



ICAO

UNITING AVIATION

Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis

Montréal, Canada

4 May 2020

Air Transport Bureau





- **Economic Impact in Brief**
- **Scenario Building**
- **Scenario Analysis**
 - Impact on International Passenger Seat Capacity (Supply)
 - Impact on International Passenger Numbers (Demand)
 - Impact on Gross Passenger Operating Revenues of Airlines
- **Summary of Key Impact Indicators**
- **Appendix**
 - A: Situation Overview
 - B: Summary of Analysis by Other Organizations
 - C: Airlines' Financial Analysis
 - D: Route Group Level Analysis



Economic Impact in Brief

Figures and estimates herein is **subject to substantial changes**, and will be updated with the situation evolving and more information available.



The latest estimates indicate that the possible COVID-19 impact on scheduled international passenger traffic for the full year 2020, compared to Baseline (business as usual, originally-planned), would be:

V-shaped path (Scenario 1: a first sign of recovery in late May)

- Overall reduction ranging from **39% to 56% of seats offered by airlines**
- Overall reduction of **870 to 1,300 million passengers**
- Approx. **USD 153 to 229 billion potential loss** of gross operating revenues of airlines

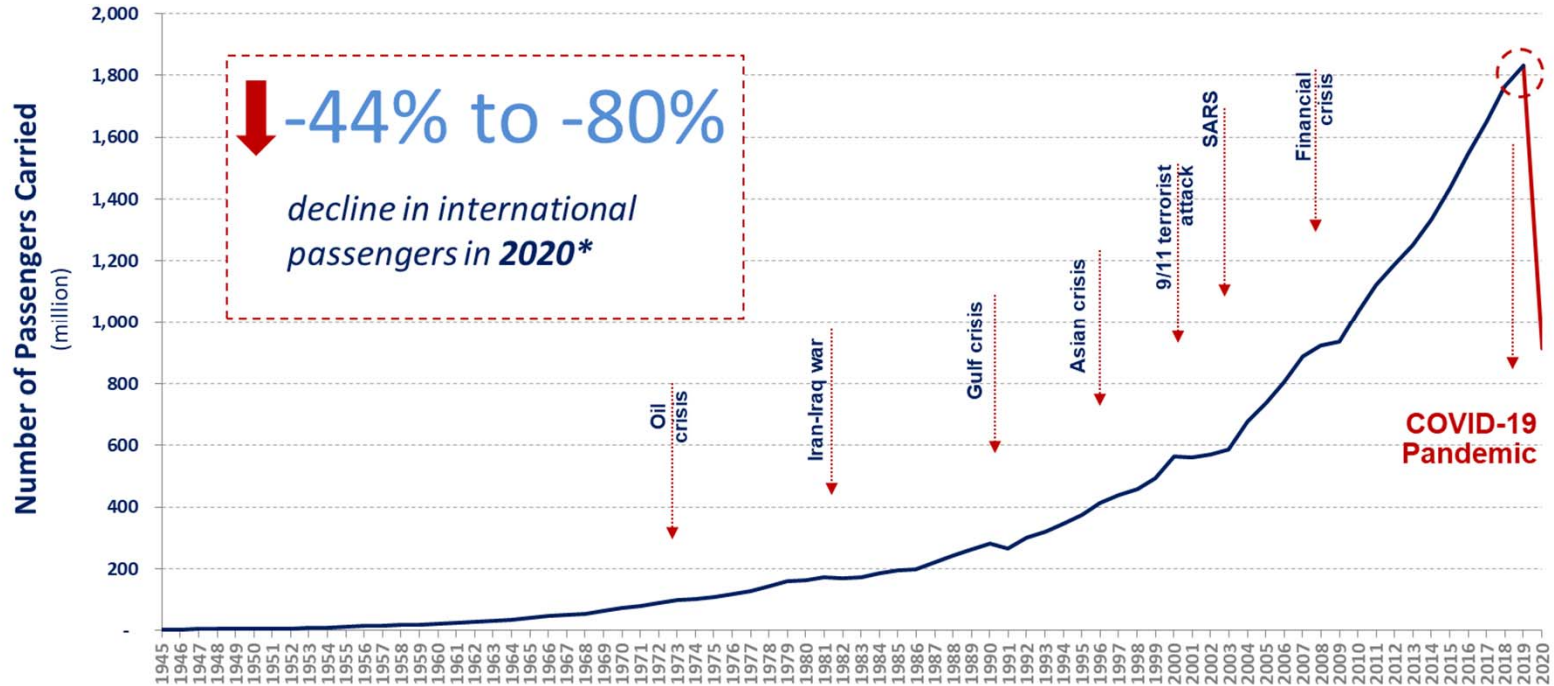
U-shaped path (Scenario 2: restart in third quarter or later)

- Overall reduction ranging from **49% to 72% of seats offered by airlines**
- Overall reduction of **1,116 to 1,531 million passengers**
- Approx. **USD 196 to 270 billion potential loss** of gross operating revenues of airlines

The impacts depend on duration and magnitude of the outbreak and containment measures, the degree of consumer confidence for air travel, and economic conditions, etc.

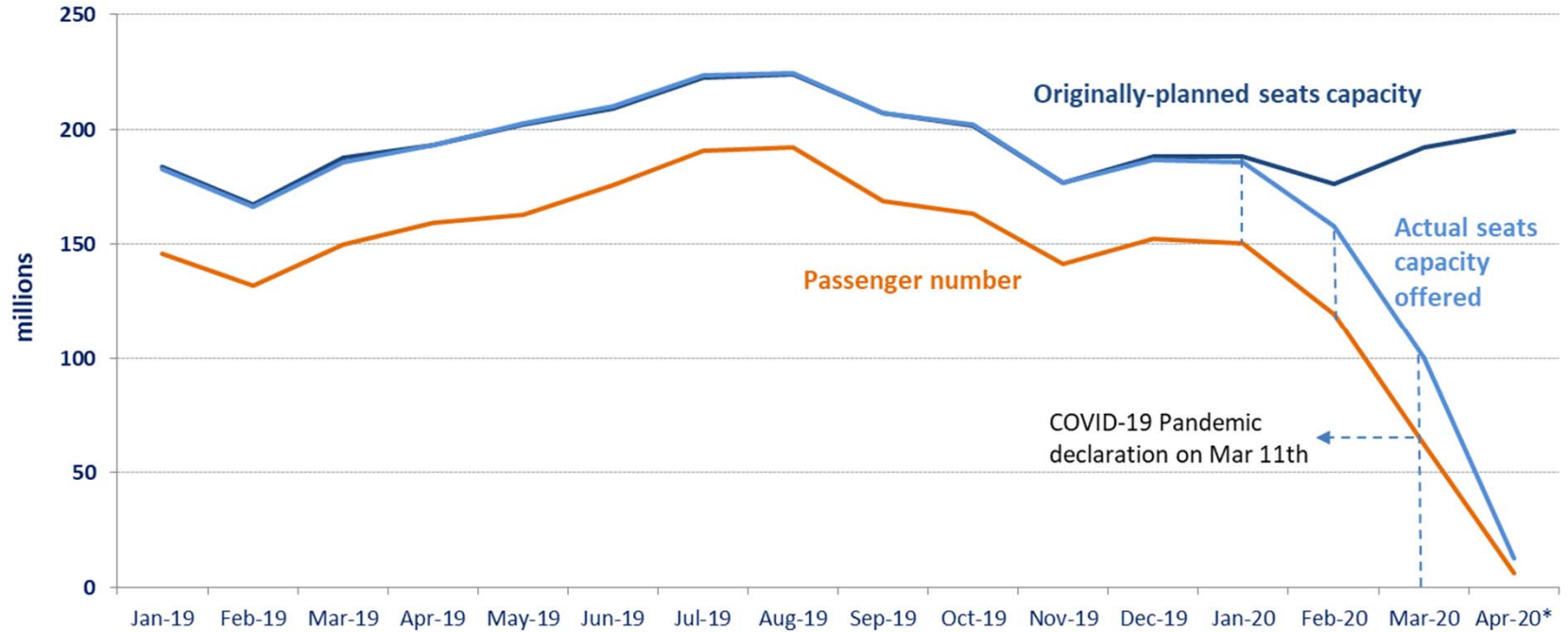
International passenger traffic collapses with unprecedented decline in history

World international passenger traffic evolution 1945 – 2020*



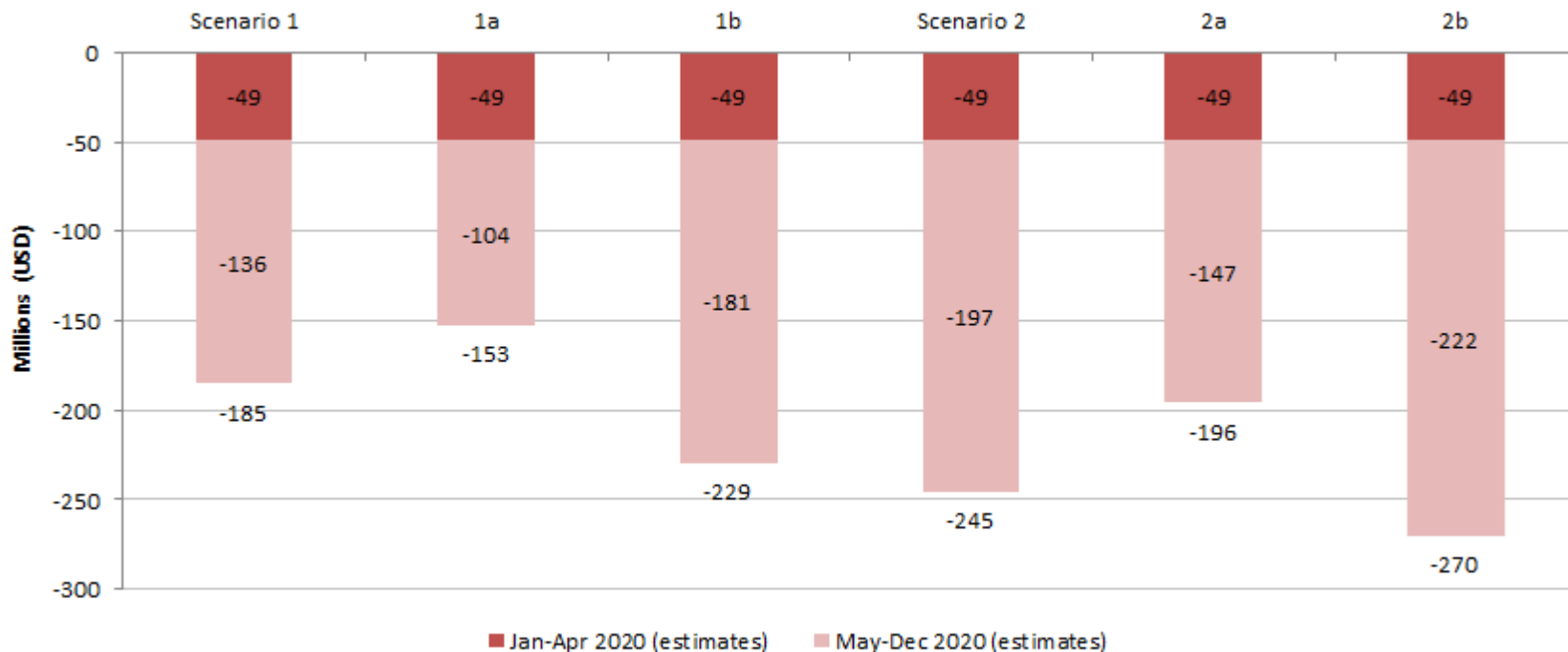


Comparison of international passenger numbers and capacity





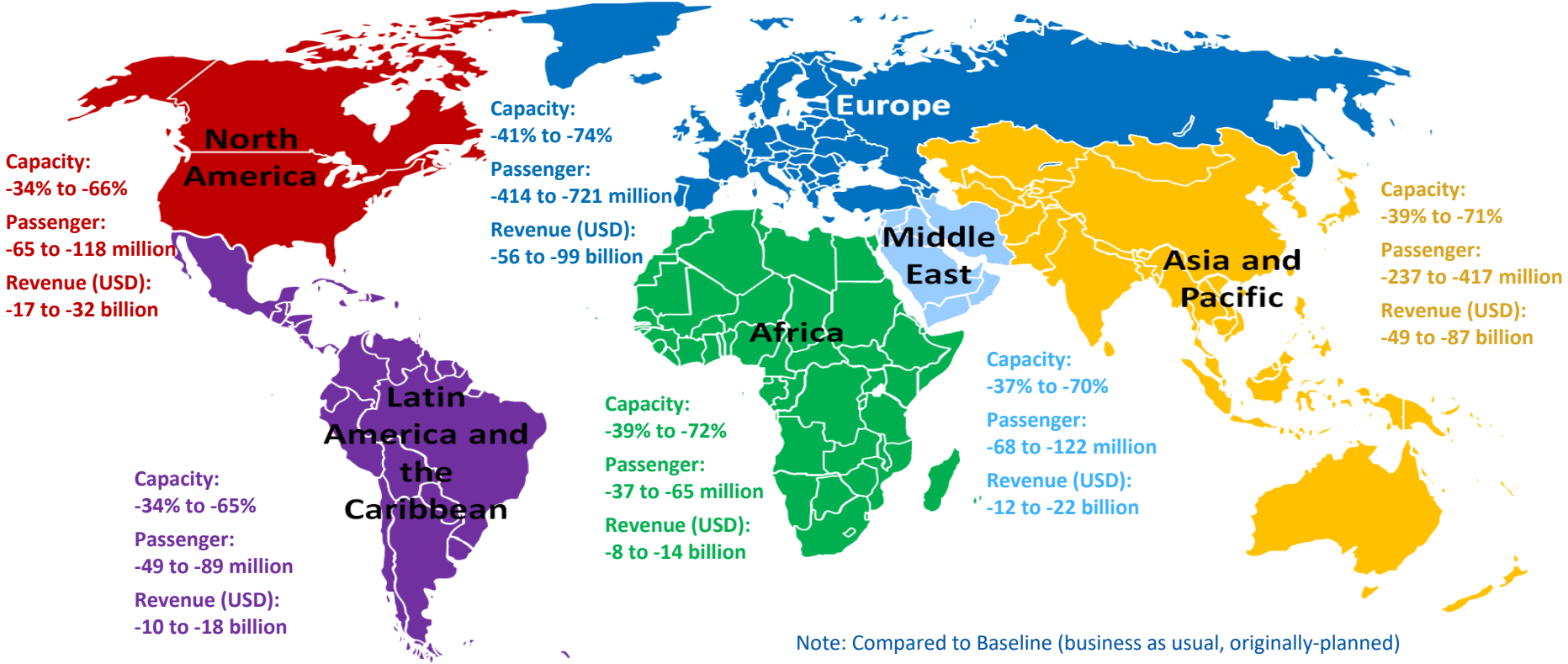
Approximately USD 49 billion international passenger revenue loss from Jan to Apr 2020



Note: Compared to Baseline (business as usual, originally-planned)



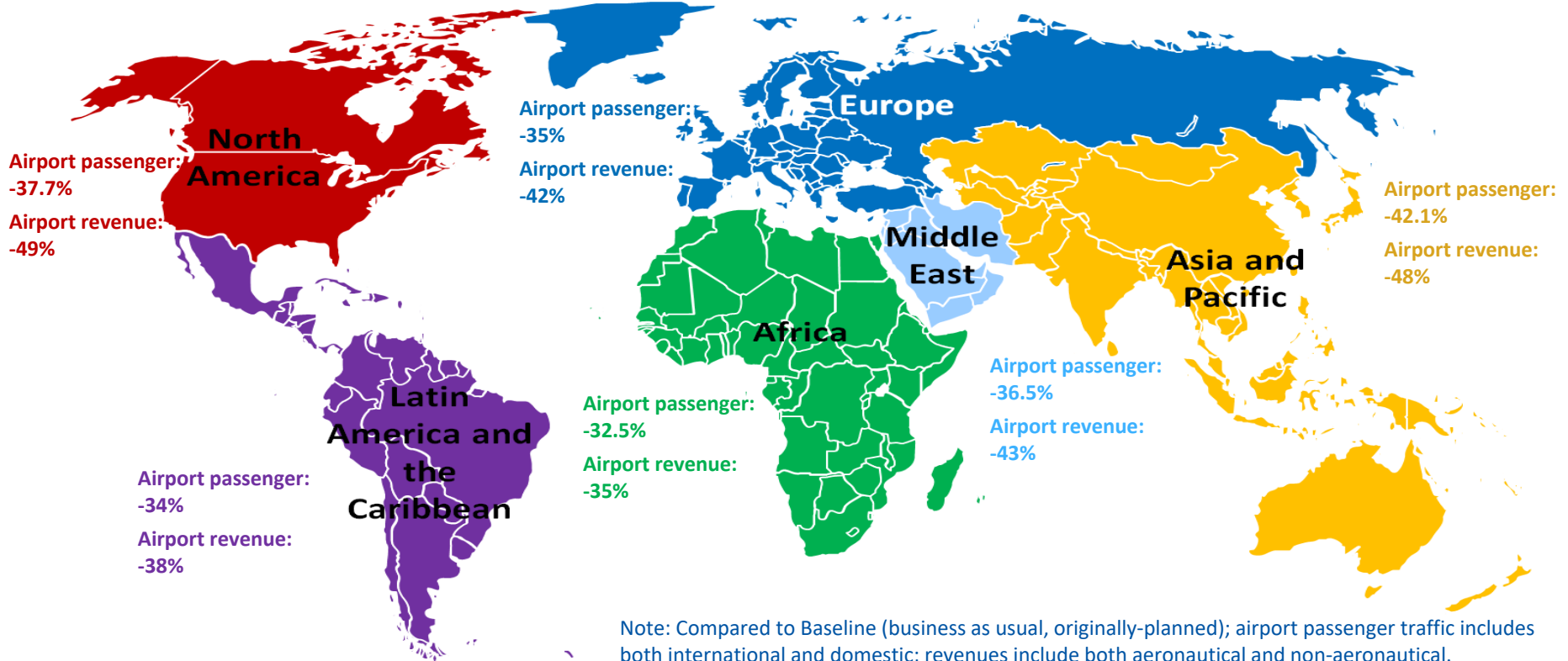
Estimated impact on international passenger traffic and revenues by region for 2020



Note: Compared to Baseline (business as usual, originally-planned)



Estimated impact on airport passenger traffic and revenues by region for 2020 (by ACI)





- **International air passenger traffic**: An overall reduction of international passengers ranging from 44% to 80% in 2020 compared to 2019 (by **ICAO**)
- **Airports**: An estimated loss of two-fifths of passenger traffic and 45% or over USD76 billion airport revenues in 2020 compared to business as usual (by **ACI**)
- **Airlines**: A 48% decline of revenue passenger kilometres (RPKs, both international and domestic) in 2020 compared to 2019 (by **IATA**)
- **Tourism**: A decline in international tourism receipts of between USD 300 to 450 billion in 2020, almost one third of the USD 1.5 trillion generated in 2019, with 96% of worldwide destinations having travel restrictions (by **UNWTO**)
- **Trade**: A fall of global merchandise trade volume by between 13 and 32% in 2020 compared to 2019 (by **WTO**)
- **Global economy**: A projected -3% contraction in world GDP in 2020, far worse than during the 2008–09 financial crisis (by **IMF**)



Scenario Building

As overall severity and duration of the pandemic are still uncertain, six different recovery paths under two indicative scenarios are developed to explore the potential “short-term” economic implication of the COVID-19 pandemic.

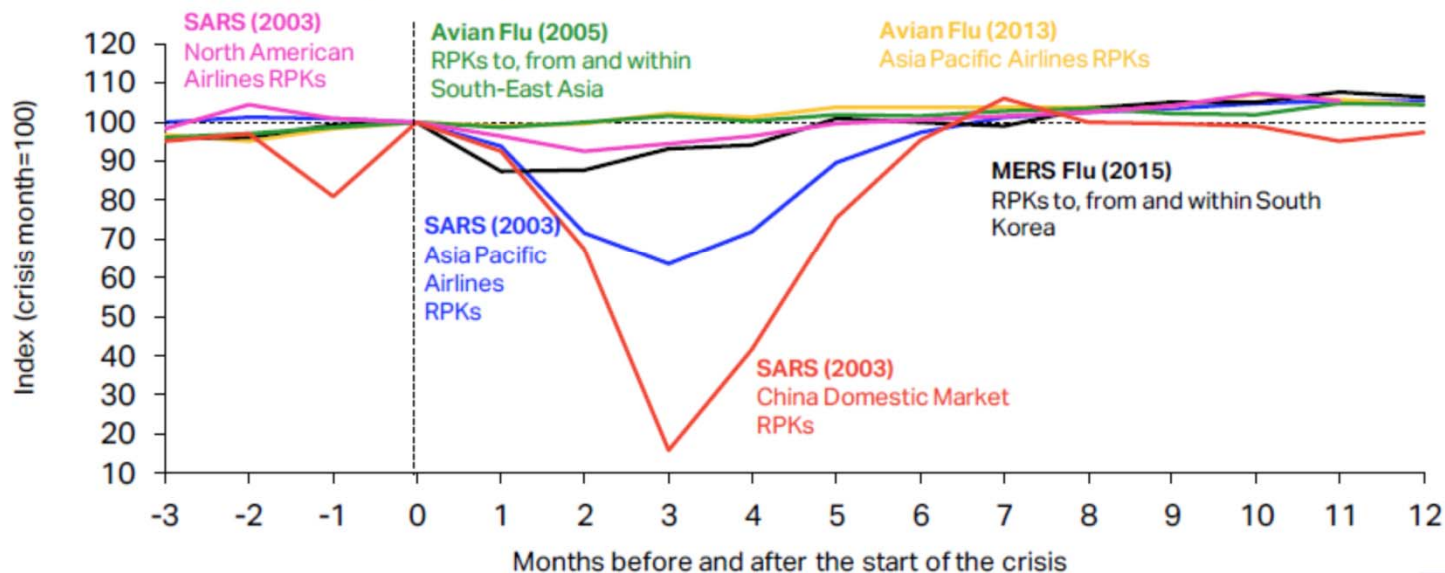
- 3 scenarios to assess the possible economic impact of COVID-19:
 - **Baseline**: counterfactual scenario, in which the COVID-19 pandemic does not occur, that is, **originally-planned** or **business as usual**
 - **Scenario 1: V-shaped** path, normal shape for recession, a brief period of contraction followed by quick/smooth recovery
 - **Scenario 2: U-shaped** path, prolonged contraction and muted recovery, possibility of not to return to trend line growth (L-shaped)
- Analytical focus, for the time being, on:
 - Near-term, i.e. monthly profile from **January to December 2020**
 - Scheduled **international passenger** traffic



- Scenarios 1 and 2 are **not forecasts** of what is most likely to happen. Given a rapidly changing environment, these scenarios are merely indicative of **possible paths or consequential outcomes out of many**.
- The exact path (depth, length and shape) will depend upon various factors, inter alia, duration and magnitude of the outbreak and containment measures, availability of government assistance, consumer confidence, and economic conditions.
- Scenarios 1 and 2 are differentiated in terms of **supply (output) and demand (spending)** conditions, mainly, a) the timing and scale of airline capacity decline and recovery, and b) the degree of consumer confidence in air travel that can be translated into demand or load factor.

Previous outbreaks/pandemics had a V-shaped impact on air transport in Asia/Pacific

Impact of past disease outbreaks on aviation



The impact of COVID-19 has already surpassed the 2003 SARS outbreak which had resulted in reduction of annual RPKs by 8% and USD 6 billion revenues for Asia/Pacific airlines. **The 6-month recovery path of SARS might not apply to today's situation.**

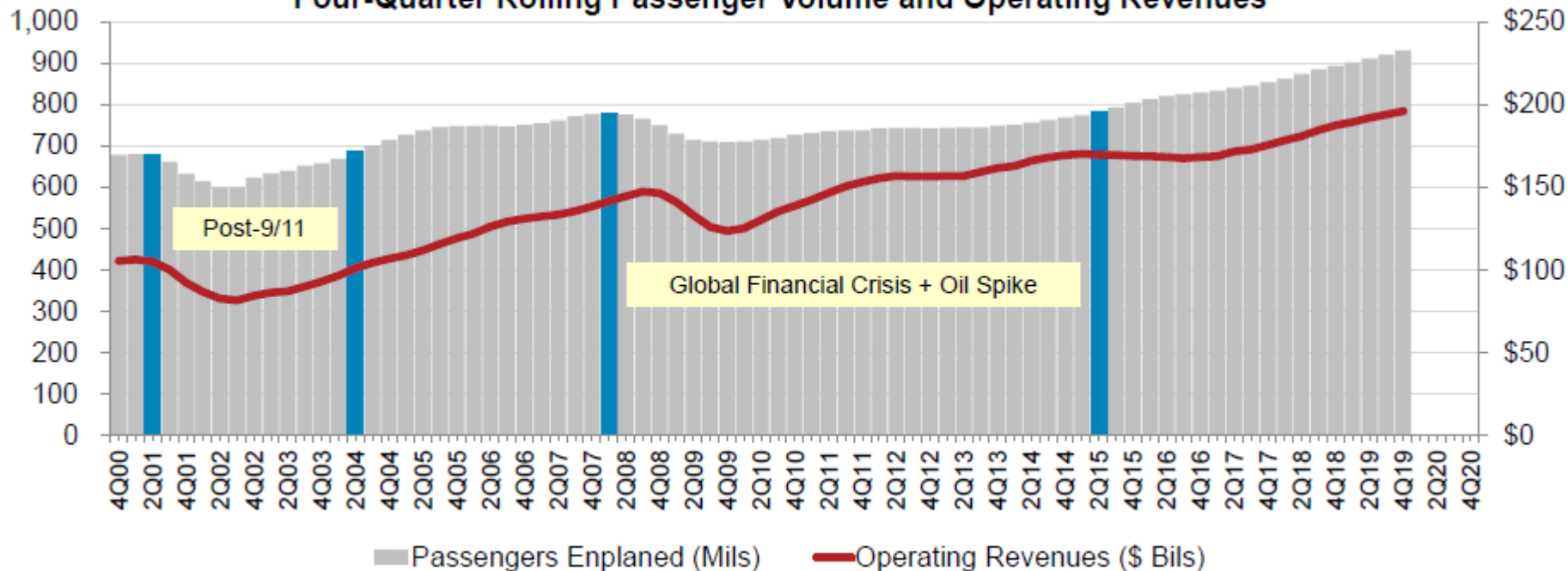
Source: IATA Economics using data from IATA Statistics

<https://www.iata.org/en/iata-repository/publications/economic-reports/third-impact-assessment/>



9/11 and global financial crisis had a U/L-shaped impact on air transport in United States

Four-Quarter Rolling Passenger Volume and Operating Revenues

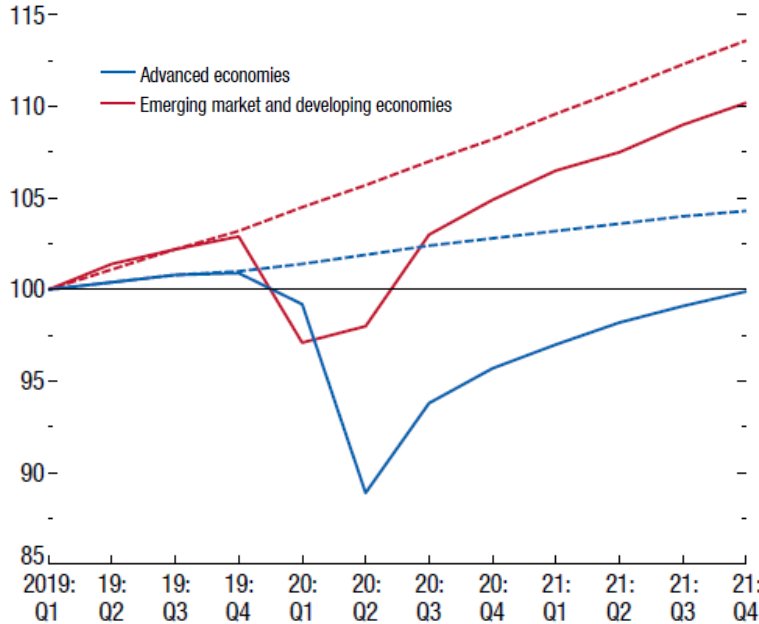


* Passengers enplaned systemwide on U.S. airlines in scheduled and nonscheduled services
Source: A4A Passenger Airline Cost Index and Bureau of Transportation Statistics (Form 41 Schedule T1)

<https://www.airlines.org/dataset/impact-of-covid19-data-updates/>

What “recession shape” can be assumed given uncertainties surrounding the outlook?

World’s GDP Projections (by IMF)



(2019:Q1 = 100; dashed lines indicate estimates from January 2020 World Economic Outlook Update)

<https://www.imf.org/en/Publications/WEO/Issues/2020/04/14/weo-april-2020>

- How long will the pandemic last and what will be the severity levels?
- How deep and how long will the global recession be?
- How long will lockdowns and travel restrictions continue?
- How fast will consumer confidence in air travel be restored?
- Will there be a structural shift in industry and consumers’ behaviors?
- How long can the air transport industry withstand the financial adversity?



- **Baseline (counterfactual, no COVID-19 pandemic)**
 - **Originally-planned or business as usual:** trend line growth from 2019 level
- **Scenario 1 (V-shaped path, a first sign of recovery in late May)**
 - **Path 1:** Smooth capacity recovery to 80% of Baseline level by December but weak demand return
 - **Path 1a:** Strong capacity rebound to 90% in tandem with quick demand return
 - **Path 1b:** Slow progression to recover 60% capacity by December with downside risk in demand
- **Scenario 2 (U-shaped path, restart in 3/4Q or even later)**
 - **Path 2:** Slow progression of capacity recovery to 50% of Baseline with sluggish demand growth
 - **Path 2a:** Strong capacity rebound to 90% by December, outpacing demand recovery
 - **Path 2b:** Prolonged downturn towards 2021 with marginal seasonal adjustments



Assumptions underlying Baseline Scenario (originally-planned, business as usual)

Assumptions (Global)	Baseline (Originally-planned, business as usual)	
	Seat capacity	Passenger load factor
January 2020	Airlines' winter schedules filed with OAG as of 6 January 2020	Forecasted 2020 load factor by region/route group, based on ICAO long-term traffic forecasts (LTF), which was adjusted monthly by difference between 2019 actual monthly results (ICAO, IATA) and 2019 LTF forecasted load factor
February 2020		
March 2020		
April 2020	Maximum number of seats taken from airlines' summer schedules filed with OAG during the period from 6 January 2020 to 20 April 2020	
May 2020		
June 2020		
July 2020		
August 2020		
September 2020	Using 2019 winter schedule as the base, and applying the growth rate of 2019/2018	
October 2020		
November 2020		
December 2020		

Note 1: A list of route group is shown in **Appendix D**.

Note 2: Average air fares (i.e. passenger yield multiplied by average trip distance) for each region/route group are used to estimate gross passenger operating revenues.

Assumptions underlying Scenario 1 (V-shaped)

Assumptions (Global)	Scenario 1 (V-shaped)	
	Seat capacity	Passenger load factor
January 2020	Actual capacity based on ICAO ADS-B data	January 2020 results by region/route group
February 2020		February 2020 results by region/route group
March 2020		20 to 25 percentage points lower than Baseline
April 2020	Twice of actual capacity based on ICAO ADS-B data from 1 to 15 April	30 percentage points lower than Baseline with adjustment of GDP impact by region/route group
May 2020	Most recent airlines' schedules filed with OAG or world average of -89% from Baseline whichever is smaller	25 (1), 20 (1a) and 30 (1b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
June 2020	Most recent airlines' schedules filed with OAG or world average of -77% (1), -69% (1a) and -82% (1b) from Baseline whichever is smaller	20 (1), 10 (1a) and 25 (1b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
July 2020	Most recent airlines' schedules filed with OAG or world average of -59% (1), -44% (1a) and -72% (1b) from Baseline whichever is smaller	15 (1), 5 (1a) and 20 (1b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
August 2020	Most recent airlines' schedules filed with OAG or world average of -44% (1), -29% (1a) and -62% (1b) from Baseline whichever is smaller	10 (1), 5 (1a) and 20 (1b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
September 2020	Most recent airlines' schedules filed with OAG or world average of -34% (1), -24% (1a) and -55% (1b) from Baseline whichever is smaller	10 (1), 5 (1a) and 25 (1b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
October 2020	Most recent airlines' schedules filed with OAG or world average of -29% (1), -18% (1a) and -50% (1b) from Baseline whichever is smaller	
November 2020	Most recent airlines' schedules filed with OAG or world average of -24% (1), -13% (1a) and -45% (1b) from Baseline whichever is smaller	
December 2020	Most recent airlines' schedules filed with OAG or world average of -19% (1), -9% (1a) and -40% (1b) from Baseline whichever is smaller	10 (1), 5 (1a) and 20 (1b) percentage points lower than Baseline with adjustment of GDP impact by region/route group



Assumptions (Global)	Scenario 2 (U-shaped)	
	Seat capacity	Passenger load factor
January 2020	Actual capacity based on ICAO ADS-B data	January 2020 results by region/route group
February 2020		February 2020 results by region/route group
March 2020		25 percentage points lower than Baseline
April 2020	Twice of actual capacity based on ICAO ADS-B data from 1 to 15 April	30 percentage points lower than Baseline with adjustment of GDP impact by region/route group
May 2020	Most recent airlines' schedules filed with OAG or world average of -94% from Baseline whichever is smaller	30 (2 & 2b) and 25 (2a) percentage points lower than Baseline with adjustment of GDP impact by region/route group
June 2020		25 (2 & 2a) and 30 (2b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
July 2020	Most recent airlines' schedules filed with OAG or world average of -86% (2), -79% (2a) and -89% (2b) from Baseline whichever is smaller	25 (2 & 2b) and 20 (2b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
August 2020	Most recent airlines' schedules filed with OAG or world average of -74% (2), -54% (2a) and -84% (2b) from Baseline whichever is smaller	20 (2), 15 (2a) and 25 (2b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
September 2020	Most recent airlines' schedules filed with OAG or world average of -67% (2), -34% (2a) and -84% (2b) from Baseline whichever is smaller	
October 2020	Most recent airlines' schedules filed with OAG or world average of -62% (2), -24% (2a) and -79% (2b) from Baseline whichever is smaller	15 (2), 10 (2a) and 25 (2b) percentage points lower than Baseline with adjustment of GDP impact by region/route group
November 2020	Most recent airlines' schedules filed with OAG or world average of -57% (2), -16% (2a) and -79% (2b) from Baseline whichever is smaller	
December 2020	Most recent airlines' schedules filed with OAG or world average of -52% (2), -10% (2a) and -79% (2b) from Baseline whichever is smaller	15 (2), 10 (2a) and 20 (2b) percentage points lower than Baseline with adjustment of GDP impact by region/route group



- **Seat capacity (Baseline):** OAG airlines schedule data; Route Online; and airline websites
- **Seat capacity (actual):** ICAO ADS-B operational data
- **Load factor:** ICAO long-term traffic forecasts (LTF); ICAO statistical reporting forms; IATA economics data; and airline news release
- **Historical passenger traffic:** ICAO Annual Report of the Council, and ICAO statistical reporting forms
- **Yield:** ICAO revenue-cost analysis of airlines (RCA); and ICAO-ICM MIDT passenger origin-destination data
- **Macroeconomic factors:** Income elasticity of demand estimated for ICAO LTF; and IMF economic outlook data



Scenario Analysis

Figures and estimates herein is **subject to substantial changes**, and will be updated with the situation evolving and more information available.

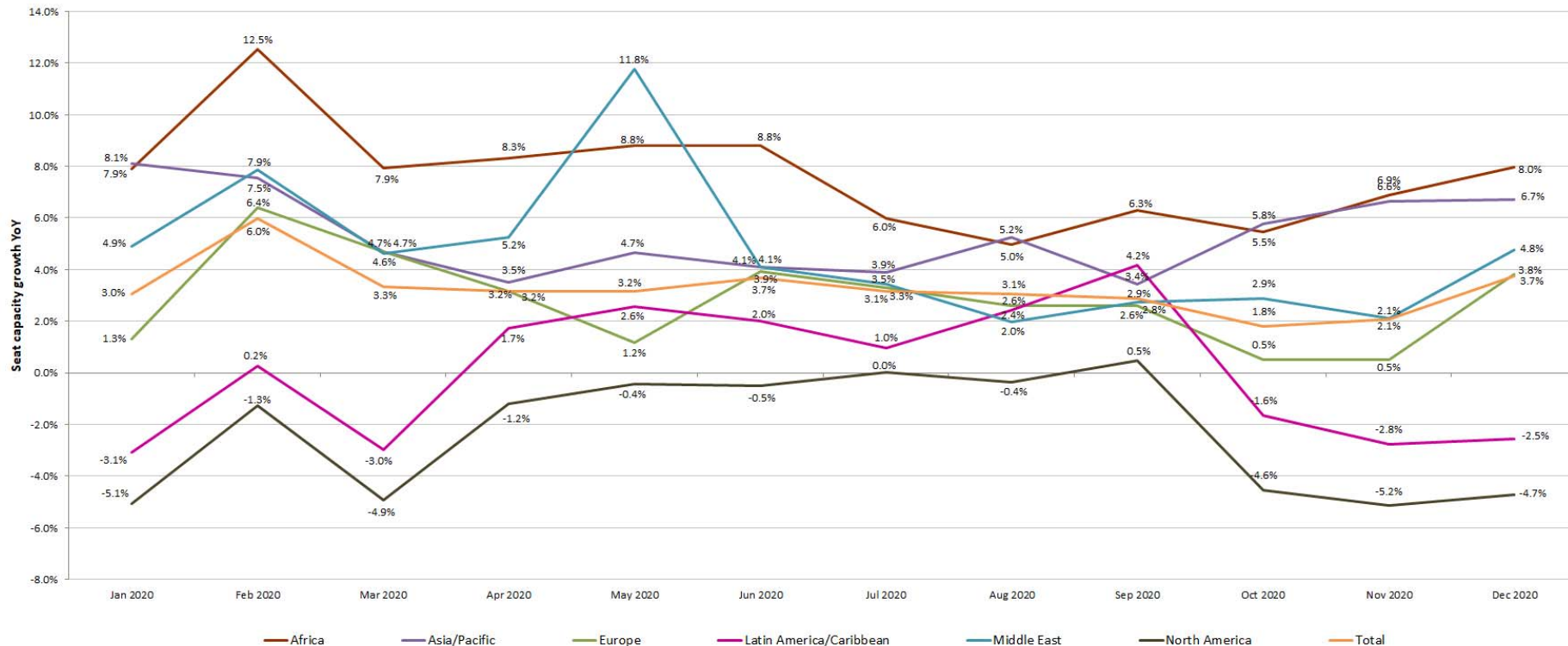


Impact on International Passenger Seat Capacity (Supply)

- Prior to the outbreak, airlines had planned to increase seat capacity by **3.2%** for 2020, compared to 2019.
- According to the latest estimates, passenger seat capacity could instead drop from the above Baseline by **39% to 56%** (Scenario 1) and **49% to 72%** (Scenario 2).
- This capacity level would be **37% to 54%** (Scenario 1) and **47% to 71%** (Scenario 2) below the 2019 level.
- Biggest capacity reduction (%) is expected to be in Europe, followed by Africa and Asia/Pacific.



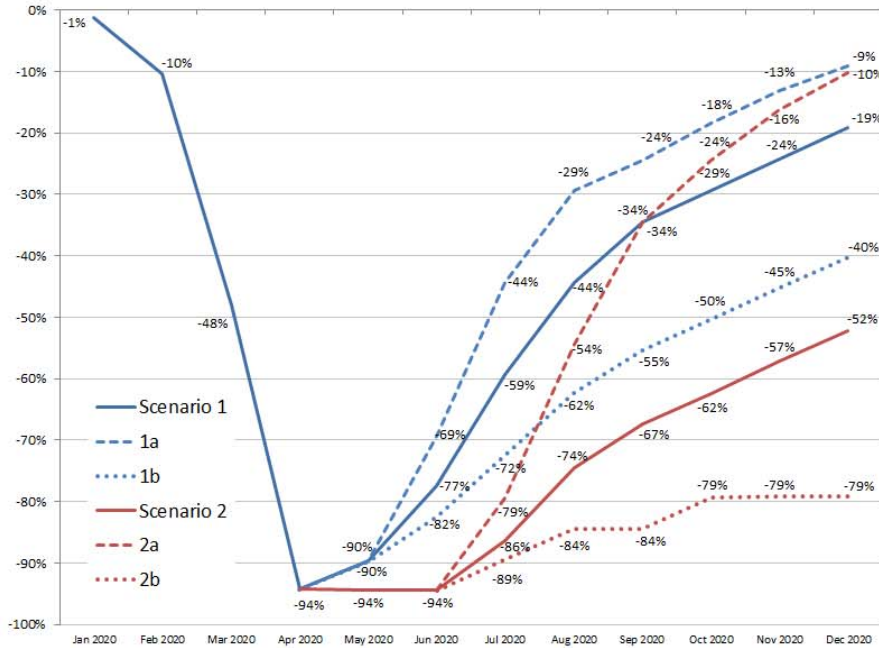
Baseline: 3.2% seat capacity increase from 2019



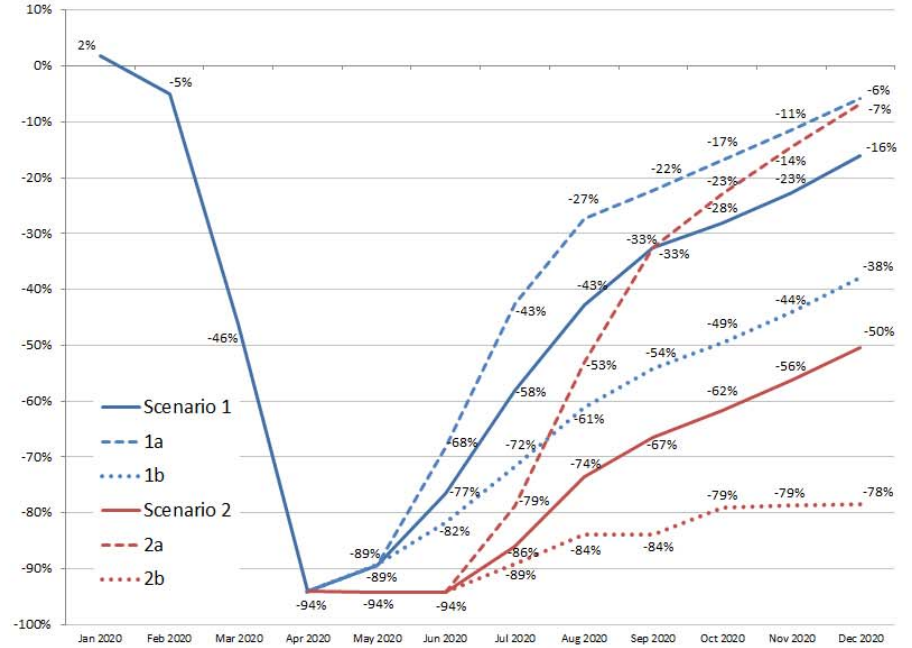


Scenarios 1 & 2: seat capacity reduction by 39 - 72% from Baseline and 37 - 71% from 2019

Comparison to Baseline

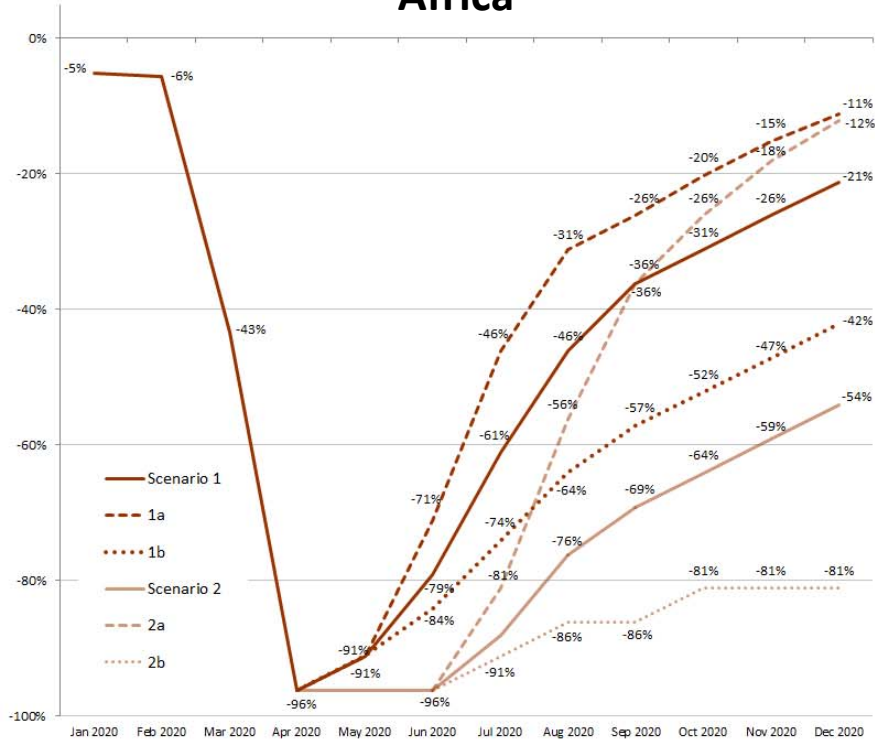


Comparison to 2019 (YoY)

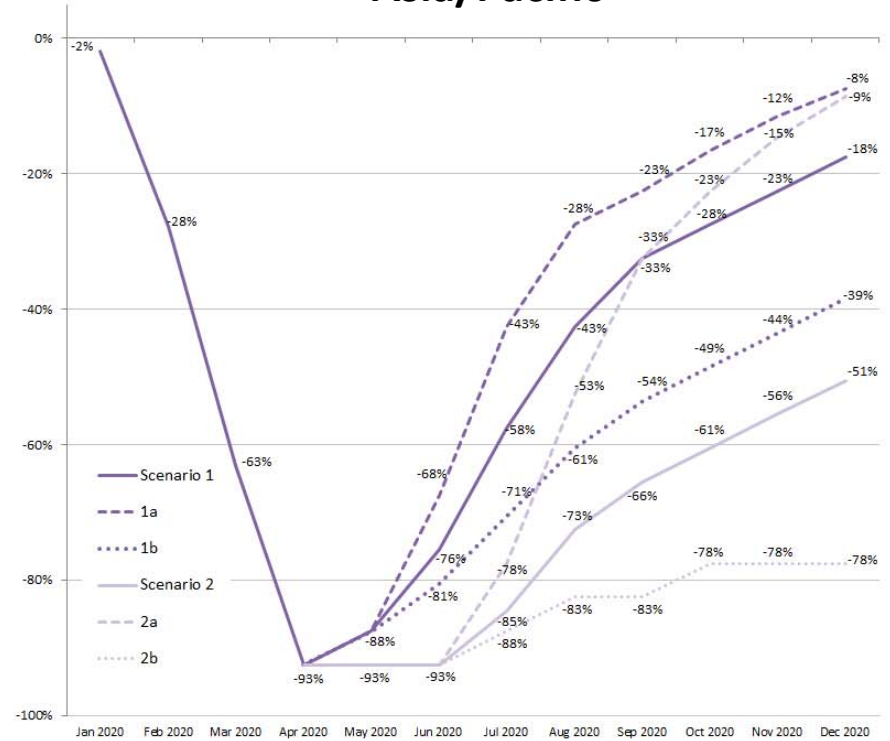


Break-down of seat capacity reduction from Baseline by region (1)

Africa

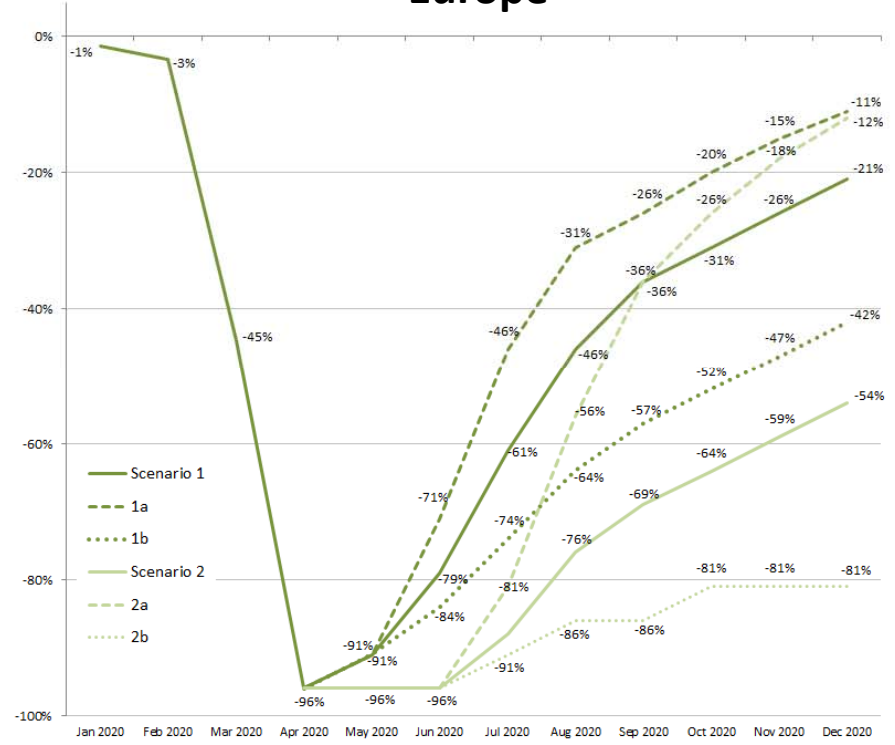


Asia/Pacific

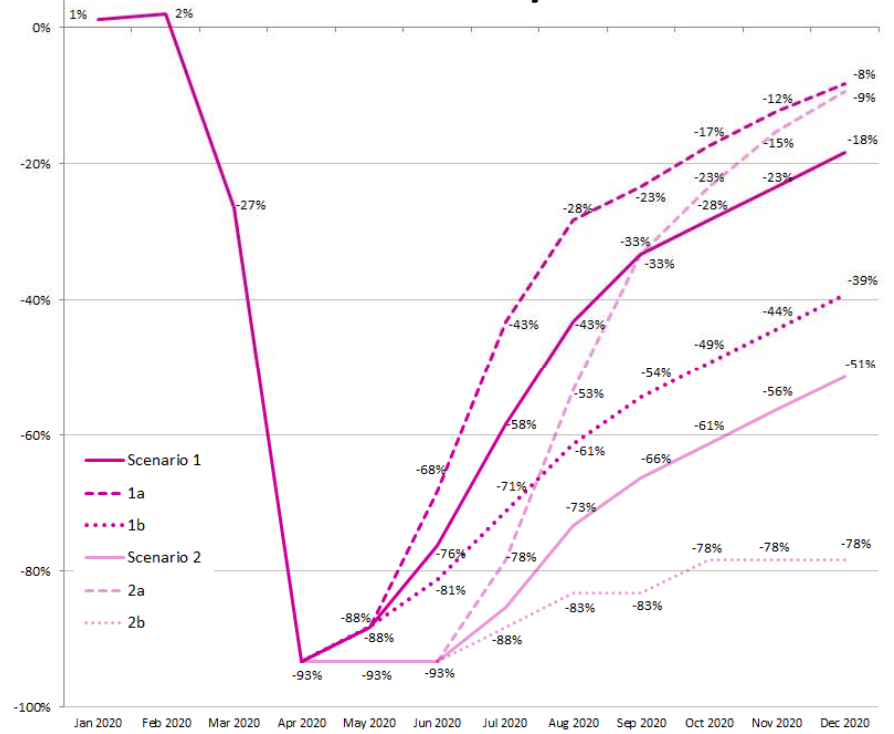


Break-down of seat capacity reduction from Baseline by region (2)

Europe

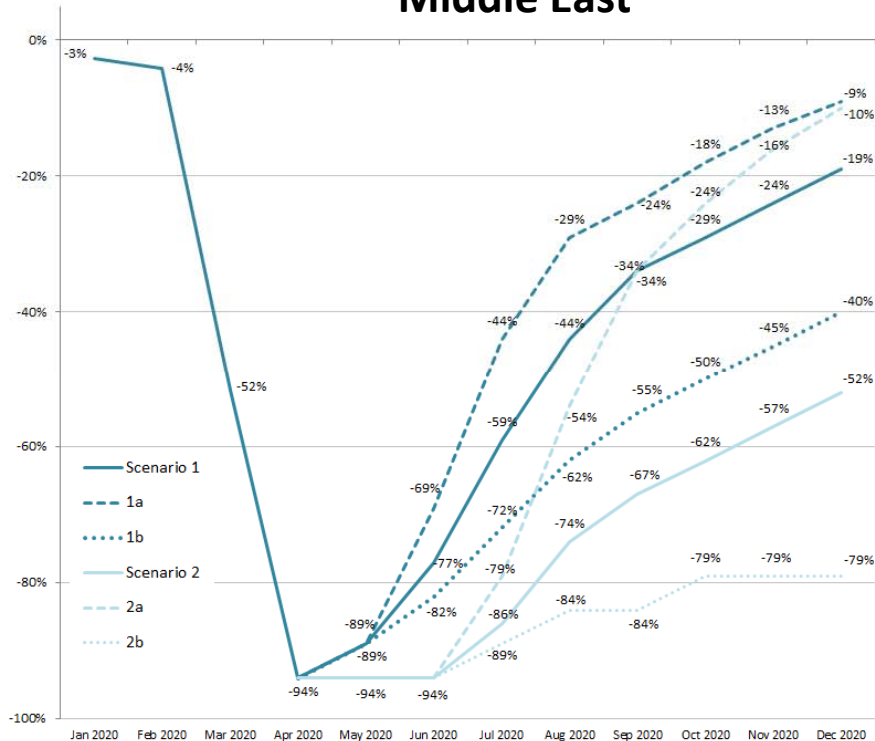


Latin America/Caribbean

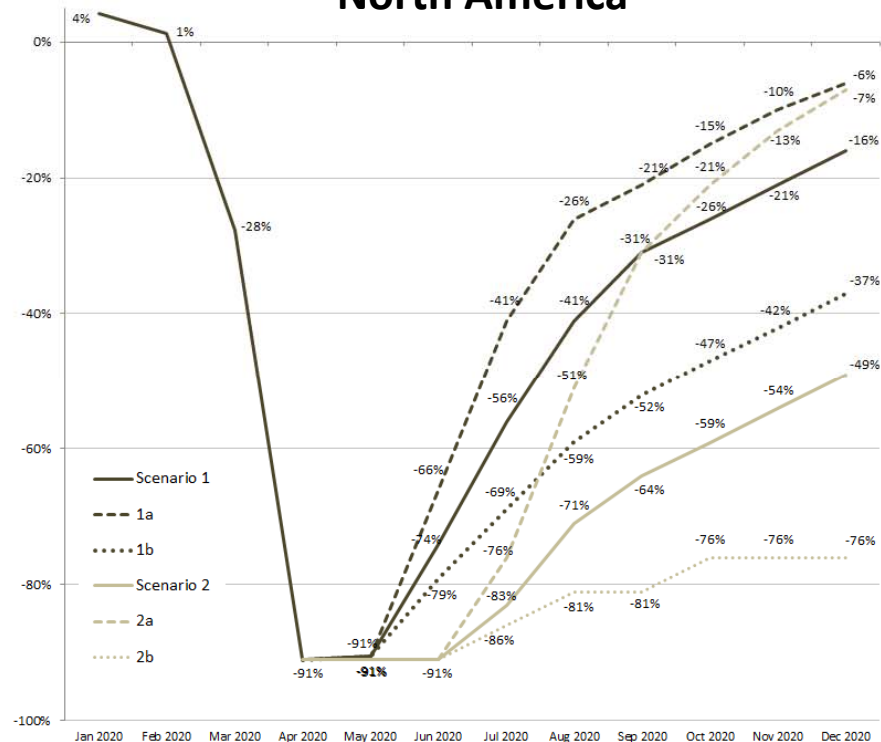


Break-down of seat capacity reduction from Baseline by region (3)

Middle East



North America



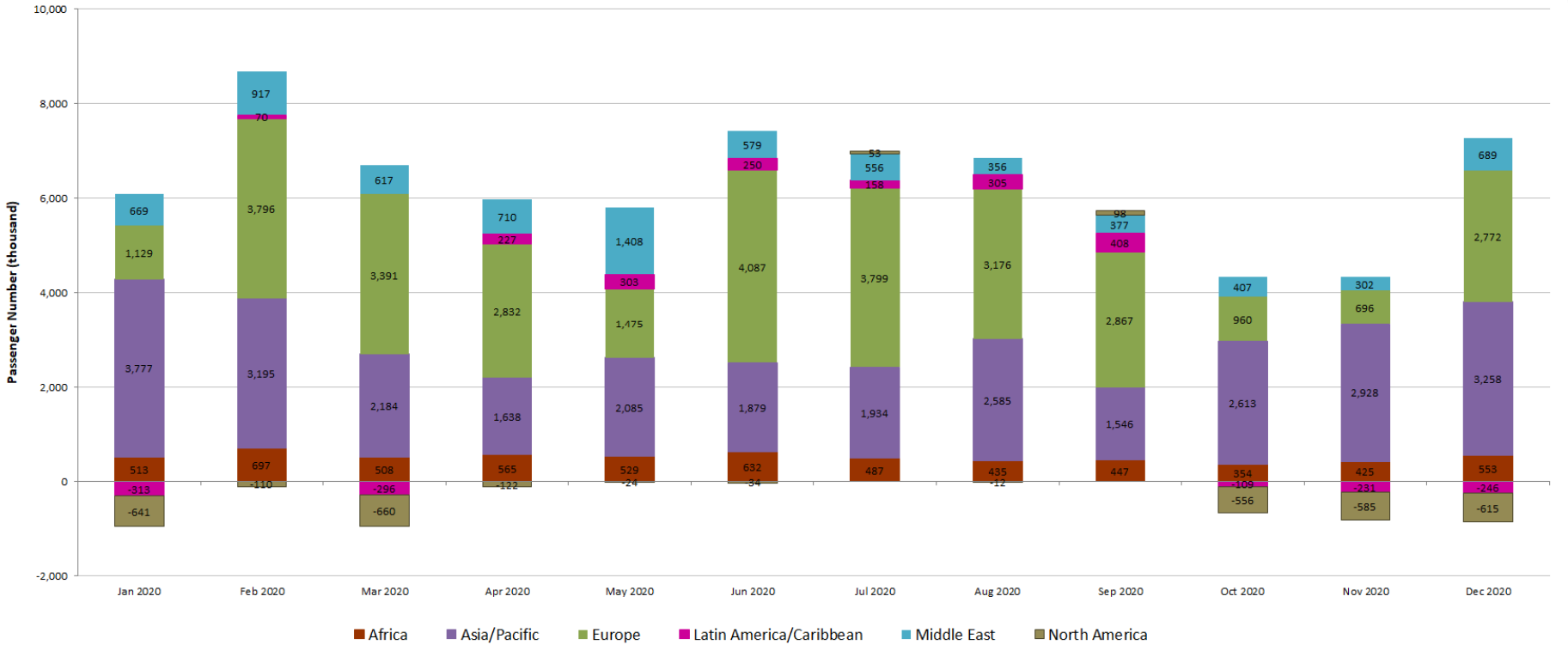


Impact on International Passenger Numbers (Demand)

- Given the originally-planned seat capacity, passenger demand could have increased **72 million** for 2020, compared to 2019.
- According to the latest estimates, passenger demand could instead drop from the above Baseline by **870 to 1,300 million** (Scenario 1) and **1,116 to 1,531 million** (Scenario 2).
- This demand level would be **799 to 1,228 million** (Scenario 1) and **1,045 to 1,459 million** (Scenario 2) below the 2019 level.
- The most substantial demand reduction (in number) is expected to be in Europe, hitting summer travel peak season, followed by Asia/Pacific.



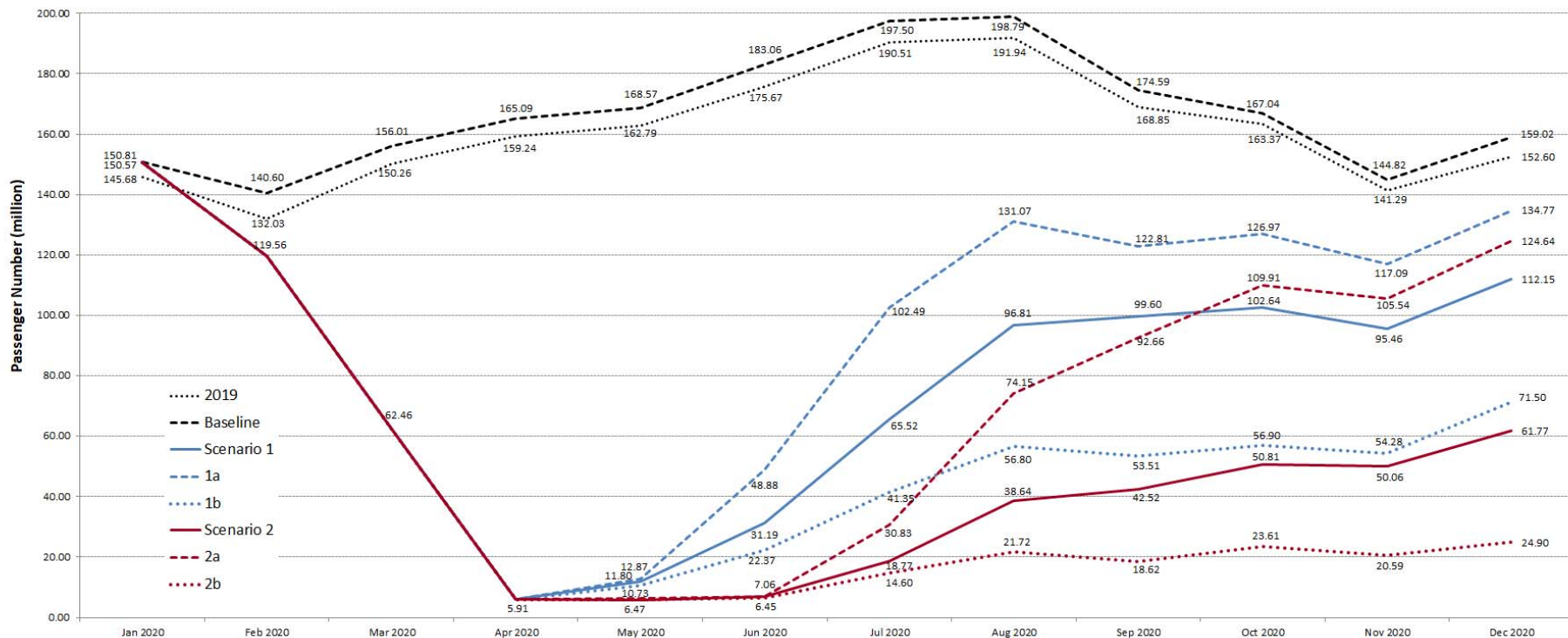
Baseline: 72 million increase of passengers from 2019



Note: Number of international passengers departing from each country and territory, which are aggregated at the regional level to avoid double counting



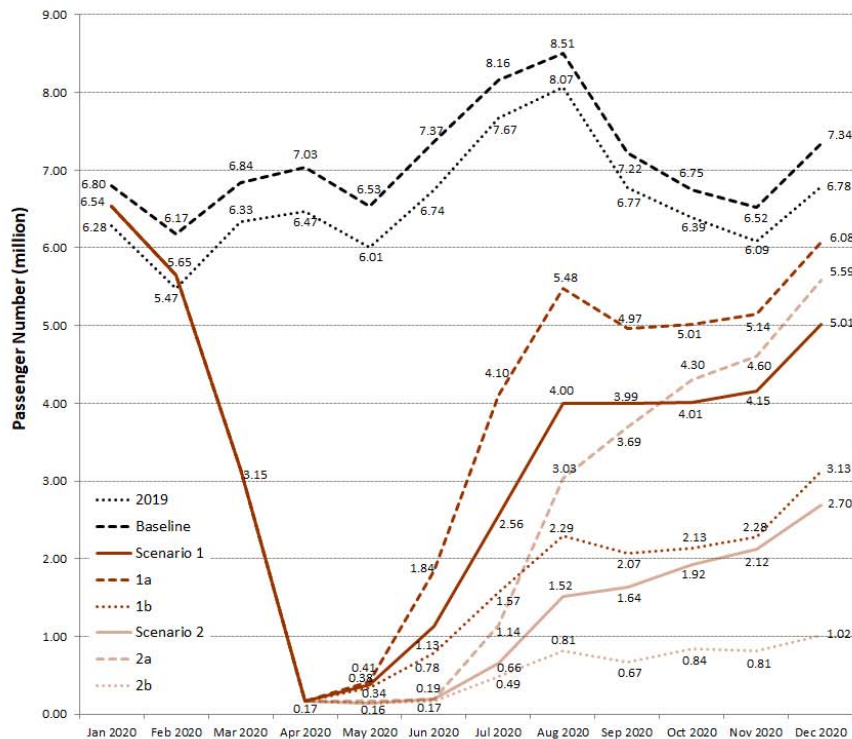
Scenarios 1 & 2: 870 - 1,531 million less passengers than Baseline and 799 - 1,459 million below 2019



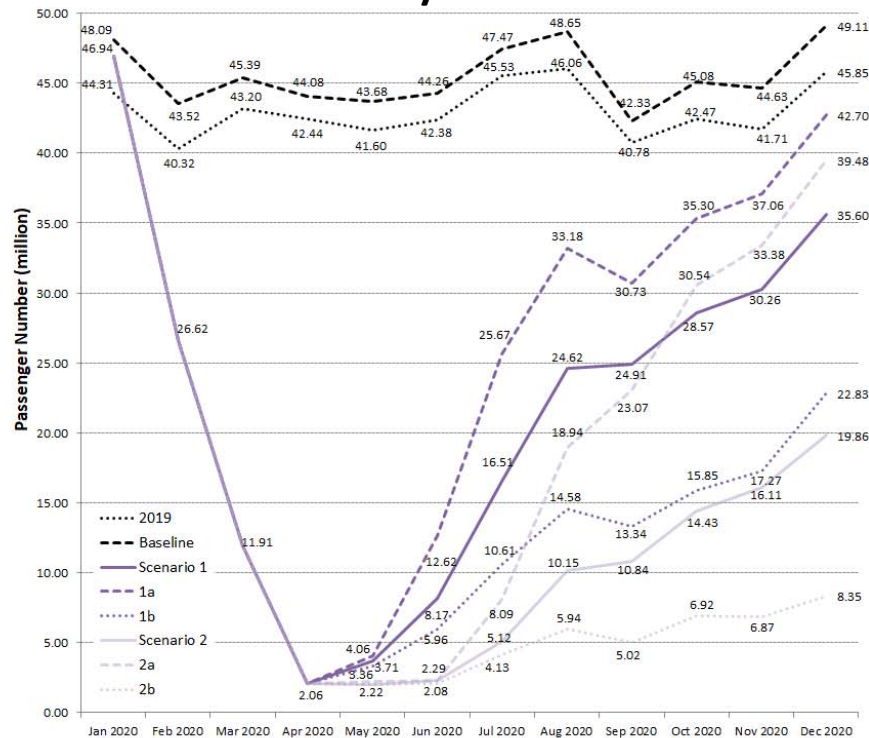
Note: Number of international passengers departing from each country and territory, which are aggregated at the regional level to avoid double counting

Break-down of passenger number by region (1)

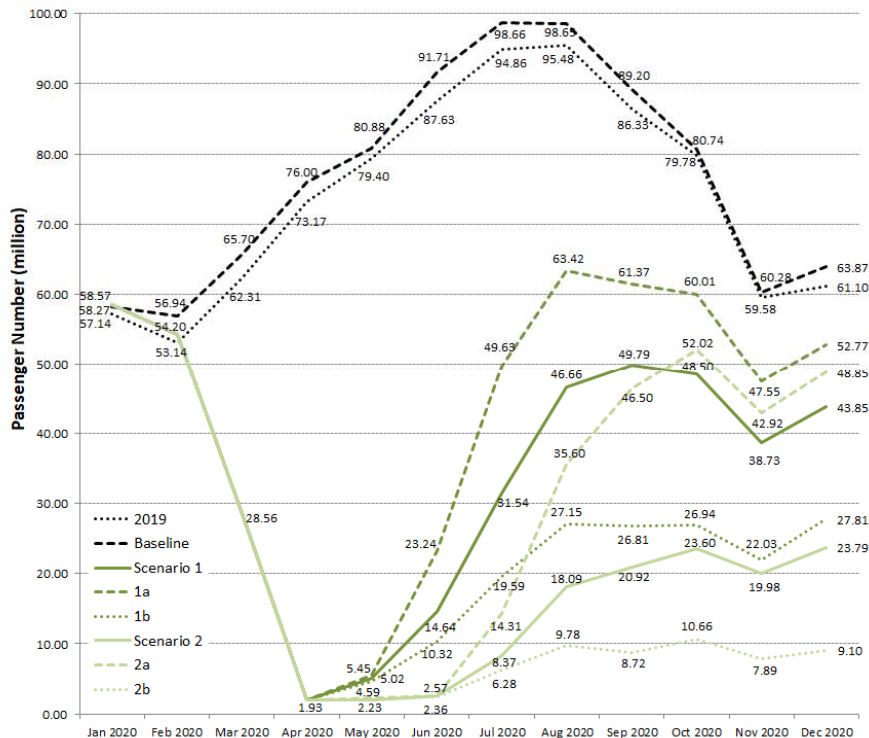
Africa



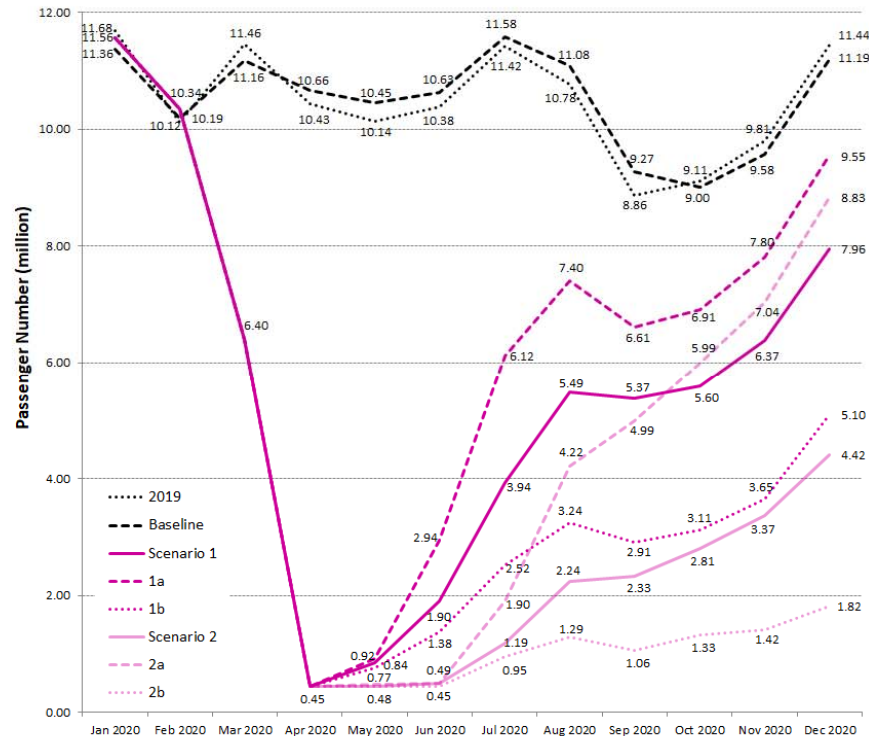
Asia/Pacific



Europe

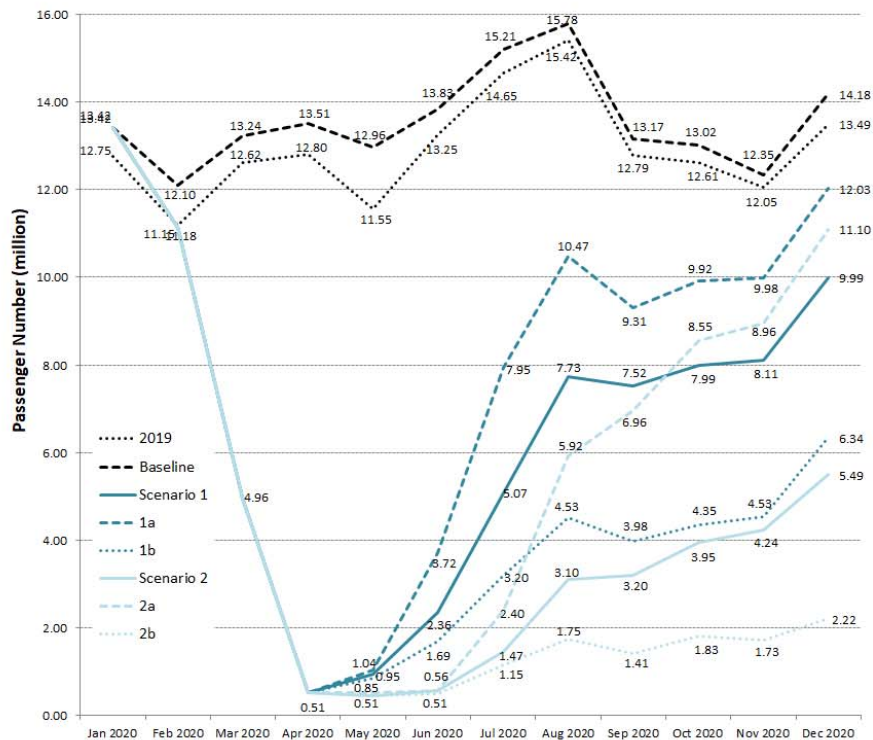


Latin America/Caribbean

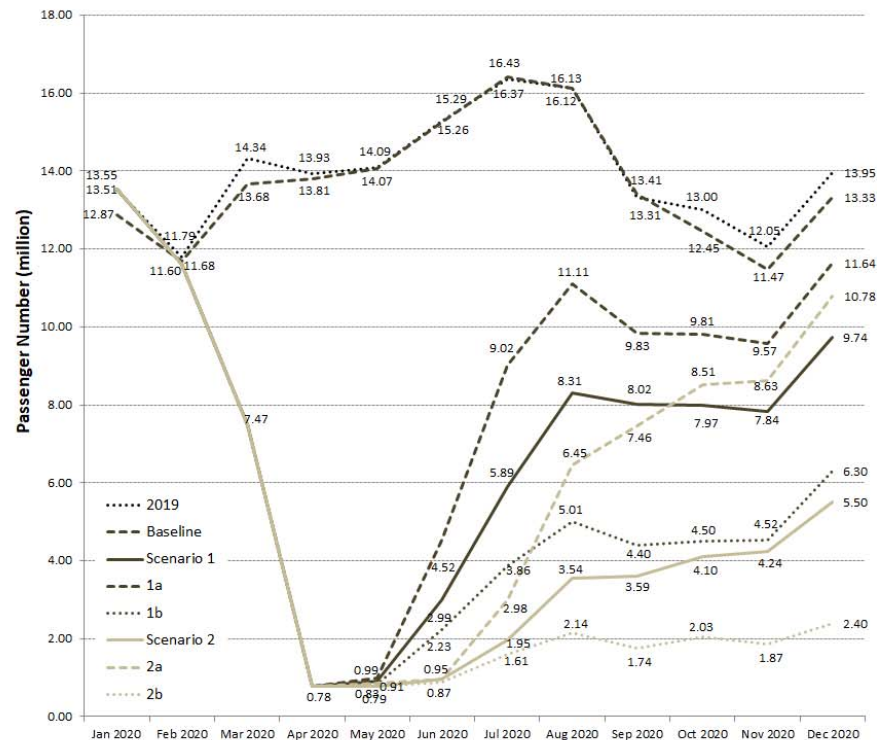




Middle East



North America



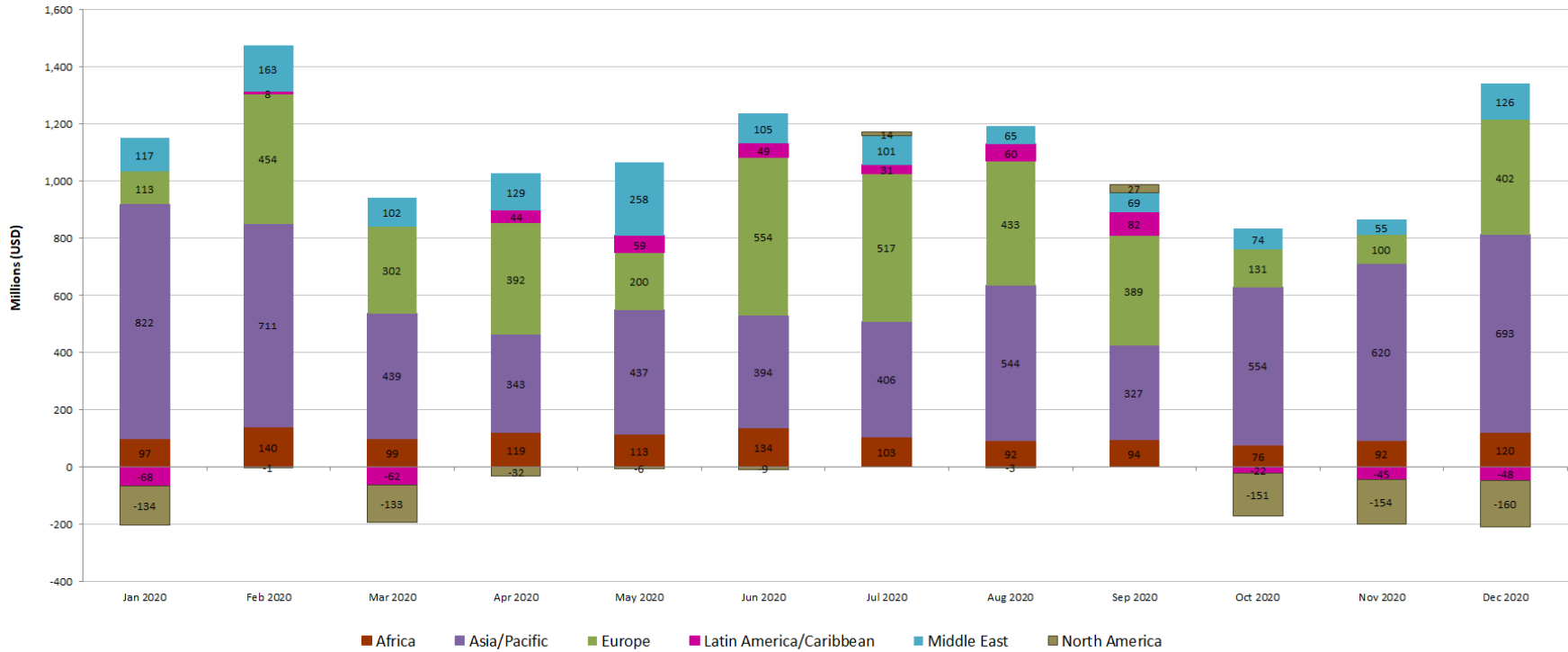


Impact on Gross Passenger Operating Revenues of Airlines

- With the originally-planned seat capacity and trend line growth of demand, airlines' gross passenger operating revenues could have increased **USD 12 billion** for 2020, compared to 2019.
- According to the latest estimates, airlines' revenues could instead plummet **USD 153 to 229 billion** (Scenario 1) and **USD 196 to 270 billion** (Scenario 2) below the above Baseline, or **USD 140 to 217 billion** (Scenario 1) and **USD 184 to 258 billion** (Scenario 2) below the 2019 level.
- Over two-third of revenue loss would be recorded by Europe and Asia/Pacific.



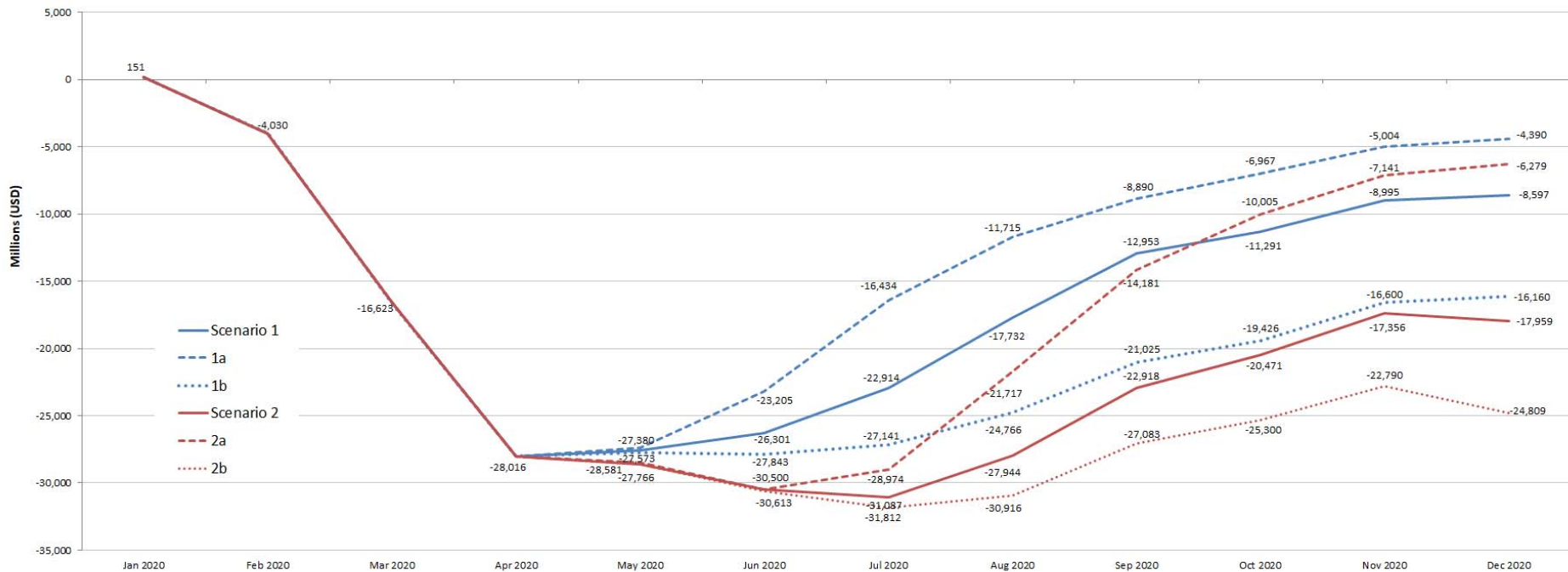
USD 12 billion increase of revenues from 2019



Note: The above revenues are gross passenger operating revenues of all airlines serving international routes from each country and territory, which are aggregated at the regional level (revenues of international routes to each country and territory were removed to avoid double counting).



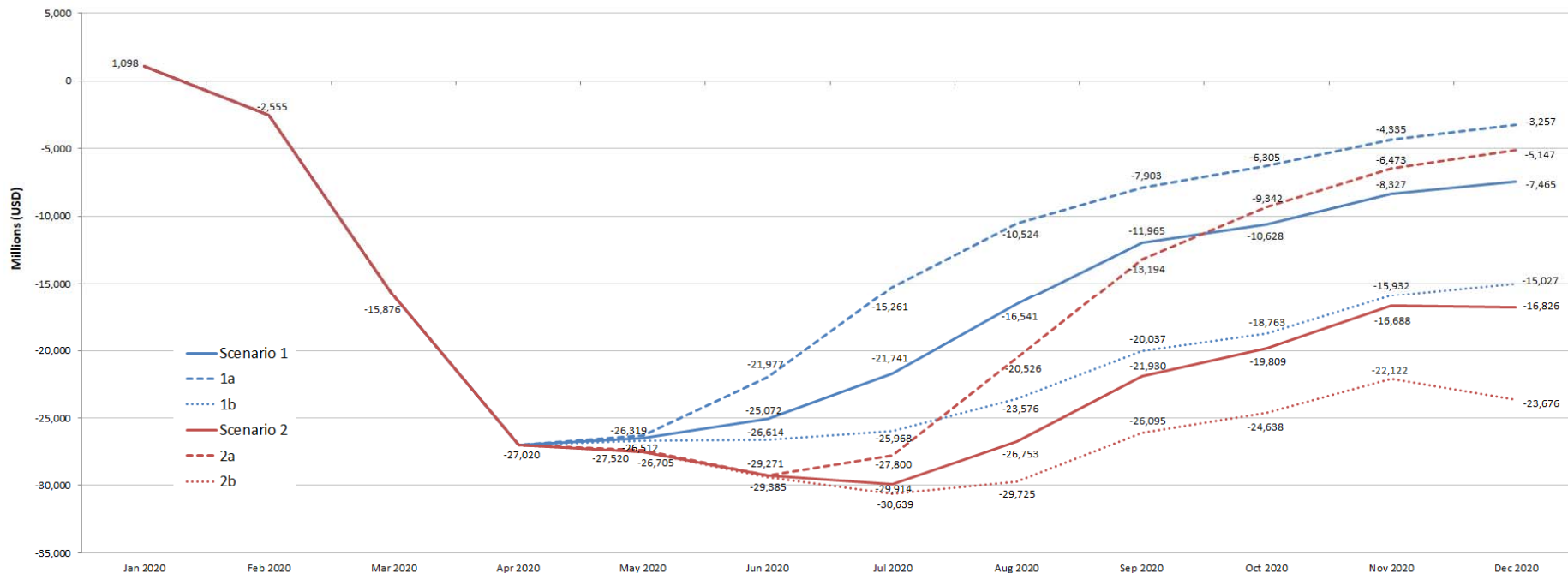
USD 153 to 270 billion less revenues than Baseline



Note: The above revenues are gross passenger operating revenues of all airlines serving international routes from each country and territory, which are aggregated at the regional level (revenues of international routes to each country and territory were removed to avoid double counting).



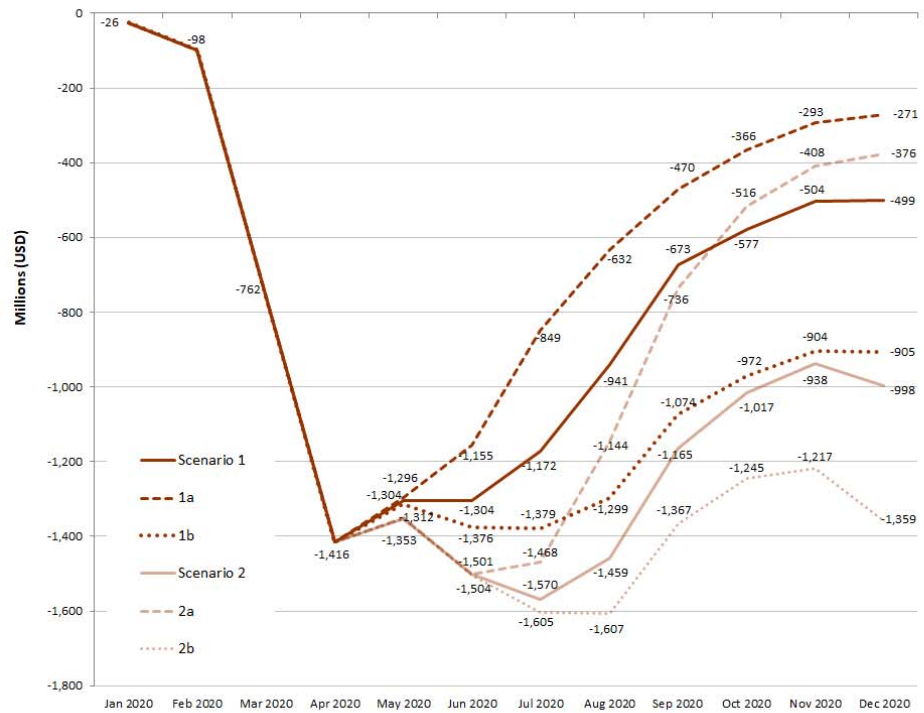
Scenarios 1 & 2: USD 140 to 258 billion less revenues than 2019



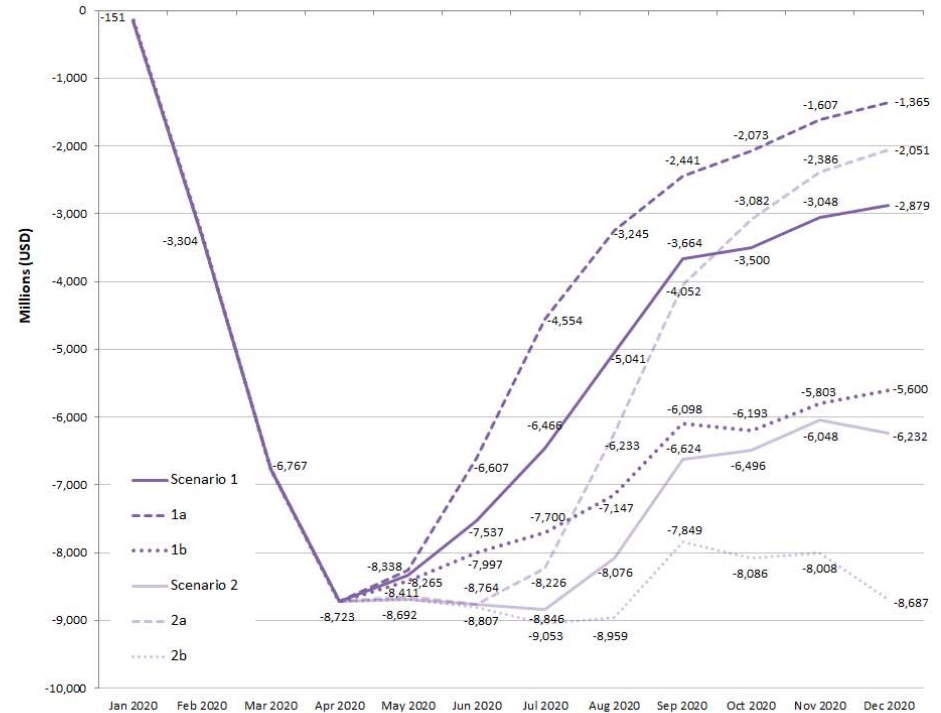
Note: The above revenues are gross passenger operating revenues of all airlines serving international routes from each country and territory, which are aggregated at the regional level (revenues of international routes to each country and territory were removed to avoid double counting).

Break-down of revenue reduction compared to Baseline by region (1)

Africa



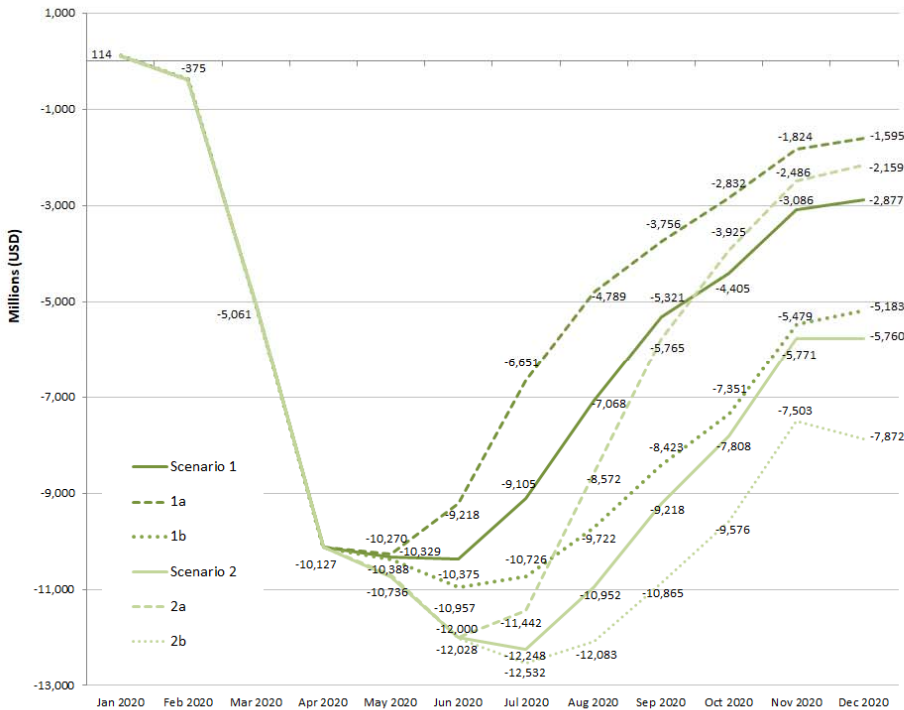
Asia/Pacific



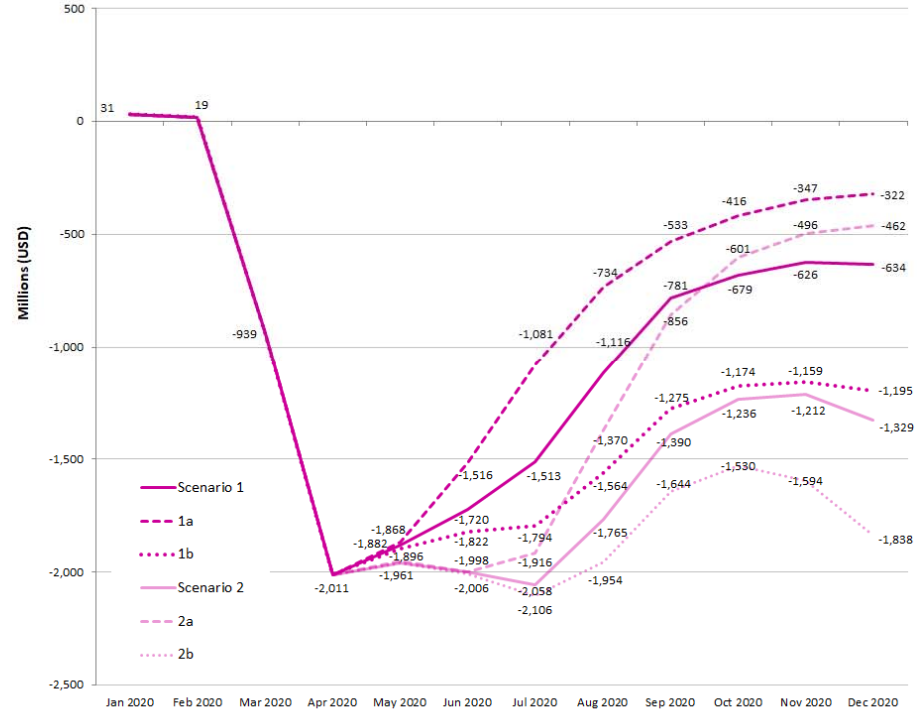


Break-down of revenue reduction compared to Baseline by region (2)

Europe



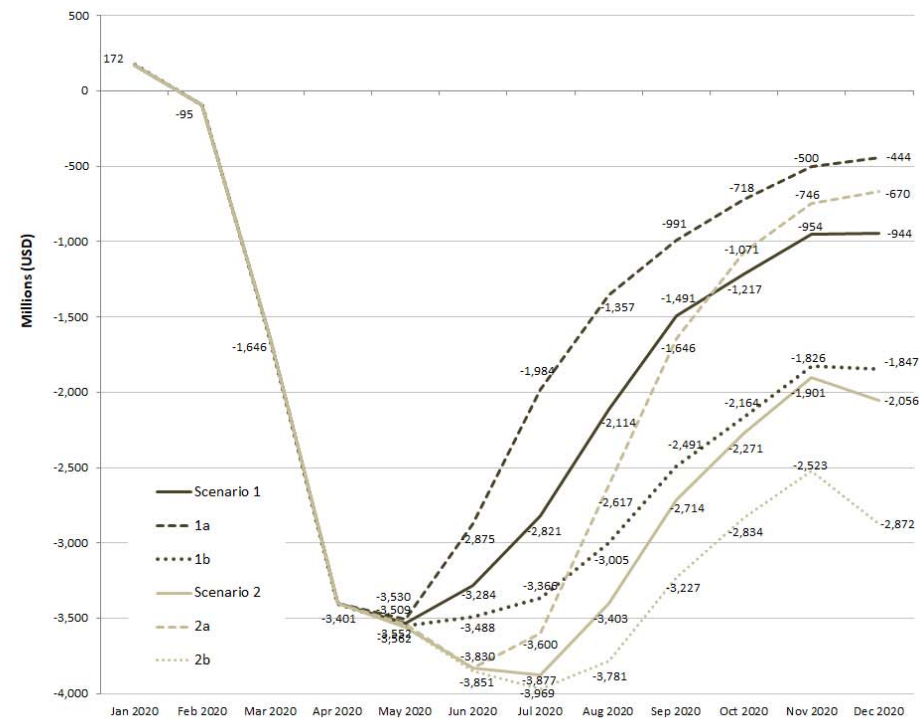
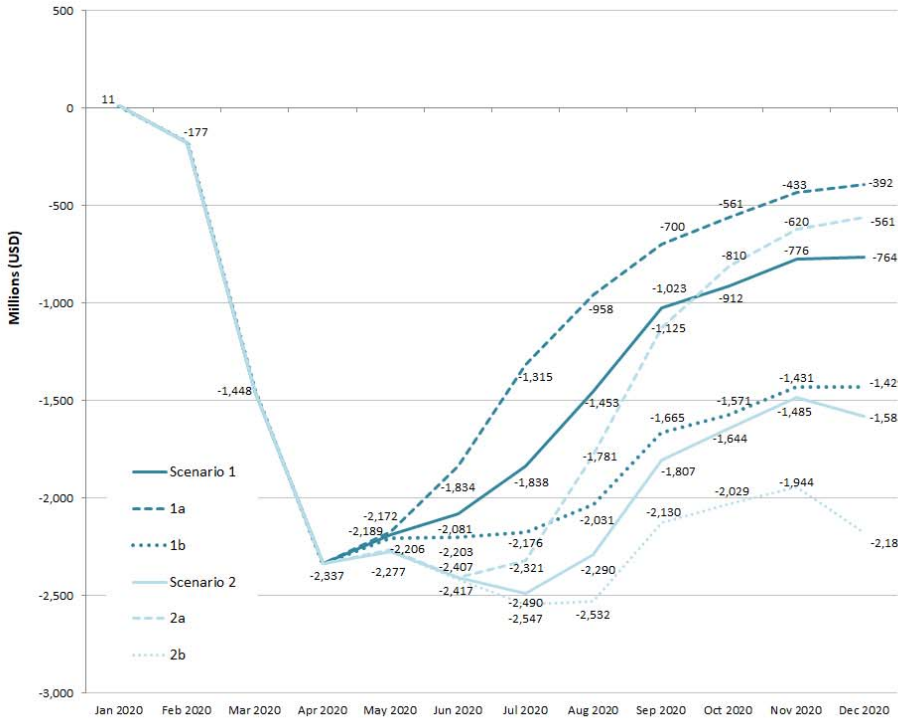
Latin America/Caribbean



Break-down of revenue reduction compared to Baseline by region (3)

Middle East

North America





Summary of Key Impact Indicators

Figures and estimates herein is subject to substantial changes, and will be updated with the situation evolving and more information available.

Baseline compared to 2019 (year-on-year)

Month	Baseline (Originally-planned or business as usual)		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
January 2020	3.0%	5.13	0.95
February 2020	6.0%	8.56	1.47
March 2020	3.3%	5.74	0.75
April 2020	3.2%	5.85	1.00
May 2020	3.2%	5.78	1.06
June 2020	3.7%	7.39	1.23
July 2020	3.1%	6.99	1.17
August 2020	3.1%	6.84	1.19
September 2020	2.9%	5.74	0.99
October 2020	1.8%	3.67	0.66
November 2020	2.1%	3.53	0.67
December 2020	3.7%	6.41	1.13
Total	3.2%	71.65	12.27

Region	Baseline (Originally-planned or business as usual)		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Africa	7.5%	6.14	1.28
Asia/Pacific	5.4%	29.62	6.29
Europe	2.8%	30.98	3.99
Latin America/Caribbean	0.0%	0.53	0.09
Middle East	4.6%	7.59	1.36
North America	-2.2%	-3.21	-0.74
Total	3.2%	71.65	12.27



Estimated results by month: Scenario 1 compared to Baseline

Month	Scenario 1 (V-shaped) Path 1			Scenario 1 (V-shaped) Path 1a			Scenario 1 (V-shaped) Path 1b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
January 2020	-1.2%	-0.24	0.15	-1.2%	-0.24	0.15	-1.2%	-0.24	0.15
February 2020	-10.3%	-21.04	-4.03	-10.3%	-21.04	-4.03	-10.3%	-21.04	-4.03
March 2020	-48.0%	-93.55	-16.62	-48.0%	-93.55	-16.62	-48.0%	-93.55	-16.62
April 2020	-94.3%	-159.18	-28.02	-94.3%	-159.18	-28.02	-94.3%	-159.18	-28.02
May 2020	-89.7%	-156.77	-27.57	-89.7%	-155.70	-27.38	-89.7%	-157.84	-27.77
June 2020	-77.4%	-151.87	-26.30	-69.4%	-134.19	-23.21	-82.4%	-160.69	-27.84
July 2020	-59.4%	-131.98	-22.91	-44.4%	-95.01	-16.43	-72.4%	-156.15	-27.14
August 2020	-44.4%	-101.98	-17.73	-29.4%	-67.72	-11.71	-62.4%	-141.98	-24.77
September 2020	-34.4%	-74.99	-12.95	-24.4%	-51.78	-8.89	-55.4%	-121.08	-21.03
October 2020	-29.4%	-64.40	-11.29	-18.4%	-40.07	-6.97	-50.4%	-110.14	-19.43
November 2020	-24.2%	-49.36	-9.00	-13.2%	-27.73	-5.00	-45.2%	-90.54	-16.60
December 2020	-19.2%	-46.86	-8.60	-9.2%	-24.25	-4.39	-40.2%	-87.51	-16.16
Total	-45.6%	-1,052.22	-184.87	-38.6%	-870.46	-152.50	-55.8%	-1,299.95	-229.24

Compared to Baseline
(Originally-planned, business as usual)



Estimated results by month: Scenario 1 compared to 2019 (year-on-year)

Compared to 2019 (year-on-year)	Scenario 1 (V-shaped) Path 1			Scenario 1 (V-shaped) Path 1a			Scenario 1 (V-shaped) Path 1b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Month									
January 2020	1.8%	4.89	1.10	1.8%	4.89	1.10	1.8%	4.89	1.10
February 2020	-5.0%	-12.48	-2.56	-5.0%	-12.48	-2.56	-5.0%	-12.48	-2.56
March 2020	-46.2%	-87.81	-15.87	-46.2%	-87.81	-15.87	-46.2%	-87.81	-15.87
April 2020	-94.1%	-153.33	-27.02	-94.1%	-153.33	-27.02	-94.1%	-153.33	-27.02
May 2020	-89.4%	-150.99	-26.51	-89.4%	-149.92	-26.32	-89.4%	-152.06	-26.71
June 2020	-76.6%	-144.48	-25.07	-68.3%	-126.80	-21.98	-81.8%	-153.30	-26.61
July 2020	-58.1%	-124.99	-21.74	-42.7%	-88.02	-15.26	-71.6%	-149.16	-25.97
August 2020	-42.7%	-95.14	-16.54	-27.3%	-60.88	-10.52	-61.3%	-135.14	-23.58
September 2020	-32.5%	-69.25	-11.96	-22.3%	-46.04	-7.90	-54.2%	-115.34	-20.04
October 2020	-28.1%	-60.73	-10.63	-16.9%	-36.40	-6.31	-49.5%	-106.47	-18.77
November 2020	-22.6%	-45.83	-8.33	-11.4%	-24.20	-4.33	-44.1%	-87.01	-15.93
December 2020	-16.1%	-40.45	-7.47	-5.8%	-17.84	-3.26	-37.9%	-81.10	-15.03
Total	-43.8%	-980.57	-172.60	-36.6%	-798.81	-140.23	-54.4%	-1,228.30	-216.97



Estimated results by region: Scenario 1 compared to Baseline

Region	Scenario 1 (V-shaped) Path 1			Scenario 1 (V-shaped) Path 1a			Scenario 1 (V-shaped) Path 1b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Africa	-45.7%	-44.49	-9.28	-38.8%	-36.70	-7.63	-55.9%	-55.14	-11.52
Asia/Pacific	-45.3%	-286.41	-59.42	-38.5%	-237.45	-49.10	-55.4%	-354.94	-73.90
Europe	-47.7%	-498.90	-68.02	-40.5%	-414.20	-56.39	-58.1%	-612.41	-83.68
Latin America/Caribbean	-40.4%	-59.91	-11.85	-33.8%	-49.14	-9.72	-50.0%	-74.70	-14.78
Middle East	-44.2%	-83.02	-14.99	-37.4%	-68.30	-12.32	-54.4%	-103.26	-18.66
North America	-40.6%	-79.49	-21.33	-33.8%	-64.68	-17.35	-50.6%	-99.51	-26.71
Total	-45.6%	-1,052.22	-184.87	-38.6%	-870.46	-152.50	-55.8%	-1,299.95	-229.24



Estimated results by region: Scenario 1 compared to 2019 (year-on-year)

Compared to 2019 (year-on-year)	Scenario 1 (V-shaped) Path 1			Scenario 1 (V-shaped) Path 1a			Scenario 1 (V-shaped) Path 1b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Africa	-41.6%	-38.35	-8.00	-34.1%	-30.56	-6.35	-52.6%	-49.00	-10.24
Asia/Pacific	-42.3%	-256.79	-53.13	-35.2%	-207.83	-42.81	-53.0%	-325.32	-67.61
Europe	-46.3%	-467.92	-64.03	-38.8%	-383.22	-52.40	-57.0%	-581.43	-79.69
Latin America/Caribbean	-40.4%	-59.38	-11.76	-33.8%	-48.61	-9.63	-50.0%	-74.17	-14.69
Middle East	-41.7%	-75.43	-13.63	-34.5%	-60.71	-10.96	-52.3%	-95.67	-17.30
North America	-42.0%	-82.70	-22.07	-35.3%	-67.89	-18.09	-51.7%	-102.72	-27.45
Total	-43.8%	-980.57	-172.60	-36.6%	-798.81	-140.23	-54.4%	-1,228.30	-216.97



Estimated results by month: Scenario 2 compared to Baseline

Compared to Baseline (Originally-planned, business as usual)	Scenario 2 (U-shaped) Path 2			Scenario 2 (U-shaped) Path 2a			Scenario 2 (U-shaped) Path 2b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Month									
January 2020	-1.2%	-0.24	0.15	-1.2%	-0.24	0.15	-1.2%	-0.24	0.15
February 2020	-10.3%	-21.04	-4.03	-10.3%	-21.04	-4.03	-10.3%	-21.04	-4.03
March 2020	-48.0%	-93.55	-16.62	-48.0%	-93.55	-16.62	-48.0%	-93.55	-16.62
April 2020	-94.3%	-159.18	-28.02	-94.3%	-159.18	-28.02	-94.3%	-159.18	-28.02
May 2020	-94.4%	-162.69	-28.58	-94.4%	-162.10	-28.47	-94.4%	-162.69	-28.58
June 2020	-94.4%	-176.01	-30.50	-94.4%	-176.01	-30.50	-94.4%	-176.61	-30.61
July 2020	-86.4%	-178.73	-31.09	-79.4%	-166.67	-28.97	-89.4%	-182.90	-31.81
August 2020	-74.4%	-160.15	-27.94	-54.4%	-124.64	-21.72	-84.4%	-177.07	-30.92
September 2020	-67.4%	-132.07	-22.92	-34.4%	-81.93	-14.18	-84.4%	-155.97	-27.08
October 2020	-62.4%	-116.23	-20.47	-24.4%	-57.13	-10.00	-79.4%	-143.43	-25.30
November 2020	-57.2%	-94.76	-17.36	-16.2%	-39.28	-7.14	-79.2%	-124.23	-22.79
December 2020	-52.2%	-97.25	-17.96	-10.2%	-34.38	-6.28	-79.2%	-134.12	-24.81
Total	-63.6%	-1,391.89	-245.33	-48.6%	-1,116.15	-195.78	-71.6%	-1,531.02	-270.42

Estimated results by month: Scenario 2 compared to 2019 (year-on-year)

Compared to 2019 (year-on-year)	Scenario 2 (U-shaped) Path 2			Scenario 2 (U-shaped) Path 2a			Scenario 2 (U-shaped) Path 2b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Month									
January 2020	1.8%	4.89	1.10	1.8%	4.89	1.10	1.8%	4.89	1.10
February 2020	-5.0%	-12.48	-2.56	-5.0%	-12.48	-2.56	-5.0%	-12.48	-2.56
March 2020	-46.2%	-87.81	-15.87	-46.2%	-87.81	-15.87	-46.2%	-87.81	-15.87
April 2020	-94.1%	-153.33	-27.02	-94.1%	-153.33	-27.02	-94.1%	-153.33	-27.02
May 2020	-94.2%	-156.91	-27.52	-94.2%	-156.32	-27.41	-94.2%	-156.91	-27.52
June 2020	-94.2%	-168.62	-29.27	-94.2%	-168.62	-29.27	-94.2%	-169.22	-29.38
July 2020	-86.0%	-171.74	-29.92	-78.8%	-159.68	-27.80	-89.1%	-175.91	-30.64
August 2020	-73.6%	-153.31	-26.75	-53.0%	-117.80	-20.53	-83.9%	-170.23	-29.73
September 2020	-66.5%	-126.33	-21.93	-32.5%	-76.19	-13.19	-84.0%	-150.23	-26.09
October 2020	-61.7%	-112.56	-19.81	-23.0%	-53.46	-9.34	-79.0%	-139.76	-24.64
November 2020	-56.3%	-91.23	-16.69	-14.5%	-35.75	-6.47	-78.8%	-120.70	-22.12
December 2020	-50.4%	-90.84	-16.83	-6.8%	-27.97	-5.15	-78.4%	-127.71	-23.68
Total	-62.5%	-1,320.24	-233.06	-47.0%	-1,044.50	-183.51	-70.7%	-1,459.37	-258.15



Estimated results by region: Scenario 2 compared to Baseline

Region	Scenario 2 (U-shaped) Path 2			Scenario 2 (U-shaped) Path 2a			Scenario 2 (U-shaped) Path 2b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Africa	-63.7%	-58.85	-12.30	-48.5%	-47.03	-9.80	-71.8%	-64.78	-13.56
Asia/Pacific	-63.0%	-377.93	-78.72	-47.7%	-300.74	-62.39	-71.1%	-417.42	-87.09
Europe	-66.3%	-658.28	-89.94	-51.3%	-532.65	-72.51	-74.1%	-720.82	-98.64
Latin America/Caribbean	-57.5%	-80.09	-15.85	-43.0%	-63.43	-12.55	-65.2%	-88.61	-17.53
Middle East	-62.1%	-110.26	-19.93	-47.0%	-87.77	-15.84	-70.1%	-121.67	-22.01
North America	-57.9%	-106.49	-28.58	-43.4%	-84.53	-22.69	-65.6%	-117.71	-31.59
Total	-63.6%	-1,391.89	-245.33	-48.6%	-1,116.15	-195.78	-71.6%	-1,531.02	-270.42

Compared to Baseline
(Originally-planned, business as usual)



Estimated results by region: Scenario 2 compared to 2019 (year-on-year)

Compared to 2019 (year-on-year)	Scenario 2 (U-shaped) Path 2			Scenario 2 (U-shaped) Path 2a			Scenario 2 (U-shaped) Path 2b		
	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)	Seat Capacity (%)	Passenger number (million)	Passenger revenue (USD, billion)
Africa	-61.0%	-52.71	-11.02	-44.6%	-40.89	-8.52	-69.6%	-58.64	-12.28
Asia/Pacific	-61.0%	-348.31	-72.43	-44.9%	-271.12	-56.10	-69.6%	-387.80	-80.80
Europe	-65.4%	-627.30	-85.95	-49.9%	-501.67	-68.52	-73.4%	-689.84	-94.65
Latin America/Caribbean	-57.5%	-79.56	-15.76	-43.0%	-62.90	-12.46	-65.2%	-88.08	-17.44
Middle East	-60.3%	-102.67	-18.57	-44.5%	-80.18	-14.48	-68.7%	-114.08	-20.65
North America	-58.8%	-109.70	-29.32	-44.6%	-87.74	-23.43	-66.4%	-120.92	-32.33
Total	-62.5%	-1,320.24	-233.06	-47.0%	-1,044.50	-183.51	-70.7%	-1,459.37	-258.15



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Appendix A: Situation Overview



COVID-19 outbreak has impacted air traffic of China starting from late January 2020



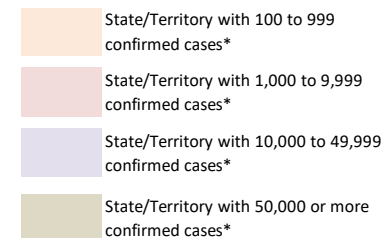
Note: The above includes a) international from mainland China, Hong Kong SAR of China, Macao SAR of China, Taiwan, Province of China; b) domestic within mainland China, and c) regional between mainland China and Hong Kong SAR, Macao SAR and Taiwan Province

A surge of COVID-19 confirmed cases occurred in several States by late February 2020

January 2020 International passenger seat capacity		
Country/Territory	Capacity change from originally-planned	
Russian Federation	-89,778	-1%
Italy	-65,971	-1%
Turkey	-53,262	-1%
China	-45,484	0%
Morocco	-42,684	-2%
United Arab Emirates	-31,464	0%
Iraq	-29,326	-3%
Albania	-22,080	-7%
United Kingdom	-21,888	0%
South Africa	-21,476	-1%
Iran Islamic Republic of	-20,891	-2%
France	-19,537	0%
Poland	-18,154	0%
Romania	-17,493	-1%
Japan	-16,449	0%
United States	-13,067	0%
Indonesia	-12,114	0%
Bulgaria	-10,540	-1%
India	-10,342	0%
Cambodia	-10,158	-1%
Bahamas	-9,588	-2%
Denmark	-8,942	0%
Viet Nam	-8,489	0%
Malta	-7,372	-1%
Lebanon	-7,182	-1%
Bahrain	-7,123	-1%
Uzbekistan	-6,539	-1%
Tunisia	-6,362	-1%
Switzerland	-6,235	0%
Czechia	-5,642	0%

February 2020 International passenger seat capacity		
Country/Territory	Capacity change from originally-planned	
China	-10,532,219	-61%
Hong Kong SAR of China (CN)	-2,363,320	-36%
Republic of Korea	-1,717,147	-19%
Japan	-1,592,429	-15%
Thailand	-1,452,478	-15%
Taiwan, Province of China (CN)	-1,446,686	-23%
Singapore	-807,608	-12%
Viet Nam	-731,936	-16%
Macao SAR of China (CN)	-721,489	-64%
Philippines	-646,104	-18%
United States	-620,296	-3%
Malaysia	-448,172	-8%
Indonesia	-426,102	-10%
Russian Federation	-317,890	-5%
Cambodia	-307,968	-4%
Turkey	-277,868	-21%
Italy	-268,846	-3%
United Arab Emirates	-253,548	-2%
Australia	-241,284	-5%
United Kingdom	-188,864	-1%
Iran Islamic Republic of	-169,782	-18%
France	-157,998	-1%
Myanmar	-147,487	-21%
Germany	-145,561	-1%
India	-116,823	-2%
Morocco	-108,186	-5%
Qatar	-99,338	-2%
Canada	-96,231	-1%
Lao People's Democratic Republic	-71,910	-21%
Finland	-71,413	-4%

In February 2020, international passenger capacity reduced by 10%, mainly related to traffic from/to States experiencing an early outbreak and States deeply interconnected to China.



*: Coronavirus Disease 2019 (COVID-19) Situation Report by WHO (29 February 2020)

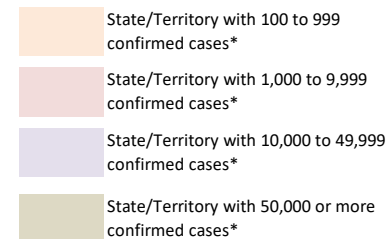
COVID-19 Pandemic was declared and accelerating in March 2020

March 2020 International Passenger Capacity

Country/Territory	Capacity change from originally-planned	
China	-14,841,792	-82%
Italy	-6,860,837	-60%
Republic of Korea	-6,536,917	-70%
Japan	-5,837,894	-51%
Germany	-5,771,162	-31%
Hong Kong SAR of China (CN)	-5,352,855	-77%
United Kingdom	-4,965,296	-22%
United States	-4,950,969	-19%
Thailand	-4,587,421	-46%
Taiwan, Province of China (CN)	-4,074,431	-62%
Spain	-3,792,140	-26%
United Arab Emirates	-3,400,833	-26%
Singapore	-3,297,434	-45%
France	-3,216,482	-25%
Turkey	-2,879,271	-35%
Viet Nam	-2,599,336	-55%
Malaysia	-2,500,355	-42%
India	-2,077,578	-29%
Saudi Arabia	-1,747,385	-31%
Switzerland	-1,691,017	-28%

Country/Territory	Capacity change from originally-planned	
Philippines	-1,669,456	-45%
Indonesia	-1,466,518	-34%
Netherlands	-1,292,472	-17%
Canada	-1,218,383	-16%
Austria	-1,200,864	-30%
Russian Federation	-1,177,704	-19%
Australia	-1,119,345	-25%
Portugal	-1,118,941	-26%
Belgium	-1,060,572	-31%
Qatar	-1,041,439	-21%
Denmark	-980,211	-28%
Israel	-972,061	-44%
Poland	-967,520	-24%
Macao SAR of China (CN)	-954,453	-80%
Egypt	-818,043	-28%
Morocco	-762,145	-31%
Sweden	-761,425	-24%
Ireland	-733,678	-21%
Greece	-635,039	-34%
Czechia	-610,048	-37%

In March 2020, global international passenger capacity **reduced by 48%**, with significant reduction not only in States experiencing an early outbreak but also worldwide.



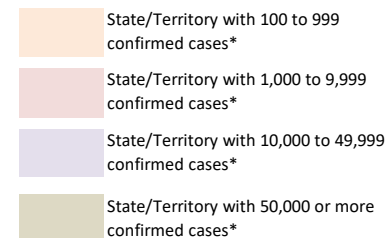
*: Coronavirus Disease 2019 (COVID-19) Situation Report by WHO (31 March 2020)

The world reached 3 million confirmed COVID-19 cases in April 2020

April 2020 International Passenger Capacity

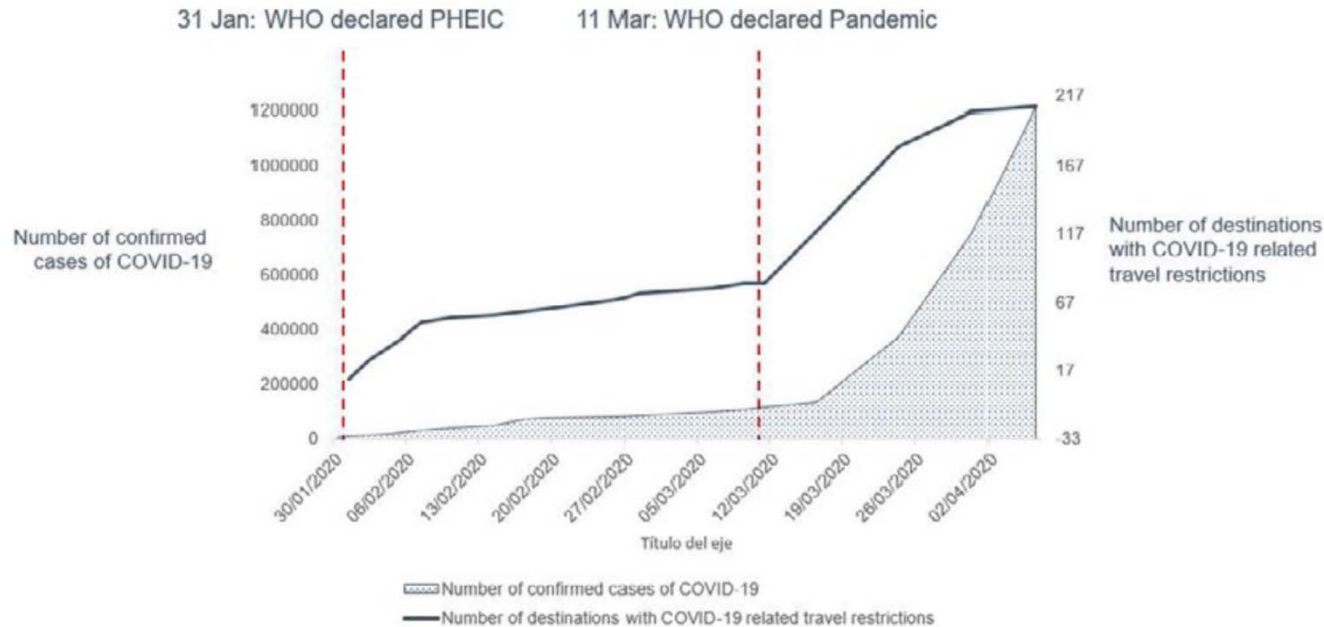
Country/Territory	Capacity change from originally-planned	Country/Territory	Capacity change from originally-planned
United States	-22,976,621 -88%	Malaysia	-4,959,606 -85%
United Kingdom	-22,345,210 -90%	Portugal	-4,913,803 -95%
Germany	-19,374,444 -92%	Saudi Arabia	-4,193,572 -77%
Spain	-18,041,897 -94%	Australia	-4,115,805 -92%
China	-16,683,876 -95%	Mexico	-4,104,882 -78%
France	-13,480,021 -91%	Austria	-3,812,866 -91%
Italy	-12,464,502 -94%	Qatar	-3,760,492 -80%
United Arab Emirates	-11,009,896 -89%	Indonesia	-3,723,583 -87%
Japan	-9,501,833 -88%	Viet Nam	-3,681,731 -89%
Turkey	-8,798,224 -94%	Ireland	-3,595,318 -92%
Thailand	-8,441,105 -94%	Poland	-3,449,632 -79%
Republic of Korea	-7,960,525 -86%	Denmark	-3,417,729 -93%
Hong Kong SAR of China (CN)	-7,122,206 -93%	Belgium	-3,323,135 -87%
Netherlands	-6,960,693 -89%	Greece	-3,078,774 -94%
Singapore	-6,596,279 -93%	Philippines	-2,993,741 -86%
Canada	-6,288,656 -90%	Sweden	-2,941,579 -89%
India	-6,286,458 -89%	Norway	-2,476,519 -90%
Switzerland	-5,990,424 -93%	Egypt	-2,248,437 -78%
Russian Federation	-5,747,918 -87%	Brazil	-2,214,850 -92%
Taiwan, Province of China (CN)	-5,400,277 -85%	Israel	-2,196,238 -91%

In April 2020, global international passenger capacity so far experienced by **unprecedented 94% reduction** (estimated)



*: Coronavirus Disease 2019 (COVID-19) Situation Report by WHO (30 April 2020)

Number of confirmed cases and destinations with COVID-19-related travel restrictions

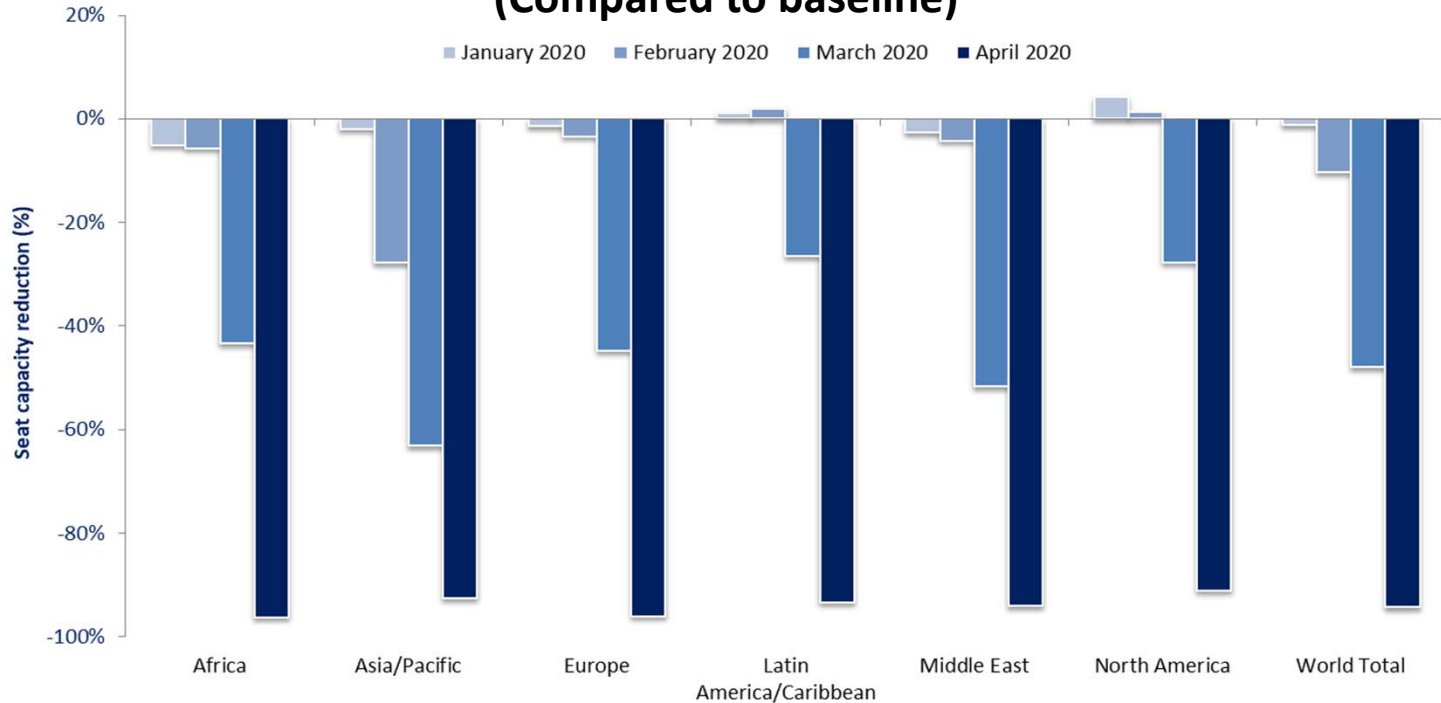


As of 6 April 2020, 96% of all world destinations have travel restrictions. About 90 destinations have completely or partially closed their borders for tourists, while another 44 destinations are closing their borders for specific countries of origin.

<https://www.unwto.org/news/covid-19-response-travel-restrictions>

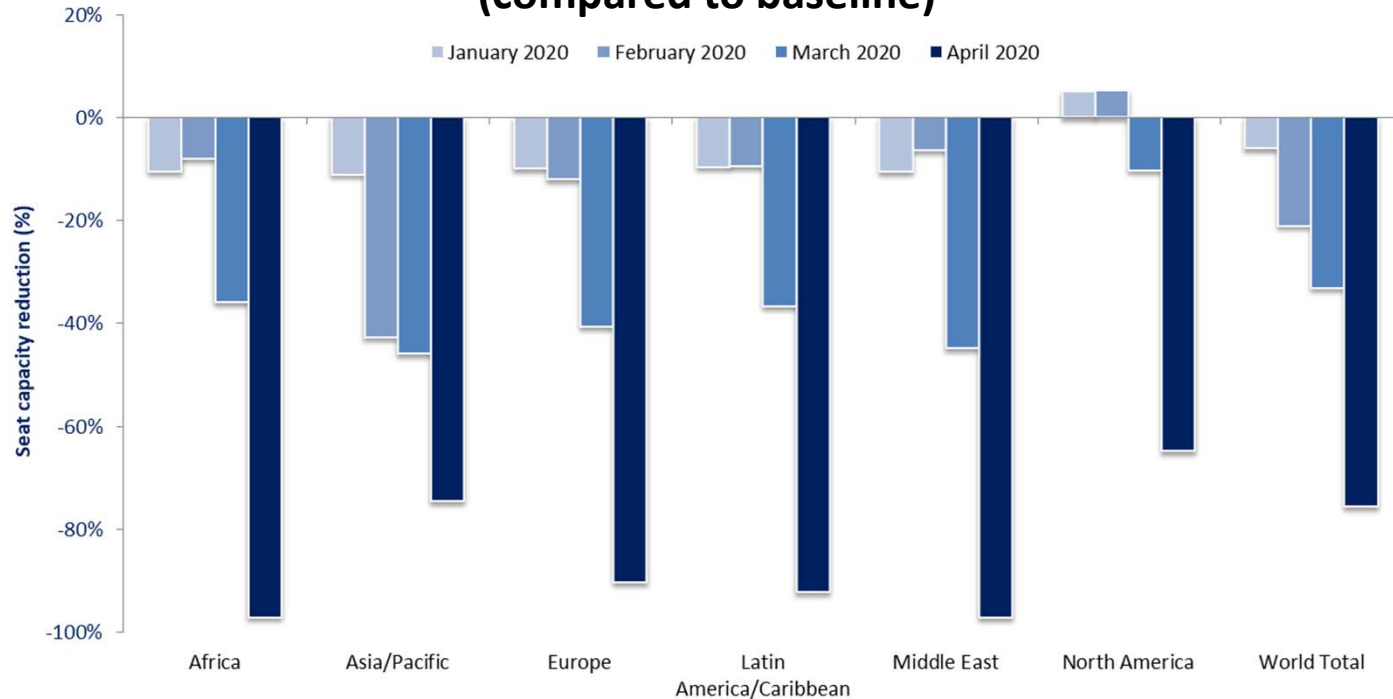
International capacity hitting nearly zero in April for all regions worldwide

Monthly international seat capacity reduction by region (Compared to baseline)



Less severe domestic capacity reduction in April in Asia/Pacific and North America

Monthly domestic seat capacity reduction by region (compared to baseline)





Total air cargo throughout declined by 19% in March 2020 YoY, with a significant withdraw of passenger aircraft belly cargo capacity while the increase in all-cargo freighters have offset the capacity reduction

Millions of Tonnes Transported			
	March 2019	March 2020	Change
Belly Cargo	3.49	2.40	-31%
Freighter Cargo	1.48	1.61	9%
Net	4.97	4.01	-19%

Preliminary analysis indicates air cargo revenues have dropped 22% from USD 8.3 to 6.5 billion in March 2020 over the same period



Appendix B: Summary of Analysis by Other Organizations



ACI: Airport would lose USD 76 billion revenues in 2020

Region	Passenger number - both international and domestic for full year 2020		Airport revenue - both aeronautical and non-aeronautical for full year 2020	
	million and % change from 2020 "business as usual" baseline scenario		USD billion and % change from 2020 "business as usual" baseline scenario	
Africa	-77	-32.5%	-1.5	-35%
Asia/Pacific	-1,465	-42.1%	-23.9	-48%
Europe	-894	-35.0%	-24.6	-42%
Latin America/Caribbean	-244	-34.0%	-4.0	-38%
Middle East	-157	-36.5%	-5.7	-43%
North America	-790	-37.7%	-16.9	-49%
Total	-3,627	-38.1%	-76.6	-45%

<https://aci.aero/wp-content/uploads/2020/03/200401-COVID19-Economic-Impact-Bulletin-FINAL-1.pdf>



IATA: Airlines would lose USD 314 billion revenues under “3-month lock-down + recession” scenario

The analytical difference between ICAO and IATA estimates:

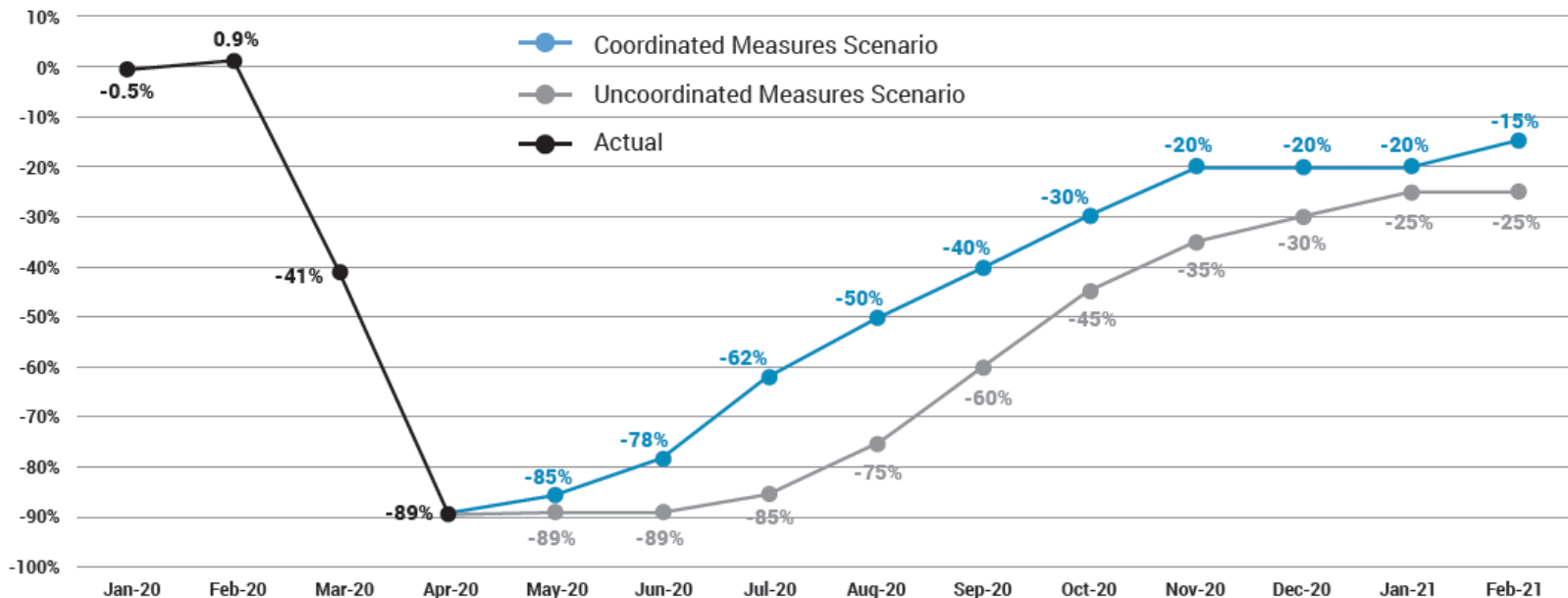
- **Traffic:** international only (ICAO) vs. both international and domestic (IATA)
- **Regional break-down:** by all traffic from States in each region (ICAO) vs. region of airline registration (IATA)
- **Baseline:** originally-planned i.e. 2020 business as usual scenario (ICAO) vs. 2019 level with 2020 airline schedules (IATA)

Region of airline registration	Revenue Passenger Kilometres (RPKs) - both international and domestic for full year 2020	Gross passenger revenue - both international and domestic for full year 2020
	year-on-year % change from 2019 level	USD billion, compared to 2019 level
Africa	-51%	-6
Asia/Pacific	-50%	-113
Europe	-55%	-89
Latin America/Caribbean	-49%	-18
Middle East	-51%	-24
North America	-36%	-64
Total	-48%	-314

<https://www.iata.org/en/iata-repository/publications/economic-reports/covid-fourth-impact-assessment/>

EUOCONTROL: A loss of € 110 billion for airlines, airports and ANSPs in Europe in 2020

EUROCONTROL Draft Traffic Scenarios - 24 April 2020 (base year 2019)

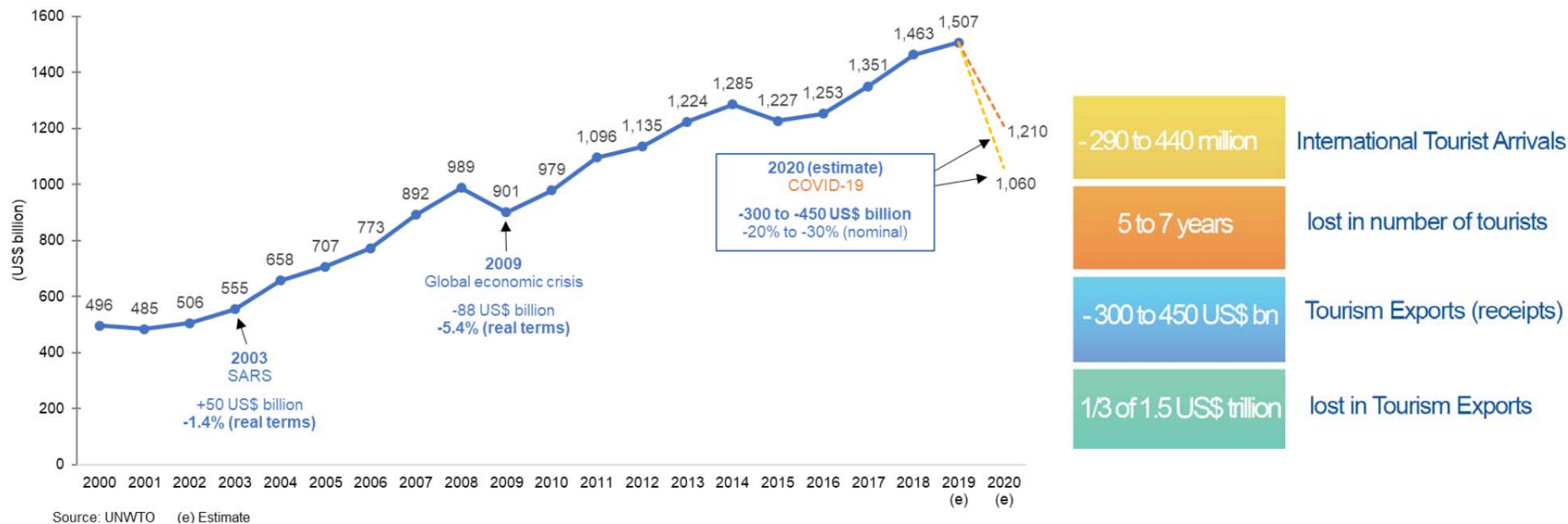


The Coordinated Measures Scenario envisages a loss of 45% of flights (5 million) in 2020, while the Uncoordinated Measures Scenario would result in the loss of 57% of flights (6.2 million).

<https://www.eurocontrol.int/covid19#traffic-scenarios>

UNWTO: A loss of USD 300 to 450 billion in international tourism receipts in 2020

2020 forecast - international tourism receipts, world (US\$ billion)



<https://www.unwto.org/news/international-tourism-arrivals-could-fall-in-2020>

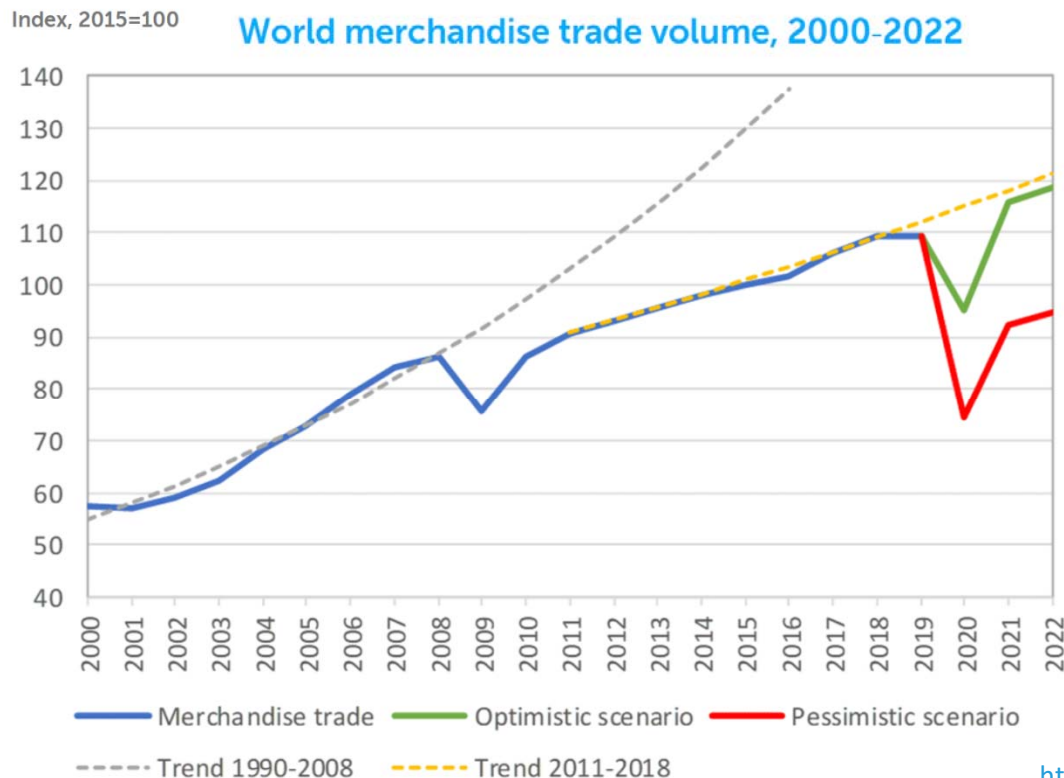


2020 forecasts – COVID-19 impact on travel and tourism sector

Region	Potential Total Job Losses (million)	Total GDP Loss (USD billion*)
Africa	-7.6	-52.8
Asia/Pacific	-63.4	-1,041.0
Europe	-13.0	-708.5
Latin America/Caribbean	-5.9	-110.2
Middle East	-2.6	-96.2
North America	-8.2	-680.7
Total	-100.8	-2689.4

* based on 2019 prices and exchange rates

<https://wtcc.org/About/News-Media/Press-Releases>



- World merchandise trade is set to plummet by between 13 and 32% in 2020 due to the COVID-19 pandemic.
- A 2021 recovery in trade is expected, but dependent on the duration of the outbreak and the effectiveness of the policy responses.
- Nearly all regions will suffer double-digit declines in trade volumes in 2020, with exports from North America and Asia hit hardest.

https://www.wto.org/english/news_e/pres20_e/pr855_e.htm

IMF: Global economy is projected to contract sharply by -3% in 2020

The Projections assume that the pandemic fades in the second half of 2020 and containment efforts can be gradually unwound

(real GDP, annual percent change)	2019	2020	2021
World Output	2.9	-3.0	5.8
Advanced Economies	1.7	-6.1	4.5
United States	2.3	-5.9	4.7
Euro Area	1.2	-7.5	4.7
Germany	0.6	-7.0	5.2
France	1.3	-7.2	4.5
Italy	0.3	-9.1	4.8
Spain	2.0	-8.0	4.3
Japan	0.7	-5.2	3.0
United Kingdom	1.4	-6.5	4.0
Canada	1.6	-6.2	4.2
Other Advanced Economies	1.7	-4.6	4.5

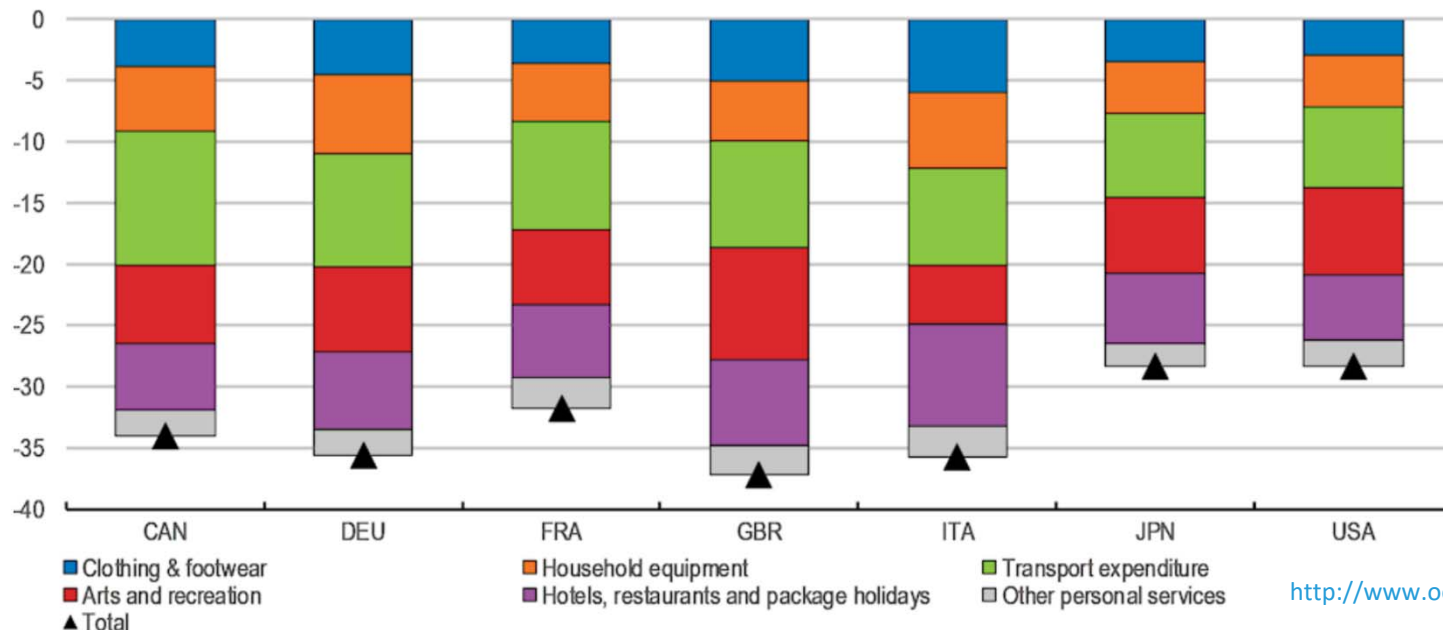
(real GDP, annual percent change)	2019	2020	2021
Emerging Markets and Developing Economies	3.7	-1.0	6.6
Emerging and Developing Asia	5.5	1.0	8.5
China	6.1	1.2	9.2
India	4.2	1.9	7.4
ASEAN-5	4.8	-0.6	7.8
Emerging and Developing Europe	2.1	-5.2	4.2
Russia	1.3	-5.5	3.5
Latin America and the Caribbean	0.1	-5.2	3.4
Brazil	1.1	-5.3	2.9
Mexico	-0.1	-6.6	3.0
Middle East and Central Asia	1.2	-2.8	4.0
Saudi Arabia	0.3	-2.3	2.9
Sub-Saharan Africa	3.1	-1.6	4.1
Nigeria	2.2	-3.4	2.4
South Africa	0.2	-5.8	4.0
Low-Income Developing Countries	5.1	0.4	5.6

<https://www.imf.org/en/Publications/WEO/Issues/2020/04/14/weo-april-2020>

OECD: Sharp decrease in consumers' expenditures for air travel due to containment measures

The potential initial impact of partial or complete shutdowns on private consumption in the G7 economies

Per cent of total consumers' expenditure



<http://www.oecd.org/coronavirus/en/>



Appendix C: Airlines' Financial Analysis

Figures and estimates herein is **subject to substantial changes**, and will be updated with the situation evolving and more information available.

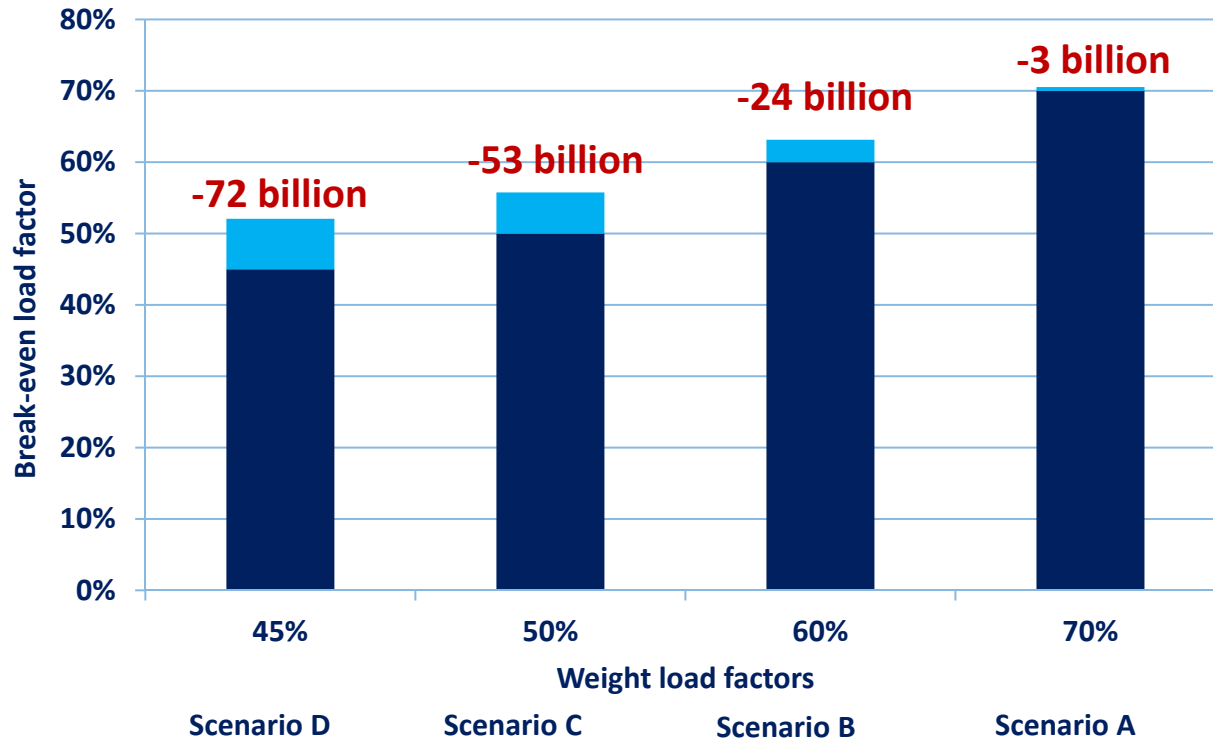


Scenarios are based on the assumption that air traffic, measured in Revenue Tonnes-Kilometres (RTKs, both international and domestic), will **decrease by 50% in 2020** compared to 2019

	Scenario A Weight load factor = 70%	Scenario B Weight load factor = 60%	Scenario C Weight load factor = 50%	Scenario D Weight load factor = 45%
	Load factor remains high, rebound of demand in Q3 and Q4 with severe capacity cuts	Load factor moderate-high and rebound during Q4, with capacity cuts in all regions	Low load factor and moderate return of normal capacity in Q3 and Q4	Low load factors (social distancing) and airlines increase capacity in Q2 2020
Total capacity reduction	-51%	-42%	-31%	-23%
Fuel costs (USD, billion) <i>Oil price: 49% decrease compared to 2019 levels</i>	46	54	65	72
Break-even weight load factor <i>(excluding depreciation and amortization costs)</i>	70.5%	63.1%	55.8%	52.1%



Airlines close to break even as load factor increases



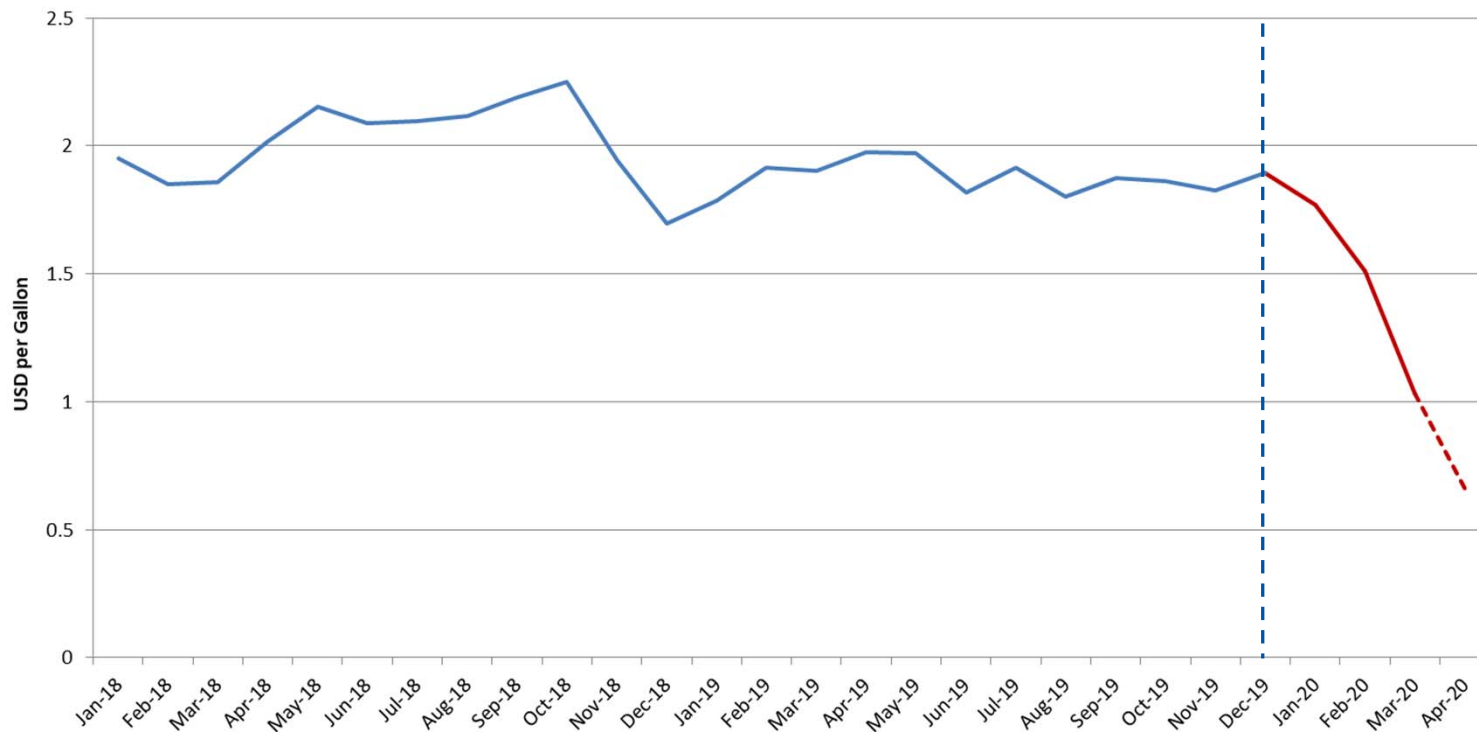
Operating loss
Excluding
depreciation and
amortizations
costs

Difference between
load factor and break-
even load factors in
each scenario



Jet fuel price is estimated to go down 49% annually compared to 2019

U.S. Gulf Coast Kerosene-Type Jet Fuel Spot Price FOB





Appendix D: Route Group Level Analysis

**The analysis will be updated and expanded
with the situation evolving and more information available.**



Estimated results by route group for 1Q 2020 (compared to Baseline)

Route Group	DOM/INT	Seat capacity			Scheduled passenger (thousand)			Gross revenue (USD, million)		
		Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020
Africa	Domestic	-11%	-8%	-36%	-498	-346	-1,850	-44	-31	-165
Africa - Asia/Pacific	International	4%	-19%	-46%	16	-118	-247	9	-65	-136
Africa - Middle East	International	-6%	-7%	-56%	-87	-182	-1,622	-19	-40	-355
Africa - North America	International	-9%	-3%	-26%	-17	-9	-89	-12	-6	-65
Africa & Middle East - Central America/Caribbean	International				0	0	0	0	0	0
Africa & Middle East - South America	International	2%	5%	-23%	4	-8	-55	1	-3	-23
Central America/Caribbean	Domestic	-8%	-7%	-25%	-425	-365	-1,878	-32	-27	-141
Central America/Caribbean - Europe	International	-1%	1%	-19%	21	11	-540	7	4	-184
Central America/Caribbean - North America	International	5%	4%	-20%	446	318	-3,552	70	50	-557
Central America/Caribbean - South America	International	5%	10%	-26%	71	104	-485	13	19	-89
China	Domestic	-13%	-76%	-62%	-10,017	-48,170	-39,210	-902	-4,335	-3,529
China - Europe	International	2%	-52%	-74%	59	-929	-1,553	18	-282	-471
China - Middle East	International	5%	-57%	-77%	36	-335	-495	9	-82	-121
China - North America	International	3%	-45%	-66%	47	-680	-1,106	19	-273	-444
China & South West Asia - North Asia	International	-1%	-44%	-84%	-113	-3,485	-6,026	-20	-620	-1,072
China & South West Asia - Pacific South East Asia	International	-2%	-47%	-72%	-354	-5,734	-8,323	-77	-1,241	-1,801
Europe	Domestic	-10%	-12%	-41%	-2,791	-3,398	-14,427	-226	-275	-1,169
Europe - Middle East	International	1%	-1%	-44%	298	-9	-4,279	55	-2	-787



Estimated results by route group for 1Q 2020 (compared to Baseline)

Route Group	DOM/INT	Seat capacity			Scheduled passenger (thousand)			Gross revenue (USD, million)		
		Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020
Europe - North Africa	International	0%	1%	-41%	50	-5	-1,846	7	-1	-272
Europe - North America	International	5%	5%	-35%	431	249	-3,111	135	78	-976
Europe - North Asia	International	5%	4%	-42%	57	-11	-546	27	-5	-256
Europe - Pacific South East Asia	International	-3%	-1%	-14%	-37	-102	-576	-18	-51	-288
Europe - South America	International	-6%	-6%	-37%	-49	-69	-697	-18	-25	-249
Europe - South West Asia	International	1%	2%	-37%	44	-61	-988	12	-16	-266
Europe - Sub Saharan Africa	International	2%	3%	-27%	92	42	-765	39	18	-324
Intra Africa	International	-10%	-11%	-44%	-288	-381	-1,391	-38	-50	-182
Intra Central America/Caribbean	International	4%	4%	-27%	67	40	-595	6	3	-50
Intra China & South West Asia	International	-10%	-61%	-79%	-538	-3,067	-4,091	-69	-390	-521
Intra Europe	International	-2%	-4%	-47%	-180	-2,303	-29,696	-18	-234	-3,023
Intra Middle East	International	-6%	-6%	-68%	-73	-219	-2,734	-8	-25	-313
Intra North America	International	3%	3%	-24%	111	14	-1,295	15	2	-173
Intra North Asia	International	-2%	-3%	-79%	-34	-224	-1,094	-2	-12	-59
Intra Pacific South East Asia	International	-1%	-6%	-46%	-151	-1,639	-5,038	-23	-244	-750
Intra South America	International	-10%	-7%	-40%	-195	-144	-934	-34	-25	-162
Latin America/Caribbean - China	International	5%			0	0	0	0	0	0
Latin America/Caribbean - North Asia & Pacific South East Asia	International	3%	0%	-18%	2	-8	-30	1	-5	-20



Estimated results by route group for 1Q 2020 (compared to Baseline)

Route Group	DOM/INT	Seat capacity			Scheduled passenger (thousand)			Gross revenue (USD, million)		
		Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020
Middle East	Domestic	-11%	-6%	-45%	-128	-227	-1,896	-12	-21	-176
Middle East - North America	International	2%	3%	-27%	42	20	-339	20	10	-161
Middle East - North Asia & Pacific South East Asia	International	-2%	-2%	-36%	-22	-331	-1,360	-6	-89	-364
Middle East - South West Asia	International	-3%	-2%	-44%	-132	-627	-2,951	-21	-99	-466
North America	Domestic	5%	5%	-10%	5,059	4,466	-36,200	587	519	-4,203
North America - North Asia	International	5%	5%	-25%	68	-89	-618	21	-28	-195
North America - Pacific South East Asia	International	4%	6%	-18%	31	-45	-295	25	-36	-235
North America - South America	International	5%	5%	-28%	79	59	-618	31	23	-243
North America - South West Asia	International	4%	5%	-28%	7	-13	-94	5	-10	-69
North Asia	Domestic	-2%	-4%	-21%	-37	-1,170	-7,027	-2	-59	-351
North Asia - Pacific South East Asia	International	0%	-8%	-64%	-47	-1,069	-3,478	-12	-276	-899
Pacific South East Asia	Domestic	-11%	-11%	-33%	-2,561	-3,602	-13,102	-157	-221	-803
South America	Domestic	-10%	-10%	-41%	-1,539	-1,706	-7,609	-130	-144	-642
South West Asia	Domestic	-14%	-14%	-38%	-2,440	-2,434	-7,330	-150	-149	-449
Domestic		-6%	-21%	-33%	-15,377	-56,950	-130,529	-1,067	-4,744	-11,628
International		-1%	-10%	-48%	-241	-21,041	-93,550	151	-4,030	-16,623
Total		-4%	-17%	-39%	-15,618	-77,991	-224,079	-916	-8,773	-28,252



Estimated results by route group for 1Q 2020 (compared to 1Q 2019 year-on-year)

Route Group	DOM/INT	Seat capacity			Scheduled passenger (thousand)			Gross revenue (USD, million)		
		Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020
Africa	Domestic	5%	10%	-25%	88	270	-1,284	8	24	-115
Africa - Asia/Pacific	International	18%	-1%	-38%	67	-47	-192	37	-26	-106
Africa - Middle East	International	7%	10%	-50%	248	169	-1,306	54	37	-286
Africa - North America	International	8%	22%	-13%	16	28	-57	12	21	-42
Africa & Middle East - Central America/Caribbean	International		-100%		0	0	0	0	0	0
Africa & Middle East - South America	International	-6%	2%	-27%	-7	-12	-62	-3	-5	-26
Central America/Caribbean	Domestic	8%	12%	-12%	411	461	-1,100	31	35	-82
Central America/Caribbean - Europe	International	-2%	3%	-21%	12	42	-568	4	14	-194
Central America/Caribbean - North America	International	0%	4%	-24%	95	318	-3,971	15	50	-623
Central America/Caribbean - South America	International	4%	8%	-28%	52	90	-522	10	16	-95
China	Domestic	-4%	-73%	-58%	-4,801	-42,509	-34,245	-432	-3,826	-3,082
China - Europe	International	4%	-49%	-73%	101	-821	-1,481	31	-249	-449
China - Middle East	International	6%	-56%	-77%	45	-332	-505	11	-81	-124
China - North America	International	-6%	-48%	-70%	-92	-761	-1,282	-37	-306	-515
China & South West Asia - North Asia	International	22%	-32%	-82%	1,237	-2,322	-4,988	220	-413	-887
China & South West Asia - Pacific South East Asia	International	7%	-46%	-71%	657	-5,325	-7,990	142	-1,153	-1,729
Europe	Domestic	-3%	-2%	-35%	-975	-885	-11,884	-79	-72	-963
Europe - Middle East	International	5%	6%	-43%	598	426	-4,090	110	78	-753



Estimated results by route group for 1Q 2020 (compared to 1Q 2019 year-on-year)

Route Group	DOM/INT	Seat capacity			Scheduled passenger (thousand)			Gross revenue (USD, million)		
		Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020
Europe - North Africa	International	-1%	6%	-42%	55	161	-1,892	8	24	-279
Europe - North America	International	-1%	4%	-36%	119	226	-3,280	37	71	-1,029
Europe - North Asia	International	4%	6%	-42%	53	7	-539	25	3	-253
Europe - Pacific South East Asia	International	5%	7%	-19%	120	17	-671	60	8	-335
Europe - South America	International	-3%	0%	-37%	-3	6	-686	-1	2	-245
Europe - South West Asia	International	-8%	-4%	-43%	-143	-168	-1,188	-39	-45	-320
Europe - Sub Saharan Africa	International	1%	5%	-27%	62	84	-779	26	36	-330
Intra Africa	International	2%	5%	-36%	29	-17	-1,054	4	-2	-138
Intra Central America/Caribbean	International	1%	4%	-30%	22	48	-647	2	4	-54
Intra China & South West Asia	International	-2%	-57%	-77%	-105	-2,643	-3,640	-13	-336	-463
Intra Europe	International	-1%	3%	-43%	946	1,062	-26,168	96	108	-2,664
Intra Middle East	International	-2%	0%	-67%	91	-13	-2,559	10	-2	-293
Intra North America	International	-4%	-1%	-30%	-76	-67	-1,527	-10	-9	-204
Intra North Asia	International	-32%	-31%	-85%	-617	-709	-1,627	-33	-38	-87
Intra Pacific South East Asia	International	7%	2%	-43%	540	-1,063	-4,605	80	-158	-686
Intra South America	International	-9%	-4%	-37%	-183	-69	-851	-32	-12	-148
Latin America/Caribbean - China	International	-66%	-100%	-100%	-6	-8	-8	-4	-6	-6
Latin America/Caribbean - North Asia & Pacific South East Asia	International	3%	1%	-19%	2	-8	-31	2	-5	-21



Estimated results by route group for 1Q 2020 (compared to 1Q 2019 year-on-year)

Route Group	DOM/INT	Seat capacity			Scheduled passenger (thousand)			Gross revenue (USD, million)		
		Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020	Jan 2020	Feb 2020	Mar 2020
Middle East	Domestic	-7%	1%	-43%	28	14	-1,759	3	1	-164
Middle East - North America	International	5%	7%	-28%	63	46	-340	30	22	-162
Middle East - North Asia & Pacific South East Asia	International	0%	3%	-36%	13	-208	-1,346	3	-56	-361
Middle East - South West Asia	International	3%	9%	-40%	184	-140	-2,570	29	-22	-406
North America	Domestic	3%	6%	-12%	3,972	5,437	-37,828	461	631	-4,392
North America - North Asia	International	4%	5%	-27%	51	-87	-642	16	-27	-203
North America - Pacific South East Asia	International	6%	13%	-18%	52	-1	-296	41	-1	-236
North America - South America	International	-8%	-3%	-34%	-115	-35	-744	-45	-14	-293
North America - South West Asia	International	20%	24%	-15%	35	15	-63	26	11	-47
North Asia	Domestic	6%	6%	-16%	805	-100	-6,232	40	-5	-312
North Asia - Pacific South East Asia	International	16%	9%	-60%	674	-365	-3,036	174	-94	-784
Pacific South East Asia	Domestic	6%	8%	-21%	1,852	1,063	-8,713	114	65	-534
South America	Domestic	2%	4%	-29%	625	513	-4,950	53	43	-418
South West Asia	Domestic	1%	7%	-23%	149	731	-4,059	9	45	-249
Domestic		1%	-13%	-28%	2,154	-35,004	-112,055	207	-3,058	-10,309
International		2%	-5%	-46%	4,893	-12,477	-87,807	1,098	-2,555	-15,876
Total		1%	-10%	-35%	7,047	-47,481	-199,861	1,305	-5,613	-26,186



North American
Central American
and Caribbean
(INACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



<https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx>

<https://www.icao.int/Newsroom/Pages/Billion-fewer-international-air-travellers-this-year-according-to-latest-ICAO-forecast.aspx>

<https://www.icao.int/Security/COVID-19/Pages/default.aspx>

<http://www.capsca.org/CoronaVirusRefs.html>

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

THANK YOU