1. **Summary points on the network situation:**
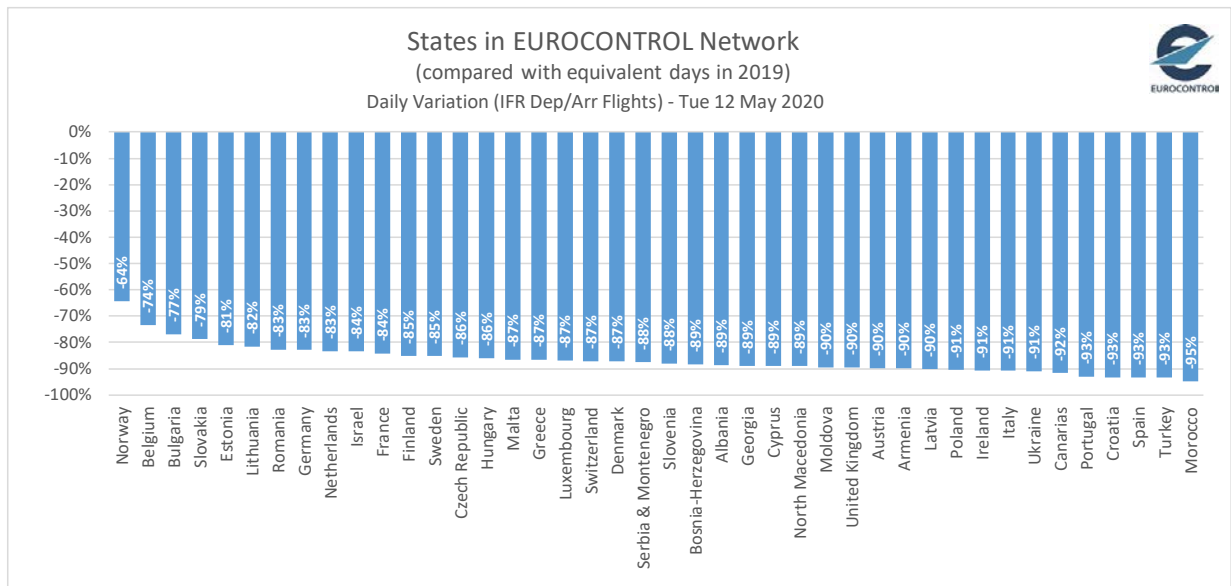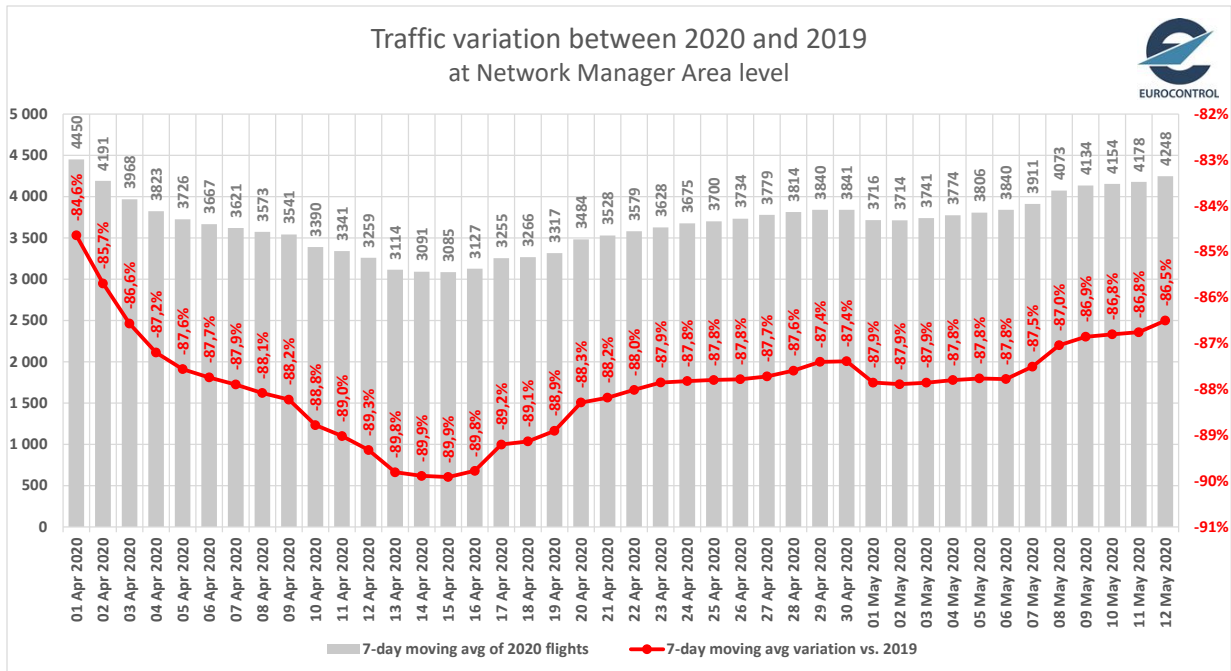
- **NM Network flights Tue 12 May:**   **5,004 flights**   **-84.2%** (**26,602** fewer flights)
    - Increase of +494 movements on the previous Tuesday, 5 April.
    - DHL Express (248) was the busiest operator with 248 movements, followed by Widerøe (187), SAS (100), Lufthansa (95) and KLM (91).
    - Bristow Norway AS which transports crew to oil installations in the North Sea operated 84 flights, mostly from Bergen and Stavanger.
    - Frankfurt (238) was the busiest airport with 238 movements, followed by CDG (205), Schiphol (193), Oslo (193) and Heathrow (192). Leipzig (185) handled 185 movements.

- **Week #19 (04-10 May):**   **4,154 flights (daily avg)**   **-86.8%** (**191,224** fewer flights)
    - Increase of +413 per day on the previous week.
    - Saturday was the quietest day of the week with 2,878 flights.
    - The 'deficit' since 01 March 2020 totals 1,432,434 flights.
    - Most notably KLM operations have increased in line with recent press releases.
    - DHL Express (175) was the busiest operator with an average of 175 movements per day, followed by Widerøe (157), Turkish Airlines (113), Lufthansa (98) and Qatar (98).
    - Averaged across the week, Frankfurt (246) was the busiest airport with an average of 246 movements per day followed by Heathrow (214), Schiphol (194), CDG (164), Oslo (156) and Leipzig (150).

EUROCONTROL Network
Daily Variation (Flights) compared with equivalent days in 2019
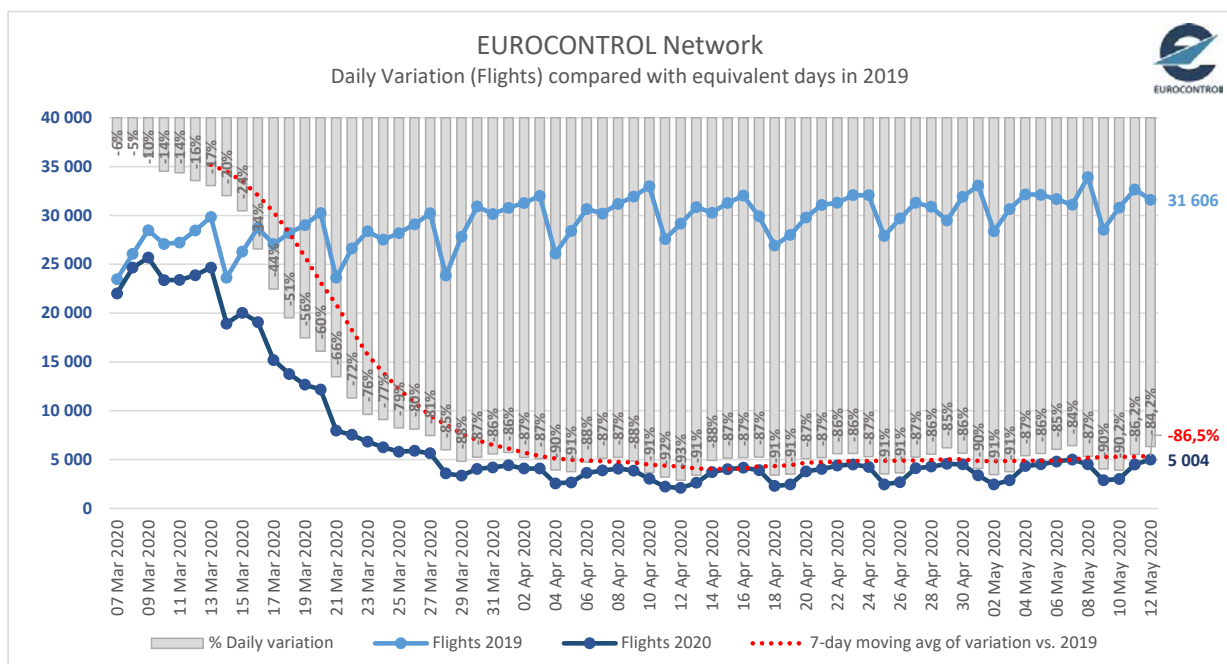
- When zooming in on April and May, a constant but slight recovery is clearly visible at network level since mid April both in terms of variation against 2019 and in absolute number of flights (using 7-day moving average for both indicators).

Traffic variation between 2020 and 2019
at Network Manager Area level

7-day moving avg of 2020 flights ▬ 7-day moving avg variation vs. 2019

States in EUROCONTROL Network
(compared with equivalent days in 2019)
Daily Variation (IFR Dep/Arr Flights) - Tue 12 May 2020

Daily structure of traffic
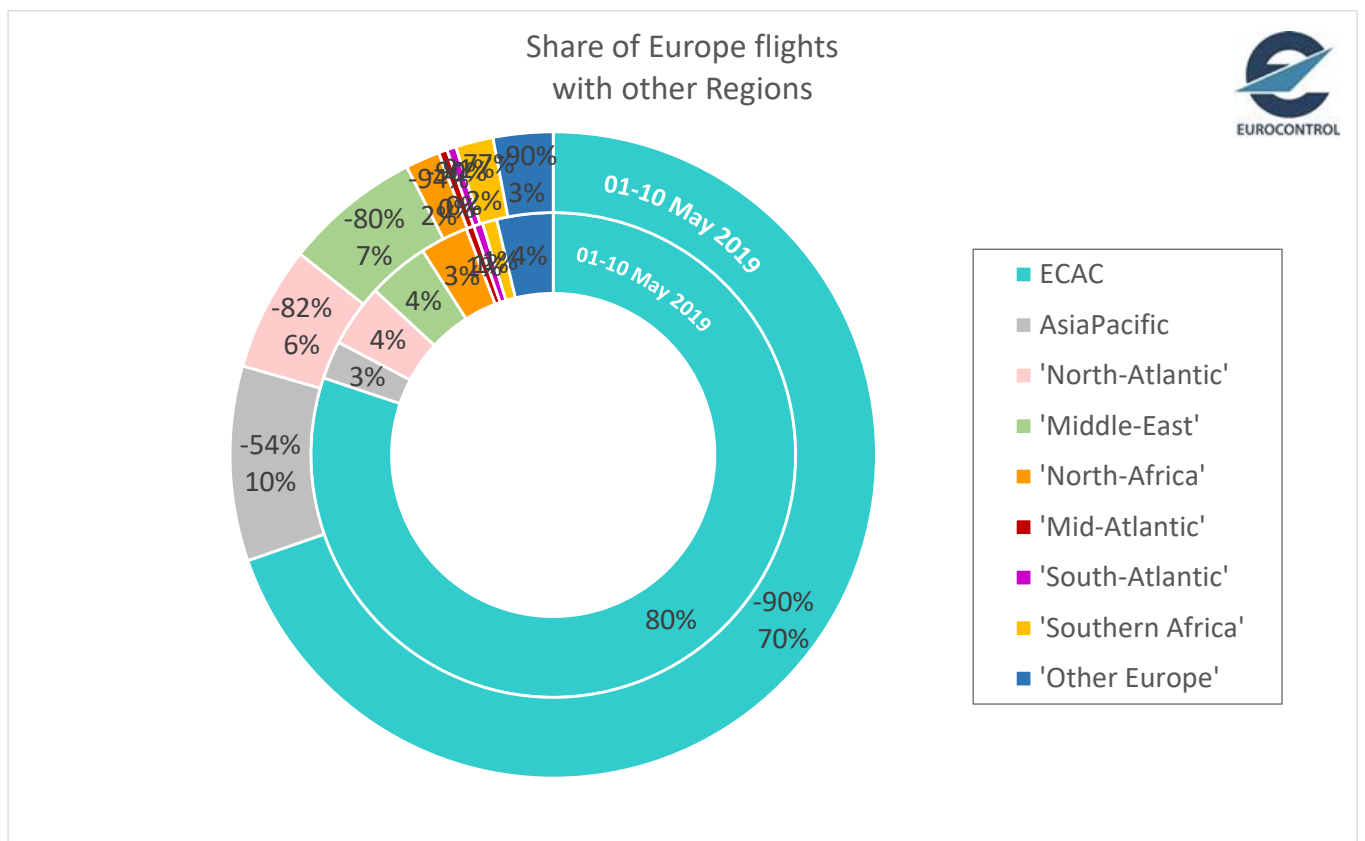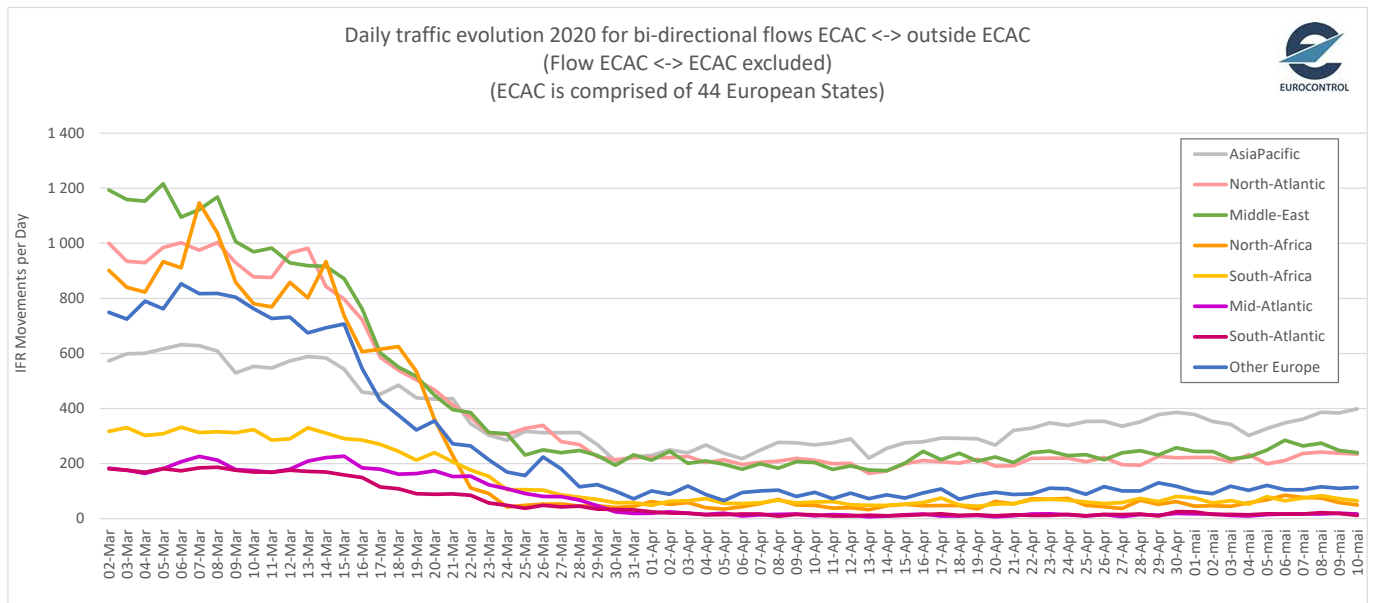## Tue 12 May 2020

Country	DOMESTIC TFC	INT'L DEP & ARR	OVERFLIGHTS
Norway	77%	18%	4%
Canarias	46%	36%	18%
Italy	34%	34%	32%
France	33%	35%	32%
Greece	31%	16%	53%
Sweden	23%	20%	57%
United Kingdom	23%	52%	25%
Finland	22%	47%	31%
Portugal	21%	29%	50%
Spain	20%	59%	21%
Netherlands	18%	71%	11%
Germany	18%	57%	25%
Poland	16%	14%	70%
Denmark	13%	28%	60%
Romania	10%	20%	71%
Israel	9%	77%	14%
Switzerland	9%	29%	62%
Turkey	8%	29%	62%
Czech Republic	8%	15%	77%
Lithuania	7%	14%	79%
Austria	5%	22%	72%
Belgium	5%	67%	27%
Croatia	5%	9%	86%
Estonia	4%	12%	83%
Cyprus	4%	11%	85%
Ireland	4%	23%	73%
Morocco	4%	29%	68%
Slovakia	%	7%	91%
Serbia & Montenegro	%	13%	85%
Slovenia	%	14%	85%
Ukraine	%	56%	43%
Bulgaria	%	15%	84%
Hungary	%	14%	85%
Latvia	%	12%	88%
Malta	%	32%	68%
Luxembourg	%	79%	21%
Bosnia-Herzegovina	%	6%	94%
Albania	%	11%	89%
Georgia	%	12%	88%
North Macedonia	%	11%	89%
Moldova	%	50%	50%
Armenia	%	23%	77%

Legend: ■ DOMESTIC TFC ■ INT'L DEP & ARR ■ OVERFLIGHTS

EUROCONTROL

2. ECAC – Worldwide Regions Traffic (Up to 10 May 2020):

- In March, all bi-directional traffic flows between ECAC and other regions in the world decreased with various dynamics and amplitude. The flow with Asia/Pacific is now the largest share of traffic to/from ECAC at 10% and has constantly slightly increased since 1 April.

- In the first 10 days of May, the flow intra ECAC (within) reduced by 90% compared to the same period in May 2019 but its share reduced only slightly from 80% to 70% and remained by far the largest flow. The flow to/from Asia/Pacific reduced by 54% but is now the largest flow with 10% of the total flows compared to 3% in 2019. The flow to/from Middle-East (respectively North Atlantic) which was the 2nd flow in 2019 (resp. the 3rd) has reduced by 80% and represents now 7% of all the flows.

Daily traffic evolution 2020 for bi-directional flows ECAC <-> outside ECAC
(Flow ECAC <-> ECAC excluded)
(ECAC is comprised of 44 European States)
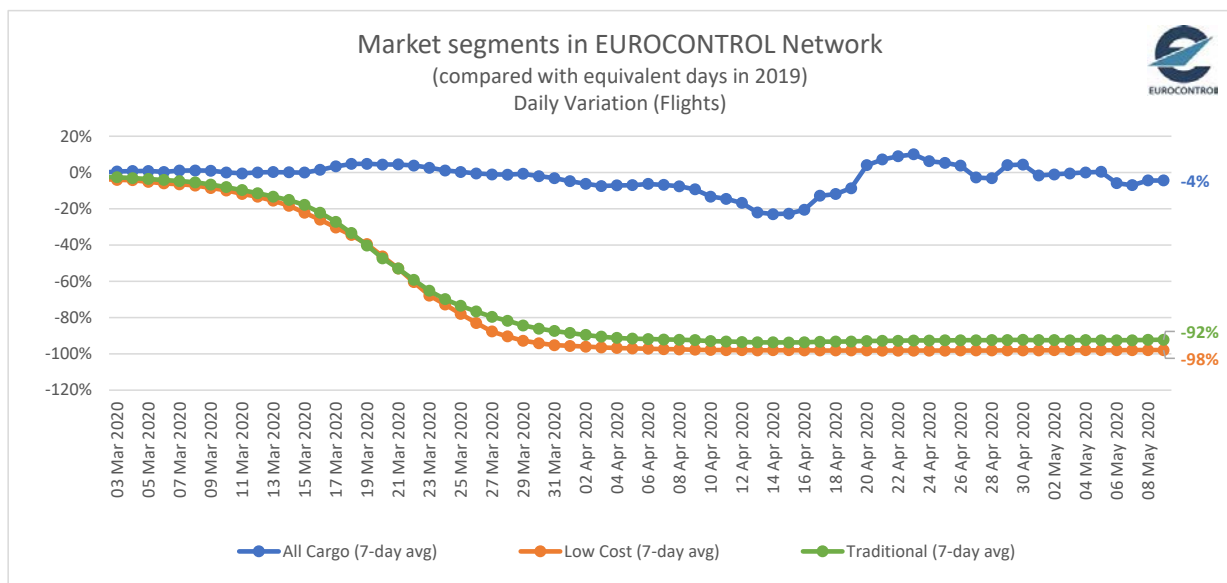

Share of Europe flights with other Regions

## 3. Market Segments (Up to 9 May 2020)

- This time last year, all-cargo flights accounted for about 2% of total Departure / Arrival flights, whereas now, it accounted for 14% on 9 May 2020. The share of scheduled traffic, which accounted for 86% reduced to 33% only.


Market Segments in EUROCONTROL Network
Daily Traffic and share (IFR Dep/Arr Flights)
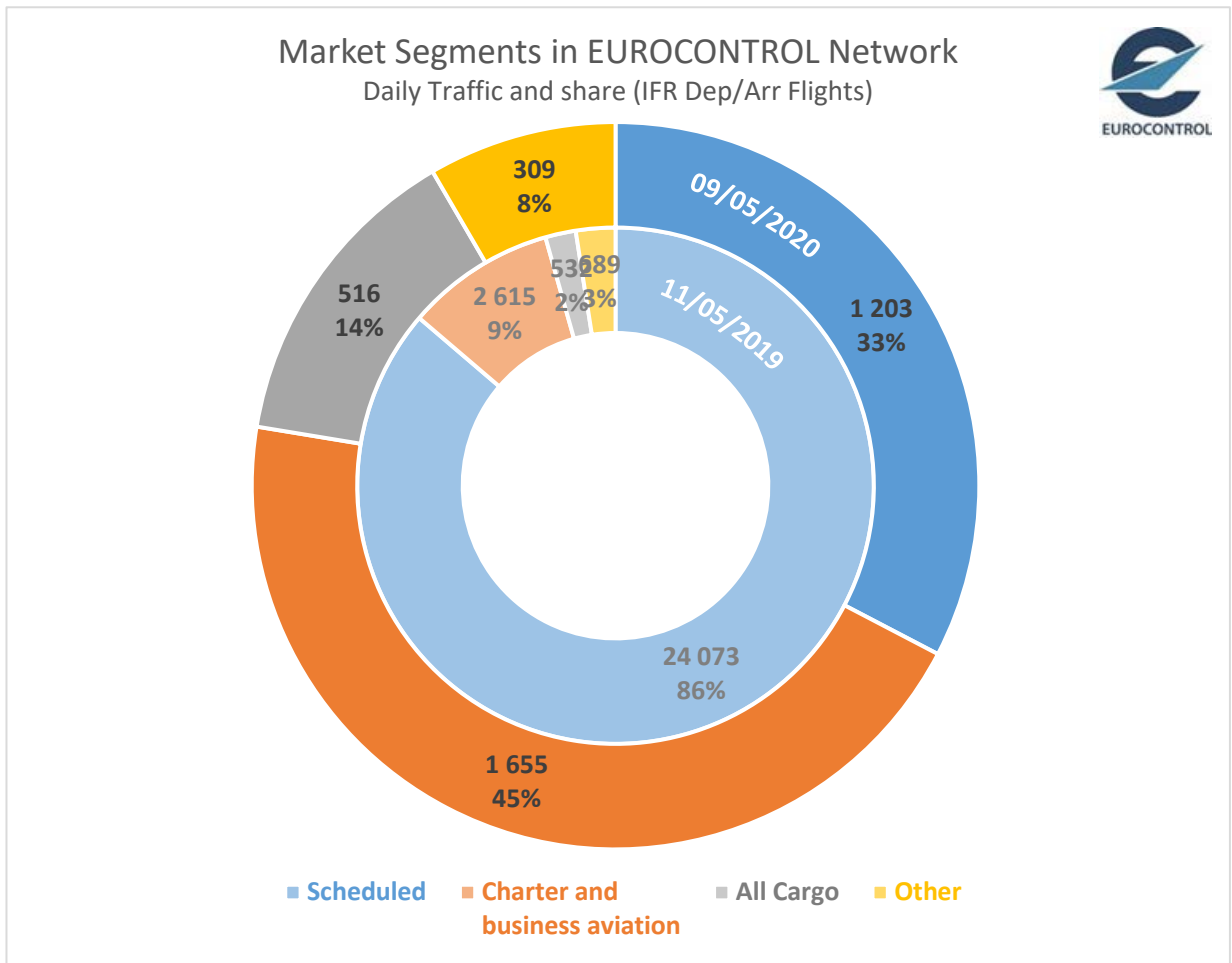
- As per the chart below, it appears clear that over the crisis period all-cargo flights remained stable at the 2019 level with a variation around the Easter period (both 2019 and 2020) while scheduled and low-cost traffic reduced by 92% (respectively 98%) during the crisis.

Market segments in EUROCONTROL Network
(compared with equivalent days in 2019)
Daily Variation (Flights)

- As shown below, the traffic per market segment is slightly increasing since week 17 and all cargo flights, despite increasing in absolute terms, see their share slightly reducing as they increased less than other market segment flights.

Weekly number of flights per market segment

Weekly share of number of flights per market segment
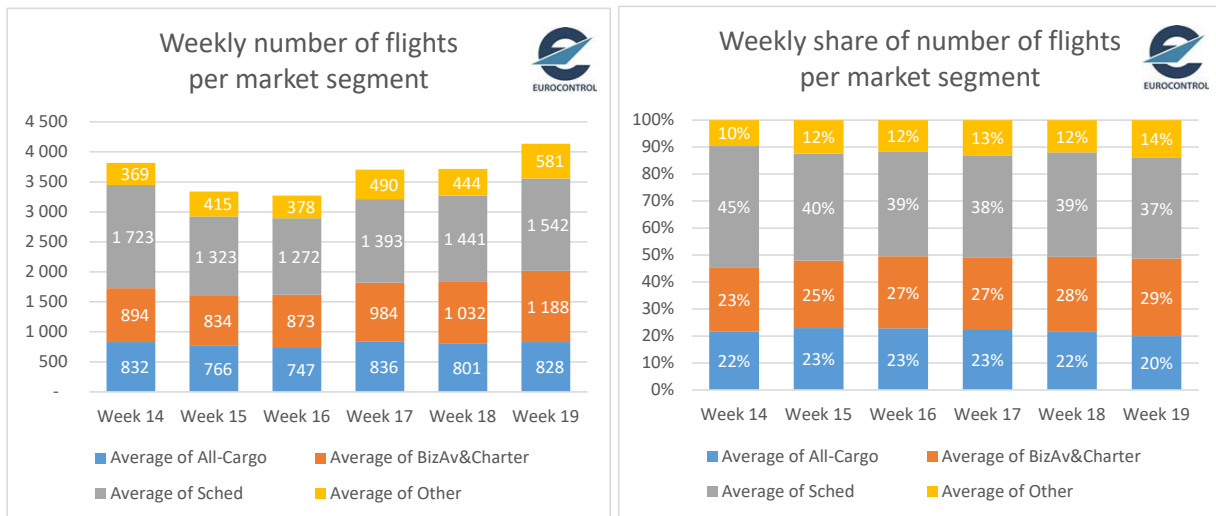
- The previous charts were showing all cargo flights. However, since the beginning of this crisis, we have seen some pax and other aircraft being used purely for cargo. While being difficult to estimate, a statistical analysis using the word "CARGO" in field 18 of the flight plan provides some useful

Share of non all-cargo flights stipulating "CARGO" in field 18

information as shown on the chart on the right-hand side. Over the very recent days, the share increased to be close to 10% on average over 7 days.
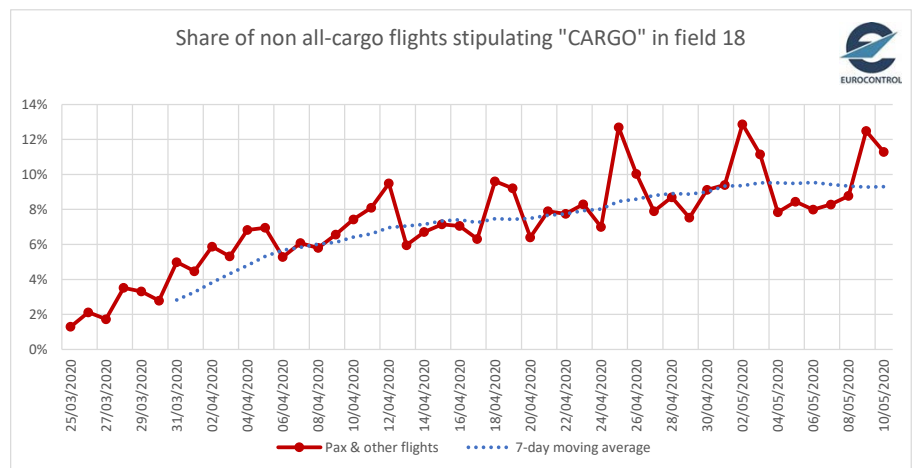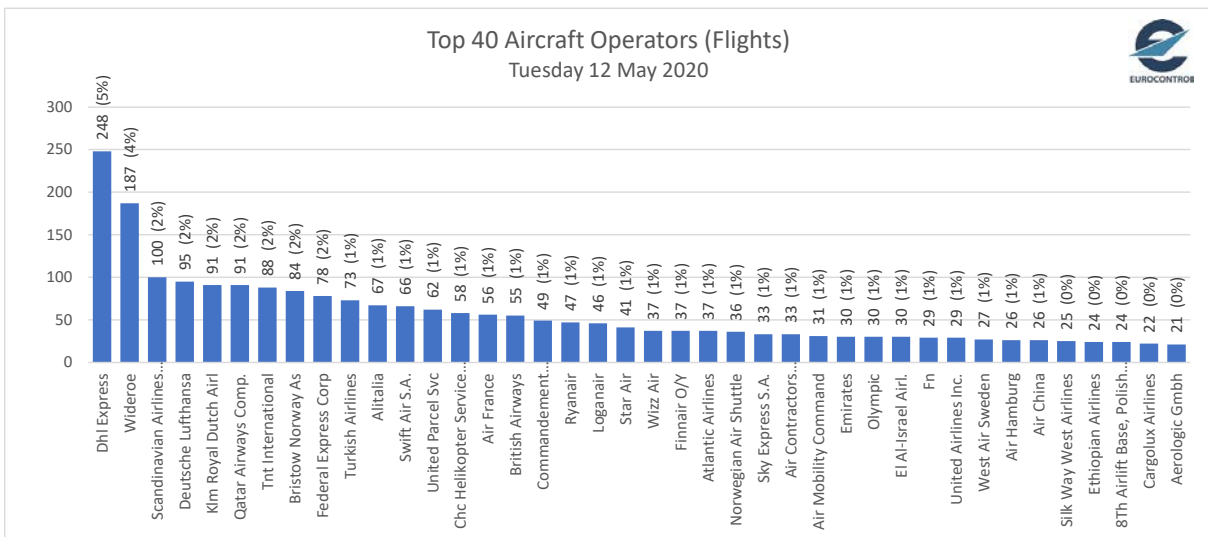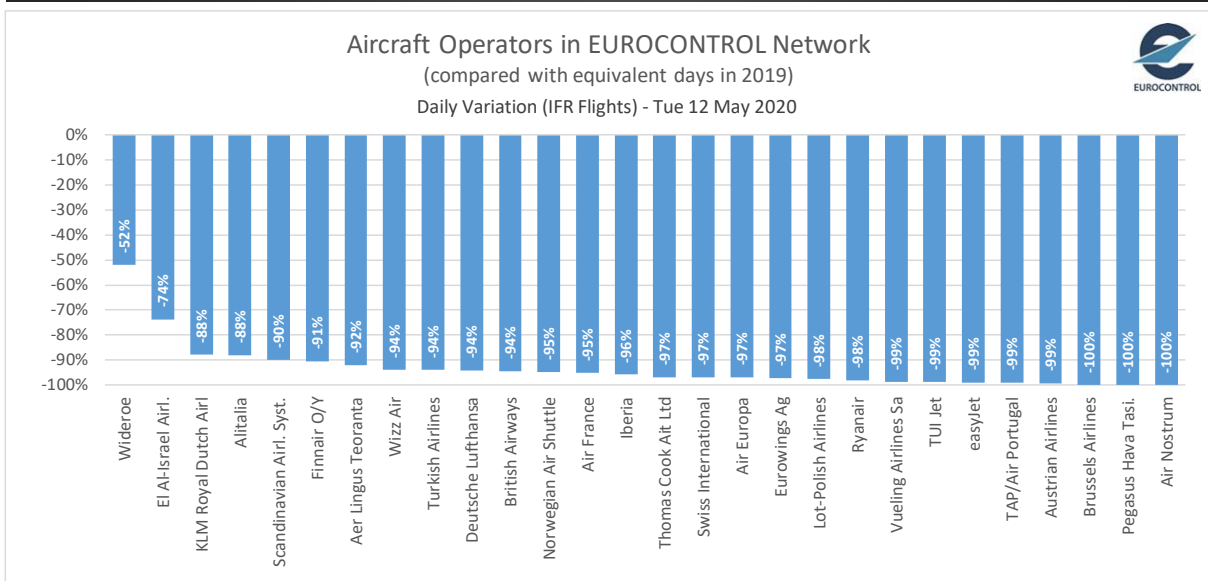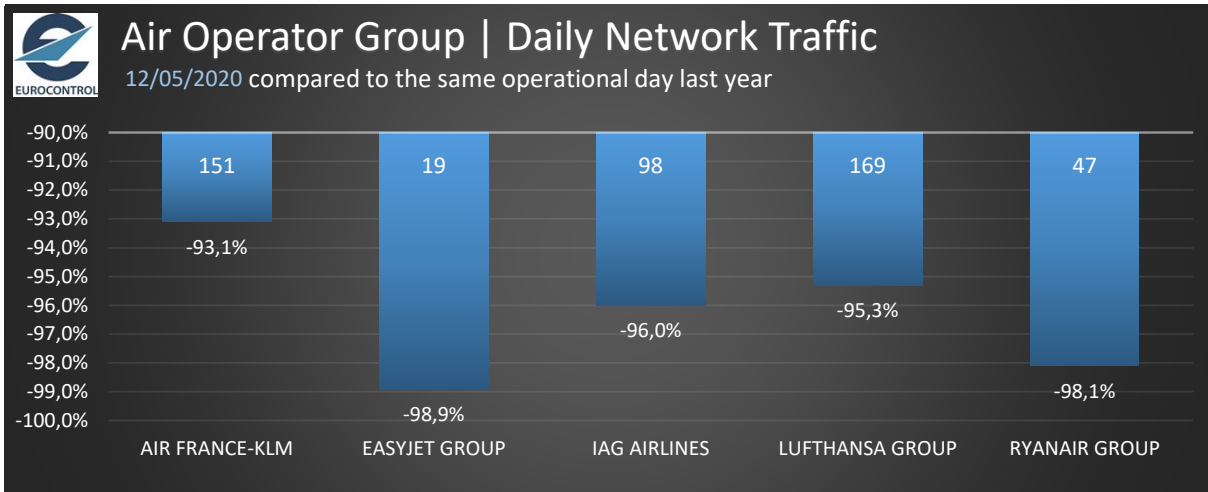
- The chart on the right-hand side show a growing number of cargo flights in passenger & other non-cargo aircraft. The "spread" between the two lines "all-cargo" and "all-cargo + pax cargo" is getting wider reaching 9 percentage points on average. It must be noted that the share of all cargo flights slightly reduces but not the absolute number of all cargo flights.
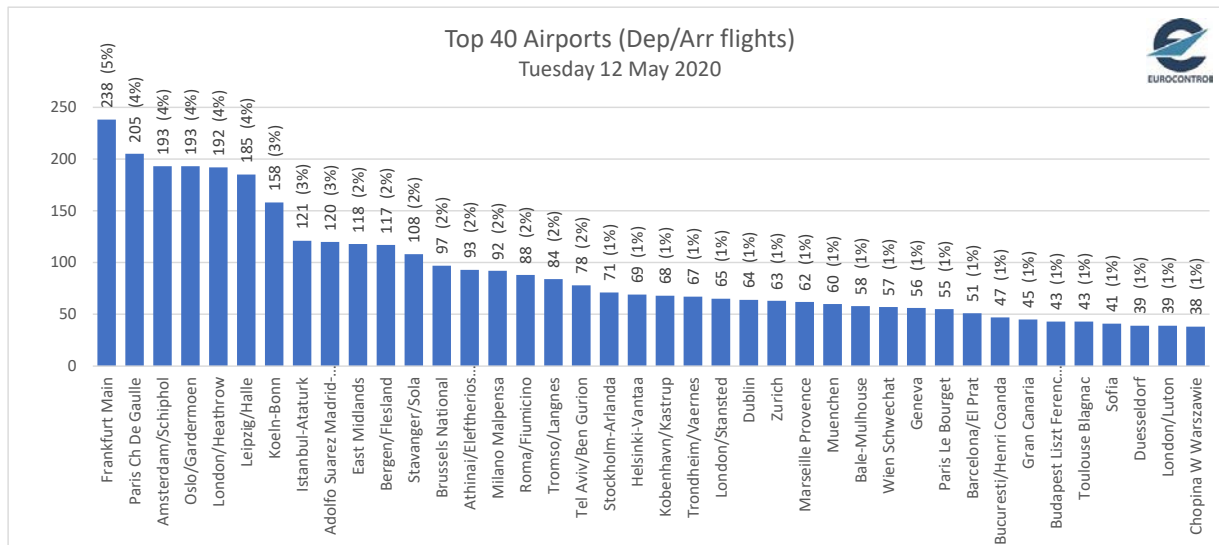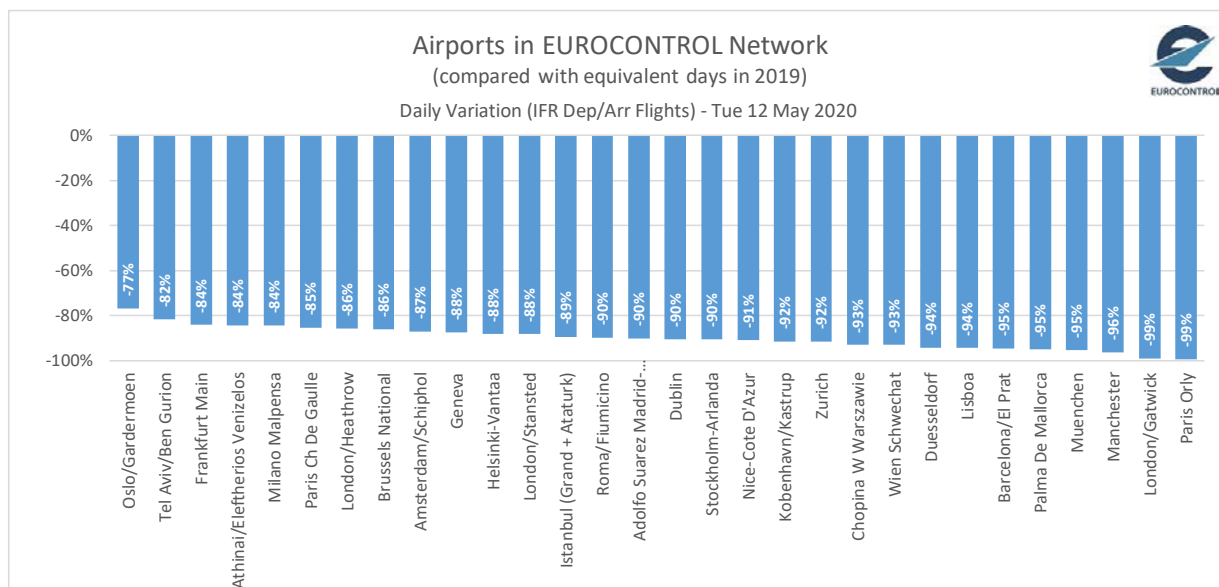

All-Cargo & Converted Cargos
(March-Apr-May 2020)
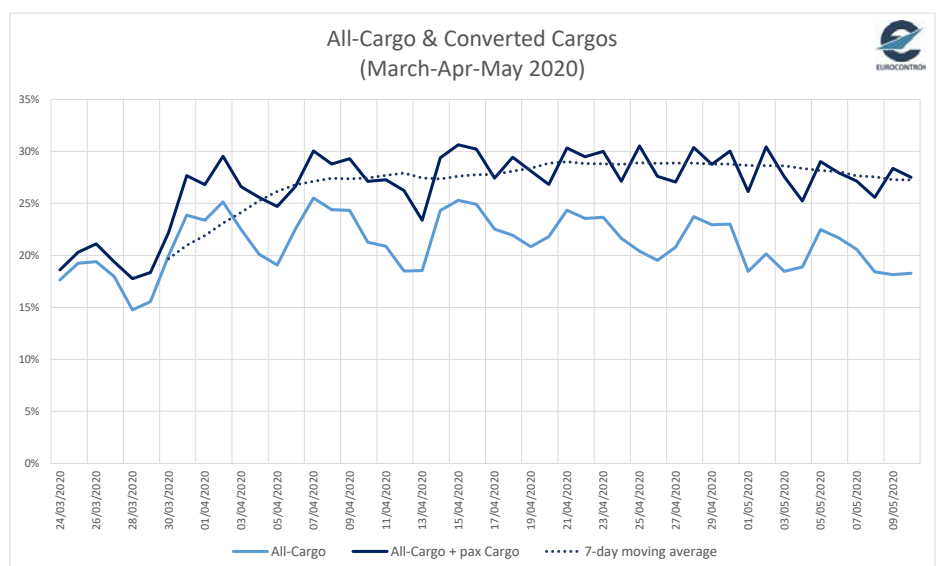
4. Airlines

- For the largest Air Operator Groups, the reductions on **Tuesday 12 May** were: easyJet -98.9%, Ryanair Group -98.1%, IAG Airlines -96,0%, Lufthansa Group -93.5% and Air-France-KLM -93.1%.

- On Tuesday 12 May, Pegasus, Brussels Airlines and Air Nostrum had no operations at all, whilst Austrian, TAP, TUI jet and Vueling were -99%, Ryanair was -98%, Iberia -96%, Air France -95%, British Airways, Lufthansa and Turkish airlines -94% and KLM -88%.

- DHL Express was the busiest Airline with 248 movements, followed by Widerøe (187), Bristow SAS (100), Lufthansa (95) KLM and Qatar Airways (91), TNT International (88), Bristow Norway (84) and FEDEX (78).

Air Operator Group | Daily Network Traffic
12/05/2020 compared to the same operational day last year

Aircraft Operators in EUROCONTROL Network
(compared with equivalent days in 2019)
Daily Variation (IFR Flights) - Tue 12 May 2020

Top 40 Aircraft Operators (Flights)
Tuesday 12 May 2020

5. Airports:

- On **Tuesday 12 May**, virtually all of Europe's largest airports are managing 80% fewer flights compared to last year, examples: Paris Orly and London Gatwick were -99%, Munich -95%, Vienna -93%, Dublin -90%, Madrid -90%, Istanbul -89%, Amsterdam -87%, London Heathrow -86%, Paris CDG -85%, Milan Malpensa -84%, Athens -84%, Frankfurt -84% and Oslo -77%.

- On Tuesday 12 May, Frankfurt was the busiest airport with 238 movements, followed by Paris CDG (205), Amsterdam and Oslo Gardermoen (193), London/Heathrow (192), Leipzig (185), Koln/Bonn (158) and Istanbul (121).

Airports in EUROCONTROL Network
(compared with equivalent days in 2019)
Daily Variation (IFR Dep/Arr Flights) - Tue 12 May 2020

Top 40 Airports (Dep/Arr flights)
Tuesday 12 May 2020

To further assist you in your analysis, EUROCONTROL provides the following additional information on a daily basis (daily updates at approximately 12:00 CET):

1. **EUROCONTROL Daily Traffic Variation dashboard:**
   www.eurocontrol.int/Economics/DailyTrafficVariation (or via the COVID-19 button on the top of our homepage www.eurocontrol.int)
   - This dashboard will provide traffic for Day+1 for all European States; for the largest airports; for each Area Control Centre (ACC); and for the largest airline operators.

2. **COVID Related-NOTAMS With Network Impact (i.e. summary of airspace restrictions):**
   https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html
   - The public Network Operations Portal (NOP) under "Latest News" will be updated daily with a summary table of the most significant COVID-19 NOTAMs applicable at 12.00 UTC.