China is ranked 9th worldwide in terms of COVID deaths (fewer than UK, Italy or Spain). The expected GDP decrease in 2020 is -9.0%.

Traffic: Traffic reached its lowest point mid-April with -93% of 2019. From there it gradually recovered and stabilised around -45% in August, peaking on 31 August with 2,976 departing/arriving flights. After traffic started declining in September, a small recovery can be observed last week. Overall, in terms of traffic loss, France ranks 4th (after UK, Germany and Spain) with -0.7M flights and 100M passengers lost.

Airports: Paris CDG is the top airport in France with 544 average movements per day over the last week (-62% compared to last year). The other major French airports have experienced similar traffic reductions.

Aircraft Operators: Air France is the least impacted of the major airlines operating at -52% last week compared with easyJet (-83%) and Ryanair (-69%). It was also the first to restart operations gradually since May, with a big increase in July and August peaking early September and slowly declining since. easyJet followed with big increases in July and August but severely reducing operations in September and October.

Market segments: All-cargo remained stable. Non-scheduled and Business were strongly hit but less affected than Traditional or Low-Cost. Business aviation recovered quicker but situation deteriorated in September.

Traffic flows: The prevalence of domestic flows has been greatly exacerbated by the crisis with only a -23% reduction over 2019 compared to the other main flows to/from China which have all suffered reductions between 50-77%. Top non-European flows are with North-Africa, North Atlantic and Southern Africa.
COVID-19 Impact on EUROCONTROL Member States
EUROCONTROL Briefing

Data Sources:
1 ACI
2 Oxford Economics (16 October 2020)
3 INSEE (6 October 2020)
4 John Hopkins University

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