRAFTERS : Taurus 90	L	2	9
	BE9T	BEECH : King Air (F90) ; 90 (F90) King Air	L	2	9
	C208	CESSNA : U-27 ; Super Cargomaster ; Grand Caravan ; Cargomaster ; Caravan 1 ; C-98 ; 208 Super Cargo-master ; 208 Grand Caravan ; 208 Cargomaster ; 208 Caravan 1	L	1	14
	C425	CESSNA : CONQUEST 1 ; 425 CORSAIR	L	2	8
	C441	CESSNA : CONQUEST 2 ; 441 CONQUEST	L	2	10
	P180	PIAGGIO : P-180 Avanti ; Avanti	L	2	7
	PAY2	AICSA : PA-31T-620/T2-620 CHEYENNE 2	L	2	7
		CHINCUL : PA-A-31T-620 CHEYENNE 2	L	2	7
		PIPER : PA-31T-620/T2-620 CHEYENNE ; CHEYENNE 2	L	2	7
		SCHAFFER : COMANCHERO 620	L	2	7
	PAY3	PIPER or AICSA : PA-42-720 CHEYENNE 3	L	2	10
PAY4	PIPER : PA-42-1000 Cheyenne 400 ; Cheyenne 400	L	2	10	
PC12	PILATUS : PC-12 ; EAGLE	L	1	8	
TBM7	TBM or SOCATA : TBM-700	L	1	6	

Figure 20 - ICAO aircraft types used to define 'business aviation'

## B. BUSINESS AVIATION TRAFFIC PER STATE

Monthly updates for the tables here, and additional airports, are available in the STATFOR Interactive Dashboard<sup>10</sup>.

Traffic Zone	2009 Business Movements / Day	2008 Business Movements / Day	Business Growth	Growth of Total Movements
Albania	18.9	19.3	-1.9%	9.2%
Armenia	3.0	3.8	-19.9%	-6.5%
Austria	199.6	244.2	-18.3%	-7.3%
Azerbaijan	6.0	5.9	1.3%	0.7%
Belarus	42.7	54.4	-21.5%	-8.4%
Belgium/Luxembourg	150.6	178.2	-15.5%	-7.6%
Bosnia-Herzegovina	32.7	35.5	-7.9%	3.3%
Bulgaria	43.2	49.9	-13.5%	0.0%
Canary Islands	11.8	19.4	-39.0%	-13.1%
Croatia	76.1	85.3	-10.8%	0.4%
Cyprus	41.1	44.6	-7.8%	-1.5%
Czech Republic	83.2	98.3	-15.4%	-4.7%
Denmark	59.0	74.0	-20.3%	-8.2%
Estonia	14.6	18.3	-20.3%	-11.8%
FYROM	12.3	14.6	-15.7%	0.2%
Finland	28.4	35.2	-19.4%	-7.5%
France	643.0	738.8	-13.0%	-7.0%
Georgia	4.7	5.4	-13.6%	-3.4%
Germany	478.2	566.6	-15.6%	-6.8%
Greece	87.1	101.5	-14.2%	-0.5%
Hungary	57.2	68.8	-16.8%	-2.1%
Iceland	11.3	15.0	-24.5%	-7.6%
Ireland	66.3	85.3	-22.3%	-11.6%
Italy	382.1	429.6	-11.0%	-4.8%
Latvia	17.7	24.5	-27.7%	-8.2%
Lisbon FIR	28.3	34.3	-17.5%	-7.0%
Lithuania	25.1	33.7	-25.4%	-12.2%
Malta	11.4	10.6	8.0%	0.9%
Moldova	6.9	8.5	-18.6%	7.0%
Netherlands	115.9	140.1	-17.3%	-8.4%
Norway	75.0	87.9	-14.7%	-4.2%
Poland	90.8	109.1	-16.8%	-7.3%
Romania	45.9	50.3	-8.8%	-2.1%
Santa Maria FIR	10.8	12.2	-11.5%	-2.4%
Serbia&Montenegro	59.1	68.0	-13.1%	3.6%
Slovakia	53.1	62.0	-14.4%	-2.1%
Slovenia	52.1	60.0	-13.1%	-3.9%
Spain	172.6	209.6	-17.6%	-9.3%
Sweden	87.2	106.7	-18.3%	-10.9%
Switzerland	299.0	346.7	-13.7%	-6.9%
Turkey	79.5	88.5	-10.2%	4.5%
Ukraine	61.1	69.0	-11.4%	-6.7%
UK	366.1	441.3	-17.0%	-9.2%
ESRA02	1755.9	2039.6	-13.9%	-6.3%
EU27	1672.5	1947.2	-14.1%	-7.0%
Bodo Oceanic	1.7	1.9	-13.8%	-2.4%
ESRA08	1786.6	2071.9	-13.8%	-6.4%
SES	1753.7	2031.8	-13.7%	-6.7%

Figure 21 - Total IFR Business Aviation per State

<sup>10</sup> [www.eurocontrol.int/statfor/sid](http://www.eurocontrol.int/statfor/sid)



Traffic Zone	2009 Business Movements / Day	2008 Business Movements / Day	Business Growth	Growth of Total Movements
Albania	2.2	2.1	7.9%	4.5%
Armenia	1.0	1.1	-12.6%	3.2%
Austria	91.0	116.2	-21.6%	-9.5%
Azerbaijan	3.3	2.9	12.6%	-4.4%
Belarus	2.9	2.2	29.8%	-2.8%
Belgium/Luxembourg	67.0	78.5	-14.6%	-7.0%
Bosnia-Herzegovina	3.7	5.0	-26.2%	-1.6%
Bulgaria	13.5	15.3	-11.9%	-9.6%
Canary Islands	8.8	16.2	-46.0%	-13.1%
Croatia	27.9	30.0	-7.1%	-1.9%
Cyprus	10.8	11.7	-8.3%	-2.7%
Czech Republic	27.0	30.1	-10.4%	-8.0%
Denmark	30.3	38.4	-21.1%	-9.7%
Estonia	4.8	5.2	-8.7%	-30.0%
FYROM	1.7	2.3	-26.6%	-8.4%
Finland	23.4	30.1	-22.1%	-8.6%
France	433.9	494.5	-12.3%	-6.0%
Georgia	1.6	1.7	-5.7%	-6.4%
Germany	333.3	389.1	-14.4%	-6.6%
Greece	52.8	63.1	-16.3%	0.6%
Hungary	13.3	15.9	-16.2%	-6.8%
Iceland	6.1	9.2	-33.2%	-18.9%
Ireland	35.9	49.7	-27.9%	-16.0%
Italy	267.8	299.9	-10.7%	-5.9%
Latvia	3.0	4.1	-25.7%	4.1%
Lisbon FIR	21.3	25.5	-16.5%	-5.5%
Lithuania	3.3	4.1	-20.7%	-31.4%
Malta	3.4	4.0	-13.5%	-2.8%
Moldova	1.8	2.4	-25.7%	-4.4%
Netherlands	61.1	72.0	-15.1%	-8.3%
Norway	70.1	81.6	-14.1%	-4.3%
Poland	36.0	40.2	-10.4%	-7.2%
Romania	22.9	23.4	-2.0%	3.4%
Santa Maria FIR	5.6	6.5	-14.0%	-0.0%
Serbia&Montenegro	23.2	29.0	-20.2%	-3.3%
Slovakia	14.7	16.7	-12.0%	-17.1%
Slovenia	9.0	11.7	-23.1%	-10.7%
Spain	143.2	177.6	-19.4%	-10.0%
Sweden	65.7	78.3	-16.1%	-10.4%
Switzerland	200.8	228.7	-12.2%	-5.6%
Turkey	54.9	61.2	-10.3%	5.3%
Ukraine	35.8	40.6	-11.8%	-12.3%
UK	332.8	399.6	-16.7%	-9.0%
ESRA02	1736.7	2019.7	-14.0%	-6.4%
EU27	1613.7	1881.1	-14.2%	-7.1%
Bodo Oceanic	0.4	0.4	-10.6%	-11.7%
ESRA08	1772.4	2057.5	-13.9%	-6.5%
SES	1734.7	2010.3	-13.7%	-6.8%

Figure 22 - IFR Business Aviation per State, excluding overflights

## C. TOP AIRPORTS FOR BUSINESS AVIATION

Monthly updates for the tables here, and additional airports, are available in the STATFOR Interactive Dashboard<sup>11</sup>.

2009 Rank	2008 Rank	ICAO Code	Airport	2009 Business Deps / Day	2008 Business Deps / Day	Business Growth	% Business	Busiest Business Day
1	1	LFPB	PARIS LE BOURGET	64.3	73.4	-12.3%	86%	123
2	2	LSGG	GENEVE COINTRIN	45.7	52.4	-12.7%	21%	111
3	6	LIRA	ROMA CIAMPINO	33.3	35.0	-4.9%	39%	128
4	3	LIML	MILANO LINATE	33.2	39.7	-16.4%	20%	67
5	4	LFMN	NICE	31.3	38.7	-19.1%	17%	105
6	5	EGGW	LONDON/LUTON	28.9	38.1	-24.2%	21%	57
7	7	LSZH	ZURICH	27.3	33.1	-17.4%	8.0%	70
8	8	EGLF	FARNBOROUGH CIV	25.7	29.5	-12.9%	86%	60
9	9	LOWW	WIEN SCHWECHAT	20.3	27.5	-26.1%	5.7%	44
10	10	LETO	MADRID TORREJON	17.6	22.8	-22.6%	69%	36
11	11	EDDM	MUENCHEN 2	16.9	21.3	-20.7%	3.1%	35
12	12	LFMD	CANNES MANDELIEU	16.0	18.6	-14.0%	83%	51
13	13	LGAV	ATHINA I. VENIZELOS	14.8	18.5	-19.9%	5.3%	35
14	14	EDDS	STUTTGART	13.6	17.4	-21.8%	7.7%	31
15	30	EHGG	GRONINGEN-EELDE	12.8	10.7	19.5%	49%	30
16	15	EGKB	BIGGIN HILL	12.6	17.2	-26.6%	84%	30
17	16	LEBL	BARCELONA	12.0	14.9	-19.7%	3.1%	62
18	19	LIEO	OLBIA COSTA SMERALDA	11.8	13.7	-13.3%	32%	74
19	18	EBBR	BRUSSELS NATIONAL	11.2	14.2	-21.1%	3.6%	28
20	73	EDDB	SCHOENEFELD-BERLIN	11.1	5.8	89.6%	12%	31
21	24	LTBA	ISTANBUL-ATATURK	11.1	12.5	-11.5%	3.0%	25
22	17	LEPA	PALMA DE MALLORCA	10.8	14.6	-25.8%	4.5%	38
23	20	EHAM	SCHIPHOL AMSTERDAM	10.6	13.4	-20.6%	1.9%	30
24	23	EDDK	KOELN-BONN	10.5	12.9	-18.3%	5.9%	23
25	28	EDDH	HAMBURG	10.4	11.6	-10.3%	5.1%	28

Figure 23 - European Airports with the highest number of business flights/day

<sup>11</sup> [www.eurocontrol.int/statfor](http://www.eurocontrol.int/statfor)

2009 Rank	2008 Rank	ICAO Code	Airport	Business Deps / Day	Other Deps / Day	Proportion Business	Business Growth	Busiest Day
1	1	EGNL	BARROW/WALNEY ISLAND	3.4	0.0	100%	-0.6%	8
2	2	EGWU	NORTHOLT	8.4	1.0	89%	-12%	24
3	3	LSGS	SION	5.7	0.8	88%	-11%	34
4	9	LSZC	BUOCHS	2.1	0.3	87%	-8.4%	10
5	4	EGLF	FARNBOROUGH CIV	25.7	4.1	86%	-13%	60
6	5	LFPB	PARIS LE BOURGET	64.3	10.8	86%	-12%	123
7	8	EGKB	BIGGIN HILL	12.6	2.4	84%	-27%	30
8	6	LSZS	SAMEDAN	3.8	0.8	83%	-21%	40
9	10	LFTZ	LA MOLE	3.6	0.8	83%	1.7%	24
10	7	LFMD	CANNES MANDELIEU	16.0	3.3	83%	-14%	51
11	11	EDMO	OBERPFAFFENHOFEN	3.2	0.8	80%	-8.5%	12
12	12	EDTY	SCHWAEB.HALL-HESSERT	5.5	2.1	72%	-3.5%	16
13	15	LFPV	VILLACOUBLAY	6.5	2.8	70%	-1.3%	22
14	13	LFPM	MELUN	2.5	1.1	69%	4.2%	9
15	16	LETO	MADRID TORREJON	17.6	7.8	69%	-23%	36
16	14	LFLY	LYON BRON	7.7	3.5	69%	-6.0%	27
17	17	EGSC	CAMBRIDGE	3.0	1.7	64%	-6.4%	10
18	19	LIRE	PRATICA DI MARE	4.3	2.7	62%	-2.2%	12
19	18	EBKT	WEVELGEM/KORTRIJK	2.8	2.2	56%	-34%	9
20	22	LSZR	ALTENRHEIN	7.1	5.9	55%	1.2%	26
21	27	EDLN	MOENCHENGLADBACH	4.0	3.5	53%	1.5%	13
22	24	EDVK	KASSEL-CALDEN	2.0	1.8	53%	-19%	9
23	20	EGNR	HAWARDEN	3.3	3.4	50%	-14%	15
24	30	EHGG	GRONINGEN-EELDE	12.8	13.4	49%	19%	30
25	25	EDVE	BRAUNSCHWEIG	6.2	6.8	48%	-5.9%	17

**Figure 24 - European Airports with the highest proportion of business flights/day (and at least 2 business flights per day)**

## D. BUSIEST EUROPEAN AIRPORTS AND THEIR BUSINESS AVIATION

Rank	ICAO Code	Airport	Total Deps / Day	Business Deps / Day	Proportion Business	Business Growth	Busiest Business Day
1	LFPG	PARIS CH DE GAULLE	720	0.7	0.1%	-8.4%	6
2	EGLL	LONDON/HEATHROW	639	4.5	0.7%	30.3%	12
3	EDDF	FRANKFURT MAIN	634	9.1	1.4%	-6.3%	33
4	LEMD	MADRID BARAJAS	596	1.6	0.3%	-15.6%	9
5	EHAM	SCHIPHOL AMSTERDAM	550	10.7	1.9%	-20.5%	30
6	EDDM	MUENCHEN 2	539	17.0	3.1%	-20.6%	35
7	LIRF	ROME FIUMICINO	444	0.3	0.1%	-25.3%	5
8	LEBL	BARCELONA	382	12.0	3.1%	-19.6%	62
9	LTBA	ISTANBUL-ATATURK	371	11.1	3.0%	-11.2%	28
10	LOWW	WIEN SCHWECHAT	357	20.4	5.7%	-25.7%	44
11	EGKK	LONDON/GATWICK	345	2.4	0.7%	-11.1%	12
12	LSZH	ZURICH	343	27.8	8.1%	-16.3%	71
13	EKCH	COPENHAGEN KASTRUP	323	2.9	0.9%	-12.3%	19
14	EBBR	BRUSSELS NATIONAL	308	11.3	3.7%	-20.6%	29
15	LFPO	PARIS ORLY	307	0.5	0.2%	-26.4%	4
16	ENGM	OSLO/GARDERMOEN	296	9.9	3.3%	-12.3%	21
17	EDDL	DUESSELDORF	292	10.0	3.4%	-22.6%	31
18	LGAV	ATHINAI E. VENIZELOS	282	14.9	5.3%	-19.8%	35
19	ESSA	STOCKHOLM-ARLANDA	264	2.5	0.9%	-16.7%	9
20	LIMC	MILANO MALPENSA	257	5.1	2.0%	-9.7%	14
21	LEPA	PALMA DE MALLORCA	243	10.9	4.5%	-25.5%	38
22	EIDW	DUBLIN	240	7.4	3.1%	-30.0%	17
23	EFHK	HELSINKI-VANTAA	236	6.1	2.6%	-28.5%	23
24	EGCC	MANCHESTER	235	4.9	2.1%	-22.3%	17
25	EGSS	LONDON/STANSTED	228	5.5	2.4%	-30.7%	14

Figure 25 - Business aviation at the busiest European airports (in terms of flights)

## E. MAIN STATE-PAIR FLOWS

Rank	Jet			Piston			Turboprop		
	Between	And	Mvts/ Day	Between	And	Mvts/ Day	Between	And	Mvts/ Day
1	Germany	Germany	73.0	France	France	31.2	France	France	54.5
2	Italy	Italy	72.4	UK	UK	15.9	Norway	Norway	47.9
3	France	France	65.7	Germany	Germany	15.7	UK	UK	35.5
4	UK	UK	58.2	Netherlands	Netherlands	11.0	Germany	Germany	29.9
5	France	UK	46.0	Sweden	Sweden	4.5	Italy	Italy	25.3
6	France	Switzerland	39.4	Croatia	Croatia	3.8	Sweden	Sweden	19.6
7	Spain	Spain	33.6	Finland	Finland	3.6	France	Switzerland	10.6
8	France	Italy	31.7	Spain	Spain	3.3	Greece	Greece	9.7
9	Switzerland	UK	22.9	Finland	Sweden	2.1	Spain	Spain	7.0
10	France	Germany	21.9	France	Switzerland	2.1	France	UK	6.8
11	Germany	Switzerland	19.5	France	UK	1.8	Poland	Poland	6.1
12	Germany	UK	18.6	Ireland	UK	1.7	Germany	Switzerland	5.7
13	Italy	Switzerland	17.7	Norway	Norway	1.7	Romania	Romania	5.2
14	France	Spain	17.0	Germany	Switzerland	1.6	France	Germany	4.9
15	Germany	Italy	16.7	Austria	Germany	1.5	France	Italy	4.6
16	Austria	Germany	16.1	Poland	Poland	1.2	Turkey	Turkey	4.4
17	Italy	UK	15.8	Germany	Netherlands	1.2	Finland	Finland	4.3
18	Turkey	Turkey	15.7	Denmark	Denmark	1.1	Switzerland	Switzerland	4.2
19	Spain	UK	15.1	Switzerland	Switzerland	1.0	Italy	Switzerland	4.0
20	UK	North Atlantic	15.0	Greece	Greece	0.9	Germany	Italy	3.5
21	Ireland	UK	11.8	France	Germany	0.9	Belgium/Luxembourg	France	3.2
22	France	Former CIS Region	11.3	Italy	Italy	0.8	Austria	Germany	3.1
23	Belgium/Luxembourg	France	10.6	Belgium/Luxembourg	France	0.7	France	Spain	3.0
24	Sweden	Sweden	10.0	Belgium/Luxembourg	Belgium/Luxembourg	0.7	Switzerland	UK	2.9
25	Ukraine	Ukraine	9.9	France	Italy	0.6	North-Africa	North-Africa	2.7
26	Switzerland	Switzerland	9.9	Austria	Poland	0.6	Canary Islands	Canary Islands	2.5
27	Germany	Spain	9.8	Ireland	Ireland	0.6	Germany	UK	2.5
28	Italy	Spain	9.1	France	Spain	0.6	Germany	Netherlands	2.3
29	Ukraine	Former CIS Region	8.4	Romania	Romania	0.6	Belgium/Luxembourg	Germany	2.2
30	Germany	Former CIS Region	8.1	Austria	Austria	0.6	Spain	UK	2.2
Other	-	-	573.9	-	-	15.3	-	-	73.2
All	-	-	1304.8	-	-	129.0	-	-	393.5

Figure 26 - The largest State -to-State flows for each engine type of business aviation

12 For statistical purposes only Belgium & Luxembourg and Serbia & Montenegro are treated as one unit, Spain and Portugal are divided into two. The table uses larger regions outside Europe.

## F. BUSINESS AVIATION FLEETS BY STATE OF REGISTRATION

Using the definition from Annex A, Figure 27 summarises the size of the jet and turboprop fleet in Europe. Our data for piston-engined aircraft are not complete, so they are not included here. These data complement the flight-based statistics presented in section 8.

State of Registration	Jets Registered	Turboprops Registered
Austria	234	23
Belgium	44	18
Bulgaria	19	7
Croatia	7	5
Cyprus	3	2
Czech Republic	16	26
Denmark	66	28
Estonia	8	0
Finland	27	13
France	180	248
FYROM	2	0
Germany	370	199
Greece	22	15
Hungary	5	2
Ireland	21	11
Isle of Man	134	10
Italy	131	73
Latvia	7	1
Lithuania	3	1
Luxembourg	43	26
Malta	7	0
Monaco	4	0
Netherlands	37	30
Norway	11	40
Poland	11	11
Portugal	199	4
Romania	9	2
Slovakia	10	5
Slovenia	14	3
Spain	124	41
Sweden	42	25
Switzerland	144	78
Turkey	71	18
United Kingdom	269	183
<b>Total</b>	<b>2294</b>	<b>1148</b>
<b>Also believed to be based in Europe:</b>		
Bermuda	137	5
Cayman Islands	137	2
USA	140	90

**Figure 27 - Jet & Turbo Business Aircraft by registration in 2009 (Source: Prisme-Fleet)**

## G. MAIN AIRCRAFT TYPES FOR BUSINESS AVIATION

Rank	ICAO Aircraft Type	Engine Type	Num. Engines	2009 IFR Deps / Day	2008 IFR Deps / Day	Change	Typical Seats
1	BE20	T	2	157.8	177.5	-11.1%	14
2	C56X	J	2	128.6	143.4	-10.3%	10
3	H25B	J	2	102.4	128.9	-20.6%	8
4	C525	J	2	83.9	106.8	-21.4%	7
5	F2TH	J	2	78.2	85.2	-8.2%	19
6	F900	J	3	77.6	89.1	-12.9%	19
7	C550	J	2	73.2	105.7	-30.7%	11
8	CL60	J	2	72.3	84.3	-14.2%	19
9	C25A	J	2	68.1	72.8	-6.5%	7
10	GLF5	J	2	52.6	54.2	-2.8%	19
11	GLF4	J	2	44.1	50.0	-11.8%	19
12	PC12	T	1	43.3	48.2	-10.1%	8
13	P180	T	2	41.9	37.3	12.3%	7
14	C25B	J	2	38.5	32.9	16.9%	6
15	BE58	P	2	37.3	36.2	3.0%	5
16	BE9L	T	2	36.1	44.3	-18.5%	9
17	TBM7	T	1	35.9	39.0	-7.9%	6
18	LJ60	J	2	33.0	42.5	-22.4%	6
19	PA31	P	2	33.0	40.8	-19.1%	9
20	C560	J	2	32.8	47.1	-30.5%	8
21	BE40	J	2	32.8	50.5	-35.2%	8
22	FA50	J	3	31.7	38.2	-17.0%	16
23	C510	J	2	31.4	11.0	185%	6
24	LJ35	J	2	30.4	34.4	-11.8%	10
25	LJ45	J	2	29.7	39.2	-24.1%	9
26	GLEX	J	2	28.8	31.6	-9.0%	13
27	CL30	J	2	27.4	24.5	12.1%	8
28	PRM1	J	2	26.2	28.2	-7.0%	7
29	C680	J	2	25.8	23.3	10.8%	14
30	PA44	P	2	24.2	18.9	28.0%	3
31	C208	T	1	23.5	46.6	-49.6%	14
32	PAY3	T	2	23.1	25.4	-8.8%	10
33	PA46	P	1	15.2	16.2	-6.0%	6
34	LJ40	J	2	14.3	16.9	-15.4%	9
35	GALX	J	2	14.1	15.0	-5.8%	19
36	FA10	J	2	12.9	16.0	-19.5%	7
37	C650	J	2	12.4	21.8	-43.1%	10
38	FA20	J	2	12.1	14.8	-18.4%	14
39	C750	J	2	10.9	13.9	-21.4%	8
40	FA7X	J	3	10.5	3.6	190%	8

Figure 28 - Main aircraft types for business aviation

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