

Wednesday, 2 September 2020

Traffic Situation & Airlines Recovery

- 15,964 flights on Tuesday 1 September, (+1% with +90 flights on Tue 18 August) reaching -55% of 2019 levels.
- Friday 28 August was peak traffic day since 18 March with 18,802 flights, -49.2% of 2019 levels.
- Clear stop of the steady traffic increase since 7 August. Traffic is at -51.5% (7-day rolling average) compared to 2019. Growing uncertainly as of September because of recent airline announcements to reduce capacity due to State restrictions, end of summer holiday, no restart of long-haul flights, and evolution of business travels.
- On 1st September, Ryanair removed 267 flights compared to 2 weeks ago while easyJet removed 282 flight.
- Ryanair remains the busiest carrier with 1,183 flights on 1 September (-18% on 18 August, -267 flights) followed by Air France (621 flights, +44%, +190 flights), Turkish Airlines (616 flights, -1%, -5 flights) and easyJet (614 flights, -31%, -282 flights). Air France is the traditional carriers which has most increased its capacities (+44%) followed by British Airways (+18%), KLM (+15%), Lufthansa (+14%) and Eurowings (+14%). Almost all low cost carriers decreased their capacity.
- Airlines adding the highest number of flights, when comparing Tuesday 1 September with the same day two weeks ago, were: Air France (adding 190 flights) followed by KLM (+63), Norwegian (+61), Lufthansa (+60), Loganair (+41), British Airways (+35), Eurowings (+34) and SAS (+32), Jet2.com (+29) and Austrian (+20).
- Compared to 2019, Wideroe operated at -19% on Tuesday 1 September followed by Wizz Air (-28%), Pegasus (-32%), KLM (-38%), Air France (-43%), Ryanair (-54%), Turkish (-58%), easyJet (-67%), Lufthansa (-71%) and British Airways (-77%).
- Traffic in Europe in August (-51%) was fully in line with the EUROCONTROL “coordinated” scenario. However, traffic evolution since early August will require revising the traffic scenarios (will be done in early September).
- Compared to 2019, Departure/Arrival traffic in Spain was -63% on Tuesday 1 September, UK (-60%), Germany (-58%), Italy (-56%), Turkey (-52%) and France (-49%).
- Business Aviation was at -2% compared to 2019 levels on 30 August. All-cargo stable at +1%. Low-cost stable at around -51% over the last week. Slight increase of charter reaching -49% Traditional stable at -63%.

Traffic Flows & Country Pairs

- The intra-Europe flow is the main flow with 13,648 flights on 1 September (+0% on 18 August). Top traffic flows with Europe were with “North-Atlantic” (388 flights, +3%) followed by “Middle-East” (385 flights, +3%), “Other Europe” (365 flights, +7%), “North-Africa” (295 flights, +2%) and “Asia/Pacific” (286 flights, +8%).
- Intra-Europe flow is at -51% compared to 2019 while all other flows are at -71%.
- Flows within France showed the highest increase with +28% followed by UK (+18%), Germany (+12%) and Norway (+9%). However, some domestic flows decreased like in Turkey (-2%) and Spain Continental (-10%).
- The flow between UK and Spain (242 flights, -15%) was the busiest non domestic flows and is decreasing compared to 2 weeks ago. The flows between UK-Italy (+24%) and Germany-Italy (+14%) increased while other flows with Southern Countries decreased such as Germany-Spain (-24%) and UK-Spain (-15%).

Situation outside Europe

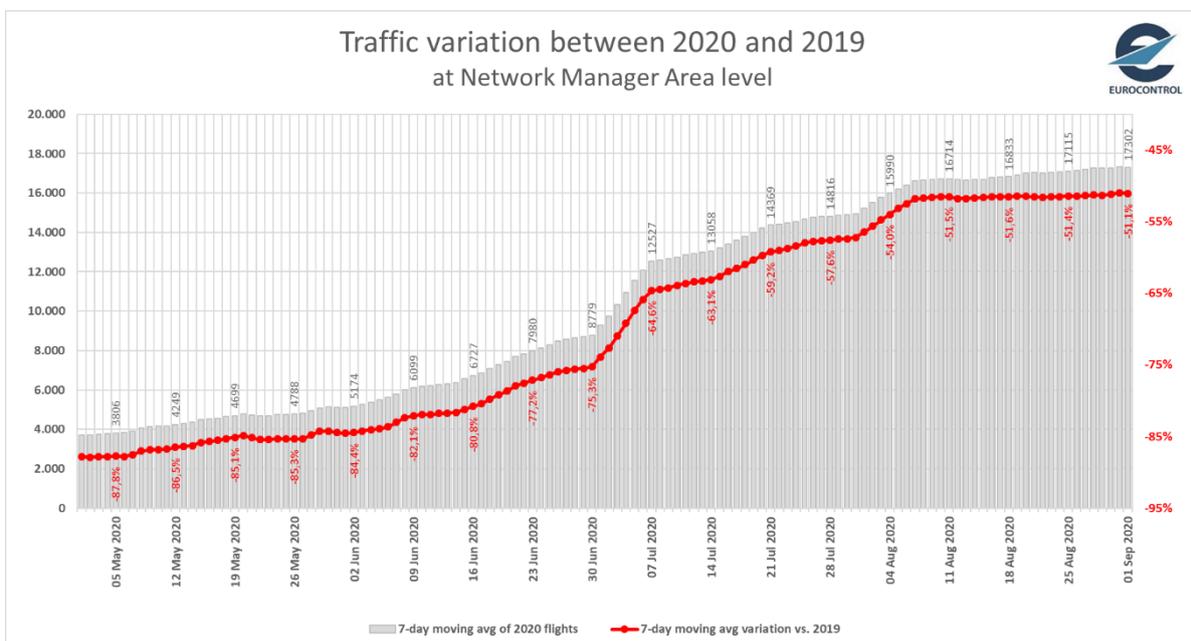
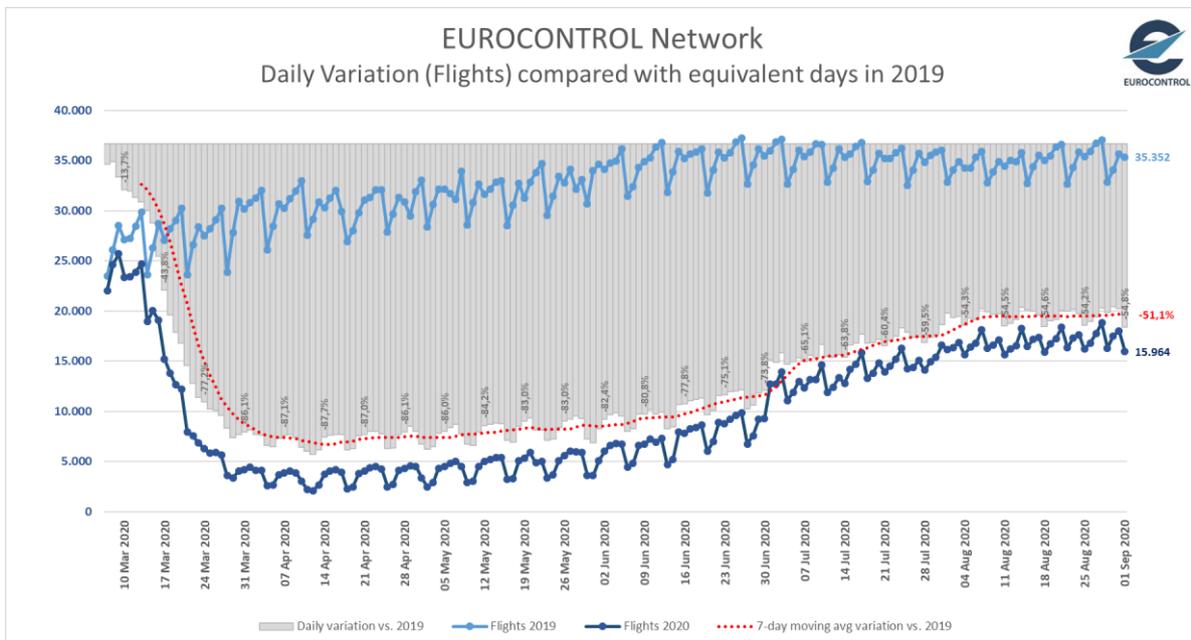
- Traffic is also stable in the US, China and Middle East over the last two weeks. In Brazil, traffic was at -56% compared to 2019 for week 17-23 August with 16,482 movements for the whole week.

Airport Information

- Provisional data for August from ACI Europe indicates that the passenger numbers through European airports are down 69% compared to August 2019.
- Amsterdam was the busiest airport with 780 Dep/Arr flights on 1st September, followed by Paris CDG (665), Frankfurt (493), London Heathrow (468), Istanbul/Sabiha (426), Munich (425) Istanbul/Grand (423), Madrid (421), Athens (403) and Oslo (402).
- Some airports had a 2-digit growth on 18 August like Oslo (+24%), Munich (+19%), Antalya (+17%) and London Heathrow (+15%). Athens reported a negative growth with -10% as well as Paris CDG (-5%).

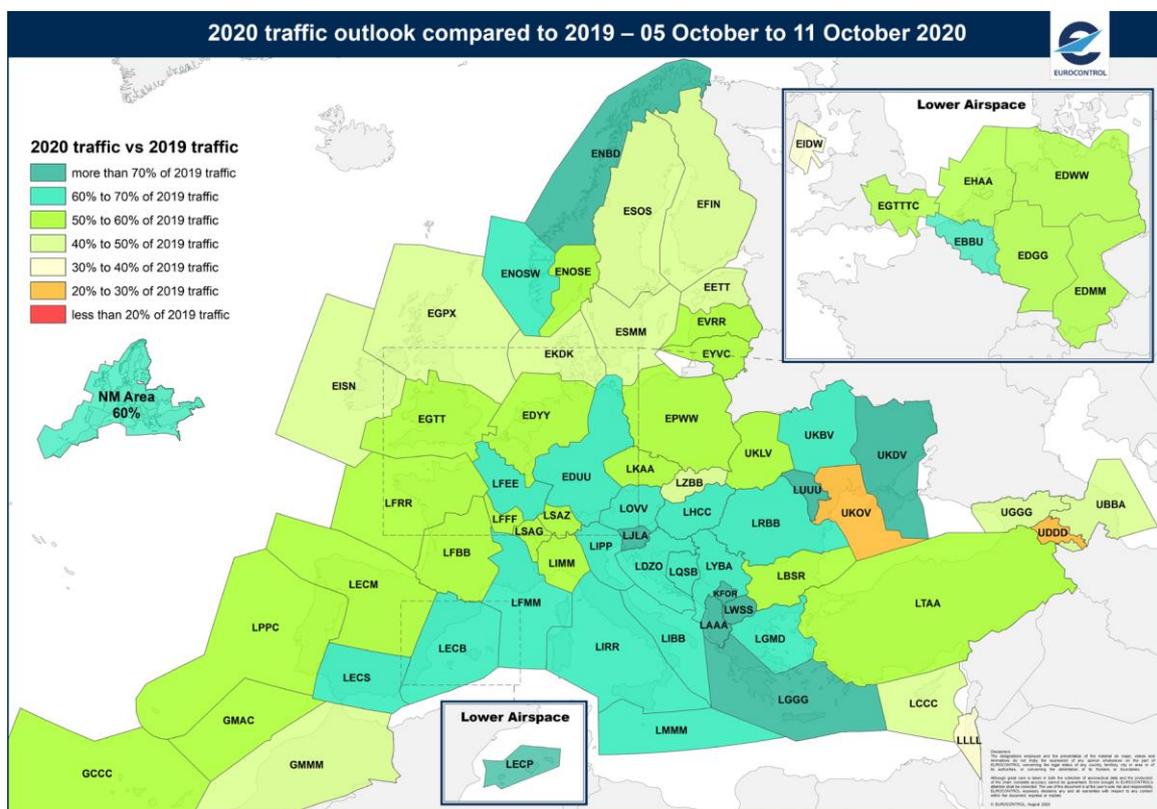
1. Traffic Situation and Airlines Recovery

- 15,964 flights on Tuesday 1 September, (+1% with +90 flights compared to Tuesday 18 August). This is 55% of 2019 traffic levels. Based on a 7-day moving average, the decrease is -51.1% compared to 2019 which is now stable since 7 August.
- It's now clear that the steady traffic increase which started on mid-April has now stopped since the 7th of August and there is increased uncertainty with regard to September/October period as a result of recent airline announcements (e.g. Ryanair and easyJet) to reduce capacity due to the introduction of State restrictions. On 1st September, as seen on Page 4, Ryanair removed 267 flights compared to 2 weeks ago while easyJet removed 282 flights.
- Friday 28 August was a peak day (18,802 flights), and traffic levels reached -49.2% of 2019 levels for the first time since 18 March.



NOP Recovery Plan (dated 28 August):

- The latest European NOP 2020 Recovery Plan (published on Friday 28 August) indicated that the network traffic shows the potential for an increase during September and October. **However, OAG reports that “there is still a significant proportion of flights” in airline schedules that “appear unrealistic and will almost certainly be cancelled yet”.**
- This latest traffic outlook for September is lower than the ones presented in previous weeks as it reflects the changes in schedules resulting from the various new state restrictions.
- This traffic outlook remains highly dependent on the evolution of State restrictions. However the general trend remains positive. Further downgrades are expected.



Miscellaneous:

- **Rolls-Royce** reports a 75% reduction in engine flying hours in Q2 2020.

European Airlines:

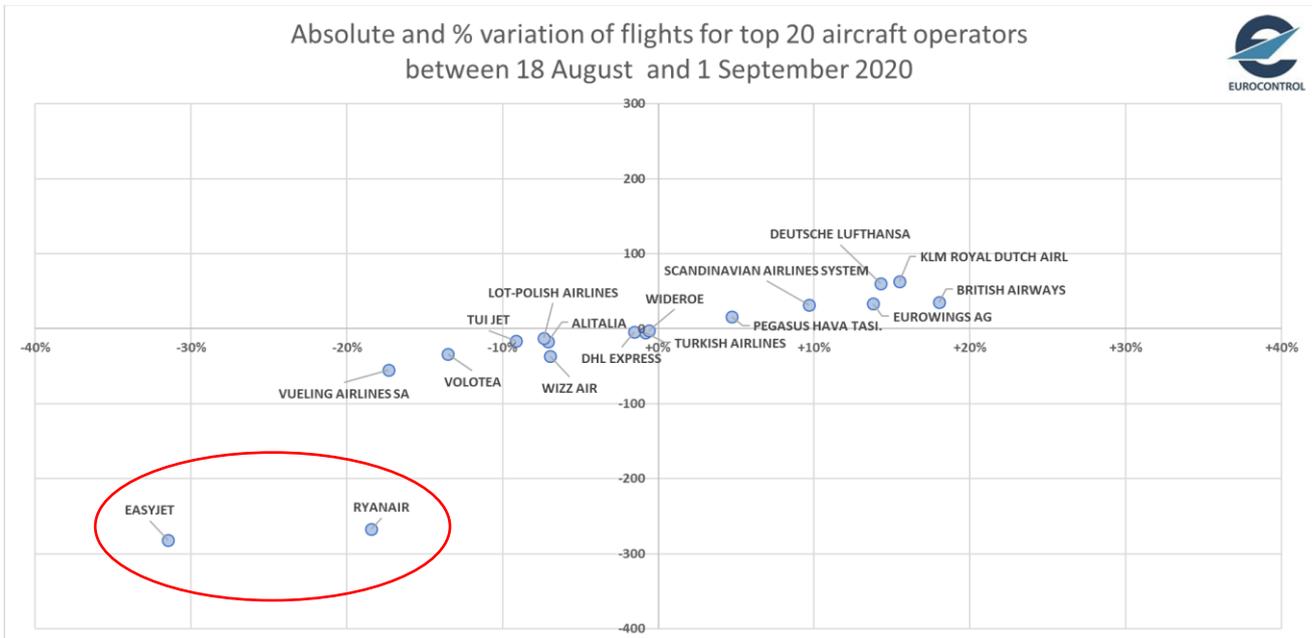
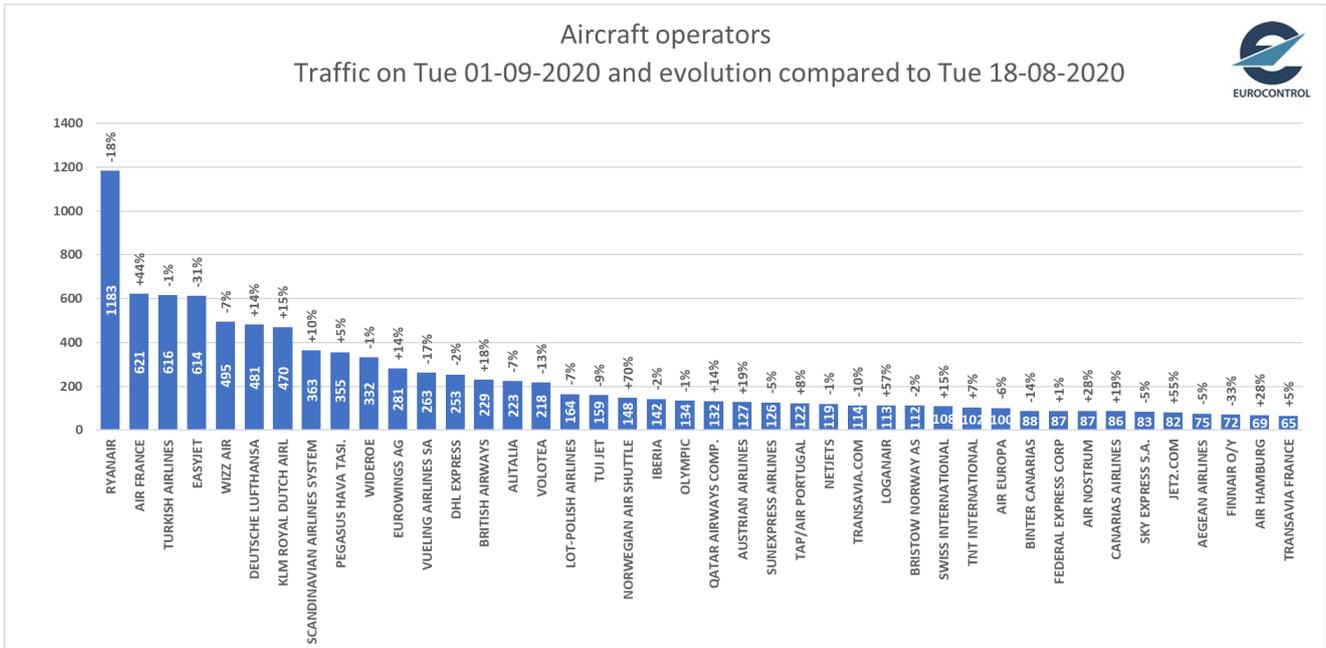
- General stabilisation of the traffic for most airlines. Ryanair was, by far, the airline with the highest number of flights with 1,183 flights on Tuesday 1 September showing a decrease of -18% compared to Tuesday 18 August (-267 flights). By decreasing its capacity by 31% (-282 flights), EasyJet becomes the 4th busiest operator with 614 flights on 1 September, preceded by Air France (621 flights, +44%, +190 flights) and Turkish Airlines (616 flights, -1%, -5 flights).
- Compared to two weeks ago, Air France is the traditional carriers which has most increased its capacities (+44%) followed by British Airways (+18%), KLM (+15%), Lufthansa (+14%) and Eurowings (+14%). Almost all low cost carriers decreased their capacity.

COVID19 Impact on European Air Traffic

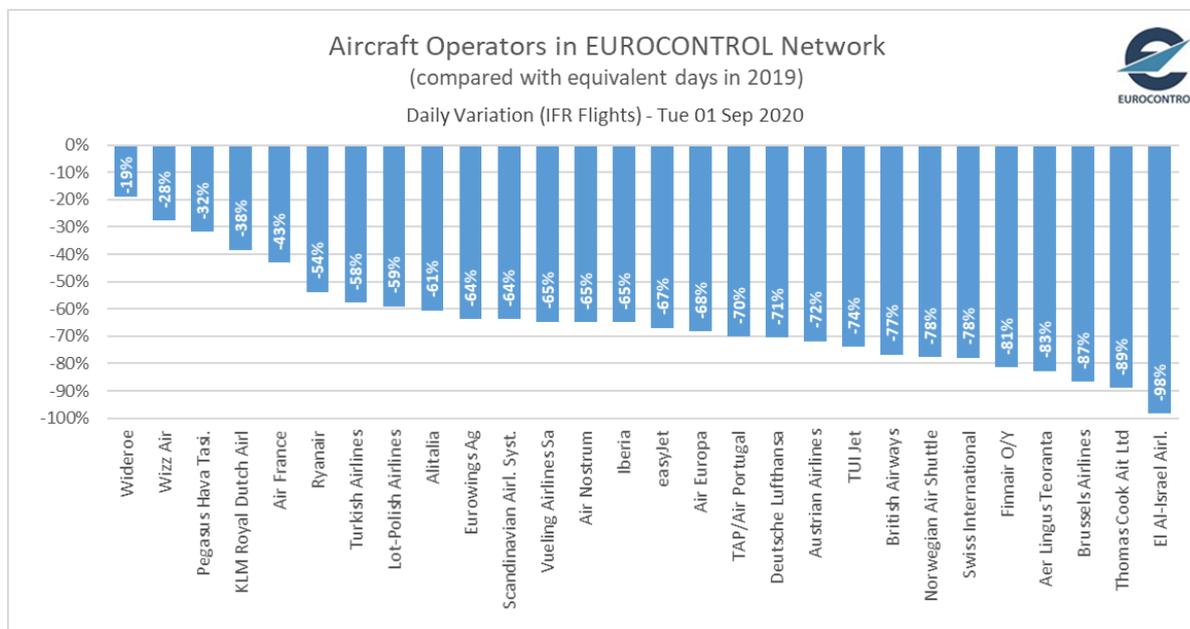
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- Airlines adding the highest number of flights, when comparing Tuesday 1 September with the same day two weeks ago, were: Air France (adding 190 flights) followed by KLM (+63), Norwegian (+61), Lufthansa (+60), Loganair (+41), British Airways (+35), Eurowings (+34) and SAS (+32), Jet2.com (+29) and Austrian (+20).



- Compared to 2019, Wideroe operated at -19% on Tuesday 1 September followed by Wizz Air (-28%), Pegasus (-32%), KLM (-38%), Air France (-43%), Ryanair (-54%), Turkish (-58%), easyJet (-67%), Lufthansa (-71%) and British Airways (-77%).



News from key European airlines:

- airBaltic** has a net loss of €185 million in H1 2020; resumes service to Munich.
- Ryanair** increases the number of flights between the UK and Portugal from 11 September (14 additional weekly flights from 12 UK airports).
- Air France** suspends service to Seattle until the end of March 2021.
- Lufthansa** calls for the establishment of a transatlantic air corridor to boost Europe-North America travel.
- SAS** announces plans to expand European network in autumn 2020 to meet business travel demand, to resume Copenhagen/Washington DC flights and to increase Copenhagen/New York frequency.
- Wizz Air** suspends 31 Eastern European Services.
- Norwegian Air Shuttle** reports operating loss of €472 and net loss of €505 million in H1 2020.
- Jet2.com** suspends all Balearic Islands services, planning to resume services to mainland Spain and the Canaries on 13 September.

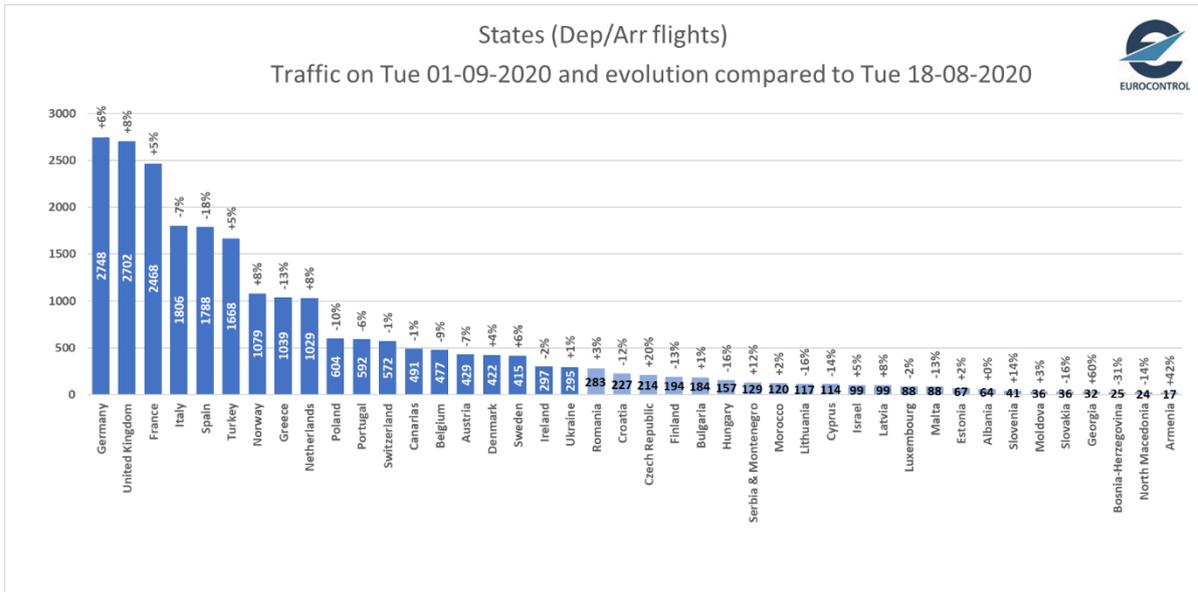
States

- Based on traffic levels, the Top 6 busiest States¹ has slightly changed with Germany back to the 1st rank with +6%, followed by the UK (+8%), France (+5%), Italy (-7%), Spain (-18%), Turkey (+5%), Norway (+8%), Greece (-13%), Netherlands (+8%), Poland (-10%) and Portugal (-10%). Most flows between North-West Europe and Southern Europe are now decreasing compared to 2 weeks ago.

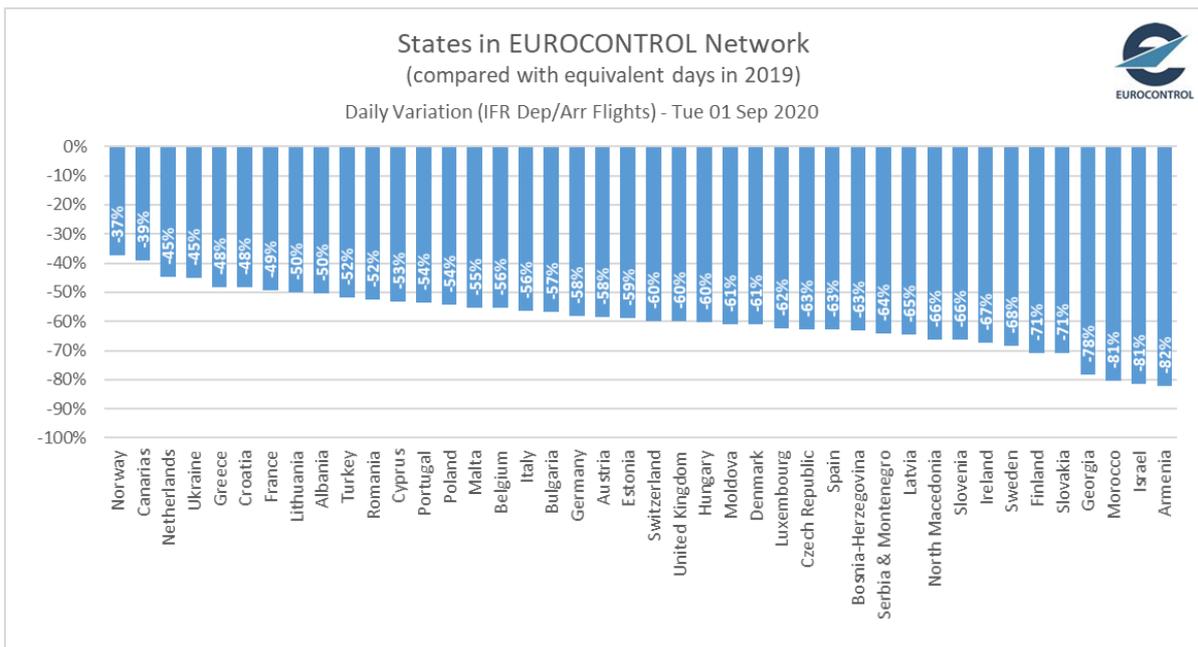
¹ excluding overflights.

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- Compared to 2019, Departure/Arrival traffic in Spain was -63% on Tuesday 1 September, UK (-60%), Germany (-58%), Italy (-56%), Turkey (-52%) and France (-49%).



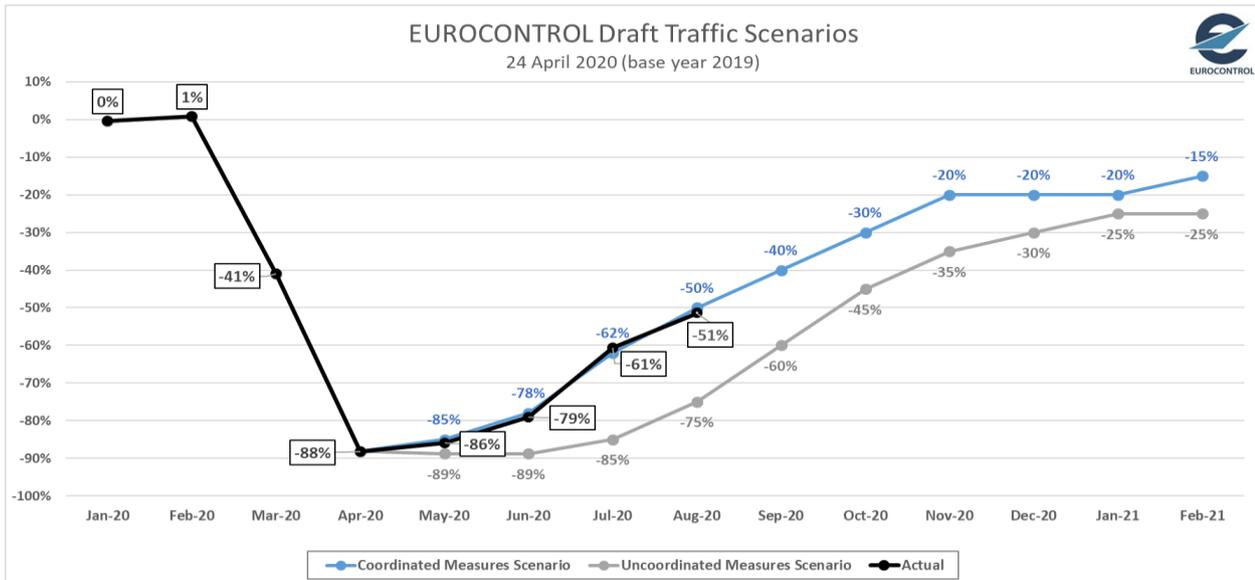
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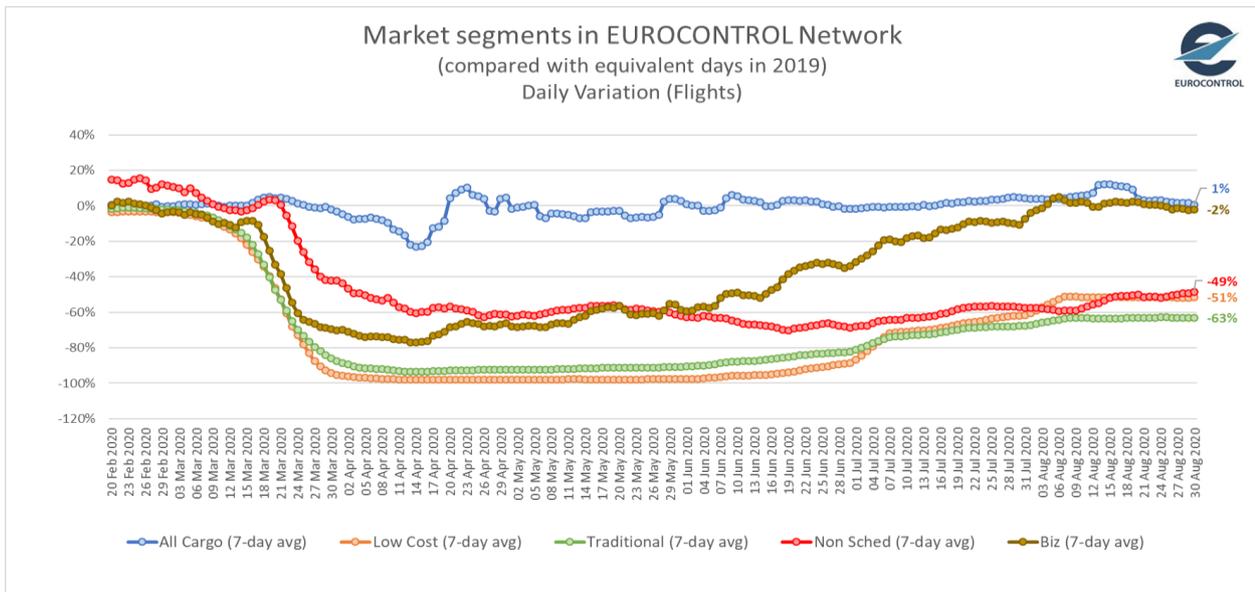
Overall situation against EUROCONTROL traffic scenarios:

- The number of flights in August 2020 has stabilized at -51% below 2019 levels and is fully in line with the EUROCONTROL traffic scenario of 24 April. ("Coordinated Measures Scenario"). However, the traffic evolution since early August show the need to revise the traffic scenarios which will be done in early September.



Market Segments:

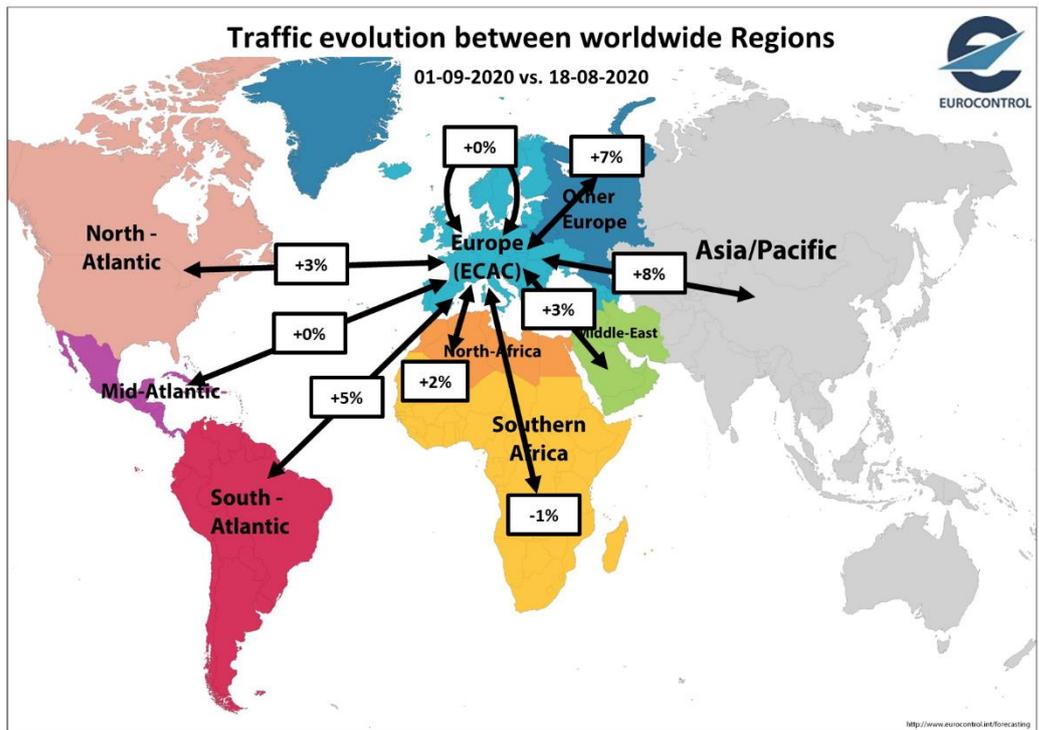
- When considering market segments, the Business Aviation flights are at the 2019 levels (-2%). All-cargo flights remained quite stable during the crisis and are now 1% above the 2019 levels (on 30 August).
- Low-cost flights recorded a faster recovery (-51% vs 2019) until 30 August and are now at the level of Charter flights (-49%). All segments are now showing a plateau, in particular traditional flights with -64% and it's likely that as of September, the situation will deteriorate.



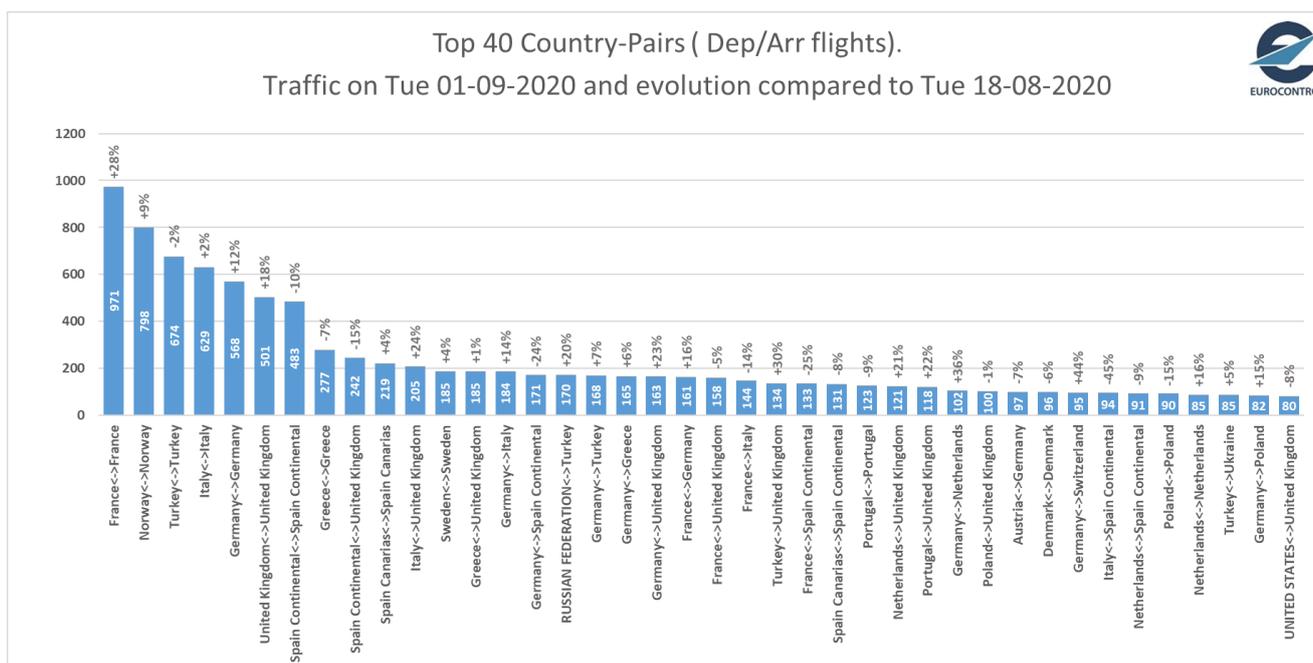
2. Traffic Flows & Country Pairs

- The main traffic flow is the intra-Europe flow with 13,648 flights on 1 September, which is stable (+0%) compared to two weeks before (18 August).
- The top traffic flows with Europe were with “North-Atlantic” (388 flights, +3%) followed by “Middle-East” (385 flights, +3%), “Other Europe” (365 flights, +7%), “North-Africa” (295 flights, +2%) and “Asia/Pacific” (286 flights, +8%).
- However, the Intra-Europe flights are still at -51% compared to 2019 while all other flows are at -71%.

REGION	18-08-2020	01-09-2020	%	vs. 2019
Intra-Europe	13.643	13.648	+0%	-51%
Europe<->Asia/Pacific	265	286	+8%	-64%
Europe<->Mid-Atlantic	51	51	+0%	-66%
Europe<->Middle-East	372	385	+3%	-76%
Europe<->North Atlantic	375	388	+3%	-72%
Europe<->North-Africa	289	295	+2%	-76%
Europe<->Other Europe	342	365	+7%	-70%
Europe<->South-Atlantic	40	42	+5%	-79%
Europe<->Southern Africa	155	153	-1%	-50%



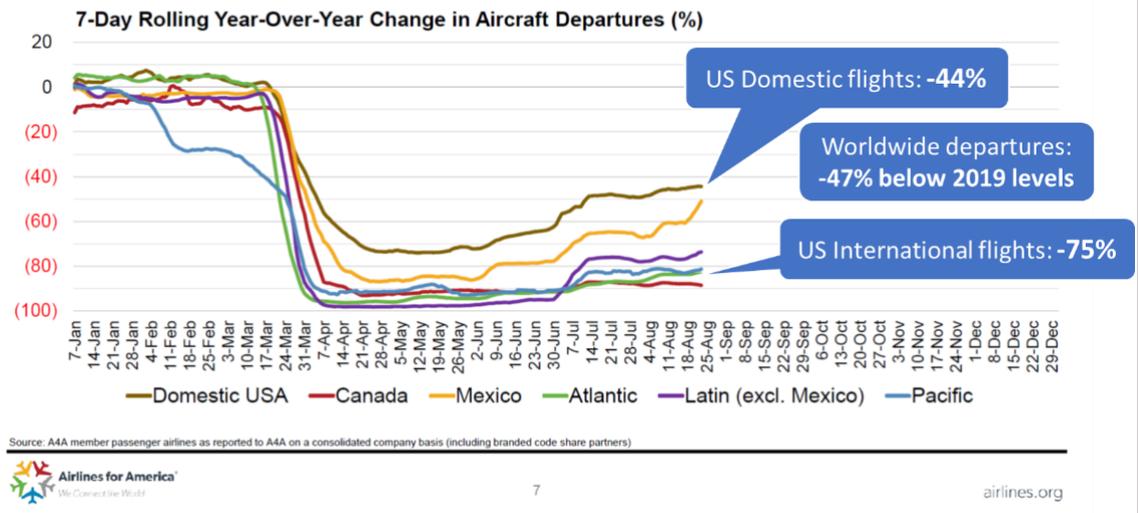
- Domestic flows are still the most active flows (i.e. 9 of the top 10 flows are domestic). Flows within France showed the highest increase with +28% followed by UK (+18%), Germany (+12%) and Norway (+9%). However, some domestic flows decreased like in Turkey (-2%) and Spain Continental (-10%).
- The flow between UK and Spain (242 flights, -15%) was the busiest non domestic flows and is decreasing compared to 2 weeks ago. The flows between UK-Italy (+24%) and Germany-Italy (+14%) increased while other flows with southern countries decreased such as Germany-Spain (-24%) and UK-Spain (-15%).



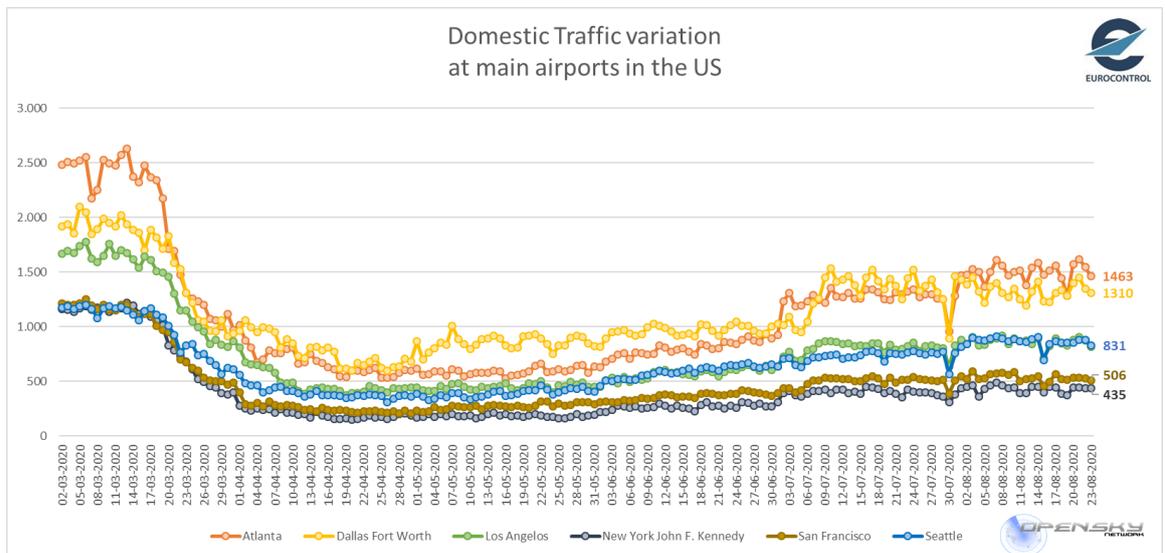
3. Situation outside Europe

- **United-States:**
 - After a significant drop of traffic in the US by the end of March, US domestic traffic has slightly improved since early June with a noticeable step change on 1st July. The domestic flow remained on a plateau at -44% of 2019 on August 23. International flows slightly increased to -75% except flows to/from Mexico (-50%).
 - In Week Ending August 23, U.S. airlines passenger volumes remained 70% below year-ago levels with Domestic Air Travel Down 67% and International Down 87%.
 - The domestic U.S. Load Factor averaged 49% in most recent week, versus 86% a year earlier.

For U.S. Passenger Airlines, Worldwide Departures Remain 47% Below 2019 Levels
 In Week Ending August 23 – Domestic Flights Down 44%, International Flights Down 75%



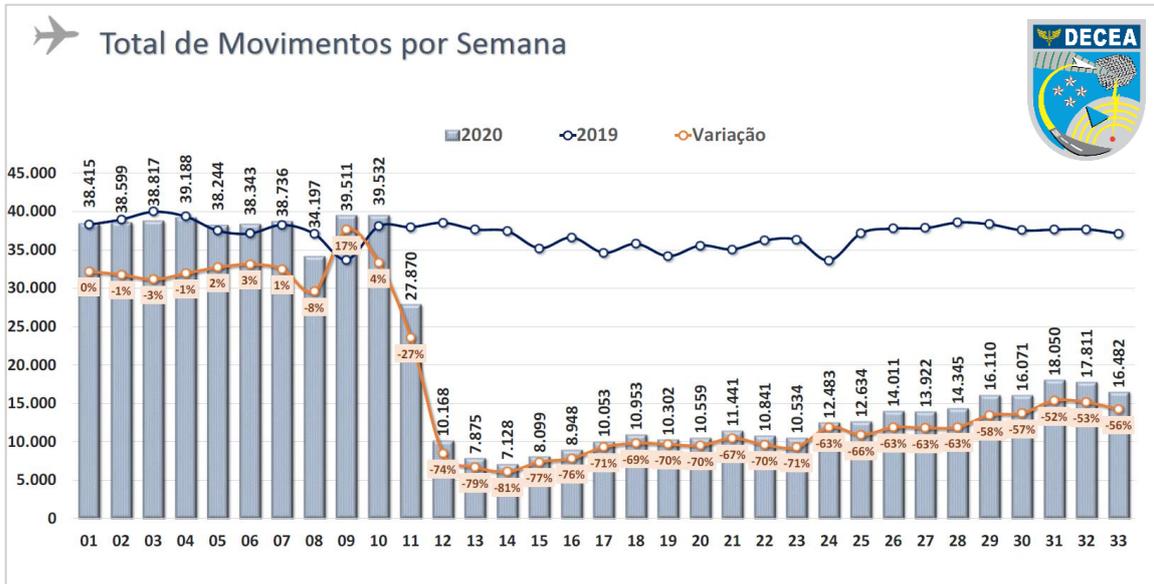
- After a significant drop of traffic in the US at all airports at the end of March, a recovery has been recorded for the biggest US airports but is now stable since the beginning of August. These data are based on OpenSky Network ADSB data.



- **Brazil:**
 - For week 33 (from 17 till 23 August 2020), according to DECEA, the weekly number of movements was 16,482 representing -56% of similar week in 2019. It has progressively recovered since the minimum reached during week 14 (from 10 till 16 April) with -81%.

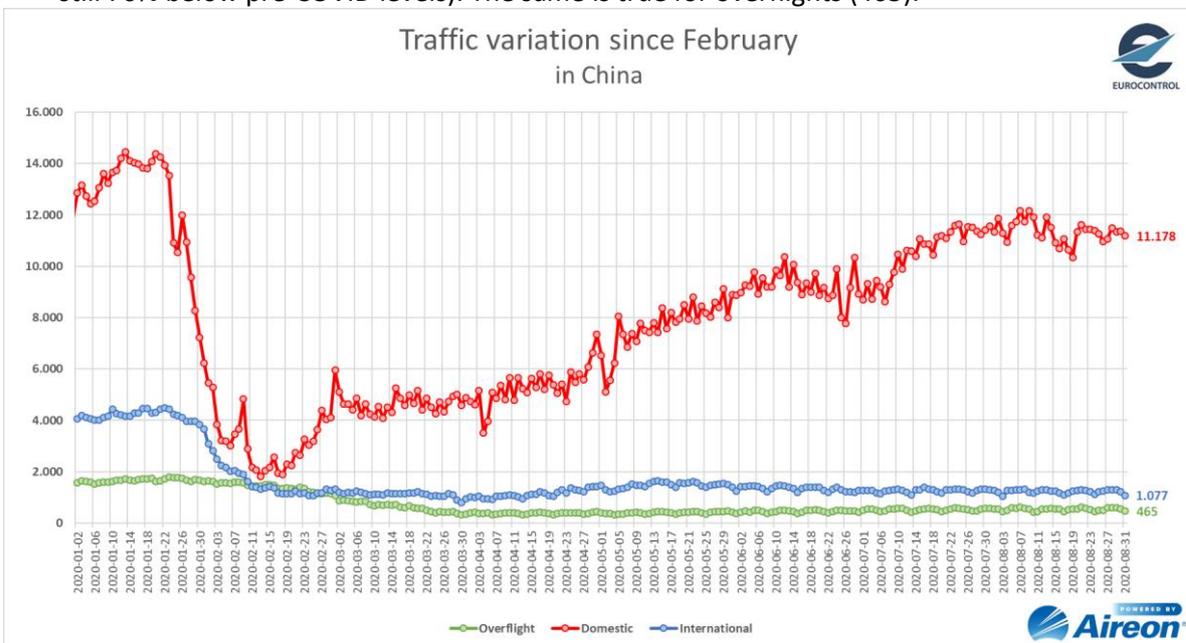
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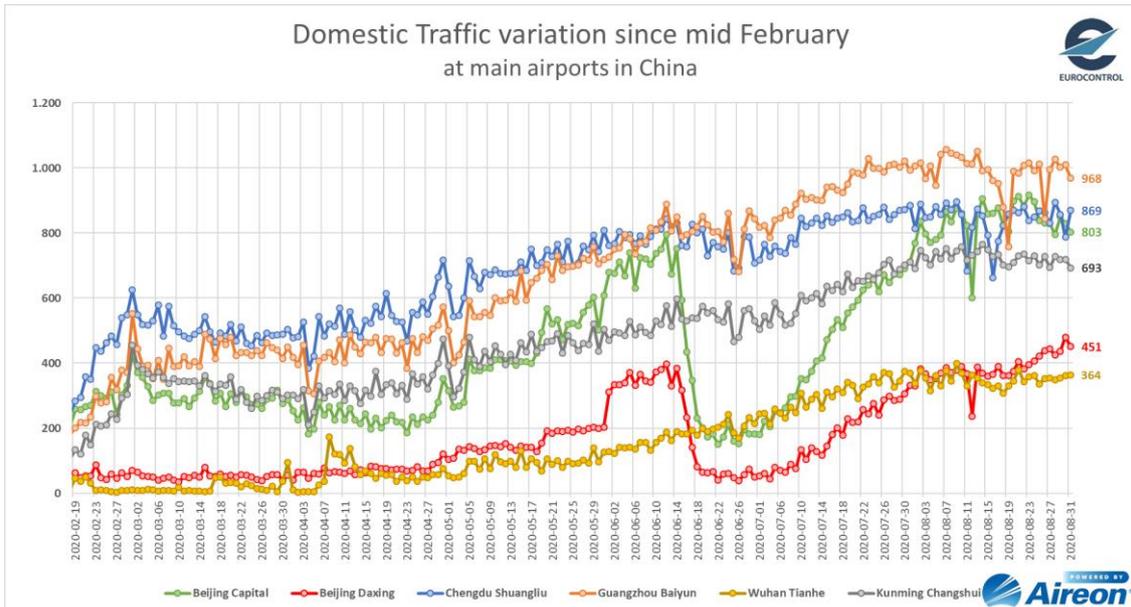
- **China:**

- The number of domestic flights collapsed from end-January (~14,000 flights) and started recovering since end-February. This smooth recovery has been hindered mid-June as virus resurgence in Beijing areas (see below) led to a drop and then, a stagnation of traffic levels for roughly one month. Chinese domestic flights are now stable with 11,178 flights after having reached a maximum of 12,168 flights on 25 August only 13% below pre-COVID levels. The number of International flights remained stable over the same period (with 1,077 flights, i.e. still 70% below pre-COVID levels). The same is true for overflights (465).



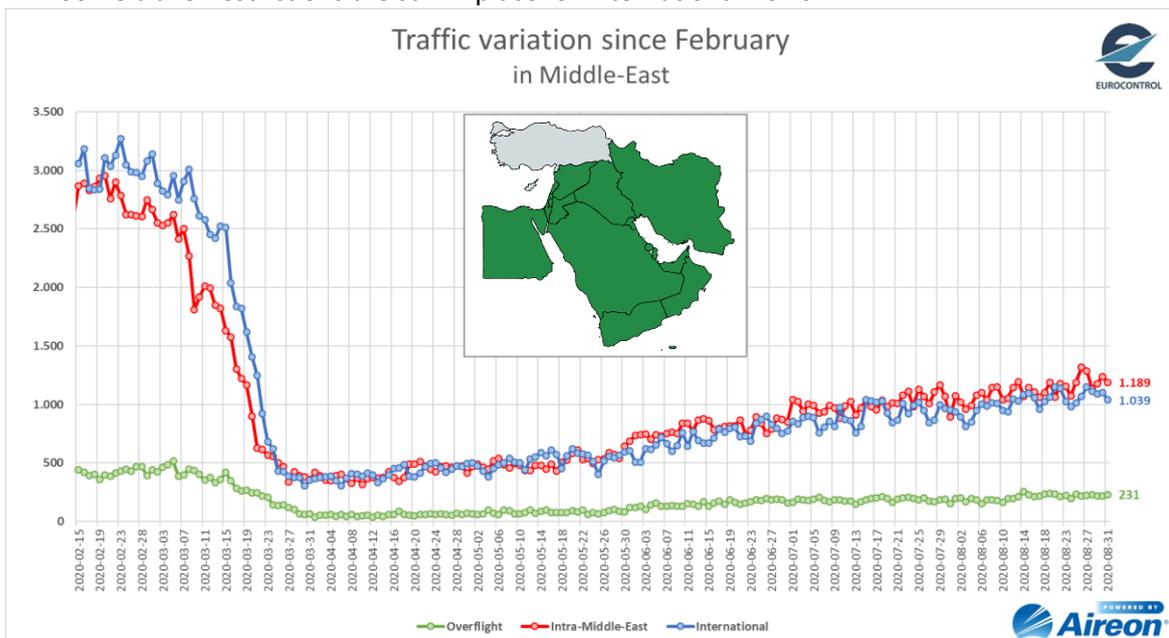
- Details at airports level in China illustrate the sudden drop of traffic mid-June due to the resurgence of COVID-19 outbreak at Beijing Capital and Daxing airports. Both airports are now back to mid-June levels. The five other airports shown in the graph are slowly increasing to pre-COVID levels. Shanghai Pudong was the airport the most affected by the Typhoon.



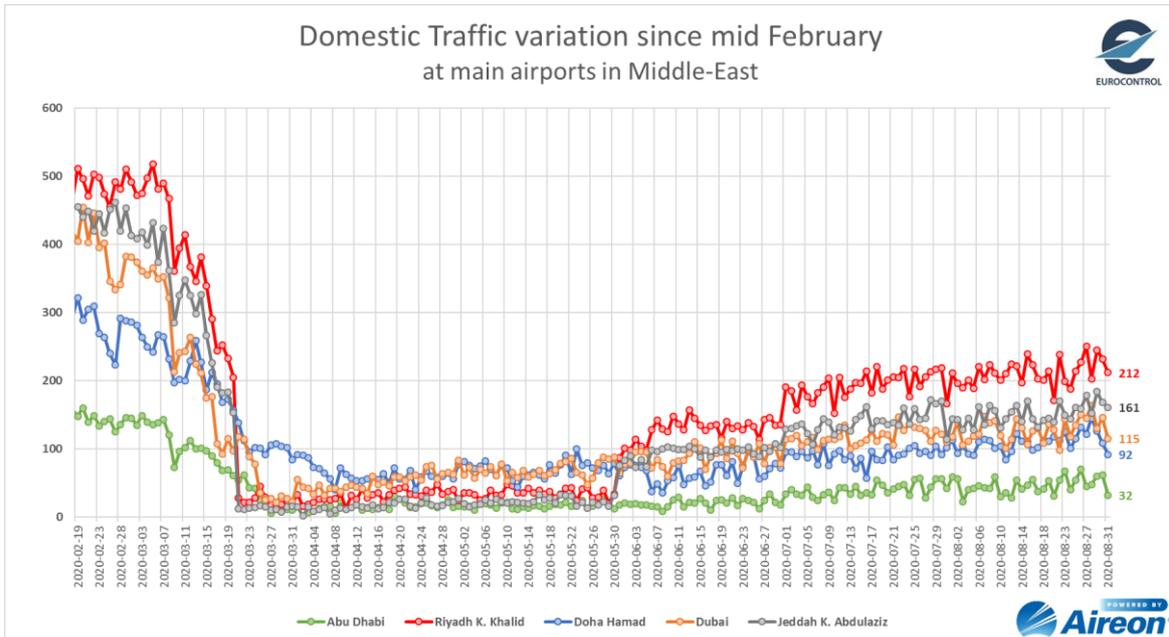


- **Middle East:**

- International and intra-Middle-East traffic dropped quickly around mid-March from some 3,000 flights a day to ~400. Since the beginning of April, Intra-Middle-East traffic has been increasing slowly reaching 1,189 flights on 31 August. International traffic has been recovering at the same levels as domestic from early April but is slightly lagging behind (1039 flights). Some travel restrictions are still in place for international flows.



- Traffic at main Middle-East airports has been slowly recovering since mid-April but remains far below the situation before COVID-19. Riyadh and Jeddah showed a strong increase on 1st of June followed by a more limited one on 1st of July but remained pretty stable since then.



News and Plans for key worldwide airlines:

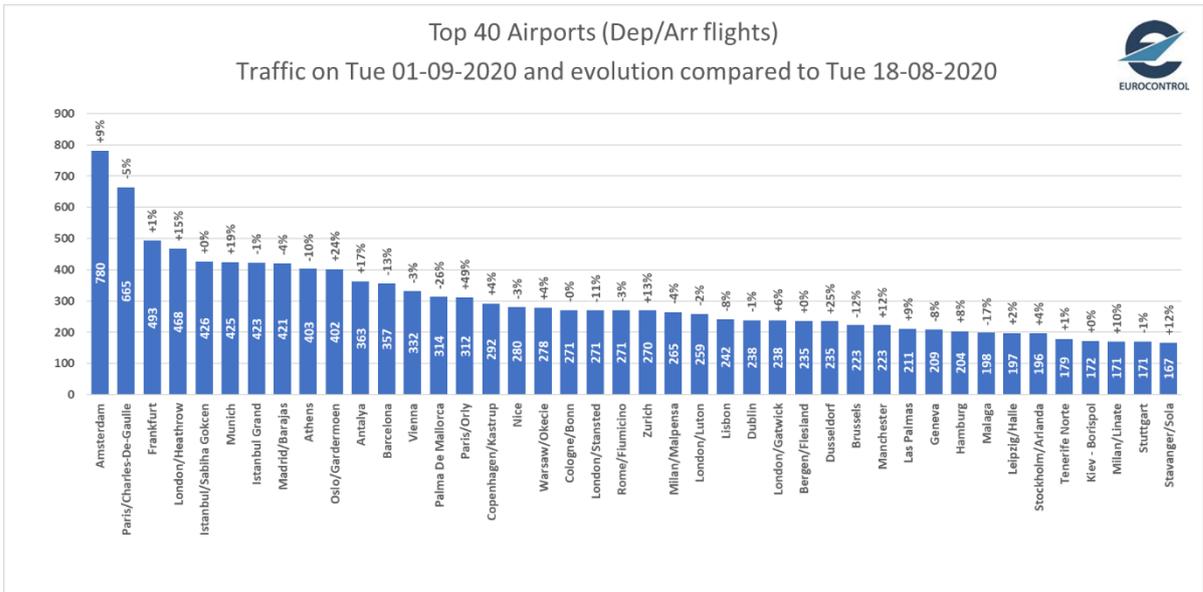
- **Air New Zealand** delays delivery of six aircraft, skips dividend for FY2020 and expects loss in FY2021 (year to June).
- **China Southern Airlines**, having resumed its Guangzhou to Tokyo route, now plans to start operating it using an A380.
- **ANA** reports more domestic frequency suspensions for September – now planning to operate just 53% of original planned services.
- **United Airlines** expects to furlough 2,850 pilots during October and November.
- **Air China** have modified four B777s and two A330s for cargo operations.
- **Singapore Airlines** plans to increase frequency to Heathrow from daily to 9 times weekly from 9 September.

4. Airport Information

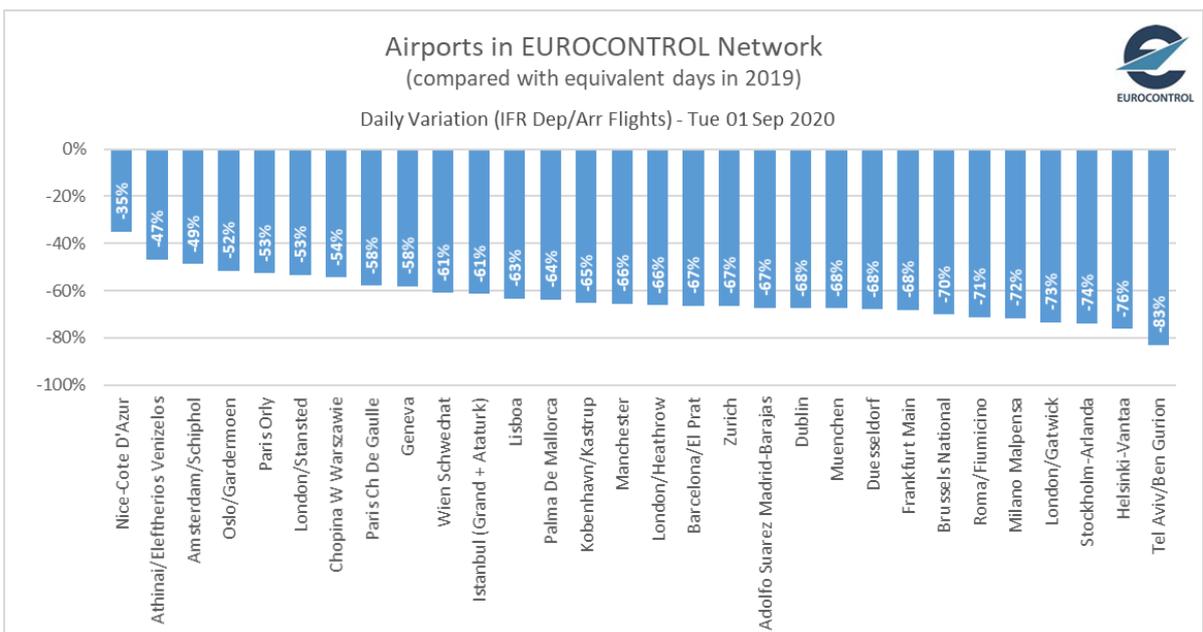
- Amsterdam was the busiest airport with 780 Dep/Arr flights on 1st September, followed by Paris CDG (665), Frankfurt (493), London Heathrow (468), Istanbul/Sabiha (426), Munich (425) Istanbul/Grand (423), Madrid (421), Athens (403) and Oslo (402).
- Some airports posted a 2-digit growth compared to 2 weeks before like Oslo (+24%), Munich (+19%), Antalya (+17%) and London Heathrow (+15%). Athens reported a negative growth with -10% as well as Paris CDG (-5%).

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- Compared to 2019, Athens operated at -47% on 1st September, Amsterdam (-49%), Paris CDG (-58%), Madrid (-67%), London Heathrow (-70%), Frankfurt (-68%) and Roma (-71%).

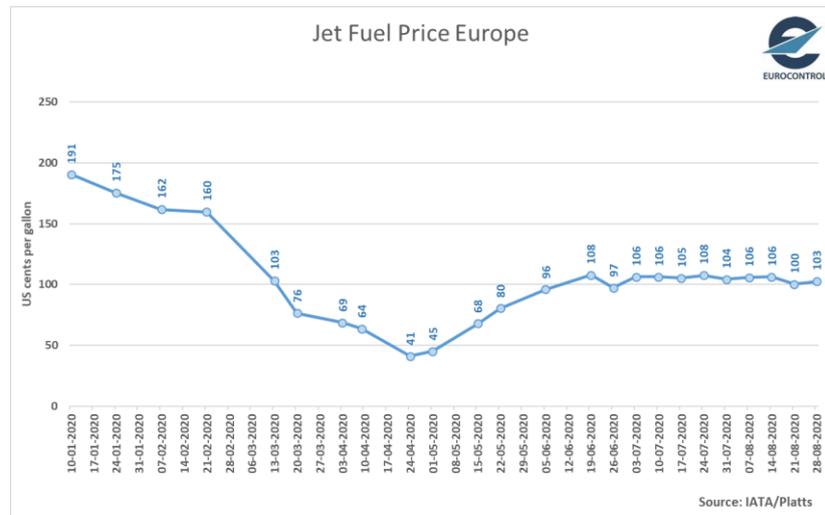


News and Plans for key airports:

- **London Gatwick** announces plans for significant restructuring with 600 jobs at risk (24% of current staff).
- **Los Angeles International Airport** reports that in July domestic pax were down 78%, international pax were down 92%.
- **Indian airports** report falls in pax for July: Chennai -90.7%, Kolkata -85.6%, Delhi -81.7%, Mumbai -91.3%, Bangalore -84%, Hyderabad -82.9%.
- **Tokyo Narita Airport** reports that in July domestic pax were down 72%, international pax were down 97%; commissioning new ATC tower in September.

5. Economic, other factors

- **Fuel Price:** After having been at around 200 US cents per gallon (cts/gal) at the beginning of 2020, the jet fuel price dropped to a low of 41 cts/gal on 24 April. Since then, together with the traffic recovery, the jet fuel price has been risen again and it remained stable slightly above 100 cts/gal since the beginning of July.



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

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 provides 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 Network Operations Portal (NOP) under "Latest News" is updated daily with a summary table of the most significant COVID-19 NOTAMS applicable at 12.00 UTC.



3. NOP Recovery Plan:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

- This report, updated every Friday, is a special version of the Network operation Plan supporting aviation response to the COVID-19 Crisis. It is developed in cooperation with the operational stakeholders ensuring a rolling outlook.

