

Tuesday, 8 December 2020

Netherlands

Loss of flights

-297k (-61%)

Dep/Arr flights vs 2019
since 1st March

Total economy GDP²

-4.8%

2020 vs 2019

Loss of Passengers¹

-48M (-82%)

2020 vs 2019 (March-October)

Total job losses³

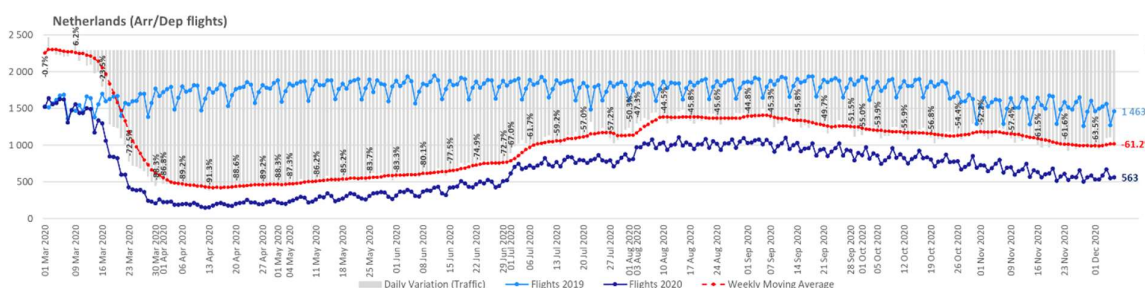
-83k

At end October

Key facts:

Flights last week vs 2019:

- Schiphol -63%
- Den Helder/De Kooy -22%
- KLM -57%
- Transavia -80%
- Delta Airlines -51%
- Domestic flows -18%
- European flows -67%



- **COVID Crisis/Economy:** The Netherlands ranks 26th worldwide in terms of COVID deaths⁴ and 11th in Europe. The impact of the crisis on the economy is expected to drive the GDP down -4.8% in 2020 (better than the Eurozone average of -7.5%). Job losses amounted to 83,000 up to October.
- **Traffic:** Traffic started a steep decline the 15 March reaching its nadir at -90% compared to 2019 on 14 April. From there a slow recovery started with two accelerations early July and August, after which traffic stabilized at around -44% until early September. Since then traffic has gradually declined, despite a small recovery end October. In terms of traffic loss, the Netherlands is 7th in Europe with -297k flights and -48M passengers lost.
- **Airports:** Amsterdam Schiphol is by far the top airport in the Netherlands with 473 average movements per day over the last week (-63% vs 2019), three times more than the rest of Dutch airports combined.
- **Aircraft Operators:** KLM has stayed more active than other major airlines, traditional or low-cost, and maintains its top position in the Netherlands (-57% vs 2019 last week) ahead of Transavia (-80%) and Delta Airlines (-51%). easyJet, second airline last year, is now 8th (-93%). Qatar Airways has doubled operations (+100%) mostly due to its cargo flights.
- **Market segments:** All cargo slightly increased. Non-scheduled managed to stay between -40% and -20% throughout. Low-cost recovered faster than traditional but declined as of September while traditional held steady. Business aviation almost reached 2019 levels in August but it declined in September and October.
- **Traffic flows:** Domestic flows climb from 8th in 2019 to 4th (-18% vs 2019). The top three flows are with the UK, the US and Germany. Top non-European flows are with North Atlantic, Asia Pacific and Middle-East.

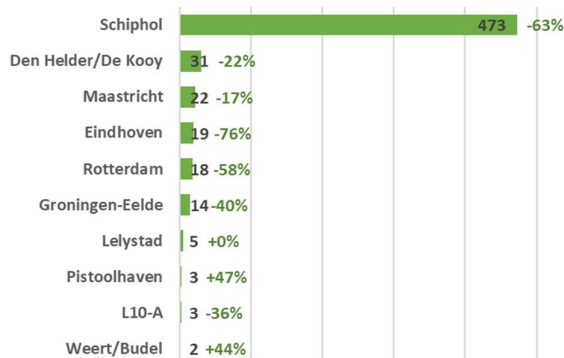
COVID-19 Impact on EUROCONTROL Member States

EUROCONTROL Briefing



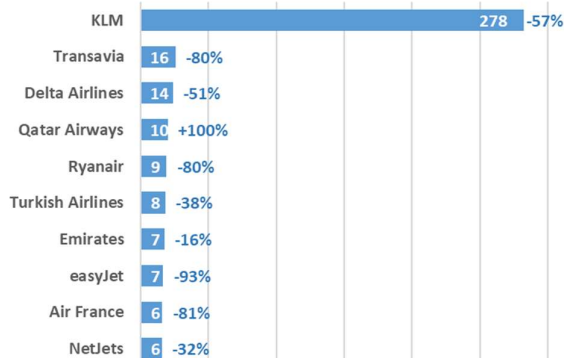
NETHERLANDS - Top 10 Airports

Week from 30-Nov-2020 to 06-Dec-2020
avg daily movements (dep+arr) and % vs. 2019



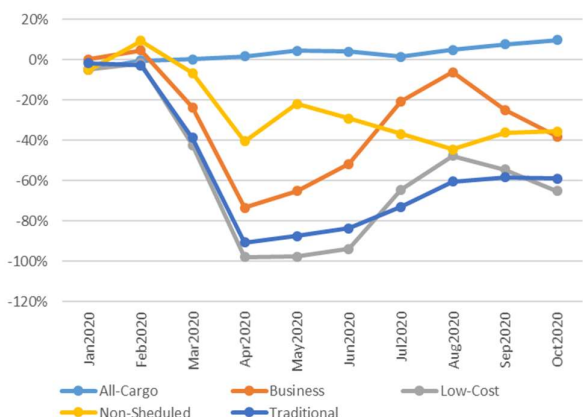
NETHERLANDS - Top 10 Aircraft Operators

Week from 30-Nov-2020 to 06-Dec-2020
avg daily flights (dep/arr) and % vs. 2019



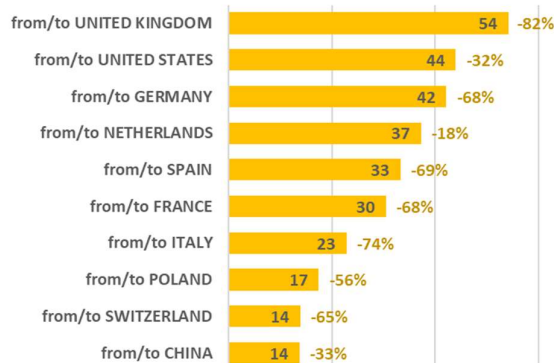
NETHERLANDS - Market Segments

Monthly variation % vs 2019



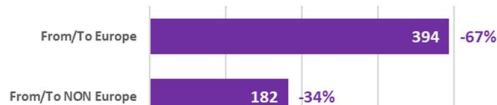
NETHERLANDS - Top 10 Country Pairs

Week from 30-Nov-2020 to 06-Dec-2020
avg daily flights (dep/arr) and % vs. 2019



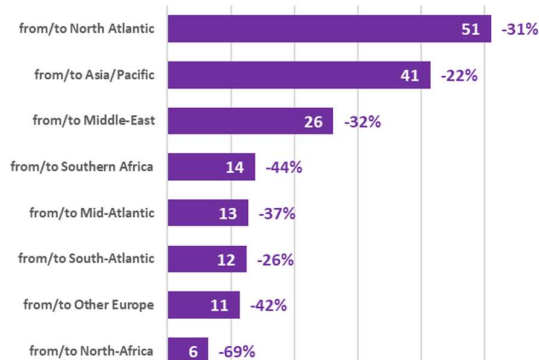
NETHERLANDS - Top Region Pairs

Week from 30-Nov-2020 to 06-Dec-2020
avg daily flights (dep/arr) and % vs. 2019



NETHERLANDS - Top Region Pairs

Week from 30-Nov-2020 to 06-Dec-2020
avg daily flights (dep/arr) and % vs. 2019



SUPPORTING EUROPEAN AVIATION



Data Sources:

¹ Statistics Netherlands (CBS)

² Oxford Economics
(16 October 2020)

³ Statistics Netherlands (CBS)

⁴ John Hopkins University

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