



Q3 2017

BUSINESS AVIATION INDEX





INTRODUCTION

The JSSI Business Aviation Index tracks and reports on the global flight activity and utilization of close to 2,000 business aircraft, including jets, turboprops and helicopters. The report calculates the average flight hours flown per aircraft on a monthly basis and organizes this data into several key categories.

The JSSI Business Aviation Index is broken into four primary categories: Industry, Aircraft Type, Geographical Region and Aircraft Age. The data presented in this report is subject to the core variables in our business. These variables include, but are not limited to: accurate and timely flight hour reporting; customer addition and attrition; fleet demographic changes, such as fleet size or aircraft class; and any geopolitical events that may inhibit timely or accurate data collection.

The JSSI Business Aviation Index has

been further expanded to include financial ratings of the same segments in which flight hour activity is categorized. This financial rating methodology has been developed by JSSI and leverages a proprietary method of tracking, reporting and analyzing relevant data.

The data evaluates and determines both the Client Performance Score (CPS) and relevant trends. The CPS is a metric for each JSSI contract, derived from two components: 1) the average days to report flight hours, and 2) the average days to pay open invoices—both over a rolling 12-month period.

Trending using performance scores looks back by quarter over the last 12 months. A 12-month trend factor is assigned to indicate the number of aging categories in which a particular contract has either improved, or regressed, during the period.

ABOUT

For nearly 30 years, Jet Support Services, Inc. (JSSI), has been the leading independent provider of maintenance programs to the business aviation industry, covering virtually all makes and models of business aircraft, engines, and APUs.

JSSI provides customers with comprehensive, flexible and affordable financial programs and tools for managing the often unpredictable costs of operating and maintaining nearly all types of turbine-powered aircraft, including business and commercial jets, turboprops and helicopters. JSSI serves customers globally and manages maintenance services through its worldwide infrastructure of certified technical advisors.

JSSI has always been deeply committed to providing clients and the industry with the highest standard of service and excellence. The JSSI team adds further value by developing the most innovative products and services and expanding into new markets. JSSI publishes a quarterly Business Aviation Index to track flight hours and financial performance of business and commercial aircraft by region, industry and cabin type.

Flight hour activity provides powerful and unique insights into the state of the global economy. The information provided in this report could include technical or other mistakes or inaccuracies. JSSI makes no representations regarding the quality, accuracy, completeness or suitability of the materials on this or any other report, and disclaims any duty to keep this information current or accurate.

WELCOME MESSAGE

It is my pleasure to introduce the JSSI Business Aviation Index for Q3 2017. Since 2012, Q3 has been the strongest quarter of the year and this year was no exception.

The 4.5% increase YTD is a significant sign that companies are utilizing their corporate jets to conduct business all over the world. Key regional markets, such as Asia and South America, have shown particularly strong numbers through Q3.

Unlike commercial aviation, which is largely driven by consumer spending, business aviation is a tool that is driven by the need for efficient travel to conduct core business activities. With a global fleet of close to 2,000 aircraft, across a wide array of industries, JSSI is in a unique position to capture this comprehensive market data.

We hope that you find the report valuable as you analyze current market conditions and how they impact your business.

Regards,



Neil W. Book
President and CEO

If you would like to discuss any of the data points or results in more detail, or would like to use this data in your reports, please contact the corresponding JSSI employee:

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5	OVERALL
9	INDUSTRY
21	AIRCRAFT TYPE
24	REGIONAL
34	AIRCRAFT AGE
37	OPERATOR TYPE
40	CPS SCORE AND TRENDING



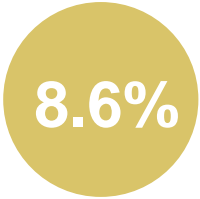
Q3 2017 Results

QoQ Change
2.2%

YoY Change
2.4%

YTD Change
4.5%

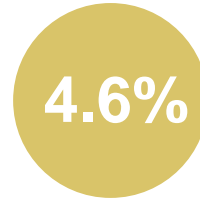
Q3 2017 Flight Hour Highlights



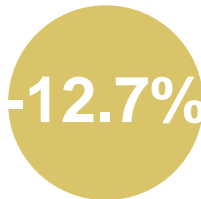
QoQ INCREASE
Asia-Pacific



YTD INCREASE
North America



QoQ INCREASE
Europe



QoQ DECREASE
Consumer Goods



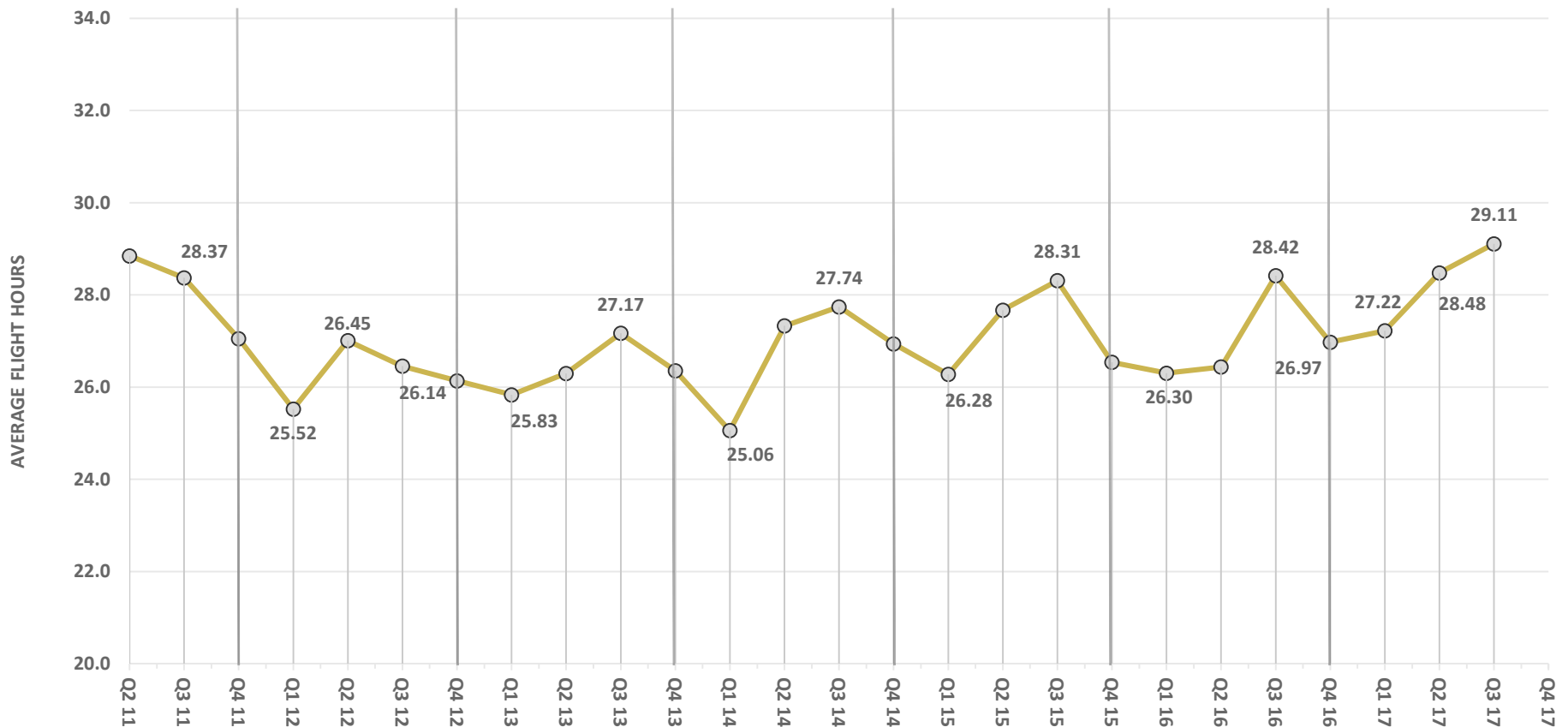
QoQ INCREASE
Manufacturing



YTD INCREASE
Power & Energy

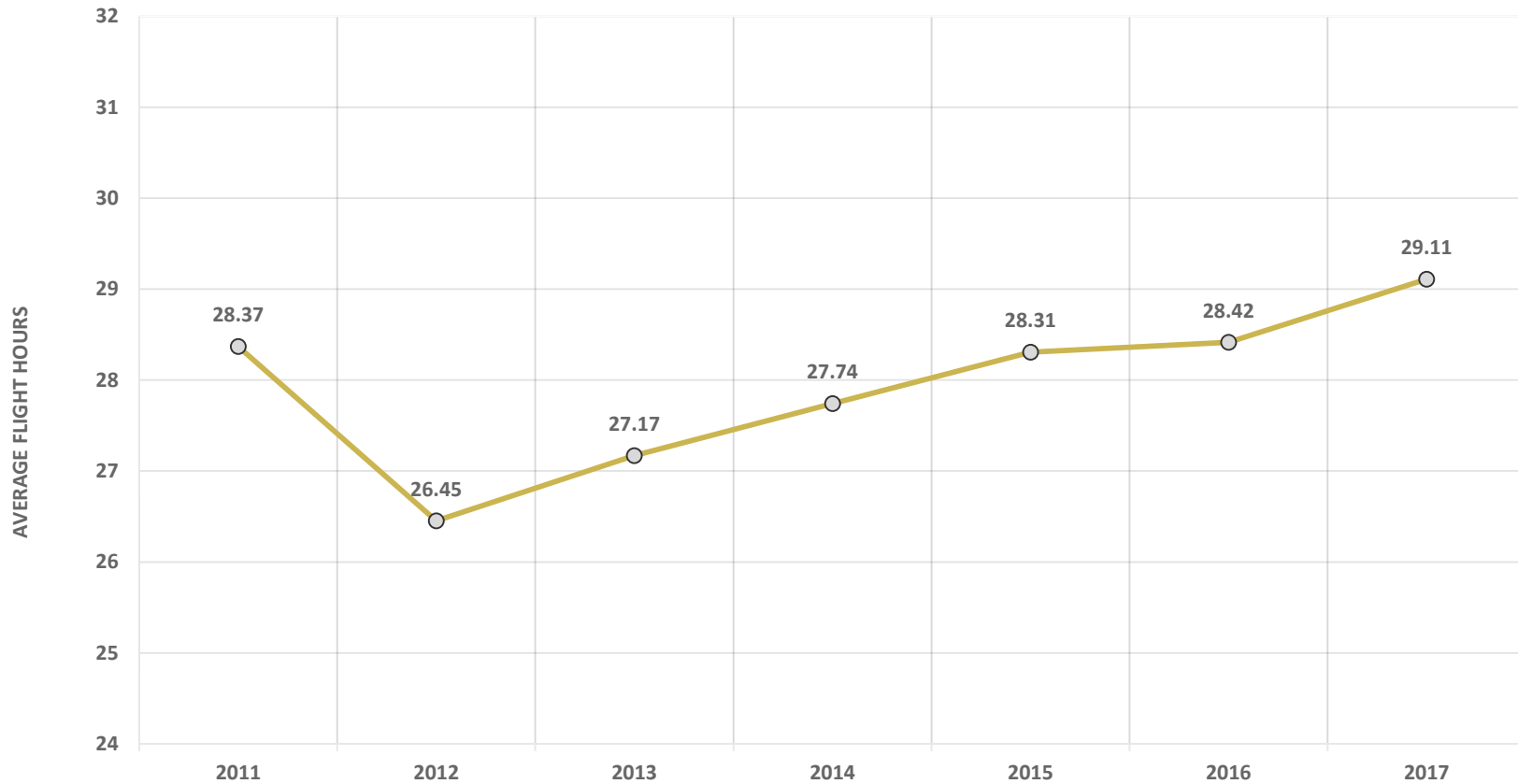
Q3 2017 Average Flight Hours QoQ

Flight hours reached the highest levels seen since 2008 in the penultimate quarter of 2017, demonstrating the resilience and return of a strong general aviation market. With a 2.2% increase over Q2, there have now been five consecutive years where flight hours have continued to increase each quarter from Q1 to Q3. The increase in Q3 this year was largely fueled by activity in the Helicopter market, Manufacturing industry and the Asia-Pacific region.



Q3 2017 Average Flight Hours YoY

Following the lows of 2012, the overall increase in flight activity has continued into Q3 of 2017. With a 2.4% increase YoY, Q3 has shown some of the highest levels of flight activity since late 2008. Strong QoQ and YoY numbers resulted in a 4.5% increase YTD when compared to the same time period in 2016.



Q3 2017 Flight Hour Activity by Industry

The JSSI Business Aviation Index tracks nine major industries. The report defines these industries as follows:

Aviation—Companies in this industry include those with a primary purpose to generate revenue through private charter or aviation-related services. It also includes companies with a core focus in aviation manufacturing, design or development.

Business Services—Companies in this industry include marketing and advertising, consulting, legal services, logistics and shipping, human resources, staffing, leasing, security, outsourcing, and facility management.

Construction—Companies in this industry include residential and commercial construction, bridge and roadway construction, excavations, demolitions, and large-scale services supporting the construction industry.

Consumer Goods—Companies that relate to items purchased by individuals and includes companies involved with food production, packaged goods, clothing, beverages, automobiles and electronics.

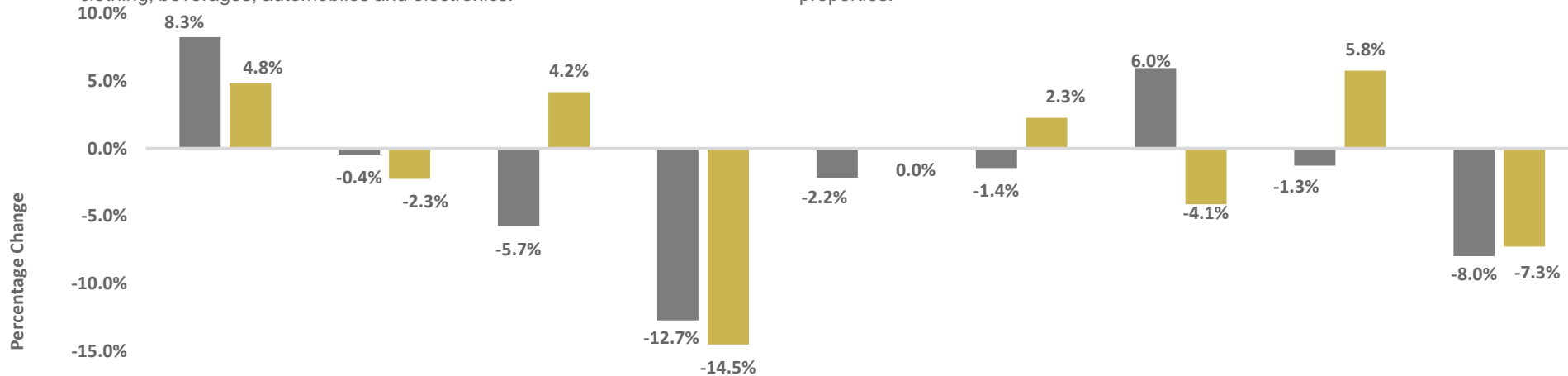
Financial Services—Companies that manage money, such as credit unions, banks, credit-card companies, insurance companies, accountancy companies, consumer-finance companies, stock brokerages, and investment funds.

Healthcare—Companies that provide goods and services that are used to treat patients, including hospitals, pharmaceutical companies, rehabilitation companies, or other service providers directly related to the medical system.

Manufacturing—Companies that engage in the mechanical, physical, or chemical transformation of materials, substances, or components that support the production of a final product.

Power & Energy—Companies that produce coal, oil, natural gas or electricity, as well as other service providers directly related to the creation or development of power and energy.

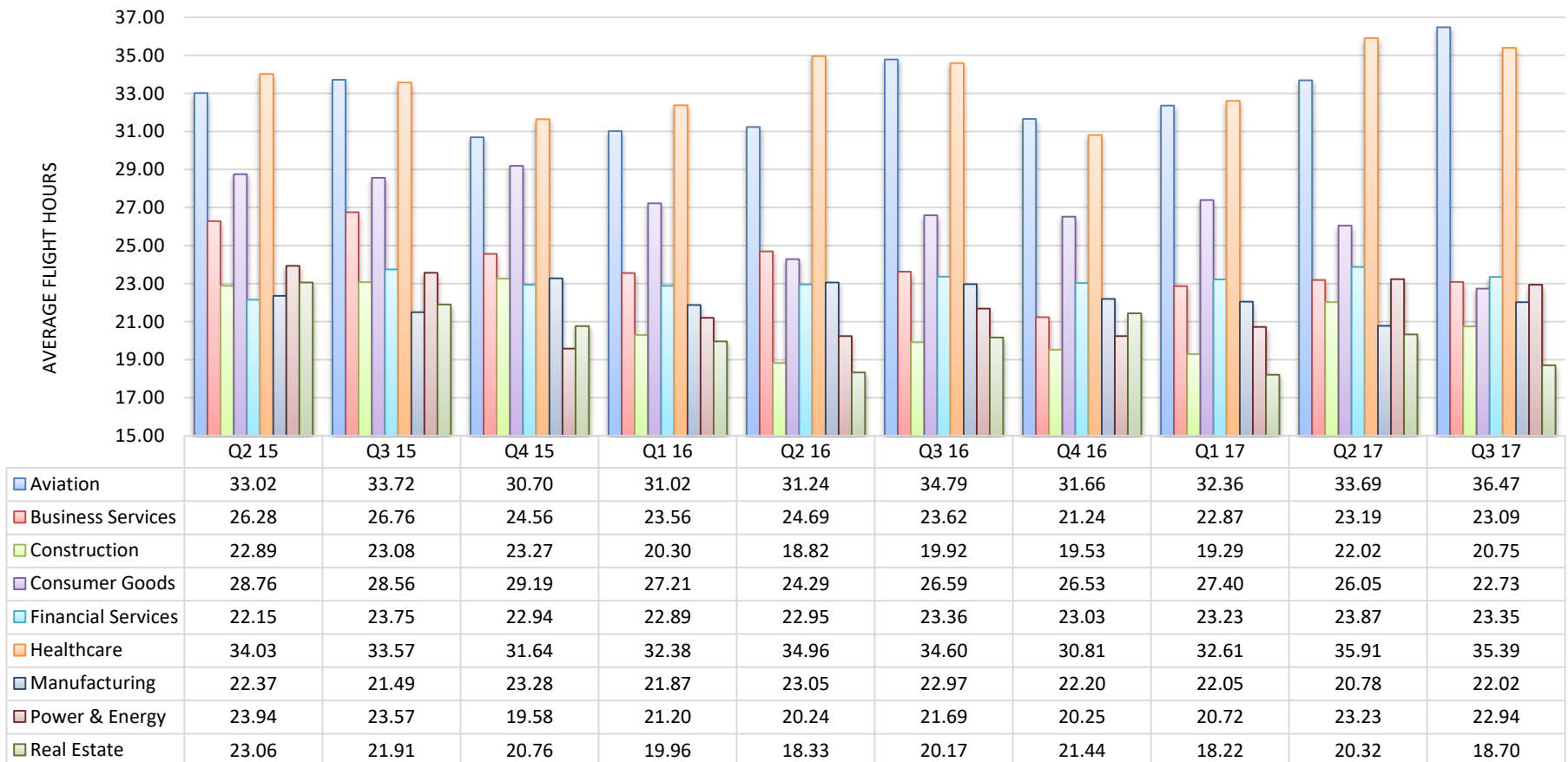
Real Estate—Companies that consist of land and building ownership and companies involved in the buying, selling, or leasing of retail or personal properties.



	Aviation	Business Services	Construction	Consumer Goods	Financial Services	Healthcare	Manufacturing	Power & Energy	Real Estate
■ QoQ Change	8.3%	-0.4%	-5.7%	-12.7%	-2.2%	-1.4%	6.0%	-1.3%	-8.0%
■ YoY Change	4.8%	-2.3%	4.2%	-14.5%	0.0%	2.3%	-4.1%	5.8%	-7.3%

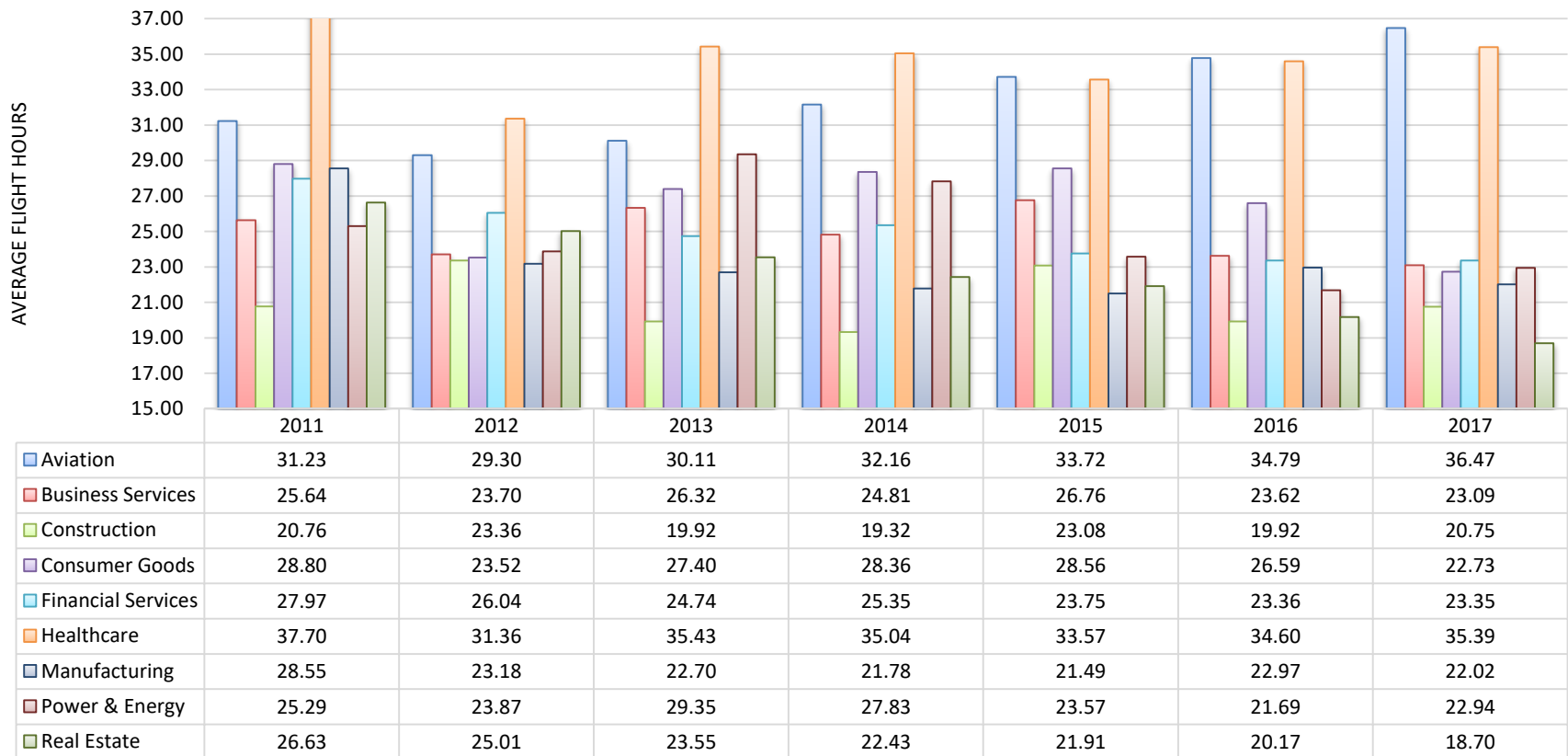
Q3 2017 Flight Hour Activity by Industry QoQ

Of the nine industries tracked in this report, two industries, Aviation and Manufacturing, showed significant growth when compared to Q2 of 2017—with 8.3% and 6.0% QoQ increases respectively. The Consumer Goods and Real Estate markets decreased 12.7% and 8.0% respectively. Of the remaining industries, changes in flight hours remained mostly flat, with marginal increases and decreases across the different sectors.



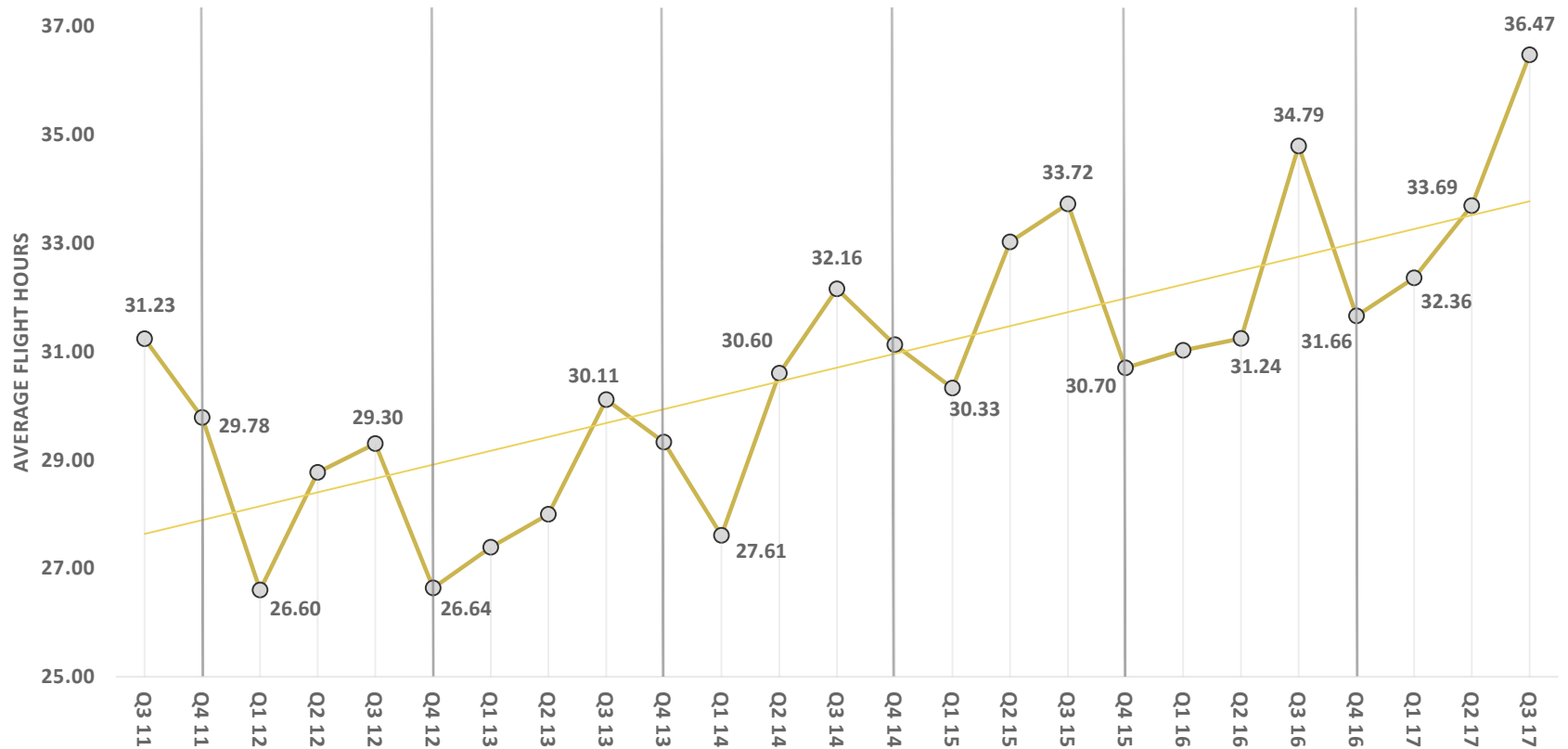
Q3 2017 Flight Hour Activity by Industry YoY

Four industries increased utilization YoY, four industries decreased utilization, and one industry showed no change in utilization. The largest decreases were seen in the Consumer Goods and Real Estate markets, with 14.5% and 7.3% decreases YoY respectively. The largest increases were seen in Power & Energy, with a 5.8% increase, and Aviation, with a 4.8% increase. There was no change in the Financial Services market when comparing Q3 of 2016 to Q3 of 2017.



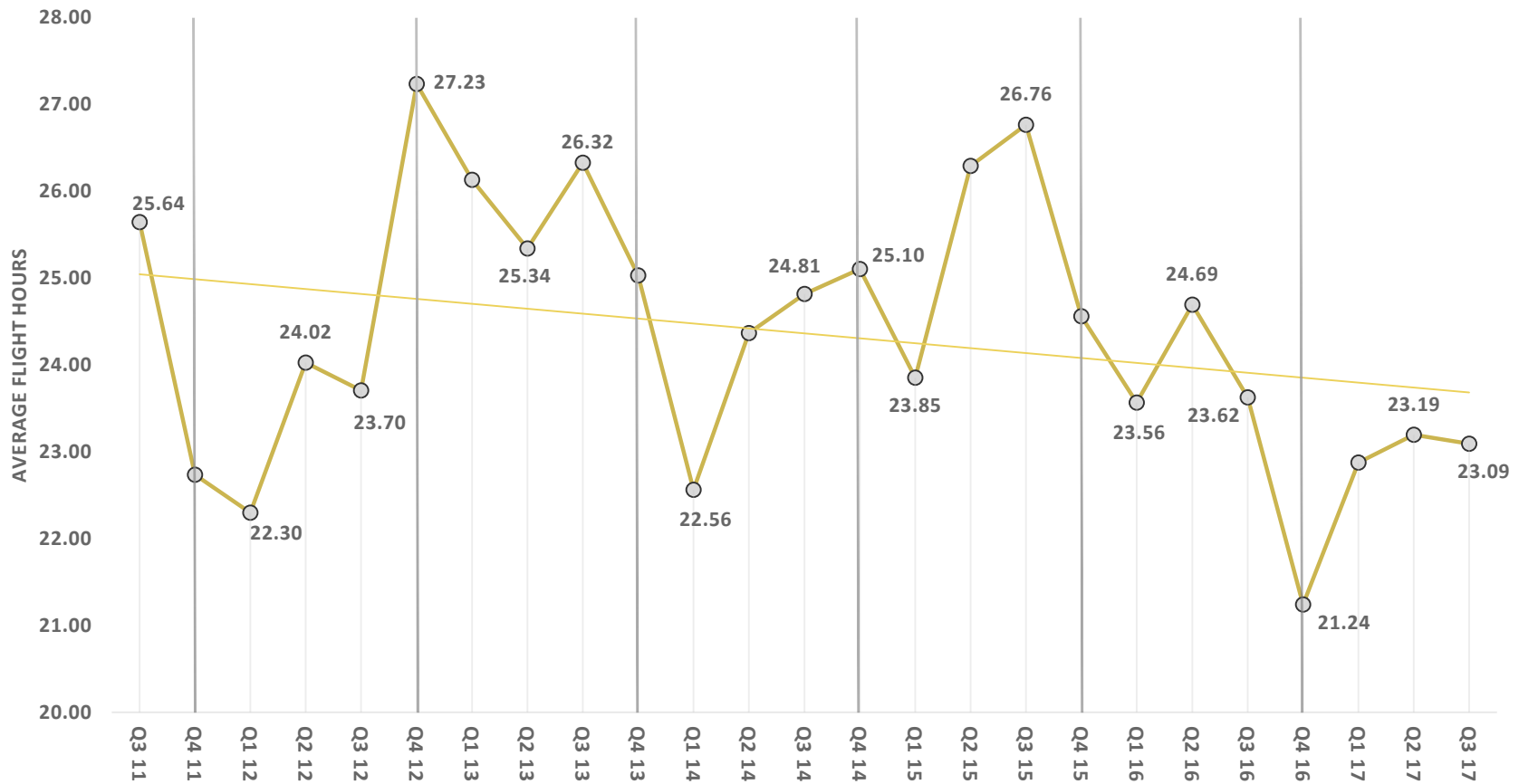
Q3 2017 Flight Hour Activity by Industry—Aviation

Historically, Q3 is the strongest quarter for utilization in the Aviation sector. This trend continued in 2017, with utilization increasing 8.3% QoQ and YTD hours 5.6% higher than the first three quarters of 2016. The summer months are known to drive significant vacation and leisure travel.



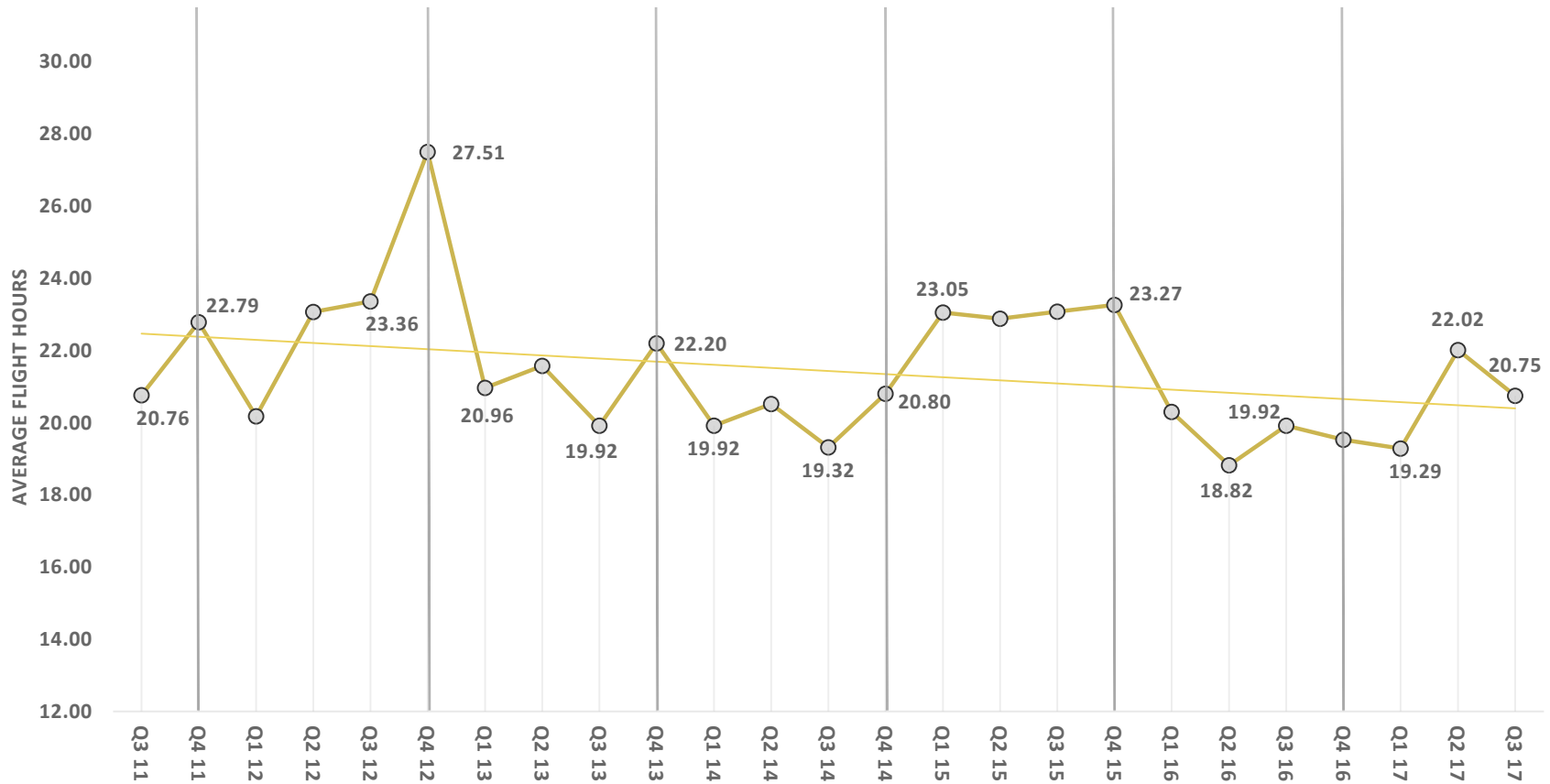
Q3 2017 Flight Hour Activity by Industry—Business Services

The Business Services sector decreased utilization by 0.4% QoQ, with a decrease of 2.3% YoY and 3.8% YTD.



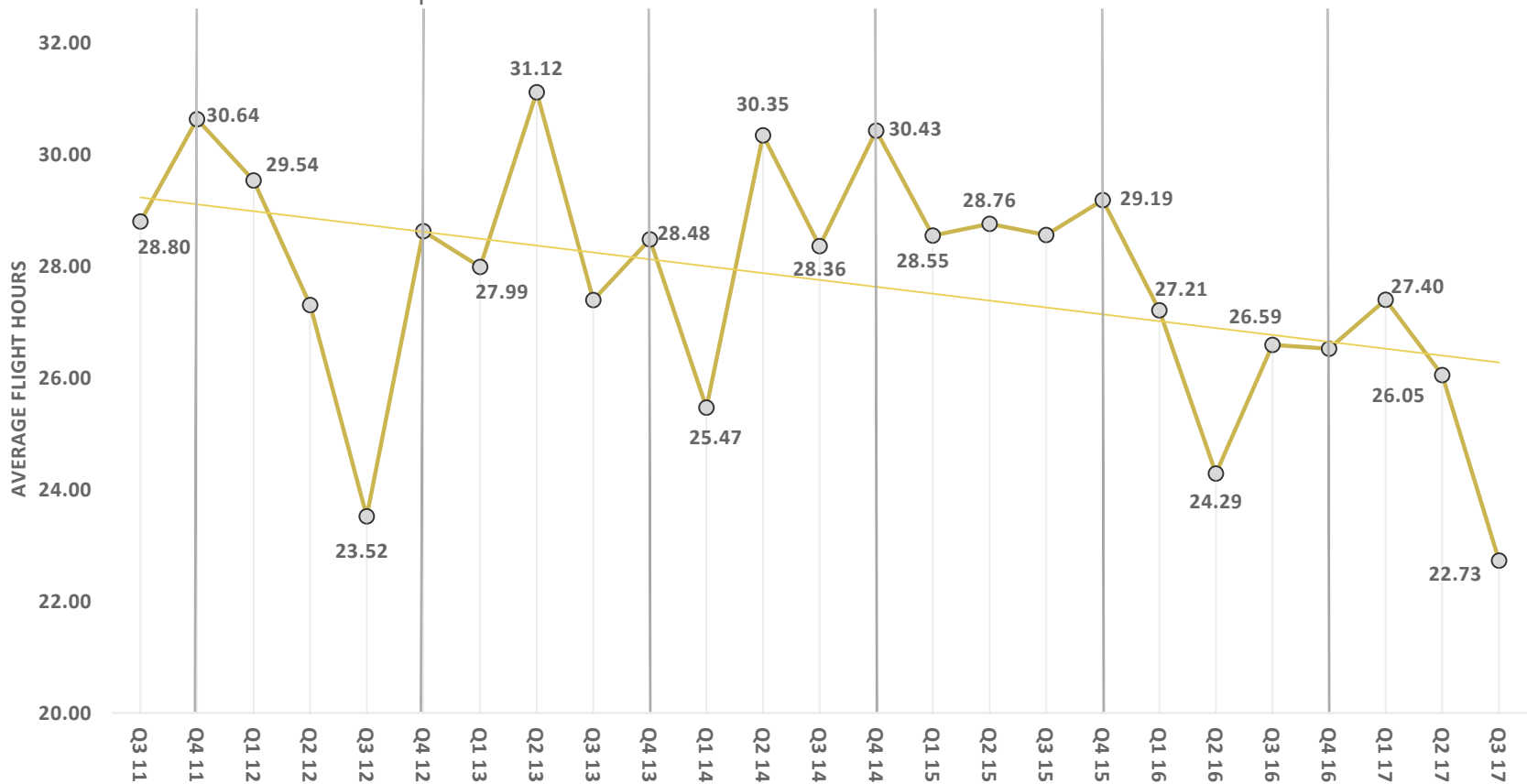
Q3 2017 Flight Hour Activity by Industry—Construction

There were mixed results for the Construction industry. There was a 5.7% decrease in utilization QoQ; however, while QoQ numbers were down, YoY and YTD numbers were up 4.2% and 5.1% respectively. In the previous 4 years, utilization has consistently stayed within the range of 19–23 hours.



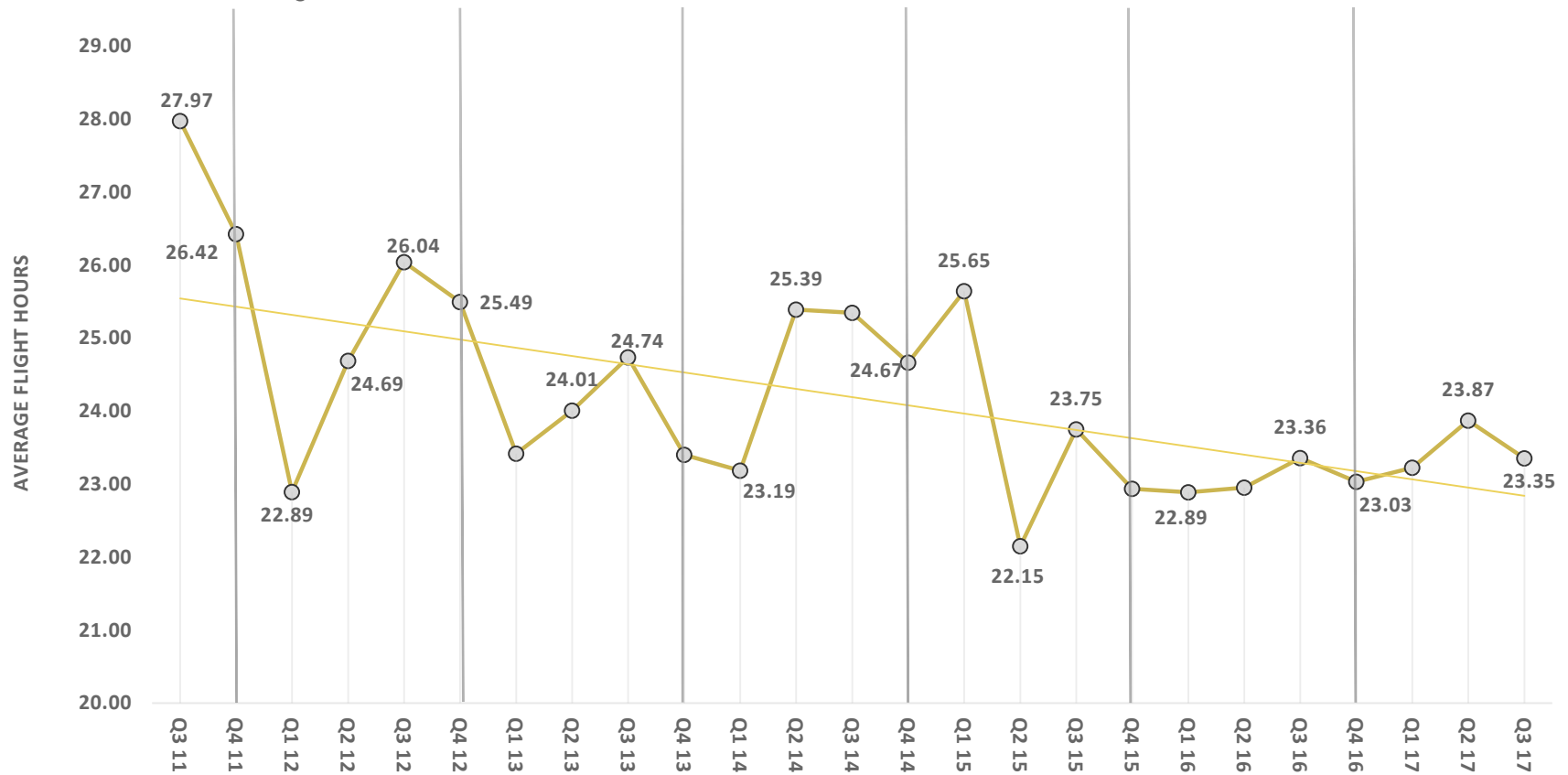
Q3 2017 Flight Hour Activity by Industry—Consumer Goods

The Consumer Goods industry revealed the largest decrease of any sector, with a drop of almost 13% QoQ. Moreover, YoY numbers were down 14.5% and YTD utilization was down 2.5%. Many factors play into this large decrease. This sector has become increasingly fragmented as consumer preferences shift away from the traditional industry giants in favor of smaller businesses and niche products.



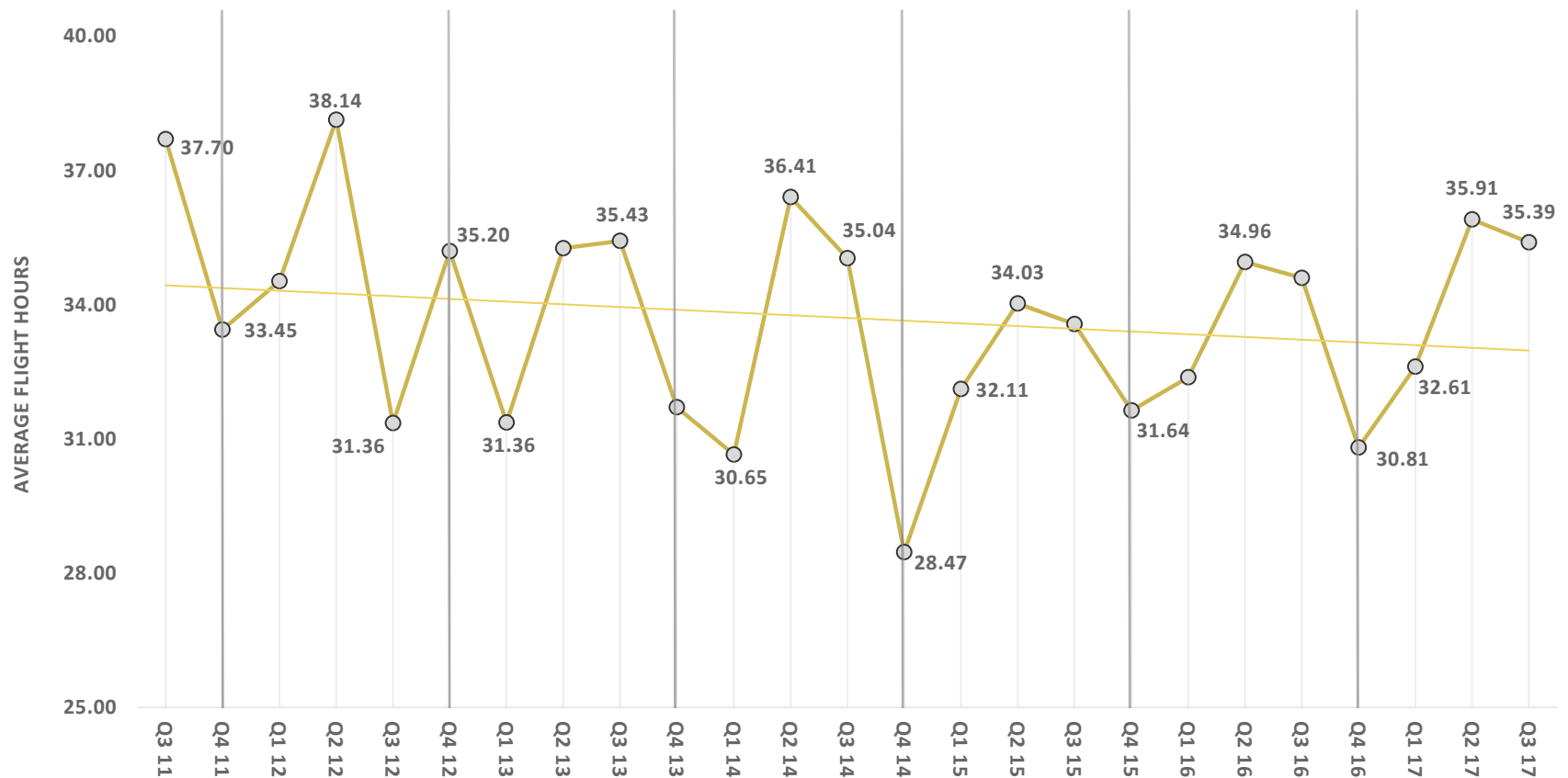
Q3 2017 Flight Hour Activity by Industry—Financial Services

There were minimal changes in the Financial Services sector for Q3. Utilization decreased 2.2% QoQ; however, YTD hours were up by 1.8%. Additionally, activity in Q3 of 2017 was only 0.01 hours less than Q3 of 2016. Utilization in this sector has shown modest change since the end of 2015, with QoQ flight hours falling between 22.89 and 23.87 hours on average.



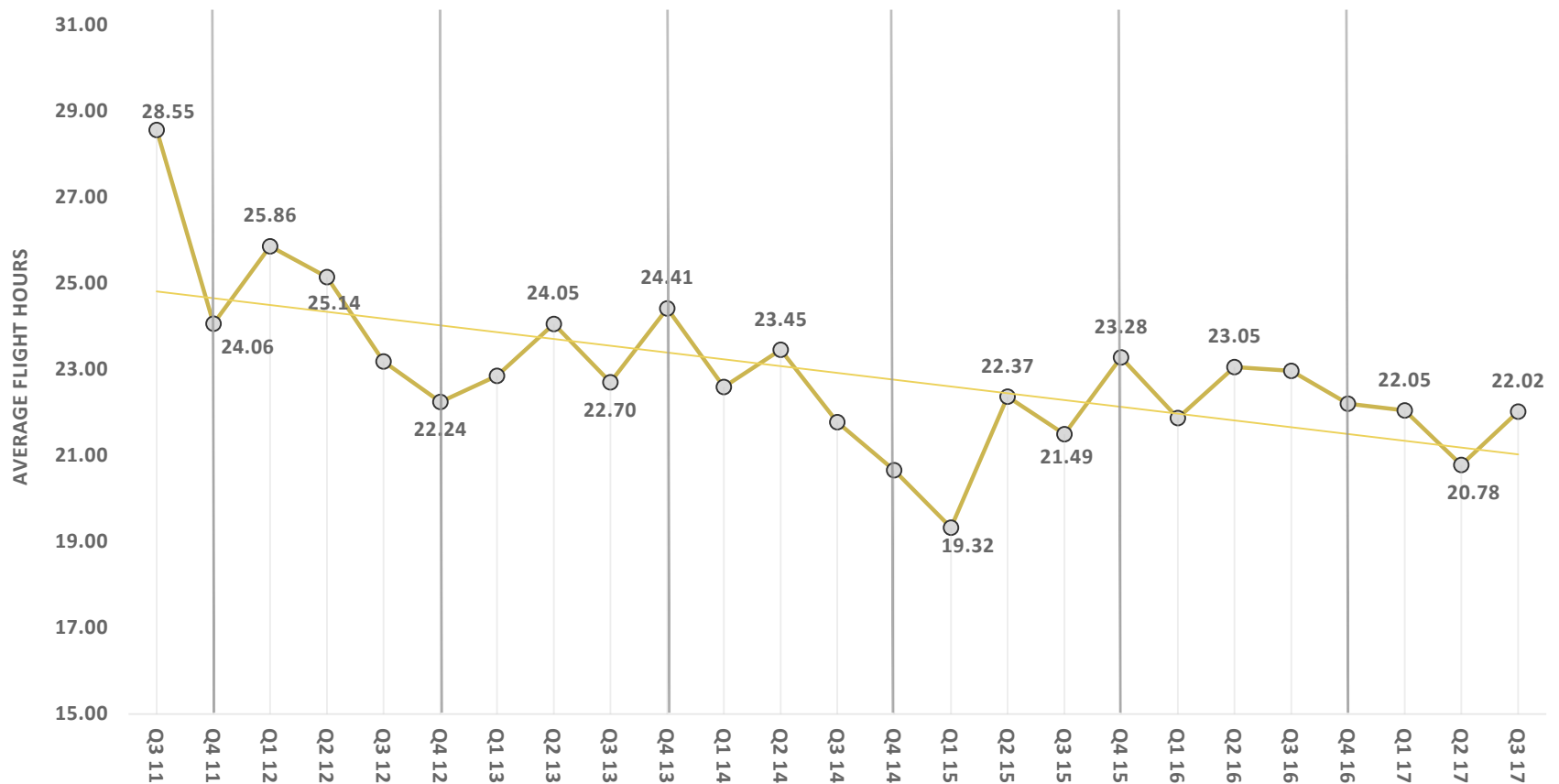
Q3 2017 Flight Hour Activity by Industry—Healthcare

There was only a marginal change in flight hours for the Healthcare industry this quarter, following a major jump between Q1 and Q2. In comparison to Q2, flight utilization was down 1.4% in Q3. YoY and YTD numbers were both positive, with flight hour utilization increasing 2.3% and 1.9% respectively.



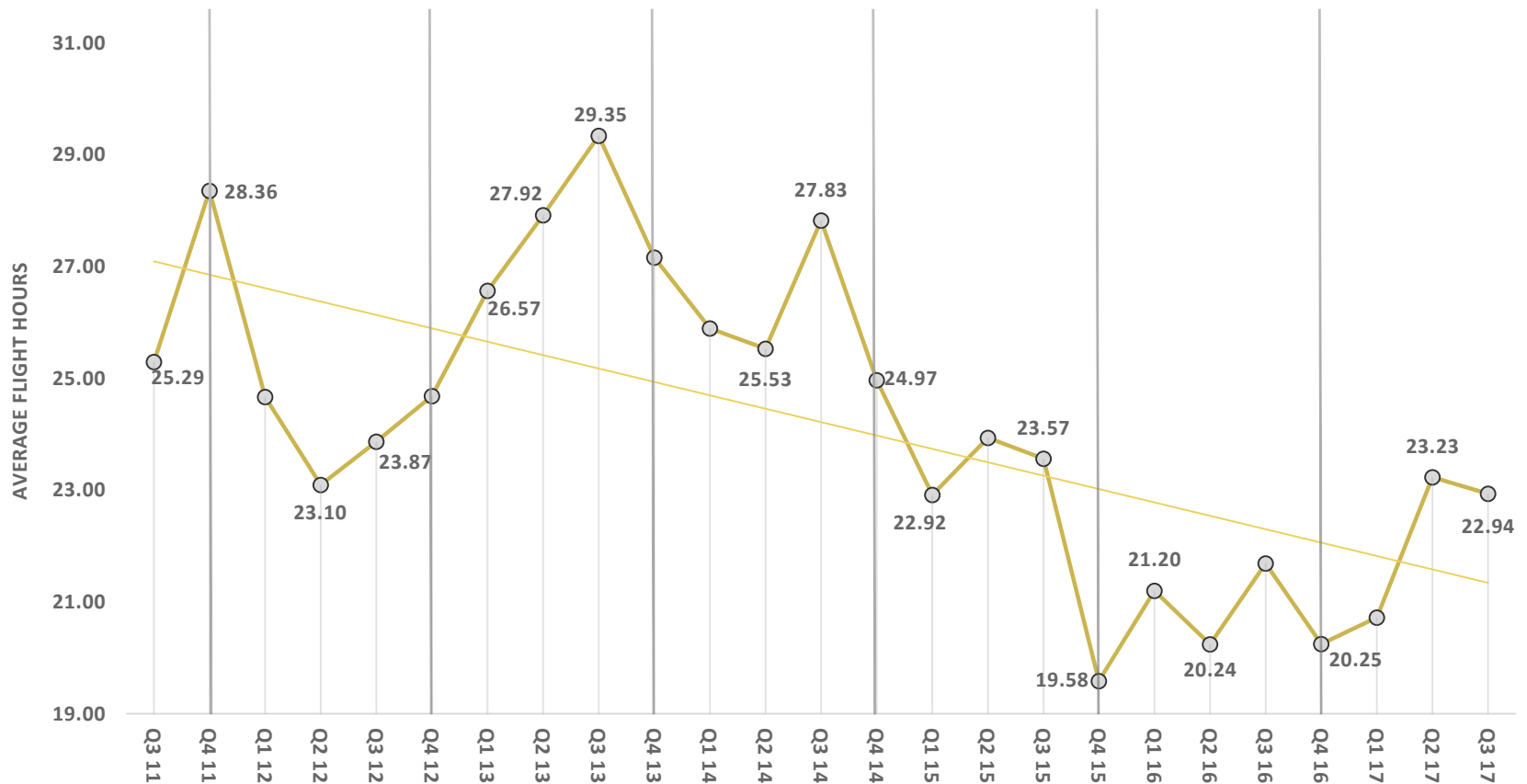
Q3 2017 Flight Hour Activity by Industry—Manufacturing

The Manufacturing sector had a strong Q3, with flight hours increasing 6% in comparison to Q2. Following an abnormally low Q2, YTD utilization was down 4.5% and YoY numbers down 4.1%. The QoQ increase echoes news from China surrounding an extremely strong quarter for the Manufacturing industry.



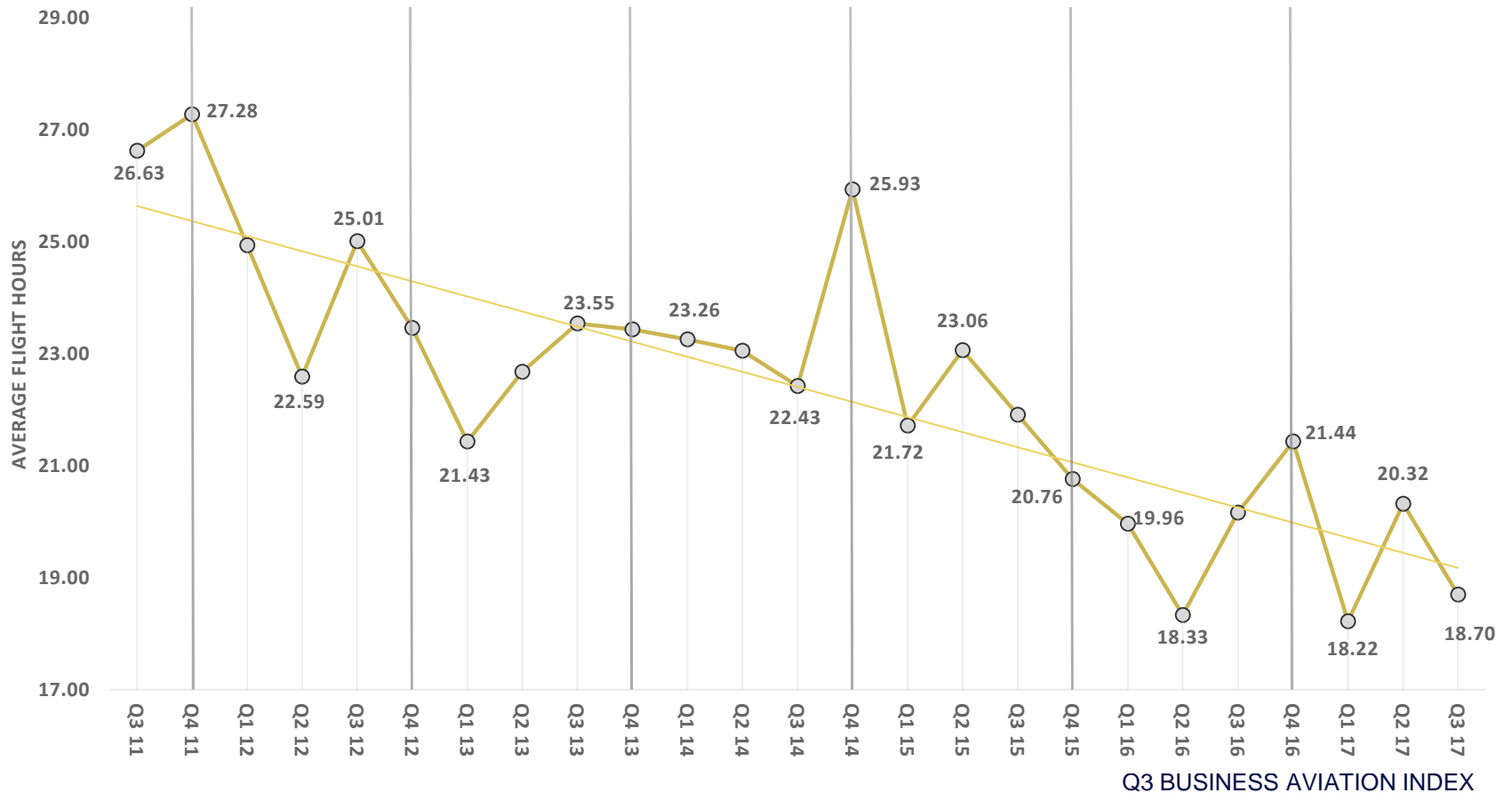
Q3 2017 Flight Hour Activity by Industry—Power & Energy

Flight hours decreased 1.3% QoQ for the Power & Energy sector, representing a decrease of less than 0.5 flight hours. YoY and YTD numbers were both strong, with increases of 5.8% and 6.0% respectively.



Q3 2017 Flight Hour Activity by Industry—Real Estate

Real Estate sector flight hours were weak overall, with a decrease of 8% QoQ, 7.3% YoY, and 2.1% YTD. After an encouraging Q2, flight hours in Q3 were only slightly above the previous lows that were seen in Q1 2017 and Q2 2016.



Q3 2017 Flight Hour Activity by Aircraft Type

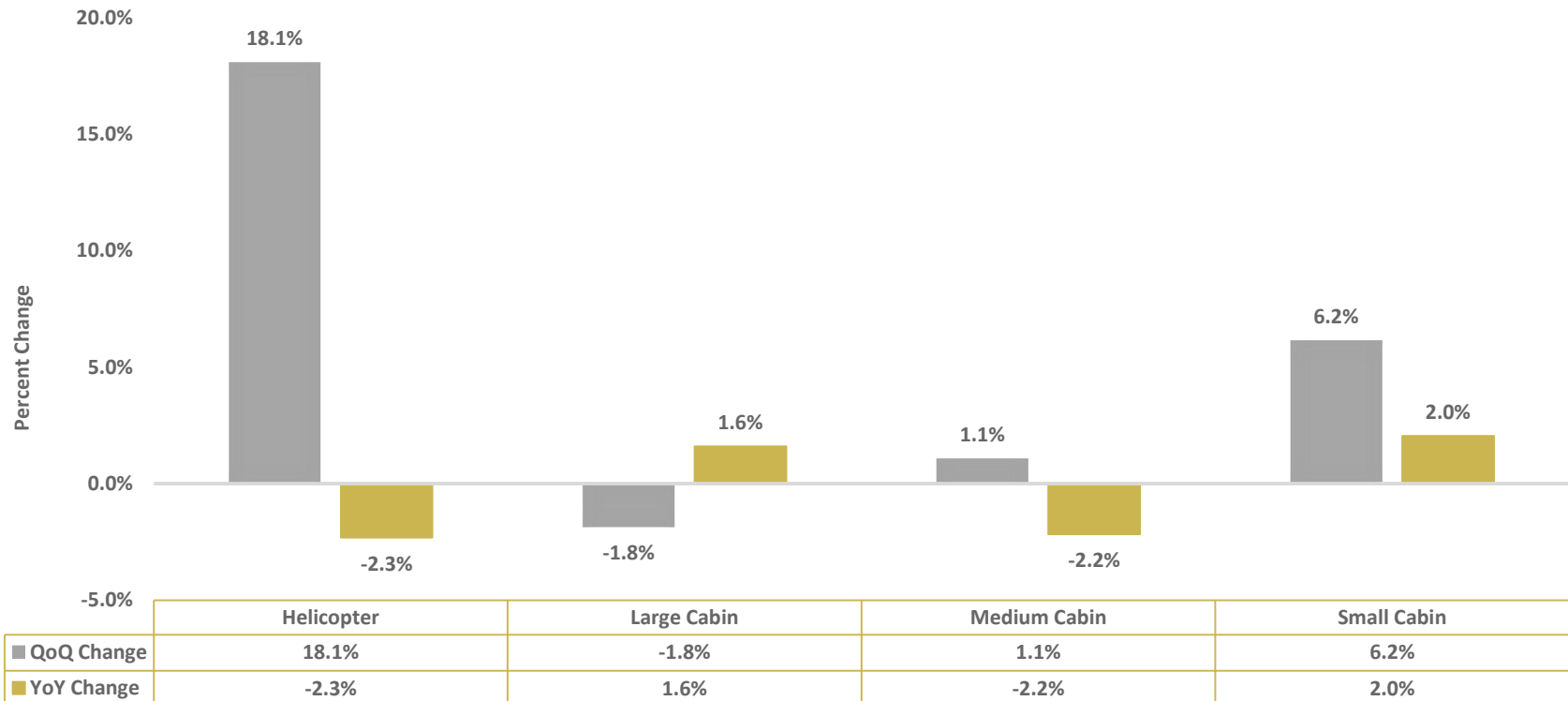
The JSSI Business Aviation Index tracks four major Aircraft Type categories. The report defines these types as follows:

Helicopter—This aircraft type leverages rotors to supply lift and can take off and land vertically. The aircraft’s attributes allow it to hover, fly forward and laterally, and operate in areas and regions where fixed-wing aircraft cannot.

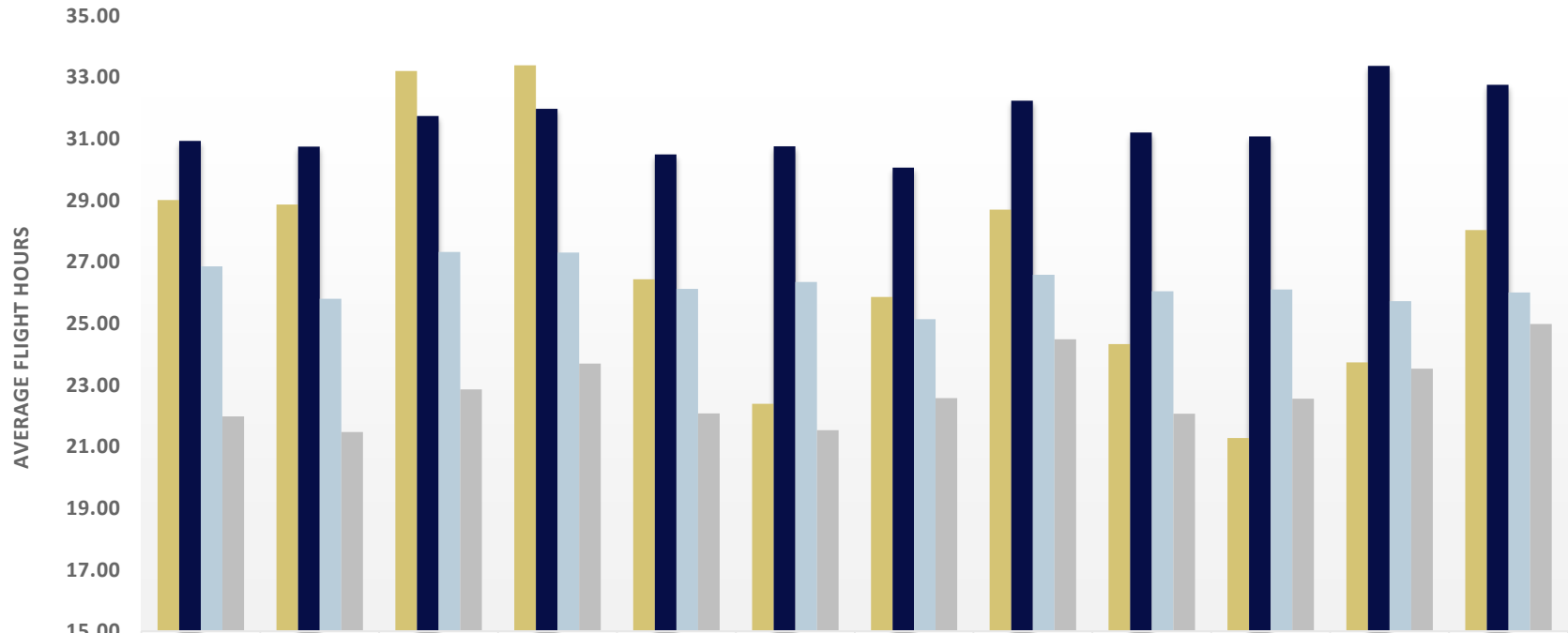
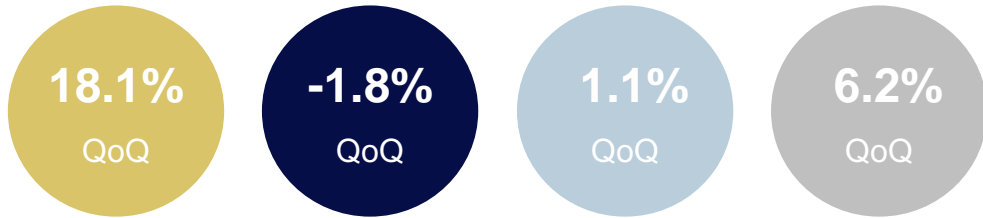
Large Cabin—This aircraft type is classified as any aircraft with a maximum take-off weight of 38,000 pounds or greater.

Medium Cabin—This aircraft type is classified as any aircraft with a maximum take-off weight of 20,000–38,000 pounds.

Small Cabin—This aircraft type is classified as any aircraft with a maximum take-off weight below 20,000 pounds.

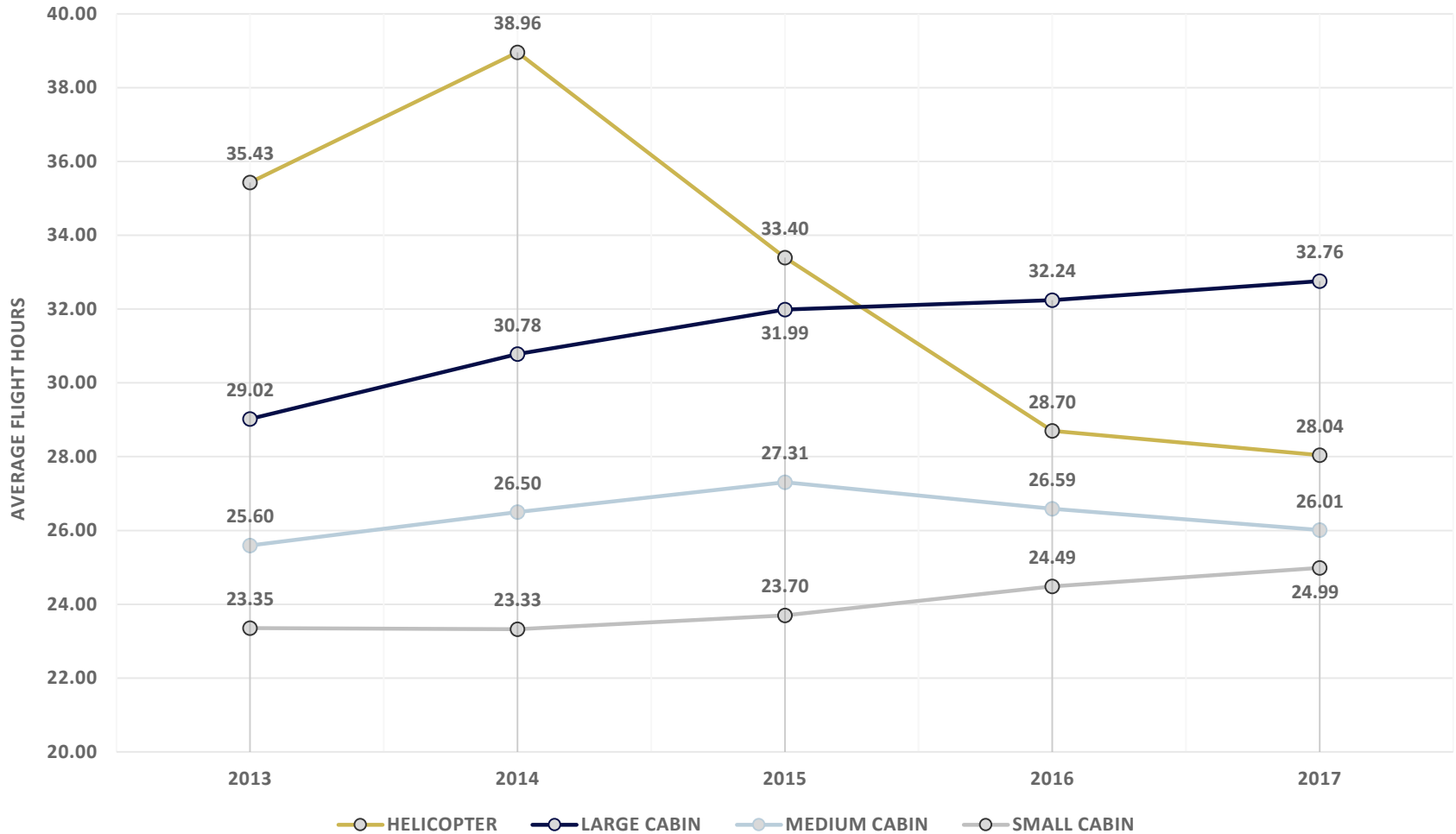


Q3 2017 Flight Hour Activity by Aircraft Type QoQ



	Q4 14	Q1 15	Q2 15	Q3 15	Q4 15	Q1 16	Q2 16	Q3 16	Q4 16	Q1 17	Q2 17	Q3 17
■ Helicopter	29.02	28.87	33.21	33.40	26.45	22.40	25.87	28.70	24.34	21.29	23.74	28.04
■ Large Cabin	30.94	30.75	31.75	31.99	30.50	30.76	30.07	32.24	31.21	31.08	33.37	32.76
■ Medium Cabin	26.86	25.81	27.33	27.31	26.13	26.36	25.14	26.59	26.05	26.11	25.73	26.01
■ Small Cabin	21.98	21.48	22.86	23.70	22.09	21.54	22.58	24.49	22.08	22.56	23.54	24.99

Q3 2017 Flight Hour Activity by Aircraft Type YoY



Q3 2017 Flight Hour Activity by Region

The JSSI Business Aviation Index tracks seven major regions. The report defines these regions in the following manner:

Africa—This category includes all sub-regions of the African continent, including the Northern, Southern, Eastern and Western sub-regions and surrounding islands of the continent.

Asia-Pacific—This category includes all of the ASEAN countries, East Asia, the Pacific Islands, and the SAARC countries.

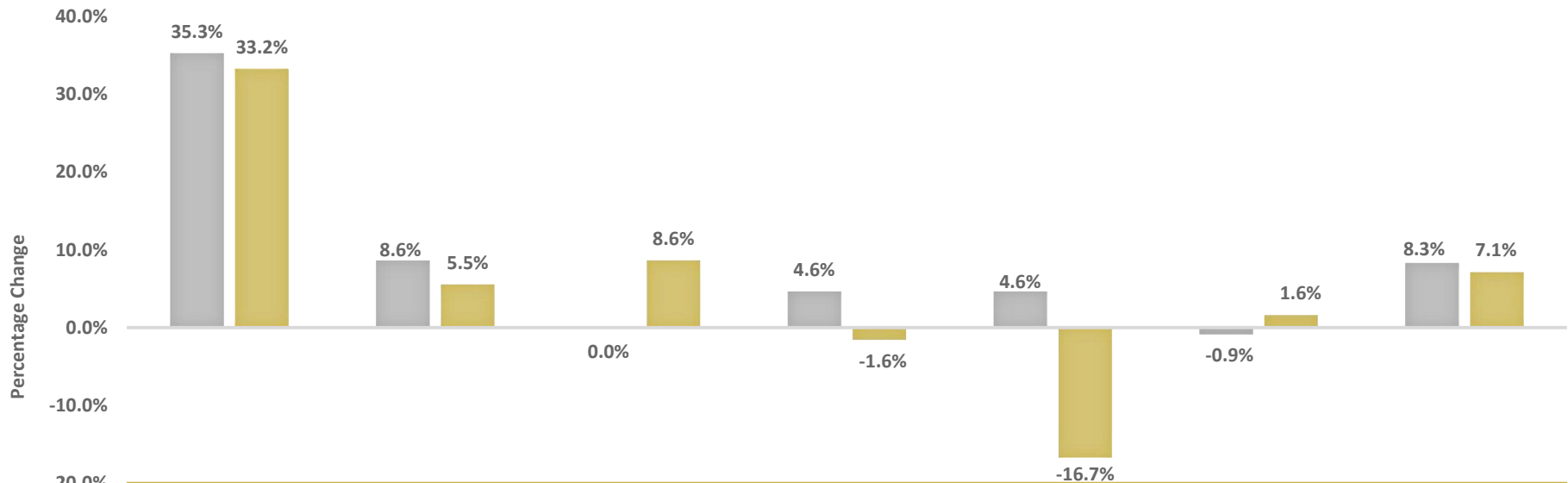
Central America—This category includes the countries of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panama and Mexico.

Europe—This category includes Eastern, Western, Northern and Southern regions of Europe.

Middle East—This category includes Iran, Asia Minor, Mesopotamia, the Levant and the Arabian Peninsula.

North America—This category includes the United States of America, Canada and surrounding islands and territories.

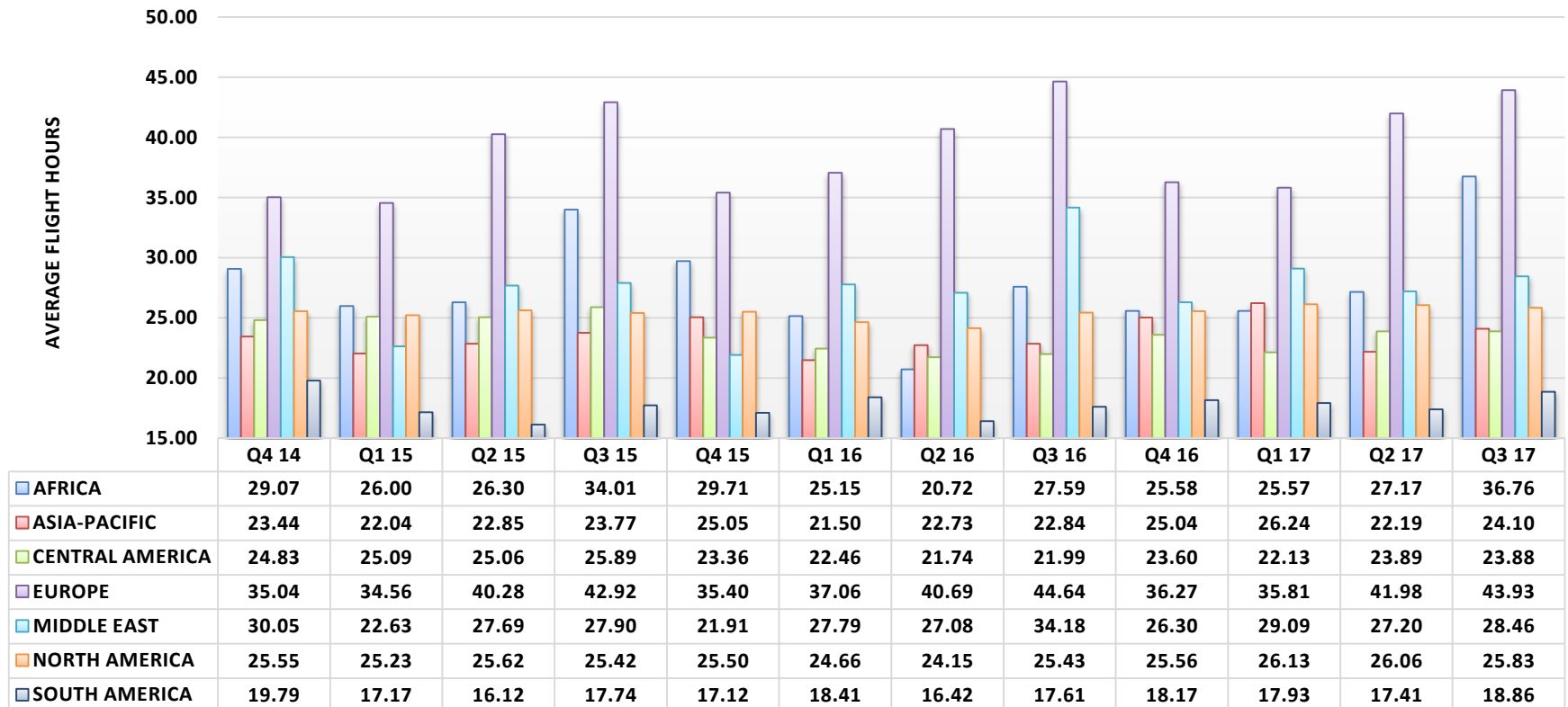
South America—This category includes Venezuela, Columbia, Ecuador, Peru, Bolivia, Paraguay, Brazil, Argentina, Chile, Uruguay and surrounding islands.



	Africa	Asia-Pacific	Central America	Europe	Middle East	North America	South America
QoQ Change	35.3%	8.6%	0.0%	4.6%	4.6%	-0.9%	8.3%
YoY Change	33.2%	5.5%	8.6%	-1.6%	-16.7%	1.6%	7.1%

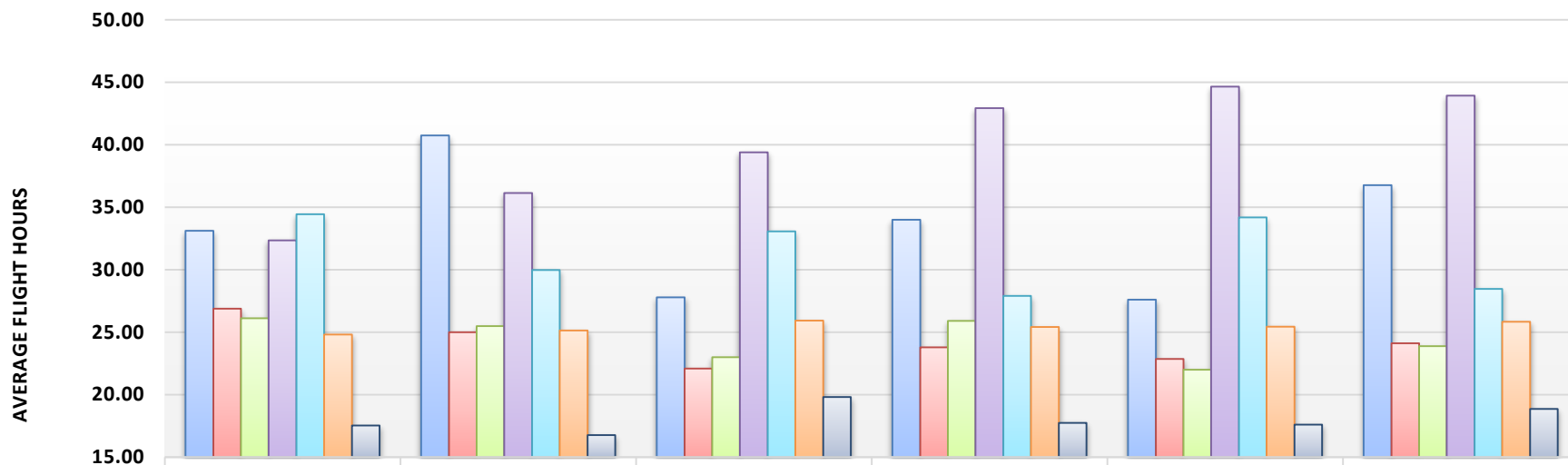
Q3 2017 Flight Hour Activity by Region QoQ

There were strong regional utilization increases in Q3 of 2017. Of the seven regions included in this report only one showed a decrease in utilization, while five regions increased over 4.5% QoQ. Central America showed no change in utilization QoQ. North America was the only region to decrease utilization, with a drop in flight hours of 0.9% (i.e., approximately 0.2 flight hours). The largest increases were seen in South America, Asia-Pacific, and Africa, with utilization increasing by 8.3%, 8.6% and 35.3% respectively.



Q3 2017 Flight Hour Activity by Region YoY

Of the seven regions analyzed in this report, only the Middle East and Europe showed a decrease in utilization YoY. Of the other five regions, the largest increases were seen in South America, Central America and Africa—with flight hours increasing 7.1%, 8.6% and 33.2% respectively.



	2012	2013	2014	2015	2016	2017
AFRICA	33.10	40.73	27.77	34.01	27.59	36.76
ASIA-PACIFIC	26.89	24.98	22.09	23.77	22.84	24.10
CENTRAL AMERICA	26.10	25.48	23.00	25.89	21.99	23.88
EUROPE	32.34	36.13	39.38	42.92	44.64	43.93
MIDDLE EAST	34.45	29.96	33.07	27.90	34.18	28.46
NORTH AMERICA	24.80	25.12	25.92	25.42	25.43	25.83
SOUTH AMERICA	17.52	16.75	19.80	17.74	17.61	18.86

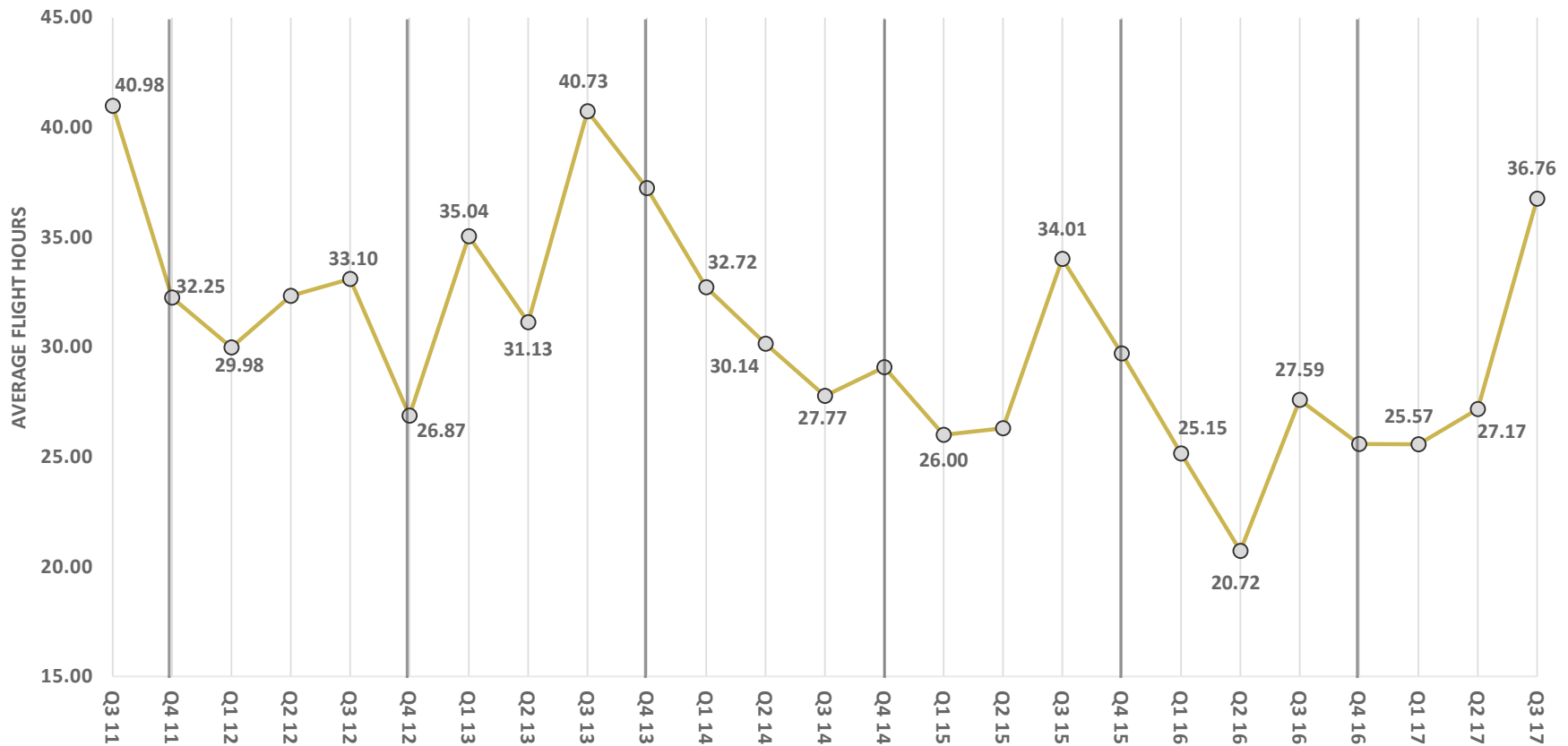
Q3 2017 Flight Hour Activity by Region—Africa

Flight hours in Africa hit their highest levels since 2013, which helped drive strong YoY and YTD numbers. Utilization levels were 21.8% higher in the first three quarters of 2017, compared to 2016.

35.3%
QoQ

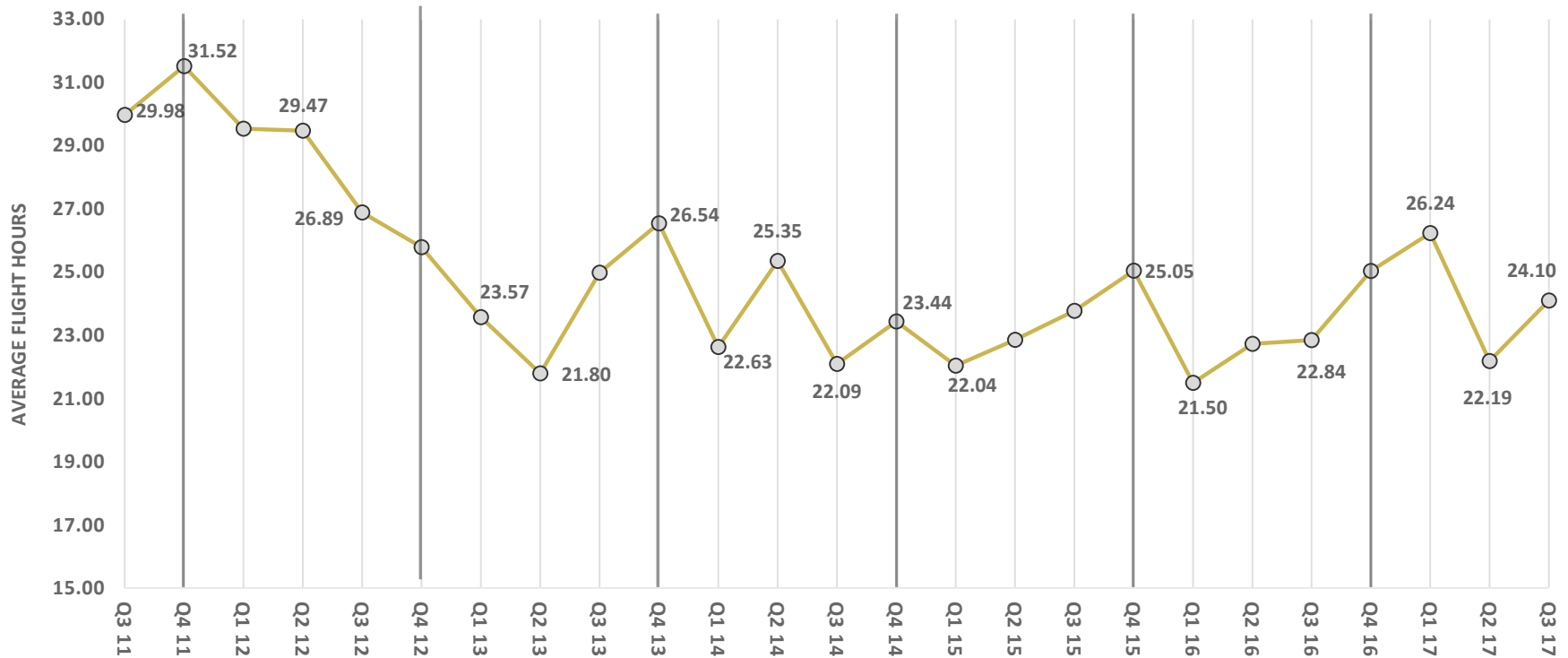
33.2%
YoY

21.8%
YTD



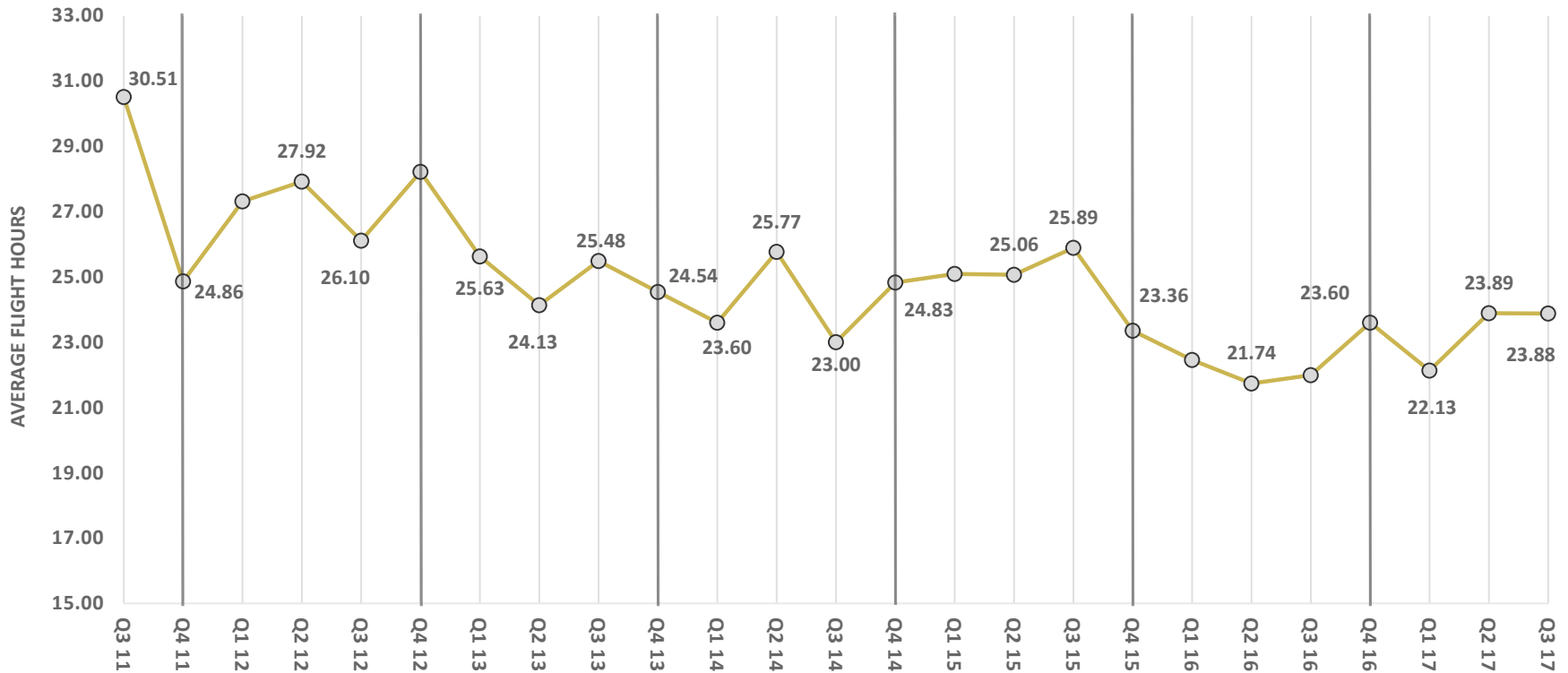
Q3 2017 Flight Hour Activity by Region—Asia-Pacific

The Asia-Pacific region showed resilience in Q3, following a decrease in flight hours between Q1 and Q2 of 2017. Q3 revealed an 8.6% increase QoQ and an 8.1% increase YTD. The 24.10 average flight hours in Q3 represented a return to normal flight hour activity. This contributes to overall confidence and positive expectations for flight activity growth in this region.



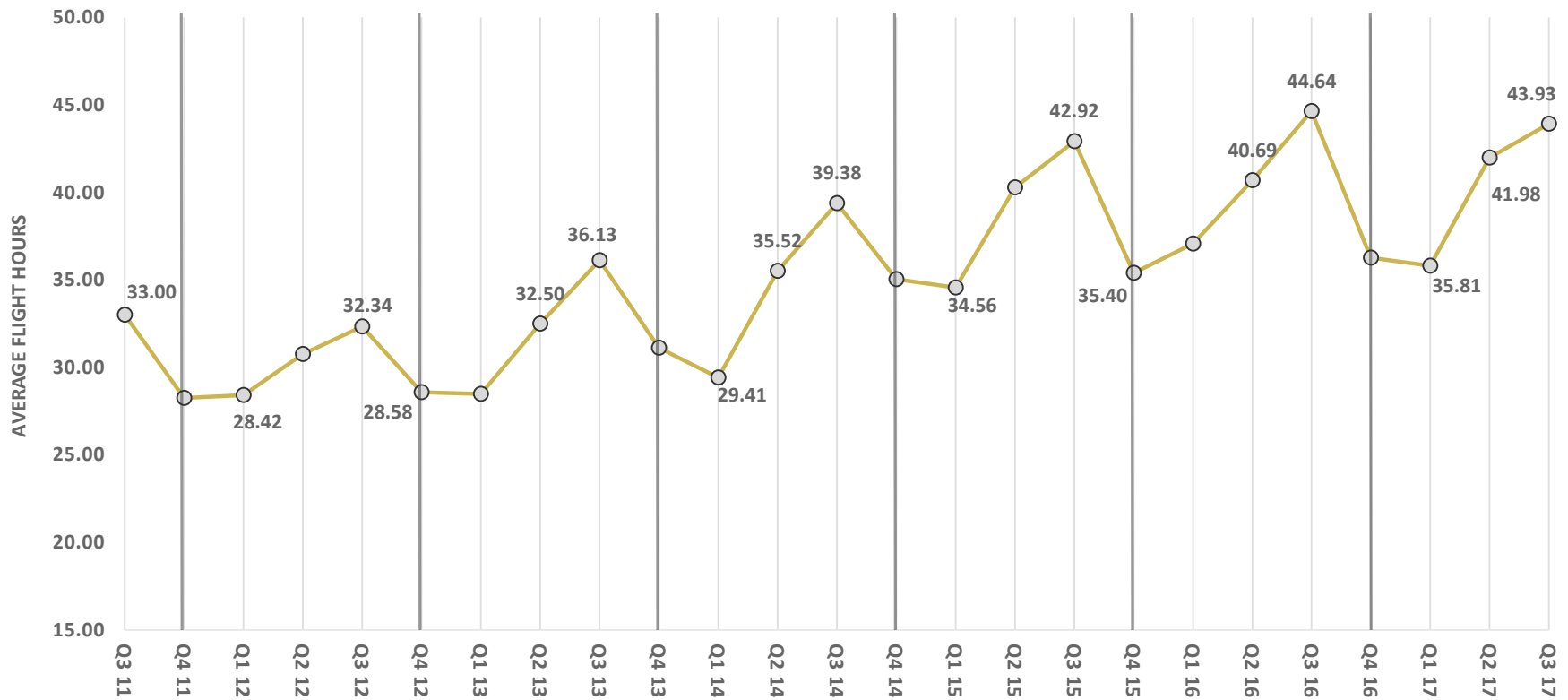
Q3 2017 Flight Hour Activity by Region—Central America

Q3 results for Central America showed no change QoQ; however, the YoY and YTD numbers indicate a positive outlook for the region, with 8.6% and 5.6% increases respectively.



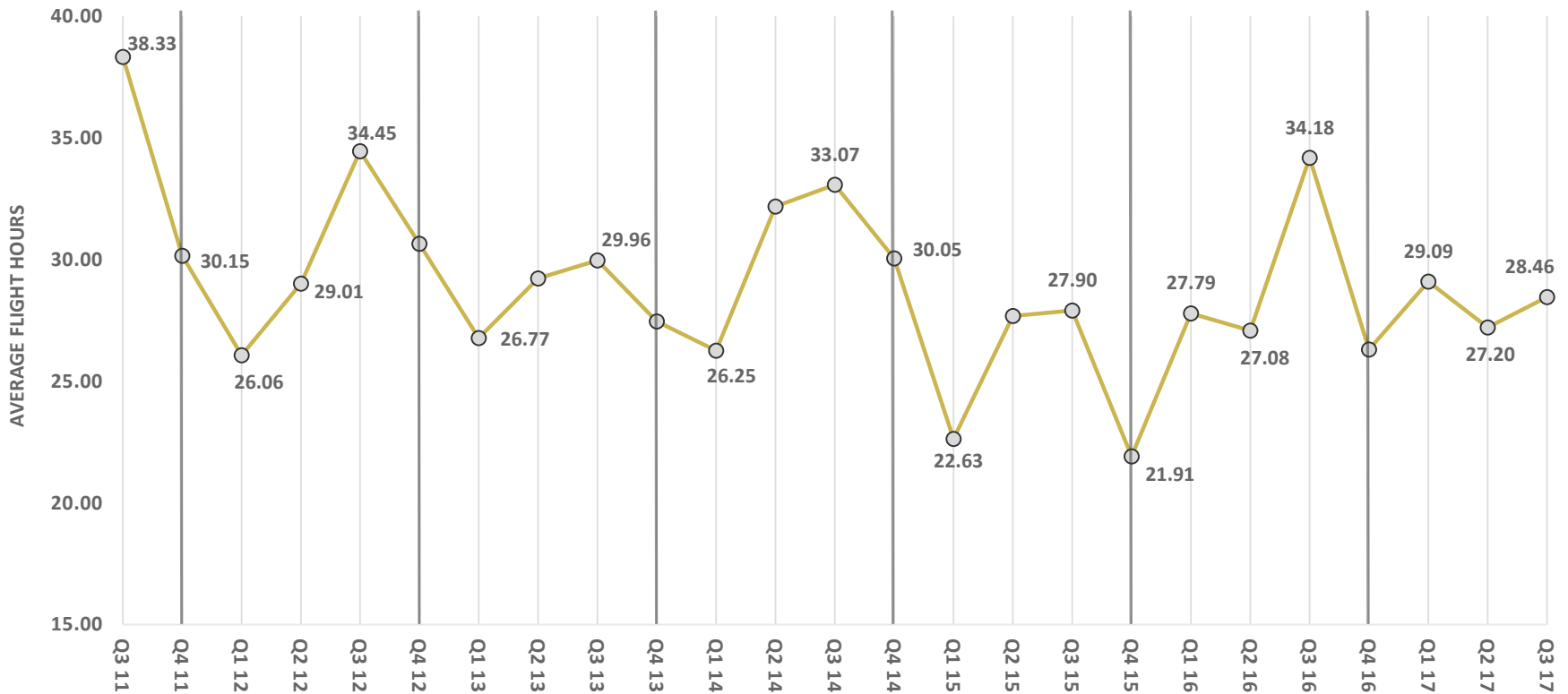
Q3 2017 Flight Hour Activity by Region—Europe

Another healthy quarter has continued the cyclical trend in European average flight hour utilization. YoY and YTD numbers were slightly down but a 4.6% QoQ increase made Q3 of 2017 the second highest Q3 in the last six years and the second strongest quarter ever.



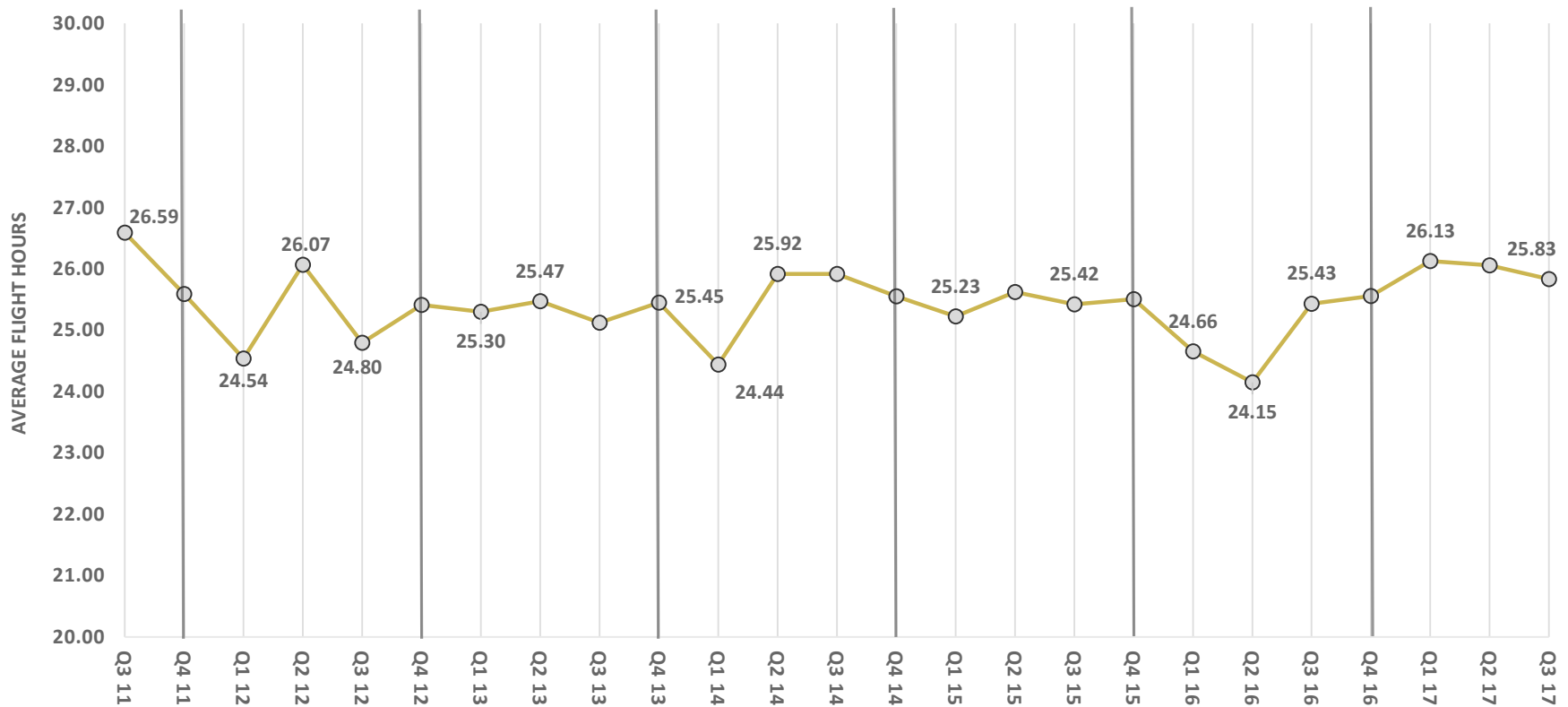
Q3 2017 Flight Hour Activity by Region—Middle East

Flight hours in the Middle East increased 4.6% QoQ but decreased 4.8% YTD. The large drop in YoY utilization could be attributed to the extremely strong Q3 of 2016. These results continue to display how volatile flight activity in the region can be.



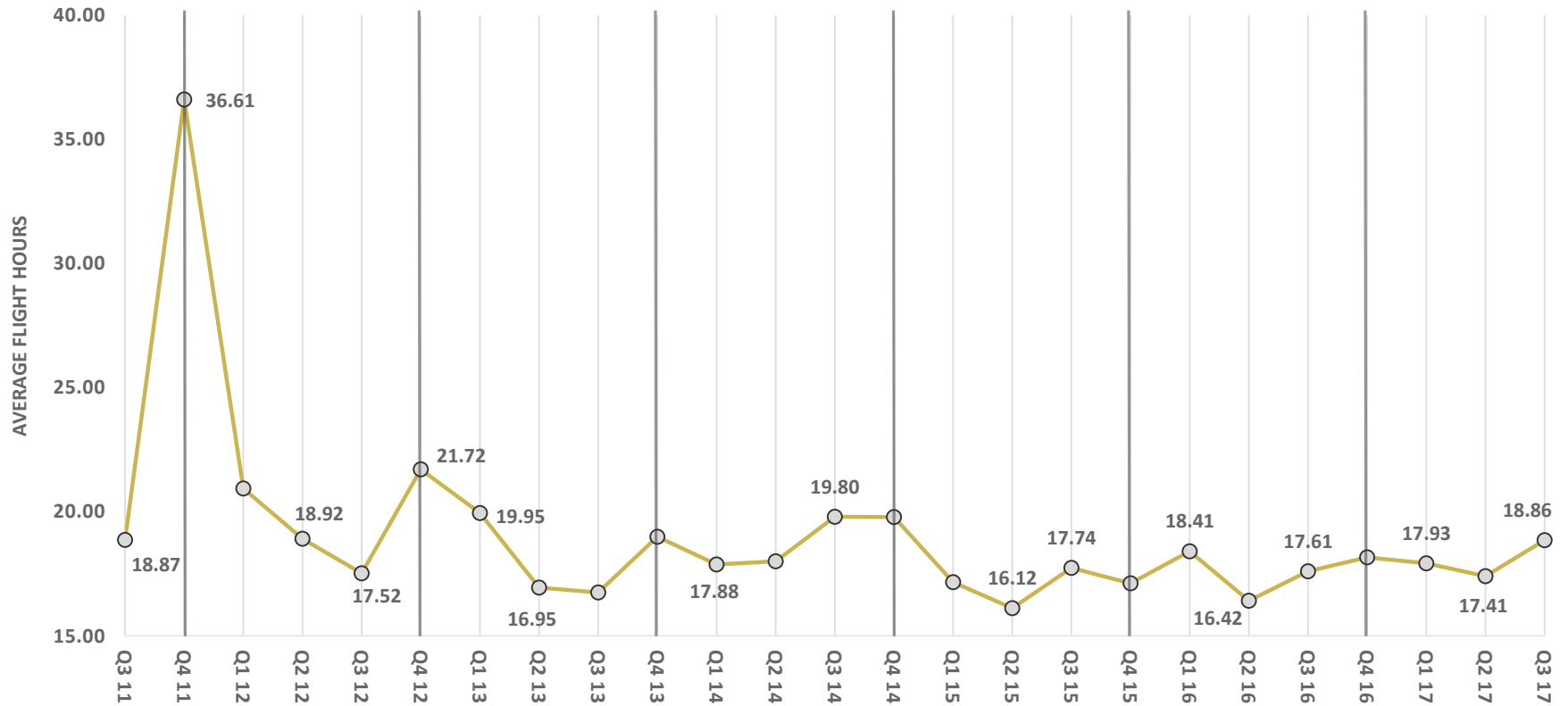
Q3 2017 Flight Hour Activity by Region—North America

North America remained consistent in Q3, showing minimal change in flight hours. Activity decreased almost 1% QoQ but YoY and YTD utilization both increased, with a 1.6% and 5.1% increase respectively. Since 2011, average flight activity in North America has consistently ranged between 24 and 26 hours.

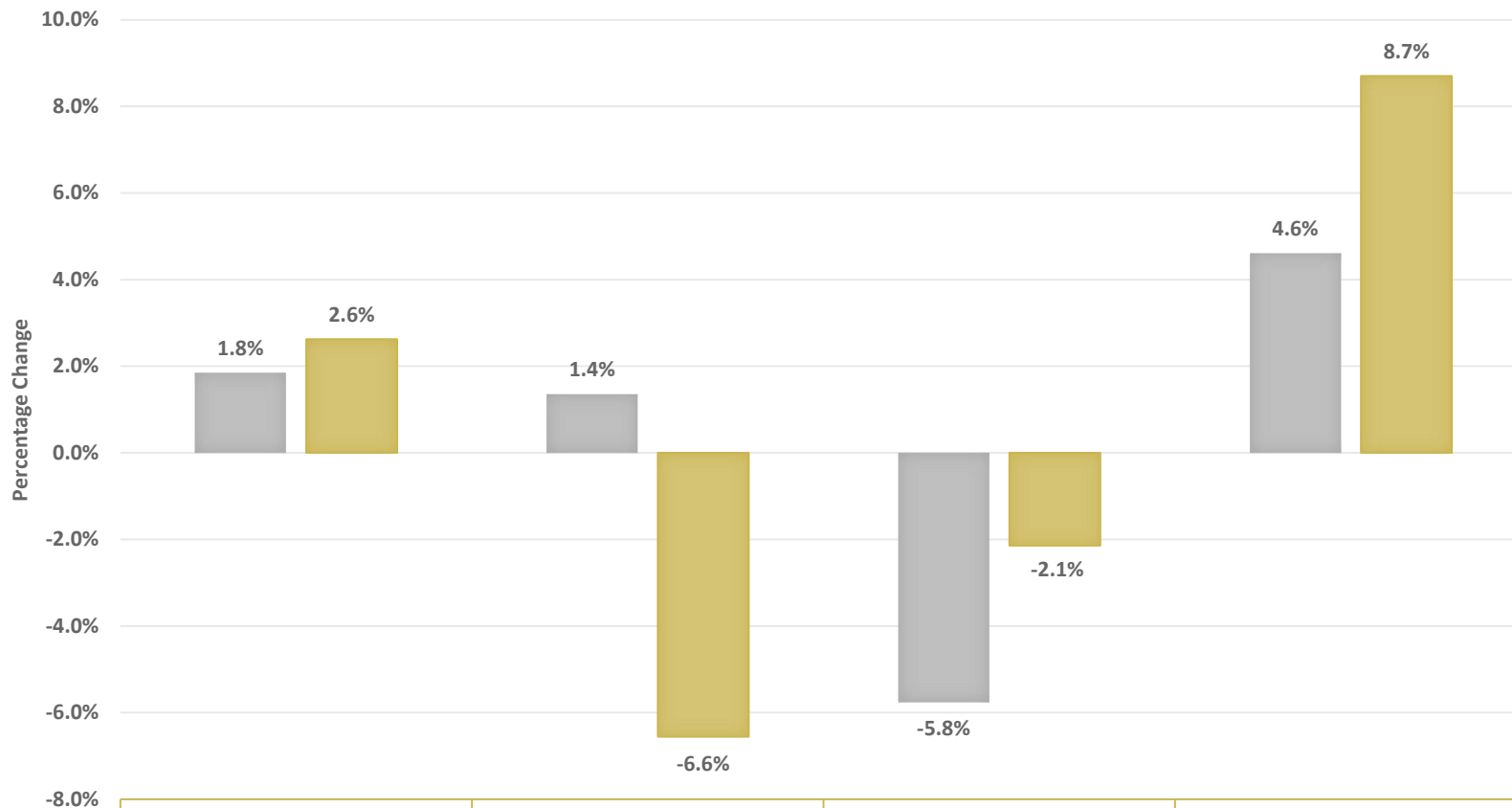


Q3 2017 Flight Hour Activity by Region—South America

South America experienced one of the best quarters for flight hour activity since late 2014. Average utilization increased 8.3% QoQ, 7.1% YoY and 3.3% YTD. These reassuring results suggest that flight hours in the region may once again break the 20-hour average utilization threshold seen before 2012.

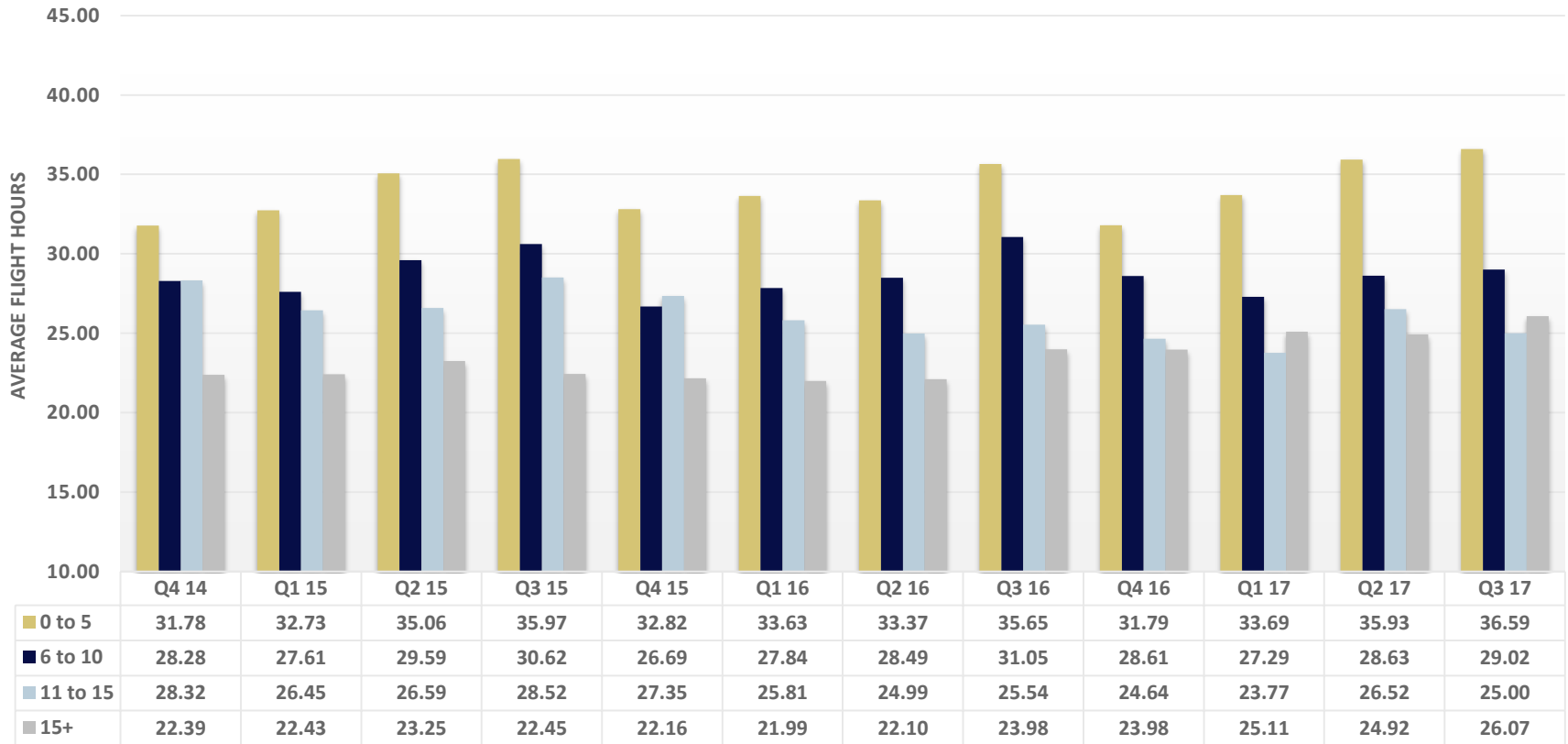
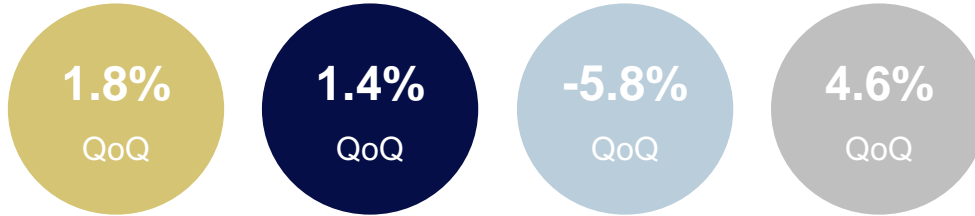


Q3 2017 Flight Hour Activity by Age

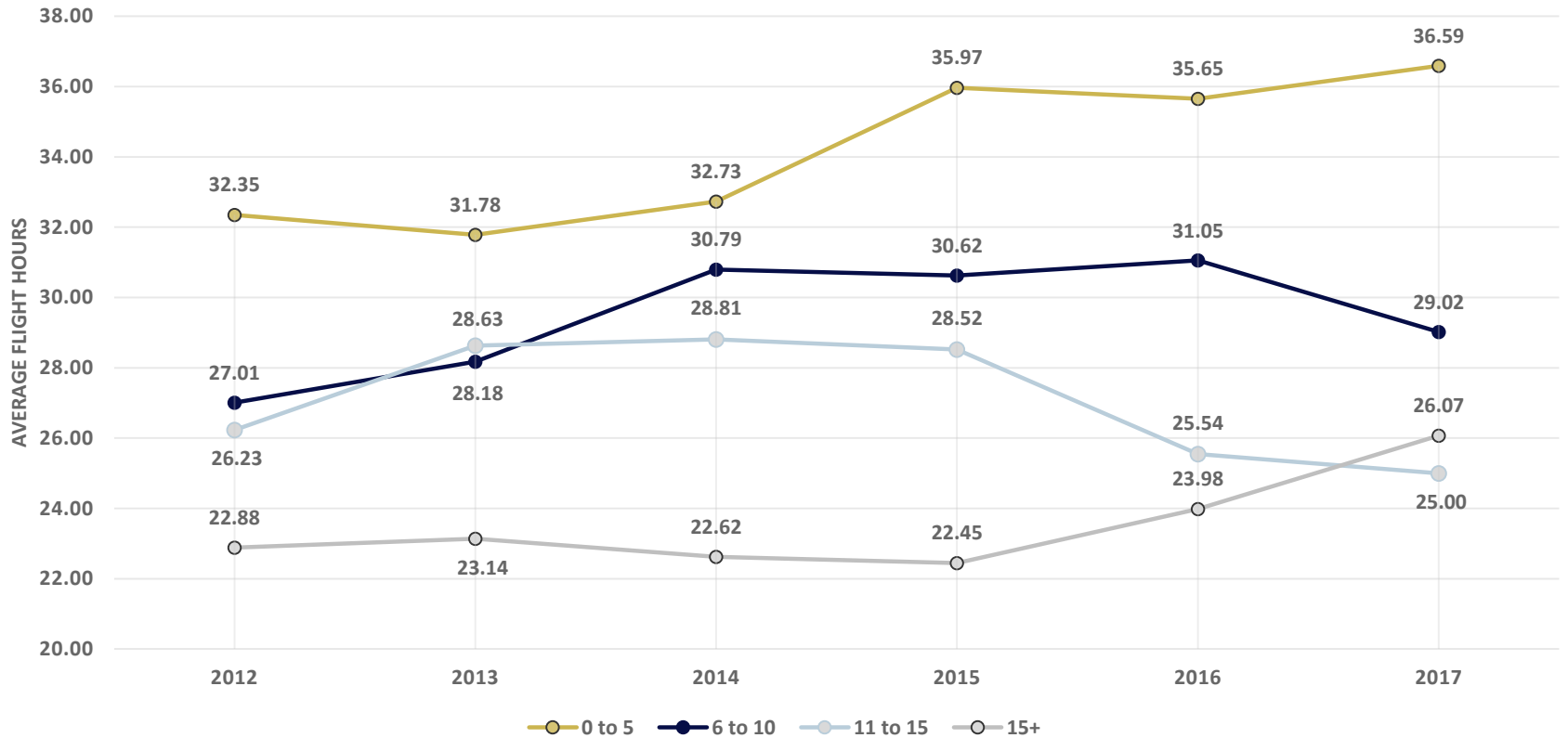


	0 to 5	6 to 10	11 to 15	15+
■ QoQ Change	1.8%	1.4%	-5.8%	4.6%
■ YoY Change	2.6%	-6.6%	-2.1%	8.7%

Q3 2017 Flight Hour Activity by Age QoQ

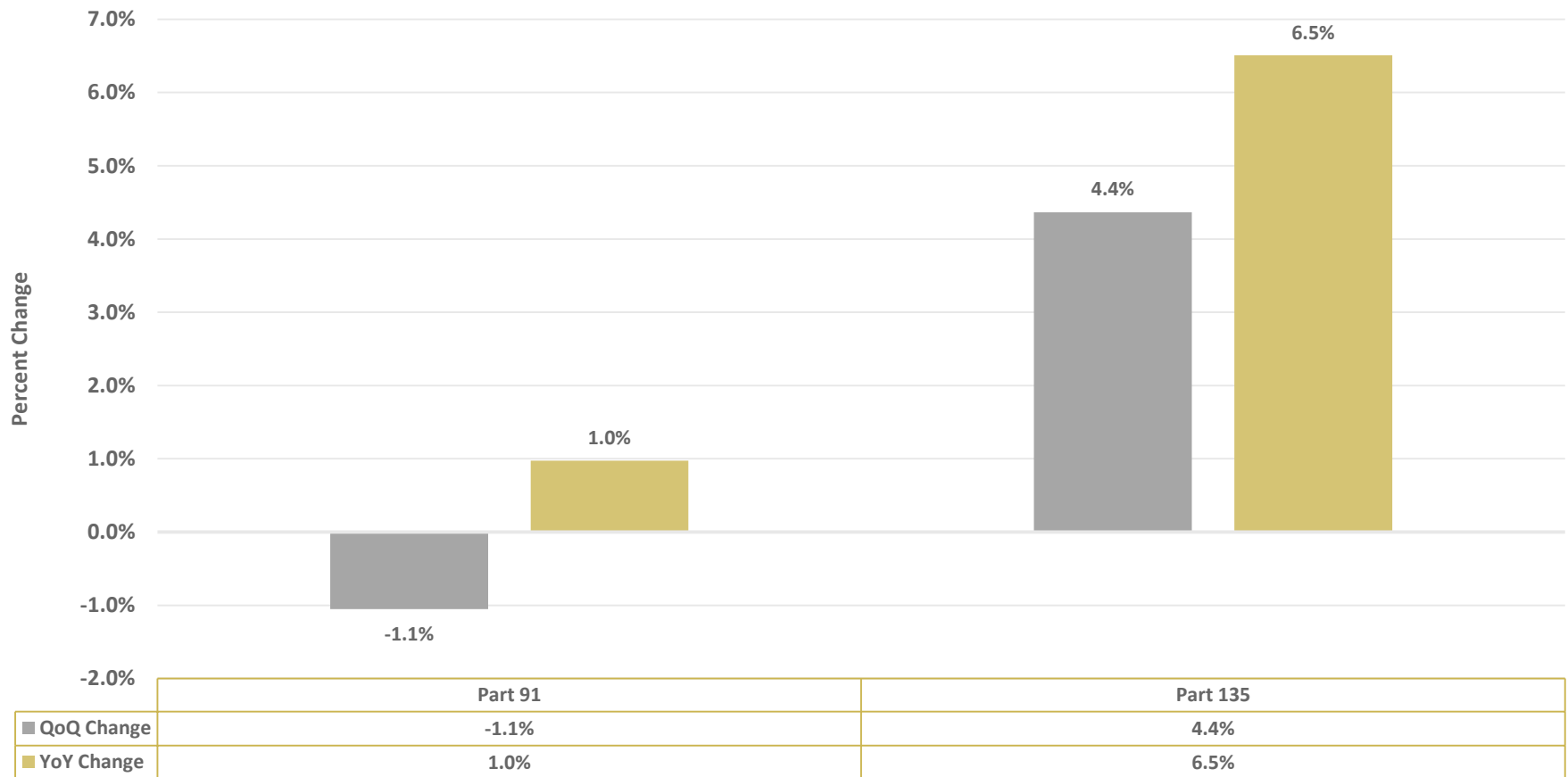


Q3 2017 Flight Hour Activity by Age YoY



Q3 2017 Flight Hour Activity by Operator Type

FAR Part 91 operators and FAR Part 135 operators follow regulations defined by the U.S. Federal Aviation Administration (FAA) for operation of aircraft. FAR Part 91 governs the operation of non-commercial aircraft. FAR Part 135 governs certain types of commercial aircraft, such as non-scheduled charter and air-taxi operations.

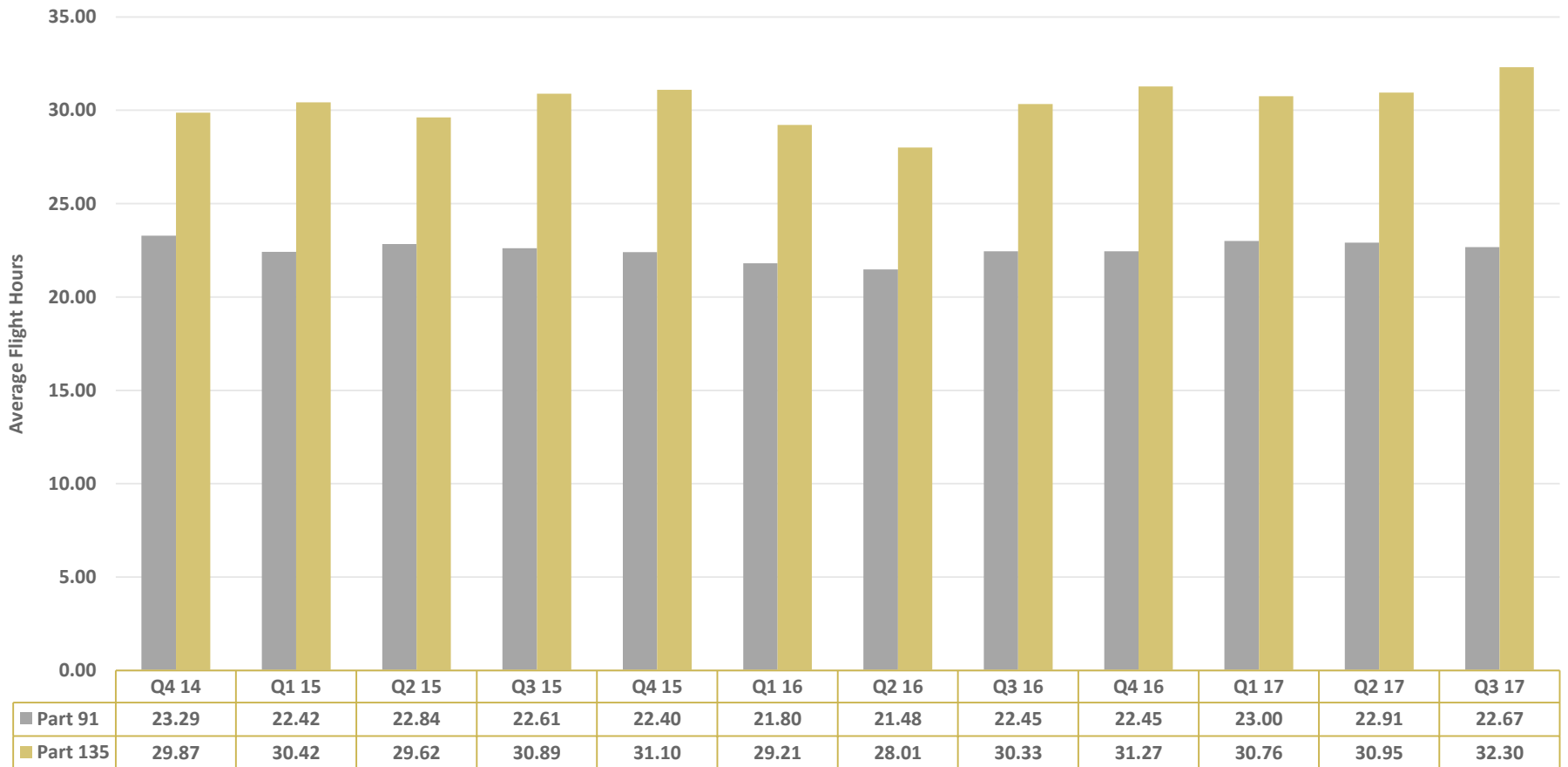


Q3 2017 Flight Hour Activity by Operator Type QoQ



-1.1%
QoQ

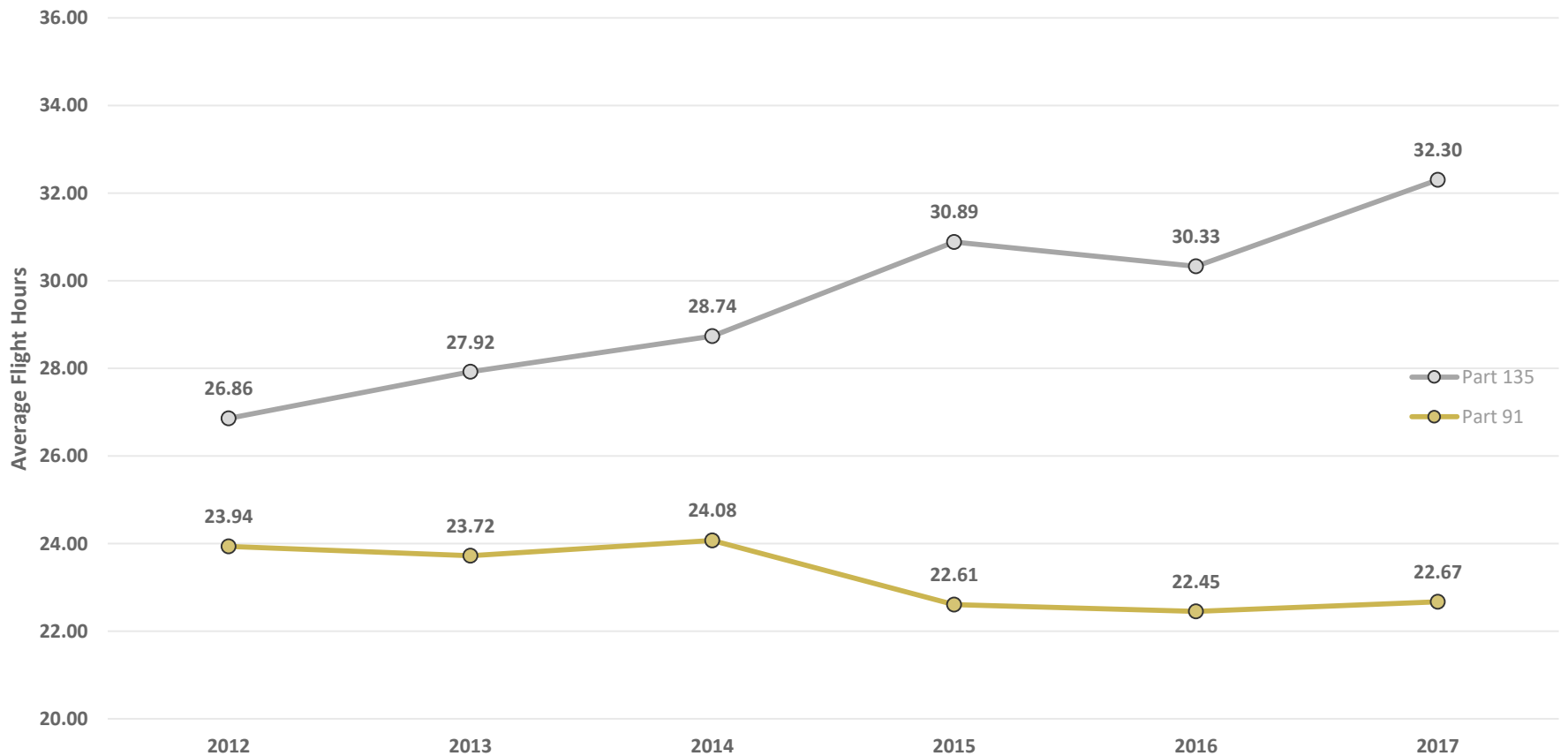
4.4%
QoQ



Q3 2017 Flight Hour Activity by Operator Type YoY

1.0%
YoY

6.5%
YoY



SCORING LEGEND

Performance History	Score Range
Both Report & Pay W/I Terms	800
Report and/or Pay 1–30 Days Late	600–799
Report and/or Pay 31–60 Days Late	450–599
Report and/or Pay 61–90 Days Late	400–449
Report and/or Pay >90 Days Late	51–399
Too New or Incomplete Data	0–4

*12-MONTH TREND LEGEND

+4	Improved by four aging periods	-1	Worse by one aging period
+3	Improved by three aging periods	-2	Worse by two aging periods
+2	Improved by two aging periods	-3	Worse by three aging periods
+1	Improved by one aging period	-4	Worse by four aging periods
FLAT	No significant change	NEW	New rating (<12-month history)

CPS Trending by Industry



Industry Average	CPS TREND BY INDUSTRY — Q3 2017							
	Q3 2017	Trend*	Q2 2017	3-MONTH CHANGE		Q3 2016	12-MONTH CHANGE	
	Score		Score	Points	%	Score	Points	%
Advertising	413	-2	603	(190)	-31.6%	600	(187)	-31.2%
Agriculture	667	FLAT	674	(7)	-1.1%	678	(11)	-1.6%
Automotive	625	FLAT	621	4	0.6%	679	(54)	-7.9%
Aviation	590	FLAT	591	(0)	0.0%	591	(1)	-0.1%
Business Services	672	FLAT	659	12	1.9%	607	65	10.6%
Construction	670	FLAT	641	29	4.5%	668	2	0.2%
Consumer Goods	653	FLAT	656	(3)	-0.5%	711	(58)	-8.1%
Education	515	-1	502	13	2.6%	633	(119)	-18.7%
Entertainment, Recreation, and Hobbies	704	FLAT	716	(12)	-1.7%	646	58	9.0%
Financial Services	647	FLAT	671	(24)	-3.6%	657	(11)	-1.6%
Food Manufacturing / Distribution / Services	709	FLAT	694	15	2.2%	684	25	3.7%
General	611	FLAT	617	(6)	-1.0%	612	(0)	-0.1%
Government	632	FLAT	649	(17)	-2.6%	743	(111)	-14.9%
Healthcare	633	FLAT	626	7	1.1%	642	(9)	-1.4%
Law	670	FLAT	637	33	5.2%	645	25	3.9%
Manufacturing	683	FLAT	668	15	2.3%	648	35	5.4%
Membership and Non-Profit Organizations	726	FLAT	700	26	3.7%	740	(14)	-1.9%
Power & Energy	734	FLAT	663	70	10.6%	654	79	12.1%
Property Management and Administration	600	NEW	600	0	0.0%			
Real Estate	630	FLAT	645	(15)	-2.3%	631	(1)	-0.1%
Security, Investigative Services & Products	717	FLAT	717	0	0.0%	688	29	4.2%
Technology	578	-1	641	(63)	-9.9%	636	(58)	-9.2%
Transportation	700	FLAT	700	0	0.0%	636	64	10.0%
Travel and Tourism	685	FLAT	692	(7)	-1.1%	740	(55)	-7.4%
COMPANY Average	621	FLAT	625	1	0.2%	618	1	0.2%

CPS Trending by Selected Countries



Country Average	CPS TREND BY COUNTRY BY QUARTER — Q3 2017							
	Q3 2017	Trend*	Q2 2017	3-MONTH CHANGE		Q3 2016	12-MONTH CHANGE	
	Score		Score	Points	%	Score	Points	%
Argentina	606	+1	590	17	2.8%	566	41	7.2%
Australia	576	-1	544	32	5.9%	600	(24)	-3.9%
Austria	619	+1	613	6	0.9%	591	27	4.6%
Belgium	744	FLAT	775	(31)	-4.0%	689	55	8.0%
Brazil	582	FLAT	539	43	8.0%	547	35	6.4%
Canada	623	FLAT	625	(2)	-0.3%	631	(8)	-1.2%
Chile	622	FLAT	680	(58)	-8.6%	640	(18)	-2.8%
China	632	FLAT	511	121	23.8%	643	(11)	-1.7%
Czech Republic	730	FLAT	694	37	5.3%	657	73	11.2%
France	612	+1	644	(32)	-5.0%	524	88	16.8%
Germany	654	FLAT	649	4	0.7%	650	4	0.5%
Greece	807	+1	807	0	0.0%	699	108	15.5%
Guatemala	399	-2	707	(308)	-43.6%	575	(176)	-30.5%
Hong Kong	657	FLAT	661	(4)	-0.6%	631	26	4.2%
Hungary	389	FLAT	524	(135)	-25.7%	384	6	1.5%
India	478	+2	455	22	4.9%	397	81	20.5%
Indonesia	292	FLAT	392	(100)	-25.5%	300	(8)	-2.7%
Ireland	529	FLAT	629	(100)	-15.9%	463	66	14.3%
Italy	376	-2	414	(38)	-9.1%	530	(154)	-29.1%
Luxembourg	571	-1	585	(14)	-2.4%	631	(60)	-9.6%
Malta	440	-1	520	(79)	-15.2%	555	(114)	-20.6%
Morocco	700	+3	700	0	0.0%	239	462	193.5%
Netherlands	700	+1	700	0	0.0%	469	231	49.4%
New Zealand	252	+1	302	(50)	-16.6%	4	248	6200.0%
Poland	700	FLAT	750	(50)	-6.7%	700	0	0.0%
Portugal	451	+1	451	0	0.0%	435	16	3.6%
Puerto Rico	600	FLAT	295	305	103.4%	700	(100)	-14.3%
Qatar	250	-3	400	(150)	-37.5%	600	(350)	-58.3%
Saudi Arabia	664	+1	623	40	6.5%	555	109	19.7%
South Africa	659	+1	650	10	1.5%	511	149	29.2%
South Korea	750	FLAT	750	0	0.0%	600	150	25.0%
Spain	600	FLAT	533	67	12.5%	600	0	0.0%
Sweden	675	+3	675	0	0.0%	280	395	141.0%
Switzerland	550	FLAT	656	(106)	-16.1%	550	(0)	0.0%
Thailand	654	+3	558	96	17.1%	399	255	63.8%
Uganda	700	FLAT	700	0	0.0%	700	0	0.0%
Ukraine	500	+2	500	0	0.0%	300	200	66.7%
United Arab Emirates	645	FLAT	609	36	5.9%	600	44	7.4%
United Kingdom	635	FLAT	673	(38)	-5.7%	635	(0)	-0.1%
United States Ave	640	FLAT	648	(8)	-1.2%	644	(5)	-0.7%
Venezuela	523	FLAT	501	22	4.5%	534	(11)	-2.0%
COMPANY Average	621	FLAT	625	1	0.2%	618	1	0.2%

CPS Trending by Cabin Size



	CPS 12-MONTH TREND BY CABIN SIZE — Q3 2017							
	Q3 2017	Trend*	Q2 2017	3 MONTH CHANGE		Q3 2016	12 MONTH CHANGE	
Cabin Size Average	Score		Score	Points	%	Score	Points	%
Large Cabin	639	FLAT	524	114	21.7%	633	5	0.8%
Medium Cabin	624	FLAT	602	22	3.6%	617	7	1.1%
Small Cabin	661	FLAT	622	39	6.2%	620	41	6.6%
Helicopter	551	FLAT	546	5	1.0%	542	9	1.6%
COMPANY Average	621	FLAT	625	1	0.2%	618	1	0.2%



FOR MORE INFORMATION

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