

Monthly Network Operations Report

Overview May 2020



1. SUMMARY

Network traffic fell by 85.9% in May 2020 (compared to May 2019) due to the effect of the COVID-19 pandemic. Average daily traffic was in the region of 4,500 flights; around 27.5% was cargo and pax cargo operations.

The Top 5 Aircraft Operator groups (from February) were operating some 90% fewer flights compared to May 2019.

The Network Manager continued monitoring the operational situation, coordinated lifting of restrictions and held weekly Ad-hoc Coordination meetings to share network status. In addition, NM produced a weekly Recovery Plan that outlined how the network is expected to achieve an orderly return to traffic and capacity levels in the coming months. Again, there was an excellent level of cooperation between all operational partners.

There were a handful of network flow protective measures in May and around 5,500 minutes of ATFM delay.

In the current circumstances, the Network Manager will maintain the Monthly Overview Network Operations Report, but will suspend the detailed Analysis Report. NM will not report indicators on ATFM delay per flight until traffic recovers.

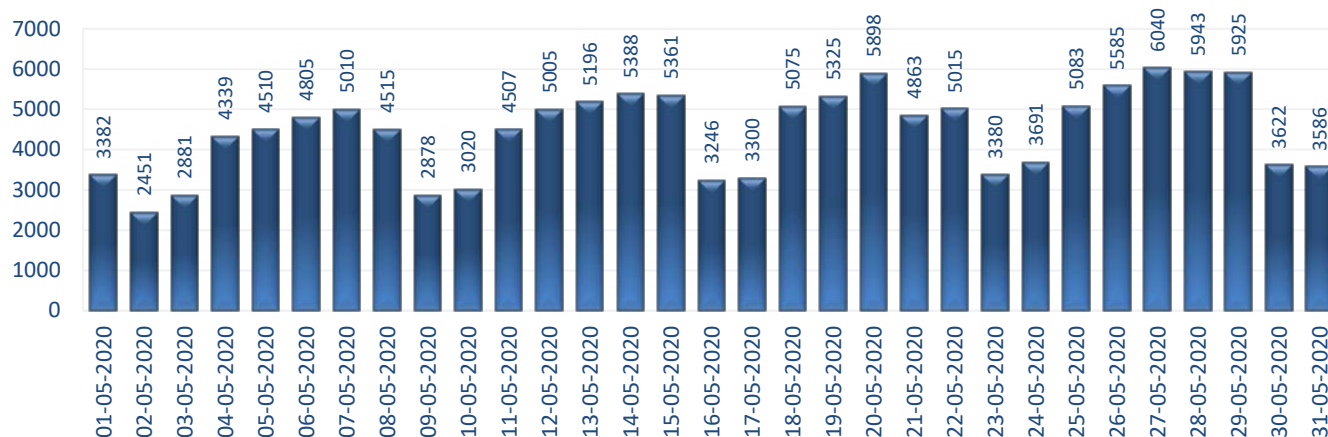
2. TRAFFIC EVOLUTION

COVID-19 continued to affect network traffic throughout the month.

There were 138,825 flights in May 2020 - 85.9% fewer than in May 2019¹. NM estimates that around 840,000 flights did not operate in May.

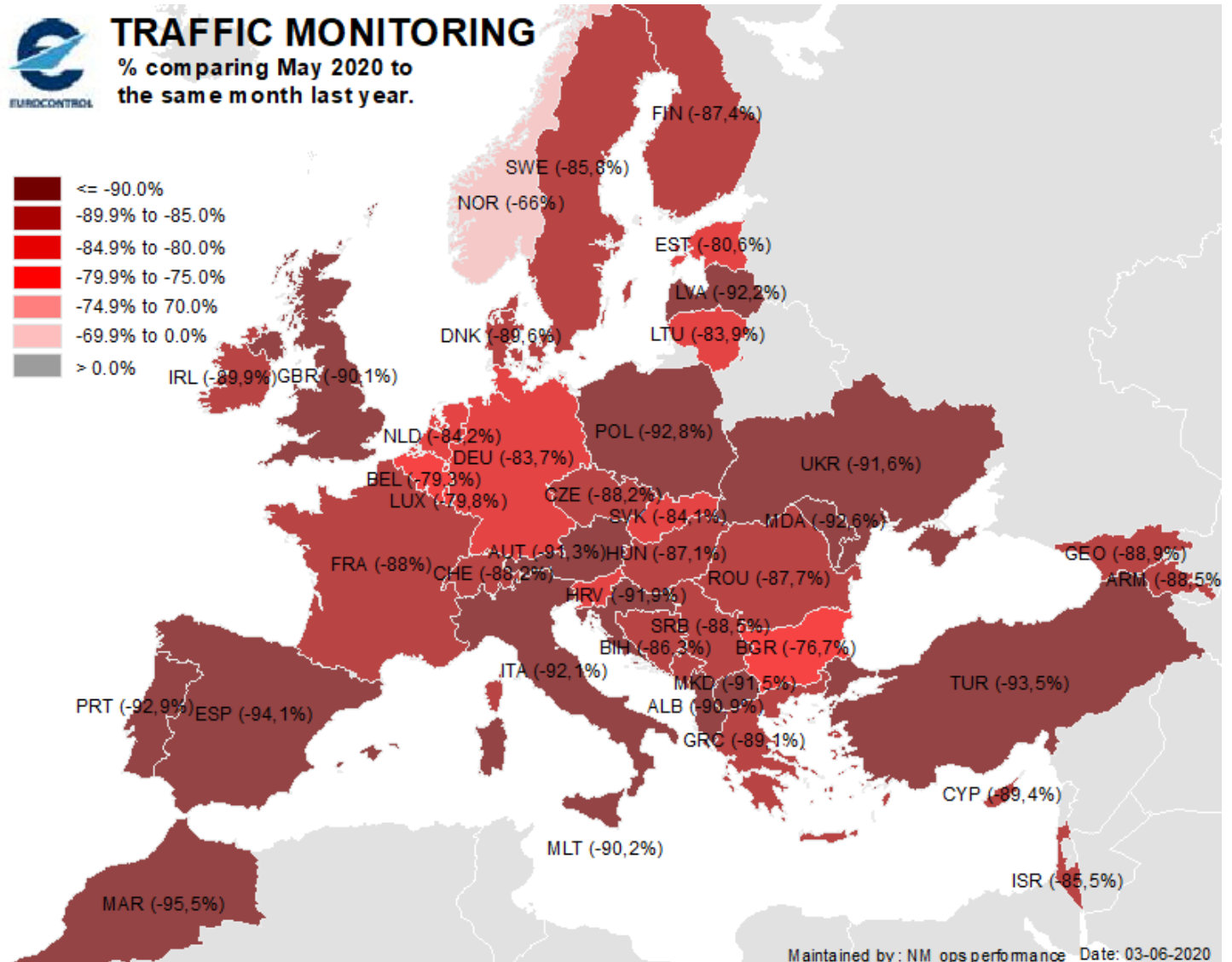
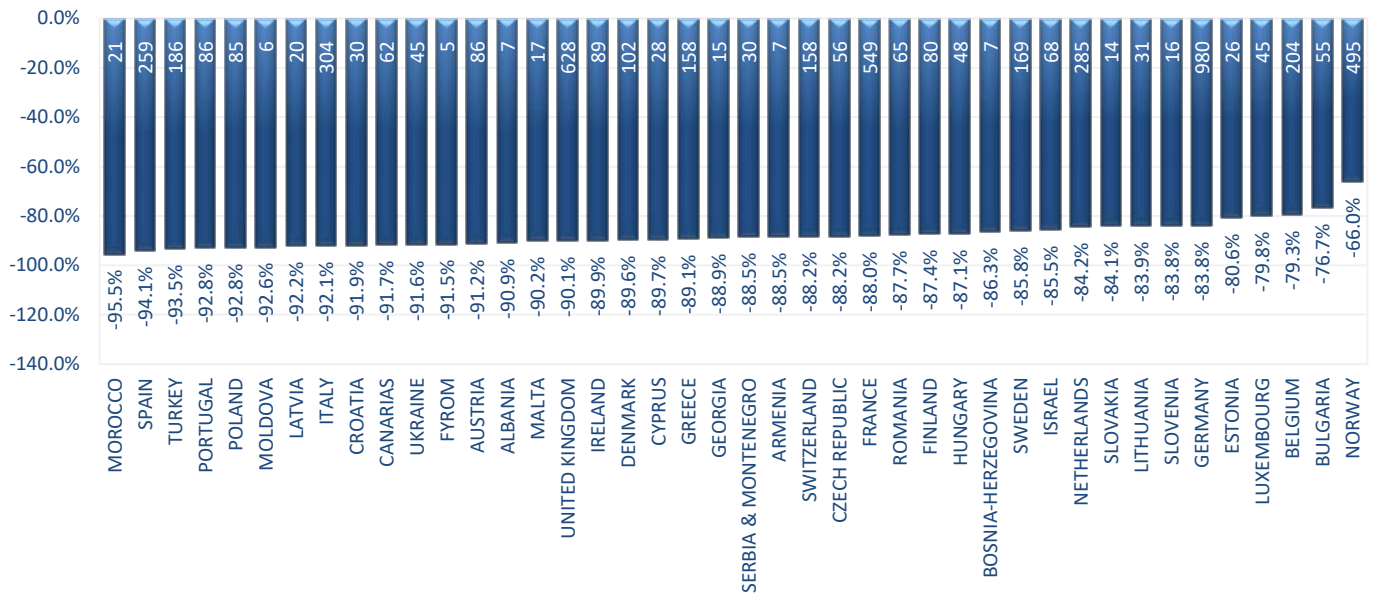
The largest traffic reduction (compared to the same operational day of 2020) was 94.0% on 02 May 2020 with only 2,451 flights. The busiest day was 27 May with 6,040 flights.

Daily Network Traffic Evolution

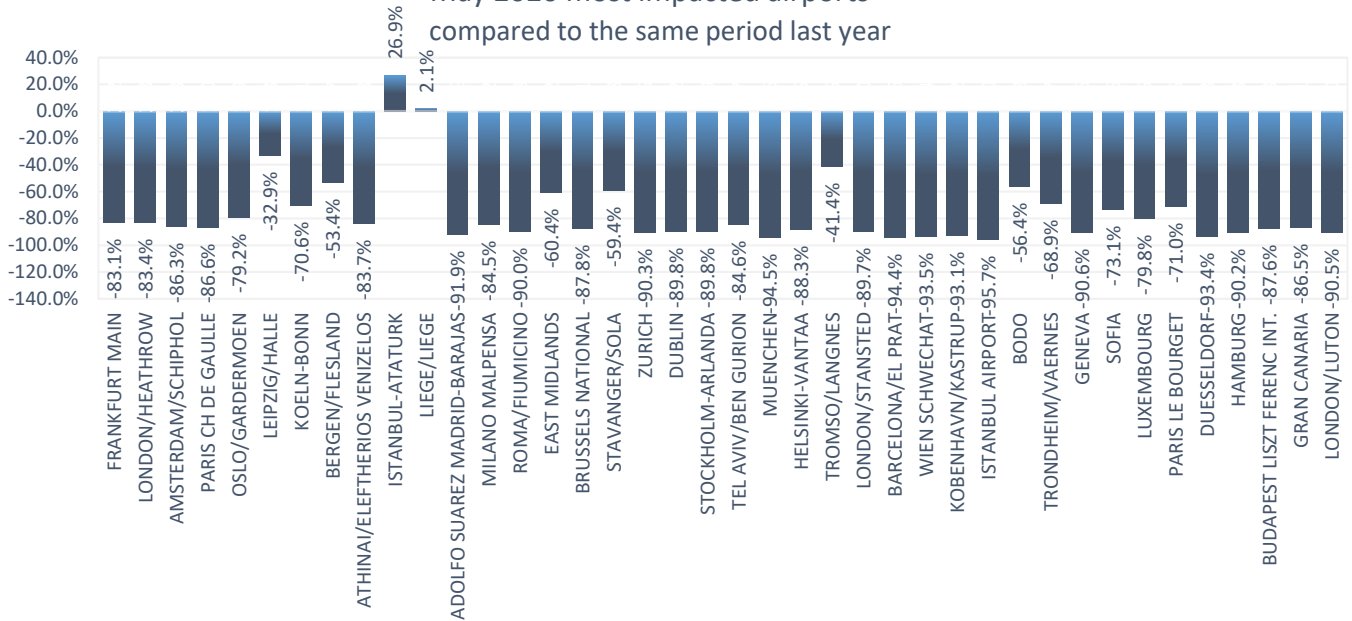


Most European countries had over 80% fewer flights in May, the exception being Norway at -66.0% with domestic flights representing approximatively 75% of their traffic.

May 2020 country level traffic
compared to the same period last year

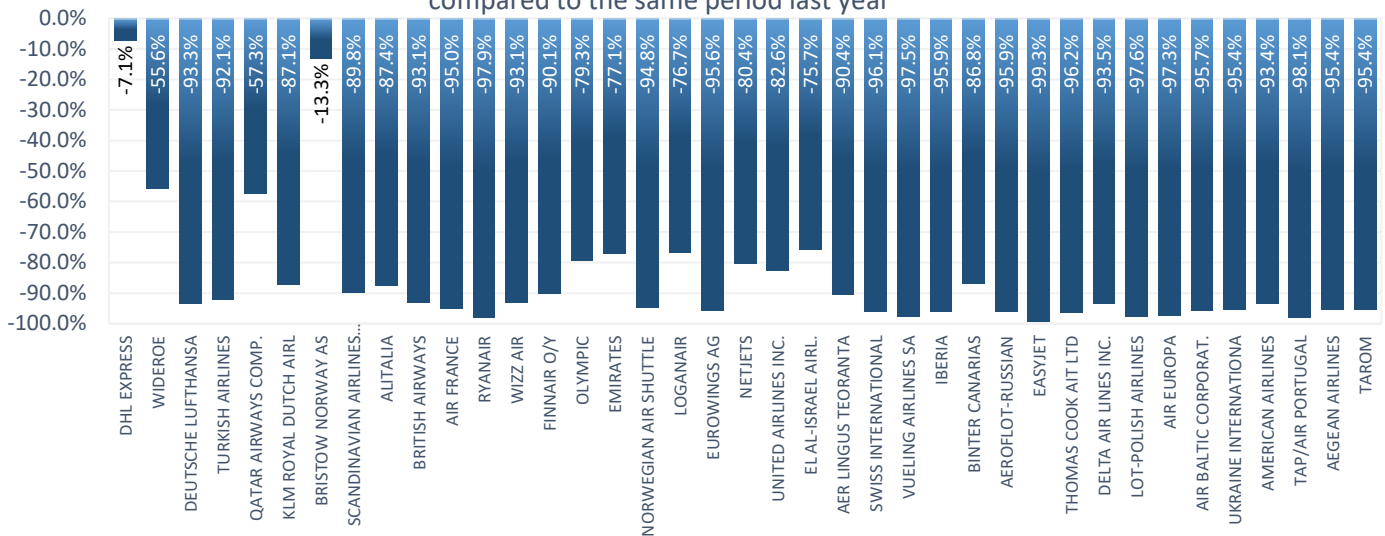


May 2020 most impacted airports compared to the same period last year



Frankfurt/Main was the busiest airport with an average of 252 movements per day, followed by London/Heathrow (223), Amsterdam/Schiphol (203), Paris/Charles de Gaulle (190) and Oslo/Gardermoen (149). Traffic increase at Istanbul/Atatürk is mainly due to ad-hoc cargo flights from China. Liege airport traffic variation is due to more TNT/FEDEX cargo flights compared to last year. Lufthansa was the main operator at Frankfurt, British Airways at London/Heathrow, KLM at Amsterdam/Schiphol, Air France at Paris/Charles de Gaulle and Scandinavian Airlines at Oslo/Gardermoen.

May 2020 Air Operator Network Traffic compared to the same period last year

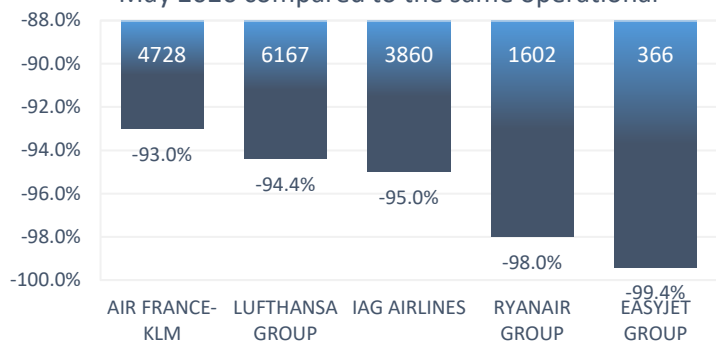


DHL Express (178) was the busiest operator with 178 movements per day, followed by Widerøe (144), Lufthansa (106), Turkish Airlines (104) and Qatar (100).

The five main AO groups (as of February) were all operating at less than 90% traffic levels. In January-February they represented close to 40% of network traffic.

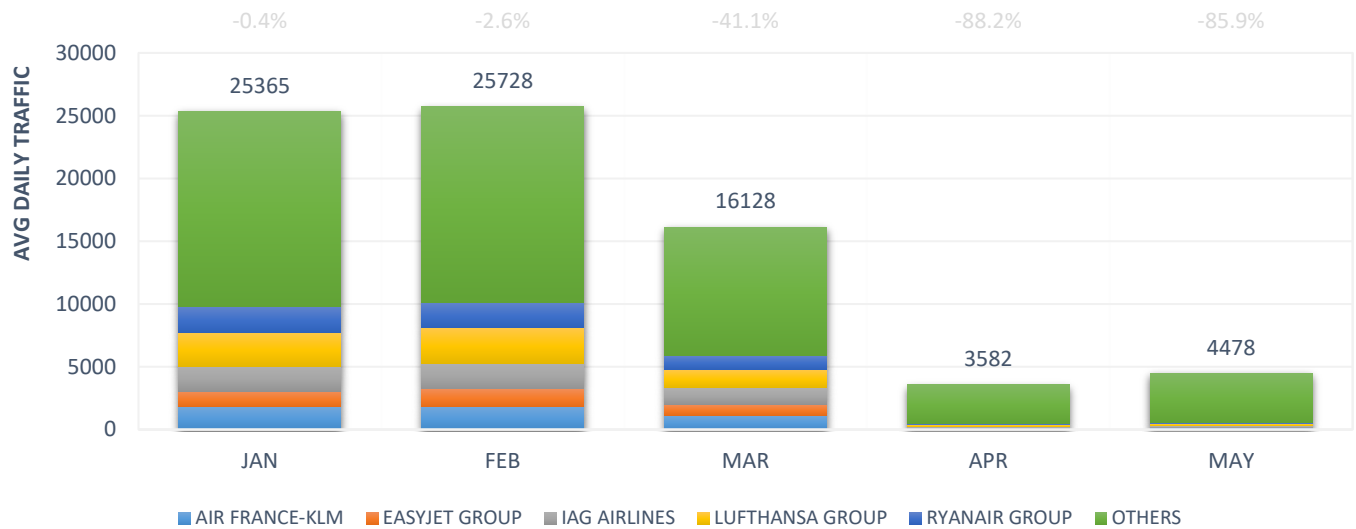
All-Cargo and pax cargo flights represented close to 27.5% of all traffic throughout May.

Air Operator Group | Month-to-date Network Traffic May 2020 compared to the same operational



Air Operator Group | Monthly Network Traffic

compared to the same operational period last year



3. OPERATIONS

The Network Manager continued monitoring the operational situation and held weekly Ad-hoc Coordination meetings to share network status.

Most planned events and training were cancelled. There were only a handful of network flow protective measures in May and around 5,500 minutes of ATFM delay.

NM coordinated further lifting of restrictions and provided a consolidated view of relevant NOTAMs on the NOP Portal. And NM supported NATO with its rapid reaction deployment.

NM issued weekly versions of the Network Recovery Plan.

Again, there was an excellent level of cooperation between all operational partners

NM started the formal CDM process on a number of changes to planned restrictions that were already agreed in principle.



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