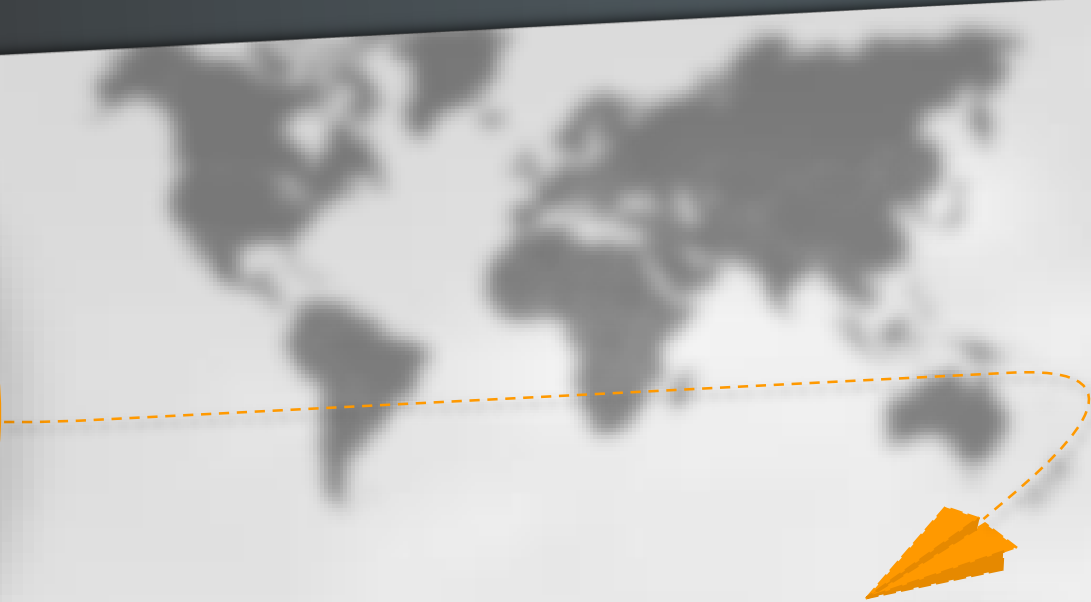


ADLUX

BUSINESS AVIATION INSIGHT

August 2015



WINGX
ADVANCE

INSIGHT Issue: August 2015
Hamburg, September 3rd, 2015

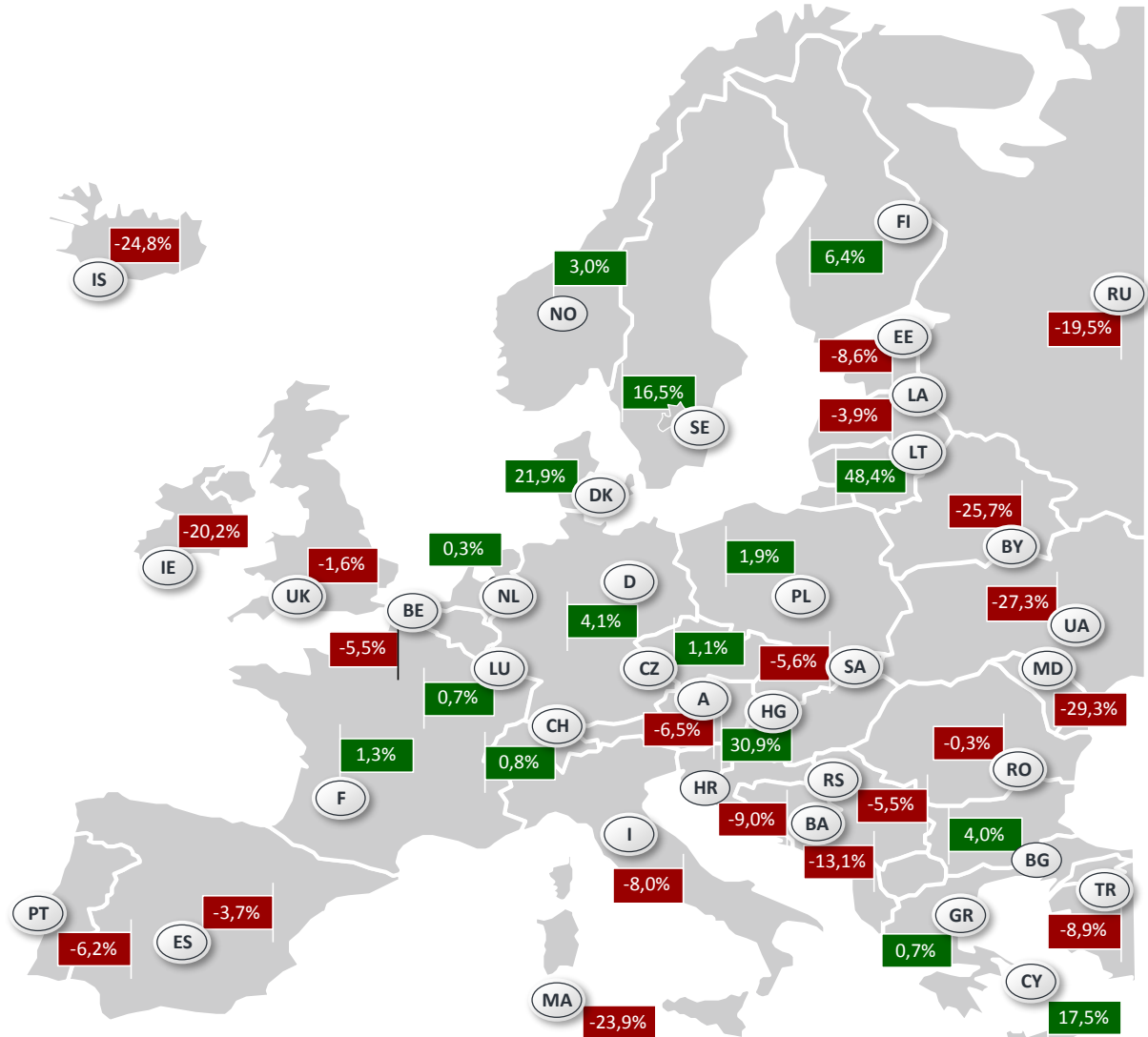
AIRCRAFT
ACTIVITY
TRACKER



Flight departures across Europe

European flight activity fell by 1.5% in August, with still-heavy declines in the east, also slowing in parts of Western Europe and most of Southern Europe. Scandinavia strong.

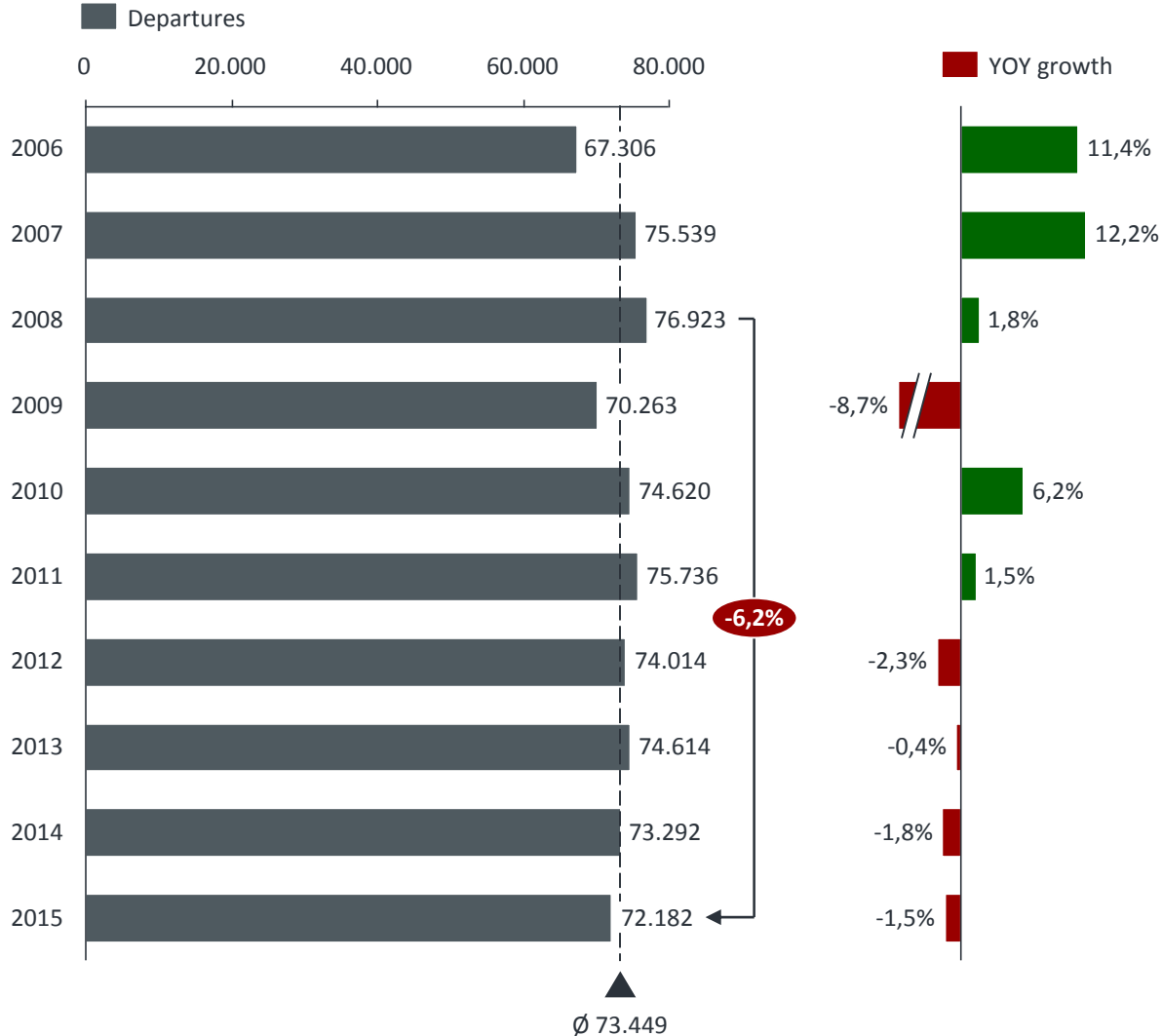
Total Europe: -1,5%
August 2015 YOY



How did August 2015 compare to previous years?

The weakest August since 2009, and continues the trend in YOY declines since 2011. The current month is 6% less active than the pre-crisis August peak back in 2008.

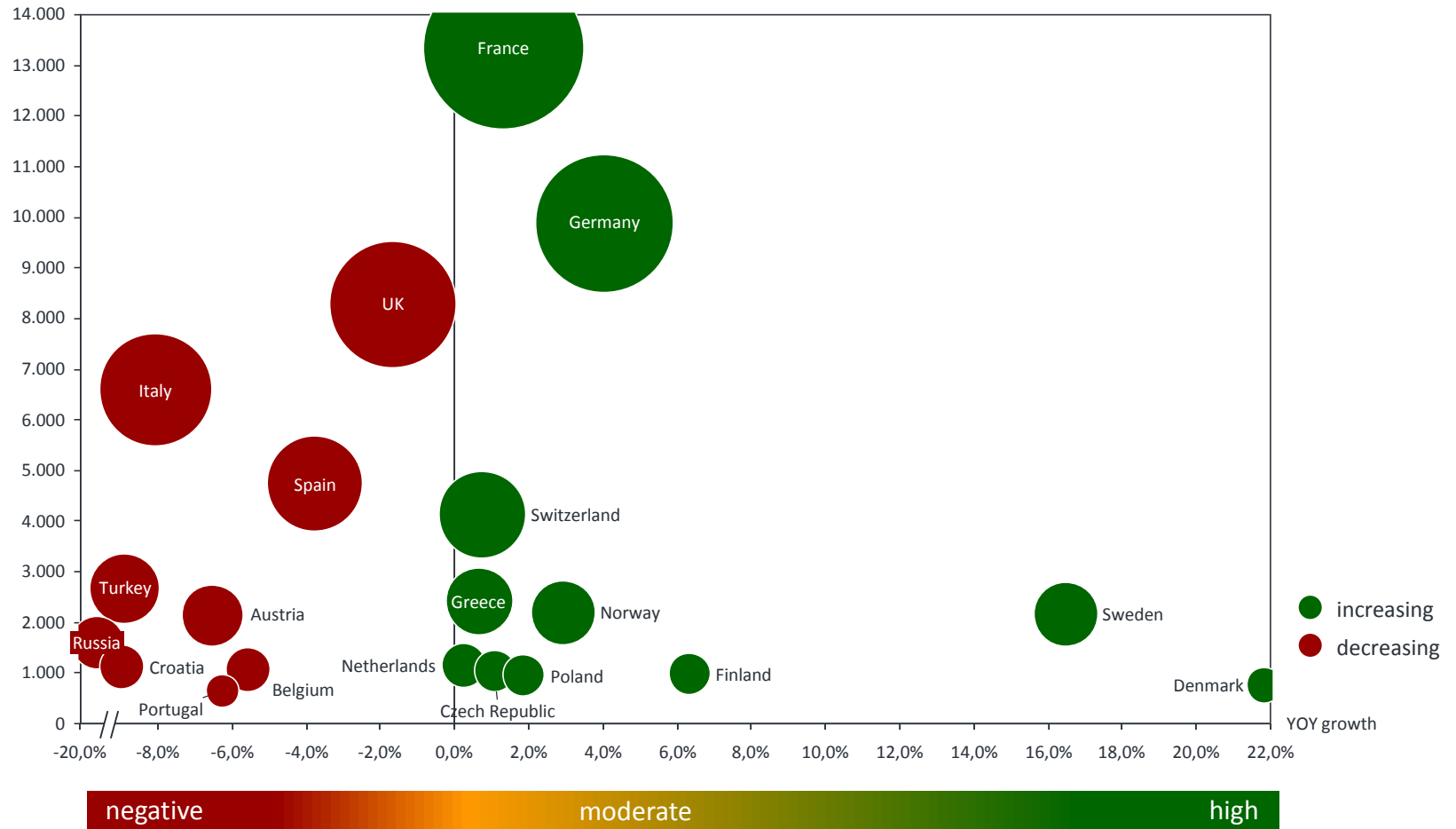
August



Top country markets activity in August YOY

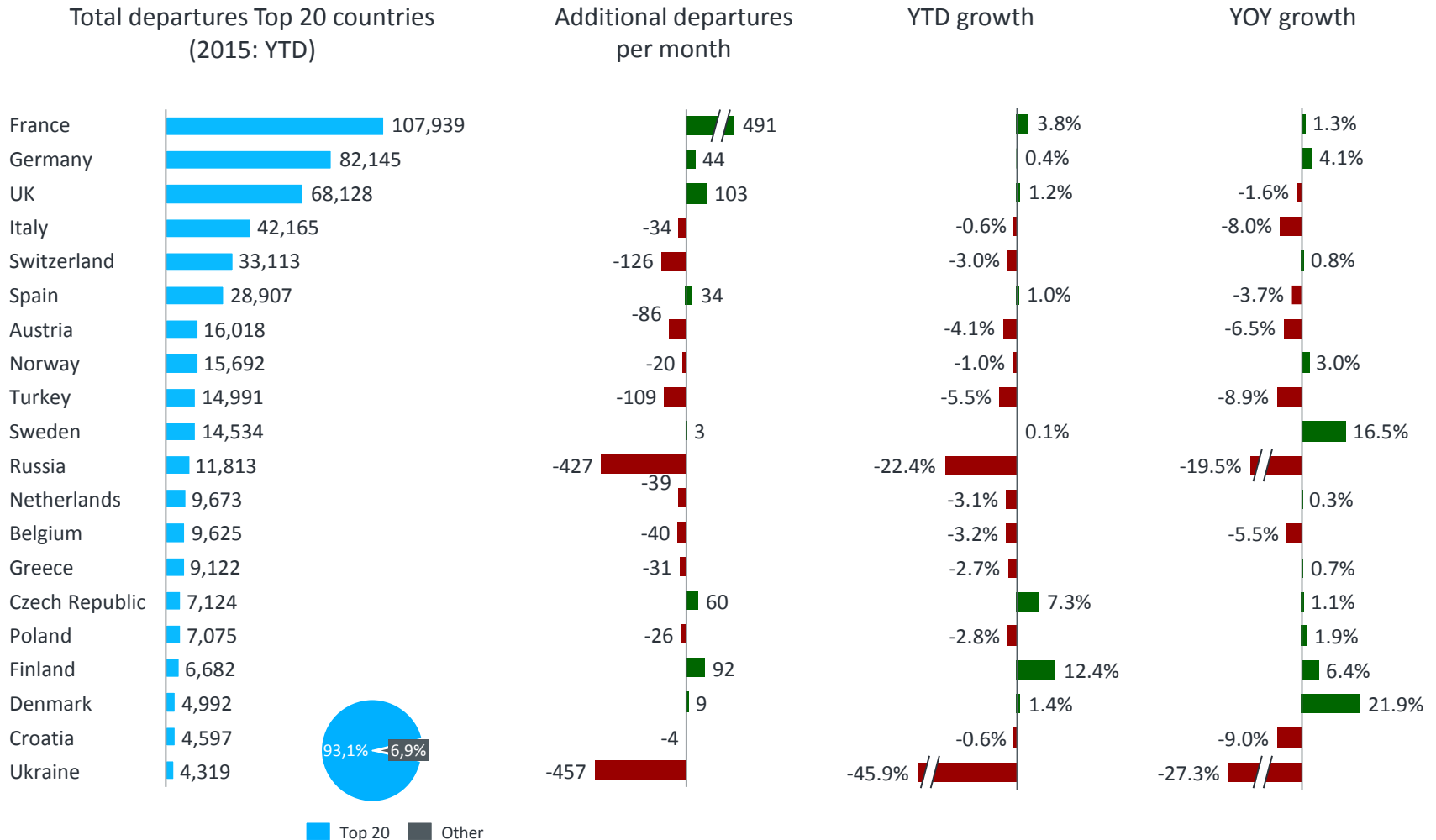
Contrasting major market trends, with France, Germany, Switzerland gaining, UK slightly down, Spain falling, Italy significantly reduced. Sweden and Denmark saw very strong growth.

Departures August 2015



European growth pattern in Top 20 countries YTD

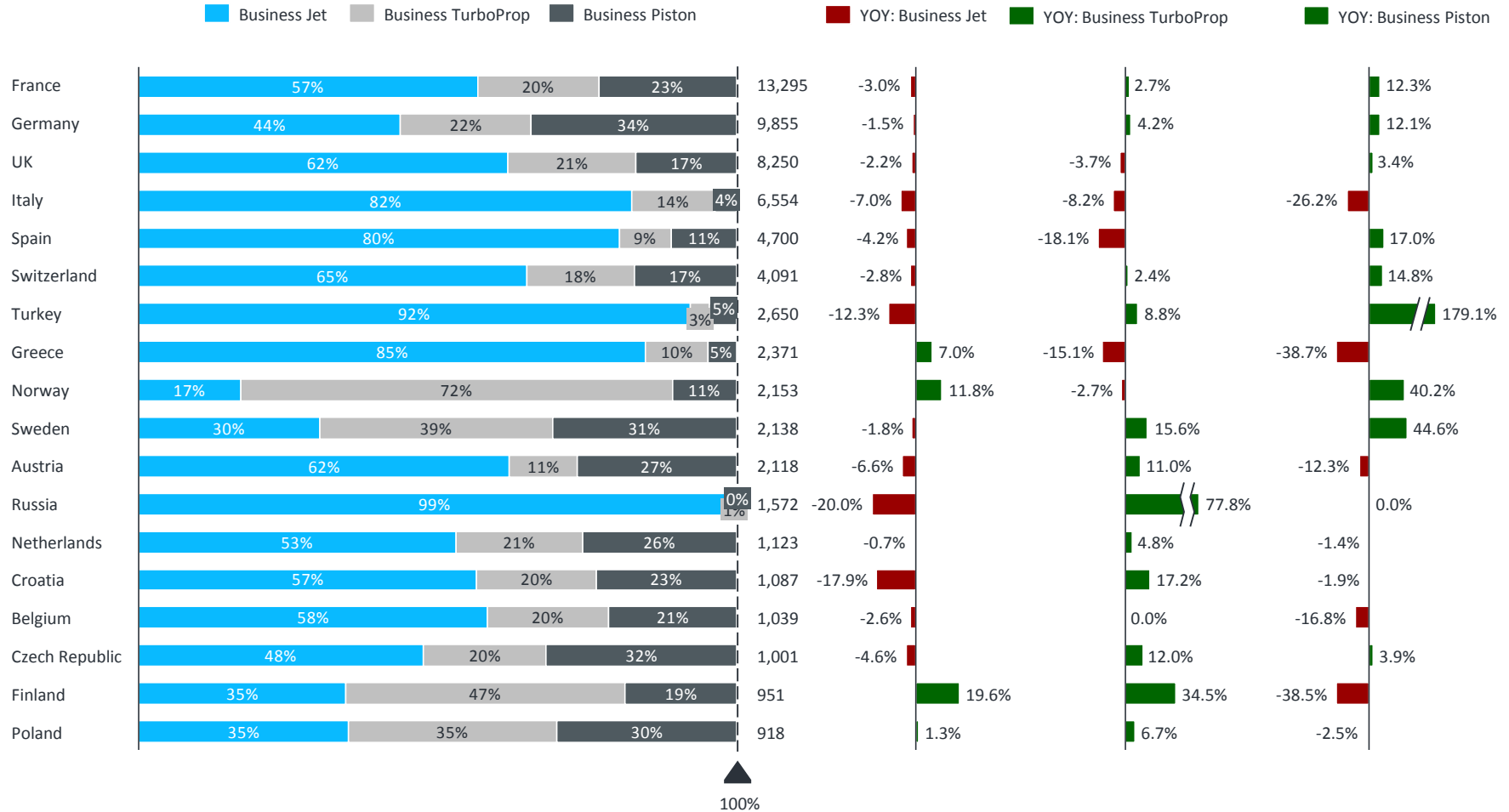
The top 2 markets grew activity this month, and have added on average 530 flights each month this year. The UK declined but is still up YTD. Flights in Italy were down 8%, in Austria down 7%.



European growth pattern Top 20 by fleet category

Only in Greece were there substantial increases in business jet activity this month. Germany added most TP flights, TPs also busier in Turkey. Piston flights in France increased by >12%.

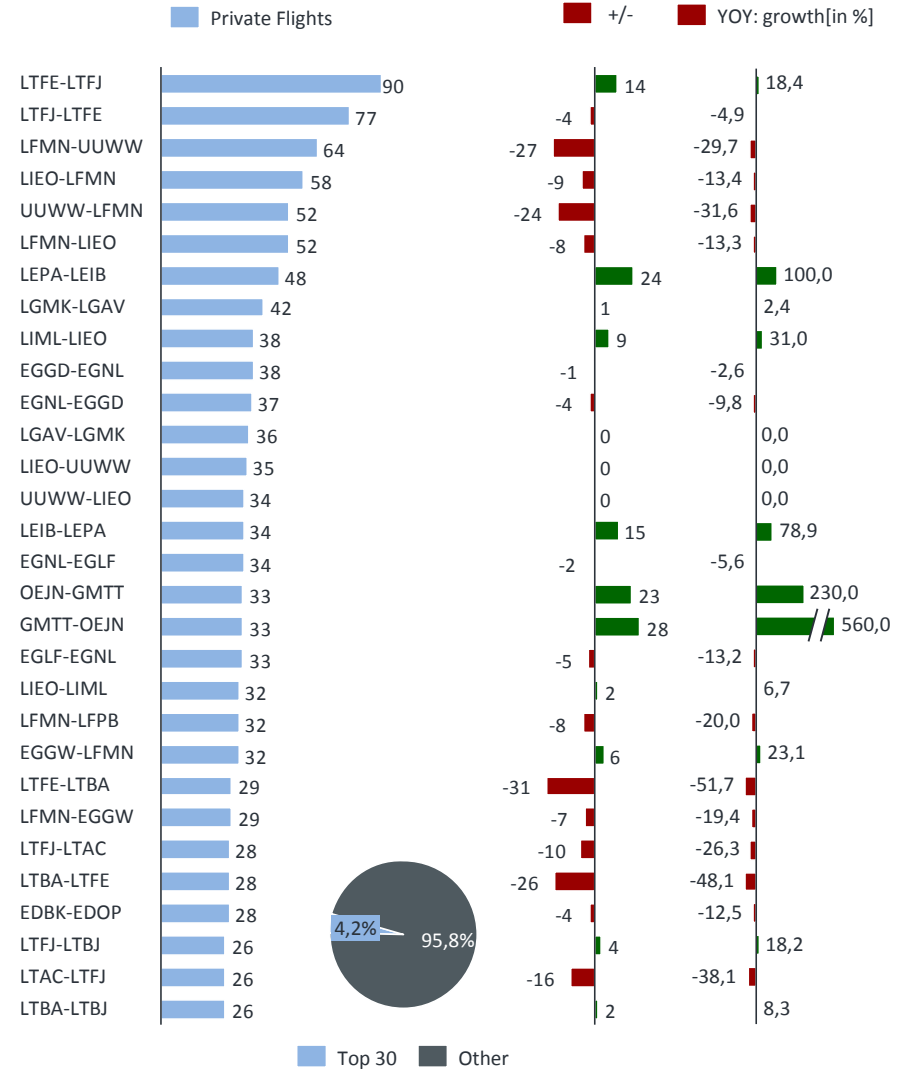
Departures August 2015



Top 30 City Pairs in August– Private only

Short haul shuttle connections LTFE-LTFJ and LEPA-LEIB were busy this month, but activity on the standard busiest pairs fell in August, especially UUWW-LFMN.

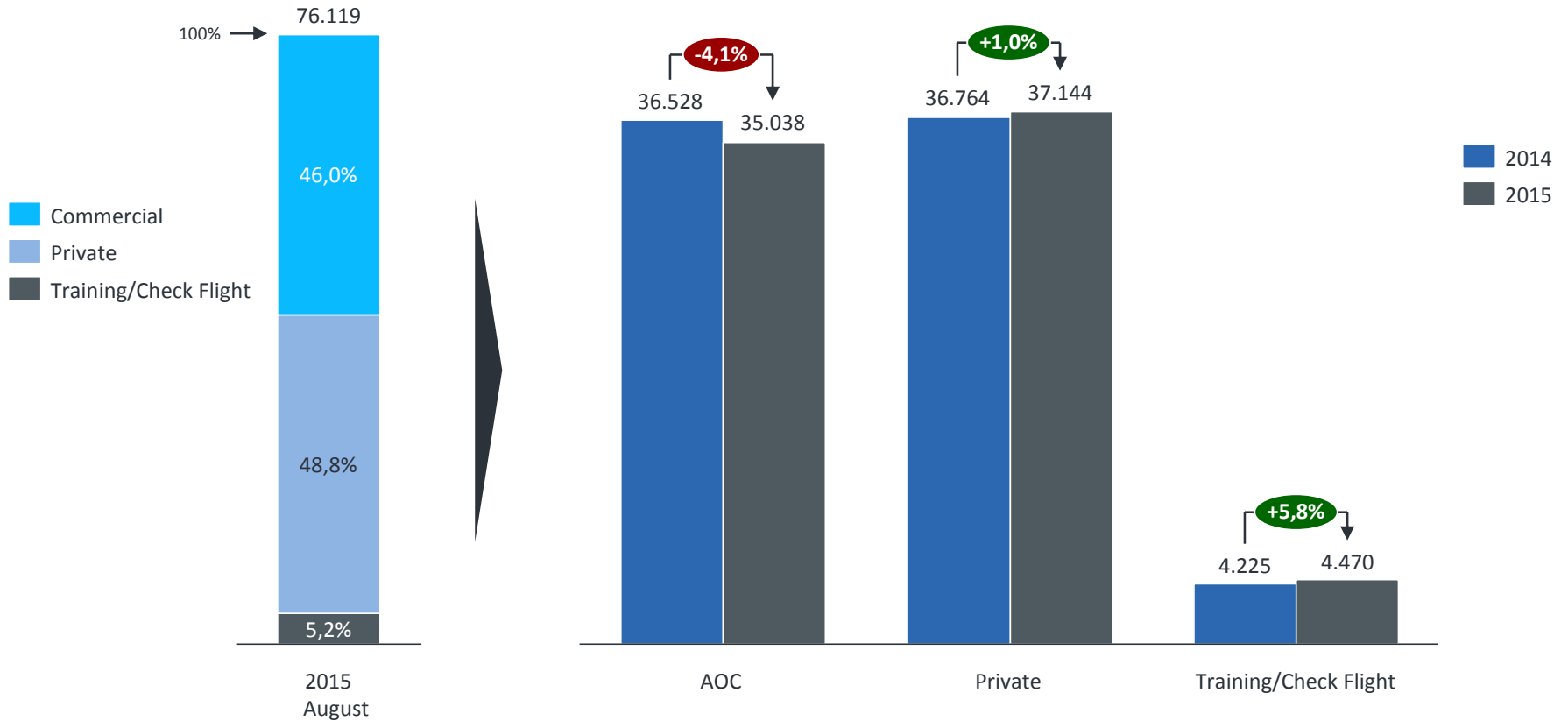
Top 30 Private City Pairs – August 2015



Note: In this chart business pistons are excluded.

Activity by flight filing (mission type)

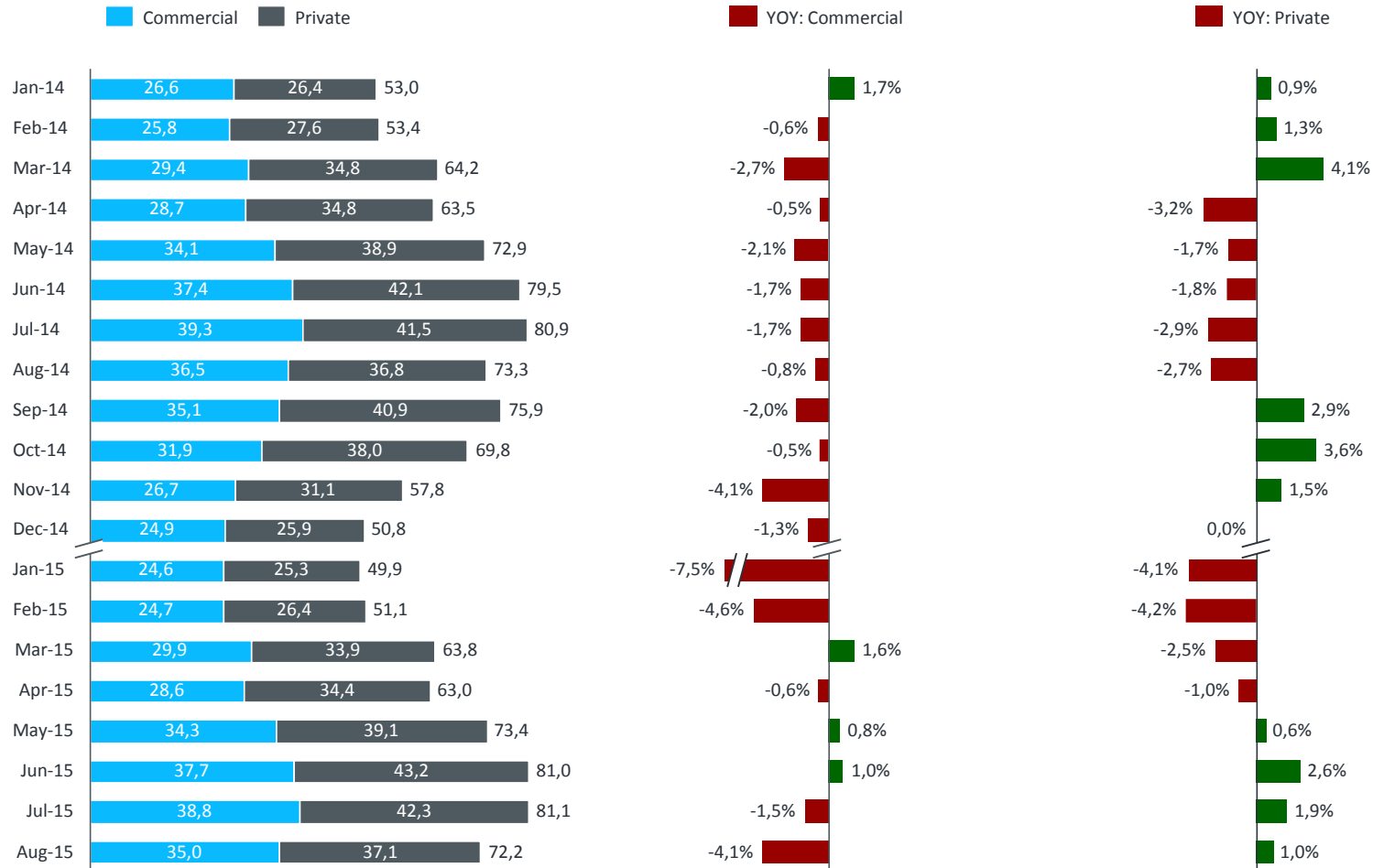
Private flights increased YOY in August, representing 48% of total activity, compared to 46% AOC/Commercial. AOC flights fell 4.1% in August.



Monthly departure trends by mission type

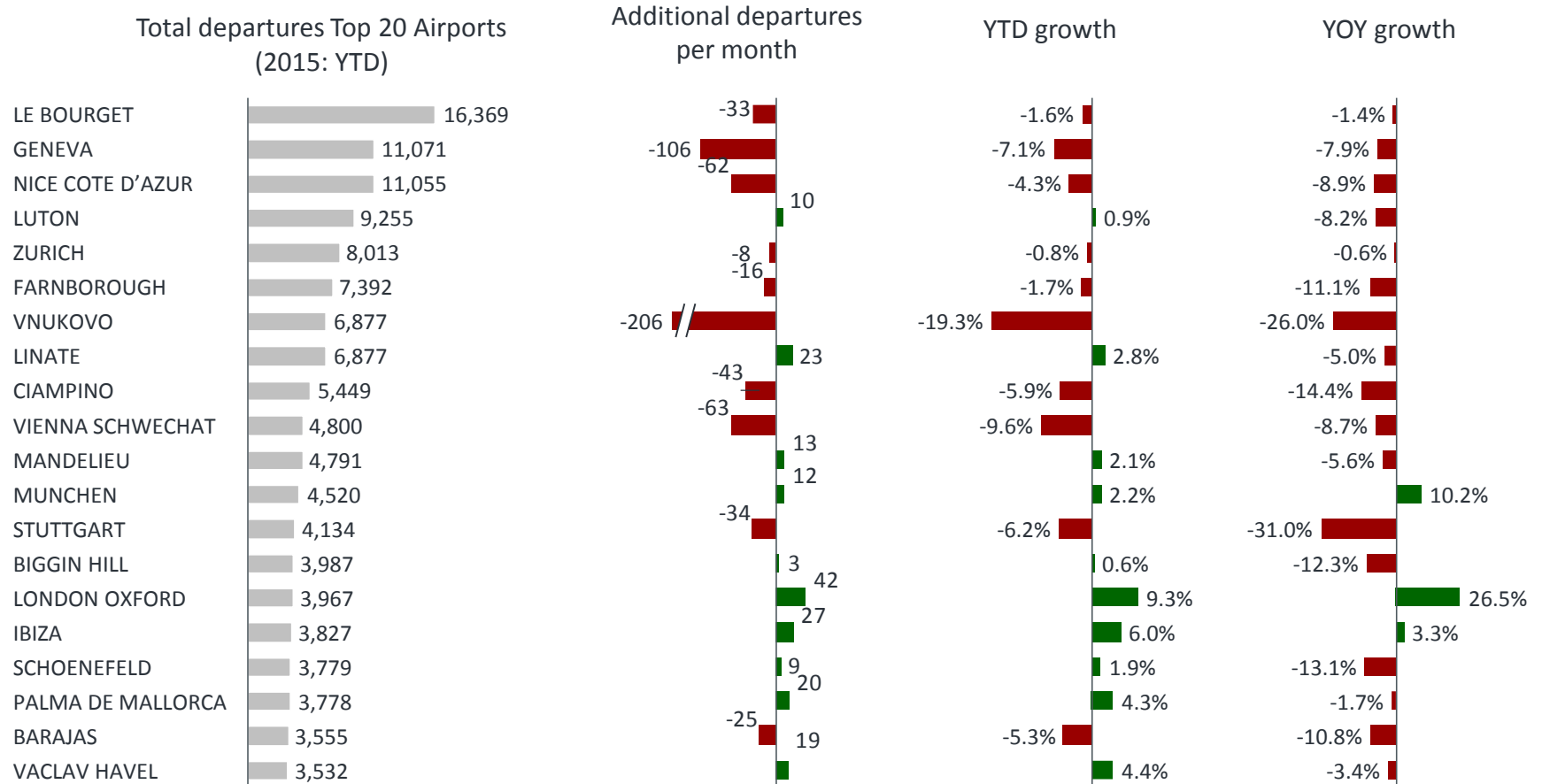
Following some recovery in March-June this year, AOC flights have declined in mid-summer, with a relatively big fall this month. Private flights have grown fairly steadily since May.

Thds. of departures



Top Airport flight departures in August and YTD

Of the busiest 20 airports only 3 – Munich, Oxford and Ibiza – saw a YOY increase in activity in August. Big declines for Geneva, Nice, Luton, Farnborough, and especially Stuttgart.

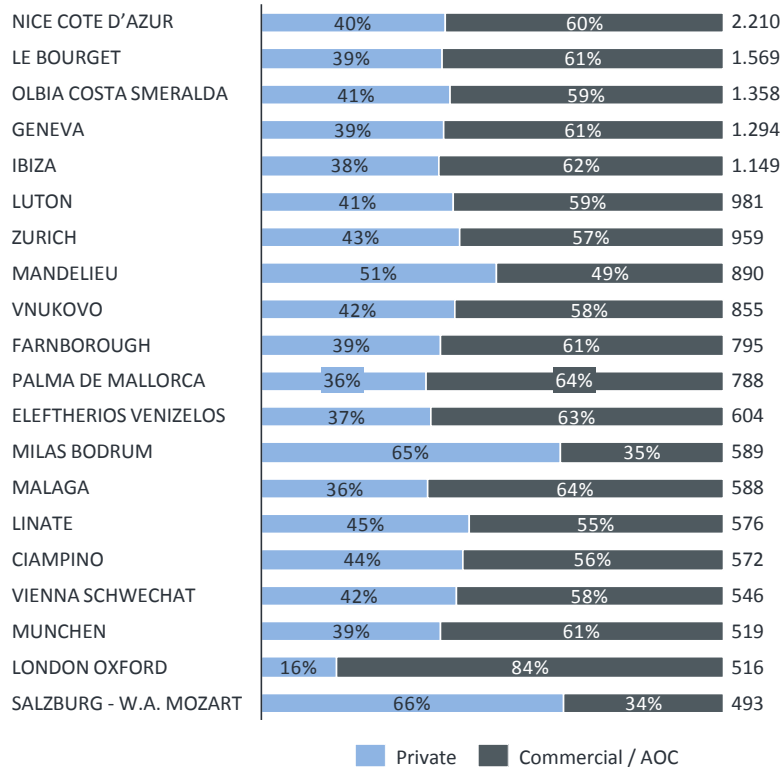


Note: *as per WINGX INSIGHT definitions, coverage of flights is limited to those connected to wider European area, including Western Russia only. Therefore the Vnukovo activity August not include flights between Vnukovo and destinations/origins to the east.

Top 20 Airports activity by mission profile

Where there was growth, it came in Private flights, especially from Ibiza and Mallorca. Charter activity was well down in Nice and Olbia, -32% at Vnukovo, but up 18% from Athens.

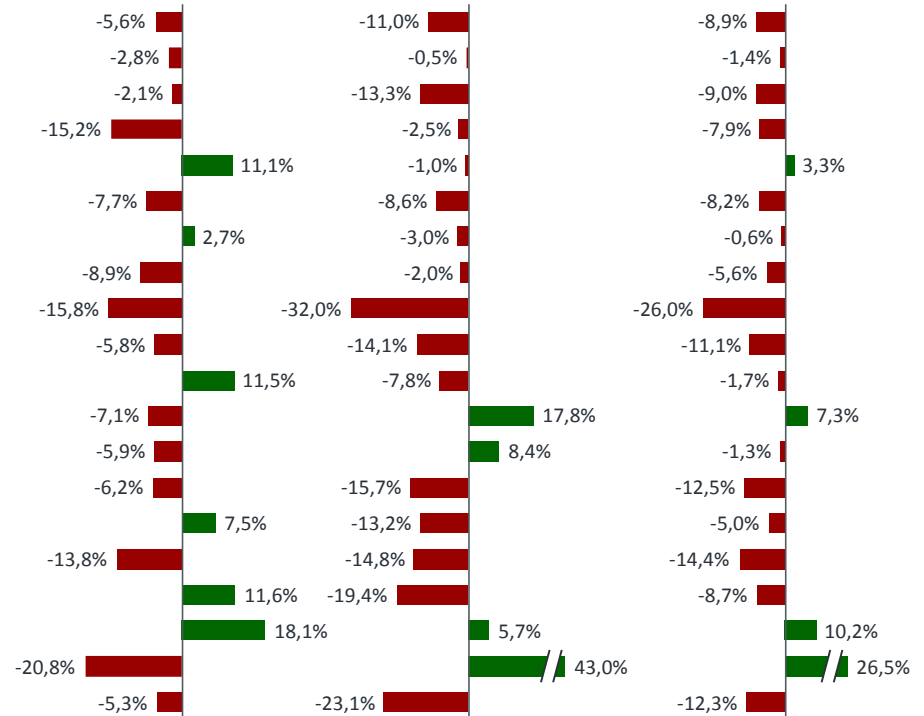
Total departures Top 20 Airports
(August 2015)



YOY growth
Private

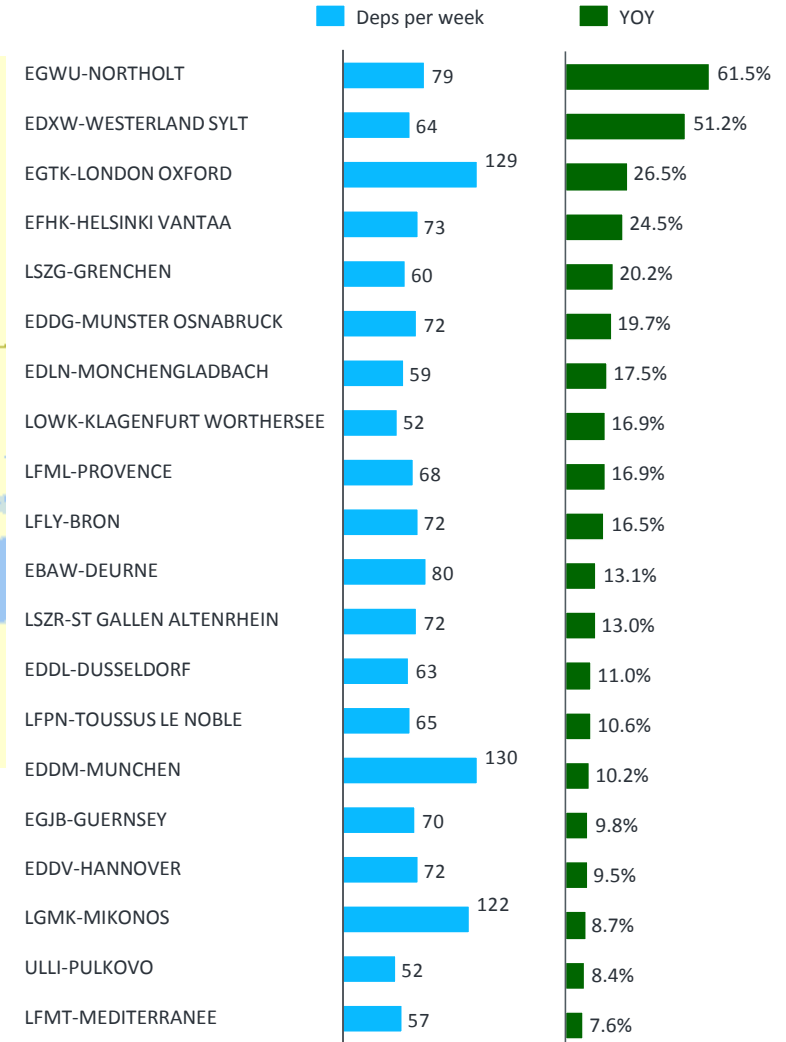
YOY growth
AOC

YOY growth
Total



Best performing airports by activity August 2015 YOY

Northolt* made substantial gains this month, so too did Oxford. Mikonos attracted much more business aviation YOY. Activity at Munich was notably ahead this month.



*YOY runway repair

Executive Summary: August 2015

There were 72,182 business aviation flight departures in Europe in August 2015. This was 1.5% down on August 2014, 6% down on August 2008. Flight hours fell 3.4% this month. The YTD 2015 trend is now -1%.

Germany was the main growth market this month, overall activity up 4%, private flights up more than 15%. Flight activity in France also increased. There was a spike in activity in the Scandinavian region.

The relapse this month came largely from Italy, where flights declined 8%. YOY flight activity also dropped in Spain and the UK. Peripheral European markets continued to struggle, Turkey down 9%, Russia declining by 20%.

Overall, the core Western European market was just ahead this month, this growth outweighed by declines in South and East Europe. Flights from Europe to the CIS region continued to fall, down 20% this month.

Flight connections with the Middle East were well up this month. Conversely, transatlantic flights declined YOY. Inbound flights from North Africa were substantially reduced this August.

Most of the decline this month came in business jet rather than prop activity, and specifically in AOC flights. Europe's busiest city pair for Charter flights, Vnukovo-Nice, was down more than a third compared to last year.

There were some exceptions to this trend, with increased AOC activity in the ULR, VLJ and especially Super midsize jet activity. Compared to last year, Phenom 300 and Challenger 300 flights almost doubled.

A big fall in activity at Ciampino typified the decline in Italy this month. Island resorts such as Mikonos, Mallorca and Ibiza saw sizeable increases in activity. Flights from Farnborough were down by 11%.

Definitions

- › The charts illustrated in this analysis source data from national business aviation associations, Eurocontrol, and the FAA, covering 50 European, Middle Eastern and North African national territories.
- › All data analysis is carried out by WINGX Advance through our proprietary activity tracking methodology.
- › We cover all types of private (owner) and commercial (AOC) flight. AOC flights include charter and special mission activity such as medical flights. We exclude maintenance and training flights.
- › Illustrated flight activity analysis pertains to all IFR registered flights within Eurocontrol territories and between Eurocontrol territories and the rest of the world.
- › The analysis covers all single and multi engine business aviation aircraft categories: Jets, Turboprops and Pistons, equating to more than 300 aircraft types.
- › Coverage of business jet types used by commercial airlines is not comprehensive, but does capture, for example, Embraer Legacy (ERJ135) Bombardier 850 (CRJ200), A318 Elite, Airbus 319 and BBJ3 business aviation flights.
- › Jet aircraft activity is segmented by cabin/range capability: Airline Jet (Bizliner), Ultra Long Range, Heavy Jet, Super Mid-size Jet, Mid-size Jet, Super Light Jet, Light Jet, Entry Level Jet, Very Light Jet.
- › Aircraft utilisation is measured by number of flight departures and the related number of flight hours. Our analysis does not include Overflights. We do include arrival flights from all global ICAO regions into Europe.
- › The analysis is shown for the preceding calendar month; it is compared to the previous year same month (YOY or Year on Year), and to the current total activity for the year (YTD or Year to Date).

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