Are we headed for a triple dip recession?

2016 Press Conference
<table>
<thead>
<tr>
<th>Time</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>13:30</td>
<td>OPENING REMARKS</td>
</tr>
<tr>
<td>13:35</td>
<td>ECONOMIC IMPACT</td>
</tr>
<tr>
<td>13:45</td>
<td>STATE OF INDUSTRY</td>
</tr>
<tr>
<td>14:00</td>
<td>WHAT NEXT?</td>
</tr>
<tr>
<td>14:10</td>
<td>QUESTIONS AND ANSWERS</td>
</tr>
<tr>
<td>14:30</td>
<td>END</td>
</tr>
</tbody>
</table>
The economic impact of business aviation in Europe
About the 2016 Economic Study

#1 Economic Contribution
#2 Time and Cost Efficiency
#3 Connectivity
#4 Country Case Studies
The sector punches above its weight in many different ways...

**Germany, France and UK**
are the main players in the sector
producing 63% of the total GVA of the industry

- Output: 98bn €
- Gross Value Added: 27bn €
- Labour Compensation: 21bn €
- Number of Jobs: 371,000

Source: Eurocontrol
... It is a time machine that can be quantified…

20% of Business Aviation flights are more than 5 hours shorter than their best commercial alternatives.

127 minutes The average time saved using a Business Aviation flight rather than the fastest commercial counterpart.
... And it boosts the attractiveness of peripheral businesses

200k

Business Aviation flights are not possible via Airlines

+25k

Airport pairs served by Business Aviation not connected by Airlines
State of the industry
BusAv traffic normally follows GDP – What’s going on?

GDP evolution vs. BusAv departures evolution

GDP

BusAv Traffic

2015

Source: Eurocontrol
Triple dip recession?

Traffic evolution 10 years

-20%  -15%  -10%  -5%  0%  5%  10%  15%  20%  25%  30%

Traffic evolution 2 years


Source: Eurocontrol
Decline in activity across most key airports

Top 10 BusAv Airport traffic evolution

Source: Eurocontrol
… as well as across most airport pairs
Is this just passing turbulence?
Was the promise of the East only fleeting?

Average yearly departures
2015 vs. 2014

Source: Eurocontrol
What’s happening to the BusAv and premium passengers segment?

BusAv passengers vs. Legacy Carriers premium passengers

Source: AEA/WingX
On the bright side
Seven is our lucky number

% of European flights

- **2005**
  - All Cargo: 67%
  - Business Aviation: 14%
  - Charter: 8%
  - Low Cost: 7%
  - Legacy Carriers: 4%

- **2010**
  - All Cargo: 59%
  - Business Aviation: 24%
  - Charter: 6%
  - Low Cost: 7%
  - Legacy Carriers: 4%

- **2015**
  - All Cargo: 56%
  - Business Aviation: 29%
  - Charter: 5%
  - Low Cost: 7%
  - Legacy Carriers: 3%

Source: Eurocontrol
Business Aviation used increasingly for long haul

Extra Europe BusAv departures vs. Intra Europe BusAv departures

- Extra Europe depart 2015: +40% compared with 2005
- Intra Europe depart 2015: -2.7% compared with 2005

Source: Eurocontrol
What next?

EBAA is taking actions
Increasing the number of satellite-based precision approaches

240 runway ends operational

500 LPV runway ends planned

More than 3500 LPV approaches
Quantifying the time savings and turning it into $
Disseminating Just Culture through sharing of occurrences in a no-blame environment

EBAA Safety Occurrence Reporting System
Offering the right platform for the industry dialogue

EBACE

14,000 Delegates
500 Exhibitors
60 Aircraft showcased
Final Approach

Questions ?
EBAA Full Members