

ACI EUROPE

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“Collapsed air traffic and air connectivity”: the harsh reality of latest data released by airport industry

On the eve of ACI EUROPE’s Annual Congress, association paints bleakest picture yet of state of play for aviation

Brussels, 16 November 2020: ACI EUROPE has today released the latest European passenger traffic data, showing collapsed air traffic and air connectivity and massive disruption to airport rankings across the footprint.

CONTINUED PASSENGER LOSS DUE TO QUARANTINE-BASED TRAVEL RESTRICTIONS

Overall figures, reflecting data up to and including November, show passenger traffic currently **down by 81%** across the European airport networks, with the stark lost passenger threshold of **1.5 billion** so far this year passed just yesterday (on 15 November). These passengers, in a 1.5 metre spaced line, would wrap around Earth 56 times.

Airports in the **EU, EEA, Switzerland and the UK** are currently seeing passenger traffic decreasing by an average of **86%** compared to last year.

Olivier Jankovec, Director General of ACI EUROPE, said: “These airports are bracing with an accelerating downward trend in passenger traffic. Airlines continue to cut back planned capacity in response to the further extension of local lockdowns in many countries – which are only adding further pain to the one already inflicted by severe cross border travel restrictions. As things stand, passenger traffic is heading back towards another full collapse similar to the one experienced in second quarter, when volumes were down by 96%.”

Passenger traffic in **the rest of Europe** remains somehow more resilient, currently decreasing by **59%**, a rate that appears to be fairly stable at the moment. Airports in Russia and Turkey are clearly outperforming other markets, due to the relative dynamism of their domestic market.

DISRUPTION HIGHLIGHTED IN AIRPORT RANKING REVERSAL

This situation has turned the **top 10 European airport league** upside down. In September, the busiest European airport was **Antalya** with just 2.25 million passengers (-53.5%), followed by **Moscow-Sheremetyevo** (-53.5%), **Moscow-Domodedovo** (-26.2%) and **Istanbul** (-71%).

London-Heathrow, which normally holds the top position only **ranked 10th**, behind **Paris-CDG** (8th) and **Amsterdam-Schiphol** (9th) – with these major hubs also being surpassed by **Istanbul-Sabiha Gokcen** (5th), **Moscow-Vnukovo** (6th) and **Saint Petersburg** (7th). Other major hubs like **Frankfurt** and **Munich** did not even make it to the top 10 league.



TOP 10 EUROPEAN AIRPORTS SEPTEMBER 2020

FULL YEAR 2019

RANK	CODE	CITY	PASSENGERS	CODE	PASSENGERS
01	AYT	Antalya	2,252,626	LHR	80,888,637
02	SVO	Moscow	2,156,455	CDG	76,171,198
03	DME	Moscow	2,066,225	AMS	71,706,999
04	IST	Istanbul	1,812,811	FRA	70,556,072
05	SAW	Istanbul	1,791,318	IST	68,507,910
06	VKO	Moscow	1,520,706	MAD	61,704,993
07	LED	St. Petersburg	1,385,622	BCN	52,663,623
08	CDG	Paris	1,354,896	SVO	49,932,752
09	AMS	Amsterdam	1,337,741	MUC	47,942,348
10	LHR	London	1,256,617	LGW	46,572,595

FULL INDUSTRY IMPACT TO BE SET OUT BY JANKOVEC AT ANNUAL CONGRESS TOMORROW

The full impact of COVID on the airport industry, and the resulting radical reset of the airport business model, will be set out by Jankovec as he opens the **ACI EUROPE Annual Congress** tomorrow, 17 November.

- Accredited journalists can access the full ACI EUROPE passenger traffic report [here](#)¹
- Registration and full agenda for the 30th ACI EUROPE Annual Congress can be found [here](#)

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¹Don't have a password? Contact Biljana Banjac on biljana.banjac@aci-europe.org

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ACI EUROPE is the European region of Airports Council International (ACI), the only worldwide professional association of airport operators. ACI EUROPE represents over 500 airports in 46 European countries. Our members facilitate over 90% of commercial air traffic in Europe: 2.5 billion passengers, 20.7 million tonnes of freight and 25.7 million aircraft movements in 2019. In response to the Climate Emergency, in June 2019 our members committed to achieve Net Zero carbon emissions for operations under their control by 2050, without offsetting.