

# Monthly Network Operations Report

Overview June 2020



# 1. SUMMARY

The network showed signs of recovery during June with 62% traffic increase compared to May 2020.

Nevertheless network traffic fell by 79.0% in June 2020 (compared to June 2019) due to the effect of the COVID-19 pandemic. Average daily traffic was 7,270 flights; around 16.3% was cargo and passenger cargo operations.

The Top 3 Aircraft Operator groups (from February) were operating around 90% fewer flights compared to June 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 June 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.*

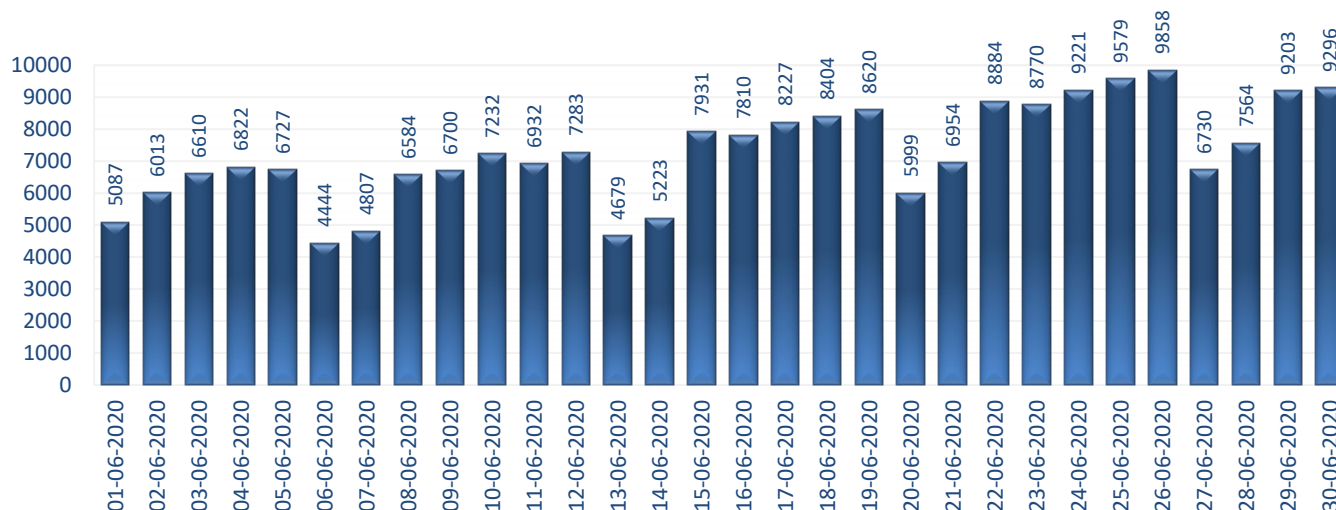
# 2. TRAFFIC EVOLUTION

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

There were 218,193 flights in June 2020 - 79.0% fewer than in June 2019<sup>1</sup>. NM estimates that around 820,000 flights did not operate in June.

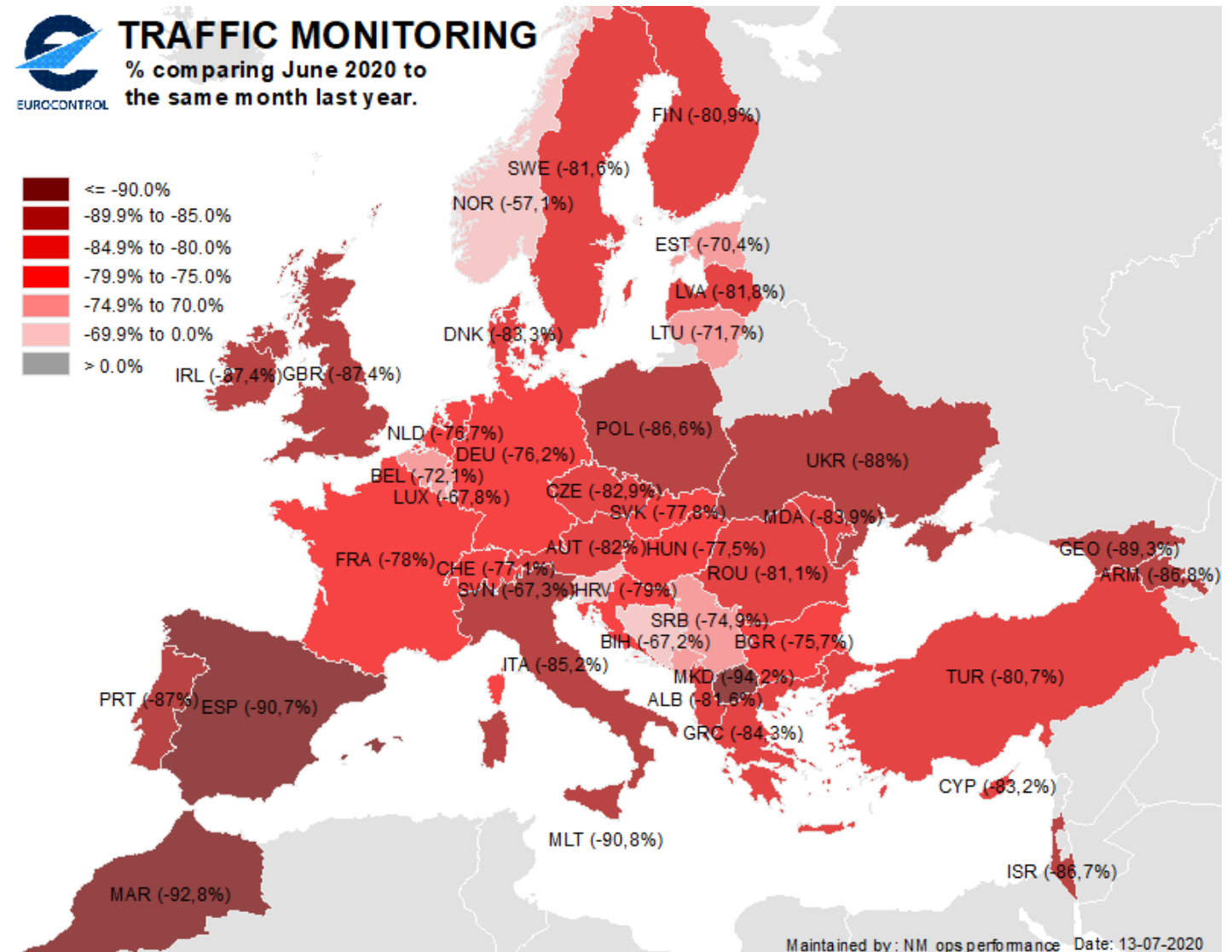
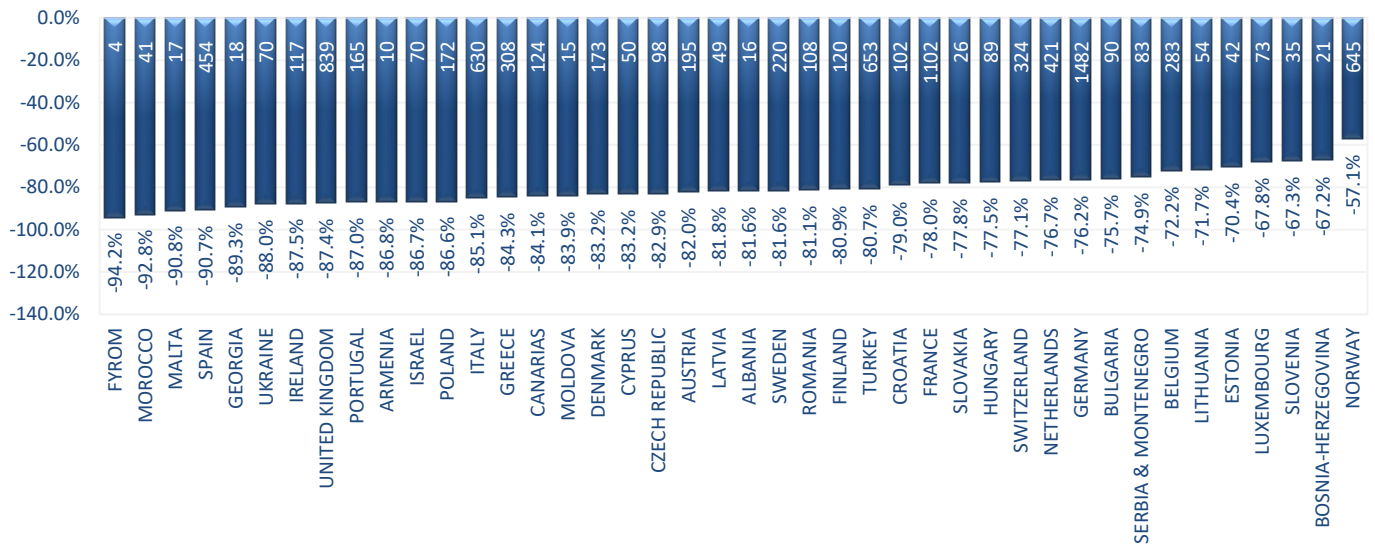
The largest traffic reduction (compared to the same operational day of 2019) was 85.3% on 01 June 2020 with only 5,087 flights. The busiest day was 26 June with 9,858 flights.

Daily Network Traffic Evolution

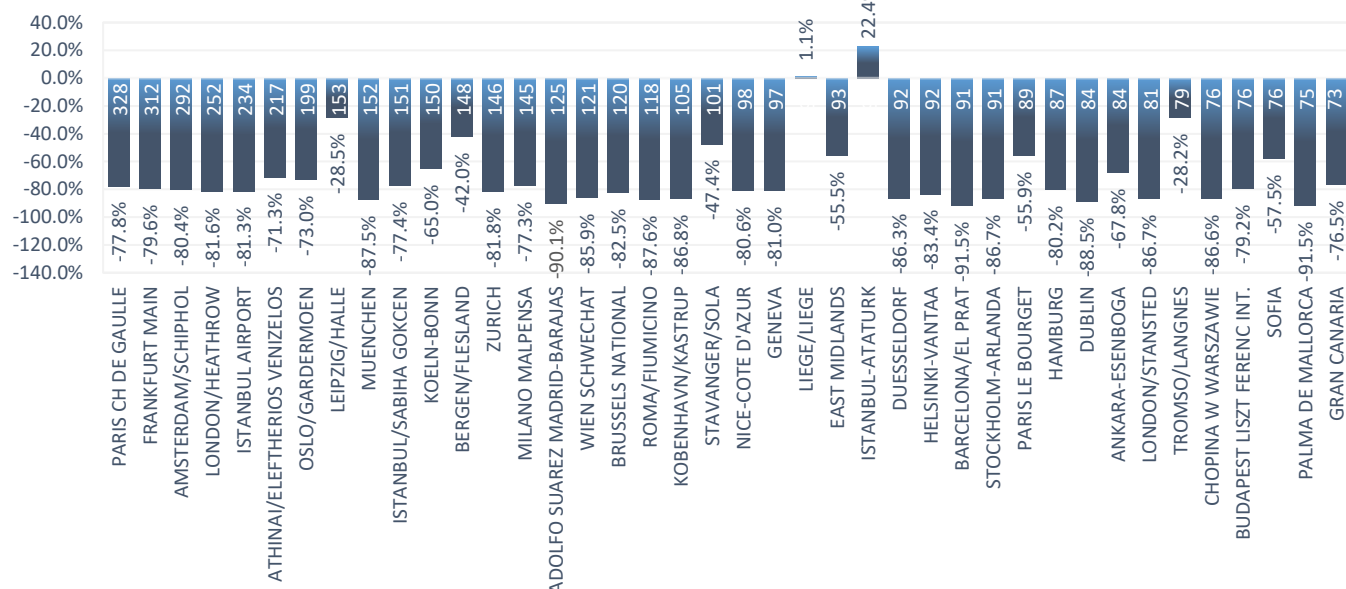


Most European countries started to recover flights and had between 70% and 90% fewer flights compared to June 2019. A slight recovery was clearly visible during June.

# June 2020 country level traffic compared to the same period last year



## June 2020 most impacted airports compared to the same period last year

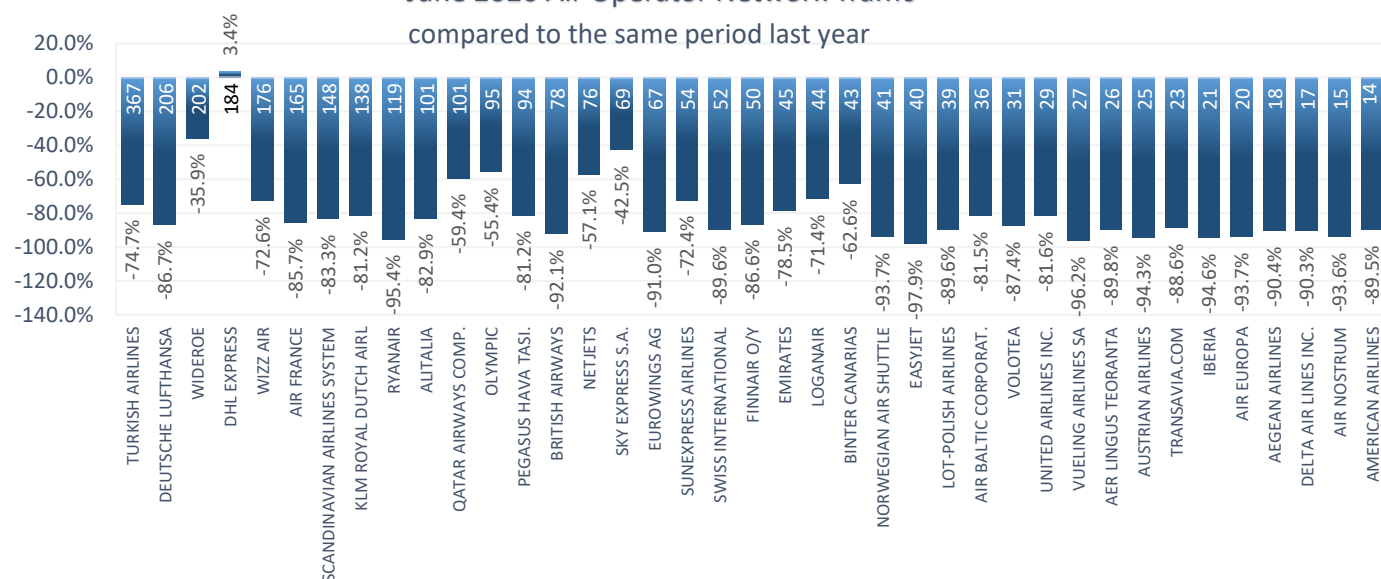


Paris/Charles de Gaulle was the busiest airport with an average of 328 movements per day, followed by Frankfurt/Main (312), Amsterdam/Schiphol (292), London/Heathrow (252) and Istanbul airport (234).

Traffic increase at Istanbul/Ataturk is mainly due to ad-hoc cargo flights from China. Liege airport traffic increase is due to more TNT/FEDEX cargo flights compared to last year.

Air France was the main operator at Paris/Charles de Gaulle, Lufthansa at Frankfurt, KLM at Amsterdam/Schiphol, British Airways at London/Heathrow and Turkish Airlines at Istanbul airport.

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

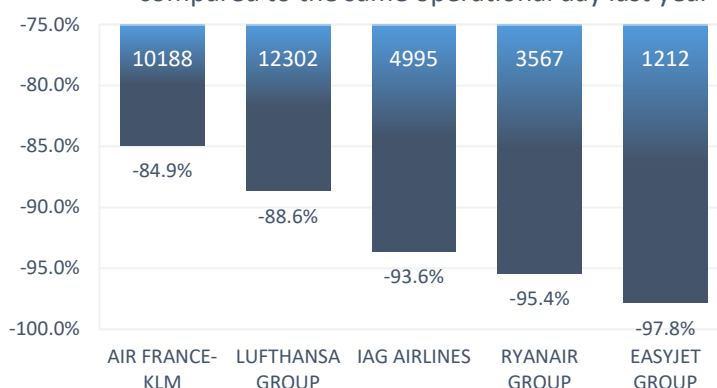


Turkish Airlines was the busiest operator with 367 movements per day, followed by Lufthansa (206), Wideroe (202), DHL express (184) and Wizz Air (176).

The top 3 AO groups (as of February) were operating at less than 90% traffic levels. In January-February they represented close to 40% of network traffic.

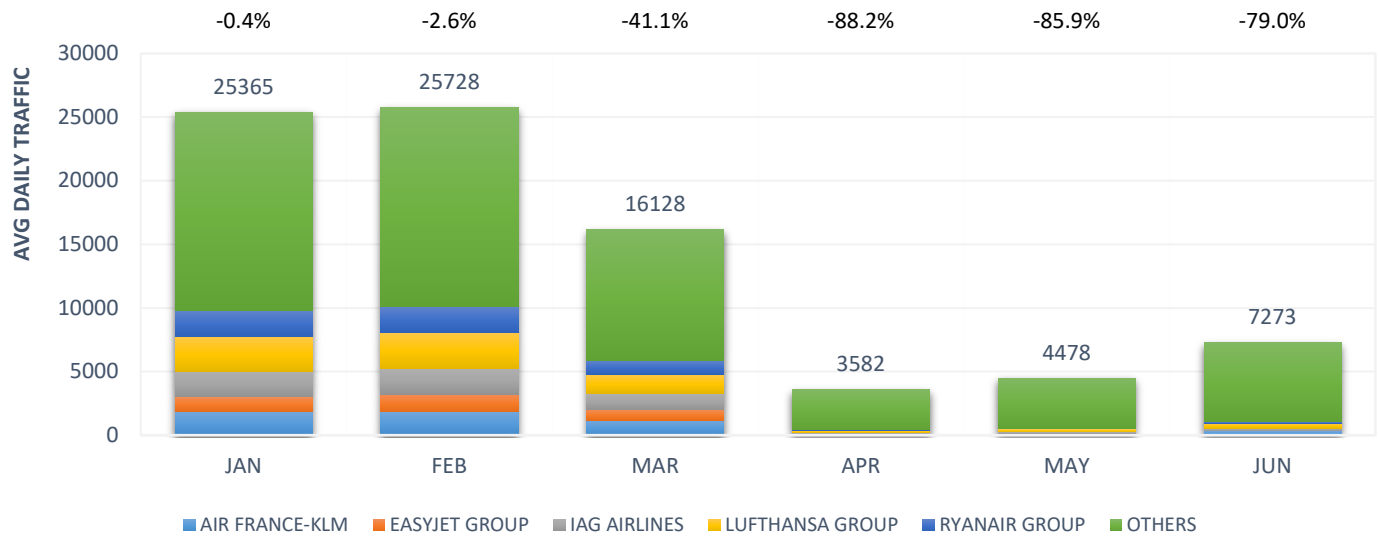
All-Cargo and passenger cargo flights represented close to 16.3% of all traffic throughout June.

## Air Operator Group Traffic - June 2020 compared to the same operational day last year



## 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 June 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



© EUROCONTROL - July 2020

This document is published by EUROCONTROL for information purposes. It may be copied in whole or in part, provided that EUROCONTROL is mentioned as the source and it is not used for commercial purposes (i.e. for financial gain). The information in this document may not be modified without prior written permission from EUROCONTROL.

[www.eurocontrol.int](http://www.eurocontrol.int)