COVID19 Impact on European Air Traffic
EUROCONTROL Comprehensive Assessment

EUROCONTROL

Thursday, 12 November 2020

Traffic Situation & Airlines Recovery

- **10,046 flights on Wednesday 11 November, (-21% with -2.649 flights over 2 weeks) reaching 38% of 2019 levels. Significant deterioration of the traffic situation since last week's report.**
- The 7-day moving average is -59% compared to 2019.
- **On 4 November, EUROCONTROL published the latest STATFOR Forecast for the period 2020-2024**. In the most optimistic scenario, traffic is forecast to return to 2019 levels by 2024. However, **in the second scenario (most likely), 2024 traffic would only be at 92% of the 2019 figure**. In the third scenario, traffic in 2024 would be 75% of the 2019 figure and would not reach numbers seen in 2019 until 2029.
- **November traffic is so far -58% over the first 11 days**, in line with the scenarios. However, **the situation is deteriorating** as a result of the second wave of the pandemic as a number of large network carriers have started to decrease significantly their capacity (**see in particular easyJet, Air France, British Airways and Lufthansa**).
- **Turkish Airlines was the airline with the highest number of flights** with 591 flights on Wed 11 Nov showing a decrease of -4% compared to Wednesday 28 October (-24 flights), followed by Ryanair (478 flights, -15%, -87 flights), KLM (337, -7%, -25), SAS (324, +3%, +8), Widerøe (321, -2%, -8), Pegasus (289, -9%, -30), DHL Express (279, -2%, -5), Lufthansa (261, -41%, -181), Air France (213, -57%, -279), Qatar Airways (163, +1%, +2), Bristow Norway (135, +111%, +71) and British Airways (114, -66%, -225). **easyJet's ranking is is 74th** with 23 flights yesterday and -90% (-204 flights) over 2 weeks.
- Over 2 weeks, **most big airlines decreased their capacity**: **Air France** (-279 flights, -57%), **British Airways** (-225, -66%), **easyJet** (-204, -90%), **Lufthansa** (-181, -41%), Ryanair (-87, -15%), Eurowings (-67, -45%), Norwegian (-66, -57%), Vueling (-65, -59%) and Alitalia (-63, -36%). Only a few like Bristow Norway increased their capacity.
- Compared to 2019, Widerøe operated at -20% on Wednesday 11 November followed by Pegasus (-32%), KLM (-50%), Turkish Airlines (-51%), Ryanair (-69%), Air France (-81%), Lufthansa (-82%), British Airways (-87%), Wizz Air (-91%) and easyJet (-98%).
- In terms of Departure/Arrival traffic, **the ranking of the Top 8 busiest States has slightly changed compared to last week with Turkey moving up to the 3rd rank and Norway to the 5th rank.** Germany had 1630 flights on Wed 11 November (-30% over 2 weeks) followed by the UK (1245, -32%), Turkey (1230, -14%), France (1040, -45%), Norway (954, +2%), Italy (877, -28%), Spain (870, -19%) and the Netherlands (649, -8%)
- After a fast recovery since mid-April reaching 2019 level in August and decreasing afterwards, **Business Aviation has decreased over the last week** reaching -26% vs. 2019. **All-cargo remains globally stable** at 2019 levels (+5%) while **Charter flights are steadily increasing** reaching -20%.

Traffic Flows & Country Pairs

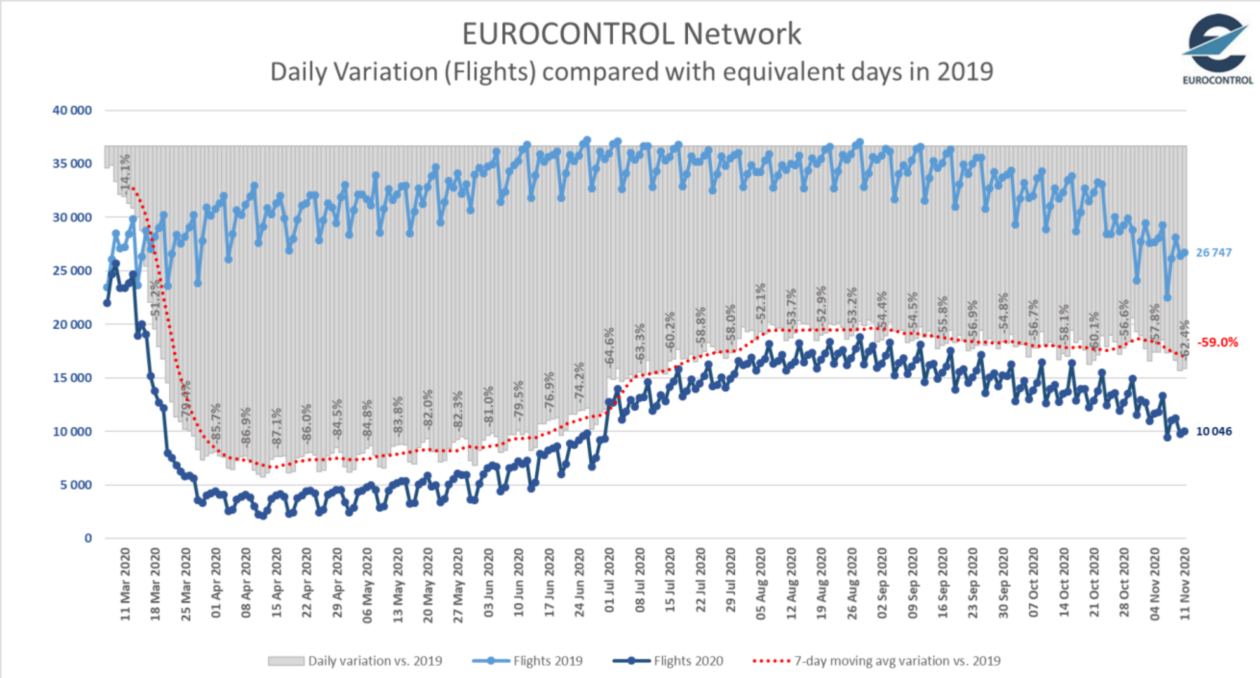
- **The intra-Europe flow is the main flow** with 7,459 flights on 11 Nov (-26% over 2 weeks). Top traffic flows with Europe were with **"Middle-East"** (500 flights, -8%) followed by **"North Atlantic"** (442 flights, +3%).
- Intra-Europe flights are at -64% compared to 2019 while all other flows are at -59%.
- From the top domestic flows, **Denmark** (+26%) and **Norway** (+5%) **showed an increase** over 2 weeks. **All other domestic flows decreased** like in **France (-67%),** Germany (-26%), Italy (-26%), the UK (-25%), Spain (-14%), Turkey (-10%), Sweden (-8%) and Greece (-4%). The **busiest non domestic flows were US-UK** (104 flights, +13%), Turkey-Russia (96 flights, -24%) and Germany-Italy (95 flights, -29%).
- Compared to 2019, domestic flows within France were -78% on 11 Nov, followed by the UK (-67%), Germany (-65%), Sweden (-55%), Italy (-53%), Spain (-51%), Turkey (-35%), Greece (-31%) and Norway (-22%).

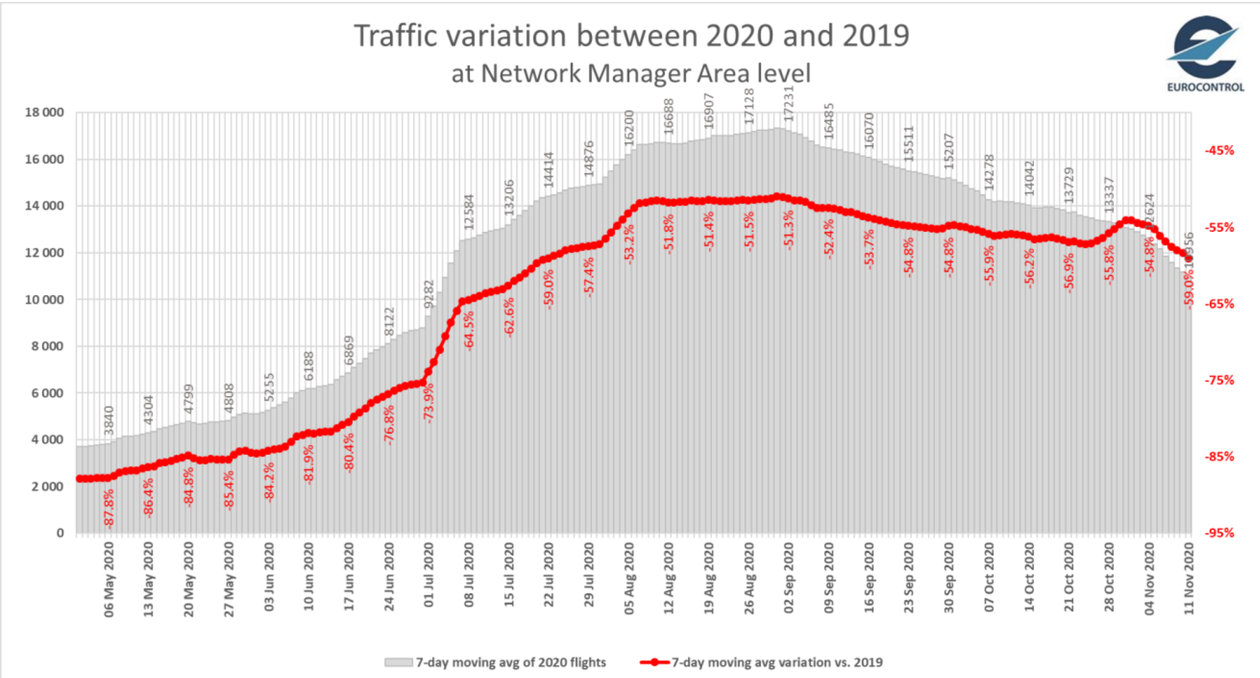
Airport Information

- **Amsterdam was the busiest airport** with 516 Dep/Arr flights on 11 November (-9% over the last 2 weeks) followed by İGA Istanbul Airport (513, -0%), Frankfurt (407, -22%), Paris CDG (399, -27%), Istanbul/Sabiha (384, -4%), London/Heathrow (324, -42%), Madrid (320, -11%), Oslo (297, -14%) and Athens (231, -14%).
- From the top 10 airports, **only Bergen showed an increase** (+27%) over 2 weeks. **All other airports reported a decrease like London/Heathrow** (-42%), **Paris CDG** (-27%), **Frankfurt** (-22%), Oslo (-14%), Athens (-14%), Madrid (-11%), Amsterdam (-9%), Istanbul/Sabiha (-4%) and İGA Istanbul Airport (-0%).
- Compared to 2019, Athens operated at -51% on 11 November, İGA Istanbul Airport (-56%), Amsterdam (-60%), Paris CDG (-69%), Frankfurt (-70%), Madrid (-71%), London Heathrow (-75%) and Roma (-75%).

1. Traffic Situation and Airlines Recovery

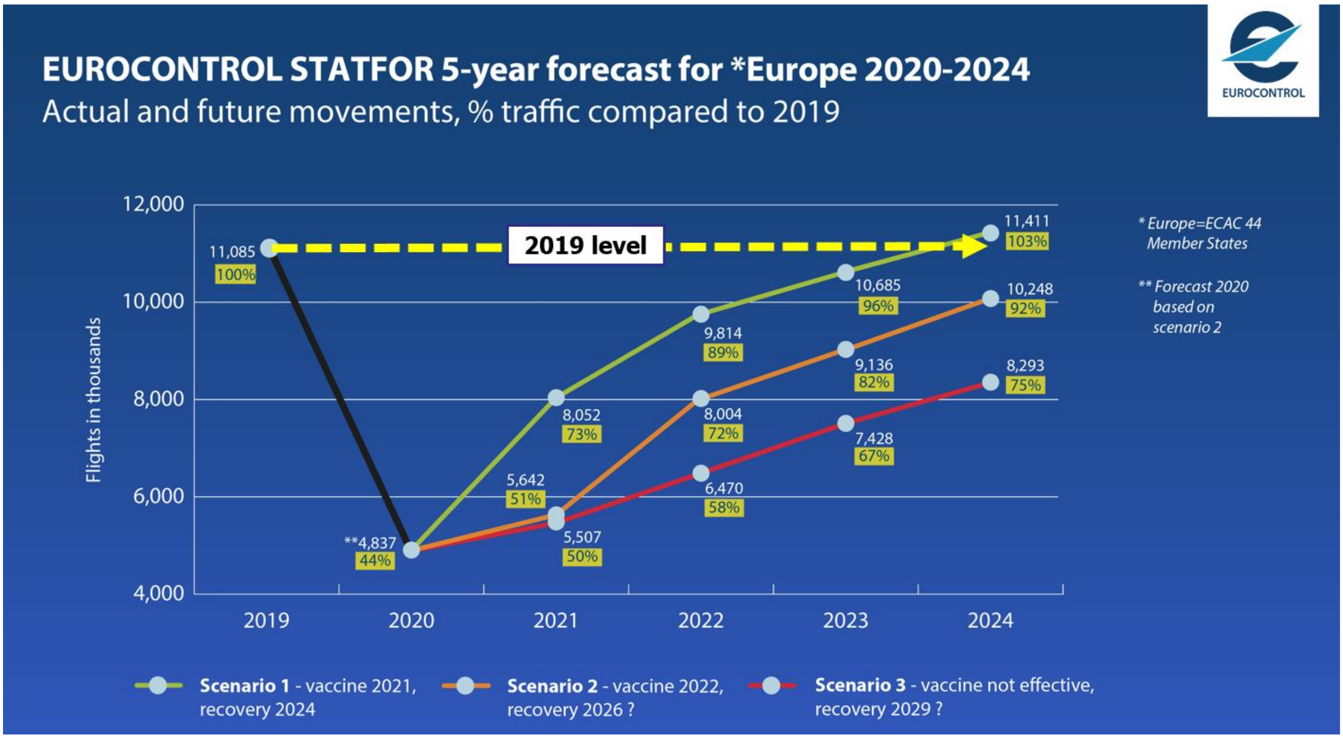
- 10,046 flights on Wednesday 11 November (-21% with -2.649 flights compared to Wednesday 28 October). This is 38% of 2019 traffic levels. Based on a 7-day moving average, the decrease is -59% compared to 2019 which is now degrading again after an increase during one week due to the start of the winter season in 2019 (with less traffic, see the light blue line) which was not compensated by a real winter season in 2020 (see dark blue line). Since Tuesday 10 November, easyJet stopped almost all its flights (only 23 flights yesterday). Other carriers also reduced significantly their capacity such as Air France, British Airways, Lufthansa and Ryanair. Our information show that many other airlines are going to follow the same path.





EUROCONTROL STATFOR Forecast for the period 2020-24

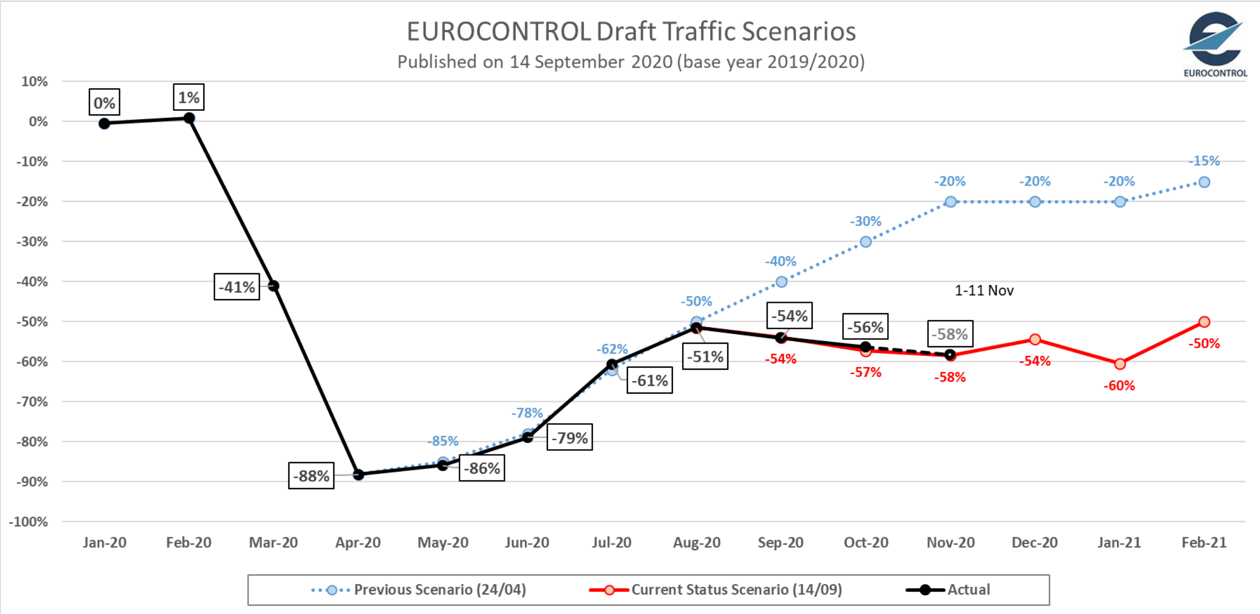
- On 4 November, EUROCONTROL published the latest STATFOR Forecast for the period 2020-2024. This is a required input for SES States to support their Performance Scheme obligations. Forecasting is never easy and of course, on this occasion it is an even bigger challenge due to the very volatile environment. It comes with greater caveats than normal due to the evolving COVID-19 situation.
- In the most optimistic scenario, traffic is forecast to return to 2019 levels by 2024. However, in the second scenario (most likely), 2024 traffic would only be at 92% of the 2019 figure. In the third scenario, traffic in 2024 would be 75% of the 2019 figure and would not reach numbers seen in 2019 until 2029.
- It is based on 3 headline scenarios:
    - Scenario 1 – Vaccine Summer 2021: Vaccine widely made available for travellers (or end of pandemic) by Summer 2021, with traffic only returning to 2019 levels by 2024.
    - Scenario 2 – Vaccine Summer 2022: Vaccine widely made available for travellers (or end of pandemic) by Summer 2022, with traffic only returning to 2019 levels by 2026.
    - Scenario 3 – Vaccine not effective: Lingering infection and low passenger confidence, with traffic only returning to 2019 levels by 2029.



Source: EUROCONTROL STATFOR - Five-Year Forecast 2020-2024

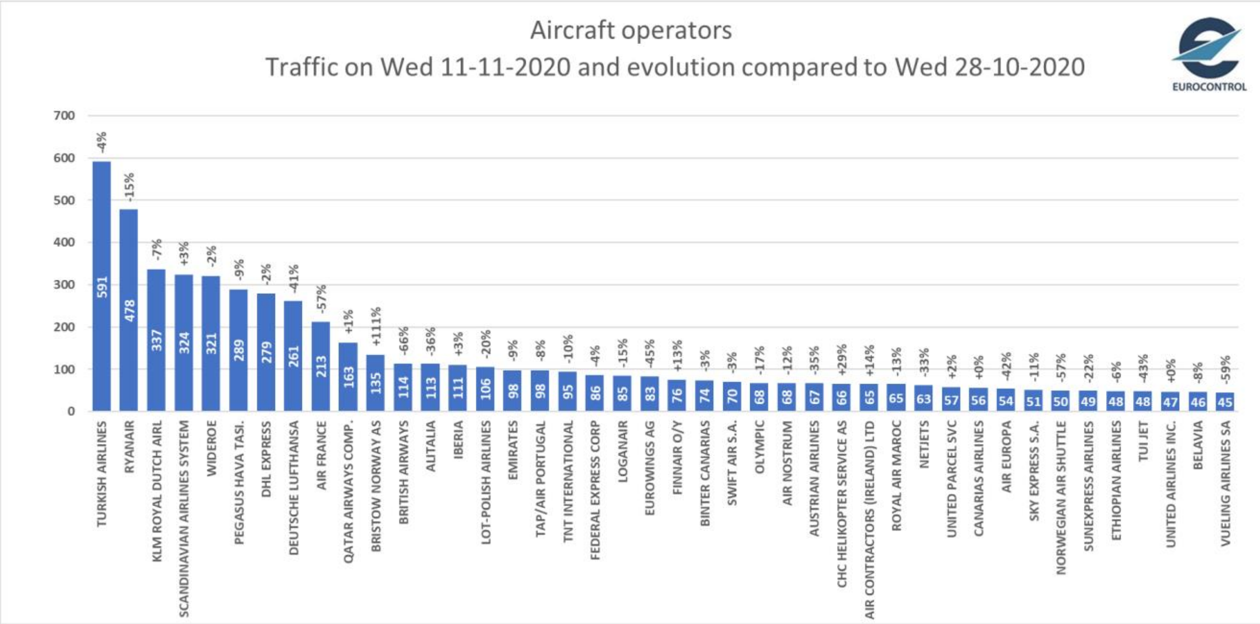
Overall situation against EUROCONTROL traffic scenarios:

- Under its new "Current Status Scenario" (published 14 September), the total number of flights expected in Europe is anticipated to be 56% lower than in 2019, a drop of 6 million fewer flights compared to 2019.
- **November traffic is so far -58% over the first 11 days**, in line with the scenarios. However, the situation is deteriorating as a result of the second wave of the pandemic as a number of large network carriers have started to decrease significantly their capacity (in particular easyJet, Air France, British Airways and Lufthansa. See the Airlines section below).

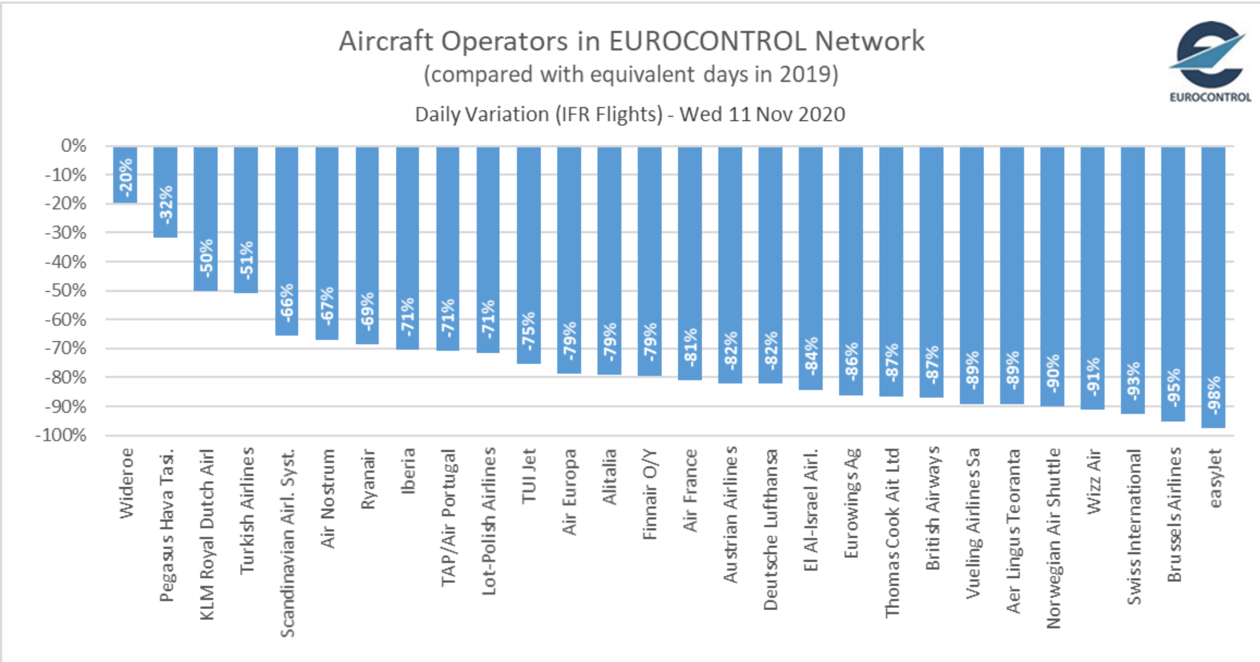


European Airlines:

- Turkish Airlines was the airline with the highest number of flights with 591 flights on Wednesday 11 November showing a decrease of -4% compared to Wednesday 28 October (-24 flights), followed by Ryanair (478 flights, -15%, -87 flights), KLM (337 flights, -7%, -25 flights), SAS (324 flights, +3%, +8 flights), Widerøe (321 flights, -2%, -8 flights), Pegasus (289 flights, -9%, -30 flights), DHL Express (279 flights, -2%, -5 flights), Lufthansa (261 flights, -41%, -181 flights), Air France (213 flights, -57%, -279 flights), Qatar Airways (163 flights, +1%, +2 flights), Bristow Norway (135 flights, +111%, +71 flights) and British Airways (114 flights, -66%, -225 flights). easyJet's ranking is is 74th with 23 flights yesterday and -90% (-204 flights) over 2 weeks.
- Compared to two weeks ago, most big airlines decreased their capacity: Air France (-279 flights, -57%), British Airways (-225, -66%), easyJet (-204, -90%), Lufthansa (-181, -41%), Ryanair (-87, -15%), Eurowings (-67, -45%), Norwegian (-66, -57%), Vueling (-65, -59%) and Alitalia (-63, -36%). Only a few like Bristow Norway increased their capacity (+71 flights, +111%).



- Compared to 2019, Widerøe operated at -20% on Wednesday 11 November followed by Pegasus (-32%), KLM (-50%), Turkish Airlines (-51%), Ryanair (-69%), Air France (-81%), Lufthansa (-82%), British Airways (-87%), Wizz Air (-91%) and easyJet (-98%).



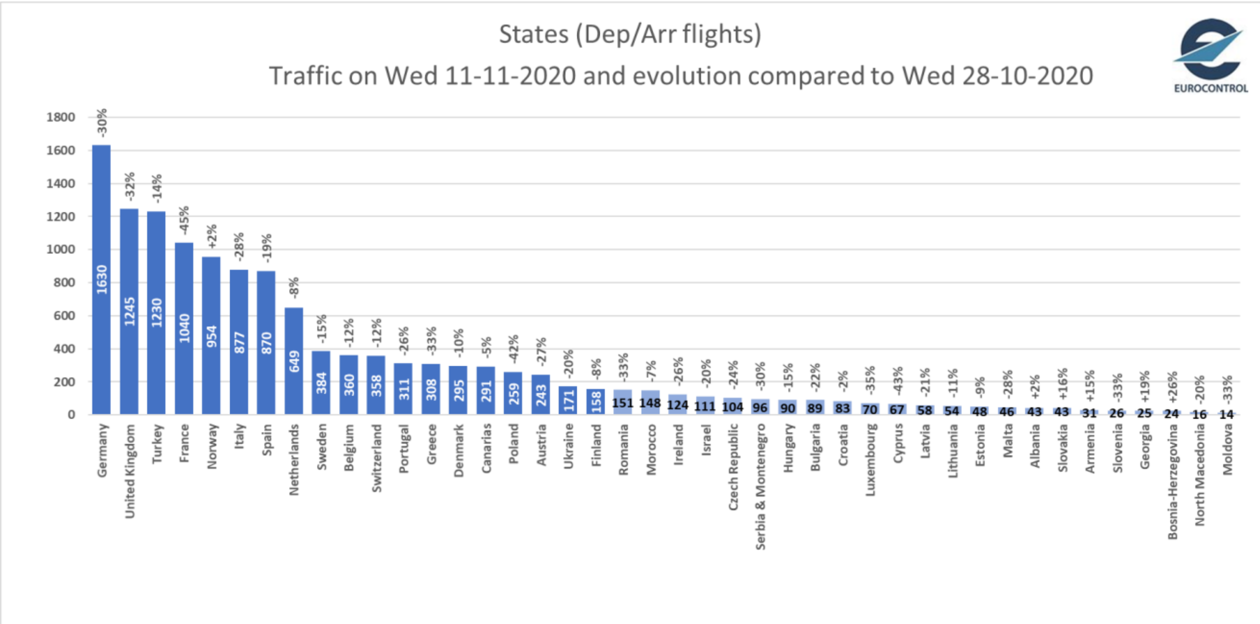
News from key European airlines:

- **Austrian Airlines** to trial mandatory COVID-19 antigen testing.
- **British Airways** suspending London Gatwick services until December as well as a number of Heathrow services.
- **easyJet** announces the sale and leaseback of 11 aircraft, generating $189.5 million in cash; expects to operate no more than approx. 20% of planned capacity in the last quarter of 2020.
- **Finnair** reported pax numbers down 92% in October, with a load factor of 32%.
- **Iberia** report that it has removed seats from an A330 in order to use it for freight operations.

- **KLM** restructuring plan now approved by Netherlands government.
- **Lufthansa Group** reported a net loss of €5.6 billion for the nine months to September, including impairment losses of €1.4 billion on 100 aircraft/rights of use, which are not expected to resume operations; issues €600 million of new convertible bonds; monthly cash drain in Q3 was €206 million, down from €520 million in Q2.
- **Norwegian** reports pax down 90% in October, with a load factor of 55%; to furlough an additional 1,600 employees and park 15 aircraft following the government statement that it will not receive further financial support.
- **SAS** reported pax numbers down 78% in October, with a load factor of 37%.
- **Turkish Airlines** reports net loss of $786 million for the nine months to September; also, that they are using more than 10 widebody passenger aircraft for cargo operations; expects 45% of ASK compared to same period of 2019; plans to operate to 200 of 324 destinations in November.
- **Wizz Air** reports that winter will be particularly challenging but, with new bases and new routes, they expect to emerge as a "structural winner", recovering in one year; fleet will grow from 121 aircraft in March 2020 to 137 aircraft at the end of March 2021.

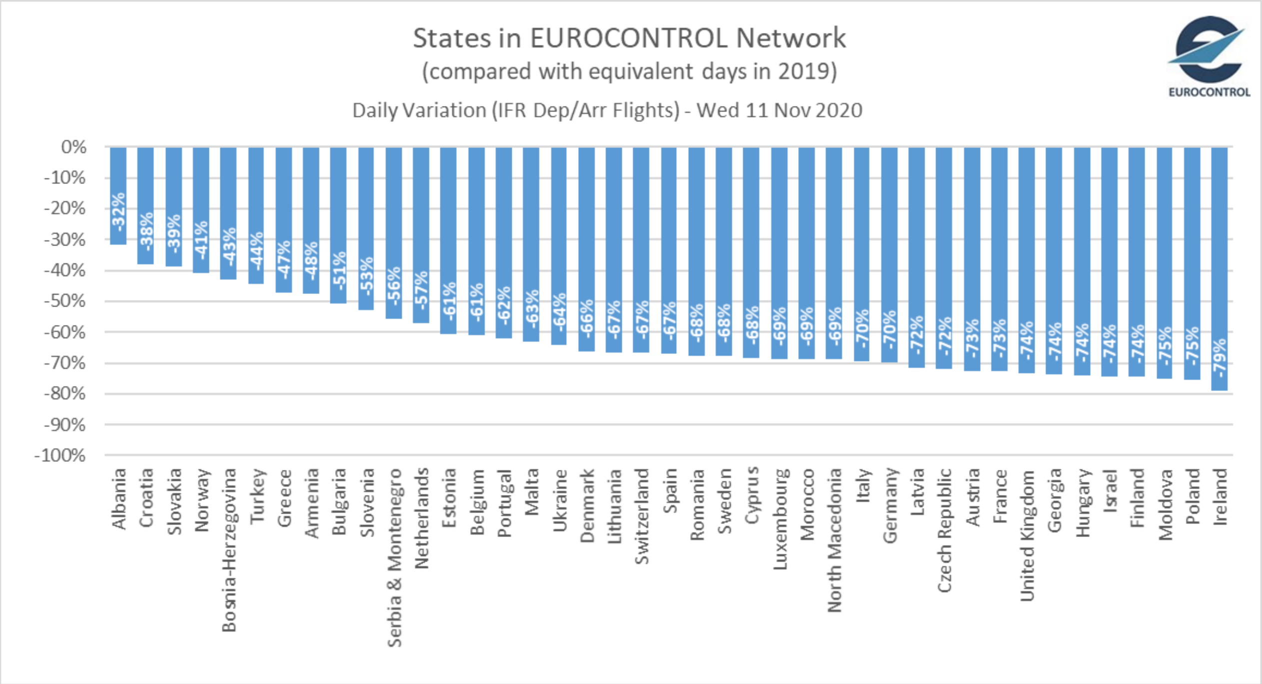
States

- Based on traffic levels, the Top 8 busiest States[1] have slightly changed compared to last week with Turkey moving up to the 3rd rank and Norway to the 5th rank. Germany had 1630 flights on Wednesday 11 November (-30% over 2 weeks) followed by the UK (1245, -32%), Turkey (1230, -14%), France (1040, -45%), Norway (954, +2%), Italy (877, -28%), Spain (870, -19%) and the Netherlands (649, -8%).



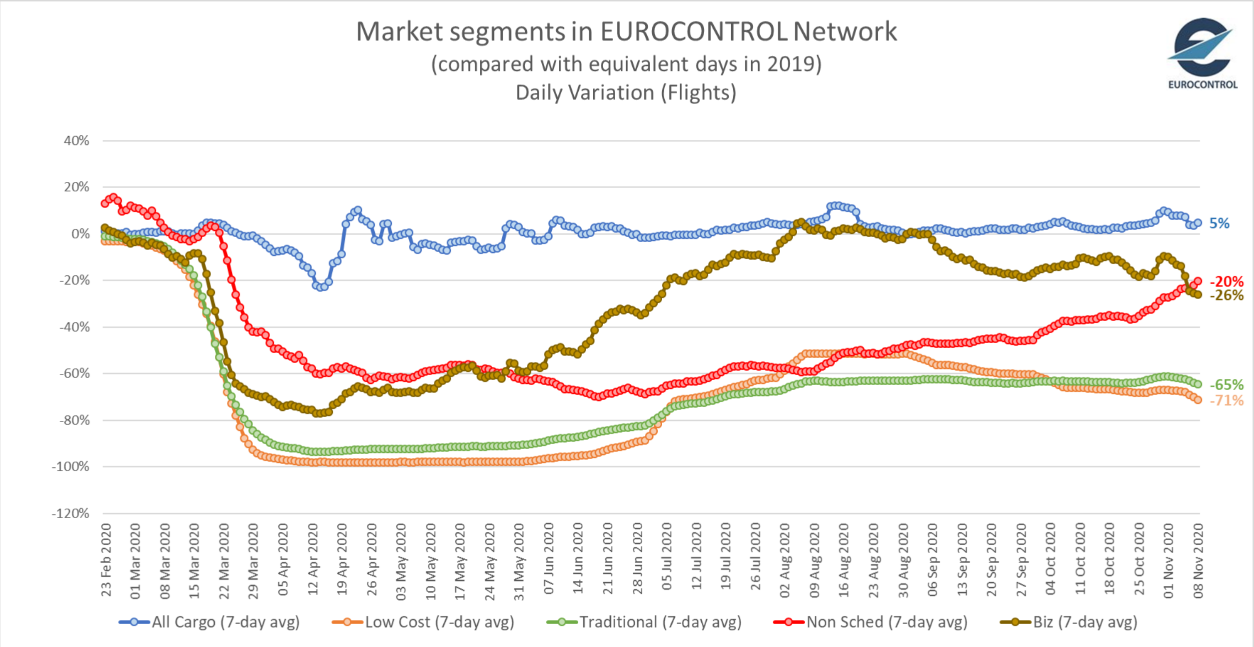
- Compared to 2019, Departure/Arrival traffic in the UK was -74% on Wednesday 11 November, France (-73%), Germany (-70%), Italy (-70%), Spain (-67%), Turkey (-44%) and Norway (-41%).

[1] excluding overflights.



Market Segments:

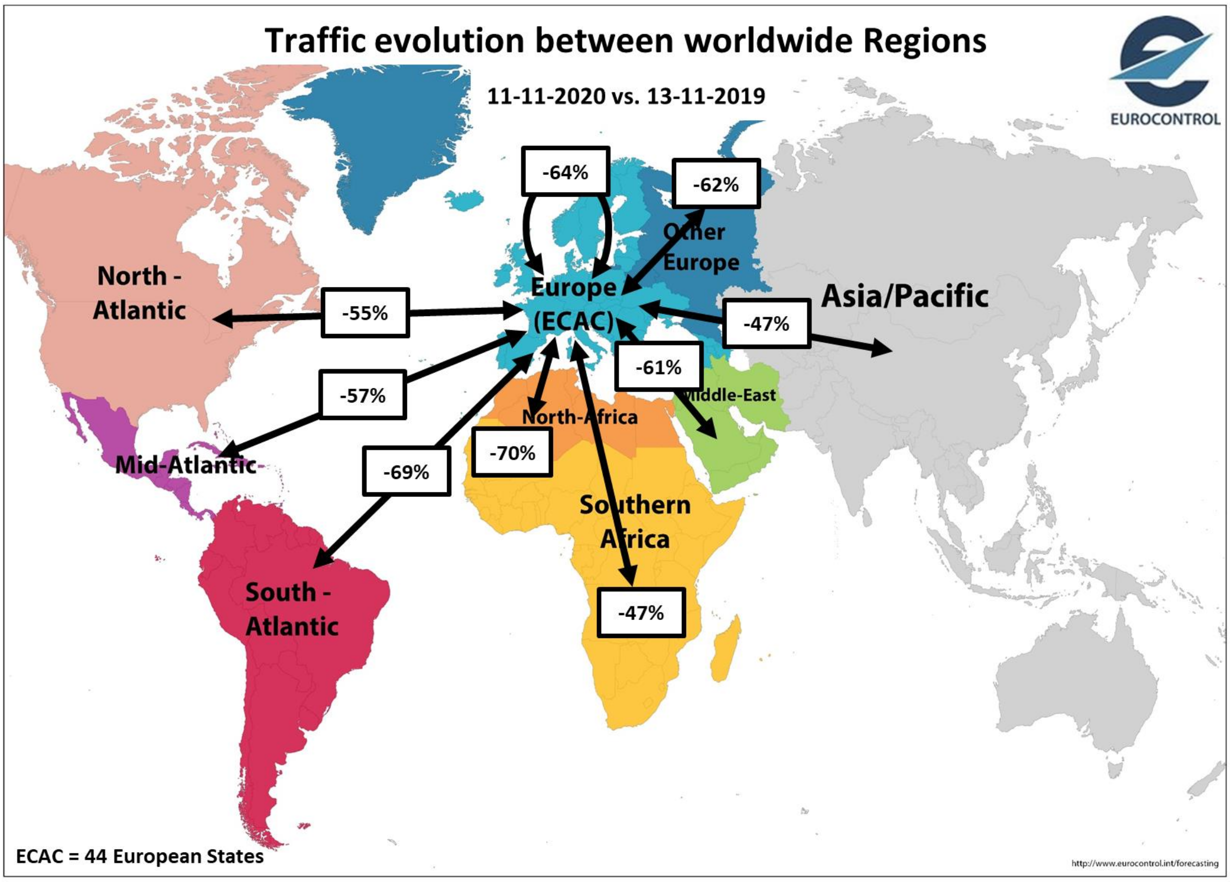
- After a fast recovery since mid-April reaching 2019 level in August and decrease afterwards, Business Aviation has decreased over the last week reaching -26% vs. 2019. All-cargo remains globally stable at 2019 levels (+5%). Low-cost flights decreased since early September reaching -71% vs 2019. Charter flights are steadily increasing reaching -20%.

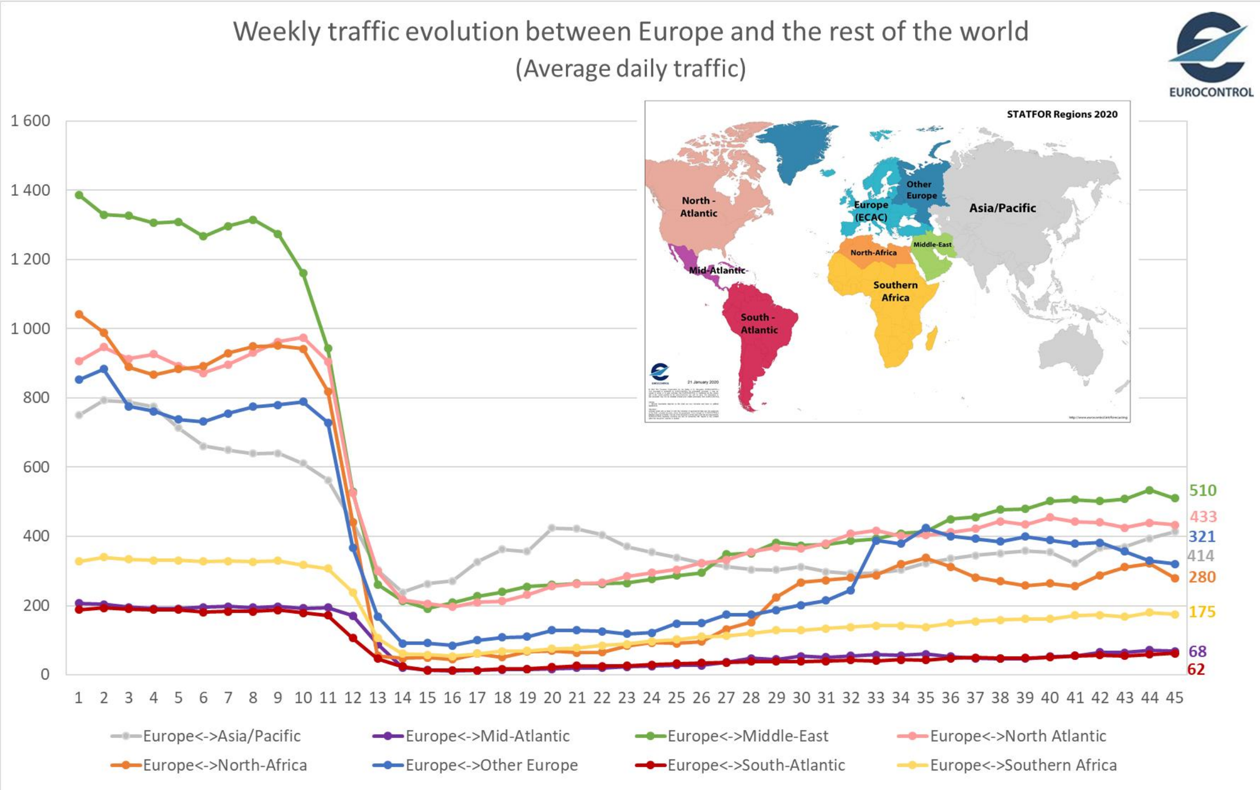


2. Traffic Flows & Country Pairs

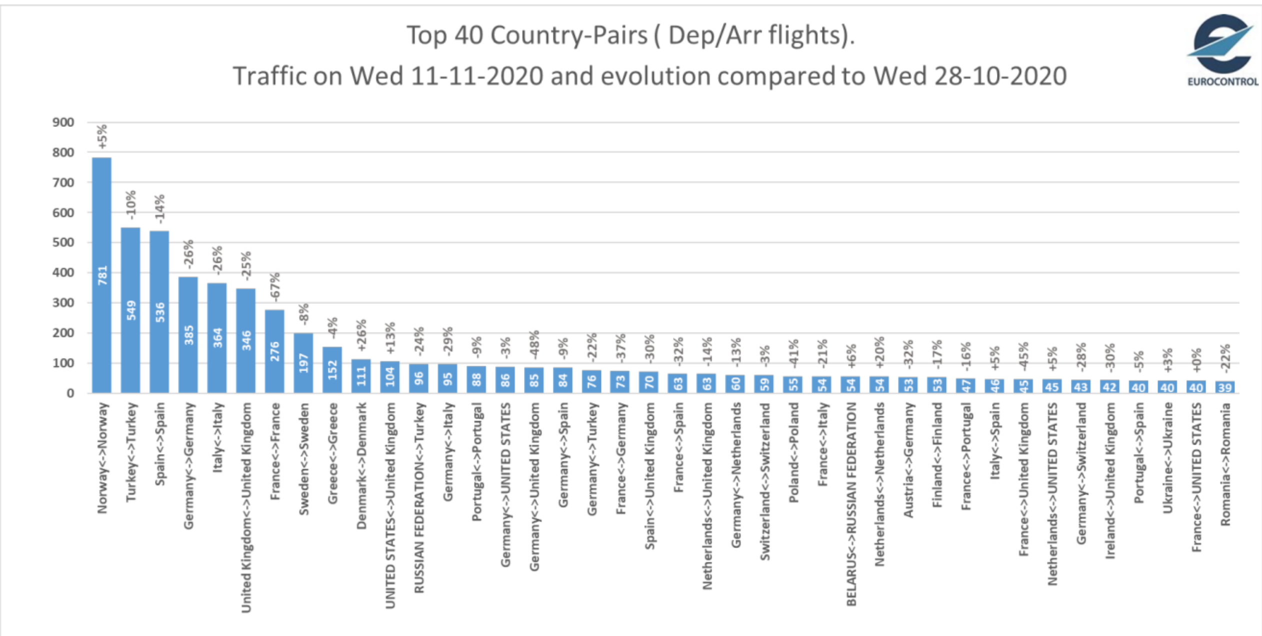
- The main traffic flow is the intra-Europe flow with 7,459 flights on Wednesday 11 November, which is decreasing (-26%) over 2 weeks.
- The top traffic flows with Europe were with “Middle-East” (500 flights, -8%) followed by “North-Atlantic” (442 flights, +3%), “Asia/Pacific” (409 flights, +4%), “Other Europe” (314 flights, -6%) and “North-Africa” (235 flights, -15%).
- Intra-Europe flights are at -64% compared to 2019 while all other flows are at -59%.

REGION	28-10-2020	11-11-2020	%	vs. 2019
Intra-Europe	**10 048**	**7 459**	***-26%***	***-64%***
Europe<->Asia/Pacific	394	409	*+4%*	*-47%*
Europe<->Mid-Atlantic	62	65	*+5%*	*-57%*
Europe<->Middle-East	546	500	*-8%*	*-61%*
Europe<->North Atlantic	430	442	*+3%*	*-55%*
Europe<->North-Africa	277	235	*-15%*	*-70%*
Europe<->Other Europe	333	314	*-6%*	*-62%*
Europe<->South-Atlantic	57	56	*-2%*	*-69%*
Europe<->Southern Africa	174	167	*-4%*	*-47%*
Non Intra-Europe	**2 273**	**2 188**	***-4%***	***-59%***

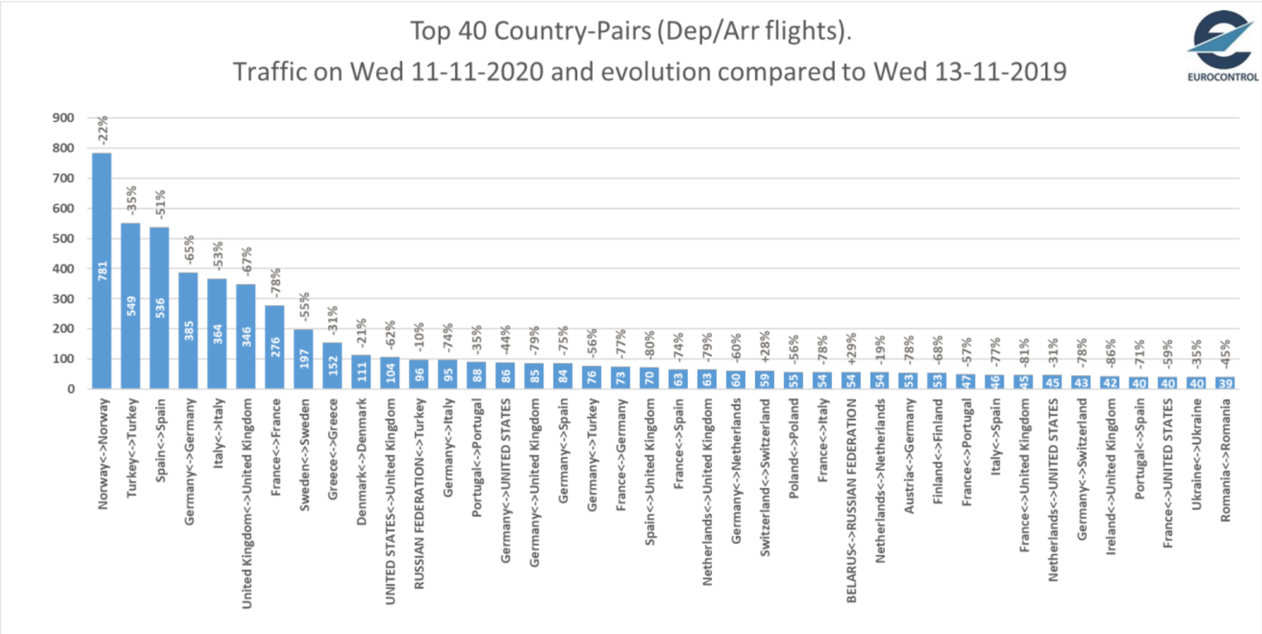




- Domestic flows are the most active flows (i.e. 10 of the top 10 flows are domestic). From the top domestic flows, Denmark (+26%) and Norway (+5%) showed an increase over 2 weeks. All other domestic flows decreased like in France (-67%), Germany (-26%), Italy (-26%), the UK (-25%), Spain (-14%), Turkey (-10%), Sweden (-8%) and Greece (-4%).
- The busiest non domestic flows were US-UK (104 flights, +13%), Turkey-Russia (96 flights, -24%) and Germany-Italy (95 flights, -29%).

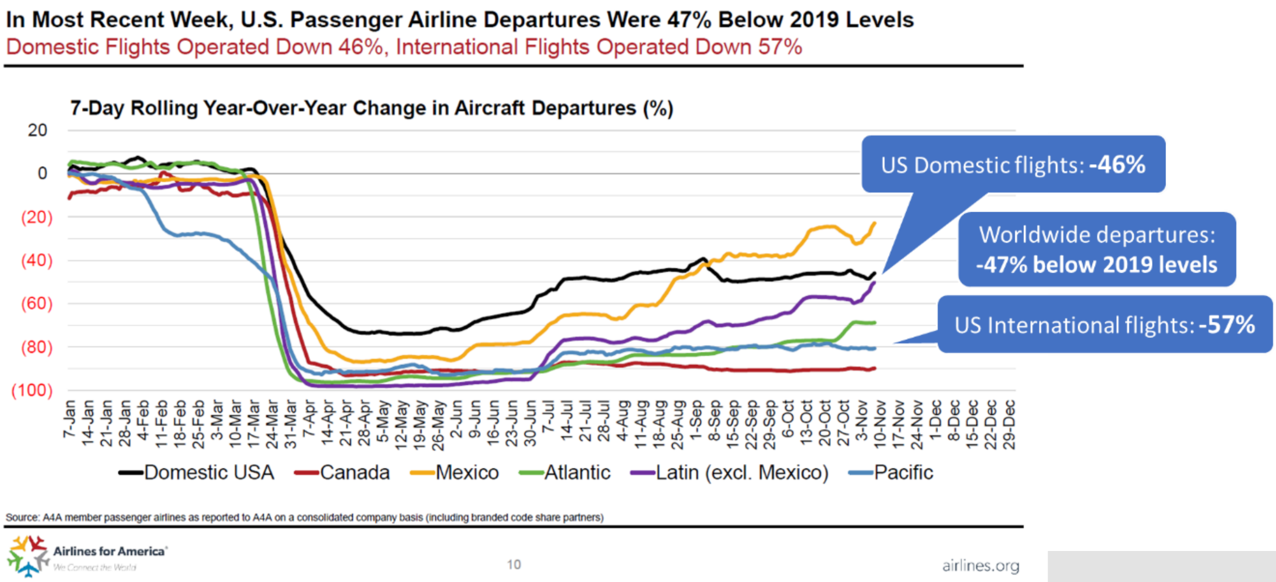


- Compared to 2019, domestic flows within France were -78% on Wednesday 11 November 2020, followed by the UK (-67%), Germany (-65%), Sweden (-55%), Italy (-53%), Spain (-51%), Turkey (-35%), Greece (-31%) and Norway (-22%).

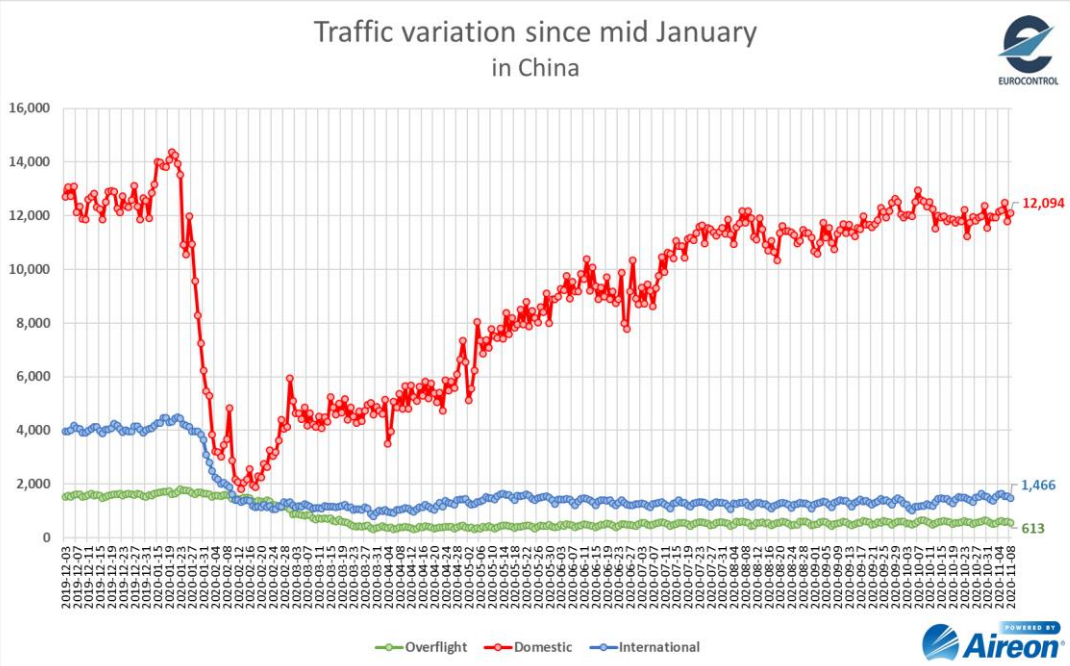


3. Situation outside Europe

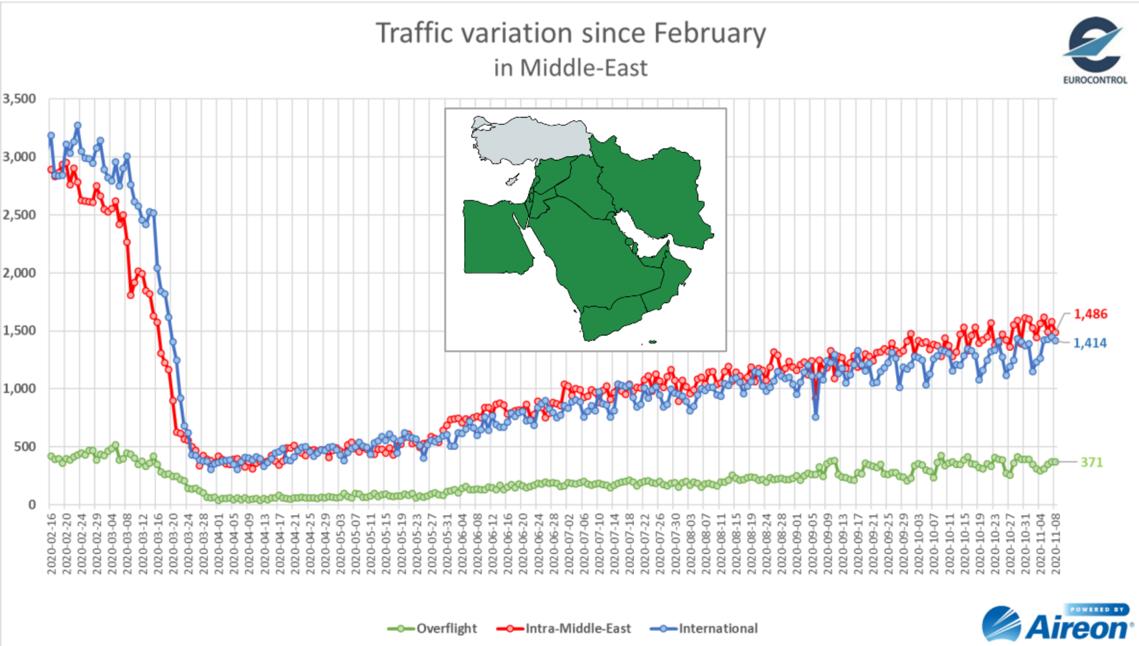
- **United-States (A4A members):**
  - US domestic traffic is stable at -46% of 2019 on 10 November. Flows with Latin America and Mexico increased over the last week but this might be, like for Europe, an effect of the winter schedule in 2019.
  - In week ending Nov 10, U.S. airlines passenger volumes was 65% below year-ago levels with Domestic Air Travel down 64% and International down 74%.
  - The domestic U.S. Load Factor averaged 54% in most recent week, versus 84% a year earlier.



- **China:**
  - Chinese domestic flights are now stable with 12,094 flights (+2% compared to 1st January 2020). International flights have been stable since March with 1,466 flights (-64% compared to 1st January 2020). The same is true for overflights with 613 flights (-65% compared to 1st January 2020).



- **Middle East:**
  - Since the beginning of April, Intra-Middle-East traffic has been increasing slowly reaching 1,486 flights on 8 November (-47% compared to February 2020). International traffic has been recovering at the same levels as domestic from early April with 1,414 flights (-53% compared to February 2020). Overflights have started to increase since the second week of September with 371 flights (-13% compared to February 2020).

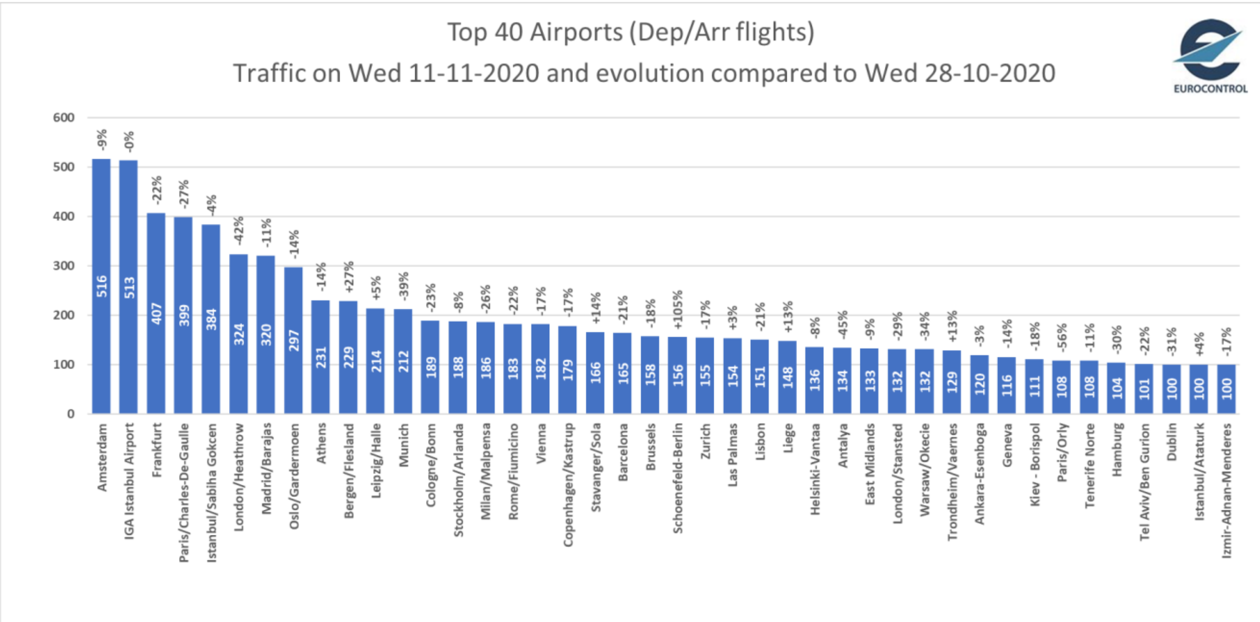


News for worldwide airlines and ANSPs:

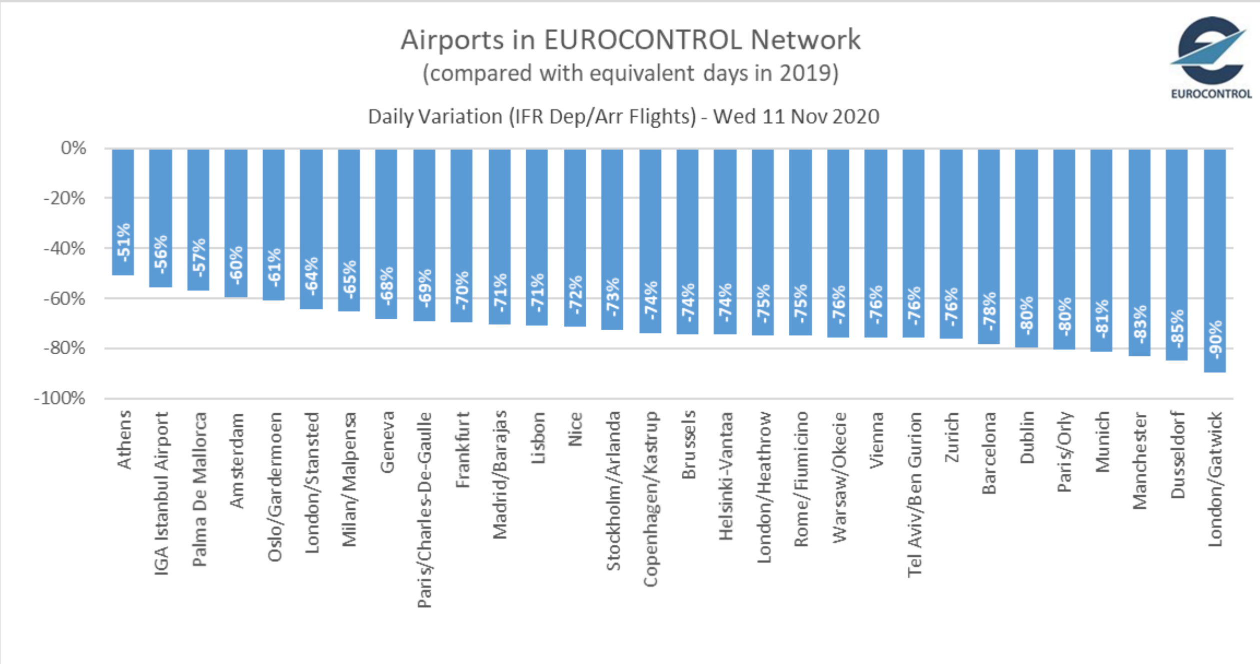
- **Air Canada** reports pax down 88.2% in Q3 2020, with a load factor of 42.3%; cancels/defers deliveries from both Boeing and Airbus; reduces workforce by more than half.
- **ANA** postpones resumption of services to Chicago and San Jose until February; commences flights using SAF; to operate 84% of planned domestic schedules in December.
- **Emirates** offers 12 months unpaid leave to some pilots.
- **Flydubai** launching new service to Tel Aviv.

4. Airport Information

- Amsterdam was the busiest airport with 516 Dep/Arr flights on 11 November (-9% over the last 2 weeks) followed by İGA Istanbul Airport (513, -0%), Frankfurt (407, -22%), Paris CDG (399, -27%), Istanbul/Sabiha (384, -4%), London/Heathrow (324, -42%), Madrid (320, -11%), Oslo (297, -14%) and Athens (231, -14%).
- From the top 10 airports, only Bergen showed an increase (+27%) over 2 weeks. All other airports reported a decrease like London/Heathrow (-42%), Paris CDG (-27%), Frankfurt (-22%), Oslo (-14%), Athens (-14%), Madrid (-11%), Amsterdam (-9%), Istanbul/Sabiha (-4%) and İGA Istanbul Airport (-0%).



- Compared to 2019, Athens operated at -51% on 11 November, İGA Istanbul Airport (-56%), Amsterdam (-60%), Paris CDG (-69%), Frankfurt (-70%), Madrid (-71%), London Heathrow (-75%) and Roma (-75%).

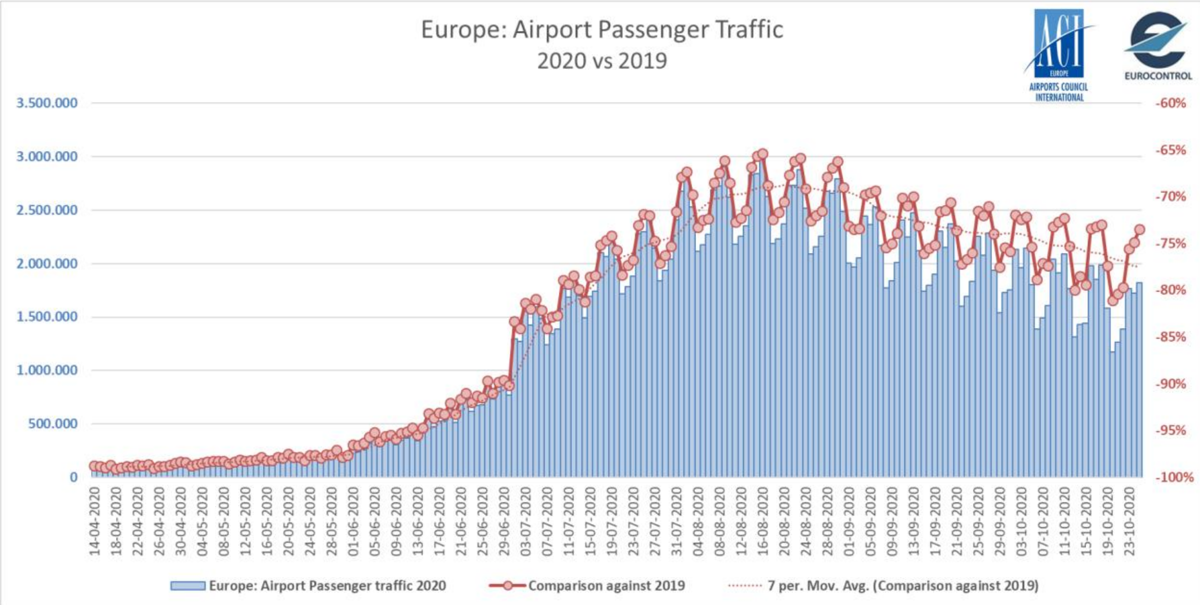


News from European and worldwide airports:

- **Berlin Brandenburg Airport** takes over from Tegel; already has a coronavirus Test Centre.
- **Budapest Airport** pax down 95.7% in October.
- **Copenhagen Kastrup Airport** to close overnight (from 00.00 to 06.00) until January.
- **Fraport** reports, for nine months to September, revenue down 54% to €1.32 billion and EBITDA (after costs of personnel reduction measures) of €-228; however, liquidity improved.
- **Groupe ADP** partnering with Cerballiance for RT-RCP and antigen testing at CDG and Orly.
- **London Stansted Airport** to close overnight (from 17.00 to 05.00) until December.
- **Manchester Airport** consolidating operations into Terminal 1 until further notice.
- **Stockholm Arlanda** pax down 79% in October.

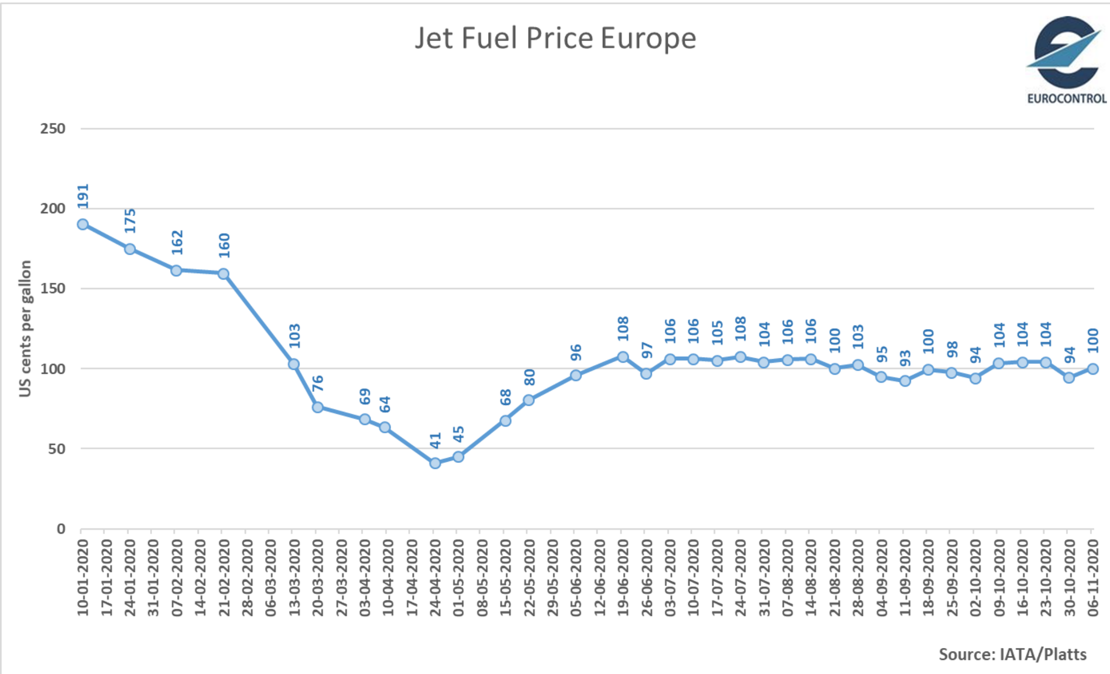
Passengers:

- According to **ACI**, passenger traffic has remained stable in the Summer at -69% over August compared to August 2019. On Sunday 25 October, ACI reported 1.8 million passengers compared to 6.9 on Sunday 27 October 2019 (i.e. -73%). Overall, since January 2020, Europe experienced a loss of 1.4 billion passengers over 2019 (-79%).



5. Economic, other factors

- **Economic Forecast:** According to Oxford Economics, although the eurozone economy saw a massive rebound in Q3, the near-term outlook is now deteriorating rapidly. As the number of infections continues to rise across the continent and governments tighten restrictions again, activity will suffer a large blow and we now expect GDP to fall in Q4, leading to weaker growth in 2021. Therefore, the latest forecast is that eurozone GDP will contract 7.3% this year before a pick-up to 4.3% growth in 2021 (down from 5.5% previously).
- **Fuel Price:** Since the end of June, fuel price remains globally stable at around 100 cts/gal.



To further assist you in your analysis, EUROCONTROL provides the following additional information on a daily basis (daily updates at approximately 7:00 CET for the first item and 12:00 CET for the second) 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.