



HERMES

AIR TRANSPORT ORGANISATION

THE MAGAZINE

16 OCTOBER - DECEMBER 2021



**JUAN CARLOS
SALAZAR**

Secretary General
of ICAO



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Hermes - Air Transport Organisation



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EDITORIAL



Dr Kostas Iatrou
Director General
Hermes - Air Transport Organisation

**Dear Hermes member,
HAPPY NEW YEAR!**

After two challenging years with COVID there are finally some signs for recovery. The need of people to travel, to connect, to meet their families after such a long period of seclusion is now more important than ever before.

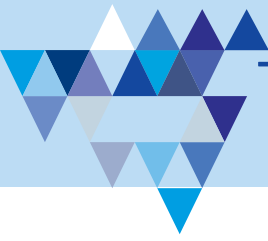
Over the last three months I have represented Hermes at several physical or online events, namely 54th AACO AGM, AFRAA AGA and the 31st ACI LAC/World Annual General Assembly. During the 31st ACI LAC/World Annual General Assembly Hermes hosted a reception attended by many Board members of ACI World Governing Board.

In January Hermes launched the theme for the 2022 recommendations: "Sustainability in the Aviation Industry".

Finally, we are pleased to host in this issue the interview with Juan Carlos Salazar, Secretary General of ICAO and Hermes member.

Enjoy reading!

Kostas Iatrou



TOP NEWS

October - December 2021

04/10/2021

QANTAS AND EMIRATES HAVE ANNOUNCED THEY WILL EXTEND THEIR CORNERSTONE PARTNERSHIP FOR ANOTHER FIVE YEARS

Qantas and Emirates have announced they will extend their cornerstone partnership for another five years, meaning customers and Xrs of both airlines will have access to an expansive joint network, and millions of reward seats to travel across Australia, New Zealand, Europe and the UK.

The agreement was signed by Emirates President Tim Clark and Qantas Group CEO Alan Joyce at the International Air Transport Association Annual General Meeting in Boston.



04/10/2021

FIRST-OF-KIND TRAINING AGREEMENT PARTNERS ICAO WITH EMIRATES



As the global air transport sector recovers from the effects of the pandemic, a novel agreement between ICAO Global Aviation Training (GAT) and Emirates will see both organizations work closely to develop and deliver training programmes, supporting aviation capacity-building and human resource development worldwide.

The agreement, the first of its kind with an airline, sees Emirates joining ICAO's TRAINAIR PLUS programme as a Corporate Partner. The Memorandum of

Understanding (MoU) was signed on 4 October 2021 by ICAO Secretary General Juan Carlos Salazar and His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive Emirates Airline & Group.

The first joint collaboration under this MoU will be the delivery of a Ground Handling Diploma programme. This programme will encompass operations and management, contemporary aviation issues, safeguarding the aviation industry, aviation logistics and passenger handling services, and will be under the administration of Emirates Group Security.

04/10/2021

ONEWORLD ASPIRES TO REACH 10% SUSTAINABLE AVIATION FUEL TARGET BY 2030

The oneworld® Alliance is aspiring to a collective target of using sustainable aviation fuel (SAF) for 10% of combined fuel volumes by 2030, deepening the alliance's commitment to environmental sustainability.

Expanding the use of SAF is instrumental in the alliance's pathway to net carbon emissions by 2050 – a pledge made in September

2020 by oneworld, the first global airline alliance to commit to a common carbon neutrality goal. Support from policymakers and stakeholders will be critical in oneworld's aspiration to reach 10% SAF use across member airlines' aggregated fuel volumes by 2030. Targeted investments, regulations, financial grants and government support mechanisms are among the enablers that will facilitate the industry's transition to SAF.



04/10/2021

IATA: LOSSES REDUCE BUT CHALLENGES CONTINUE - CUMULATIVE \$201 BILLION LOSSES FOR 2020-2022

The International Air Transport Association (IATA) announced its latest outlook for airline industry financial performance showing improved results amid the continuing COVID-19 crisis:

- Net industry losses are expected to reduce to \$11.6 billion in 2022 after a \$51.8 billion loss in 2021 (worsened from the \$47.7 billion loss estimated in April). Net 2020 loss estimates have been re-

vised to \$137.7 billion (from \$126.4 billion). Adding these up, total industry losses in 2020-2022 are expected to reach \$201 billion.

- Demand (measured in RPKs) is expected to stand at 40% of 2019 levels for 2021, rising to 61% in 2022.
- Total passenger numbers are expected to reach 2.3 billion in 2021. This will grow to 3.4 billion in 2022 which is similar to 2014 levels and signifi-



cantly below the 4.5 billion travelers of 2019.

- Robust demand for air cargo is expected to continue with 2021 demand at 7.9% above 2019 levels, growing to 13.2% above 2019 levels for 2022.

05/10/2021

SIX MORE AIRLINES IMPLEMENT IATA TRAVEL PASS

IATA announced that Etihad Airways, Jazeera Airways, Jetstar, Qantas, Qatar Airways and Royal Jordanian, will implement IATA Travel Pass in a phased rollout across the airlines' networks.

11/10/2021**AIRBUS ZEPHYR SOLAR HIGH ALTITUDE PLATFORM SYSTEM (HAPS)
REACHES NEW HEIGHTS IN ITS SUCCESSFUL 2021 SUMMER TEST FLIGHTS**

The Airbus Zephyr S completes a successful 2021 test flight campaign in the United States. The final Airbus solar-powered High Altitude Platform System (HAPS) flight touched down on 13th September in Arizona, USA, ending the most ambitious and successful Zephyr flight campaign to date.

The flight campaign had a clear customer focus - to demonstrate how Zephyr could be used for future operations, flying outside of restricted airspace and over airspace shared with commercial air traffic. Carrying an Optical Advanced Earth Observation system for Zephyr (OPAZ) payload, Zephyr proved its operational value to provide instant, persistent, and improved situational awareness.



Source: Airbus

12/10/2021**IATA LAUNCHES CEIV
LITHIUM BATTERY
CERTIFICATION PROGRAM**

The International Air Transport Association (IATA) has launched a new industry certification program— Center of Excellence for Independent Validators Lithium Battery - to improve the safe handling and transport of lithium batteries across the supply chain.

12/10/2021**EU AND UKRAINE SIGN MILESTONE AVIATION
AGREEMENT**

The European Union and Ukraine today signed a comprehensive air transport agreement during the Ukraine-EU Summit in Kyiv. This Agreement opens the way for a 'Common Aviation Area' between the EU and Ukraine, based on common high standards in important areas such as aviation safety, security and air traffic management. It will foster market access and offer new opportunities for consumers and airlines on both sides.

Ukraine is an increasingly important aviation market for the EU. It was the 13th largest extra-EU market in 2019, with 9.8 million passengers.

14/10/2021

ALITALIA'S LAST FLIGHT: ITALY SAYS GOODBYE TO AIRLINE AFTER 74 YEARS AND ITA AIRWAYS IS BORN



15/10/2021

NEW EUROCONTROL 2021-2027 FORECAST EXPECTS TRAFFIC RECOVERY TO 2019 LEVELS BY THE END OF 2023

This forecast contains three scenarios and both the 'baseline' and 'high' scenarios show recovery to 2019 levels during the course of 2023, while this is delayed in the 'low' scenario until 2027.

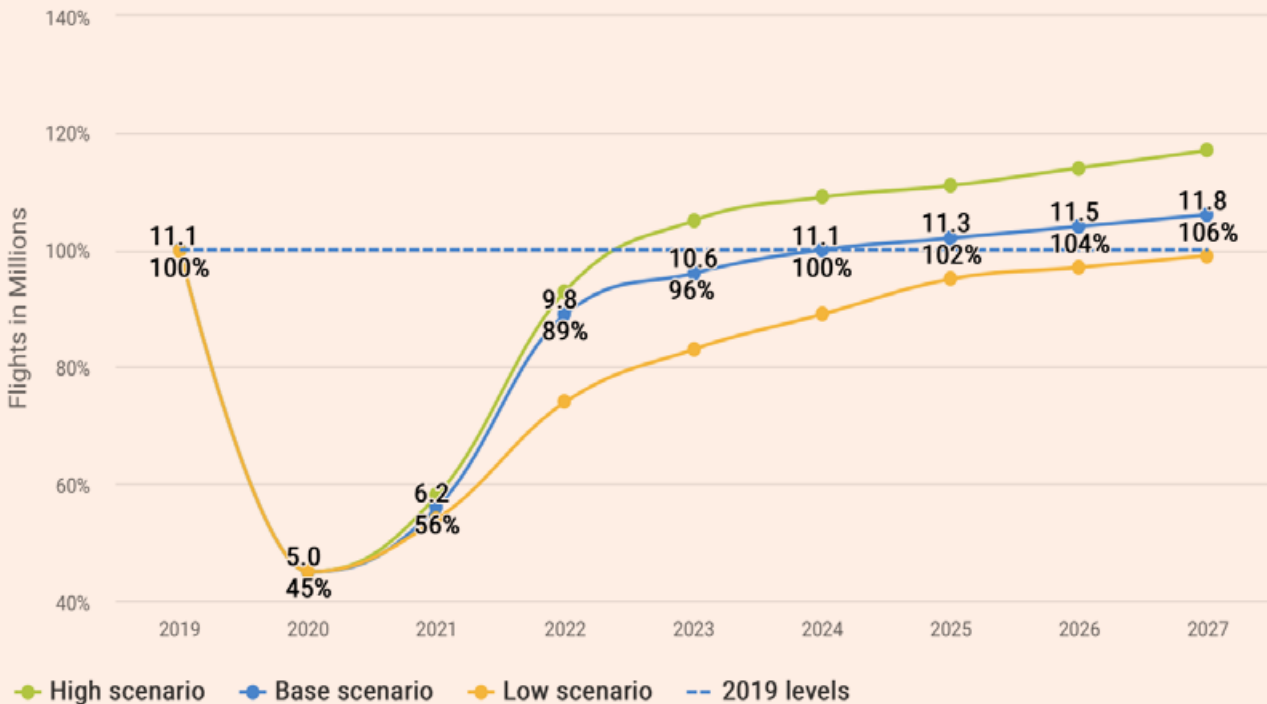
The High scenario envisages the vaccination campaign continuing both within Europe and globally, with reliable vaccines that continue to be effective, including against variants. With a coordinated inter-regional approach, travel restrictions are relaxed, with most inter-regional flows restarting by the middle of 2022. Business travel recovers quickly in this scenario.

The Baseline scenario is similar but with flows outside Europe recovering rather more slowly (partly as the result of a lack of a coordinated inter-regional approach) and with business travel only recovering to pre-COVID levels in 2023.

The Low scenario considers the impact of several downside risks, such as slow/patchy vaccination rates, the need for new vaccines as a result of variants, the reintroduction of lockdown and similar measures, the continuation or re-imposition of travel restrictions, economic risks, including high energy prices and a long term drop in people's propensity to fly.

EUROCONTROL 7-year forecast for *Europe 2021-2027

Actual and future IFR movements, % traffic compared to 2019



© EUROCONTROL

*Europe = ECAC 44 Member States

18/10/2021**TIACA ANNOUNCES
RE-APPOINTMENT OF CHAIR
AND VICE CHAIR**

Following a successful two years serving the membership and industry, TIACA is pleased to announce that Chair Steven Polmans and Vice Chair Sanjeev Gadhia will continue their work at the association's helm for the next two years.

Following the successful transformation of the association, including a revision to the Bylaws facilitating a possible second term for the Chair and Vice Chair, the Board of Directors considered and approved an additional term for the current Chair and Vice Chair to ensure there was stability of leadership and a long-term focus at the Board level. The Board has complete confidence that this will be in the best interest of the association and industry. The re-appointment will allow continuity of leadership that will steer the Association through its Executive Summit in March 2022 and the Air Cargo Forum which will be held in its new home at the Miami Convention Center in November 2022.

22/10/2021**MINISTERS ADOPT IMPORTANT COMMITMENTS
TO HELP RESTORE INTERNATIONAL TRAVEL
AND TRADE**

Ministers, Deputy Ministers and the heads of 24 international organizations completed a comprehensive review of pandemic-driven priorities for global air transport today, formalizing new commitments on border risk management and vaccination approaches, building air transport back better for sustainability and future pandemic resilience, and other key priorities aimed at accelerating air tourism and trade recovery and reconnecting the world.

The agreements were enshrined in a new Declaration they adopted as the key outcome of ICAO's High-level Conference on COVID-19, which completed today after nine days of intensive virtual multilateralism.

The new ministerial Declaration, adopted in the presence of over 50 Ministers and Deputy Ministers, recognizes the severity of the COVID-19 crisis for civil aviation, and its cascading impacts on global supply chains and the many national economies which rely so significantly on international flights for tourism and trade.

It also recognized the critical role now being played by air transport and the ICAO Council's Aviation Recovery Task Force (CART) in keeping the essential supplies and personnel moving to where the world needs them most.

24/10/2021**ALTA CELEBRATES AGM AND APPOINTS NEW PRESIDENT**

Member airlines from the Latin American and Caribbean Air Transport Association held their Annual General Meeting today and the new Executive Committee President was elected: Roberto Alvo, CEO of LATAM Airlines, whose position will be effective today, October 24, 2021, and for a period of one year.



Source: ALTA

27/10/2021**RYANAIR HAS LAUNCHED ELECTRIC HANDLING AT ELEVEN MAJOR EUROPEAN AIRPORTS**

Ryanair has today launched electric handling at eleven major European airports – Alicante, Barcelona, Madrid, Malaga, Mallorca, Seville, Santiago, Valencia, Amsterdam Schipol, Gothenburg-Landvetter and Oslo – enabling zero emission turnarounds. These latest industry-leading developments represent a significant investment in sustainable operations, boost Ryanair’s commitment to reducing its environmental footprint and further pave the way to achieving net zero carbon emissions by 2050.



Source: Ryanair

29/10/2021**FIRST A319NEO FLIGHT WITH 100% SUSTAINABLE AVIATION FUEL**

Airbus, Dassault Aviation, ONERA, the French Ministry of Transports and Safran have launched the first in-flight study of a single-aisle aircraft running on unblended sustainable aviation fuel (SAF).

During the flight test over the Toulouse region on 28 October, one CFM LEAP-1A engine of an Airbus A319neo test aircraft operated on 100% SAF. Initial results from the ground and flight tests are expected in 2022.



Source: Airbus

03/11/2021**FAA PROPOSES LONGER REST PERIOD BETWEEN SHIFTS FOR FLIGHT ATTENDANTS**

The U.S. Department of Transportation's Federal Aviation Administration (FAA) today proposed a regulation to require that flight attendants have a longer rest period between shifts. The proposed rule would increase the rest period to 10 consecutive hours when scheduled for a duty period of 14 hours or less.

04/11/2021**STANDARDIZED RUNWAY REPORTING FORMAT TO ENHANCE AVIATION SAFETY WORLDWIDE**

The ICAO Global Reporting Format (GRF) for assessing and reporting runway surface conditions, which became applicable worldwide today, will help mitigate the risk of runway excursions, which continues to be the most common form of aviation accident.

The harmonization of the assessment and reporting of runway surface conditions will not only benefit runway safety, but also efficiency and sustainability, through a better planning of contaminant removal and the more effective use of de-icing and other treatments.

04/11/2021**ATR CELEBRATES 40-YEAR ANNIVERSARY AND LOOKS TO SHAPE FUTURE OF REGIONAL AVIATION**

ATR today marks its 40-year anniversary, celebrating key breakthroughs for regional aviation over the past four decades. The market-leading turboprop manufacturer will also use this milestone to look to the future, as it continues to incorporate innovative and sustainable technologies into its aircraft.

On November 4 1981, ATR's founding partners – Aerospatiale of France and Aeritalia of Italy – signed the agreement that sealed the shared ambition to produce an aircraft designed for regional connectivity. With an initial business case for a few hundred aircraft, 40 years later, the ATR family now has four versions and ATR has sold 1,800 aircraft. The programme's enduring success stems from a design that set a benchmark in innovation, incorporating composite materials for the first time. This initial technological leap has since been supplemented by the company's dedication to continuous development, integrating new technology that deliver tangible benefits to passengers and operators alike.



05/11/2021

JEAN PIERSON: INSTIGATOR OF AIRBUS' INTEGRATION PASSES AWAY

In 1985 he was appointed Managing Director of the Airbus Industrie consortium, a position he held until 1998. Pierson oversaw the launch of the A330 and A340 programmes as well as the expansion of the A320 family with the A318, A319 and A321, and was the main decision-maker behind the launch of the UHCA (Ultra High Capacity Aircraft) programme which gave birth to the A380.

Jean Pierson played a large part in the success of Airbus which, under his tenure, underwent a period of intense growth and rose to the rank of the world's leading aircraft manufacturer. This significantly increased the company's market share and laid the foundations for the company's integration.



Source: Airbus

08/11/2021

BRITISH AIRWAYS POWERS FIRST TRANSATLANTIC FLIGHT FOLLOWING THE LIFTING OF US RESTRICTIONS WITH SUSTAINABLE AVIATION FUEL

British Airways flight BA001 became the airline's first flight to depart for the US this morning, as the country lifted restrictions imposed on British travellers for more than 18 months.

The BA001, the flight number previously reserved for Concorde, departed Heathrow at 0830 this morning in a synchronised take-off with Virgin Atlantic's VS3 flight. Both flights were bound for New York, JFK.



Source: British Airways

08/11/2021

EMBRAER PRESENTS THE ENERGIA FAMILY - FOUR NEW AIRCRAFT CONCEPTS USING RENEWABLE ENERGY PROPULSION TECHNOLOGIES

Embraer today announced a family of concept aircraft that it is exploring to help the industry achieve its goal of net zero carbon emissions by 2050. The details of the Energia family, the latest in the company's Sustainability in Action initiative, were broadcast live via YouTube from Embraer's manufacturing facility in Sao José dos Campos.



Source: Embraer

10/11/2021

U.S. RELEASES FIRST-EVER COMPREHENSIVE AVIATION CLIMATE ACTION PLAN TO ACHIEVE NET-ZERO EMISSIONS BY 2050

At the United Nations Climate Change Conference, U.S. Transportation Secretary Pete Buttigieg will announce the U.S. Aviation Climate Action Plan, which, for the first time, sets out to achieve net-zero greenhouse gas emissions from the U.S. aviation sector by 2050.

Key initiatives in the plan include:

- Increasing Production of Sustainable Aviation Fuels
- Developing New Aircraft Technologies
- Increasing Operations Efficiency
- Cutting Airport Emissions, Boosting Airport Resilience

12/11/2021

ICAO COUNCIL APPROVES CORSIA SUSTAINABILITY CRITERIA FOR SUSTAINABLE AVIATION FUELS

At a meeting of its 224th Session this week, the ICAO Council approved new Sustainability Criteria for sustainable aviation fuels (SAF) eligible under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), together with the compliance assessment guidance.

By making use of aviation fuels which meet the new Sustainability Criteria for SAF life-cycle CO2 reduction benefits and other environmental and socio-economic themes, aircraft operators engaged in international flights can claim associated reductions in their CORSIA CO₂ offsetting requirements.

14/11/2021

INDIGO PARTNERS PORTFOLIO AIRLINES ORDER 255 A321NEO FAMILY AIRCRAFT

Wizz Air (Hungary), Frontier (United States), Volaris (Mexico) and JetSMART (Chile, Argentina), Indigo Partners portfolio airlines, have announced an order for 255 additional A321neo Family aircraft under a joint Indigo Partners agreement.

The firm order was signed at the Dubai Airshow. This order brings the total number of aircraft ordered by the Indigo Partners' airlines to 1,145 A320 Family aircraft. The aircraft ordered today are a mix of A321neos and A321XLRs, which will be delivered to the individual airlines as follows:

- Wizz Air: 102 aircraft (75 A321neo + 27 A321XLR)
- Frontier: 91 aircraft (A321neo)

- Volaris: 39 aircraft (A321neo + 2 A321XLR)
- JetSMART: 23 aircraft (21 A321neo + 2 A321XLR)



Source: Airbus

15/11/2021**PRATT & WHITNEY CANADA ANNOUNCES NEW PW127XT ENGINE SERIES: SETTING A NEW BENCHMARK FOR REGIONAL TURBOPROP ENGINES**

Pratt & Whitney Canada, a business unit of Pratt & Whitney, announced today its new regional turboprop PW127XT engine series, designed with the latest materials and technologies to deliver the next level of efficiency, time-on-wing and service. The company celebrated the launch with ATR, with the PW127XT-M engine that is purpose-built to offer world-class reliability and increased value for ATR 42/72 aircraft.



Source: Pratt & Whitney Canada

15/11/2021**EU AND ARMENIA SIGN AVIATION AGREEMENT**

Today, the European Union and Armenia signed a common aviation area agreement, based on

common high standards in aviation safety, security and air traffic management. The signing means

new opportunities for consumers, airlines and airports in Armenia and the EU.

16/11/2021**AT THE DUBAI AIRSHOW 2021 TODAY, EMIRATES ANNOUNCED THAT IT WILL RETROFIT 105 OF ITS MODERN WIDE-BODY AIRCRAFT WITH ITS PREMIUM ECONOMY PRODUCT**

At the Dubai Airshow 2021 today, Emirates announced that it will retrofit 105 of its modern wide-body aircraft with its Premium Economy product, in addition to other cabin enhancements. The 18-month retrofit programme, scheduled to begin at the end of 2022, will be entirely conducted at Emirates' state-of-the-art

Engineering Centre in Dubai. It will see 52 Emirates A380s and 53 Boeing 777s fitted with a new cabin class – the airline's highly lauded Premium Economy. The airline is also considering installing a brand new Business Class product on its Boeing 777 aircraft, with customised seats in a 1-2-1 layout.



Source: Emirates

16/11/2021

ACI WORLD LAUNCHES INAUGURAL SUSTAINABILITY STRATEGY REPORT FOR AIRPORTS WORLDWIDE

Airports Council International (ACI) World has launched a comprehensive report to help airport executives with their holistic sustainability strategy as they work towards aligning their local initiatives with common international topics and objectives.

The ACI World Sustainability Strategy for Airports Worldwide, which builds on the ACI EUROPE Sustainability Strategies for Airports, provides an over-

view of how sustainable aviation can contribute to the UN Sustainable Development Goals and provides the very first overview of the most relevant and commonly reported material sustainability topics. Based on the rigorous data collection from over 80 airports globally and desktop research, topics covered include service quality, infrastructure development, and safe and efficient operations.



18/11/2021

BRUSSELS AIRLINES CONFIRMS ITS POSITION IN THE MARKET WITH A NEW BRAND IDENTITY

Today, Brussels Airlines presents a new brand identity, confirming its position in the market as Belgium's home carrier.

Updated colours, a new logo and aircraft livery are the visual token of the airline's new chapter, stating

its readiness for future challenges and re-emphasizing on the importance of the Belgian brand. A chapter with a strong focus on customer experience, reliability and sustainability while keeping a competitive cost-structure.



Source: Brussels Airlines

(cont.'d ►)

23/11/2021**ACI WORLD AND INTERNATIONAL TRANSPORT FORUM AGREE TO ENHANCED COOPERATION**

At the Airports Council International (ACI) Latin America and Caribbean/World Annual General Assembly, Conference, and Exhibition today, ACI World and the International Transport Forum (ITF) at the OECD have exchanged Letters of Cooperation that will enable increased collaboration between the two organizations.

As the airport industry looks to rebuild and forge the path for sustainable development, this arrangement will allow ACI World and ITF to have a more structured cooperation on policy topics encompassing economics, sustainability, and capacity issues, among other subjects. This collaboration will include:

- Participation in each other's events including the ACI World Annual General Assembly (WAGA) and the ITF Summit as well as the ITF Roundtable on Airport Capacity and Competition: Slot Allocation at Congested Airports
- Participation of ITF in ACI World meetings, committees and events that pertain to economics and environmental protection
- Contribution by ACI World on aviation reports for ITF, where suitable
- Cooperation on other initiatives related to promoting the sustainable development of the air transport industry at a global level

25/11/2021**ACI WORLD RENEWS ITS COMMITMENT TO THE SUSTAINABLE DEVELOPMENT OF THE AVIATION ECOSYSTEM AT 31ST WAGA**

Airports Council International (ACI) World has renewed its commitment to the sustainability of the aviation ecosystem and called on international and national regulators to support the airport industry in achieving its collective social, environmental, and economic sustainable development goals.

A key resolution, approved at the 31st ACI World Annual General Assembly (WAGA) and which supported the ACI World annual conference's theme of sustainability, outlined the next steps on the sustainable development of the aviation ecosystem.

It recognized the need to pro-

mote restorative development by reducing and proactively addressing risks and increasing airports' social and economic benefits by properly balancing them with the environmental aspects of the business.

Sheik Aimen bin Ahmed Al Hosni, CEO of Oman Airports Management Company, was approved as Chair and will begin his two-year term on 1 January 2022, succeeding Martin Eurnekian, CEO of Corporacion América Airports and President of Aeropuertos Argentina 2000. Sheik Al Hosni has been ACI World Vice Chair since December 2018.

25/11/2021**EUROPEAN COMMISSION ADOPTS NEW EU AIR SAFETY LIST**

The European Commission today updated the EU Air Safety List, which is the list of airlines that are subject to an operating ban or operational restrictions within the European Union as they do not meet international safety standards.

Ensuring the highest level of air safety for Europeans and all other passengers travelling to and within the European Union is at the very heart of the Commission's aviation safety policy.

With today's update, all airlines certified in Moldova have been removed from the EU Air Safety List, following improvements to aviation safety in the country. One Russian air carrier has however been added to the List, due to concerns about its ability to comply with international standards.

26/11/2021**ERA'S BOARD CONTINUES TO GO FROM STRENGTH TO STRENGTH FOLLOWING ANNUAL ELECTIONS**

ERA (European Regions Airline Association) reveals the results of its recent board elections.

The results were announced to members at the ERA Annual General Meeting, held on 25 November during the ERA Membership Conference 2021 in London.

Two new airlines have joined the ERA Board following this year's election. Officially announced at

(cont.'d ►)

26/11/2021

ERA’S BOARD CONTINUES TO GO FROM STRENGTH TO STRENGTH FOLLOWING ANNUAL ELECTIONS

► *cont’d*

the ERA Membership Conference yesterday during the AGM, Gilles Feith, CEO, Luxair and Vasiliki Christidi, General Manager, SKY express will help in representing the 58 airlines within ERA’s membership. Sandrine de Saint Sauveur, President and CEO of APG Airlines was equally re-elected and will remain on the Board for another three-year term.

30/11/2021

ONEWORLD MEMBERS TO PURCHASE 350 MILLION GALLONS OF BLENDED SUSTAINABLE AVIATION FUEL FROM AEMETIS IN INDUSTRY-LEADING COMMITMENT

Members of the oneworld® Alliance intend to purchase more than 350 million gallons of blended sustainable aviation fuel from renewable fuels company Aemetis for their operations at San Francisco International Airport, further signifying the alliance’s commitment to environmental sustainability. Once finalised, the agreements will cover the delivery of sustainable aviation fuel over a sev-

en-year term beginning in 2024. oneworld members including Alaska Airlines, American Airlines, British Airways, Cathay Pacific, Finnair, Iberia, Japan Airlines, Qantas and Qatar Airways will look to utilise the sustainable aviation fuel for their operations at San Francisco Airport, with the potential for additional oneworld members to participate in the coming months.

01/12/2021

UNITED TO BECOME FIRST IN AVIATION HISTORY TO FLY AIRCRAFT FULL OF PASSENGERS USING 100% SUSTAINABLE FUEL

United today will operate an unprecedented flight that will serve as a turning point in the industry’s effort to combat climate change: for the first time in avia-

tion history, a commercial carrier will fly an aircraft full of passengers using 100% sustainable aviation fuel (SAF). Also today, United announced the second round

of corporate participants in the airline’s Eco-Skies AllianceSM program to collectively contribute towards the purchase of SAF.



Source: United

07/12/2021**ICAO AND UNWTO ISSUE JOINT STATEMENT FOR AVIATION DAY, CALL FOR EFFORTS TO RECONNECT THE WORLD TO BE ACCELERATED**

With global connectivity recovery on course, both UN bodies called for intensified efforts towards vaccine equity and stressed that restrictions on travel due to new variants of COVID-19 must only be used “as a very last resort,” noting they’re “discriminatory, ineffective and against the guidance of the World Health Organization.”

07/12/2021**AMERICAN AIRLINES ANNOUNCES LEADERSHIP SUCCESSION PLAN**

American Airlines Group Inc. (NASDAQ: AAL) today announced Doug Parker will retire as chief executive officer of American Airlines on March 31, 2022. Robert Isom, currently president of American, will succeed him. Isom also will join the airline’s board of directors on that same date, and Parker will continue to serve as chairman of American’s board.



Source: American

09/12/2021**FAA AWARDS RESEARCH GRANTS TO BUILD SUSTAINABLE AVIATION FUEL SUPPLY CHAINS**

The U.S. Transportation Department's Federal Aviation Administration (FAA) is tapping some of the nation's top research institutions to build sustainable aviation fuel supply chains in different regions across the United States. More than \$1.4 million will go to five universities to undertake the research.

10/12/2021**AIRBUS INCREASES ITS INNOVATION FOOTPRINT IN SPAIN TO DEVELOP NEW HYDROGEN TECHNOLOGIES**

Airbus is increasing its presence in Spain with the launch of an Airbus UpNext entity, a wholly-owned innovation subsidiary, and a Zero Emission Development Centre (ZEDC) for hydrogen technologies.

This complements Airbus' existing footprint in Spain and reaffirms Airbus' commitment to remain a strong player in the Spanish aerospace ecosystem. Airbus has long been a pioneer in composite technologies in Spain, both in materials and manufacturing processes.

10/12/2021**ICAO AIR SERVICES NEGOTIATION EVENT IN BOGOTA HOSTS 70 COUNTRY DELEGATIONS, BOOSTING EFFORTS TO RECONNECT THE WORLD**

ICAO's 2021 Air Services Negotiation (ICAN) event took place last week in Bogota, Colombia, from 6-10 December, providing both an in-person and virtual platform for countries finalizing new international air transport agreements.

The Bogota ICAN is the first to be hosted in South America since the unique global negotiation events were established by ICAO, in 2008. Over 300 in-person and 170 virtual participants, representing 70 countries, took advantage of the cost-effectiveness and efficiency of this year's hybrid gathering.



Source: ICAO

13/12/2021**UNITED BECOMES LARGEST AIRLINE TO INVEST IN ZERO-EMISSION ENGINES FOR REGIONAL AIRCRAFT**

United today became the largest airline to invest in zero-emission, hydrogen-electric engines for regional aircraft, the latest move toward achieving its goal to be 100% green by reducing its GHG emissions 100% by 2050, without relying on traditional carbon offsets.

Through a new equity stake in ZeroAvia, a leading company focused on hydrogen-electric aviation solutions, United expects to buy up to 100

of the company's new zero-emission, 100% hydrogen-electric engines (ZA2000-RJ).

The engine could be retrofit to existing United Express aircraft as early as 2028.

One potential use is on United's unique CRJ-550, the only 50-seat aircraft which offers first class and other premium amenities, making this leading aircraft even better and marking another first for United.

14/12/2021**LAUNCH OF SESAR 3 JOINT UNDERTAKING MARKS A NEW CHAPTER IN MODERNISING EUROPEAN AIR TRAFFIC MANAGEMENT**

Today sees the official launch of the SESAR 3 Joint Undertaking (SESAR 3 JU), marking a new chapter in modernising European air traffic management (ATM). Bringing together the EU, Eurocontrol, and more than 50 organisations covering the entire aviation value chain, including drones, this new European partnership will invest more than EUR 1.6 billion between now and

2030 to accelerate, through research and innovation, the delivery of an inclusive, resilient and sustainable Digital European Sky. Building on the achievements of its predecessor, the SESAR 3 JU will drive an ambitious programme to make Europe's aviation infrastructure fit for the digital age, while offering quick wins to contribute towards the sector's net zero ambitions.

16/12/2021**QANTAS HAS SELECTED THE AIRBUS A320NEO AND AIRBUS A220 FAMILIES AS THE PREFERRED AIRCRAFT FOR THE LONG-TERM RENEWAL OF ITS DOMESTIC NARROW-BODY FLEET**

A firm commitment for 40 aircraft – 20 A321XLR (extra long-range) and 20 A220 aircraft – is expected to be placed with Airbus by the end of FY22, following discussions with employees about arrangements to operate the new aircraft types and a final decision by the Qantas Board.

16/12/2021**KOREAN AIR DEVELOPS WORLD'S FIRST AIRCRAFT INSPECTION TECHNOLOGY USING DRONE SWARMS**

Korean Air, with its extensive experience in manned and unmanned aerial vehicle development, has developed a technology that can inspect aircraft using drone swarms.



Source: Korean Air

16/12/2021**EMIRATES COMPLETES A380 FLEET WITH 123RD DELIVERY OF ICONIC AIRCRAFT**

Emirates today received delivery of its 123rd Airbus A380 superjumbo jet. The aircraft, registered as A6-EVS, is also the final new A380 aircraft to join Emirates' fleet, marking another milestone in the airline's steadfast 21-year commitment to the programme.



Source: Emirates

16/12/2021

AIR FRANCE-KLM ORDERS 100 AIRBUS A320NEO FAMILY AIRCRAFT - WITH PURCHASE RIGHTS FOR AN ADDITIONAL 60 AIRCRAFT - FOR KLM AND TRANSVIA, AND SIGNS AN LOI FOR THE PURCHASE OF 4 AIRBUS A350F FULL FREIGHTER AIRCRAFT FOR AIR FRANCE

On December 16, 2021, the Air France-KLM Board of Directors made the decision to move forward on the Group's goal to improve its economic and environmental performance through the introduction of next generation aircraft. In doing so, the Group also demonstrated its ability to leverage purchasing synergies.

20/12/2021

QATAR AIRWAYS IS THE FIRST AIRLINE IN THE WORLD TO MAKE A CARBON TRANSACTION ON THE IATA AVIATION CARBON EXCHANGE (ACE) VIA IATA CLEARING HOUSE (ICH)

Qatar Airways and the International Air Transport Association (IATA) announced that Qatar Airways became the first carrier to make a transaction on the IATA Aviation Carbon Exchange (ACE) using IATA Clearing House (ICH). The IATA Aviation Carbon Exchange (ACE) is a centralised marketplace where airlines and other aviation stakeholders can trade CO2 emission reduction units for compliance or voluntary offsetting purposes. With a secure and easy to use trading environment, ACE offers the highest transparency in terms of price and availability of emission reduction units while simplifying the process for air carriers to access carbon markets to achieve their decarbonisation targets.

21/12/2021

EU DIGITAL COVID CERTIFICATE: COMMISSION ADOPTS BINDING ACCEPTANCE PERIOD OF NINE MONTHS FOR VACCINATION CERTIFICATES

Today, the Commission adopted rules relating to the EU Digital COVID Certificate, establishing a binding acceptance period of 9 months (precisely 270 days) of vaccination certificates for the purposes of intra-EU travel. A clear and uniform acceptance pe-

riod for vaccination certificates will guarantee that travel measures continue to be coordinated, as called for by the European Council following its latest meeting of 16 December 2021.

The new rules will ensure restrictions are based on the best avail-

able scientific evidence as well as objective criteria. Continued coordination is essential for the functioning of the Single Market and it will provide clarity for EU citizens in the exercise of their right to free movement.

21/12/2021

EVE AND REPUBLIC AIRWAYS ANNOUNCE PARTNERSHIP TO DEVELOP REGIONAL OPERATOR NETWORK OF THE FUTURE WITH AN ORDER FOR UP TO 200 EVTOL AIRCRAFT

Eve Air Mobility, an Embraer company, and Republic Airways Holdings Inc, announced today a Memorandum of Understanding and Letter of Intent to purchase up to 200 of Eve's electric vertical takeoff and landing aircraft (eVTOL) to explore additional opportunities within its subsidiaries, such as LIFT Academy, that are focused on workforce development initiatives and the future of air travel. The strategic relation-



ship will focus on developing a deployment network throughout the Central and East Coast markets of the United States, with an initial focus on the Boston, New York and Washington, D.C. markets.

25/12/2021

AIRLINER MC-21-300 WITH WINGS MADE OF RUSSIAN COMPOSITES PERFORMS ITS FIRST FLIGHT

Today an MC-21-300 aircraft, whose wings are made of polymer composite materials produced in Russia, has performed its first flight. The airliner became airborne from the airfield of the Irkutsk Aviation Plant, a branch of Irkut (a subsidiary of Rostec State Corporation). The flight was performed in normal mode.





Hermes Participates at the 54th AACO AGM

Hermes – Air Transport Organisation participated in the 54th AACO AGM that was held in Doha on Thursday 11 November under the patronage of under the patronage of H.E Mr. Jassim bin Saif bin Ahmed Al Sulaiti, Qatar’s Minister of Transport, and by kind invitation of H.E. Mr. Akbar Al Baker, Group Chief Executive, Qatar Airways and Chairman of the 54th AGM.

The AGM, was attended by the CEOs of AACO member airlines, AACO partner airlines and industry partners from aircraft and engine manufacturers, Global Distribution Systems (GDSs), IT providers and other specialized companies relevant to the Arab air transport industry. During the AGM Dr Kostas Iatrou, Director General of the Organisation, had the opportunity to discuss with AACO Secretary General, Abdul Wahab Teffaha, the current situation of air transport. He met with the Director General of ACAO, Mr. Eng. Abdennabi Manar, to discuss plans to expand the cooperation between the two organizations. Henrik Hololei, Hermes Board Member of Hermes and Director-General for Mobility and Transport of the European Commission participated in the CEO panel.



الإتحاد العربي للنقل الجوي
AACO 54th AGM
الجمعية العامة الرابعة والخمسون
10-12 November 2021 - Doha - Qatar

Hermes Hosts a Reception at the 31st ACI LAC/ World Annual General Assembly



During the 31st ACI LAC/World Annual General Assembly held in Cancun between 22 and 24 November Hermes hosted a reception with the participation of numerous members of Hermes and members of the ACI World Governing Board.

Dr Kostas Iatrou, Director General of Hermes during his

speech presented Hermes and the latest developments of the organisation. Finally, he thanked ACI and Luis Felipe de Oliveira, Hermes’s Vice President & Treasurer and Director General of ACI for organising the reception. During the ACI LAC/World Annual General Assembly Dr Iatrou had the opportunity to meet with Juan Carlos Salazar, Secretary General of ICAO and Hermes member.

Hermes – Air Transport Organisation is Launching the Theme for the 2022 Recommendations: Sustainability of the Aviation Industry



In November 2021, ICAO released the first edition of its publication, *Innovation Driving Sustainable Aviation*. The publication highlighted work on the development of aircraft technologies, the improvement of aviation operations and infrastructure, and the development of environmentally friendly fuels. The goal of ICAO and the ICAO Global Coalition on Sustainable Aviation is to ensure a sustainable future for the industry. As a result, the thrust of most of the publication is on “the feasibility of a long term global aspirational goal for international aviation (LTAG).” However, as John Maynard Keynes, the eminent British economist, is reputed to have stated, “In the long run, we are all dead.” The thrust of this statement implies that if we cannot move quickly to solve short term issues, the long run no longer matters.

With Keynes’ thoughts in mind, Hermes wishes to propose how best to ensure the development of “quick fixes”. What can the aviation industry do over the next five years to ensure a sustainable long run future? Developing short term solutions for the aviation industry is a heavy lift, given its fixed infrastructure, attention to safety, and the long time to market for aviation technology. However, quick fixes will certainly be needed given aviation’s “bad press” and the movement to stifle the industry after the impact of COVID-19.

Accordingly, Hermes – Air Transport Organisation is inviting aviation associations to submit position papers which address the following questions:

1. What are the regulatory impediments to increasing sustainability? How can regulations be improved to incentivise and facilitate the aviation industry to be more efficient and sustainable?
2. How can industry participants better cooperate to improve sustainability? For example, how can airlines, airports and air navigation providers cooperate to improve sustainability over the next five years?
3. What are the industry’s best practices, already in place, that improve sustainability? How can these best practices be fully implemented throughout the industry?



INTERVIEW



**JUAN CARLOS
SALAZAR**

Secretary General
of ICAO



| ICAO



SUSTAINABILITY OF THE AVIATION INDUSTRY

1. How do you define sustainability in aviation?

Sustainability as a policy concept has its origin in the United Nations Brundtland Commission Report of 1987. Sustainability was defined at that time as “meeting the needs of the present without compromising the ability of future generations to meet their own needs,” and this is still the most widely used definition. Sustainability also refers to

an integrated approach that takes into consideration environmental and social concerns along with economic development, something we see reflected very directly in the UN 2030 Agenda for Sustainable Development. Adopted by all United Nations Member States in 2015, this agenda provides a shared blueprint for global peace, prosperity, and environmental stewardship.

As part of the UN system, ICAO is com-

mitted to promoting and implementing Agenda 2030, and our Strategic Objectives for international aviation connectivity help to drive benefits and progress which directly support the achievement of 15 of the 17 specific Sustainable Development Goals (SDGs) which compose it. This includes SDG 3 on Health, SDG7 on renewable energy, SDG9 on infrastructure and innovation, SDG11 on human settlements safety and resilience, and SDG13 on climate change.

One of ICAO`s five comprehensive Strategic Objectives is to minimize the adverse environmental effects of civil aviation activities. Our environmental efforts focus on aviation noise, local air quality and climate change. ICAO Member States are strongly committed to these objectives, and to-date they've adopted aspirational goals to achieve a 2% annual fuel efficiency improvement through to 2050 for international aviation, and carbon neutral growth for the air transport sector from 2020 onwards.

Another ICAO Strategic Objective related to sustainability is the Economic Development of Air Transport which fosters the development of a sound and economically viable civil aviation system.

2. What are the key features of a sustainable aviation industry?

A sustainable aviation industry is one which demonstrates an unwavering commitment to minimizing its adverse climate, environmental, and social impacts. A sector that is not afraid to take up new challenges, raise its climate ambition and transform itself, whether via its technologies and practices, its economic model or its policies.

A sustainable aviation sector must also be proactive in embracing change and innovation so that sustainability is continuously improved and so that crises like the one we are now confronting can be leveraged as an opportunity to do better. More concretely, it must be a sector that sets ambitious short, mid and long term goals, that elaborates precise roadmaps to achieve those goals, and that drives actions and solutions, starting today.



3. How can the aviation industry best reduce its environmental footprint?

There is an incredible wave of technological innovation taking place today, and very clearly the world has become collectively inspired to

achieve advances in aid of its greener, more sustainable future. Aviation is no exception to this rule.

While aviation faces greater challenges than other modes of transport in adopting and applying some of the advances now being made,

by as early as 2024 we may already see fully electric aircraft certified for passenger operations, and manufacturers and airlines are already partnering with innovators on hydrogen and electric technology.

It is evident today that there is simply too much motivation and dedication in this direction for these efforts not to be successful. This brings to mind as well the very concrete and detailed commitments we've seen amongst industry groups to progress our sector to its net-Zero emissions future, not to mention the importance of the many coalitions being formed with academic and other researchers to accelerate these advances.

In terms of more specific recent actions by States through ICAO to mitigate aviation's environmental footprint, countries have already adopted environmental standards and practices addressing noise, aircraft CO₂ emissions, and gaseous pollutants and non-volatile particulate matter emitted by aircraft engines.

This regulatory framework was developed to ensure that only the most effective and green technologies are implemented in new aircraft designs entering the market, and we're continuously on the lookout for new opportunities to make the associated provisions more ambitious.

More generally, with respect to CO₂ emissions reduction, countries have also adopted a Basket of Measures through ICAO which includes activities and solutions focused on new airframe and engine technologies, optimized operational measures, increased production and availability of Sustainable Aviation Fuels (SAF), and emissions offsetting under the CORSIA initiative.



ICAO is fully committed to helping States and industry realize their environmental goals, and has prepared a full spectrum of measures available for the aviation sector to address this global challenge.

4. How will investments in sustainability impact the efficiency and profitability of aviation?

It's a misnomer to characterize sustainability and profitability as conflicting priorities. Modern aircraft are already over 80% more fuel efficient than the first jets to enter service because fuel costs have always been one of the most important considerations in terms of airline profitability.

We in ICAO believe that in this century the successful manufacturers and operators will be those who most quickly deliver more sustainable and efficient new forms of passenger air travel without any sacrifices in terms of current safety, security, or efficiency performance. It is an

extremely challenging balance, but this is where cutting-edge technologies and tools will really be making their mark.

There are very high expectations being placed on our sector today to green our operations and make aviation more sustainable, and we're working at a very high pace to help achieve those outcomes. This was clearly in evidence at the UNFCCC COP26 meeting where ICAO showcased the efforts and increased ambitions of the aviation sector in this area. This is a key moment for action, and without any delay.

5. What are the industry's best practices, already in place, that improve sustainability?

Since 2020, ICAO has been organizing Stocktaking Seminars in order to bring together Member States, industry leaders, researchers, innovators and civil society advocates, and to share information on their ambitious plans, solutions and policies for emission reduction in international aviation. Aircraft technologies, operational improvements, sustainable aviation fuels (SAF), and many other developments have been showcased at these events.

With respect to current options and best practices, a wide variety are already in place today and ready to be used. Aircraft are lighter and more fuel efficient, their trajectories can be optimized using Performance-based Navigation and other operational measures to reduce fuel burn, and new infrastructure at various airports is allowing aircraft to use solar power while at their gates or take advantage of electric taxiing options.



SAF are available now. As part of the implementation of CORSIA and a means to reduce airline's offsetting requirements, in 2021 ICAO adopted the first-ever internationally-harmonized SAF sustainability criteria that cover all three pillars of sustainability, with environmental, economic and social themes.

In order to monitor the latest innovations from aviation stakeholders, the ICAO tracking tools of aviation CO₂ emissions reduction initiatives are set up to regularly provide a spectrum of information on mea-

sures to reduce the environmental footprint of aviation, including details on the most ambitious actions being taken.

Best practices nationally and regionally can also be appreciated using the information in ICAO's State Action Plans for aviation emissions reduction, which countries compile and submit to us to advise on their national progress. To-date over 120 States representing nearly 98% of global international aviation traffic have voluntarily submitted their Plans to ICAO, so as you can see there

is some tremendous momentum at play to address these challenges and green our sector.

6. How can these best practices be more fully implemented throughout the industry?

High-level political will and ambition always come first when it comes to changing practices and implementing climate action.

It's therefore essential for public and private decision makers to set a clear path, bold goals, and detailed roadmaps. Strong financial support from public and private stakeholders is similarly decisive to support that change. Investment drives results, and the right policies need to be in place to backbone these evolutions, at the State level but also internationally to scale up results and avoid competitive distortions for businesses.

And to ensure that no country is left behind in the green transition, capacity building, assistance and training are just as crucial in order to facilitate everyone's engagement.

ICAO is working hard today to increase related awareness and organize numerous online events and seminars, bringing the stakeholders to roundtable discussions and exchanges. We are also facilitating implementation of the best practices available, supporting the aviation decarbonisation transition taking place.

7. What are the regulatory impediments to increasing sustainability?

One of the impediments we face is that it takes time for a brand new aircraft to enter into the market. From

its design to its first test flight, from its certification to its serial production, the process is a long one, and even more so when we consider the need for entire fleets to be renewed.

A key factor in these timelines is that they allow us to safeguard safety objectives, which are always an underlying priority at ICAO. So when new aircraft concepts emerge, including those powered by electricity and hydrogen, one of the main challenges we face is how to embrace their green innovations as quickly as possible, reducing regulatory impediments by streamlining processes and without any compromises to current air transport safety, security, and reliability.

Aircraft certification procedures are an especially important part of this process, and I've been very encouraged to see that the European Union Aviation Safety Agency announced in 2020 the first type certification worldwide of a fully electric aircraft for use in pilot training.

Another lever of action is the international standards making process, and it is a key goal of mine to transform ICAO to become a more efficient enabler of latest innovations. The ICAO Council's Committee on Aviation Environmental Protection (CAEP) is one of the ICAO technical bodies currently looking into the issue.

8. How can industry participants, including airports, airlines, and air navigation providers, cooperate to improve sustainability?

Recently, the global air transport industry jointly adopted a long-term climate goal of net-zero carbon emissions by 2050, confirming the

commitment of airlines, airports, air navigation providers and aircraft and engine manufacturers to reduce sectoral CO₂ emissions.

States are also developing their sustainability roadmaps, stretching beyond the aviation sector, and these serve to increase the cooperative approach towards sustainability.

In parallel, ICAO is currently exploring the feasibility of a long-term global aspirational goal (LTAG) for international aviation CO₂ emissions reduction, as requested by the 40th Session of the ICAO Assembly in 2019. This prioritized work will be heavily reliant on these new partnerships and commitments, and is being conducted with tremendous support from the States and all the stakeholders. Its results with scenarios and means of implementation will be considered and deliberated on at the 41st session of the ICAO Assembly Session in September and October of this year.

Additionally, there are numerous partnerships between the stakeholders aimed at jointly reaching our environmental goals, and ICAO has organized its Global Coalition for Sustainable Aviation to serve as a forum to facilitate and accelerate their progress.

9. Sustainability is often thought of as a long-term goal, but what three key changes can the aviation industry implement within the next five years to increase sustainability?

2022 is a key year for us at ICAO. As I've mentioned, ICAO is currently exploring the feasibility of a climate LTAG for international aviation. Detailed studies have been conduct-

ed through a three-year technical process to assess the attainability and impacts of any goals proposed. I am working to assure a constructive dialogue during the Assembly, a coherent and synergistic approach, and of course a successful outcome.

Last year we received a crucial piece of information that permeates our work on Climate Change: the outcomes of the IPCC Six Assessment Report. There is a clear call from the scientific community for zero carbon for 2050 from all sectors to keep the impacts of climate change on check. For the aviation sector, it is therefore very important to ensure that we address in our work on the feasibility of a long-term aspirational goal, possible scenarios and means of implementation towards this scientifically driven goal in terms of technology, operations, fuels and clean energy.

In terms of concrete actions available now, along with the fleet renewals already taking place, aviation stakeholders can immediately begin using drop-in SAFs made from renewables or biomass. Forty-four airports are distributing SAF currently, and more are coming, and 22 States have adopted related policies or have them under development. New announcements on progress in this area are being made every month, as reflected in the ICAO Global Framework for Aviation and Alternative Fuels (GFAAF). Technologies are being validated, the supply chain is ready, and airports infrastructures are in place, and more than 360,000 commercial flights have used SAF already. This momentum needs to be amplified, and the sooner the better for aviation and our world.



ALTA AIRLINE LEADERS FORUM

ORGANIZED BY



BOGOTA
COLOMBIA

2021

OCTOBER 24-26

ALTA Leaders Forum, a 3-day-event, was held in Bogota, Colombia on 24 through 26 October 2021



Source: ALTA

In his opening address **Jose Ricardo Botelho** *Executive Director and CEO* said: “ALTA was born in Bogota 41 years ago and it is an honor to return to this land with such a rich culture and great tourism potential.

Leaders of the public and private world saw an industry that grew steadily in the last 16 years and that doubled in size every decade, in a region that by 2019 had managed to connect with all the continents of the planet by air.



Source: ALTA

This industry has advanced goals for the protection of the environment and that is why we welcome and support IATA's resolution to achieve the goal of net zero emissions by the year 2050. Our AGM ALTA, in a unanimous decision just yesterday, considered that the development and production of sustainable aviation fuels on a large scale and at a competitive price, is essential to achieve the goal of Net Zero Emissions by 2050. That is why we have called on the governments of the region to implement effective and efficient public policies to achieve that goal. We support CORSIA and the development of technologies and efficiency strategies. Although as an industry we are responsible for only 2% of global carbon emissions, we are committed to future generations. We are not and we do not want to be part of the problem, but, yes, we are and we want to be part of the solution.

In conclusion, I would like with everyone's permission to say that being a leader is being there for others no matter what. It is not wanting for oneself, but for others, even when this means giving up much, even the most precious."

Willie Walsh, *Director General of IATA*, started by pointing out that the last 18 months have made the world realise that there is no match to the face-to-face communication and it is aviation that make it possible. He stressed that only if all associations work together through regional officers the industry can drive change and get back on its feet." But the path to normality has started. Air cargo has been "a lifeline" and the "revenue star" for many airlines. In addition, where governments have not restricted travel, the passenger business recovery has been swift with domestic travel reaching 75% of pre-crisis levels but with international travel only to 22%.

 ALTA CONFERENCES 2022www.alta.aero/alta-conferences

He then turned to talk about the Latin America region more specifically: IATA is estimating for the airlines of the Latin America region “loss of \$5.6 billion for this year with an improvement to 3.7 billion in losses for the next year. This region was hit last by the pandemic. It has some of the longest and strictest travel restrictions and border closures but at the same time, the good news is that international connectivity is recovering faster in Latin America and the Caribbean than anywhere else in the world». He lamented the fact that governments in the region have very “disparate approach” when “it is in the interest of everyone to regain the freedom to travel. And it is especially in the interest of governments to have a revived aviation industry energize an economic recovery”. The region cannot afford to return to the pre-COVID-19 operating environment. While airlines have undertaken drastic cost reductions, “in this region not a single government provided direct financial support to airlines, just some financial relief came in the form of deferred taxation or reduction of fees. “Airlines cannot tolerate partners in the value chain that increase taxes and fees now that traffic is rebounding, as such partners “are profiting literally at our expense».

The other major issue of the day is sustainability. as the freedom to fly will depend on the industry’s ability to fly sustainably. IATA took a historic decision to achieve net-zero carbon emissions by 2050. and counts on ALTA to tackle “this

monumental and existential challenge”. It can be achieved. through sustainable Aviation Fuels (SAF), radical airframe designs, cutting-edge propulsion methods, efficiency gains, carbon capture technology and offsetting. But governments must help with incentives and ALTA’s resolution calling governments to support the development of SAFs in the region “sets the right tone for progress”. The industry needs to work together with governments to ensure reasonable market prices for SAFs.

Michael J. Linenberg, *Managing Director and Analyst at Deutsche Bank*, talking on the Latin American airline recovery outlook said that the recovery varies dramatically across the different countries of the region Mexico, Colombia, and the Dominican Republic have bounced back from the COVID-19 pandemic faster than Brazil, Chile, or Argentina because “the quicker you open, and the fewer travel restrictions you impose, the faster you’ll be back”. The Latin American market has though a lot of challenges before coming back from the COVID-19 pandemic: lack of infrastructure, coordination between countries, and poor financial performance are the biggest challenges.

Deutsche Bank believes the region will get back to profitability in 2023 and that Aeromexico, LATAM, and Avianca’s Chapters 11 will allow them to have a better cost base, improving their profitability, similarly to what happened in the US following with the many Chapter 11s. “I believe that coming out of this, Latin American carriers are going to have



Source: ALTA

more of their cost structure variable than fix coming in because they have been forced to go back and rethink their business models. If you look at LATAM, in their plan of reorganization, they are specifically calling out the fact that the first couple of years post coming out of their restructuring, 80% of their costs is going to be variable, and that compares to their historical rates of 65%. We're going to see structural changes."

The panel "AVIATION THE AFTERMATH" started off by discussing whether it was necessary to shut down the airports and the airlines. **Tracey Cooper**, CEO of Bahamasair, answered that today we can say in hindsight that it was an overreaction but at the time governments and people were scared. For **Jose Freig**, VP International, American Airlines, the great lesson learnt is to understand and reimagining how decisions are made in times of crisis and be prepared collectively to understand what all do and everyone does. **Jose Felicio**, President of Voepass, stressed the importance of working closely with authorities and find solutions. On the issue of the rather sizeable fines imposed in relation to Covid-19, Jose Freig said that the

real issue is all this money should go back into the industry and invest them to develop technologies to solve problems. Jose Felicio said that internal tourism in Brazil is growing very fast and they see good perspectives but corporate travel remains a challenge. Jose Freg stated that his airline has to "reimagine its network" and to the question "if Zoom killed business travel?" he answered that people want to meet face-to-face while Tracey Cooper stated that virtuality was in place even if not prolific before Covid hit to provide companies with efficiency but he is convince that when things get back to normal, business travel will pick up. In the US there is a correlation between corporate campuses opening and business travel increase. As to the change of processes and services the panelists agreed that airlines have to look at what the passengers want after the pandemic experience but all airlines will focus on cost reduction. Countries that had the means and the resources to vaccinate their population- that is western countries- will do better and so will the airlines that operate in these countries. Now that is known that "an airline can shut down for a year", there will be many financial



changes but even if airlines become efficient and reduce cost they always have to keep up with demand and make investments.

Steve Dickson, *FAA Administrator*, in his speech, “How Prepared is America for the Future of Sustainable Travel?” said that sustainability is one of the biggest challenges aviation faces right now. To be sustainable, an approach that nurtures continued economic success in parallel with addressing environmental and societal impacts must be pursued. That includes operating safely, minimizing carbon footprint and community impact, and finding the next generation of aerospace workers to keep this industry thriving. Safety is a journey, not a destination, and the FAA is constantly evolving as a regulator and an air navigation services provider to fulfil its mandate of operating the safest, most efficient aerospace system in the world. That is why it is working with its neighbours to share the lessons and experiences in we integrate exciting new forms of transportation into airspace systems – commercial space vehicles, drones, and flying taxis. FAA believes in safety management systems – SMS – as a tool that helps manage these changes and guarantee and take safety globally. With SMS data can be used both reactively and proactively and identify safety issues, determine root causes, and identify effective corrective action. U.S. airlines are already required to have an SMS and FFA

considers aircraft manufacturers, repair stations, air carriers, charter operators too to adopt SMS.

These are several initiatives underway in the U.S. designed to put aviation on a path to environmental sustainability such as investments in sustainable aviation fuels, coupled with technology, infrastructure, and operational efficiency improvements. He stated the example of a new software capability developed with NASA that airlines will use at 27 hub airports in the U.S. to get from the gate to the runway without all the typical stops and starts that burn unnecessary fuel so as to have lower emissions at airports.

But as the climate does not recognize borders, the success or failure will depend on all countries coming together to solve to the problem. That’s the reason FAA supports smart, global policies like CORSIA, and that’s why I want to work with my counterparts to identify global solutions in all areas – technology, operations, infrastructure, and SAF – that will enable us to work together collaboratively to achieve success globally.

Working together, countries and stakeholders can create an aviation system that will carry aviation into a safe, clean, efficient, and sustainable future.

The **second panel** of Day 1 focused on “**AIR CARGO AND THE COMBAT AGAINST COVID 19**”



Panelists from Azul, LATAM and Avianca agreed that the transport of cargo was a key driver of Latin American passenger carriers' success in maintaining their operations during the pandemic, as they went without government financial aid while transporting essential freight to fight Covid-19 and they see that market only growing further in the future.

In addition to conducting humanitarian transports and flying essential medical needs airlines began investing heavily to service the region's burgeoning e-commerce industry restrictions customers in Latin America turned to ordering goods online.

"Cargo is an instrumental part of what we do," *Azul Chief Executive John Rodgerson* says. "I always say that at Azul every single one of our 13,000 crewmembers works for our cargo department."

The airline's post-coronavirus recovery has gotten a big boost from its cargo business. Revenue in the segment is expected top \$198 million this year, more than double the 2019 revenue, as the airline continues to make investments in the segment. "There's a logistics problem in Latin America and this was a business that was going to grow anyway," Rodgerson says. "It just accelerated through Covid." Azul is now delivering 20,000 packages every day, he says, and can send them to more than 1,000 cities in Brazil within two days – a marked improvement over delivery times via ground-based transportation networks.

LATAM Cargo CEO Andres Bianchi considers the global disruption caused by Covid-19 "anything but" an opportunity, but it did create the conditions for a shift in perception among regulators and

government authorities on the continent. “The fact that we were very active, moving vaccines and doing disaster relief, enabled different conversations with the governments, and I think that’s a first step in generating a new operating environment,” he said. That environment will allow the industry to tackle long-standing issues like high taxation, outdated processes and ageing infrastructure. Brazil, for example, does not recognize an e-air way-bill, the interchange of electronic data messages in lieu of a paper air way-bill, to conclude the contract of carriage. “These things are too backwards, we want to take this industry to the next level and we need that efficiency, we need to be competitive.”

Azul’s Rodgerson agrees that the conversations changed after the airlines proved they could rapidly shift gears to transport more freight, after passenger demand dried up”. “People are listening now, so we need to refine what we need, and be very targeted and show how this can be a win-win,” he adds. “We need to come together as an industry to come with solutions instead of crying, ‘Help us! Help us!’ all the time.”

Colombia’s Avianca, too, was able to rope in additional business by placing more emphasis on cargo, even as the company voluntarily filed into a Chapter 11 bankruptcy protection process in May 2020, Cargo was “very relevant” to the airline during the crisis, *Avianca’s CEO for cargo & courier, Gabriel Oliva*, says.

“We were able to show the industry and the world what cargo was capable of during the pandemic, and it will remain very important in the future,” he added. “A lot of great things happened in the last 18 months, for example processes have been accelerated, and we can’t lose that momentum”.

Bianchi sees a threefold opportunity for the airline and the entire region’s air freight business going forward. “First, Latin American exporters are well positioned to grow, and some of them have been very savvy in taking advantage of the crisis,” Bianchi



said. “In addition, industries globally are going to rebalance their supply chains, which could, in the future, also benefit South America more.” Adding “Third, there’s a growing diversification of e-commerce players, and there’s an opportunity to serve them with different business models,” “The air cargo market [in Latin America] is still pretty small,” Azul’s Rodgerson says. “We are not going to steal market share from others – let’s grow the pie and the more cities we add to the map, the more clients we can serve.”

On day 2 of the ALTA Leaders Forum the panel on “**GREEN PATH: THE PATH FOR AIR TRANSPORT SUSTAINABILITY**” was moderated by **Sebastian Mikosz**, *Senior Vice President for Environment & Sustainability Senior Vice President at IATA* and started off with a presentation on the latest achievements taken by IATA, that is the resolution approved by IATA’s AGM on net zero by 2050, a target aligned with Paris Agreement goal to keep global warming under -1.5°C. Commitment is the first step then come the actions that need to be done in the three decades to come. IATA wants aviation business to keep growing globally so the challenge is to abate by 2050 21.2 gigatons of carbon, the “decarbonisation” process. IATA expects that by 2050 there will be over 10 billion air transport passengers and only decarbonisation can make aviation growth possible. According to IATA,



net zero emissions by 2050 is achievable through solutions such as sustainable aviation fuels, new aircraft technology, more efficient operations and infrastructure, offsetting schemes and carbon capture but it also requires the collective effort of all industry stakeholders. It is a four-pillar strategy: improved technology, more efficient aircraft operations, infrastructure improvements including air traffic management systems and a single global market-based measure. SAFs is the pillar of the decarbonisation process as 65% of the abatement will come from SAFs. The advantage is the SAFs are already being used, it is a known technology, the challenges are that the supply must be dramatically increased and the price, it is three times more expensive than the traditional fossil fuel. Given current financial situation, it is a very heavy commitment. On the other hand electric propulsion does not offer many solutions so far. Carbon Capture technologies seem very promising though still quite expensive. Aviation has to do its share but

it needs all the industry partners from manufactures to governments and passengers to do their share too all sitting in the same boat aiming at delivering the zero emission target. The panel representing all partners in the aviation value chain. Chris Cooper, Vice President Sales North America of Neste was asked whether the supply of SAFs can be increased and answered that that the industry as a whole can do it. He added that the industry needs to re-identify itself and embrace “organic” technologies and will realize that the consumer will be willing to pay the extra cost because they believe in organic growth. Now that the target has been identified the industry has to agree on the direction and work to find solutions. Neste converted traditional refineries to renewable refineries. Feedstock -the most critical component of Neste’s production -availability in Latin America can become part of the production globally. He stressed that SAF is nine variations of feedstock varieties. In Latin America there is the opportunity of production of raw materials for SAF-

waste oils, fat oils, greases-but in the future Latin America can participate into “bio micromedias”, that is partial production of products that can be used for SAFs. He talked about the promise of green hydrogen electrification with sustainable renewable electricity that will make possible the production of liquid fuel and that will revolutionize the industry as it will provide unlimited quantities of fuel.

Arturo Barreira, *President of LA & Caribbean, Airbus Americas*, was asked on hydrogen long haul aircraft answered that pioneering sustainable aviation is their corporate purpose. With this mindset Boeing the zero-emission plane plan that is going to explore and internalize what are the best solutions. He estimated that by 2035 Boeing will be able to launch a hydrogen aircraft because hydrogen has good energy density but they need to find ways to store it because of its volume. Airports will have to develop infrastructure to cater for hydrogen airplanes. Production of renewable solar or wind energy has multiplied by 7 over the last decade and will continue to grow so hydrogen will be used to stabilize these energies and our company will take advantage of these technologies.

On the availability of new propulsion, **Landon Loomis**, *Boeing vice president for Latin America & Caribbean* said that the focus on efficiency is embedded on what the industry does. Aircraft manufacturers try to ensure that new generation aircraft are 20-25% more efficient and cost-effective than the previous generation. There is some time controversy over whether it is going to be electric, hydrogen, SAF but the truth is that it is going to be all of it. The scale of what the industry tries to accomplish requires all these approaches and all these partners to build the future together. He pointed out that Covid accelerated the process of fleet renewal with a direct impact on carbon emissions. Studies show that even 12% of carbon emissions can be removed through the efficient use of data analytics, digital tools, the question is to implement them into the aircraft and the air

space system. It is Boeing’s job to stay on top of the technological curve on all the technological solutions available, hydrogen, SAF, electrical etc.. We continue to invest in hydrogen technology to understand the opportunities and limitations and position the company at the forefront of the curve. Boeing is looking at the different battery technologies, power conversion issues. But at the moment the SAF solution is where the efforts are focusing to meet the goals at the timeline set. Airlines complain that aircraft delivered today will be operating for the next 20-25 years reaching the timeline, so if aircraft have to be renewed in ten years who will pay for that, what makes SAF such an urgent technology as it can be used in the aircraft, in the engine, in the airport infrastructure that already exist and able to remove 80% of the carbon from the flight. Boeing has committed to a SAF certification by 2030, a marker for the industry.

Rafael Echevarne, *Director General of ACI-LAC*, was asked whether airport operations can become more efficient without charges being increased and he answered that no one knows how much hydrogen, SAF and all that will cost, at there are at an early stage. Only this year Vinci Airports announced the use of hydrogen at airports such as Lyon, Paris, Chile’s Santiago. Airports have to provide this infrastructure to ensure that all these changes can happen but airports are huge consumers of electricity, of energy even just to cool down terminals. This is why they have their own initiative called “Airport Carbon Accreditation” to which 350 airports around the world and 50 in Latin America participate. There already two airports in Latin America that have already been accredited as carbon neutral, Galapagos airport and Quito airport, Ecuador, as they have introduced solar panels etc. ACI has also committed to achieve carbon neutrality by 2050. And ACI works with World Bank and IFC to fund these investments as well as infrastructure. ACI is also working with ground handling companies to encourage to switch to electric vehicles and similar



Source: TWITTER ALTA

projects. The airports know what can be achieved in the emissions they generate themselves and the problem is how to work with the other partners. SAFs are appealing because despite their cost they can be used on the existing infrastructure but when asked whether airports will invest to cater for hydrogen or electric aircraft and relevant supply and storage system he answered that it is not clear yet what the airports have to provide to such aircraft.

Airbus representative said that they are committed to have all the aircraft flown on 100% SAF by the end of the decade.

Fabio Rabbani, *Regional South America ICAO SAM* was asked to convince the industry that offsetting is

a viable measure as they are many critics of CORSIA. He tried to explain how difficult it has been to build a reliable framework to implement something that will take some years to build. CORSIA stabilizes emissions from a baseline but it also builds a model deviating from the easy path, which is to charge taxes or having unilateral actions. It also allows to have a reliable reporting and monitoring measure to be able to identify what impact has been generated. South America is struggling with endorsing CORSIA to which 104 countries participate. So they have to wonder whether they are delivering the right message to the governments. The pandemic has shown that there are many internal communication cracks. The understanding from governments of



Source: TWITTER EU TRANSPORT

why aviation can be a good test for other sectors is needed because there will be offsetting for feedstock, SAFs. Another important element for Latin America is community engagement to social, economic and environmental sustainability and individual development and empowerment that can be brought about by these projects and initiatives. Aviation can be a good starting point for other initiatives. The criticism against offsetting is that it does not avoid contamination. It is not just a communication problem but an effort to engage new technologies and he reminded that in Latin American there have been pioneers in commercial biofuels. And he expects the region to go beyond mere production of feedstock to biorefineries etc.

The region, the society, the community would benefit from this model. He stressed that the different environmental policies adopted by governments do not inspire action. They should be made to understand that aviation can benefit all sectors, not only the innovation, pioneering benefits. IATA should coordinate better its effort to engage with the states and governments and to raise awareness of the contribution of society to aviation and vice versa. Aviation is the first step to environmental sustainability overall.

Henrik Holelei, *Director General of the European Commission* stressed that although airlines are held accountable for the emissions, the whole value



SOURCE: ALTA

chain, the ecosystem of aviation needs to take the joint responsibility as the airlines are after all the final stage. All stakeholders need to work together and every little element to make aviation sustainable.

When was asked what governments in Latin America can do to achieve the 2050 goal, he answered that all government should “stop lip service and start delivering” When the traffic comes back, there will be again air space congestion but with better planning of much more efficient air space 10% of the emissions could be cut. Government do agree in theory but do little in practice, “they say one thing and do the other thing”.

He stressed that SAFs is the most perspective solution for decarbonising aviation for the moment. The major part of the emissions are the long haul flights and we know with current technologies there is no aircraft that can fly long haul using alternative combustion systems, which means that SAFs are the solution. This means that the industry needs to scale up to SAF production and this is the issue for Latin America where good prospects exist. He called governments to look at a wider perspective and turn these to opportunities. He then turned

to the price issue, kerosene is going up but it has been decoupled from SAF price. For SAF price the only way is down and the government should step in and see it as an opportunity for countries.

He said that government should work through incentivising producers to shift their equity to assets and not through taxation which is a punitive measure. But the industry needs to make sure that SAFs are available. Incentivisation is one solution to a set of different measures that can help updating and industrialisation of SAF production but at this moment governments need to give money for innovation and research.





الإتحاد العربي للنقل الجوي

AAOC 54th AGM

الجمعية العامة الرابعة والخمسون

10-12 November 2021 - Doha - Qatar

AACO 54th Annual General Meeting, that was held in Doha-Qatar, decided the adoption of “net zero emissions” target as of 2050, based on the following strategy which relates to the joint responsibility of all sectors concerned with civil aviation. The AGM also called upon the European Union to respect the clause included in the annex of ICAO Assembly Resolution A39-2 and the clause included in the preamble of ICAO Assembly Resolution A39-3 on not imposing unilateral initiatives and to return to the global consensus that took place within the framework of ICAO. The resolution reaffirms the importance of respecting the Chicago convention and the Bilateral Air Services Agreements in all matters related to civil aviation and international air transport, including all affairs related to the environment.

On the other hand, the AGM adopted another resolution today reflecting what is needed for a faster recovery of the air transport sector from the implications of COVID-19. In particular, the AGM called upon governments to follow the guidelines of air travel and biosafety that were agreed upon by governments through the International Civil Aviation Organization (ICAO) and the World Health Organization (WHO) and their joint work which

culminated in the publishing of the ICAO’s Council Aviation Recovery Taskforce’s Recovery Report and Take-off Guidance which is now available in its 4th edition.

The AGM also commended and welcomed the decision of the Arab League’s Council of Economic and Social Affairs, which adopted general principles for air travel biosafety measures and the mutual recognition of vaccination certificates based on global guidelines by ICAO and the WHO,

and called upon governments to implement those principles in the national measures with regards to biosafety and air travel, and directed AACO to support the work of the Arab League jointly with the Arab Civil Aviation Organization, the Arab Tourism Organization, and the International Air Transport Association.

With regards to some countries’ initiatives to agree on Travel Health Corridors and/or Travel Bubbles, the AGM called upon those gov-



ernments to follow ICAO's guidelines while implementing those measures, particularly that they be temporary and that air services agreements, as they stand, should be the basis for any opening up for air travel under the travel health corridors and/or travel bubbles.

In addition, the AGM stressed the importance of technology to create touchless processes in all the travel activities and supported the initiatives taken by a number of entities to develop and deploy

applications that would facilitate touchless air travel, particularly the IATA Travel Pass and other applications which can be used by both governments and stakeholders.

Participation: AACO 54th Annual General Meeting convened in physical format for the first time since the outbreak of COVID-19

The General Assembly that was held under the patronage of H.E Mr. Jassim bin Saif bin Ahmed Al Sulaiti, Qatar's Minister of Trans-

port, and by kind invitation of H.E. Mr. Akbar Al Baker, Group Chief Executive, Qatar Airways and Chairman of the 54th AGM, was attended by the CEOs of AACO member airlines, AACO partner airlines and industry partners from aircraft and engine manufacturers, Global Distribution Systems (GDSs), IT providers and other specialized companies relevant to the Arab air transport industry. The AGM also welcomed the Arab Civil Aviation Organization

(ACAO), the European Commission (EC), and the International Air Transport Association (IATA), in addition to a number of aviation experts, where the number of delegates surpassed 200.

AACO Secretary General's Report: Mr. Abdul Wahab Teffaha's report addressed 4 axes of high focus for the global and Arab air transport industry.

AACO Secretary General presented his report to the AGM focusing on the following:

FIRST, the implications of COVID-19 on the economy and air transport, and how governments approached air travel following the outbreak of the virus.

SECOND, the principles that governments and stakeholders need to follow to support the air transport sector during the pandemic and help it re-emerge as the strongest supporter to economic growth.

THIRD, AACO member airlines' commitment to contribute to fully mitigating air transport's emissions, and the role of all aviation stakeholders in reaching that target.

FOURTH, the urgency of speeding up the road to a comprehensive digital transformation for air travel processes.

FIRST

The Secretary General highlighted the impact of the COVID-19 crisis in numbers as follows:

- The global economy in 2020 declined by 3.2% and will manage to recover its losses in 2021, while the Arab economy

suffered a double hit from the collapse of oil prices due to the global economic recession and effect of the pandemic on the travel and tourism sector which is an essential component of the Arab economy, pushing economic recovery until 2022.

- The contribution of the travel and tourism sector in global GDP dropped from 10.4% in 2019 to 5.5% in 2020, while in the Arab world the same indicator dropped from 14.4% in 2019 to 5.4 in 2020.
- The percentage of job losses in this sector worldwide was around 32% of the total jobs lost in 2020, while the percentage of job losses in the Arab world in travel and tourism accounted for 55% of the total jobs lost in 2020.
- Total Passenger traffic measured in Revenue Passenger Kilometers (RPKs), was globally still 66.7% lower in the first half of 2021 compared to the first half of 2019 and less by 80.0% for the Arab airlines.
- With such a deep and lingering impact of the crisis, it is expected that returning to 2019 passenger traffic levels will take three to five years from now, a period that depends heavily on how the world will adapt to a new normal of having an endemic Covid - 19.

The Secretary General also highlighted the evident confusion in how governments around the world dealt with trying to contain the spread of the virus while relying on arbitrary and spontaneous measures, lacking scientific evidence and transparency despite

having attended International Civil Aviation Organization and the World Health Organization meetings and having agreed on a harmonious checklist and global guidelines.

SECOND

AACO Secretary General explained that the unprecedented crisis is still ongoing despite the gradual and slow restoration of normal life which air transport has lost since last year. He noted that the world needs to adapt to a new normal where Covid - 19 becomes endemic. Accordingly, governments and stakeholders need to follow the guidelines which they themselves have developed through the International Civil Aviation Organization and the World Health Organization, and which are based on the application of a set of principles namely:

1. Governments' adoption of standard risk-based criteria to determine the way to deal with other countries on the basis of their epidemiological situation;
2. Governments to follow the bio-safety travel measures recommended jointly by the World Health Organization and the International Civil Aviation Organization;
3. Governments' recognition of health certificates issued by other countries;
4. Governments to be transparent when adopting measures;
5. To involve aviation stakeholders in the discussions leading to measures that will be implemented related to air transport;
6. Governments to embrace tech-



nological solutions that facilitate touchless travel;

7. In the cases where some governments resort to establishing public health corridors and/or travel bubbles, those should be considered temporary measures and should be based on existing air services agreements
8. To continue supporting airlines in financial aids and other ways;
9. To learn from the experiences

of countries, including many Arab countries, that dealt with air transport in a scientific and systematic manner, immunizing it from contributing to the pandemic's spread, eliciting the ideal method of containing the virus and confining its spread while easing restrictions on sectors that contribute to the economy, including air transport.

The Secretary General brought fo-

cus to joint efforts of AACO, with the Arab Civil Aviation Organization, the Arab Tourism Organization, and the International Air Transport Association that resulted in the Arab League's Economic and Social Affairs Council adopting a resolution that contains the principles mentioned above.

THIRD

The Secretary General went on to address the changes in the cli-

mate that pushed the entire world to deal with this existential threat in order to achieve a world free of carbon emissions caused by human activities. On that front, the Secretary General emphasized that achieving net zero carbon emissions by 2050 requires the following stakeholders to do their part in achieving the 2050 goal: governments, manufacturers and technology partners, and fuel and sustainable fuel suppliers. The actions that need to be done by each of these stakeholders was stipulated by the Secretary General and can be viewed in the attached “State of the Industry” report of the Secretary General.

FOURTH

The Secretary General then discussed the importance of adopting technology and embracing digital transformation, highlighting the qualitative leaps taken by many airlines, airports, and even governments in adopting information technology solutions that allow travelers to conduct all of their transactions electronically, without the need for any intervention or human communication. He called for further embracing solutions, such as the IATA Travel Pass, as those significantly contribute to alleviating the burdens imposed by the viral situation on travelers first and all stakeholders in air transport.

AACO’s Annual Report and Annual Air Transport Statistics: Data on the implications of COVID-19 on the economy, and the global and regional Air travel and tourism sector was distributed to delegates of the AGM.

The Annual Report and the Annual Arab Air Transport Statistics bulletins were distributed during AACO’s AGM. This year, both publications focused on the implications of COVID-19 on the global and regional travel and tourism sector, the expected times of recovery based on different scenarios, and what is required for a faster recovery of the sector. The Annual Report focused in particular, other than reflecting the impact in numbers and data, on the aeropolitical aspects of COVID -19, where is the industry in terms of meeting its climate change targets and how this should be dealt with, in addition to focus on the road for digitizing air travel to support the recovery of the sector. AACO’s work and cooperation initiatives amongst its member airlines are also highlighted in the report.

Major highlights of the data included in the two bulletins are listed here below:

- Travel demand to/from and within the Arab world decreased by 72.0% in 2020 compared to 2019, reflecting border closures and low passenger demand caused by the COVID-19 pandemic.
- Passengers using Arab airports in 2020 reached 122.5 million passengers, down from around 394.0 million handled in 2019.
- Cargo handled at Arab airports decreased by 24.5% in 2020 compared to 2019 reaching 6.5 million tons of cargo.
- AACO members passenger traffic measured in RPKs and seat capacity measured in ASKs declined by 72.0% and 63.5% in 2020 compared to 2019.
- Total revenues of AACO mem-

bers dropped by 59.8%, and operating revenues dropped by 60.3% in 2020 compared to 2019.

Speech by the Director General of the Arab Civil Aviation Organization: Eng. Abdennabi MANAR talked about common issues between ACAO and AACO

Historical partnership between the Arab Air Carriers’ Organization and the Arab Civil Aviation Organization exists with the common objective of both organizations to ensure a culture of Arab air transport safety, cooperation in aviation security and air traffic management, coordinated and common goals for mitigating the sector’s emissions under the umbrella of ICAO, and as well ensuring a healthy regulatory environment for the Arab airlines’ business. This cooperation has supported continuous and open dialogue between airlines and civil aviation authorities as well as airports in the region.

Eng. Manar highlighted these elements of cooperation in his speech as well as the close coordination that took place between the two organizations since the start of the COVID-19 pandemic in order to help the sector recover from the implications of the crisis as soon as possible.

IATA’s Speech to the AGM: Mr. Willie Walsh, IATA Director General and CEO, presented to the AGM the global air transport industry’s priorities for the future

Mr. Willie Walsh, IATA Director



General and CEO, gave a speech at AACO 54th AGM where he highlighted the short, medium and long-term priorities of the industry and what is needed from the different aviation stakeholders of the world to support the industry.

Arab Aviation Summit/CEOs' Panel: A high-level strategic discussion was moderated today by Mr. Richard Quest, Anchor and Correspondent/CNN

The Secretariat General of AACO invited member airlines, regional and international organizations, industry partners, partner airlines, air transport professionals, and

press to participate in the CEOs' Panel.

The CEOs' Panel is a discussion panel gathering Chief Executive Officers and Director Generals on strategic issues in the aviation industry, and was moderated this year by Mr. Richard Quest, Anchor and Correspondent/CNN.

All agreed that the recover will be effected before 2025.

H.E. Akbar Al-Baker/Group Chief Executive/Qatar Airways

All health apps will disappear and there will be only one similar to yellow fever certificate.

They continue to invest on sustainable growth as people today cannot live without traveling.

Qatar kept operating during the pandemic. They were opportunities that they took advantage of and so not only did Qatar Airways become the biggest operator but also managed to open new routes.

Mr. Abdelhamid Addou/Chairman of the Board and CEO/Royal Air Maroc

He stressed that there should be no single regulatory decision as for example the decision for the 100ml of liquids.

There will be much more dynamic digitalisation, things will speed up within oneworld alliance and the network will be renewed

His concluded by saying “Never lose faith”

Mr. Tony Douglas/Group Chief Executive Officer/Etihad Aviation Group

There was what might be called an “Open heart surgery on balance sheet in 2017”. They focus on Boeing 787 and Airbus A350 which are high performance sustainable aircraft.

Mr. Henrik Hololei/Director-General for Mobility and Transport/European Commission

The health authorities are in charge of regulations.

Single European skies have not been achieved yet as member states don't want to give away control.

States from the region have to join DCC as DCC helps flying. States need to cooperate to sign and move to open skies, which is a win-win situation.

Regarding sustainability, he said that there is a value chain in the suppliers of SAF, ATM and manufacturers (new aircrafts - hydrogen).

We need to think out of the box

Eng. Abdennebi Manar/Director General/ACAO

Coordination with the civil aviation authorities

Mr. Willie Walsh/Director General/IATA

Gave the example the DCC success

This region heavily dependent on international travel.

Regarding sustainability said that we should be more proactive, get the message across. People they forgot the importance of cargo during this crisis.

New Members Join AACO's Executive Committee

AACO members held a closed session today where they discussed administrative, financial, strategic and other issues related to AACO's Secretariat General work. The two strategic resolutions referred to at the beginning of this press release were adopted by AACO member airlines. On the other hand, the AGM elected new members to AACO's Executive Committee which now comprises of the following CEOs:

Chairman of AACO Executive Committee: **Mr. Mohamad A. El-Hout, Chairman & Director General, Middle East Airlines**

Members of AACO Executive Committee:

- **H.E. Mr. Akbar Al Baker, Group Chief Executive, Qatar Airways**
- **Capt. Amr Abuelenein, Chairman & CEO, EgyptAir Holding Company (Elected earlier by AACO Executive Committee on ad-interim basis till the close of 2021 AGM and re-elected by the AGM)**
- **Mr. Tony Douglas, Group Chief Executive Officer, Etihad Aviation Group**
- **Mr. Bander Almohanna, Chief Executive Officer & Managing Director, flynas**
- **Mr. Abdelhamid Addou, Chairman & Chief Executive Officer, Royal Air Maroc**

- **Eng. Samer Al-Majali, Vice Chairman and CEO, Royal Jordanian (Elected today by the AGM)**

- **H.E. Eng. Ibrahim Abdul Rahman Al Omar/Director General, Saudia**

- **Mr. Khaled Chelly/Chairman and CEO, Tunisair (Elected earlier by AACO Executive Committee on ad-interim basis till the close of 2021 AGM, and re-elected today by the AGM)**

A Number of AACO Members Sign “Materials Support Agreement” in Aircraft on Ground (AOG) Situations

Chief Executive Officers of Emirates, Saudia, Qatar Airways, flynas, Middle East Airlines, Kuwait Airways, and EgyptAir signed today the “AACO Materials Support Agreement”, by which participating airlines would exchange spare parts in the cases that result in the aircraft to stay on the ground.

Closing of the AGM

As the AGM concluded, AACO members thanked the 54th AGM Chairman, H.E. Mr. Akbar Al Baker/Group Chief Executive/Qatar Airways, for leading this event and for the generous hospitality of Qatar Airways.

Venue of Forthcoming AGM

The forthcoming 55th AGM in 2022 will be convened in Abu Dhabi by kind invitation of Etihad Aviation Group.



“Flightpath to Africa’s Resilient Travel Ecosystem”

Air transport leaders and decision makers set a roadmap for transformation and the economic development of air transport in Africa at the 53rd AFRAA Annual General Assembly & Summit.

The event was held under the patronage of the Government of Angola under the theme: “Flightpath to Africa’s resilient travel ecosystem.”

The AFRAA AGA is the premier gathering of African airline CEOs and high level aviation executives in Africa and across the globe. This year’s event was hosted by TAAG Angola Airlines in virtual format.

The Assembly brought together over 400 delegates from 51 nationalities across the globe comprising of decision-makers and aviation leaders. International and regional air transport associations including the African union, IATA, ICAO, AFCAC, ALTA were also represented at the event.



The Chief Guest, Honorable **Ricardo de Abreu**, the *Transport Minister of the Republic of Angola* in his opening speech remarked: “This AGA is the perfect occasion to address the future of African Aviation and enhance stakeholders’ commitment to enable the multitude of benefits to be experienced across all sectors of our economies. Failure is not an option, together we will succeed. He highlighted various ongoing measures and initiatives by the Angolan Government to improve the aviation sector and develop Luanda into an efficient hub.”

Looking at recovery, Mr. Berthé highlighted that the ingredients for successful restart include: Safe travel measures, removal of travel restrictions, financial support to airlines, technology to shape the ‘new normal’, reinvention and redefinition of airline business models, cooperation among African airlines and passenger confidence.

AFRAA 2021 President, Mr. Rui Carreira in his remarks stated: “This AGA presents a unique forum for airlines and stakeholders to discuss, share ideas and explore solutions that can be implemented to rapidly restore the airline industry. African airlines should utilize this opportunity to emerge stronger and more resilient out of the crisis to face the challenges of the industry. Cooperation and collaboration among African airlines through initiatives such as network coordination and joint cost containment are among the initiatives that will enable airlines rapidly overcome the impacts of the pandemic.”



Mr. Abdérahmane Berthé, *AFRAA's Secretary General*, stated: “This year’s Assembly provides an opportunity to rethink our industry and develop a resilient and sustainable perspective for the airline industry. AFRAA will keep by our mission to promote and serve African airlines and champion Africa’s aviation industry - Better Skies for Africa - remains the pillar of all our actions.”



Keynote speech by **Mr. Tefera Mekonnen Tefera**, *Secretary General - African Civil Aviation Commission (AFCAC)*. He stressed that African governments have to provide financial relieve to airlines and added that aviation safety remain paramount in AFCAC agenda and there are many efforts to secure a sustainable development for air transport.



Keynote speech by **Mr. Barry Kashambo**, *Regional Director - ICAO ESAF Regional Office*. He said that ICAO supports African aviation policy because “together we can make a difference”.



Keynote speech by **Mr. Willie Walsh**, *Director General & CEO - IATA*. He said that there is a critical work that all stakeholders should do together. On the pandemic, he pointed out that the worst is behind but the vaccines should be available for all. He is concerned about the limited availability of vaccines in Africa and that this gap must be closed.

Positive trends into recovery

An in-depth analysis of the industry’s outlook made during the Assembly indicated that there are positive trends of airlines into recovery, noting that African airlines had reopened 81.3% of their interna-

tional routes in October 2021 and recovery in Africa & Middle East has been smoother and steadier than in Europe and Asia. However, the sub-regional growth in Africa is varied and driven by different market dynamics. The analysis further revealed that African airlines have been growing regional fleet since 2020, allowing a deeper market penetration and a better feed. African cargo capacity grew by 33% since 2019 and cargo load factors improved by 9% from pre-pandemic levels. The dawn of recovery is critical time to redefine strategic plans for the next five years.

Industry Resolutions

The Assembly concluded with the adoption of three (3) industry resolutions to advance the cause of African aviation:

i. Resolution on safe reopening of borders

Recognizing that safe reopening of borders in a harmonized manner is critical for the efficient restart of African aviation, the Assembly urged African governments to remove border restrictions and open their markets to restart the industry with support from Industry Restart Plan Standards and guidance documentation. The Assembly further called upon African governments to accelerate the rapid roll out of vaccines across the continent and embrace the use of digital technology health platforms to facilitate the restart of economies and air transport.

ii. Resolution on financial support to African airlines

Recognizing the importance of financial support for the recovery of the air transport industry, the Assembly called upon African governments to extend the much-needed financial support and relief to African airlines and the African aviation industry at large.

iii. Resolution on Lab concept approach for attainment of sustainability of African airlines

Recognizing the importance of addressing the sustainability and competitiveness of Africa's air transport, the Assembly called for a laboratory convening all relevant stakeholders as a transformation opportunity for the economic development of air transport in Africa. AFRAA Secretariat in coordination with the African Union Commission (AUC), The African Civil Aviation Commission (AFCAC), and the African Aviation Industry Group (AAIG) shall convene the LAB by the end of March 2022.

2022 Officials of the Association

The 53rd AFRAA AGA elected **Mr Ibrahima Kane**, *Chief Executive Officer – Air Senegal* as the President of the Association for the year 2022.

Capt. Pascal Kasongo Mwema, *Chief Executive of Congo Airways*, **Ms. Yvonne Makolo** *Chief Executive of RwandAir* and **Mr. Mohamed Khalifa Biyah**, *CEO of Mauritania Airlines* were re-elected as the Chairman, 1st and 2nd Vice Chairmen for the year 2022 respectively.

Host of the 54th AGA Air Senegal will host the 54th Annual General Assembly set to be held in November, 2022 in Dakar – Senegal.

Ibrahima Kane, *Air Senegal CEO*: In the future we will need to invest in people, partnerships will be key in the future.

Sanjeev S Gadhia *Astral Aviation CEO*: “We need to build a resilient structure to have enough reserves. Airlines must develop the ability to operate flights in short notice. Astral has new 50% more flights than before the pandemic. The airline increased its fleet (3 Boeing 757) and its network and has recruited pilots.”

Nowel Ngala, *Commercial and Ground Operations, ASKY Airlines* added that during the pandemic the airline befitted from charter to cargo operations. They are considering establishing a cargo branch as there is no cargo airline in the region (West Africa). He added that cargo is key to the aviation sector.

In the question what are the three things the panelists want to ask the governments, Ngala answered that he would ask for his airline to have access within Africa with the same rights as foreign airline, adding “Africa is for Africans. Secondly actions to reduce costs and thirdly to understand the importance of collaboration and raise the level of collaboration.

For Jorge the biggest struggle is financial as most of equipment comes from Europe and there are a lot of taxes.

Kane agreed saying that access to finance is difficult and transferring money is more expensive.

Ngala pointed out that African traffic is still low and there are high taxes adding “We need to join hands and fight these elements via partnerships”.

Gadhia concurred: “We need to collaborate more, more aggressively”. For him airlines need to reserve cash and give priority to cargo by adding capacity.

Jorge believes that airlines should invest in training, “We need to work on the state of mind of staff”.

Kane said that strongly believes on CEO to CEO connection to build a common goal.



CEOs Roundtable

Joao Jorge *CEO LAM Mozambique* said that the market has changed dramatically since tickets are issued with no penalties. There are many opportunities in cargo freight.



ACI-LAC/WORLD ANNUAL GENERAL ASSEMBLY CONFERENCE & EXHIBITION



CANCUN MEXICO

NOVEMBER 21-24 - 2021

RUNWAY TO RECOVERY: Reconnecting Aviation for a Sustainable Future

The 2021 Airports Council International (ACI) World/Latin America and the Caribbean (LAC) Annual General Assembly, Conference, and Exhibition, under the theme “Reconnecting Aviation for a Sustainable Future” was held in Cancun, Mexico (22-24 November).

More than 300 aviation leaders from around world were welcomed by the *Subsecretary of Transport of Mexico Carlos Alfonso Moran Moguel*; *Secretary General of ICAO Juan Carlos Salazar Gomez*; *ACI World Chair, CEO of Corporación América Airports, and President of Aeropuertos Argentina 2000, Martin Eurnekian*; and *ACI LAC Chair and CEO of Reach Airports Andrew O'Brien*. It is one of the first global in-person aviation events since the pandemic began.

“During the past 20 months, ACI has worked tirelessly to be the voice of the world’s airports, representing our members’ interests both on the global stage and on the ground through our products and services during the entire crisis,” said ACI World Chair, CEO of Corporación América Airports, and President of Aeropuertos Argentina 2000, Martin Eurnekian. “And while airports continue to feel the repercussions of the pandemic, we have begun to rebuild—albeit it in a very different world, underlining the importance of events such as this one.

“More than ever, we need to work together. Claims that are out of context regarding airport charges go against our efforts to build back better. The industry is an ecosystem that includes much more than airlines and airports.

This should not be a zero-sum game. Airports are businesses in their own right, with many of them having a commercial focus that extend benefits to traveling public and the communities they serve.”

Giving a State of the Industry address, ACI World Director General Luis Felipe de Oliveira delved into the symbolic importance of gathering in-person, the latest data concerning the impacts of COVID-19 on airports, and the socio-economic importance of a sustained recovery.

“The fact that aviation stakeholders are gathered under one roof here in Cancun to exchange information on the most pressing issues of sustainable recovery is proof of the sector’s upward trajectory,” said de Oliveira. “Our



story of recovery will not only benefit air travellers and the airport business. As long as there is a need for the movement of people, culture, and goods, airports will remain economic engines of growth for the communities they serve, providing critical social and economic impacts well beyond the runway.”

Key to a sustainable future is to ensure the efficient use of airport infrastructure as the industry recovers and grows. The enormous revenue losses caused by the pandemic have imposed an additional obstacle to the pre-COVID-19 capacity challenge,

wherein the future of air transport demand threatens to outstrip current and planned airport infrastructure.

Previous ACI research estimated that total global airport capital expenditure (CAPEX) required by 2040 was US\$2.4 trillion globally. As such, airports need to be able to set airport charges with a commercial focus to attract the level of investment needed and to signal whether users are willing to pay for these investments.

“Where there is excess demand for airport capacity and expansion is difficult, airport charges should play a critical role in sig-

naling which airline operations would make the best use of the scarce capacity,” said de Oliveira. “Charges should signal the scarcity and whether the market is willing to pay for capacity expansion. Where there is a willingness, scarcity-based charges can be used to prefund much needed CAPEX.

“On the other hand, where airport capacity is underutilized, there is a role for airport charges to provide incentives for new services to increase regional connectivity and hence maximize the economic and social benefits of air transport.”

ICAO Secretary General Juan Carlos Salazar underscored that this internationally aligned and coordinated transformation for airports will be crucial to accelerating and optimizing global aviation's broader recovery from the impacts of the pandemic, and essential to delivering greater resiliency.

The Secretary General delivered a keynote address in the presence of Ministers, airport operators and aviation authorities on the topic of "Reconnecting aviation for a sustainable future", highlighting various challenges airports face in the changing environment of COVID-19 recovery and the importance of ICAO contributions in those areas.

Airport certification, safety management systems, runway safety, and the roll-out of Airport Collaborative Decision Making (A-CDM) to optimise the use of available airport and airspace capacity are among the issues that the Secretary General outlined as priorities for LAC airports and regulators today. Looking at the global level and to the future, he pointed to prioritizing and ensuring safety as operations recover, modernizing the passenger experience to address both public health and aviation security considerations, and preparing adequately for tomorrow's technologies, including unmanned, remotely-piloted, and space flights.

In all instances, the Secretary General illustrated the ICAO plan-



ning, standardization, and assistance underpinning global progress towards these goals, noting that international and cross-sector cooperation is of critical importance to their implementation.

In supporting a more efficient aviation ecosystem, ACI World has released a new Policy Brief on the critical need to modernize global policy frameworks on airport charges. The Policy Brief considers the significantly altered competitive landscape that both the airport and airline industries have experienced over the last decades and following the pandemic. It recommends that:

- Policies on airport charges should ensure that they serve the best interests of the travelling public and local communities.
- Strictly cost-based airport

charges should be reconsidered as they do not ensure that infrastructure is used more efficiently for the benefit of the travelling public.

- The primary focus of charges be on market needs and signals for the efficient use of infrastructure.
- In consideration of the changed competitive landscape, the best way forward is through commercial agreements between airports and airlines.
- In the exceptional situations where economic regulation of charges is deemed necessary, light-handed oversight formats is preferred.

ACI World acknowledges the assistance of InterVISTAS Consulting Inc. and the support of Oman Airports Management Company, ACI Africa, ACI Latin America-Ca-



Toronto Airports Authority, said the new motto for airports is “agility” while health is the new lens for the industry as health is here to stay like security after 9/11. They even hired a Chief Medical Officer. “need to work as an ecosystem and to share information”

Kadri Samsunlu - CEO, *IGA Istanbul Airport*, said that airports need to be proactive. During the pandemic they decided to keep the airport open working in solidarity with Turkish Airlines, remaining in contact with international organisations like ACI and adopting the Health accreditation program. He added that the psychology of the staff was negatively impacted. They decided to offer the vaccines to the staff and not to lay off any staff. He added that ATC reform is important.

Juan José Salmon - CEO, *Lima Airport*, said they continued to build the new runway during the pandemic and now 40% of the runway and 60% of the tower are completed. He called airports to speak with authorities to use a common sense to take the right decisions adding that “We have to buyout the relation with the community”

Jost Lammers - President, CEO and Labor Director, *Munich Airport*, said that he believes that the worst of the pandemic is behind. Airports had to adjust to the business and it has been a test of how strong was the team, of how everyone was engaged.

ribbean, and ACI North America in preparing this Policy Brief.

“At the end of the day, airport charges policies should be crafted for the benefit of the travelling public,” said *ACI World Director General Luis Felipe de Oliveira*.

“Regulators must consider what is ultimately best for consumers. In many instances this means ensuring that existing infrastructure is used as efficiently as possible,

incentivizing the sustainable development of airport infrastructure, and enhancing connectivity to generate socio-economic benefits. All the above require clear market signals for the efficient allocation of resources.”

AVIATION LEADERS PANEL

Deborah Flint - President and Chief Executive Officer, *Greater*



They, of course, had to restrict everything like Capex. They managed to fully refurbish the runway, which is a good example of how to make something out of the crisis. He stresses that there is a problem of harmonisation in Europe. Another point he made is that they lost a lot of people f.ex in ground handling activities and now it is a challenge is to find new people. He added that now that traffic is coming back, the chal-

lenge is linked with green and sustainable development.

Aimen Al Hosni - CEO, *Oman Airport*, said the pandemic really shook the whole system, governments, airports, airlines etc. They had to close up for some time. He pointed out that during the pandemic “the Healthy Minister became more important than the prime minister”. He stressed that airports are together with airlines adding that airlines

complain about the 5% airport charges when they should focus on the other 95% of charges. He stressed the importance of communication between countries.

Kelber Meira - CEO, *Belo Horizonte International Airport*, said in Brazil there is competition between airports as there are only 3 airlines operating. He added that airports are good example for other sectors.



SEP 2021: Air Passenger Market Analysis

Chart 1 – Global air passenger volumes (RPKs)

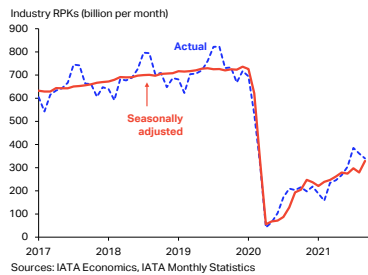


Chart 2 – Domestic RPK growth versus the same month in 2019, region of registration basis

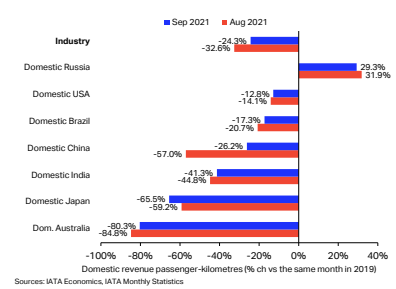
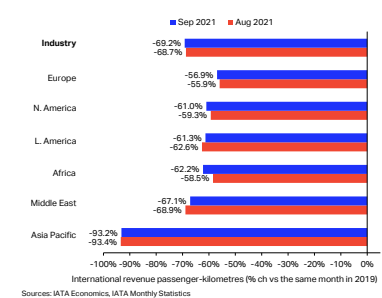


Chart 3 – International RPK growth versus the same month in 2019 (airline region of registration basis)



restrictions in Europe and North America.

Chart 4: Stringency of government int'l travel measures

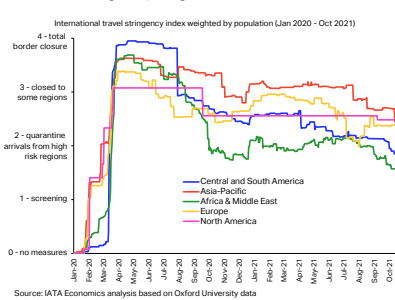


Chart 5: Airline flight schedules, global level

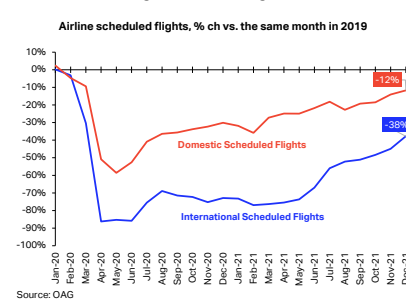


Chart 6 – Passenger load factor by region

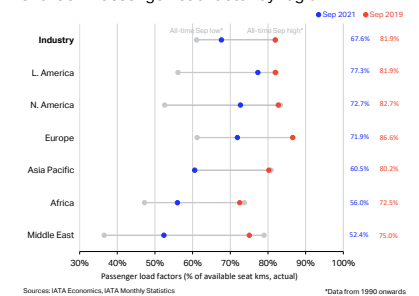


Chart 7: Passenger bookings in North Atlantic route

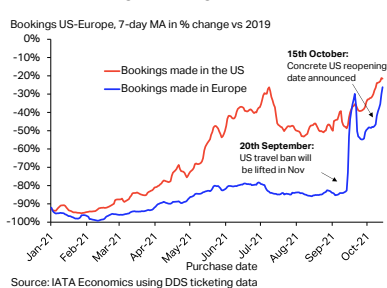
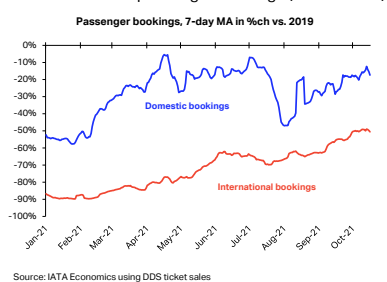


Chart 8: Trends in passenger bookings (dom. vs. int'l)



Air passenger market detail - September 2021

To aid understanding, the table includes both % comparisons with pre-crisis 2019 months and 2020 months.

	World share ¹	September 2021 (% ch vs the same month in 2019)				September 2021 (% year-on-year, 2020)			
		RPK	ASK	PLF (%-pt) ²	PLF (level) ³	RPK	ASK	PLF (%-pt) ²	PLF (level) ³
TOTAL MARKET	100.0%	-53.4%	-43.6%	-14.3%	67.6%	67.3%	51.1%	6.6%	67.6%
Africa	1.9%	-61.4%	-49.9%	-16.5%	56.0%	129.2%	93.4%	8.7%	56.0%
Asia Pacific	38.6%	-69.0%	-58.9%	-19.7%	60.5%	-16.0%	-3.4%	-9.1%	60.5%
Europe	23.7%	-50.3%	-40.1%	-14.7%	71.9%	96.0%	66.9%	10.7%	71.9%
Latin America	5.7%	-39.4%	-35.7%	-4.6%	77.3%	153.9%	133.3%	6.3%	77.3%
Middle East	7.4%	-65.9%	-51.1%	-22.7%	52.4%	184.1%	101.8%	15.8%	52.4%
North America	22.7%	-30.5%	-20.8%	-10.1%	72.7%	171.4%	96.3%	20.1%	72.7%
International	45.8%	-69.2%	-59.1%	-20.1%	61.6%	150.9%	88.6%	15.3%	61.6%
Africa	1.6%	-62.2%	-49.3%	-18.4%	53.7%	133.4%	92.6%	9.4%	53.7%
Asia Pacific	11.0%	-93.2%	-85.2%	-42.3%	36.2%	44.9%	37.2%	1.9%	36.2%
Europe	18.6%	-56.9%	-46.3%	-17.2%	69.6%	126.8%	80.3%	14.3%	69.6%
Latin America	2.2%	-61.3%	-55.6%	-10.7%	72.0%	409.1%	277.7%	18.6%	72.0%
Middle East	7.0%	-67.1%	-52.6%	-23.1%	52.2%	204.9%	101.8%	17.7%	52.2%
North America	5.4%	-61.0%	-47.6%	-21.3%	61.9%	320.4%	137.7%	26.9%	61.9%
Domestic	54.2%	-24.3%	-14.7%	-9.3%	73.0%	33.8%	28.3%	3.0%	73.0%
Dom. Australia ⁴	0.7%	-80.3%	-71.2%	-26.2%	56.2%	47.8%	48.5%	-0.3%	56.2%
Domestic Brazil ⁴	1.6%	-17.3%	-16.8%	-0.5%	81.2%	85.2%	83.9%	0.6%	81.2%
Dom. China P.R. ⁴	19.9%	-26.2%	-10.5%	-14.6%	68.9%	-24.1%	-12.5%	-10.5%	68.9%
Domestic India ⁴	2.1%	-41.3%	-30.5%	-13.4%	72.4%	61.6%	44.1%	7.8%	72.4%
Domestic Japan ⁴	1.4%	-65.5%	-34.5%	-36.7%	40.9%	-16.4%	18.2%	-16.9%	40.9%
Dom. Russian Fed. ⁴	3.4%	29.3%	33.3%	-2.6%	83.1%	26.0%	24.8%	0.8%	83.1%
Domestic US ⁴	16.6%	-12.8%	-5.5%	-6.5%	76.1%	148.0%	85.1%	19.3%	76.1%

¹% of industry RPKs in 2020 ²Change in load factor vs same month in 2019 ³Load factor level
⁴Note: the seven domestic passenger markets for which broken-down data are available account for approximately 46% of global total RPKs and 84% of total domestic RPKs
 Note: The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic.



OCT 2021: Air Passenger Market Analysis

Chart 1 – Global air passenger volumes (RPKs)

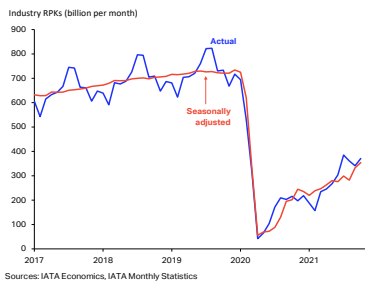


Chart 2 – Domestic RPK growth versus the same month in 2019, region of registration basis

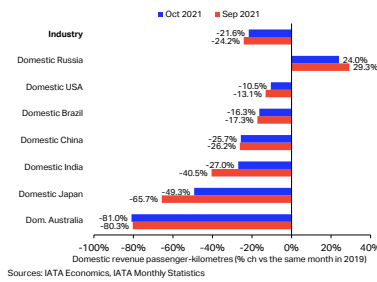


Chart 3: Share of people fully vaccinated by region

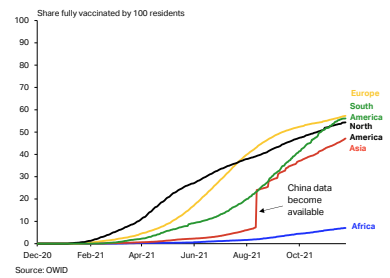


Chart 4 – International RPK growth versus the same month in 2019 (airline region of registration basis)

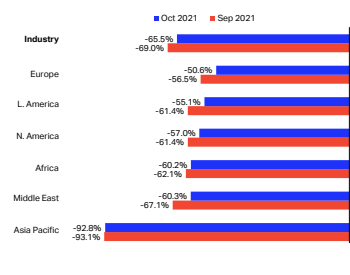


Chart 5: Seasonally adjusted international RPKs, selected routes (segment-based)

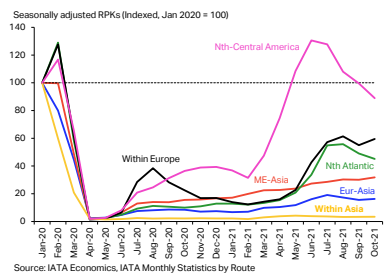


Chart 6 – Passenger load factor by region

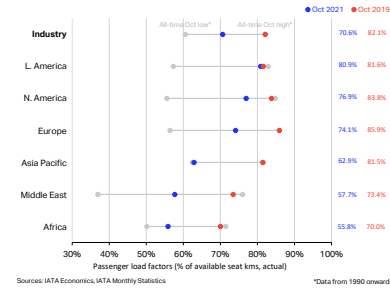
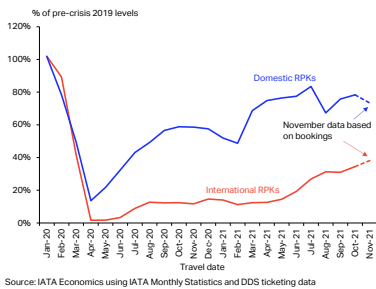


Chart 7: Trends in passenger bookings (dom. vs. int'l)



Air passenger market detail - October 2021

To aid understanding, the table includes both % comparisons with pre-crisis 2019 months and 2020 months.

	World share ¹	October 2021 (% ch vs the same month in 2019)				October 2021 (% year-on-year)			
		RPK	ASK	PLF (%-pt) ²	PLF (level) ³	RPK	ASK	PLF (%-pt) ²	PLF (level) ³
TOTAL MARKET	100.0%	-49.4%	-41.2%	-11.5%	70.6%	47.3%	10.1%	70.6%	
Africa	1.9%	-60.1%	-50.0%	-14.2%	55.8%	67.7%	5.7%	55.8%	
Asia Pacific	38.6%	-66.4%	-56.5%	-18.6%	62.9%	-12.8%	-6.4%	62.9%	
Europe	22.7%	-45.3%	-36.6%	-11.8%	74.1%	144.0%	17.7%	74.1%	
Latin America	5.7%	-33.6%	-33.0%	-0.7%	80.9%	106.6%	8.8%	80.9%	
Middle East	7.4%	-59.0%	-47.8%	-15.7%	57.7%	181.3%	20.8%	57.7%	
North America	22.7%	-26.3%	-19.7%	-6.8%	76.9%	148.0%	21.4%	76.9%	
International	45.8%	-65.5%	-56.1%	-17.3%	63.9%	177.8%	20.1%	63.9%	
Africa	1.6%	-60.2%	-49.0%	-15.2%	54.1%	73.3%	7.0%	54.1%	
Asia Pacific	11.0%	-92.8%	-83.0%	-44.0%	35.7%	57.3%	3.5%	35.7%	
Europe	18.6%	-50.6%	-41.3%	-13.7%	72.5%	188.5%	21.2%	72.5%	
Latin America	2.2%	-55.1%	-52.5%	-4.3%	76.9%	224.2%	19.0%	76.9%	
Middle East	7.0%	-60.3%	-49.1%	-16.1%	57.5%	198.7%	22.3%	57.5%	
North America	5.4%	-57.0%	-43.2%	-20.0%	62.4%	247.2%	25.1%	62.4%	
Domestic	54.2%	-21.6%	-14.6%	-6.9%	76.7%	32.2%	6.4%	76.7%	
Dom. Australia ⁴	0.7%	-81.0%	-70.6%	-29.6%	54.1%	21.5%	-5.4%	54.1%	
Domestic Brazil ⁴	1.6%	-16.3%	-16.6%	0.3%	84.3%	50.8%	4.4%	84.3%	
Dom. China P.R. ⁴	19.9%	-25.7%	-9.7%	-15.1%	70.3%	-24.4%	-8.0%	70.3%	
Domestic India ⁴	2.7%	-27.0%	-21.0%	-6.4%	77.3%	64.9%	10.3%	77.3%	
Domestic Japan ⁴	1.4%	-49.3%	-29.3%	-21.9%	55.7%	-7.7%	-9.1%	55.7%	
Dom. Russian Fed. ⁴	3.4%	24.0%	23.7%	0.2%	84.9%	37.8%	8.9%	84.9%	
Domestic US ⁴	16.6%	-10.5%	-7.3%	-2.9%	81.8%	131.1%	21.4%	81.8%	

¹% of industry RPKs in 2020

²Change in load factor vs same month in 2019

³Load factor level

⁴Note: the seven domestic passenger markets for which broken-down data are available account for approximately 46% of global total RPKs and 84% of total domestic RPKs



NOV 2021: Air Passenger Market Analysis

Chart 1 – Global air passenger volumes (RPKs)

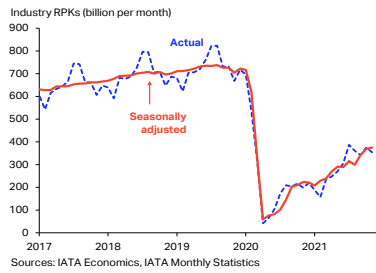


Chart 2 – Domestic RPK growth versus the same month in 2019, region of registration basis

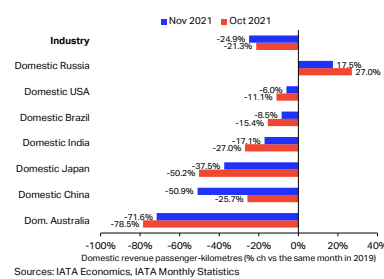


Chart 3 – International RPK growth versus the same month in 2019 (airline region of registration basis)

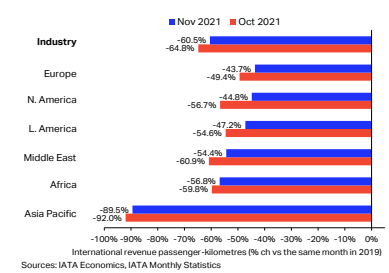


Chart 4: Percentage change in international RPKs, selected routes (segment based)

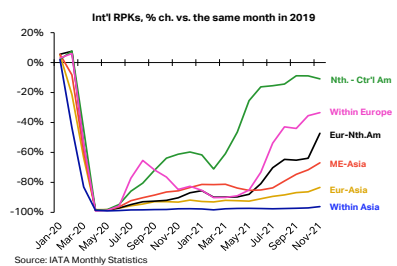


Chart 5: Global airline flight schedules, %ch vs. 2019

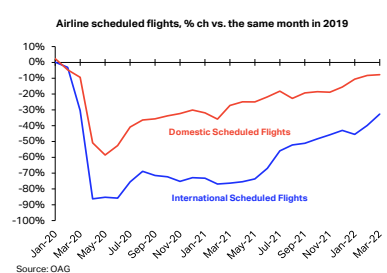


Chart 6 – Passenger load factor by region

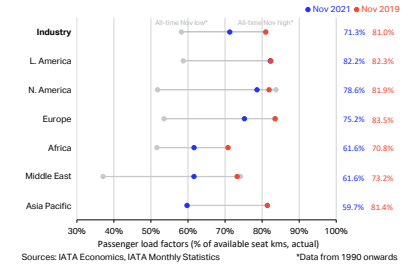


Chart 7: COVID-19 cases by region, thousands

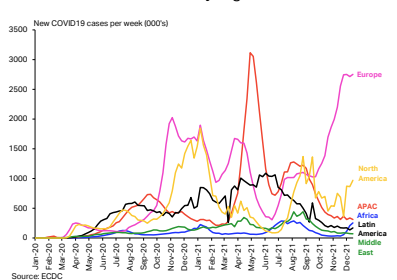
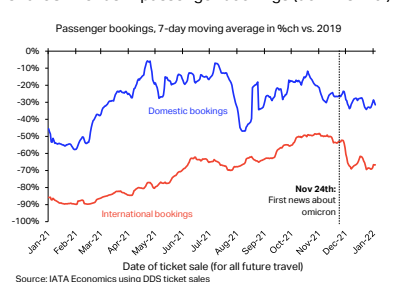


Chart 8: Trends in passenger bookings (dom. vs. int'l)



Air passenger market in detail - November 2021

	World share in 2020 ¹	November 2021 (% ch vs the same month in 2019)				November 2021 (% year-on-year, 2020)			
		RPK	ASK	PLF (%-pt) ²	PLF (level) ³	RPK	ASK	PLF (%-pt) ²	PLF (level) ³
TOTAL MARKET	100.0%	-47.0%	-39.7%	-9.7%	71.3%	78.8%	46.1%	13.0%	71.3%
Africa	2.0%	-55.1%	-48.4%	-9.2%	61.6%	77.2%	48.3%	10.0%	61.6%
Asia Pacific	28.5%	-69.8%	-58.9%	-21.7%	59.7%	-21.1%	-12.5%	-6.5%	59.7%
Europe	23.8%	-39.4%	-32.7%	-8.3%	75.2%	239.3%	141.4%	21.7%	75.2%
Latin America	5.6%	-27.5%	-27.4%	-0.1%	82.2%	83.6%	66.2%	7.8%	82.2%
Middle East	7.4%	-52.6%	-43.6%	-11.6%	61.6%	203.4%	82.5%	24.5%	61.6%
North America	22.7%	-18.8%	-15.4%	-3.3%	78.6%	149.2%	64.1%	26.8%	78.6%
International	45.8%	-60.5%	-52.5%	-13.4%	66.8%	234.0%	110.9%	24.6%	66.8%
Africa	1.6%	-56.6%	-49.6%	-10.1%	60.3%	81.2%	44.8%	12.1%	60.3%
Asia Pacific	10.9%	-89.5%	-80.0%	-37.8%	42.2%	106.2%	56.8%	10.1%	42.2%
Europe	18.8%	-43.7%	-36.3%	-9.7%	74.3%	326.9%	175.1%	26.4%	74.3%
Latin America	2.2%	-47.2%	-46.6%	-0.9%	81.3%	147.3%	93.7%	17.6%	81.3%
Middle East	6.9%	-54.4%	-45.5%	-11.9%	61.3%	227.8%	87.9%	26.1%	61.3%
North America	5.5%	-44.8%	-35.6%	-11.6%	69.6%	220.8%	89.0%	28.6%	69.6%
Domestic	54.2%	-24.9%	-18.3%	-6.6%	75.6%	27.8%	12.5%	9.1%	75.6%
Dom. Australia ⁴	0.8%	-71.6%	-57.4%	-27.9%	55.6%	37.9%	49.6%	-4.7%	55.6%
Domestic Brazil ⁴	1.6%	-8.5%	-8.1%	-0.4%	82.3%	38.4%	41.9%	-2.1%	82.3%
Dom. China P.R. ⁴	19.8%	-50.9%	-33.2%	-22.1%	61.1%	-47.6%	-37.1%	-12.2%	61.1%
Domestic India ⁴	2.1%	-17.1%	-7.1%	-9.6%	80.2%	64.5%	49.0%	7.5%	80.2%
Domestic Japan ⁴	1.4%	-37.5%	-23.6%	-14.3%	64.5%	6.0%	7.4%	-0.8%	64.5%
Dom. Russian Fed. ⁴	3.4%	17.5%	12.6%	3.5%	83.5%	48.9%	32.2%	9.4%	83.5%
Domestic US ⁴	16.6%	-6.0%	-5.1%	-0.8%	81.4%	133.7%	57.1%	26.7%	81.4%

¹% of RPKs ²Change in load factor vs same month in 2019 ³Load factor level
⁴Note: the seven domestic passenger markets for which broken-down data are available account for approximately 46% of global total RPKs and 84% of total domestic RPKs
 Note: The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated



DEC 2021: Air Passenger Market Analysis

Chart 1 – Global air passenger volumes (RPKs)

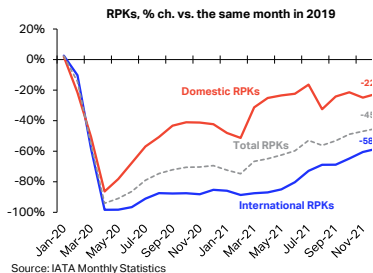


Chart 2 – Domestic RPK growth versus the same month in 2019, region of registration basis

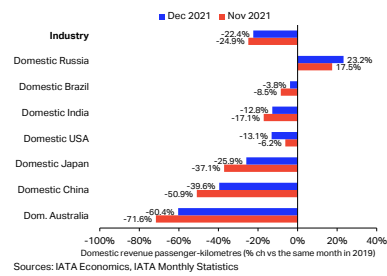


Chart 3: Domestic RPKs – time series

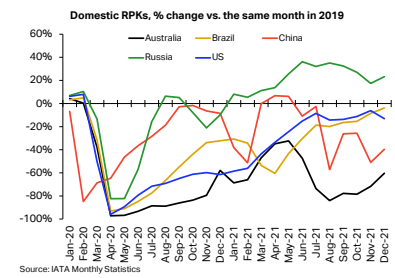


Chart 4: International RPKs, % change vs. 2019

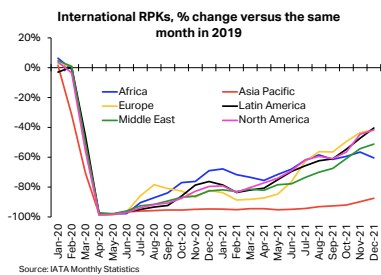


Chart 5 – International RPK growth versus the same month in 2019 (airline region of registration basis)

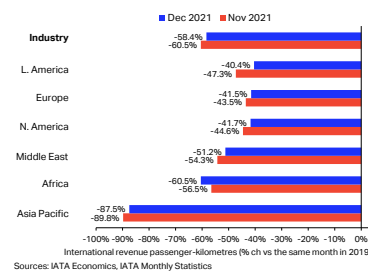


Chart 6 – Passenger load factor by region

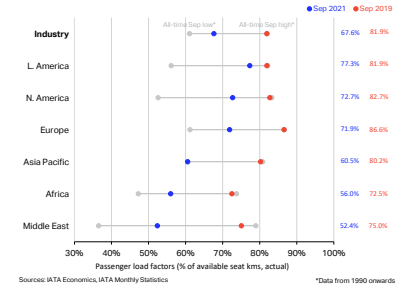


Chart 7: Trends in passenger bookings (dom. vs. int'l)

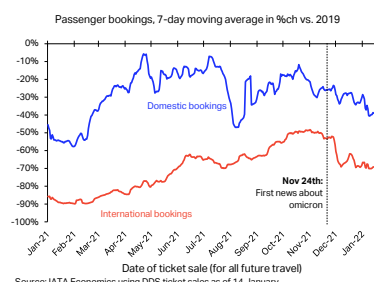
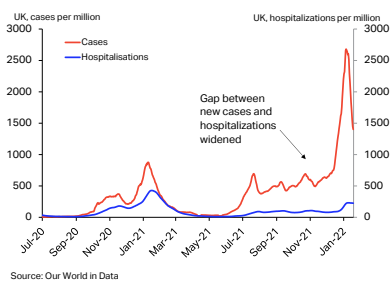


Chart 8: COVID cases and hospitalizations in the UK



Air passenger market in detail - December 2021

	December 2021 (% ch vs the same month in 2019)					December 2021 (% year-on-year, 2020)				
	World share in 2021 ¹	RPK	ASK	PLF (%-pt) ²	PLF (level) ³	RPK	ASK	PLF (%-pt) ²	PLF (level) ³	
TOTAL MARKET	100.0%	-45.1%	-37.6%	-8.8%	72.3%	79.5%	45.5%	13.7%	72.3%	
Africa	1.9%	-57.1%	-52.1%	-7.6%	64.7%	32.1%	19.0%	6.4%	64.7%	
Asia Pacific	27.5%	-65.6%	-55.0%	-19.1%	62.5%	-4.6%	-5.1%	0.3%	62.5%	
Europe	24.9%	-37.4%	-30.4%	-8.5%	74.5%	177.5%	120.3%	15.4%	74.5%	
Latin America	6.5%	-22.8%	-22.2%	-0.7%	81.6%	83.4%	65.7%	7.9%	81.6%	
Middle East	6.5%	-49.6%	-41.3%	-11.0%	66.3%	163.6%	76.7%	21.8%	66.3%	
North America	32.6%	-22.9%	-16.9%	-6.1%	79.3%	139.4%	61.8%	25.7%	79.3%	
International	37.6%	-58.4%	-50.7%	-12.8%	68.9%	182.8%	98.1%	20.6%	68.9%	
Africa	1.5%	-60.5%	-54.9%	-8.9%	63.3%	27.7%	13.3%	7.2%	63.3%	
Asia Pacific	3.1%	-87.5%	-79.7%	-31.4%	50.4%	133.0%	55.1%	16.8%	50.4%	
Europe	18.6%	-41.5%	-33.3%	-10.3%	73.4%	228.0%	144.9%	18.6%	73.4%	
Latin America	2.1%	-40.4%	-40.0%	-0.6%	81.3%	150.8%	98.5%	17.0%	81.3%	
Middle East	6.0%	-51.2%	-42.8%	-11.4%	66.0%	180.1%	83.6%	22.7%	66.0%	
North America	6.2%	-41.7%	-31.6%	-12.5%	72.2%	185.5%	87.0%	24.9%	72.2%	
Domestic	62.4%	-22.4%	-15.0%	-7.2%	75.7%	34.5%	14.8%	11.1%	75.7%	
Dom. Australia ⁴	0.7%	-60.4%	-36.3%	-31.4%	51.5%	-5.8%	23.5%	-16.1%	51.5%	
Domestic Brazil ⁴	1.9%	-3.8%	-1.8%	-1.7%	82.3%	42.0%	41.5%	0.3%	82.3%	
Dom. China P.R. ⁴	17.8%	-39.6%	-22.1%	-18.4%	63.4%	-34.0%	-27.0%	-6.7%	63.4%	
Domestic India ⁴	2.2%	-12.9%	-3.6%	-8.4%	79.8%	52.4%	34.2%	9.5%	79.8%	
Domestic Japan ⁴	1.1%	-25.9%	-14.8%	-9.1%	60.7%	55.4%	12.9%	16.6%	60.7%	
Dom. Russian Fed. ⁴	4.5%	23.2%	9.4%	9.9%	87.6%	36.7%	24.4%	7.9%	87.6%	
Domestic US ⁴	25.6%	-13.1%	-9.0%	-3.9%	82.0%	125.7%	53.5%	26.2%	82.0%	

¹% of RPKs

²Change in load factor vs same month in 2019

³Load factor level

⁴Note: the seven domestic passenger markets for which broken-down data are available account for approximately 46% of global total RPKs and 86% of total domestic RPKs

Note: The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated



SEP 2021: Air Cargo Market Analysis

Chart 1: CTK levels, actual and seasonally adjusted

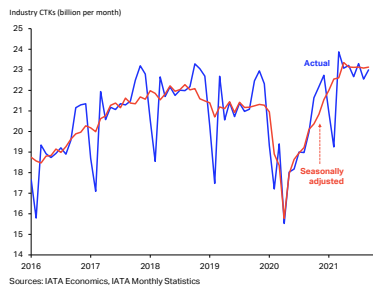


Chart 2: Supplier delivery times component of the manufacturing PMI

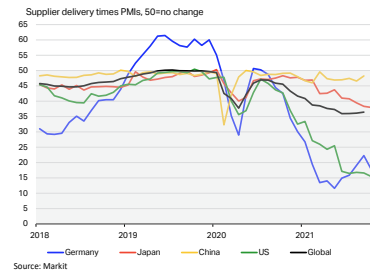


Chart 3: Year-on-year changes in producer and consumer prices, G7

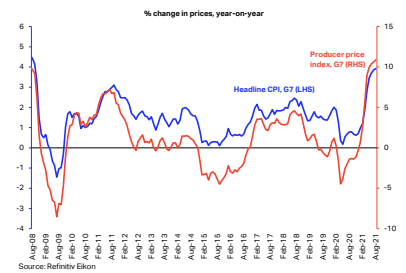


Chart 4: SA ACTKs by region of airline origin

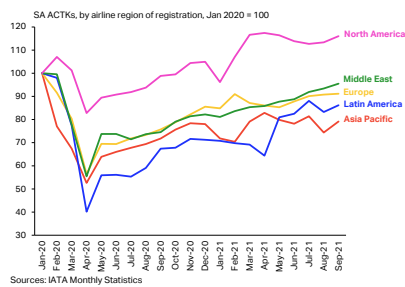


Chart 5: Int'l belly cargo and freighter capacity growth

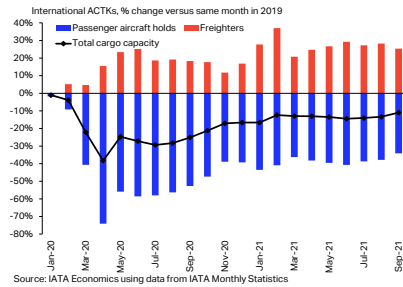


Chart 6: Cargo load factors by region of registration

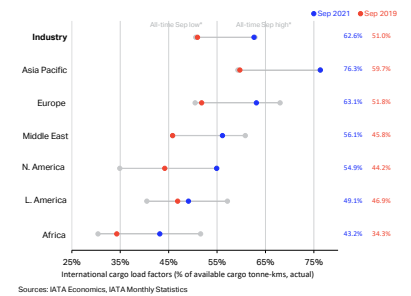
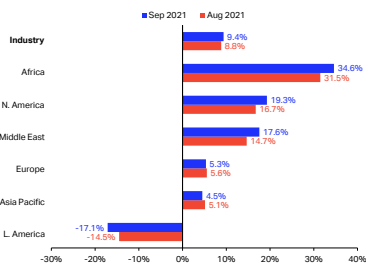


Chart 7: Int'l CTK growth versus the same month in 2019 (airline region of registration)



Air cargo market detail - September 2021

To aid understanding, the table includes both % comparisons with pre-crisis 2019 months and 2020 months.

	World share ¹	September 2021 (% ch vs the same month in 2019)				September 2021 (% year-on-year)			
		CTK	ACTK	CLF (%-pt) ²	CLF (level) ³	CTK	ACTK	CLF (%-pt) ²	CLF (level) ³
TOTAL MARKET	100.0%	9.1%	-8.9%	9.1%	55.3%	15.1%	18.1%	-1.5%	55.3%
Africa	2.0%	32.8%	4.6%	9.1%	42.8%	19.2%	31.0%	-4.2%	42.8%
Asia Pacific	32.6%	-0.2%	-21.0%	14.1%	68.0%	15.7%	10.5%	3.1%	68.0%
Europe	22.3%	5.9%	-12.4%	10.4%	60.4%	20.1%	20.1%	0.0%	60.4%
Latin America	2.4%	-15.7%	-15.0%	-0.3%	37.0%	8.7%	28.2%	-6.7%	37.0%
Middle East	13.0%	17.6%	-4.1%	10.3%	55.8%	18.5%	28.3%	-4.6%	55.8%
North America	27.8%	22.6%	4.0%	6.8%	44.7%	9.2%	17.7%	-3.5%	44.7%
International	85.5%	9.4%	-11.0%	11.7%	62.6%	18.4%	18.8%	-0.2%	62.6%
Africa	2.0%	34.6%	6.9%	8.9%	43.2%	19.3%	30.5%	-4.0%	43.2%
Asia Pacific	29.1%	4.5%	-18.2%	16.6%	76.3%	21.4%	18.0%	2.2%	76.3%
Europe	21.9%	5.3%	-13.5%	11.3%	63.1%	19.9%	19.8%	0.1%	63.1%
Latin America	2.0%	-17.1%	-20.9%	2.2%	49.1%	6.4%	19.8%	-6.2%	49.1%
Middle East	13.0%	17.6%	-4.0%	10.3%	56.1%	18.4%	28.4%	-4.7%	56.1%
North America	17.5%	19.3%	-4.0%	10.7%	54.9%	13.2%	10.9%	1.1%	54.9%

¹% of industry CTKs in 2020

²Change in load factor vs same month in 2019

³Load factor level

Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.



OCT 2021: Air Cargo Market Analysis

Chart 1: CTK levels, actual and seasonally adjusted

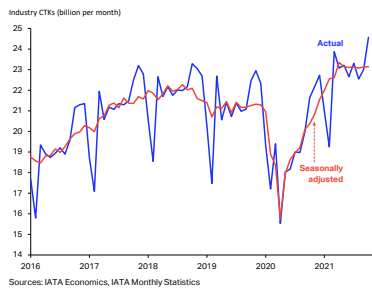


Chart 2: Output and new export orders components of the global manufacturing PMI

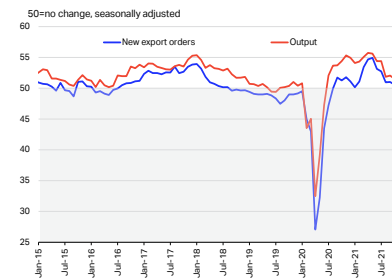
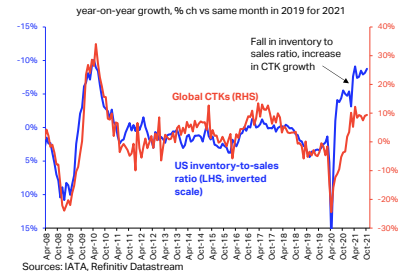


Chart 3: US inventory-to-sales ratio, global CTKs



Besides, supplier delivery times remain exceptionally

Chart 4: Int'l belly cargo and freighter capacity growth

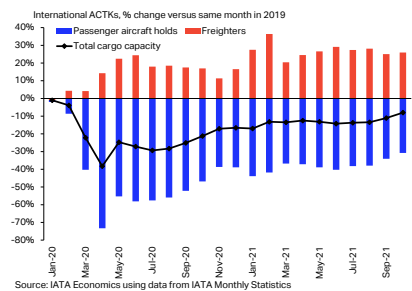


Chart 5: Cargo load factors by region of registration

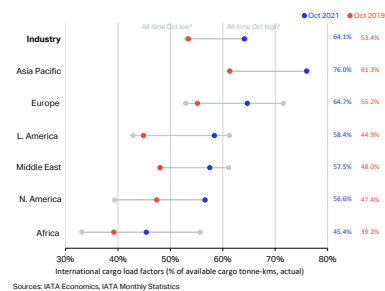


Chart 6: Int'l CTK growth versus the same month in 2019 (airline region of registration)

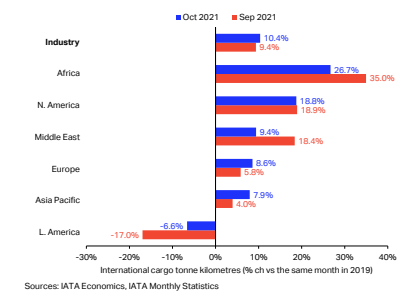
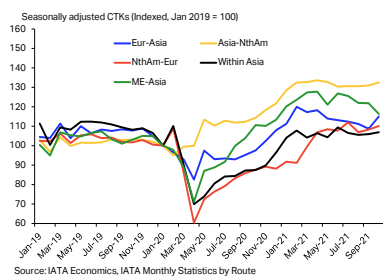


Chart 7: SA int'l CTKs by route (segment-based)



Air cargo market detail - October 2021

To aid understanding, the table includes both % comparisons with pre-crisis 2019 months and 2020 months.

	World share ¹	October 2021 (% ch vs the same month in 2019)				October 2021 (% year-on-year)			
		CTK	ACTK	CLF (%-pt) ²	CLF (level) ³	CTK	ACTK	CLF (%-pt) ²	CLF (level) ³
TOTAL MARKET	100.0%	9.4%	-7.2%	8.5%	56.1%	13.5%	15.6%	-1.0%	56.1%
Africa	2.0%	25.9%	6.6%	6.9%	45.0%	19.6%	18.5%	0.4%	45.0%
Asia Pacific	32.6%	3.6%	-15.7%	12.3%	66.1%	17.1%	11.2%	3.4%	66.1%
Europe	22.3%	9.0%	-7.2%	9.3%	62.6%	17.9%	19.4%	-0.8%	62.6%
Latin America	2.4%	-5.8%	-22.7%	7.5%	42.1%	7.6%	18.2%	-4.2%	42.1%
Middle East	13.0%	9.4%	-8.7%	9.5%	57.2%	9.7%	15.4%	-3.0%	57.2%
North America	27.8%	18.6%	3.1%	5.9%	44.9%	7.8%	16.9%	-3.8%	44.9%
International	85.5%	10.4%	-8.0%	10.7%	64.1%	16.4%	16.8%	-0.2%	64.1%
Africa	2.0%	26.7%	9.4%	6.2%	45.4%	19.7%	18.1%	0.6%	45.4%
Asia Pacific	29.1%	7.9%	-12.9%	14.7%	76.0%	22.1%	21.6%	0.3%	76.0%
Europe	21.9%	8.6%	-7.4%	9.5%	64.7%	17.8%	19.6%	-1.0%	64.7%
Latin America	2.0%	-6.6%	-28.3%	13.5%	58.4%	5.9%	11.1%	-2.9%	58.4%
Middle East	13.0%	9.4%	-8.6%	9.5%	57.5%	9.7%	15.4%	-3.0%	57.5%
North America	17.5%	18.6%	-0.6%	9.2%	56.6%	11.6%	9.7%	0.9%	56.6%

¹% of industry CTKs in 2020

²Change in load factor vs same month in 2019

³Load factor level

Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.



NOV 2021: Air Cargo Market Analysis

Chart 1: CTK levels, actual and seasonally adjusted

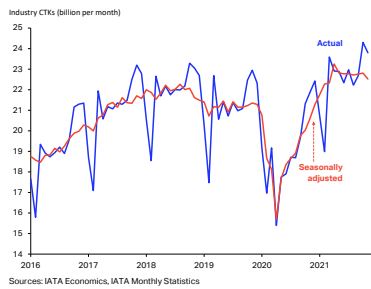


Chart 2: Supplier delivery times component of the manufacturing PMI

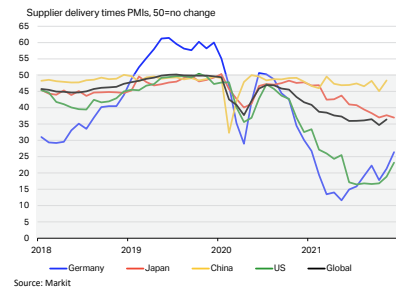
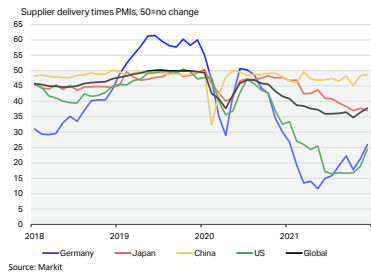


Chart 3: CTK growth versus global new export orders



Chart 4: Supplier delivery times component of the manufacturing PMI



Air Cargo Market Analysis – December 2021

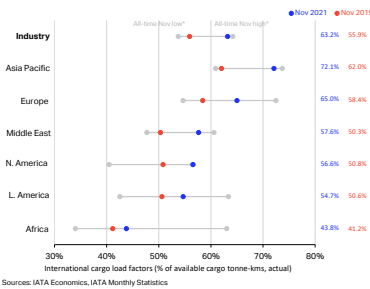


Chart 6: Int'l CTK growth versus the same month in 2019 (airline region of registration)

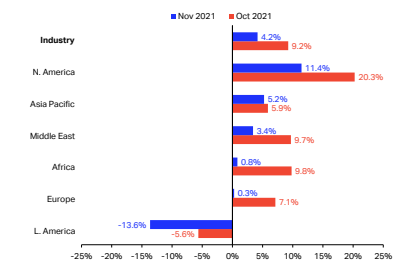
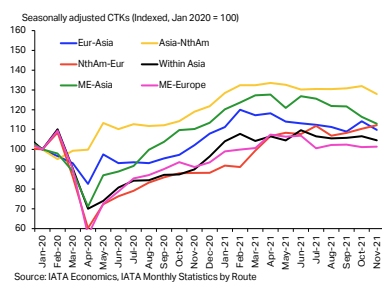


Chart 7: SA int'l CTKs by route (segment-based)



Air cargo market in detail - November 2021

	World share ¹	November 2021 (% ch vs the same month in 2019)				November 2021 (% year-on-year)			
		CTK	ACTK	CLF (%-pt) ²	CLF (level) ³	CTK	ACTK	CLF (%-pt) ²	CLF (level) ³
TOTAL MARKET	100.0%	3.7%	-7.6%	6.1%	55.9%	8.8%	10.7%	-1.0%	55.9%
Africa	1.7%	-0.1%	-6.9%	3.0%	43.4%	16.9%	20.6%	-1.3%	43.4%
Asia Pacific	32.7%	1.1%	-15.7%	10.9%	65.4%	11.4%	3.7%	4.6%	65.4%
Europe	22.1%	0.3%	-9.7%	6.3%	63.1%	12.9%	17.6%	-2.7%	63.1%
Latin America	2.4%	-12.8%	-24.4%	6.0%	44.6%	7.2%	15.9%	-3.6%	44.6%
Middle East	13.0%	3.4%	-9.6%	7.2%	57.2%	5.9%	10.4%	-2.4%	57.2%
North America	28.7%	13.3%	5.9%	2.9%	44.4%	3.4%	12.1%	-3.8%	44.4%
International	85.4%	4.2%	-7.9%	7.3%	63.2%	10.7%	12.5%	-1.0%	63.2%
Africa	1.7%	0.8%	-5.2%	2.6%	43.8%	17.0%	20.8%	-1.4%	43.8%
Asia Pacific	29.0%	5.2%	-9.5%	10.1%	72.1%	16.1%	17.0%	-0.6%	72.1%
Europe	21.7%	0.3%	-9.9%	6.6%	65.0%	13.0%	17.7%	-2.7%	65.0%
Latin America	2.1%	-13.6%	-20.1%	4.1%	54.7%	4.1%	10.7%	-3.4%	54.7%
Middle East	13.0%	3.4%	-9.7%	7.3%	57.6%	5.8%	10.3%	-2.4%	57.6%
North America	17.9%	11.4%	0.1%	5.7%	56.6%	3.2%	2.5%	0.4%	56.6%

¹% of industry CTKs in 2020

²Change in load factor vs same month in 2019

³Load factor level

Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.



DEC 2021: Air Cargo Market Analysis

Chart 1: CTK levels, actual and seasonally adjusted



Chart 2: Growth in global goods trade and CTKs

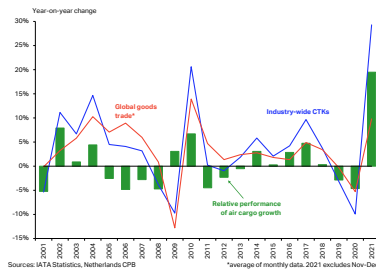


Chart 3: CTK growth versus global new export orders



Chart 4: Supplier delivery times component of the manufacturing PMI

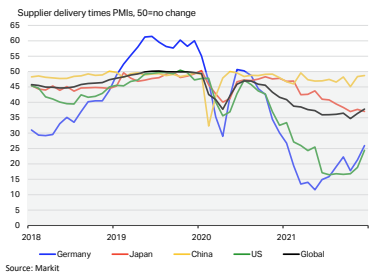


Chart 5: ACTK levels, actual and seasonally adjusted

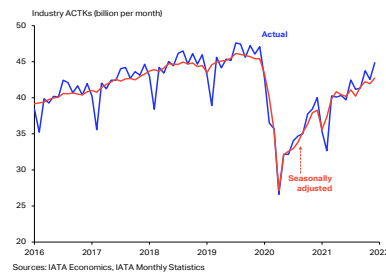


Chart 6: Cargo load factors by region of registration

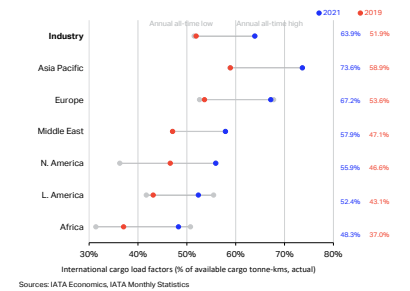
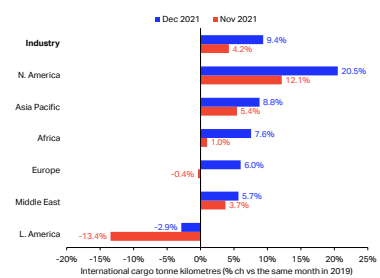


Chart 7: Int'l CTK growth versus the same month in 2019 (airline region of registration)



Air cargo market in detail - December 2021

	World share ¹	December 2021 (% ch vs the same month in 2019)				December 2021 (% year-on-year)			
		CTK	ACTK	CLF (%-pt) ²	CLF (level) ³	CTK	ACTK	CLF (%-pt) ²	CLF (level) ³
TOTAL MARKET	100.0%	8.9%	-4.7%	6.8%	54.2%	8.4%	12.1%	-1.8%	54.2%
Africa	1.9%	6.7%	-20.8%	12.9%	50.2%	15.4%	11.4%	1.7%	50.2%
Asia Pacific	32.4%	4.1%	-13.2%	10.5%	63.4%	9.6%	7.9%	1.0%	63.4%
Europe	22.9%	6.0%	-5.7%	6.9%	62.3%	10.5%	16.2%	-3.2%	62.3%
Latin America	2.2%	-2.4%	-26.9%	10.3%	41.3%	19.4%	15.7%	1.3%	41.3%
Middle East	13.4%	5.7%	-9.2%	7.8%	55.6%	3.2%	9.7%	-3.5%	55.6%
North America	27.2%	21.7%	11.1%	3.8%	43.0%	6.6%	14.0%	-3.0%	43.0%
International	87.2%	9.4%	-6.5%	9.0%	62.1%	10.2%	13.7%	-2.0%	62.1%
Africa	1.9%	7.6%	-19.4%	12.8%	51.0%	15.5%	11.6%	1.7%	51.0%
Asia Pacific	29.5%	8.8%	-10.0%	12.3%	71.3%	14.2%	18.5%	-2.7%	71.3%
Europe	22.5%	6.0%	-5.9%	7.2%	64.0%	10.7%	16.1%	-3.1%	64.0%
Latin America	1.8%	-2.9%	-26.1%	11.8%	49.5%	19.7%	14.5%	2.1%	49.5%
Middle East	13.4%	5.7%	-9.2%	7.9%	56.0%	3.2%	9.7%	-3.6%	56.0%
North America	18.0%	20.5%	6.2%	6.5%	54.7%	7.2%	8.3%	-0.6%	54.7%

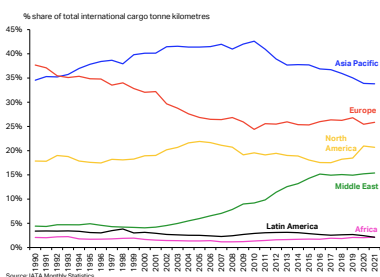
¹% of industry CTKs in 2021

²Change in load factor vs same month in 2019

³Load factor level

Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

Chart 8: Regional shares of total international CTKs





ICAO

ECONOMIC DEVELOPMENT

AUG 2021: Air Transport Monthly Monitor

World Results and Analyses. Total scheduled services
(Domestic and international)

Air Transport Bureau
E-mail: ecd@icao.int

<http://www.icao.int/sustainability/Pages/Air-Traffic-Monitor.aspx>

GLOBAL KEY FIGURES

AUG 2021
(versus AUG 2019)

RPK ▼ -56.0% ASK ▼ -46.2% FTK ▲ 7.7% LF: 70.0% ▼ -15.7%

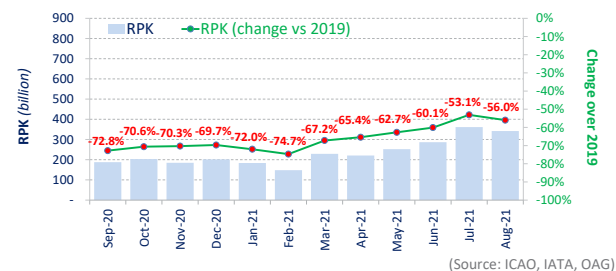
OUTLOOK* - SEP 2021
(versus SEP 2019)

ASK ▼ -43.2% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

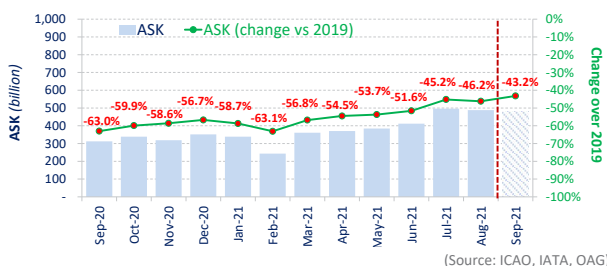
World passenger traffic fell by -56.0% in August 2021 (compared to 2019), -2.9 percentage points down from the decline in the previous month. This deterioration was mainly attributed to the weakening in domestic markets, particular the Chinese domestic travel which plunged dramatically due to the new outbreaks and the more stringent travel restrictions. Some other major domestic markets also worsened. International travel, however, continued to improve in most of the regions, except for Asia/Pacific, where restrictions remain stricter than others.



CAPACITY

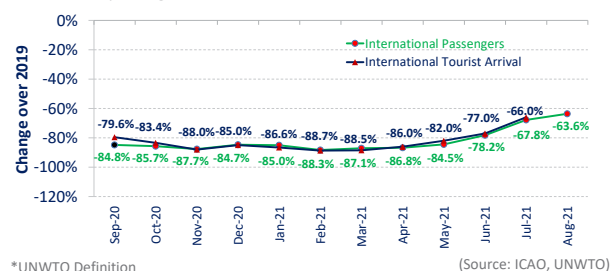
Available Seat-Kilometres - ASK

Capacity worldwide fell by -46.2% in August 2021 (compared to 2019), -1.0 percentage point down from the decline in the previous month (-45.2%). With signs of travel rebound towards the end of August, capacity is expected to increase moderately in September 2021 to -43.2% down from the 2019 levels.



International Passengers vs. Tourist Arrivals

International passenger numbers fell by -63.6% in August 2021 (compared to 2019), +4.2 percentage points up from the decline in the previous month. Easing travel restrictions and progress in vaccination has supported the continued improvements in international travel. Significant rebound was recorded by intra-European travel. The international tourist arrivals also picked up and followed a similar trend as international passenger traffic.

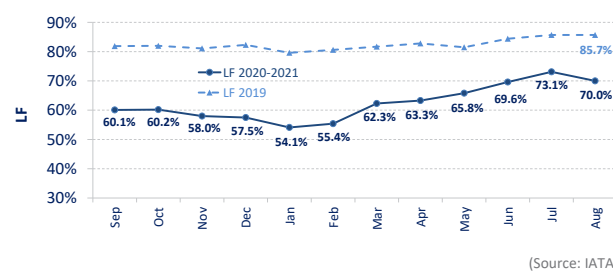


* UNWTO Definition

Load Factor - LF

The passenger Load Factor reached 70.0% in August 2021, -3.1 percentage points lower than the previous month. The worsened domestic travel also resulted in a lower domestic load factor.

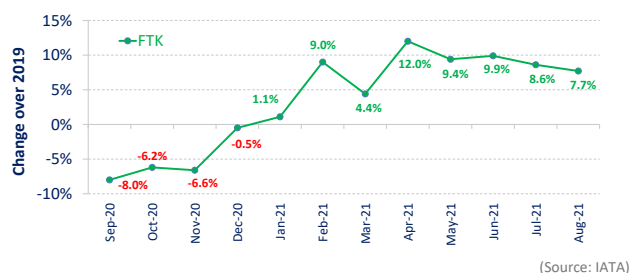
As the recovery of capacity was faster than travel demand recovery, the August LF remained significantly below 2019 levels at -15.7 percentage points lower.



FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic reported a growth of +7.7% in August 2021 (compared to 2019), -0.9 percentage point lower than the growth in the previous month. The softening in air cargo growth reflected the slower expansion in export and manufacturing production. Nevertheless, the global demand for goods is expected to be supportive for air cargo growth in the coming months. Africa continued to outperform other regions, surpassing the 2019 levels at over +30%, albeit with the smallest share of world cargo traffic. North America and Middle East also rose double-digitally, while growth for Europe and Asia/Pacific airlines remained moderate. Latin America/Caribbean, the region with the second smallest share of world air cargo traffic, continued to be the only region posting contraction from 2019 levels.



ACRONYMS: **ACI:** Airports Council International; **ASK:** Available Seat-Kilometres; **IATA:** International Air Transport Association; **FTK:** Freight Tonne-Kilometres; **LF:** Passenger Load Factor; **OAG:** Official Airline Guide; **RPK:** Revenue Passenger-Kilometres; **UNWTO:** World Tourism Organization; **YoY:** Year-on-year; **YTD:** Year-to-date.

► CONTINUED FROM PAGE 67



ICAO

ECONOMIC DEVELOPMENT

AUG 2021: Air Transport Monthly Monitor

World Results and Analyses. Total scheduled services
(Domestic and international)

TOP 15 AIRPORTS (Ranked by aircraft departures, passengers and volume of freight)

AUG 2021: -11.9%, -28.0%, and +12.4% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

AUG 21

Airports (ranking by number of departures)	Departures	vs. 2019	Airports (ranking by number of passengers)	Passengers*	vs. 2019	Airports (ranking by tonnes of freight)	Freight**	vs. 2019
Chicago IL, US (ORD)	34,518	-16.8%	Atlanta GA, US (ATL)	3,780,962	-23.5%	Hong Kong SAR, CN (HKG)	426,000	+12.6%
Atlanta GA, US (ATL)	33,664	-16.9%	Denver CO, US (DEN)	2,971,337	-7.9%	Memphis TN, US (MEM)	366,964	0.8%
Dallas/Fort Worth TX, US (DFW)	29,346	-11.1%	Chicago IL, US (ORD)	2,946,368	-26.2%	Anchorage AK, US (ANC)	321,543	+41.8%
Denver CO, US (DEN)	27,614	-5.3%	Dallas/Fort Worth TX, US (DFW)	2,885,071	-16.0%	Shanghai, CN (PVG)	293,363	0.4%
Los Angeles CA, US (LAX)	24,855	-19.6%	Los Angeles CA, US (LAX)	2,567,605	-36.9%	Incheon, KR (ICN)	268,438	+22.2%
Charlotte NC, US (CLT)	23,172	-6.2%	Istanbul, TR (IST)	2,272,413	-32.6%	Taipei, CN (TPE)	239,737	+31.1%
Houston TX, US (IAH)	19,429	-4.7%	Antalya, TR (AYT)	2,154,734	-23.3%	Louisville KY, US (SDF)	227,469	-2.6%
Seattle WA, US (SEA)	18,550	-14.2%	Seattle WA, US (SEA)	2,059,163	+22.0%	Los Angeles CA, US (LAX)	214,618	+26.9%
Phoenix AZ, US (PHX)	18,166	+2.9%	Moscow, RU (SVO)	2,006,595	-23.9%	Doha, QA (DOH)	206,265	+18.5%
Las Vegas NV, US (LAS)	17,531	-14.1%	Charlotte NC, US (CLT)	1,967,621	-8.7%	Miami FL, US (MIA)	200,803	+22.4%
Anchorage AK, US (ANC)	17,191	+2.3%	Las Vegas NV, US (LAS)	1,905,106	-14.2%	Dubai, AE (DXB)	189,981	-6.4%
Amsterdam, NL (AMS)	16,776	-28.1%	Amsterdam, NL (AMS)	1,893,608	-44.4%	Chicago IL, US (ORD)	184,549	+26.3%
Miami FL, US (MIA)	16,097	-5.1%	Paris, FR (CDG)	1,775,519	+52.5%	Frankfurt, DE (FRA)	174,728	+7.1%
Istanbul, TR (IST)	15,749	-22.5%	Miami FL, US (MIA)	1,690,513	-11.7%	Singapore, SG (SIN)	165,500	-2.1%
Salt Lake City UT, US (SLC)	15,730	+1.5%	Frankfurt, DE (FRA)	1,684,194	-51.3%	Guangzhou, CN (CAN)	161,189	+4.7%

Note: Total scheduled and non-scheduled services

(Source: ACI)

In terms of aircraft departures, the Top 15 airports reported a combined fall of -11.9%, compared to 2019. The Top 15 list remained dominated by US airports. Three airports, Phoenix, Anchorage and Salt Lake city, posted increases compared to 2019, albeit at a modest rate. Chicago remained 1st with a decline of -16.8%. Amsterdam and Istanbul also ranked within the Top 15.

In terms of passengers, the Top 15 airports posted a total fall of -28.0%, compared to 2019. Unlike the previous months, the list is dominated by US and European airports. For the first time, both Istanbul and Antalya in Turkey ranked within Top 15. Amsterdam, Paris and Frankfurt, also re-appeared in Top 15 after over a year. Atlanta remained at 1st with a decline of -23.5%.

In terms of freight, the Top 15 airports reported an increase of +12.4%, compared to 2019. Hong Kong retained the 1st position with a solid growth of +12.6%. Several airports grew double-digitally, with Anchorage and Taipei recording the strongest increase by +41.8% and +31.1%, respectively. Dubai continued to post the largest contraction at -6.4%.

TOP 15 AIRLINE GROUPS (Ranked by RPK)

AUG 2021: -47.0% (vs. 2019) in terms of RPK for the Top 15

AUG 21

In terms of RPK, the Top 15 airline groups accounted for 53.4% of the world's total RPK in August 2021 and declined by -47.0% compared to 2019. This decline was 6.1 percentage points smaller than the fall in world's average RPK.

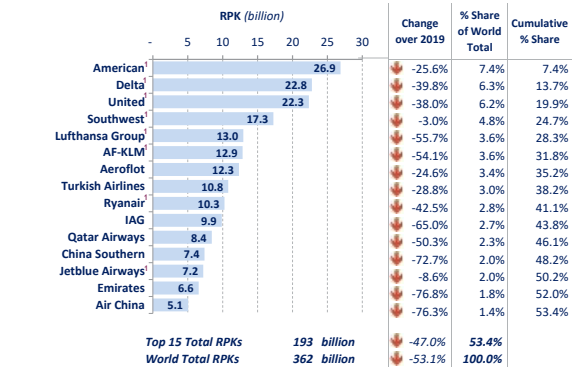
Two major factors affected significantly the August rankings. On one side, the Chinese domestic travel fell drastically impacted by the renewed outbreaks; on the other side, the international travel in Europe picked up rapidly.

US airlines retained the Top 4 positions with American ranked 1st followed by Delta, United and Southwest. Jetblue Airways also ranked in the Top 15 supported by the solid domestic demand. Among all Top 15 airlines, Southwest posted the smallest decline compared to 2019 levels.

Chinese domestic travel demand worsened again with far worse deterioration than the previous ones, and all Chinese airlines experienced drastic fall in traffic. As a result, only China Southern and Air China ranked within Top15, at merely 12th and 15th.

Supported by the pick up of intra-European travel, airlines in Europe moved up their rankings after the US airlines from 5th to 10th. Lufthansa and AF-KLM improved 4 and 2 positions to 5th and 6th, respectively.

Qatar Airways and Emirates ranked 11th and 14th, with the latter recording the largest contraction from 2019 levels.



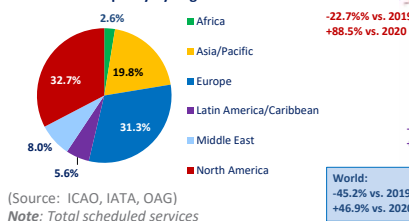
(Source: ICAO, airlines' websites)

Note: Total scheduled and non-scheduled services

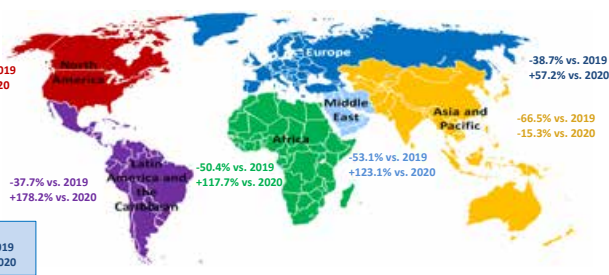
CAPACITY BY REGION (ICAO Statistical Regions)

AUG 2021: -46.2% (vs. 2019) in terms of World ASK

% Share of Capacity by Region



(Source: ICAO, IATA, OAG)
Note: Total scheduled services



Worldwide capacity contracted by -46.2% in August 2021, compared to 2019. This indicated a slight deterioration from July, due to the capacity cut in Asia/Pacific, mainly in Chinese domestic market.

All other regions posted smaller fall in capacity, with the strongest improvements in Europe the Middle East, mostly owing to the expansion in international capacity.

* Embarked Passengers ** Loaded and Unloaded Freight in Tonnes 1. ICAO estimates

ACRONYMS: ACI: Airports Council International; ASK: Available Seat-Kilometres; IATA: International Air Transport Association; FTK: Freight Tonne-Kilometres; LF: Passenger Load Factor; OAG: Official Airline Guide; RPK: Revenue Passenger-Kilometres; UNWTO: World Tourism Organization; YoY: Year-on-year; YTD: Year-to-date.



ICAO

ECONOMIC DEVELOPMENT

SEP 2021: Air Transport Monthly Monitor

World Results and Analyses. Total scheduled services
(Domestic and international)

Air Transport Bureau
E-mail: ecd@icao.int

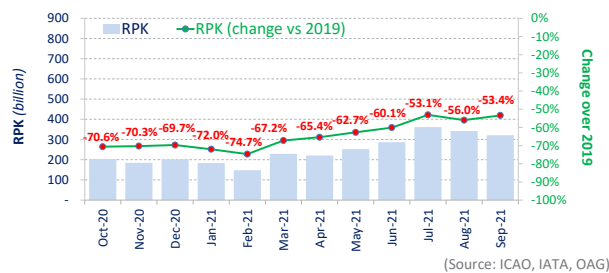
<http://www.icao.int/sustainability/Pages/Air-Traffic-Monitor.aspx>

GLOBAL KEY FIGURES	SEP 2021 (versus SEP 2019)	OUTLOOK* - OCT 2021 (versus OCT 2019)
	RPK ▼ -53.4% ASK ▼ -43.6% FTK ▲ 9.1% LF: 67.6% ▼ -14.3%	ASK ▼ -40.3% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic fell by -53.4% in September 2021 (compared to 2019), +2.6 percentage points up from the decline in the previous month. Air travel improved slightly from the deterioration in August, mainly owing to the uptick in domestic travel, particularly the rebound in Chinese domestic market. Conversely, the fall in traffic worsened in some regions such as Africa and Europe. The momentum of air travel recovery appeared to wane towards the end of the summer season, however, the positive vaccination progress is likely to support the recovery in the coming months.

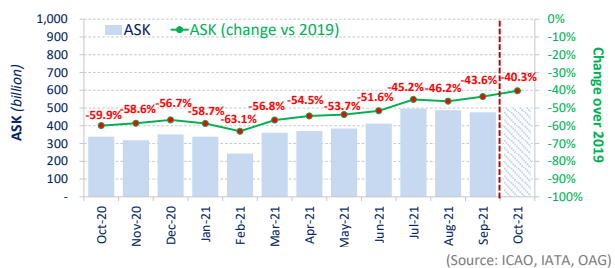


CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide fell by -43.6% in September 2021 (compared to 2019), +2.6 percentage points up from the decline in the previous month (-46.2%).

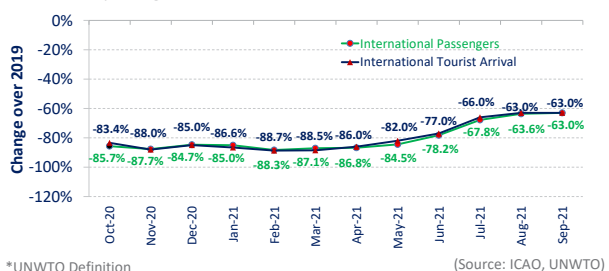
With signs of easing restriction, airlines are gradually adding capacity back to the market. Thus, the September capacity is expected to improve to -40.3% down from the 2019 levels.



International Passengers vs. Tourist Arrivals

International passenger numbers fell by -63.0% in September 2021 (compared to 2019), +0.6 percentage point up from the decline in the previous month. International travel recovery has paused across all regions, partially attributed to the weakened demand in the less busy travel season.

The recovery in international tourist arrivals also stalled and followed a similar trend as international passenger traffic.

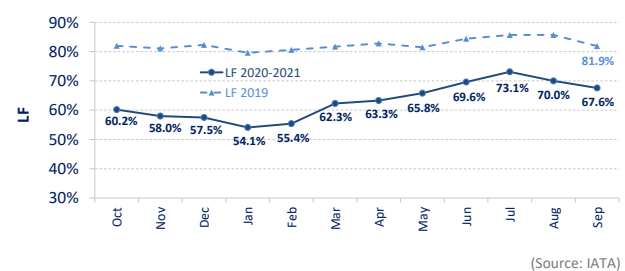


* UNWTO Definition

Load Factor - LF

The passenger Load Factor reached 67.6% in September 2021, -2.4 percentage points lower than the previous month. Load factor continues to trend downwards as the return of capacity was faster than the recovery of travel demand.

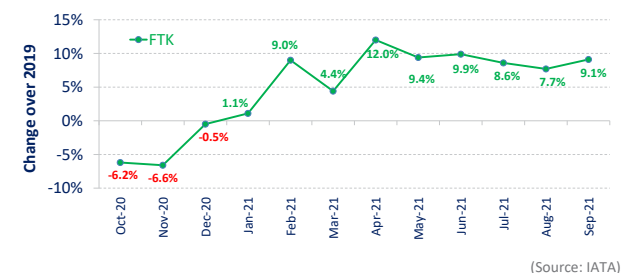
The September LF remained significantly below 2019 levels at -14.3 percentage points lower.



FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic reported a growth of +9.1% in September 2021 (compared to 2019), +1.4 percentage points up from the growth in the previous month. Air cargo has benefited from the global supply chain congestion as businesses have been shifting volume from ocean to air in order to avoid long delivery times and delays. The strong demand in goods and businesses restocking inventories to prepare for the upcoming peak consumer events, will continue to support air cargo growth in the months ahead. Performance by region was a mix. Whereas Africa, North America and the Middle East demonstrated robust growth, the other regions saw either no improvement or deterioration. Latin America/Caribbean remained the weakest performing region with a contraction of over -10% from the 2019 levels.



ACRONYMS: AIC: Airports Council International; ASK: Available Seat-Kilometres; IATA: International Air Transport Association; FTK: Freight Tonne-Kilometres; LF: Passenger Load Factor; OAG: Official Airline Guide; RPK: Revenue Passenger-Kilometres; UNWTO: World Tourism Organization; YoY: Year-on-year; YTD: Year-to-date.

▶ CONTINUED FROM PAGE 69



ICAO

ECONOMIC DEVELOPMENT

SEP 2021: Air Transport Monthly Monitor

World Results and Analyses. Total scheduled services
(Domestic and international)

TOP 15 AIRPORTS (Ranked by aircraft departures, passengers and volume of freight)

AUG 2021: -10.8%, -23.7%, and +14.2% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

SEP 21

Airports (ranking by number of departures)	Departures	vs. 2019	Airports (ranking by number of passengers)	Passengers*	vs. 2019	Airports (ranking by tonnes of freight)	Freight**	vs. 2019
Chicago IL, US (ORD)	33,389	-14.8%	Atlanta GA, US (ATL)	3,515,319	-19.5%	Hong Kong SAR, CN (HKG)	452,000	+13.8%
Atlanta GA, US (ATL)	32,148	-11.3%	Denver CO, US (DEN)	2,732,441	-8.3%	Memphis TN, US (MEM)	379,234	+14.9%
Dallas/Fort Worth TX, US (DFW)	28,129	-8.2%	Chicago IL, US (ORD)	2,696,151	-23.9%	Anchorage AK, US (ANC)	291,735	+27.8%
Denver CO, US (DEN)	27,164	-1.0%	Dallas/Fort Worth TX, US (DFW)	2,691,133	-12.4%	Incheon, KR (ICN)	281,477	+26.6%
Los Angeles CA, US (LAX)	23,290	-16.1%	Los Angeles CA, US (LAX)	2,186,039	-37.6%	Shanghai, CN (PVG)	249,503	-20.3%
Charlotte NC, US (CLT)	21,689	-9.7%	Istanbul, TR (IST)	2,030,510	-35.0%	Taipei, CN (TPE)	231,985	+26.2%
Houston TX, US (IAH)	18,360	-1.9%	Antalya, TR (AYT)	1,908,802	-21.2%	Louisville KY, US (SDF)	231,421	+11.1%
Las Vegas NV, US (LAS)	18,087	-10.8%	Las Vegas NV, US (LAS)	1,890,062	-12.9%	Tokyo, JP (NRT)	218,704	+23.7%
Newark NJ, US (EWR)	17,825	-4.7%	Charlotte NC, US (CLT)	1,824,418	-9.2%	Doha, QA (DOH)	214,398	+18.9%
Phoenix AZ, US (PHX)	17,426	+2.5%	Guangzhou, CN (CAN)	1,775,077	-41.0%	Los Angeles CA, US (LAX)	211,687	+32.6%
Seattle WA, US (SEA)	17,305	-9.2%	Moscow, RU (SVO)	1,755,011	-24.3%	Miami FL, US (MIA)	201,710	+27.2%
Amsterdam, NL (AMS)	16,182	-29.3%	Seattle WA, US (SEA)	1,705,417	-23.5%	Dubai, AE (DXB)	197,932	-4.1%
Guangzhou, CN (CAN)	16,077	-21.5%	Shenzhen, CN (SZX)	1,688,167	-22.2%	Chicago IL, US (ORD)	181,340	+24.7%
Salt Lake City UT, US (SLC)	15,094	+8.1%	Phoenix AZ, US (PHX)	1,646,864	-4.6%	Frankfurt, DE (FRA)	181,087	+9.9%
Istanbul, TR (IST)	14,875	-22.4%	New Delhi, IN (DEL)	1,610,236	-43.5%	Guangzhou, CN (CAN)	174,079	+7.0%

Note: Total scheduled and non-scheduled services

(Source: ACI)

In terms of aircraft departures, the Top 15 airports reported a combined fall of -10.8%, compared to 2019. All the Top 15 airports, except three, were US airports. Chicago remained 1st with a decline of -14.8%. The three non-US airports posted the largest fall among the Top 15, i.e. Amsterdam (-29.3%), Istanbul (-22.4%) and Guangzhou (-21.5%).

In terms of passengers, the Top 15 airports posted a total fall of -23.7%, compared to 2019. The Top 15 list has a mix of airports from North America, Europe and Asia/Pacific. Owing to the improvements in domestic travel, New Delhi, Guangzhou and Shenzhen re-appeared in the Top 15. Three US airports, Phoenix, Denver and Charlotte, recorded the smallest fall of less than -10%.

In terms of freight, the Top 15 airports reported an increase of +14.2%, compared to 2019. Hong Kong retained the 1st position with a solid growth of +13.8%. The majority of the Top 15 airports grew double-digitally, with the strongest increase in Los Angeles at +32.6%. For the first time of the year, Shanghai posted a significant decline at -20.3%.

TOP 15 AIRLINE GROUPS (Ranked by RPK)

SEP 2021: -46.1% (vs. 2019) in terms of RPK for the Top 15

SEP 21

In terms of RPK, the Top 15 airline groups accounted for 52.7% of the world's total RPK in September 2021 and declined by -46.1% compared to 2019. This decline was 9.9 percentage points smaller than the fall in world's average RPK.

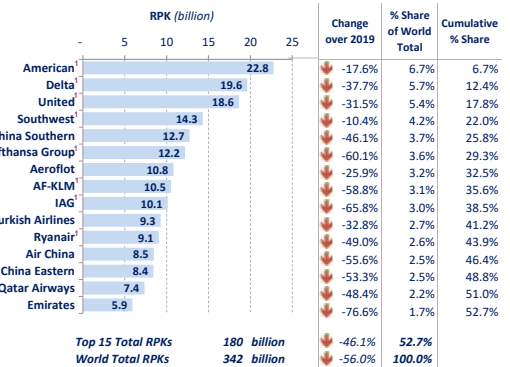
Top 15 ranking changed dramatically again compared to August, due to the rebound of the Chinese domestic travel after the weakness and the pause in recovery in some other regions.

The performance of the US airlines has been relatively stable. The Top 4 positions were maintained by American, Delta, United and Southwest. American and Southwest posted much smaller declines from 2019 levels.

After experiencing the temporary dip, domestic passenger traffic in China picked up. Consequently, ranking of the Chinese airlines improved, with China Southern and Air China up by 7 and 3 positions to 5th and 12th, respectively. China Eastern returned to the Top 15 and ranked 13th.

As the positive impetus from the peak summer travel demand started to diminish, traffic recovery in Europe weakened. Except Aeroflot, rankings of all other European airlines within the Top 15 dropped. Lufthansa ranked 1 position down to 6th, after China Southern.

Qatar Airways and Emirates moved down to 14th and 15th, respectively. The latter has also recorded the largest contraction from 2019 levels, among all the Top 15 airlines.



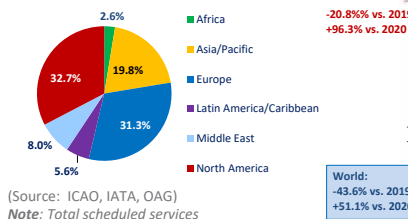
(Source: ICAO, airlines' websites)

Note: Total scheduled and non-scheduled services

CAPACITY BY REGION (ICAO Statistical Regions)

SEP 2021: -43.6% (vs. 2019) in terms of World ASK

% Share of Capacity by Region



(Source: ICAO, IATA, OAG)
Note: Total scheduled services

Worldwide capacity contracted by -43.6% in September 2021, compared to 2019, a moderate improvement from the contraction in August. This rebound was mostly attributed to the increase in Asia/Pacific, in particular the Chinese domestic capacity.

Capacity contraction eased in all other regions, except for Europe which posted a slightly larger fall.

* Embarked Passengers ** Loaded and Unloaded Freight in Tonnes 1. ICAO estimates

ACRONYMS: ACI: Airports Council International; ASK: Available Seat-Kilometres; IATA: International Air Transport Association; FTK: Freight Tonne-Kilometres; LF: Passenger Load Factor; OAG: Official Airline Guide; RPK: Revenue Passenger-Kilometres; UNWTO: World Tourism Organization; YoY: Year-on-year; YTD: Year-to-date.



ICAO

ECONOMIC DEVELOPMENT

OCT 2021: Air Transport Monthly Monitor

World Results and Analyses. Total scheduled services
(Domestic and international)

Air Transport Bureau
E-mail: ecd@icao.int

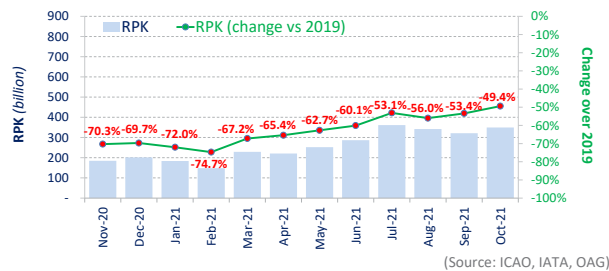
<http://www.icao.int/sustainability/Pages/Air-Traffic-Monitor.aspx>

GLOBAL KEY FIGURES	OCT 2021 <i>(versus OCT 2019)</i>	OUTLOOK* - NOV 2021 <i>(versus NOV 2019)</i>
	RPK ▼ -49.4% ASK ▼ -41.2% FTK ▲ 9.4% LF: 70.6% ▼ -11.4%	ASK ▼ -41.0% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

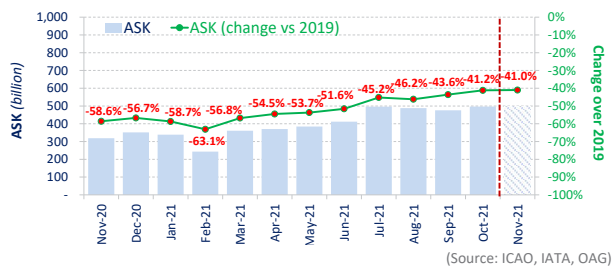
World passenger traffic fell by -49.4% in October 2021 (compared to 2019), +4.0 percentage points up from the decline in the previous month. Recovery in air travel progressed slightly, supported by the rising vaccination rates and stabilization in new infections. Nonetheless, risk of outbreak resurgence remains and poses significant uncertainty to a steady recovery in the coming months. Domestic market of the Russian Federation demonstrated the most resilience, which has exceeded the pre-crisis levels since the beginning of the year.



CAPACITY

Available Seat-Kilometres - ASK

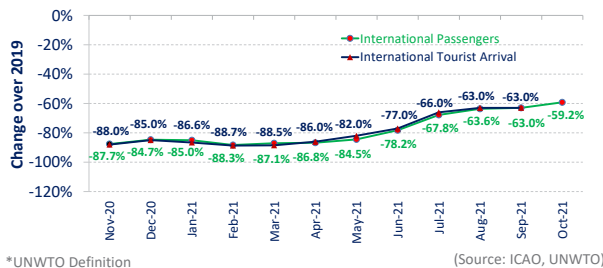
Capacity worldwide fell by -41.2% in October 2021 (compared to 2019), +2.4 percentage points up from the decline in the previous month (-43.6%). As airlines have been cautious in adding back capacity, the November capacity is expected to stay at -41.0% down from the 2019 levels.



International Passengers vs. Tourist Arrivals

International passenger numbers fell by -59.2% in October 2021 (compared to 2019), +3.8 percentage points up from the decline in the previous month. Owing to the easing travel restrictions, international travel recovered in all regions, particularly in Europe and the Middle East.

The recovery in international tourist arrivals is expected to follow a similar trend as international passenger traffic.

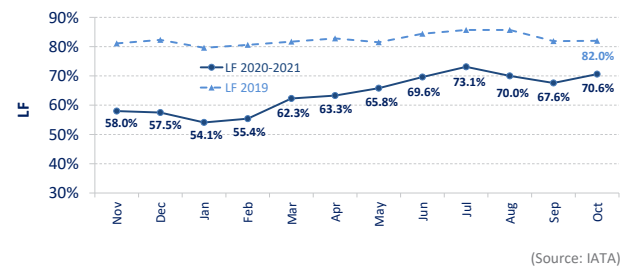


* UNWTO Definition

Load Factor - LF

The passenger Load Factor reached 70.6% in October 2021, +3.0 percentage points higher than the previous month. Load factor of the month improved as the air travel demand increased more than the capacity.

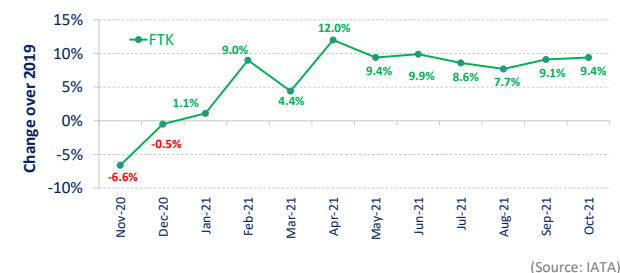
Despite the improvement, the October LF remained -11.4 percentage points below the 2019 levels.



FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic reported a growth of +9.4% in October 2021 (compared to 2019), +0.3 percentage points up from the growth in the previous month. Air cargo continued to benefit from the supply chain congestion which has caused temporary shift of freight from sea to air. To meet the strong demand of the upcoming major year-end consumer events, businesses and shippers are likely to favor air cargo over other modes of air transport. Performance diverged across regions. While Asia/Pacific and Europe were the main contributors to the improvement of this month, traffic in Africa and the Middle East deteriorated. Latin America/Caribbean improved significantly, however, it remained the only region posting contraction from the 2019 levels.



ACRONYMS: ACI: Airports Council International; ASK: Available Seat-Kilometres; IATA: International Air Transport Association; FTK: Freight Tonne-Kilometres; LF: Passenger Load Factor; OAG: Official Airline Guide; RPK: Revenue Passenger-Kilometres; UNWTO: World Tourism Organization; YoY: Year-on-year; YTD: Year-to-date.

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ICAO

ECONOMIC DEVELOPMENT

OCT 2021: Air Transport Monthly Monitor

World Results and Analyses. Total scheduled services
(Domestic and international)

TOP 15 AIRPORTS (Ranked by aircraft departures, passengers and volume of freight)

OCT 2021: -12.9%, -19.1%, and +13.2% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

OCT 21

Airports (ranking by number of departures)	Departures	vs. 2019	Airports (ranking by number of passengers)	Passengers*	vs. 2019	Airports (ranking by tonnes of freight)	Freight**	vs. 2019
Chicago IL, US (ORD)	34,150	-17.4%	Atlanta GA, US (ATL)	3,818,470	-19.7%	Hong Kong SAR, CN (HKG)	459,000	9.5%
Atlanta GA, US (ATL)	33,672	-12.0%	Dallas/Fort Worth TX, US (DFW)	2,975,084	-6.7%	Memphis TN, US (MEM)	382,041	1.3%
Dallas/Fort Worth TX, US (DFW)	28,550	-8.2%	Chicago IL, US (ORD)	2,906,783	-22.9%	Shanghai, CN (PVG)	305,458	-5.0%
Denver CO, US (DEN)	26,246	-5.9%	Denver CO, US (DEN)	2,849,679	-6.2%	Anchorage AK, US (ANC)	304,494	27.3%
Los Angeles CA, US (LAX)	24,220	-16.1%	Los Angeles CA, US (LAX)	2,423,807	-32.6%	Incheon, KR (ICN)	284,858	18.8%
Charlotte NC, US (CLT)	23,378	-7.7%	Istanbul, TR (IST)	2,180,393	-29.6%	Taipei, CN (TPE)	242,019	24.1%
Houston TX, US (IAH)	19,021	-7.0%	Las Vegas NV, US (LAS)	2,090,573	-9.5%	Louisville KY, US (SDF)	238,239	0.1%
Phoenix AZ, US (PHX)	18,451	-1.6%	Charlotte NC, US (CLT)	2,087,898	-5.6%	Tokyo, JP (NRT)	231,410	32.0%
Las Vegas NV, US (LAS)	18,200	-14.6%	New Delhi, IN (DEL)	2,032,665	-32.4%	Doha, QA (DOH)	226,422	15.0%
Guangzhou, CN (CAN)	17,405	-17.1%	Guangzhou, CN (CAN)	1,978,035	-37.7%	Los Angeles CA, US (LAX)	225,718	30.3%
Shanghai, CN (PVG)	17,096	-20.7%	Antalya, TR (AYT)	1,932,105	-7.4%	Miami FL, US (MIA)	222,924	29.0%
Seattle WA, US (SEA)	16,930	-11.7%	Phoenix AZ, US (PHX)	1,906,065	-2.6%	Chicago IL, US (ORD)	212,402	34.5%
Amsterdam, NL (AMS)	16,736	-27.5%	Shenzhen, CN (SZX)	1,903,577	+17.4%	Dubai, AE (DXB)	206,963	-6.0%
Miami FL, US (MIA)	16,661	2.5%	Chengdu, CN (CTU)	1,864,987	-23.3%	Frankfurt, DE (FRA)	192,240	14.1%
New Delhi, IN (DEL)	16,276	-23.0%	Orlando FL, US (MCO)	1,841,354	-11.0%	Paris, FR (CDG)	187,000	11.3%

Note: Total scheduled and non-scheduled services

(Source: ACI)

In terms of aircraft departures, the Top 15 airports reported a combined fall of -12.9%, compared to 2019. All but four of the Top 15 airports were US airports. Chicago remained 1st with a decline of -17.4%. The largest fall was recorded by Amsterdam (-27.5%), followed by New Delhi (-23.0%) and Shanghai (-20.7%). Miami was the only airport posting a positive growth.

In terms of passengers, the Top 15 airports posted a total fall of -19.1%, compared to 2019. The Top 15 list was dominated by US airports and a few airports in Asia/Pacific and Europe. Guangzhou and Los Angeles recorded the largest fall of -37.7% and -32.6%, while Phoenix and Charlotte recorded the smallest fall of -2.6% and -5.6%, respectively.

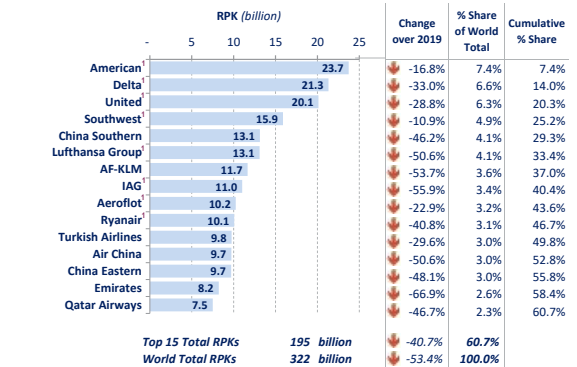
In terms of freight, the Top 15 airports reported an increase of +13.2%, compared to 2019. Over half of the Top 15 airports grew double-digitally, with the strongest increase in Chicago (+34.5%) and Tokyo (+32.0%). Hong Kong retained the 1st position with a solid growth of +9.5%. Shanghai and Dubai continued to post modest declines.

TOP 15 AIRLINE GROUPS (Ranked by RPK)

OCT 2021: -40.7% (vs. 2019) in terms of RPK for the Top 15

OCT 21

In terms of RPK, the Top 15 airline groups accounted for 60.7% of the world's total RPK in October 2021 and declined by -40.7% compared to 2019. This decline was 12.7 percentage points smaller than the fall in world's average RPK.



(Source: ICAO, airlines' websites)

Note: Total scheduled and non-scheduled services

Compared to September, the Top 15 ranking was relatively stable with a small shift in positions, mostly among the European airlines.

US airlines retained the Top 4 positions with American ranked 1st, followed by Delta, United and Southwest. As it has been the case in the previous months, American and Southwest posted much smaller declines from 2019 levels.

The domestic passenger traffic in China picked up but at a slow pace, as travel restrictions remained strict. The three major Chinese airlines, China Southern, Air China and China Eastern maintained the same positions of 5th, 12th and 13th.

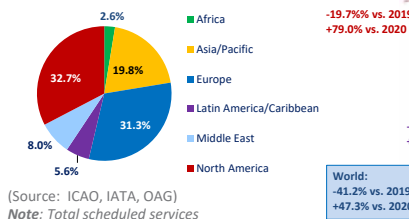
International travel continued to be supportive to European airlines on the back of easing travel restrictions. Lufthansa kept the 6th place, while AF-KLM and IAG improved 1 position to 7th and 8th, respectively.

Qatar Airways and Emirates maintained the last two positions within the Top 15, with the latter recording the largest contraction from 2019 levels.

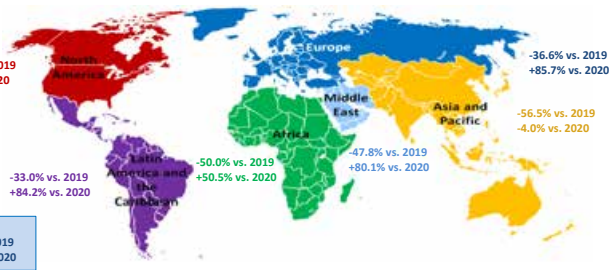
CAPACITY BY REGION (ICAO Statistical Regions)

OCT 2021: -41.2% (vs. 2019) in terms of World ASK

% Share of Capacity by Region



(Source: ICAO, IATA, OAG)
Note: Total scheduled services



Worldwide capacity contracted by -41.2% in October 2021, compared to 2019, a slight improvement from the contraction in October. All regions recorded smaller contraction compared to the previous month, especially Europe and the Middle East.

The largest contraction was recorded by Asia/Pacific, where capacity was even lower than the level in the same month of 2020.

* Embarked Passengers ** Loaded and Unloaded Freight in Tonnes 1. ICAO estimates

ACRONYMS: ACI: Airports Council International; ASK: Available Seat-Kilometres; IATA: International Air Transport Association; FTK: Freight Tonne-Kilometres; LF: Passenger Load Factor; OAG: Official Airline Guide; RPK: Revenue Passenger-Kilometres; UNWTO: World Tourism Organization; YoY: Year-on-year; YTD: Year-to-date.