

Tuesday, 21 July 2020

Traffic Situation & Airlines Recovery

- 14,833 flights on Monday 20 July (+14% with +1,853 flights compared to Monday 6 July) reaching nearly 42% of 2019 levels. Significant step change on 1st of July for many airlines and traffic levels have slowly increased since then.
- Vast majority of airlines operated more routes and frequencies from 1st of July following the relaxation of some of the travel restrictions, especially within Europe. Ryanair remains the busiest carriers with 1,042 flights on 20 July (+5% on 6 July) followed by Turkish Airlines (590 flights, +4%), easyJet (582 flights, +79%), Wizz Air (539 flights, +5%) and Air France (475 flights, +22%).
- Carriers operating in Southern Europe (and Morocco) recorded high growth rates too (e.g. Vueling +52%, Air Europa +145%, TUI +72%, Royal Air Maroc +171%)
- IATA reported a substantial number of passengers booking tickets close to departure date, which makes the schedules planning and optimisation more difficult.
- All-cargo flights still comparable to 2019 levels. Business Aviation recovering fast (13% below 2019 levels, accounting for 14% of total traffic). Low-cost and traditional flights ~70% below 2019 levels (each).
- Expect to reach 60% of peak days 2019 levels after mid-August with potentially up to 21,000 flights, in line with latest traffic scenarios published by EUROCONTROL on 24 April.

Traffic Flows & Country Pairs

- The main traffic flow is the intra-Europe flow with 12,905 flights on 20 July. All traffic flows have slightly increased over the last 2 weeks. Intra-Europe flights increased by 14% but are still 53% below 2019 levels.
- Domestic flows are still dominating: 8 of the top 10 flows are domestic. Flows to and from Southern Europe countries continue to show important increases over the last 2 weeks (eg. Germany-Spain +24%, Spain-UK +63%, France-Spain +52%, Greece-UK restarting).

Situation outside Europe

US	<ul style="list-style-type: none"> • Domestic traffic is slightly improving since early June, reaching -50% of 2019 levels on 12 July. International flows remains very low at some -80% except flows to/from Mexico. • Dallas FW and Atlanta airports seem to have experienced a step change as in Europe from 1st of July.
Asia/Pacific	<ul style="list-style-type: none"> • After a one-month hiatus (virus resurgence in Beijing area), Chinese domestic flights started to increase again, reaching 11,139 flights on 19 July, the highest levels since end-January. • Even if the volume of international flights in China is less important than the domestic one, the international traffic remained at 65% below pre-COVID levels since early March. • Qantas will not restore its international network until Summer 2021.
Middle East	<ul style="list-style-type: none"> • Both international and domestic flights are smoothly recovering in Middle-East area (about 33). • Some airlines now operate again from and to Egypt and Kuwait since Mid-July. • Emirates resumed A380 flights to London and Paris in July, and will continue to do so in August.

Airport Information

- Paris/CDG was the busiest airport with 676 flights (departures & arrivals) on 20 July, followed by Amsterdam and Frankfurt.
- Smooth increase for many airports but particularly for Southern Europe airports like Athens (+13%), Palma de Mallorca (+24%) and Barcelona (+32%).
- The number of passenger at ACI airports continued to ramp up after the sharp increase in early July and reached 1.76 million on 12 July (still 79% below 2019 levels).

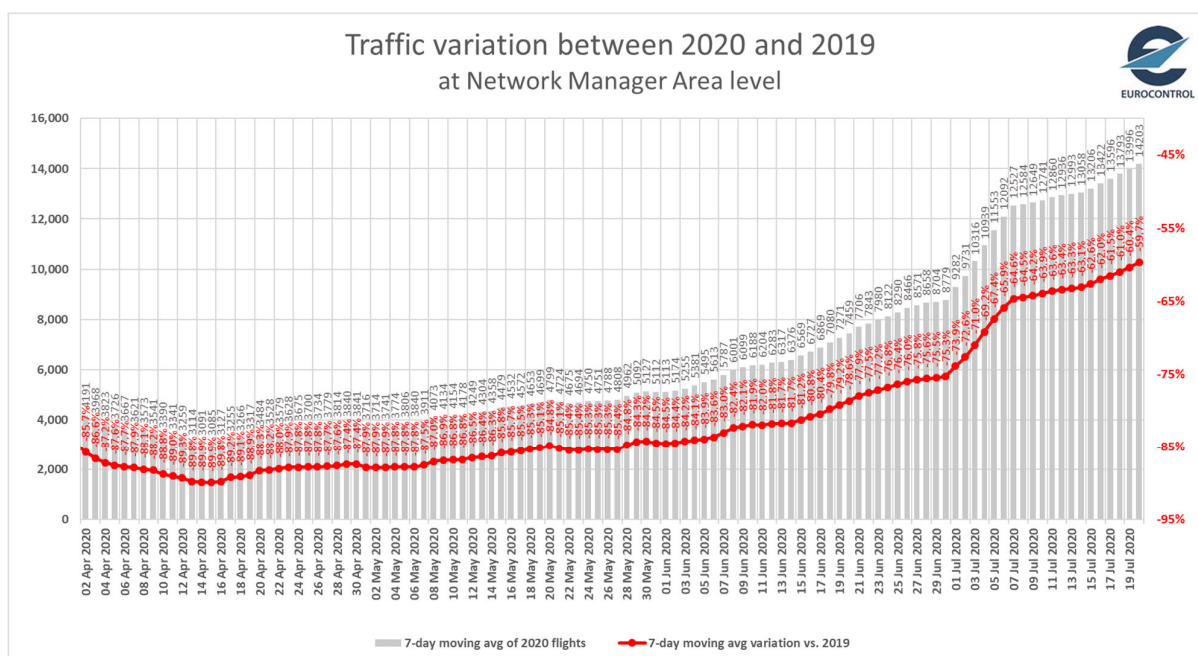
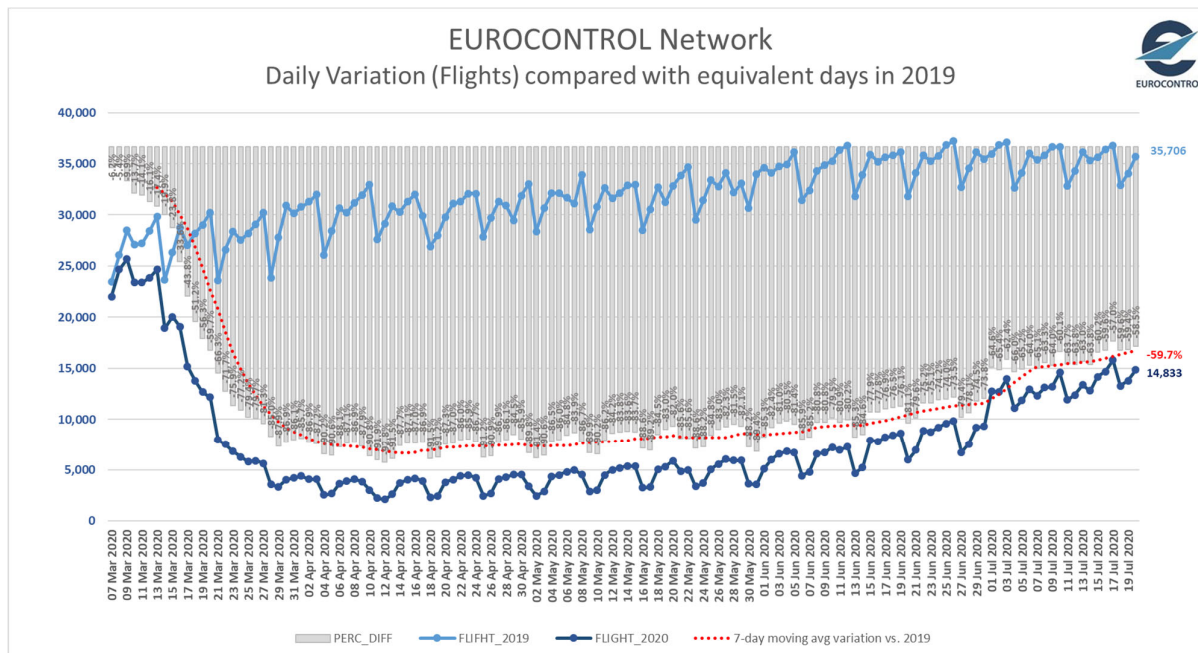
COVID19 Impact on European Air Traffic

EUROCONTROL Comprehensive Assessment



1. Traffic Situation and Airlines Recovery

- 14,833 flights on Monday 20 July, (+14% with +1,853 flights compared to Monday 6 July). This is nearly 42% of 2019 traffic levels. There was a steady increase of flights since mid-April (+300%). Based on a 7-day moving average, a 59.7% decrease is recorded compared to 2019. Significant step change on 1st July for many airlines. Since then, no further step change but steady and smooth increases for most airlines.

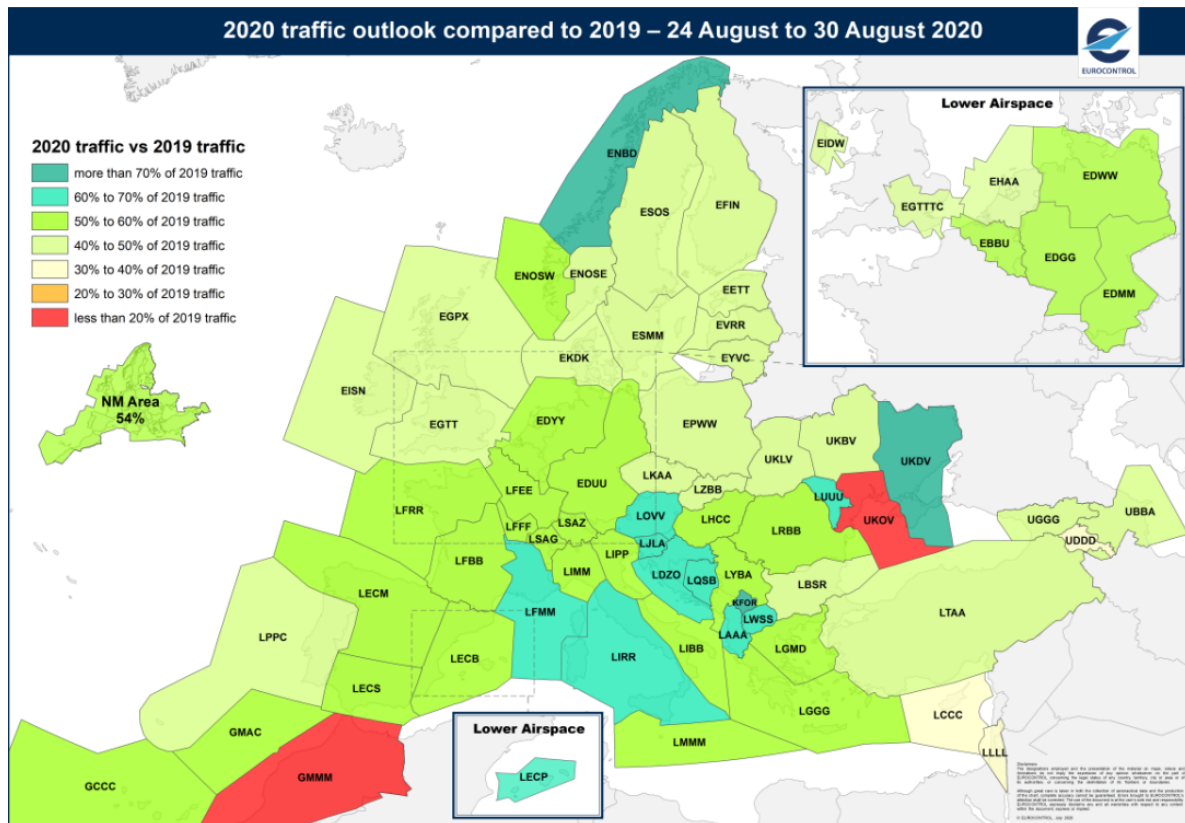


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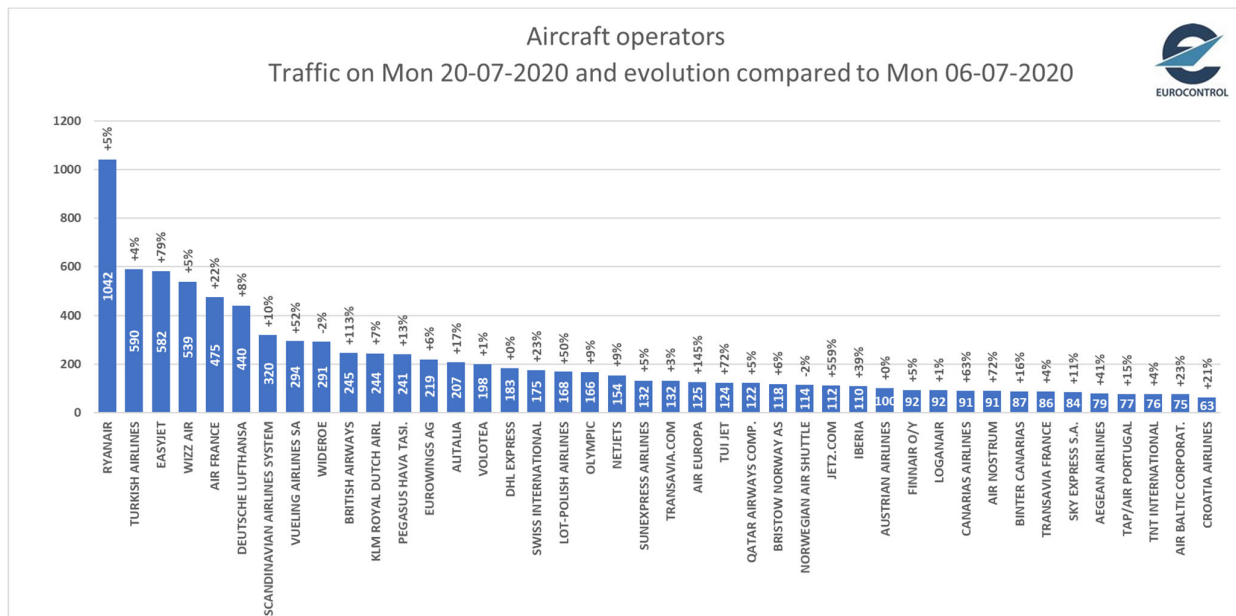
NOP Recovery Plan: Based on the assumption that the States will continue to ease travel restrictions as announced, and due to the fact airlines started operating their revised Summer schedules, the traffic in the Network Manager Area is expected to reach up to 18,000 flights on peak days during the second half of July and gradually reach up to potentially 21,000 flights on peak days after mid-August 2020. This would represent up to 60% of the 2019 traffic on peak days for the second half of August.



- Ryanair was by far the airline having the highest number of flights with 1,042 flights on Monday 20 July, a 5% increase on Monday 6 July.
- Most of the busiest traditional carriers airlines reported modest growth rates compared to two weeks ago: Turkish Airlines (590 flights, +3%), Lufthansa (440 flights, +8%), SAS (320 flights, +10%), KLM (244 flights, +7%), Swiss (175 flights, +22%). Since the step change was recorded in early July, flights have been added to the network more progressively over the last two weeks. To be noted: British Airways more than doubled its number of flights (+113%, adding 130 flights), adding new routes and increasing frequencies all over Europe.
- The airlines adding the highest number of flights when comparing Monday 20 July with the same day, two weeks ago, were: easyJet (+79%, adding 256 flights) followed by British Airways (+113% adding 130 flights), Vueling (+52% adding 101 flights), Jet2.com (+559% adding 95 flights, from 17 flights on 6 July to 112 flights on 20 July) and Air France (+22% adding +87 flights).
- Carriers operating in Southern Europe (and Morocco, after the restart of domestic traffic) recorded high growth rates too (e.g. Vueling-see above, Air Europa +145%, TUI +72%, Royal Air Maroc +171%).

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Restart plans for key European airlines:

IATA reported that passengers are making last minute bookings (41% of global travellers booked up to 3 days before departure in June). Airlines find quite difficult to smoothly plan and optimize their schedules. Moreover, passengers are now using their vouchers (proposed since mid-March to “cover” flights cancellations), which means that airlines “now incur the cost of transporting these passengers - against no or limited new revenues” (IATA, 17 July).

Expansion/Resumption plans:

- **airBaltic** announcing plans to expand its network to **69 routes** by the end of **August**, up from 36 routes operated in June 2020. Anticipates to operate **89 routes** in **Summer 2021**.
- **easyJet** intending to **resume a further 100 services** from the **UK** in **August**, and a further 6 flights from Croatia, bringing the total from there to 12 European destinations by end-July 2020. It also plans to resume 95% of its regular destinations from Amsterdam in August.
- **Icelandair** bringing its international network progressively back between mid-July and end-August 2020, **resuming flights to 20 European destinations and 2 North American routes**.
- **Jet2.com** restoring **200 services** between mid-July and end-August 2020.
- **KLM** resuming its **Amsterdam to Shanghai** service.
- **Lufthansa** resuming service to **Georgia** in August.
- **Norwegian Air UK** resuming long-haul flights between **London** and the **US** in December, restoring 7 routes.
- **Wizz Air** announcing over 190 additional routes launch for summer (see below, too). Planning to base one additional aircraft at Belgrade and one at St Petersburg (as of Dec. 2020).

Delayed restart:

- **Brussels Airlines** postponing resumption of **long-haul services**, originally planned to start again in August 2020.

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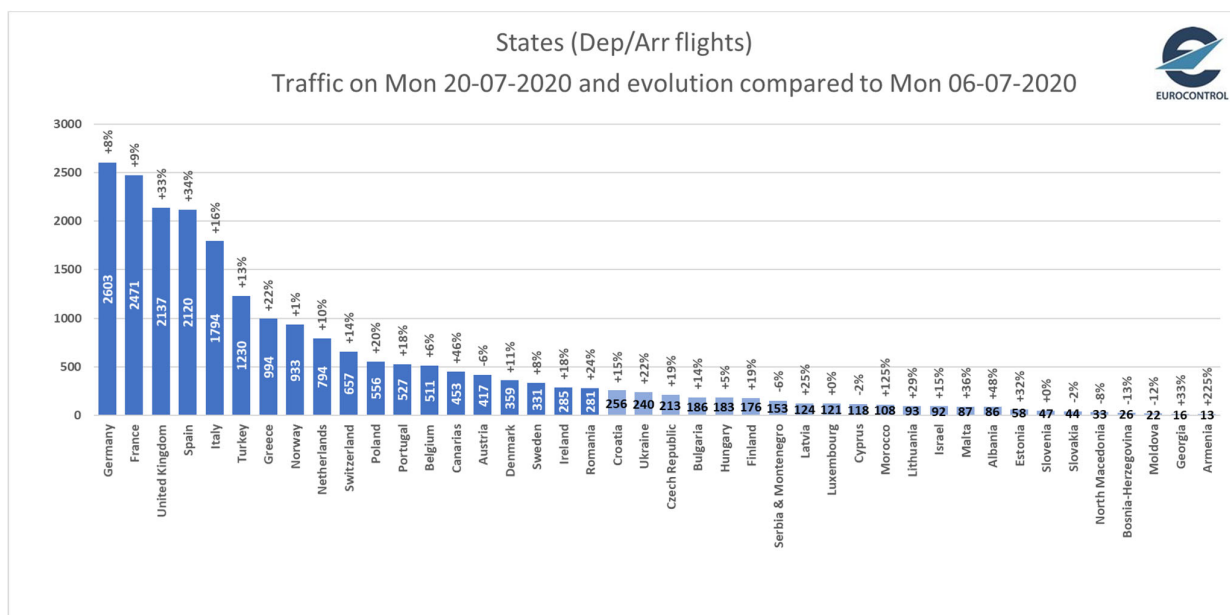
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- **El Al** extending its **suspension of passenger flights** until 31 August 2020.
- **Royal Air Maroc** postponing **resumption of international** services to 11 **August** 2020.
- **Ryanair** cutting 1,000 flights **between Ireland and UK** in August and September due to **quarantine** restrictions in Ireland.

Updated strategies:

- **Aer Lingus** planning to place **newly delivered aircraft** in long term **storage**.
 - **British Airways** looking to ease its financial difficulties and emerge from the pandemic with a raft of measures including **retiring** its entire **747 fleet**; planning a **major restructuring**; while in parallel looking to raise €1 million from the sale of corporate artworks as the carrier.
 - **Wizz Air** **suspending** several routes/**postponing** launches owing to **low demand** and changes in travel restrictions and biosecurity measures
- Based on traffic levels, the ranking of States is progressively getting back to the ranking before COVID. Top 5 busiest States¹ includes Germany (+8%), France (+9%), UK (+33%), Spain (+34%) and Italy (+16%). Like last week, there is a noticeable increase in Southern States over the last 2 weeks notably for Spain Continental but also for Spain Canarias (+46%), Malta (+36%), Greece (+22%) as well as Morocco (+125%, especially owing to the restart of Air Arabia Maroc). Baltic States have also recorded strong growth rates.



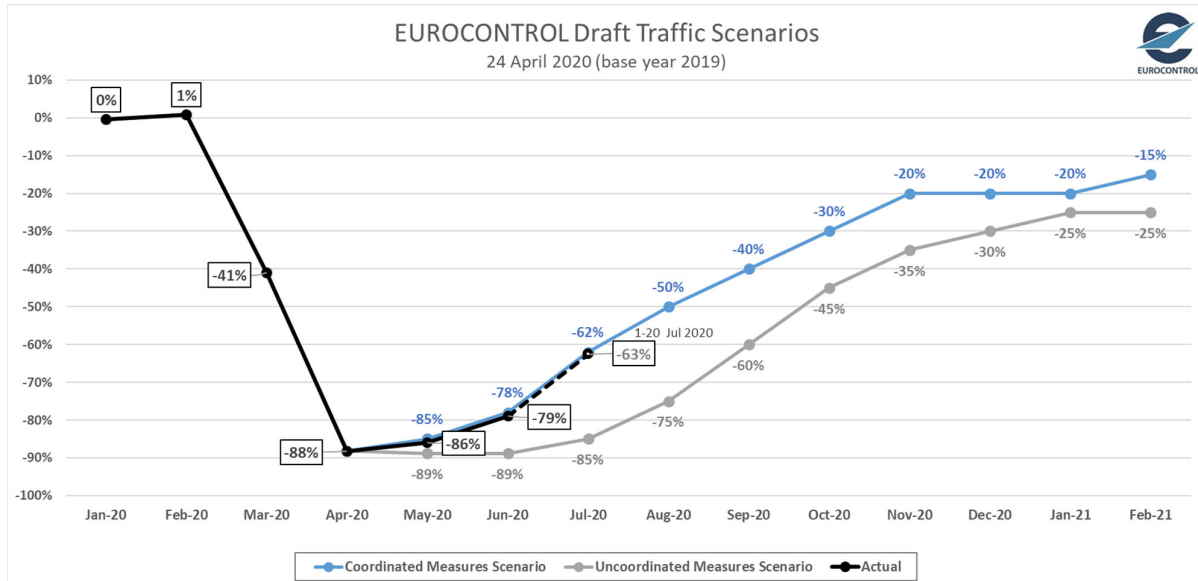
¹ excluding overflights.

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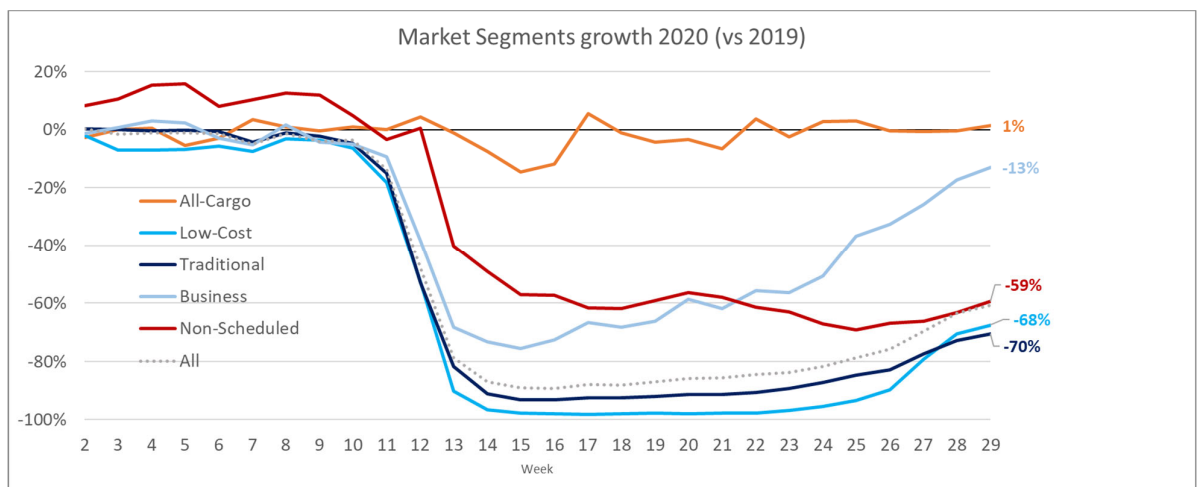
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- **Overall situation against EUROCONTROL traffic scenarios:** June traffic is in line with the EUROCONTROL traffic scenario of 24 April with -63% compared to July 2019 for the first 20 days of July.



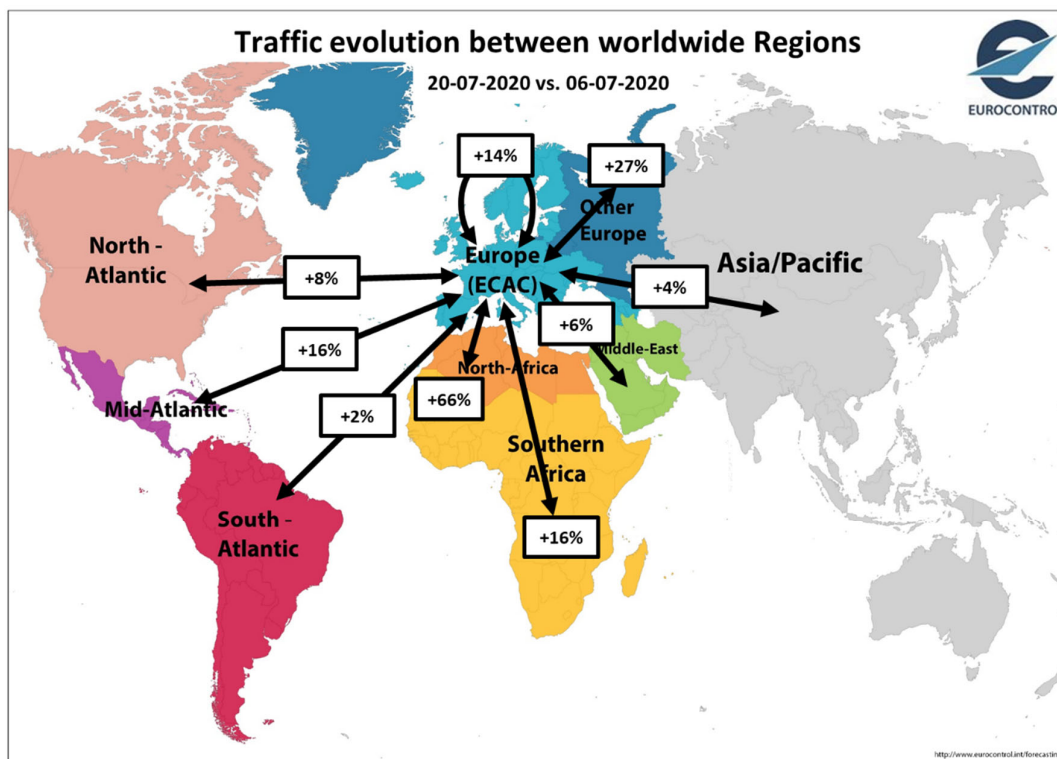
- When considering market segments, while all-cargo flights remained stable during the crisis, business aviation is recovering faster being only 13% below 2019 levels (representing 14% of total flights on 18 July). Low-cost and traditional flights (~72% of the total) are respectively 68% and 70% below 2019 traffic levels.



2. Traffic Flows & Country Pairs

- The major traffic flow is the intra-Europe flow with 12,905 flights on 20 July. All traffic flows increased over the last 2 weeks. Slower growth rates are recorded for flows between Europe and Asia/Pacific (virus resurgences) and flows between Europe and South-Atlantic (this region is the new epicentre of the global coronavirus pandemic). Traffic levels between Europe and North-Africa have significantly increased (+66%) owing notably to the restart of traffic in Morocco (domestic) and Egypt. Intra-Europe flights increased by 14% but are still -53% vs 2019.

REGION	06-07-2020	20-07-2020	%	vs. 2019
Intra-Europe	11,318	12,905	+14%	-53%
Europe<->Asia/Pacific	264	274	+4%	-66%
Europe<->Mid-Atlantic	44	51	+16%	-71%
Europe<->Middle-East	325	344	+6%	-80%
Europe<->North Atlantic	324	349	+8%	-76%
Europe<->North-Africa	142	236	+66%	-80%
Europe<->Other Europe	152	193	+27%	-85%
Europe<->South-Atlantic	47	48	+2%	-75%
Europe<->Southern Africa	101	117	+16%	-62%



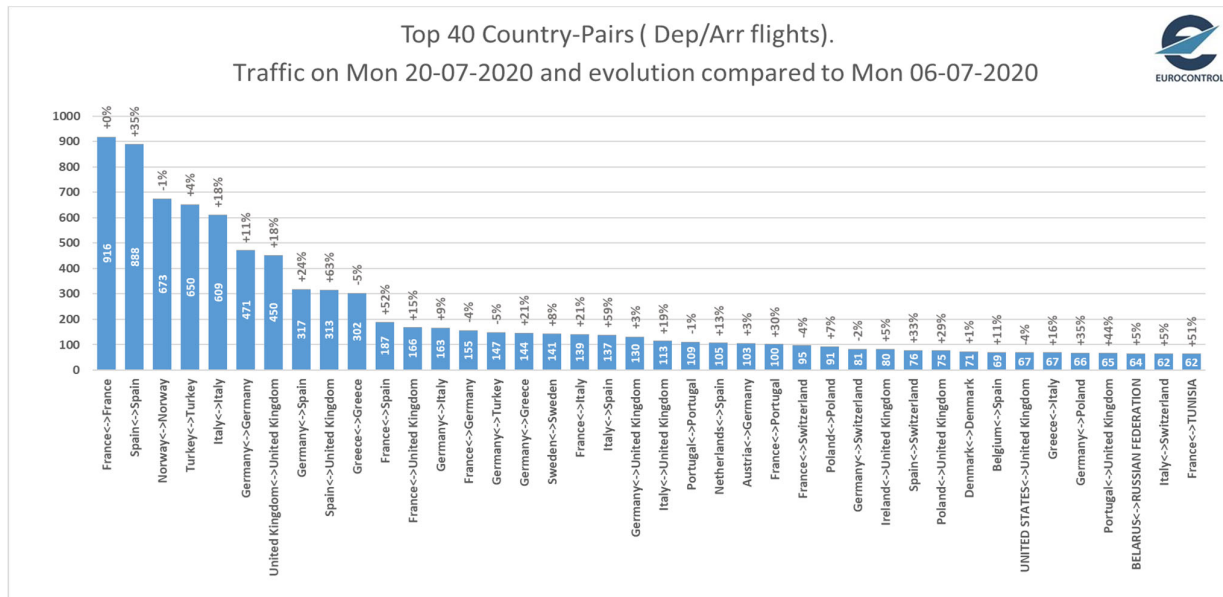
ECAC = 44 European States.

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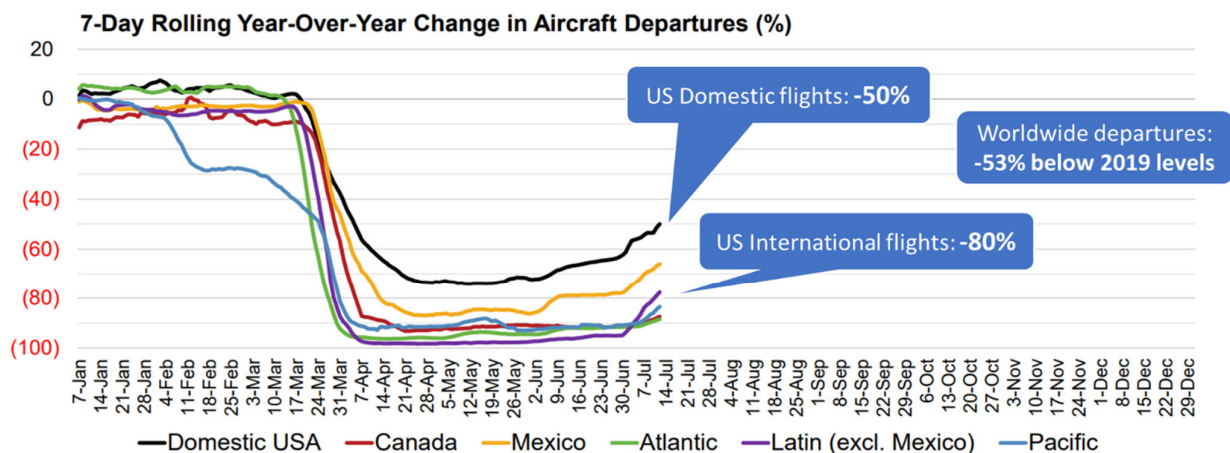


- Domestic flows are still the most active flows (i.e. 8 of the top 10 flows are domestic). The flows to/from southern European countries continue to show important increases over the last 2 weeks (eg. Germany-Spain +24%, Spain-UK +63%, France-Spain +52%, Greece-UK restarting). To be noted: the decreases for Norway and Greece domestic flows (resp. -1% and -5%) as well as France-Germany (-4%) and Germany-Turkey (-5%).

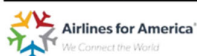


3. Situation outside Europe

- 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 reaching -50% of 2019 in week ending July 12. International flows remain low at -80% except flows to/from Mexico.



Source: A4A member passenger airlines as reported to A4A on a consolidated company basis (including branded code share partners)

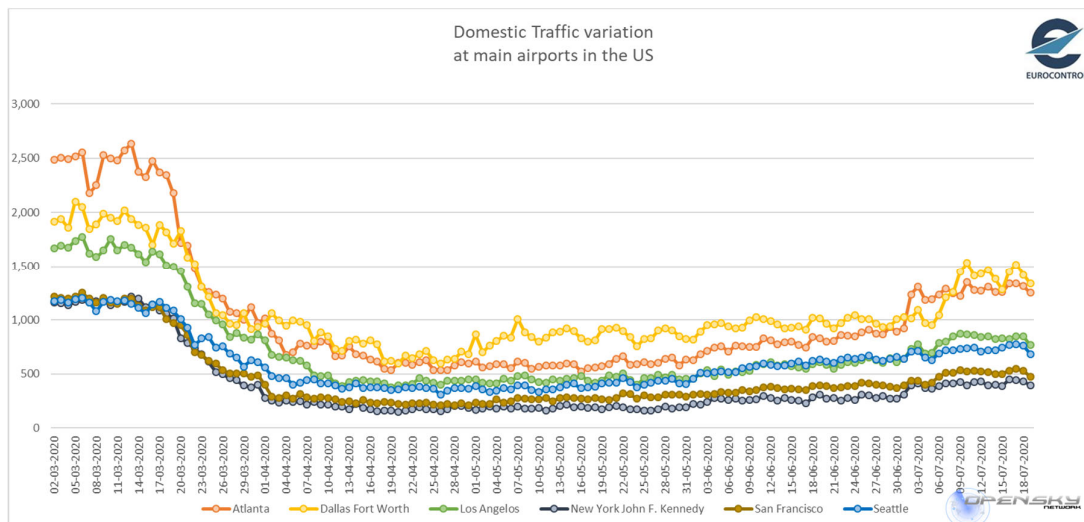


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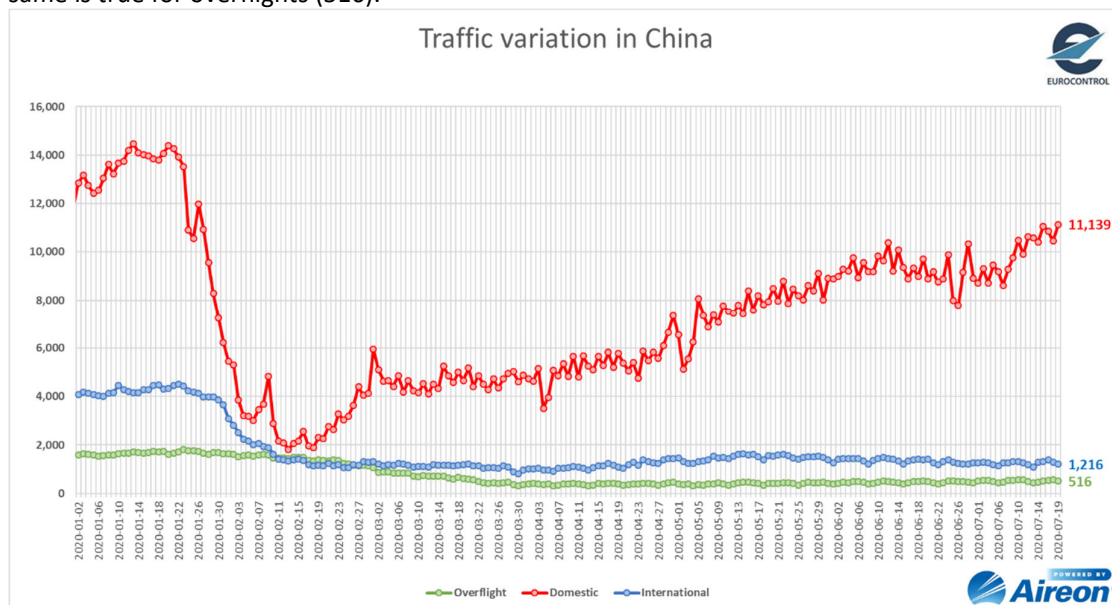
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- After a significant drop of traffic in the US at all airports at the end of March, a timid recovery can be noted for New York JFK, San Francisco, Seattle and Los Angeles. Interestingly, Dallas FW and Atlanta seem to have experienced the same step change as in Europe from 1st of July. Domestic traffic at Dallas FW seems to recover more quickly than in the 5 other airports. These data are based on OpenSky Network ADSB data.



- 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. Very recently, Chinese domestic flights started to increase again, reaching 11,139 flights on 19 July, the highest levels since end-January. The number of International flights remained stable over the same period (with 1,216 flights, i.e. 65% below pre-COVID levels). The same is true for overflights (516).

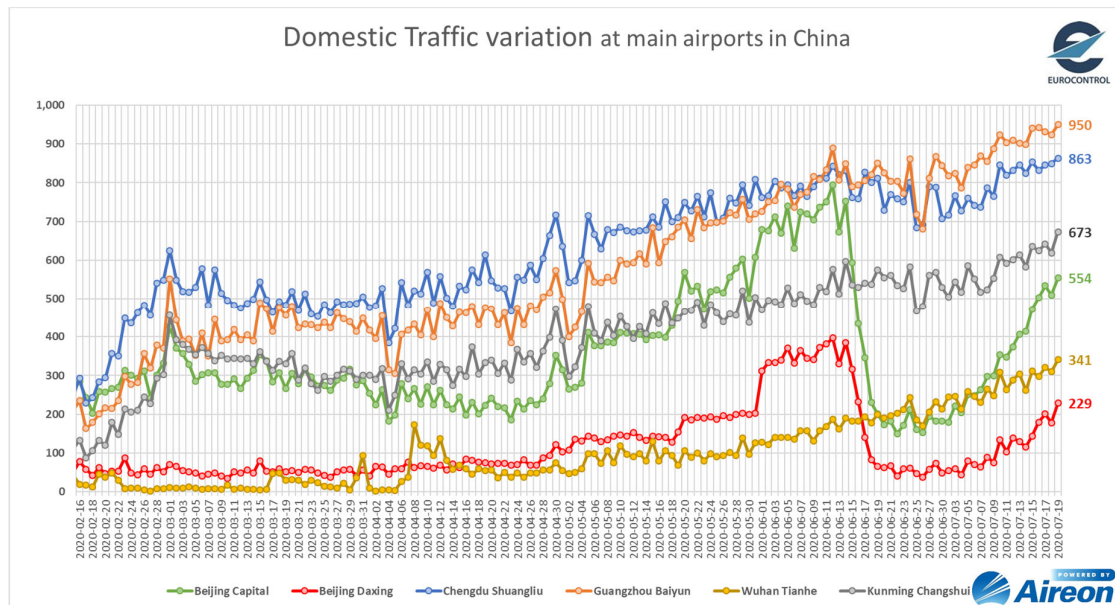


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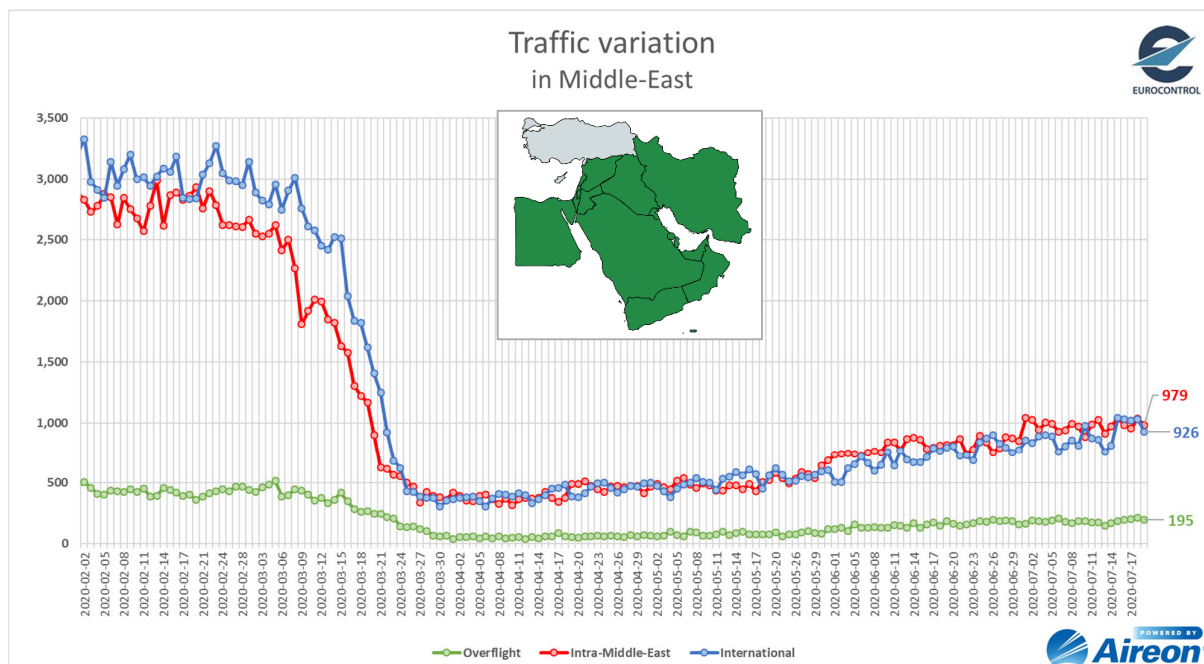
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- Details at airports level in China illustrate the significant and quick drop of traffic mid-June due to the local COVID-19 outbreak at Beijing Capital and Daxing airports. Chengdu and Guangzhou were slightly impacted too, but to a limited extent. Since early July, the number of flights at affected airports is picking up again.



- 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 is slowly recovering reaching 979 flights on 19 July, International traffic follows the same path (926).

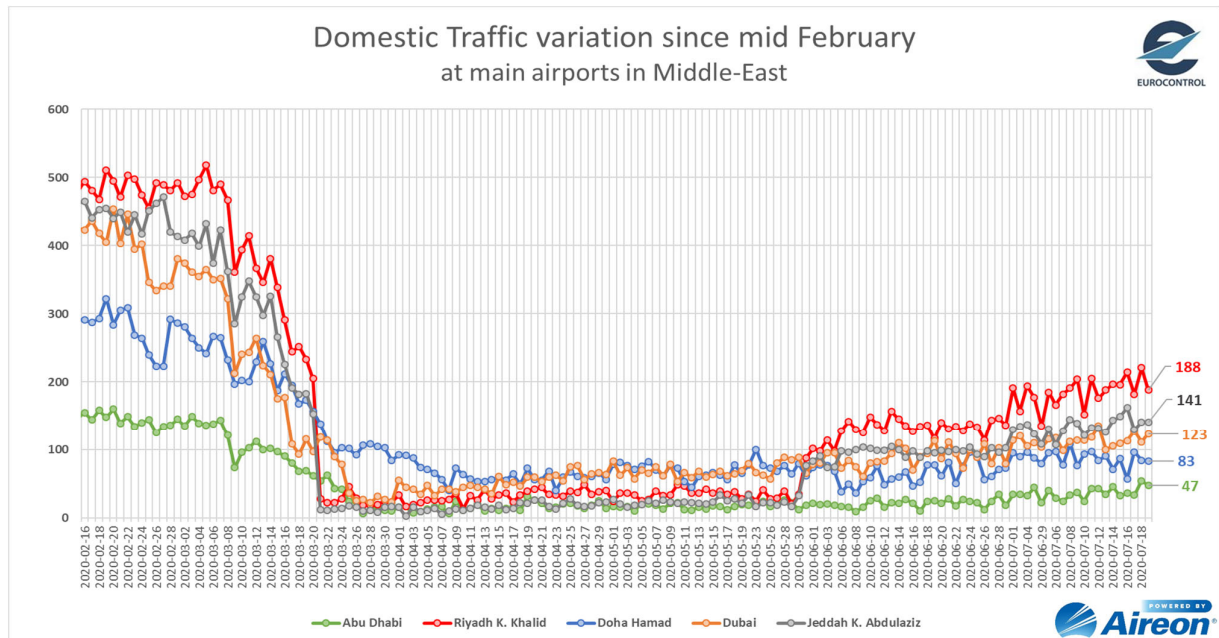


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- Traffic at main Middle-East airports is slowly recovering since mid-April but remains far below the situation before COVID-19. Riyadh and Jeddah showed a strong increase on 1st of June followed by a more limited one on 1st of July.



- Restart plans for key worldwide airlines:

US

- American Airlines & JetBlue Airways** planning on **integrating**, subject to regulatory approval, their **networks** and codesharing arrangements, increasing connectivity and adding for 2021 new long haul markets in Europe.
- Delta** is proposing the **decrease** of the minimum **wage** for **pilots** by **15%** for one year.

Middle East & Africa

- Emirates resuming A380** flights in mid-July to London and Paris, and resuming A380 flights to 5 more global destinations in August including Amsterdam, bucking the trend at other A380 operators whose fleets have been grounded.
- Emirates suspending** the Dubai-Zagreb service until 2021.
- Jazeera Airways resuming** flights from **Kuwait** on 1 August to 20 destinations, 4 of which in the EUROCONTROL network.
- Air Cairo** and **EgyptAir resuming** flights from **Egypt** from mid-July 2020, 10 of which in the EUROCONTROL network.
- Ethiopian Airlines** are **resuming** services to **Istanbul** and a number of West African destinations.

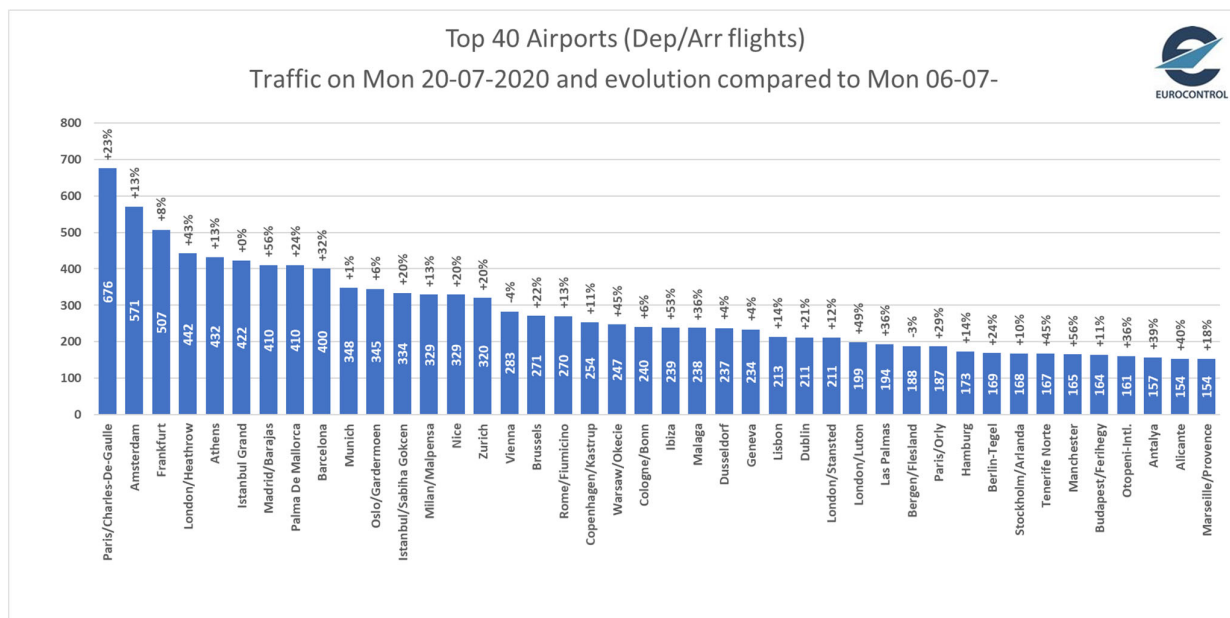
Asia/Pacific

- Air China resuming international** flights in **August** to **20 destinations**, 9 of which in the EUROCONTROL network.
- Thai Airways postponing resumption** of **international** services from 1 August to 1 September 2020.
- QANTAS not planning** to restore its **international network** until **Summer 2021**.

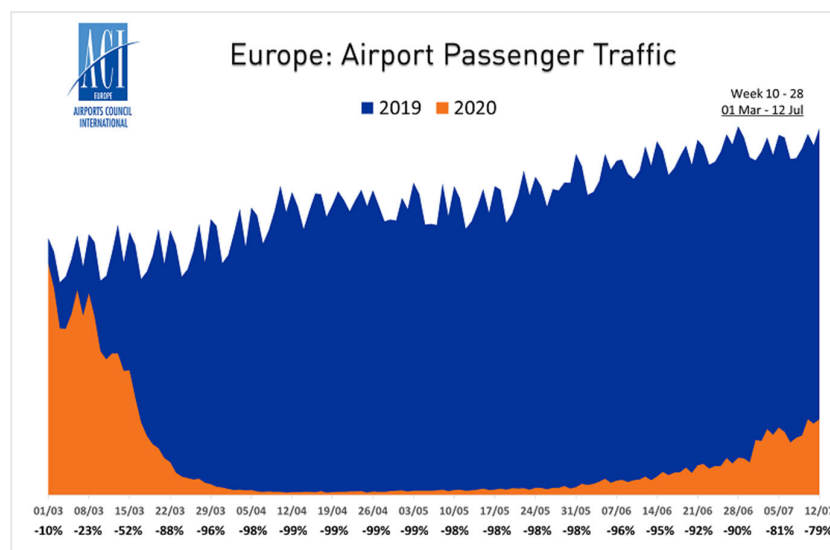


4. Airport Information

- Paris CDG was the busiest airport with 676 dep/arr flights on 20 July, followed by Amsterdam and Frankfurt. Here again, smooth increases for many airports but particularly for southern Europe airports like Athens (+13%), Palma de Mallorca (+24%) and Barcelona (+32%). To be noted: stagnation at Istanbul Grand and decreases at Vienna (-4%) and Bergen (-3%).

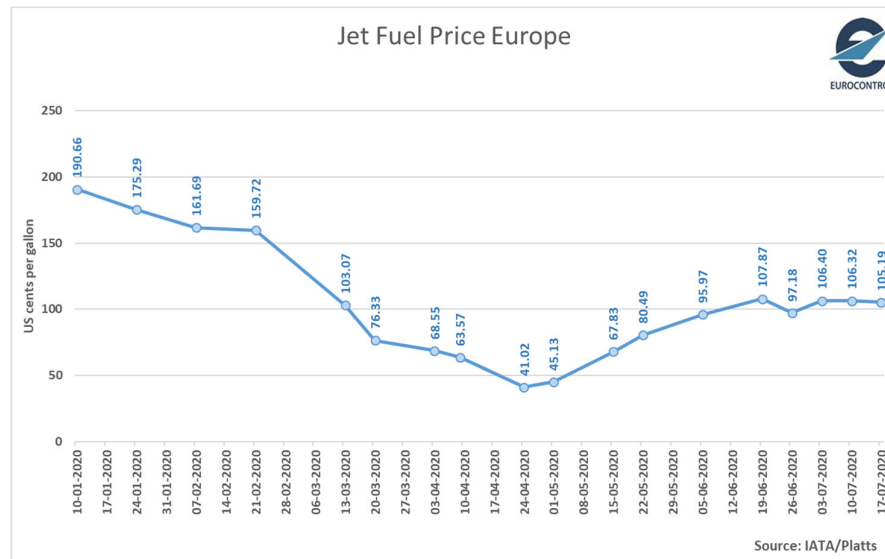


- After having reached an all-time low value of 60,356 passengers at European airports on 18 April (i.e. -99% compared to 2019), the number of passenger has started to increase again. Together with the jump in traffic the 1st of July, the number of passenger at ACI airports is improving and amounted to ~1.76 million on 12 July (still 79% below 2019 levels).



5. Economic

- **Fuel Price:** After having been at around 200 US cents per gallon (cts/gal) at the beginning of 2020, the jet fuel price has dropped to a low 41 cts/gal on 24 April. Since then, together with the traffic recovery, the jet fuel price has been multiplied by 2.6 to reach 105 cts/gal on 17 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.

