Tuesday, 27 October 2020

Spain

Loss of flights
-0.88M (-72%)
Dep/Arr flights vs. 2019
since 1st March

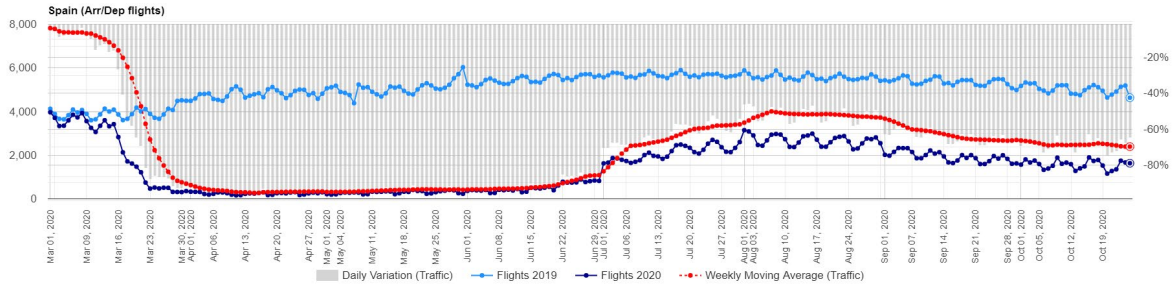
Total economy GDP[2]
-11.8%
2020 vs. 2019

Key facts:
Flights last week vs. 2019:

- Madrid Barajas -70%
- Barcelona -72%
- Ryanair -71%
- Vueling -65%
- Iberia -72%
- Domestic flows -44%
- European flows -76%

Loss of Passengers[1]
-150M (-83%)
March-September, 2020 vs. 2019

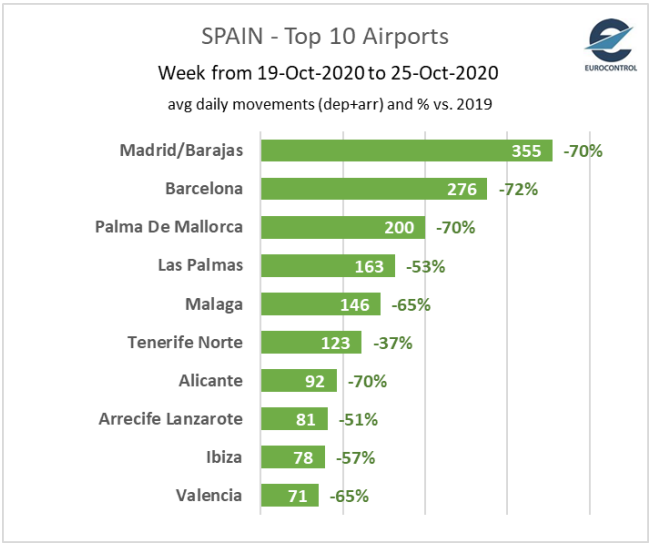
Total job losses[3]
-0.7M (does not include furloughs)
At end September

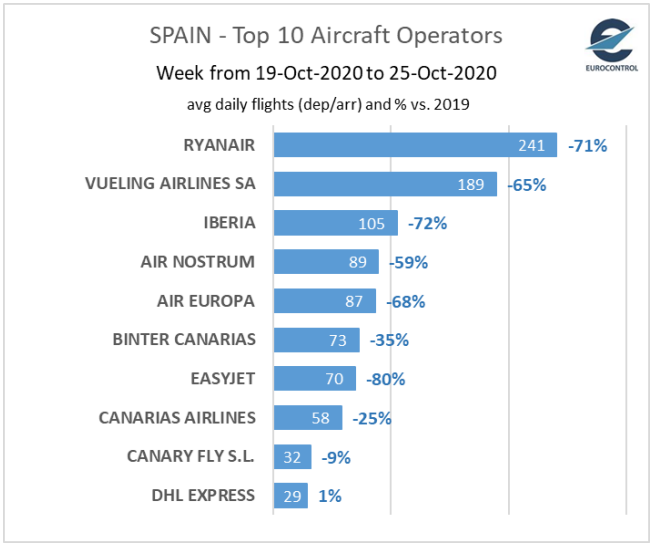


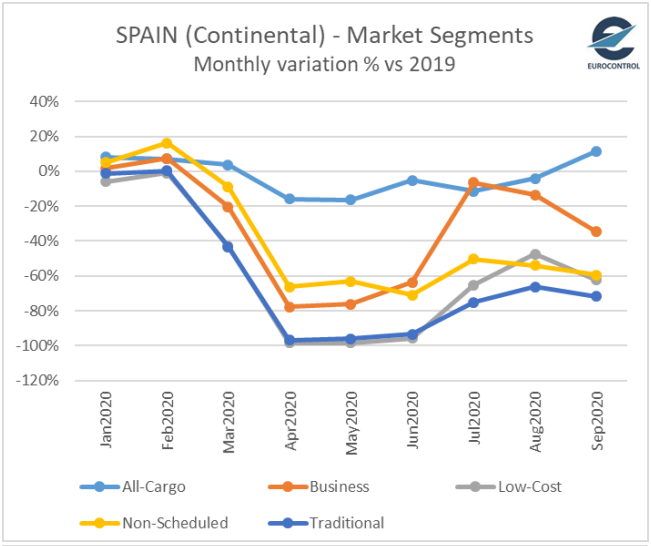
- **COVID Crisis/Economy:** Spain is ranked 3rd in Europe (after UK and Italy) in terms of COVID deaths[4]. Its economy has been hit the hardest in Europe with an expected GDP decrease in 2020 of -11.8% and job losses amounting to 0.7M up to September, which would double if we consider the people on furloughs.
- **Traffic:** Traffic reached its lowest point mid-April with -95% of 2019 and stayed below -90% until mid-June experiencing a sharp recovery in July. Traffic peaked on 1 August with 2,823 departing /arriving flights, slowly reducing during August only to accelerate its decline in September. Overall, Spain ranks 3rd in Europe (after UK and Germany) in terms of flights lost with -0.88M, and has lost -150M passengers.
- **Airports:** Madrid Barajas is the top airport in Spain with 355 average movements per day over the last week, -70% compared to last year, similar to other major Spanish airports. Airports in the Canary Islands have suffered smaller reductions (between -51% and -37%).
- **Aircraft Operators:** Major airlines operating in Spain are similarly affected with Ryanair operating last week at -71% last week, Vueling at -65% and Iberia at -72%. Airlines operating mainly in the Canary Islands (Binter, Canarias Airlines and Canary Fly) have suffered much smaller reductions.
- **Market segments:** All cargo remained stable, increasing in September. Non-scheduled were less affected than Traditional or Low Cost. Business aviation recovered quicker but the situation deteriorated in August.
- **Traffic flows:** Domestic flows remain the top flows (-44% over 2019) followed by flows from/to the UK, Germany and France. North-Africa is the top non-European flow closely followed by Middle-East.

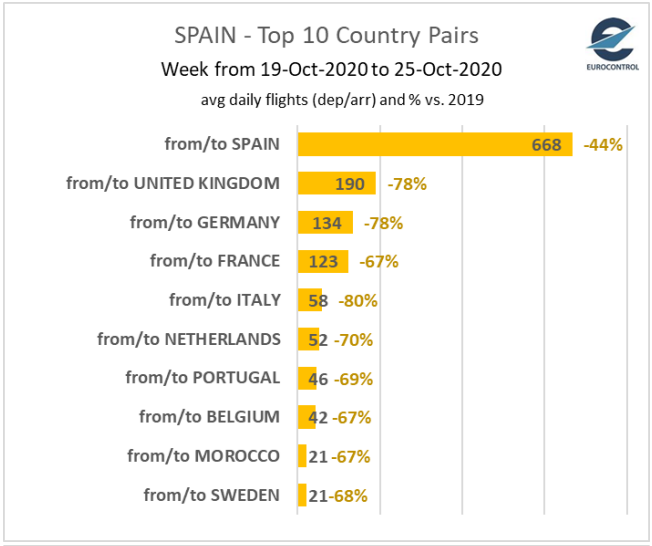
COVID-19 Impact on EUROCONTROL Member States

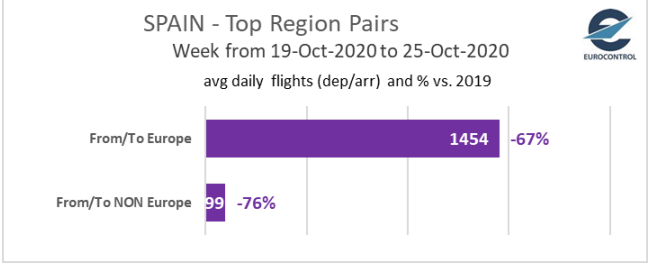
EUROCONTROL Briefing

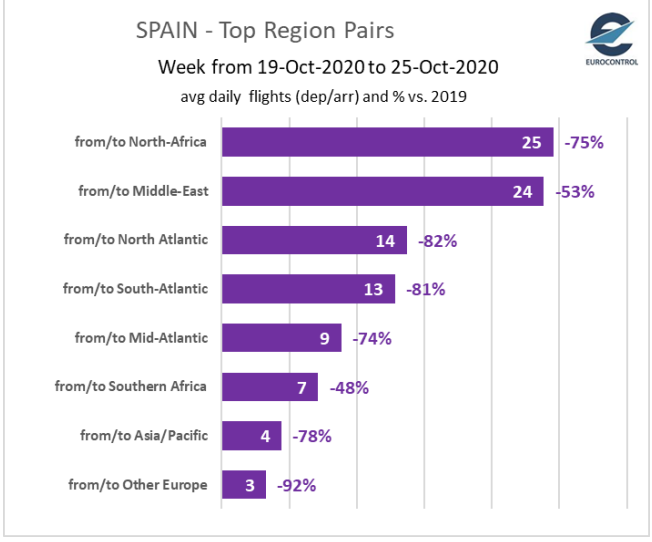












SUPPORTING EUROPEAN AVIATION

Data Sources:

[1] *Aena*
[2] *Oxford Economics (16 October 2020)*
[3] *Servicio Público de Empleo Estatal*
[4] *John Hopkins University*

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