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UNITING AVIATION

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

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**Air Transport Bureau**





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## 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 **38% to 55% of seats offered by airlines**
- Overall reduction of **861 to 1,292 million passengers**
- Approx. **USD 151 to 228 billion potential loss** of gross operating revenues of airlines

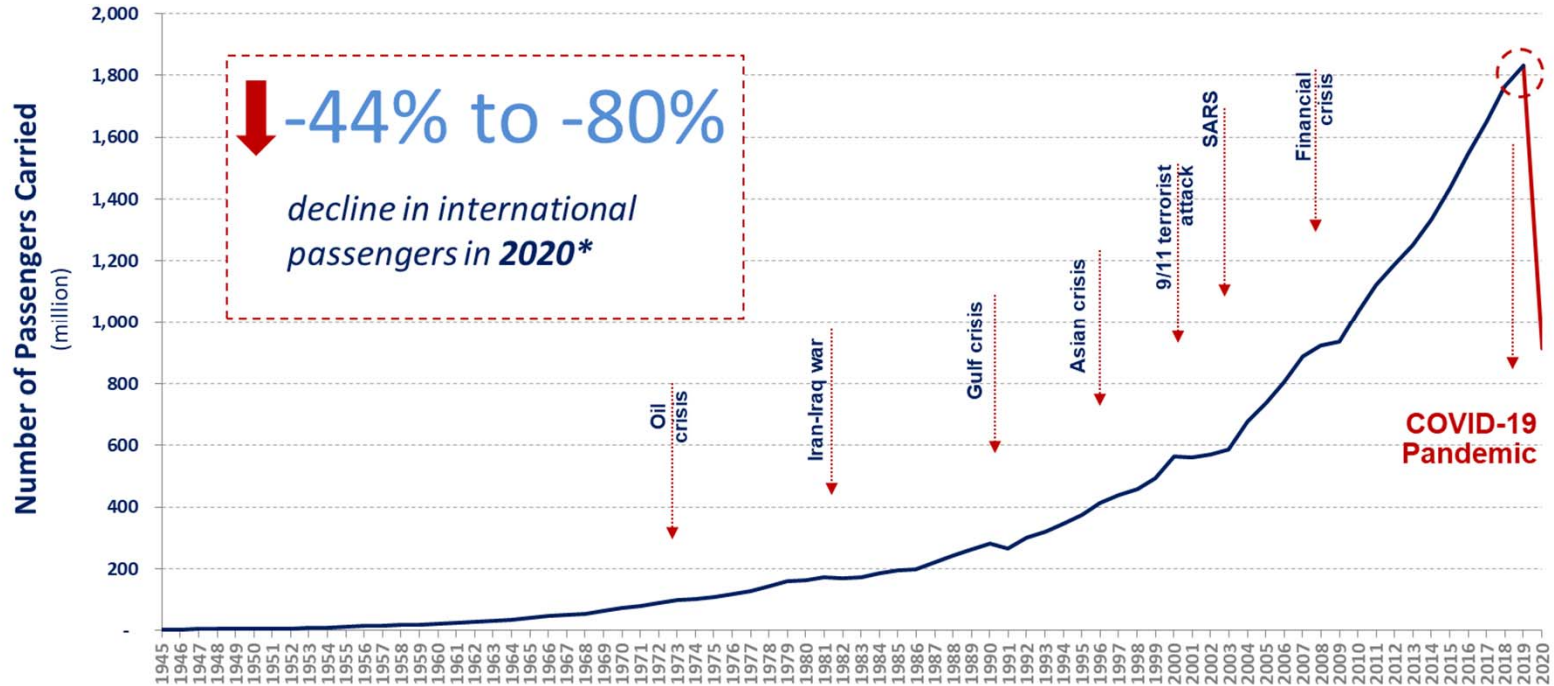
### U-shaped path (Scenario 2: restart in third quarter or later)

- Overall reduction ranging from **48% to 71% of seats offered by airlines**
- Overall reduction of **1,108 to 1,524 million passengers**
- Approx. **USD 194 to 269 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.

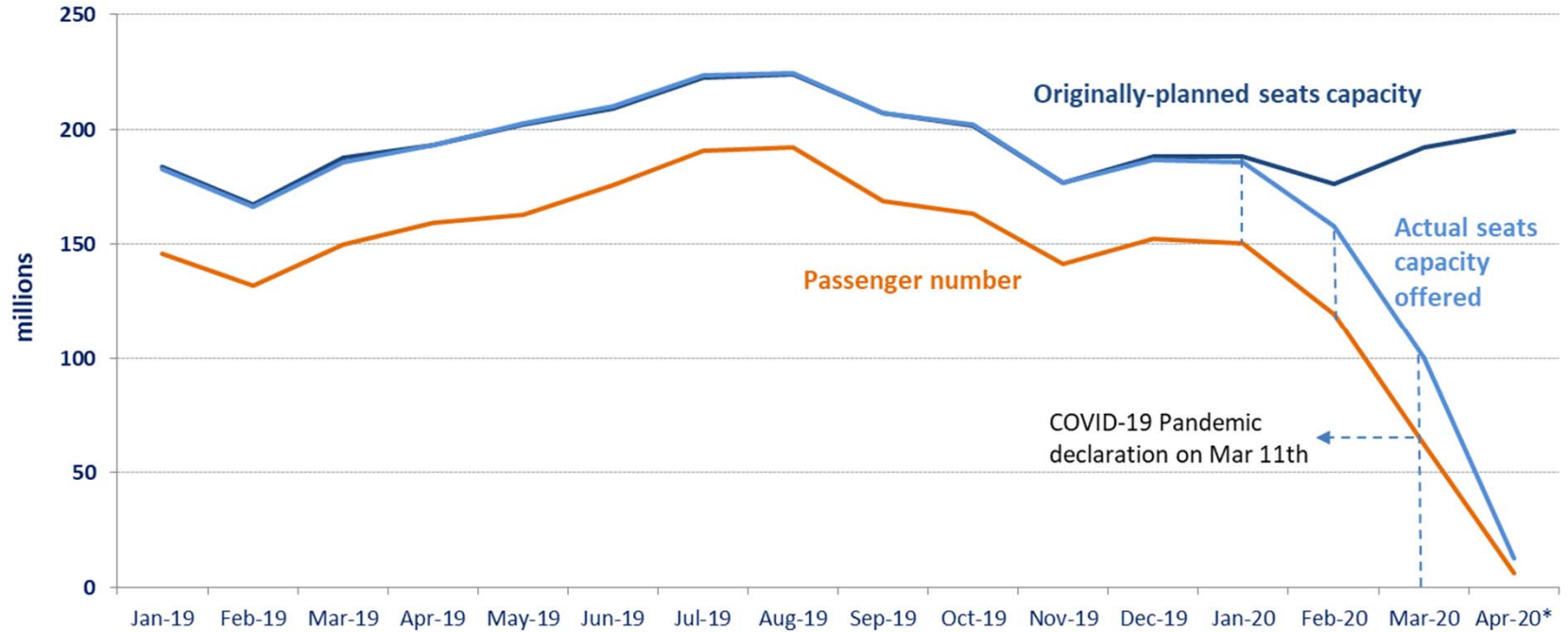
# International passenger traffic collapses with unprecedented decline in history

## World international passenger traffic evolution 1945 – 2020\*



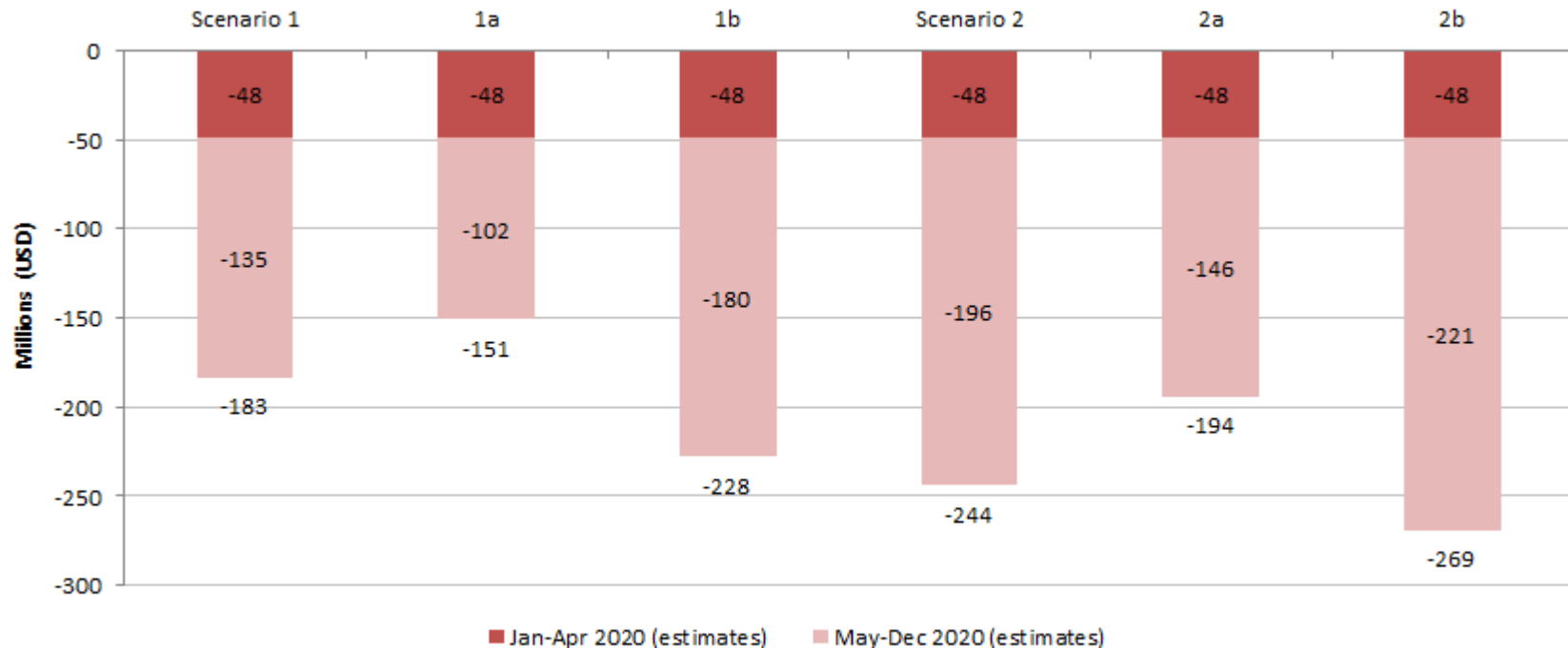


## Comparison of international passenger numbers and capacity





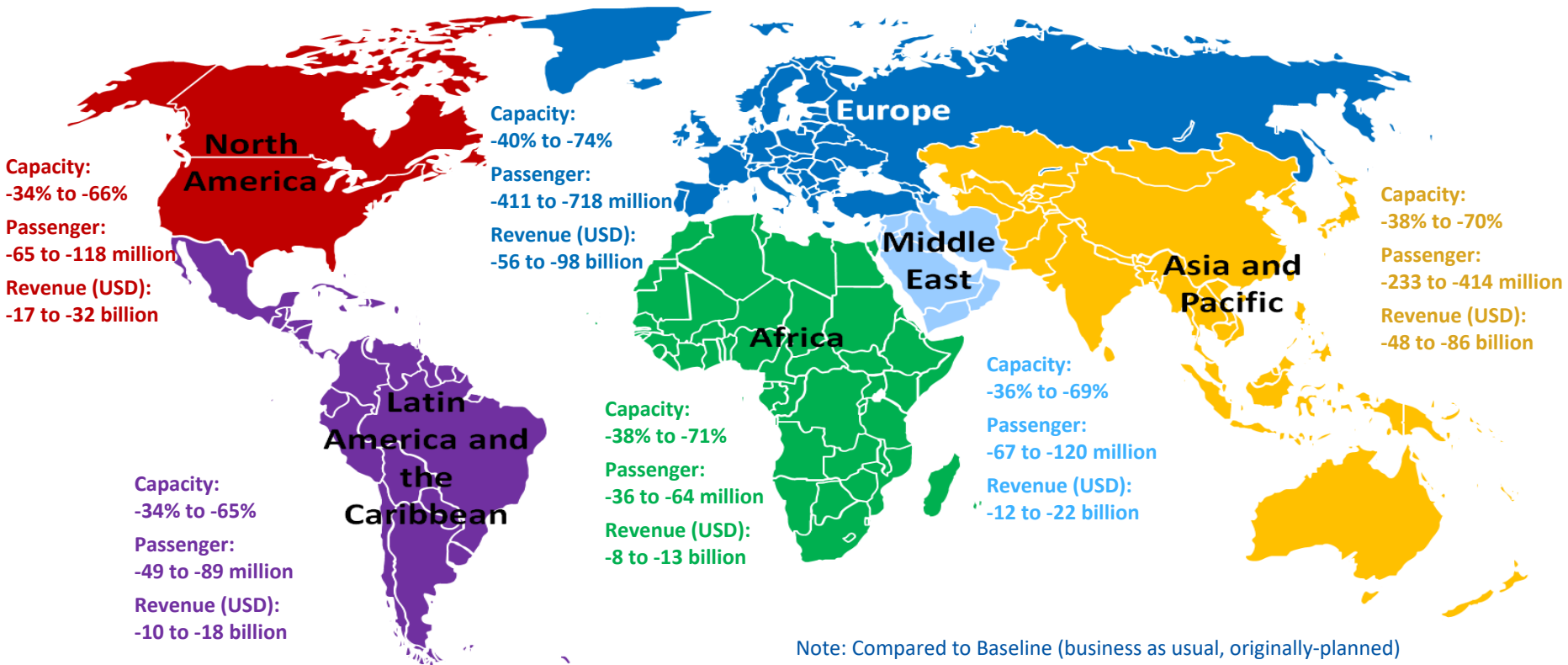
# Approximately USD 48 billion international passenger revenue loss from Jan to Apr 2020



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



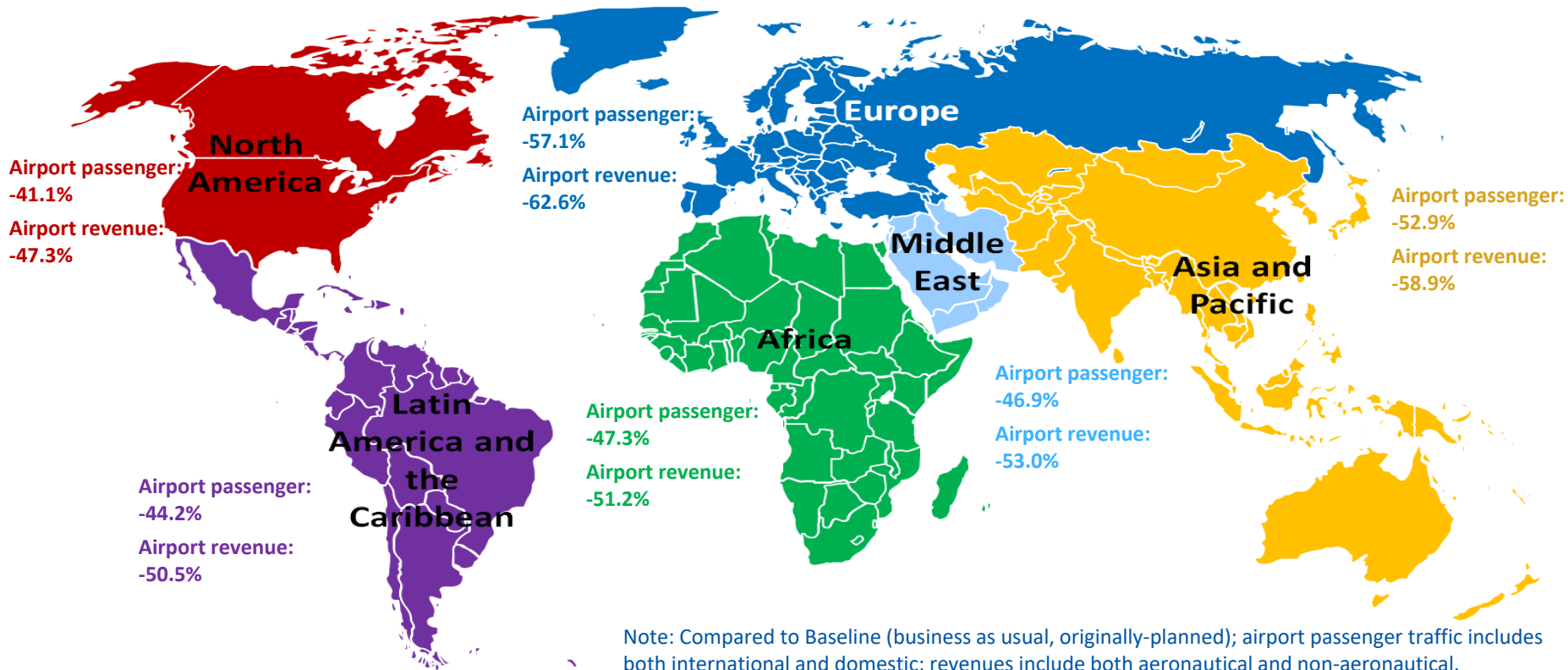
# Estimated impact on international passenger traffic and revenues by region for 2020



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 over 50% of passenger traffic and 57% or over USD97 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.**

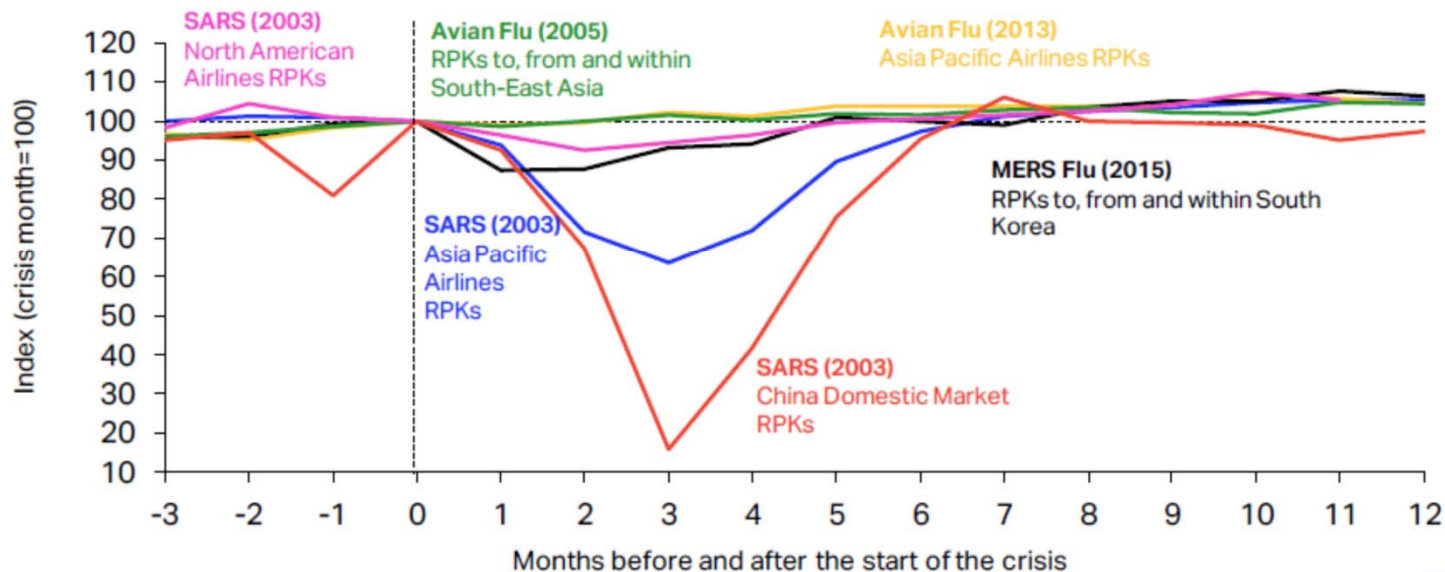
- 3 scenarios to assess the possible economic impact of COVID-19:
  - **Baseline**: counterfactual scenario, in which the COVID-19 pandemic does not occur, that is, **originally-planned** or **business as usual**
  - **Scenario 1: V-shaped** path, normal shape for recession, a brief period of contraction 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.**

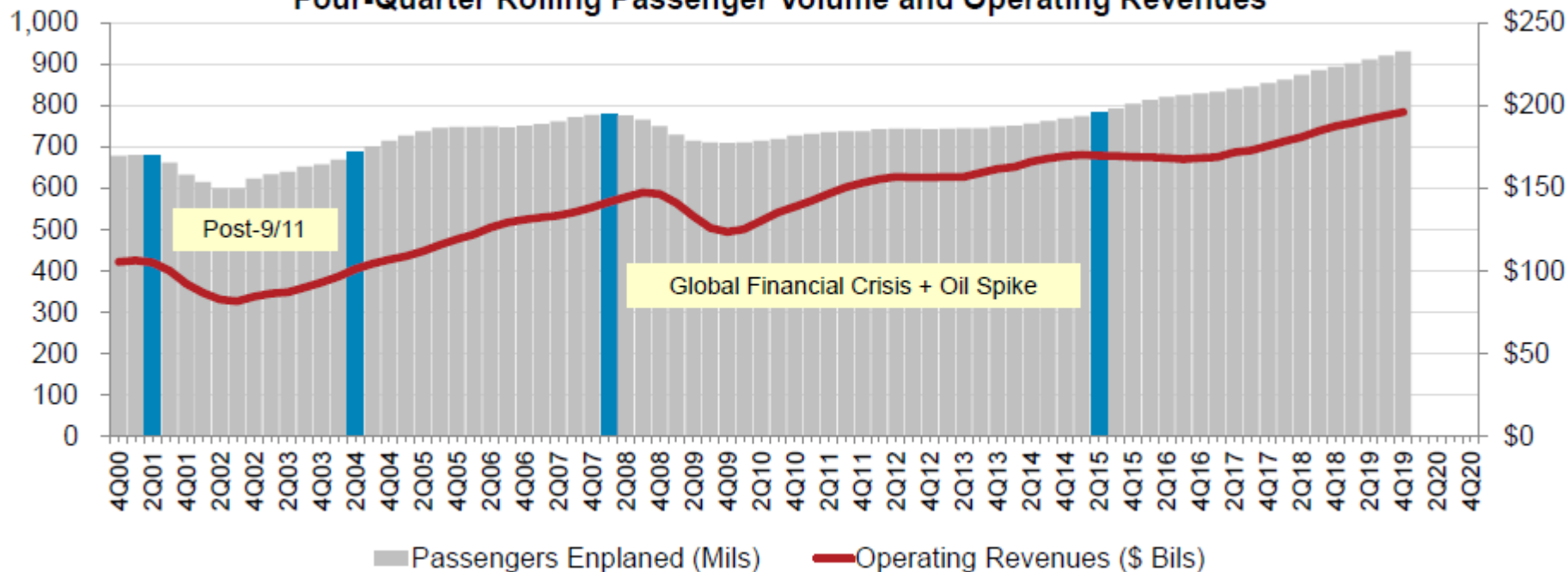
Source: IATA Economics using data from IATA Statistics

<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

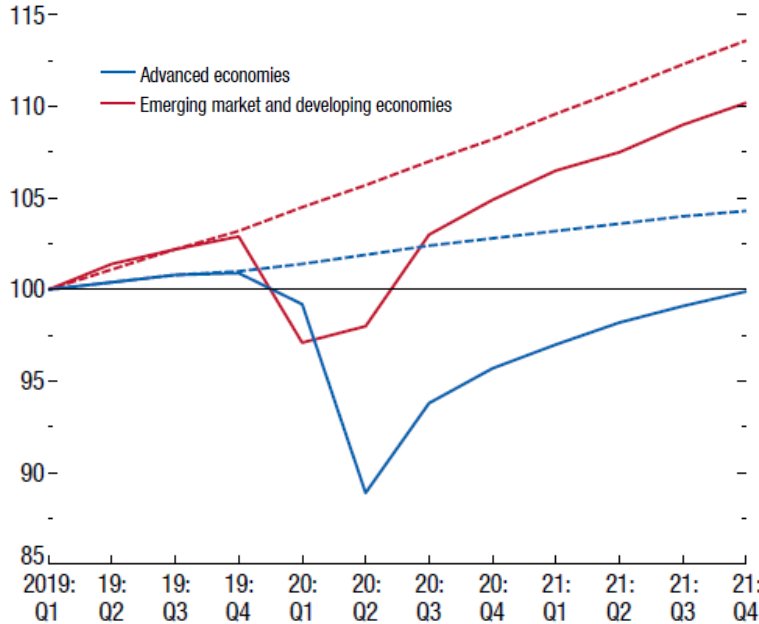


\* Passengers enplaned systemwide on U.S. airlines in scheduled and nonscheduled services  
Source: A4A Passenger Airline Cost Index and Bureau of Transportation Statistics (Form 41 Schedule T1)

<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 are **subject to substantial changes**, and will be updated with the situation evolving and more information available.

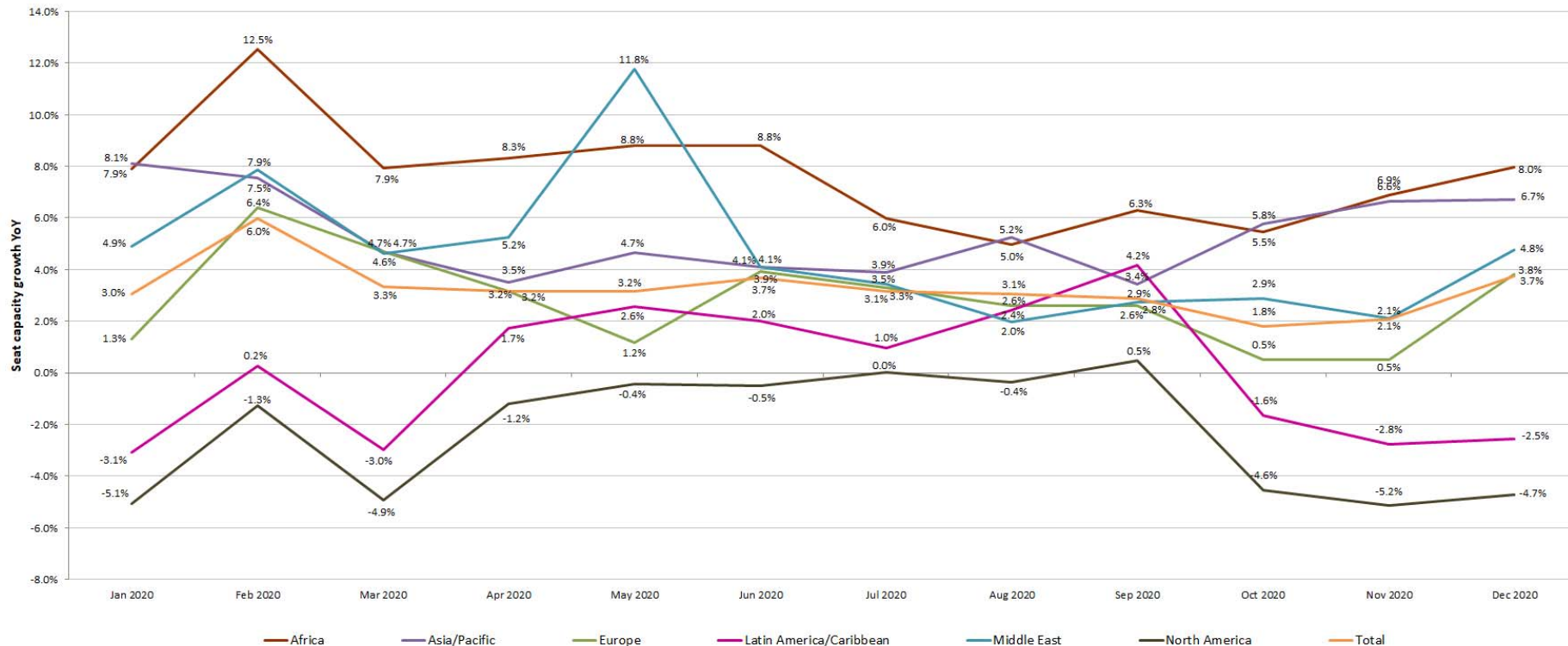


## Impact on International Passenger Seat Capacity (Supply)

- 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 **38% to 55%** (Scenario 1) and **48% to 71%** (Scenario 2).
- This capacity level would be **36% to 54%** (Scenario 1) and **46% to 70%** (Scenario 2) below the 2019 level.
- Biggest capacity reduction (%) is expected to be in Europe, followed by Africa and Asia/Pacific.



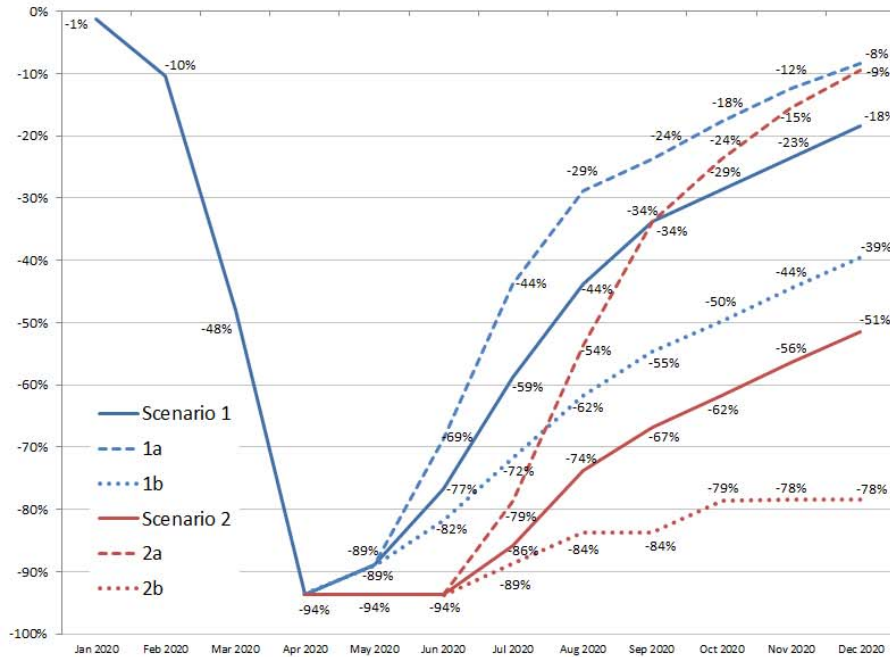
# Baseline: 3.2% seat capacity increase from 2019



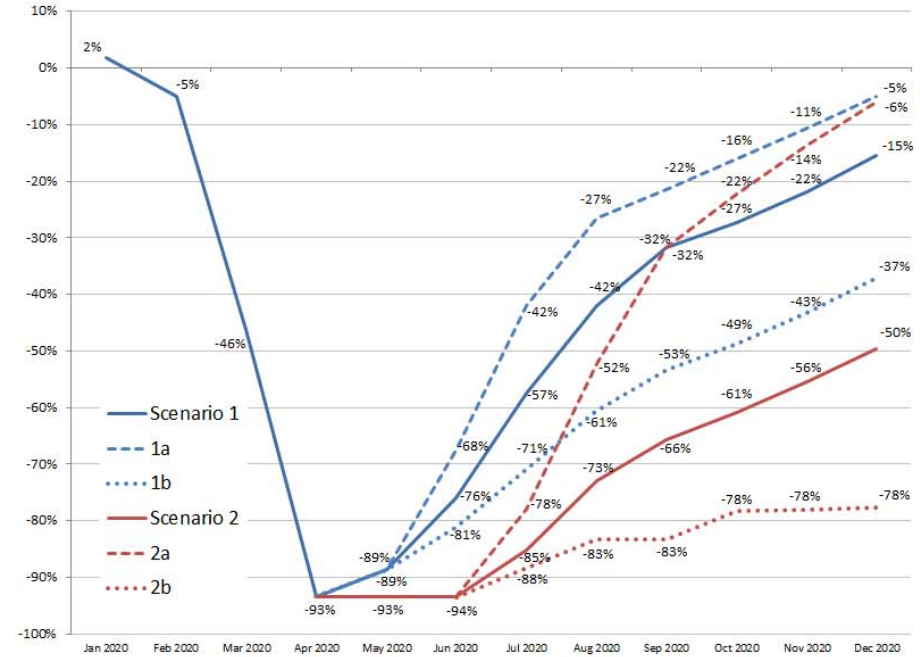


# Scenarios 1 & 2: seat capacity reduction by 38 - 71% from Baseline and 36 - 70% from 2019

## Comparison to Baseline

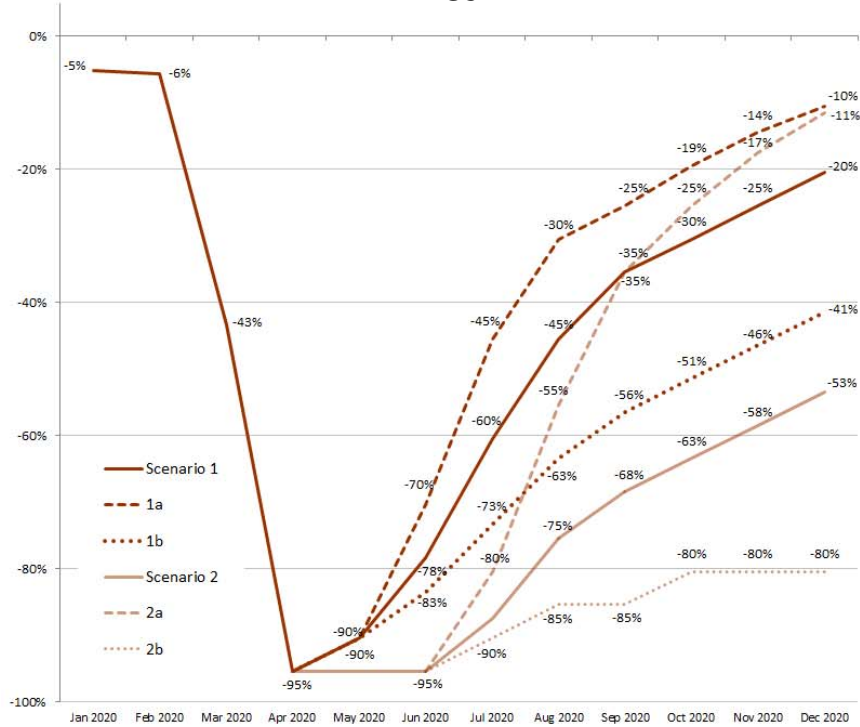


## Comparison to 2019 (YoY)

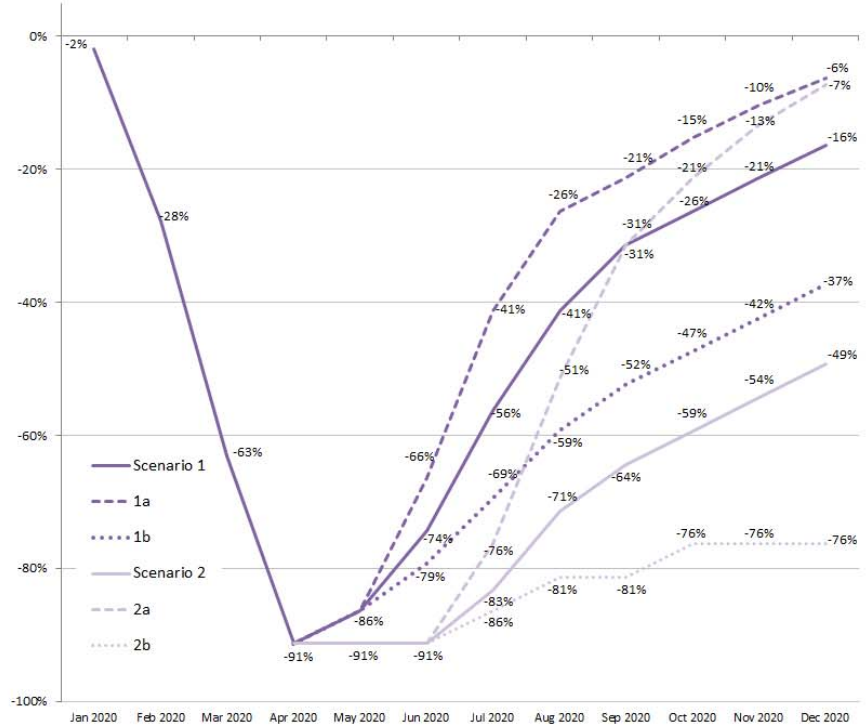


# Break-down of seat capacity reduction from Baseline by region (1)

## Africa

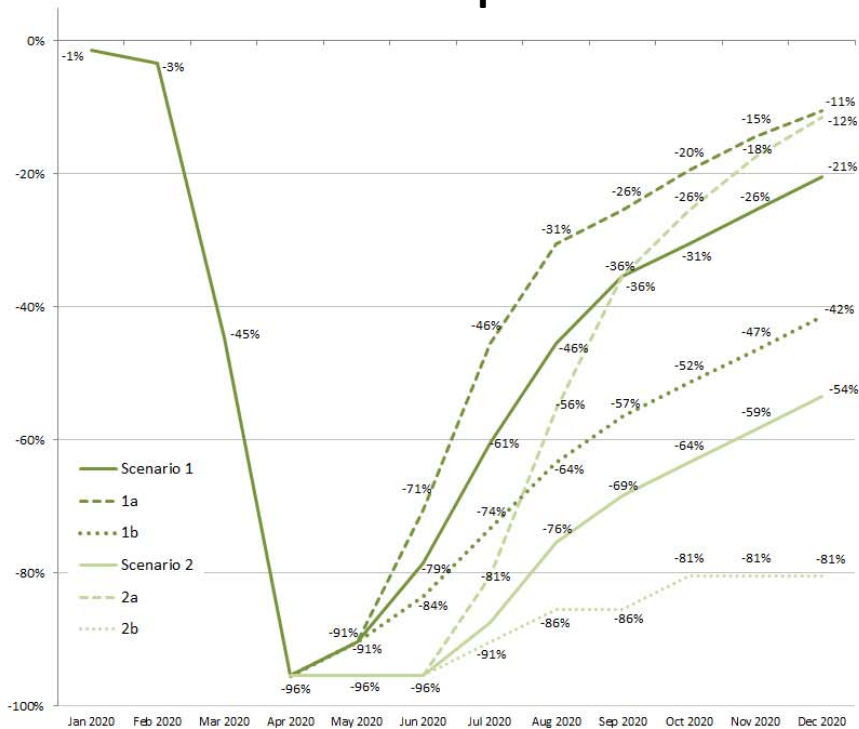


## Asia/Pacific

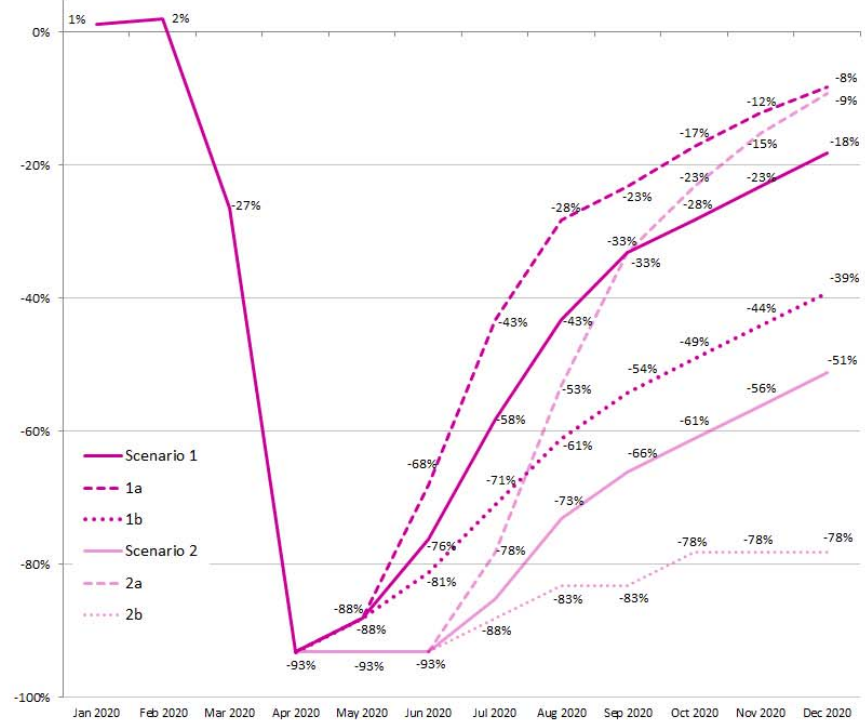


# Break-down of seat capacity reduction from Baseline by region (2)

## Europe

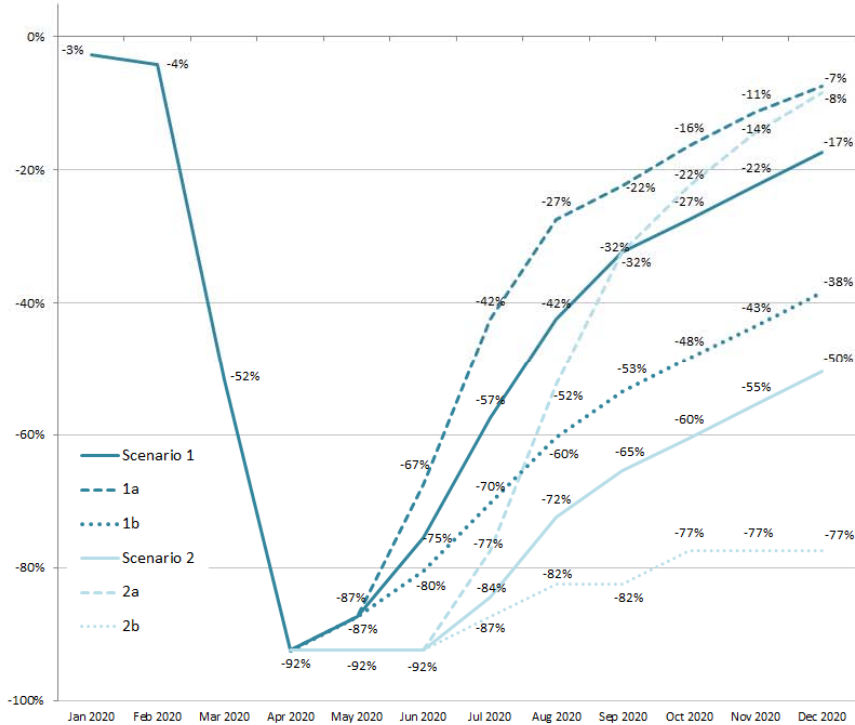


## Latin America/Caribbean

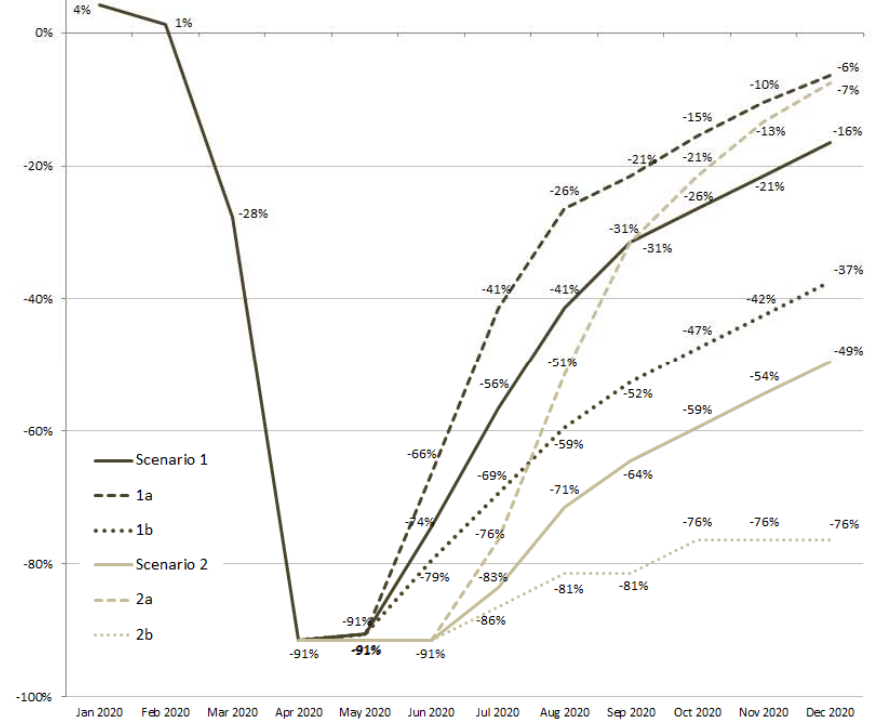


# Break-down of seat capacity reduction from Baseline by region (3)

## Middle East



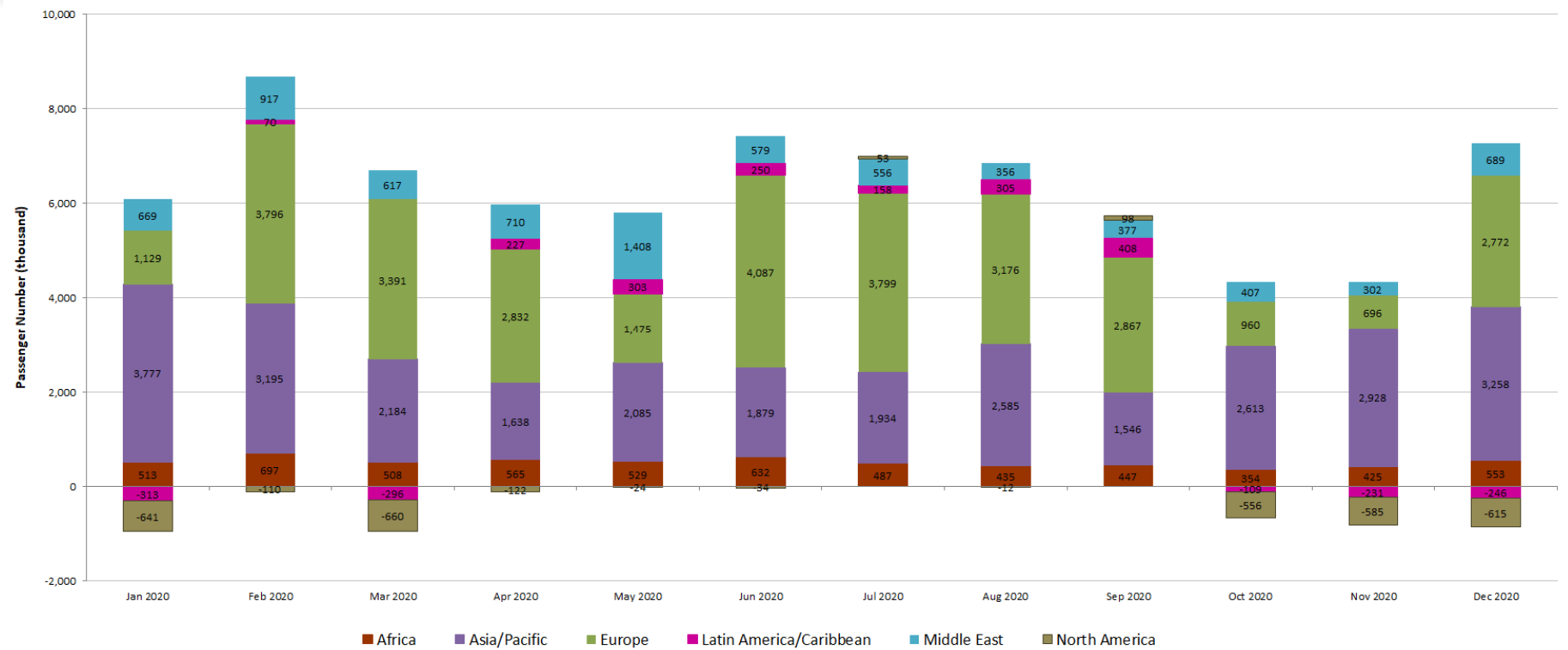
## North America





## Impact on International Passenger Numbers (Demand)

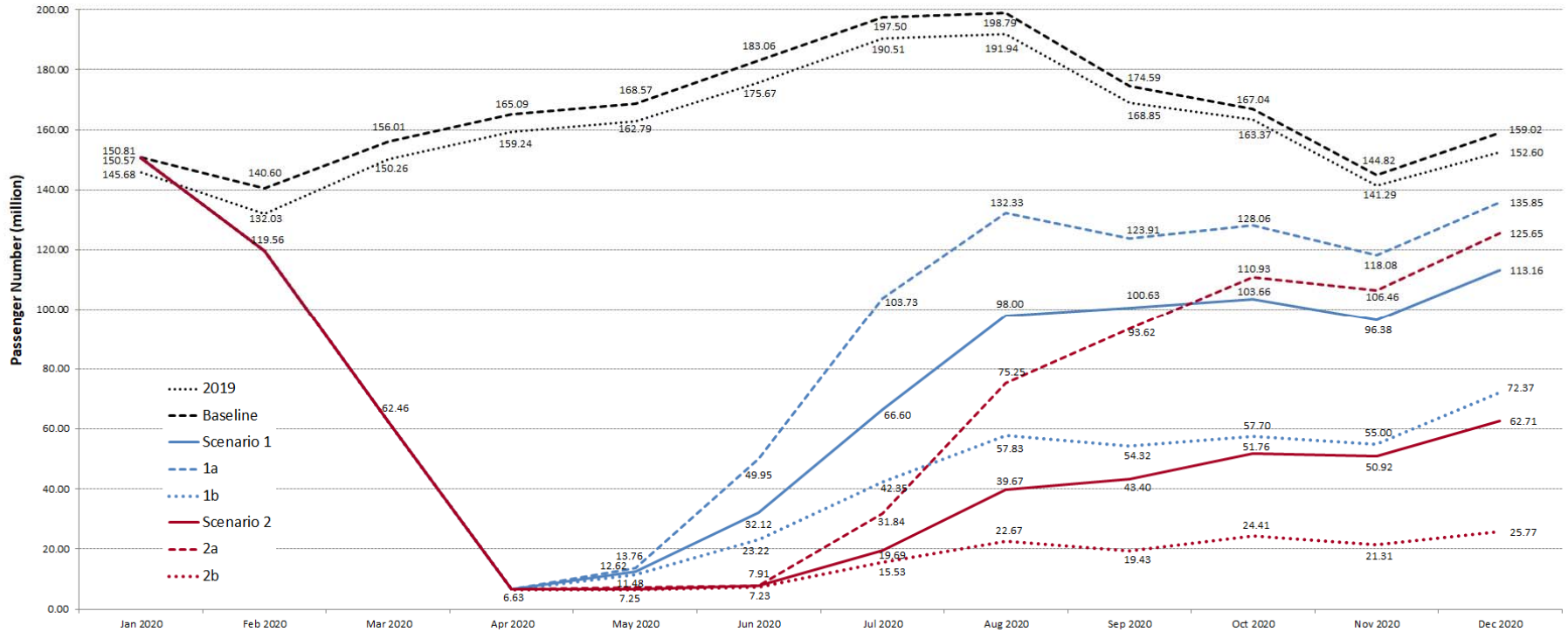
- Given the originally-planned seat capacity, passenger demand could have increased **72 million** for 2020, compared to 2019.
- According to the latest estimates, passenger demand could instead drop from the above Baseline by **861 to 1,292 million** (Scenario 1) and **1,108 to 1,524 million** (Scenario 2).
- This demand level would be **789 to 1,221 million** (Scenario 1) and **1,036 to 1,452 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.



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

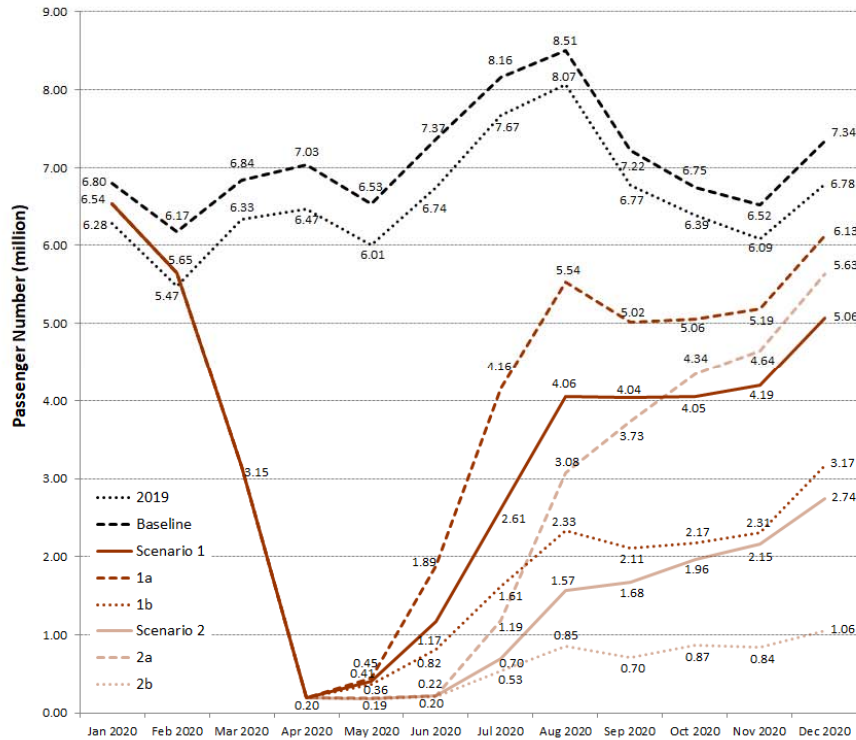


# Scenarios 1 & 2: 861 - 1,524 million less passengers than Baseline and 789 - 1,452 million below 2019

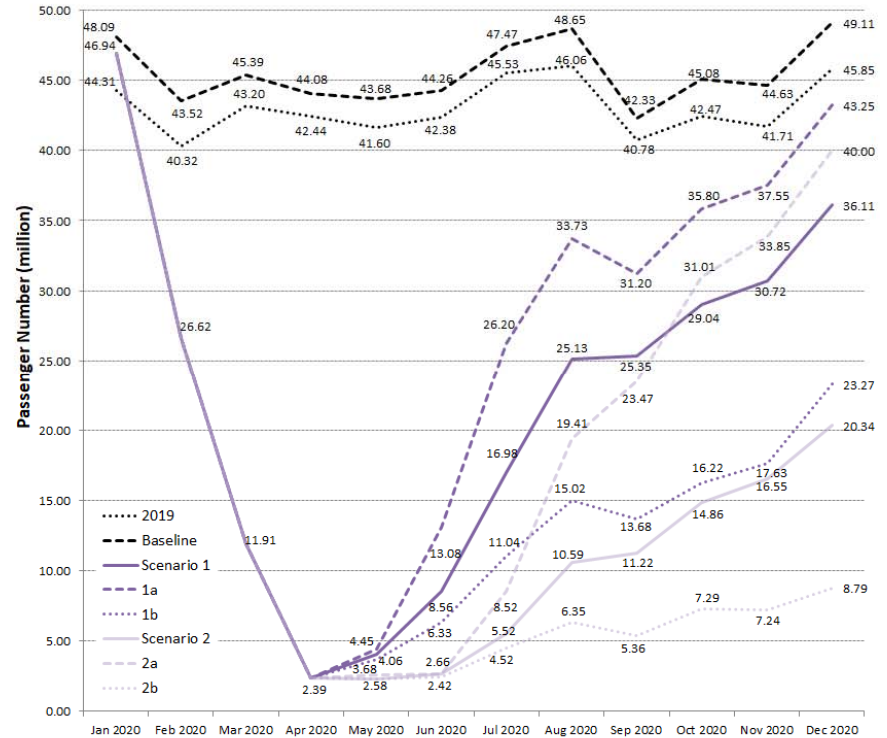


Note: Number of international passengers departing from each country and territory, which are aggregated at the regional level to avoid double counting

## Africa

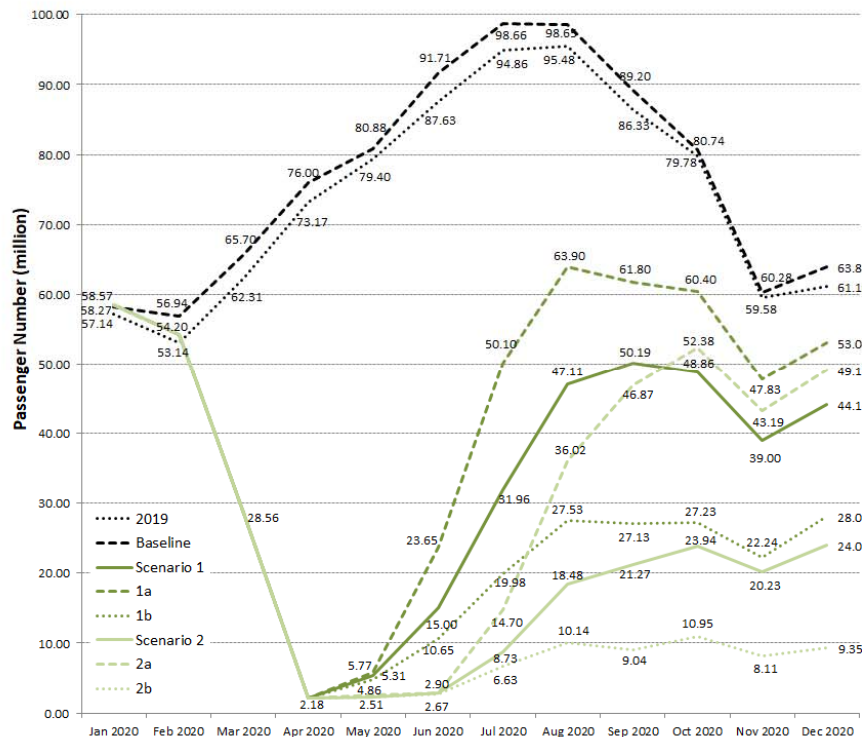


## Asia/Pacific

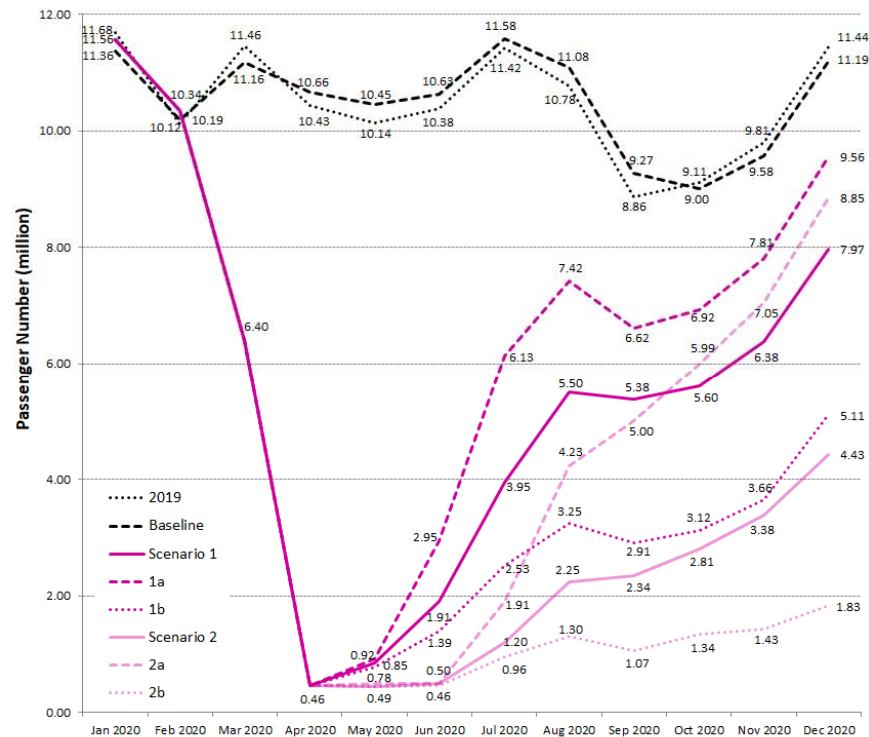




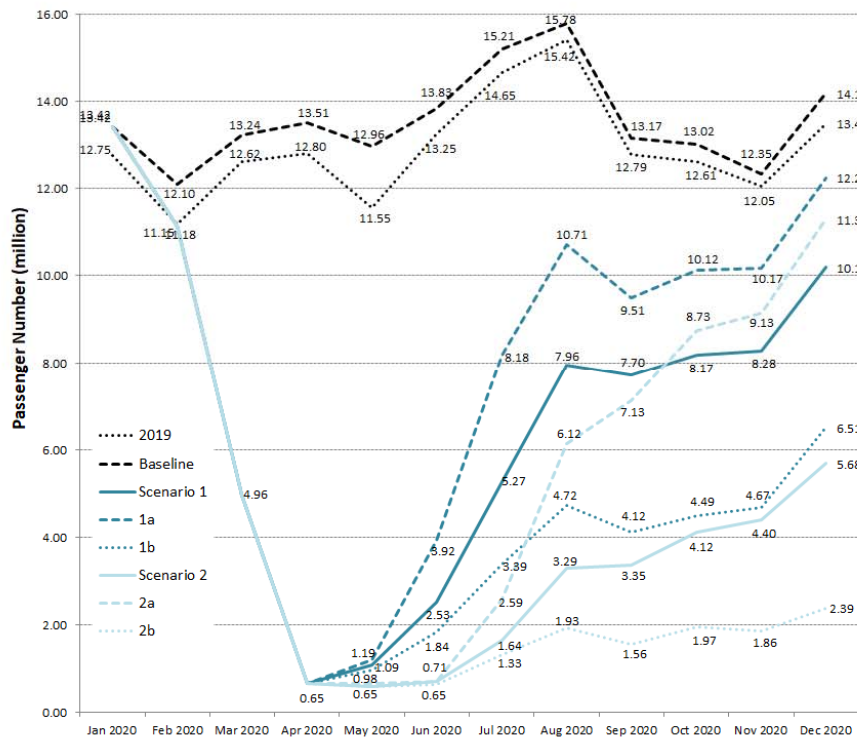
## Europe



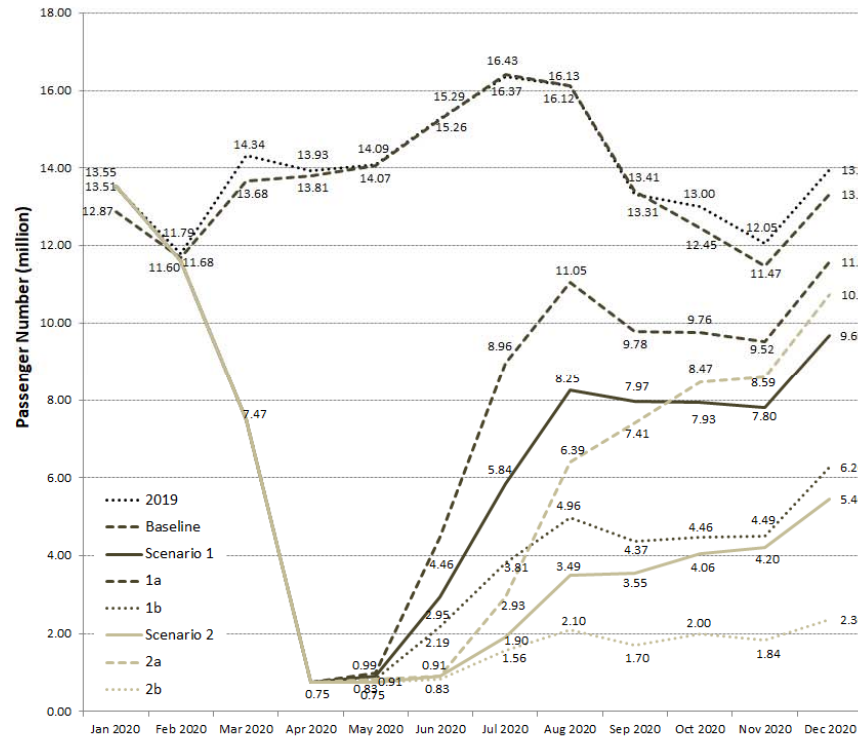
## Latin America/Caribbean



## Middle East



## North America

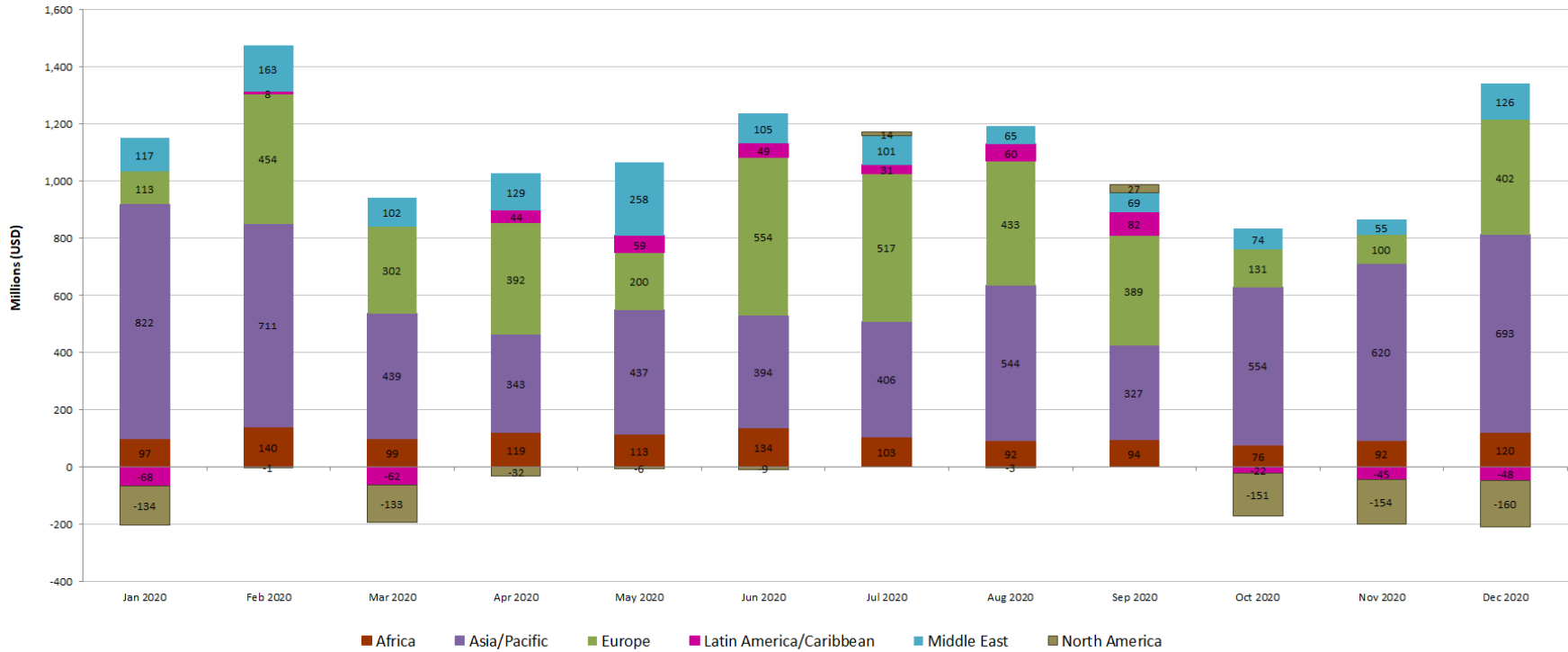


## Impact on Gross Passenger Operating Revenues of Airlines

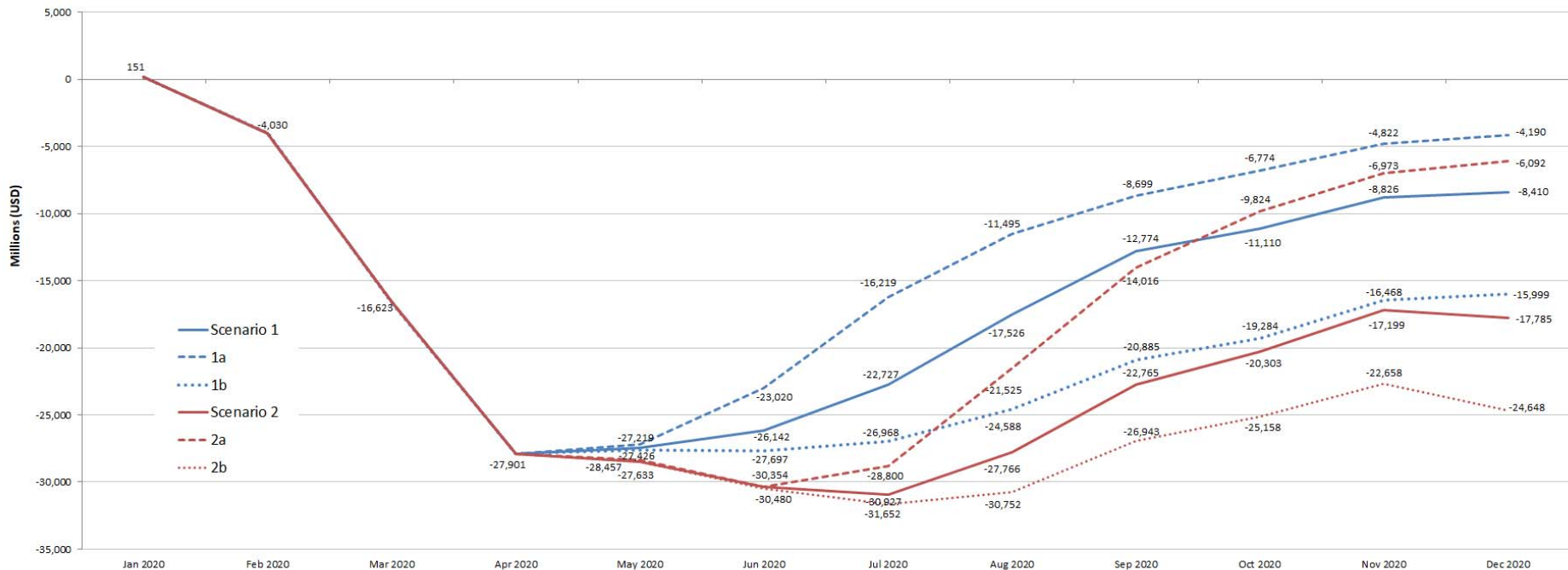
- With the originally-planned seat capacity and trend line growth of demand, airlines' gross passenger operating revenues could have increased **USD 12 billion** for 2020, compared to 2019.
- According to the latest estimates, airlines' revenues could instead plummet **USD 151 to 228 billion** (Scenario 1) and **USD 194 to 269 billion** (Scenario 2) below the above Baseline, or **USD 139 to 216 billion** (Scenario 1) and **USD 183 to 257 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

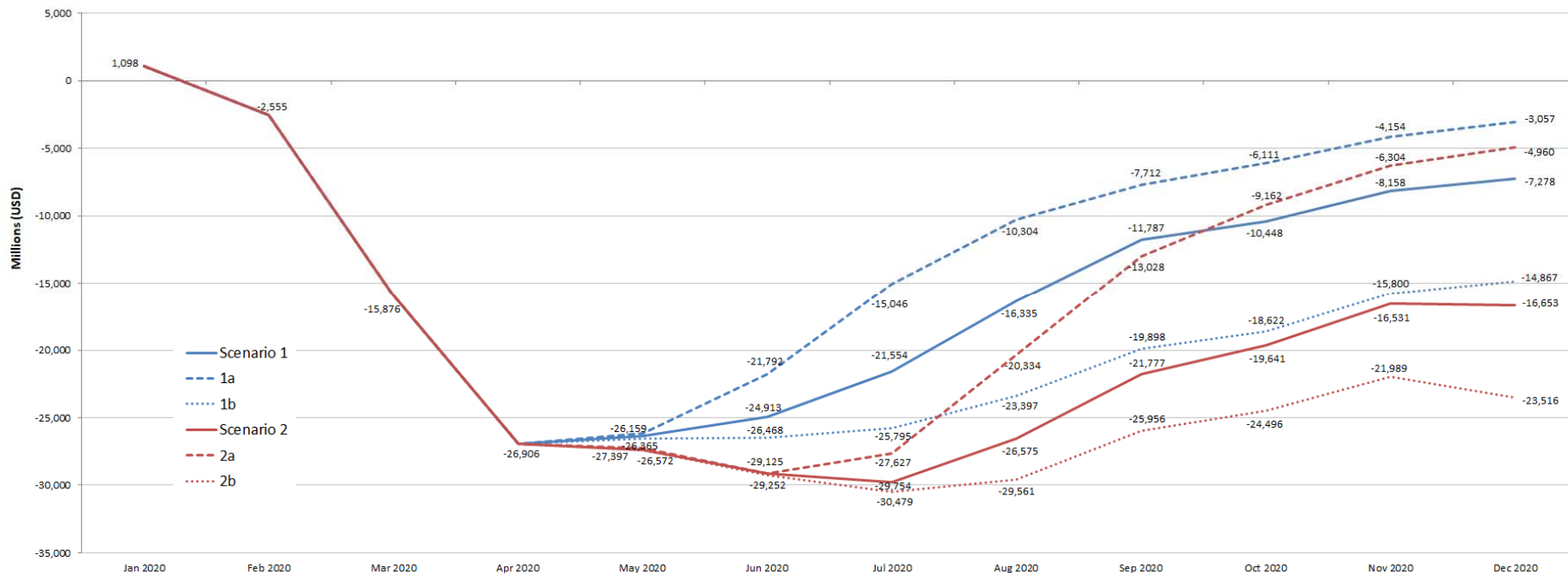


Note: The above revenues are gross passenger operating revenues of all airlines serving international routes from each country and territory, which are aggregated at the regional level (revenues of international routes to each country and territory were removed to avoid double counting).



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).

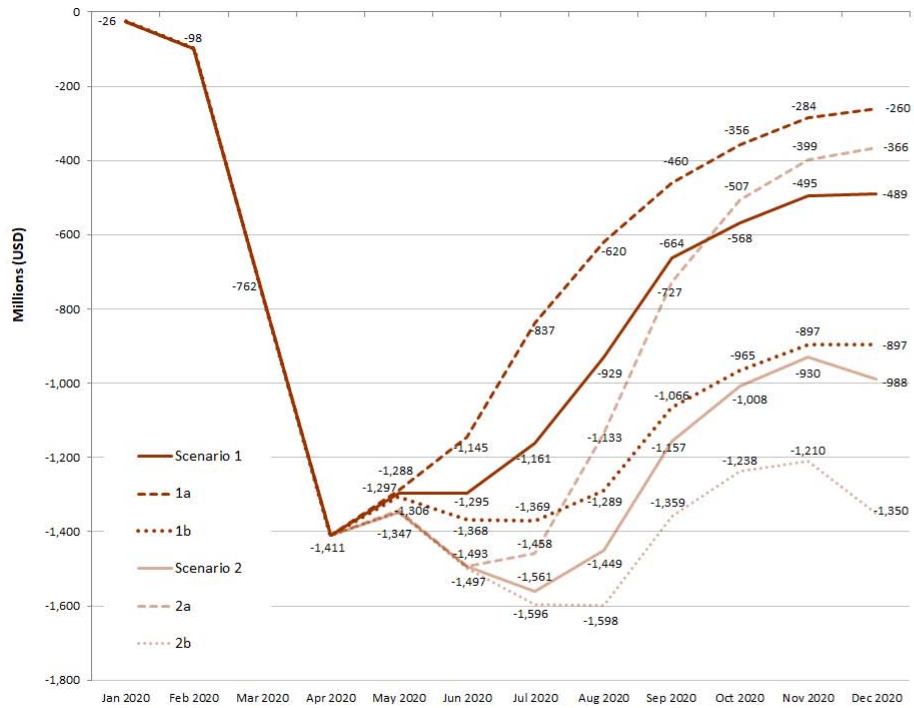
# Scenarios 1 & 2: USD 139 to 257 billion less revenues than 2019



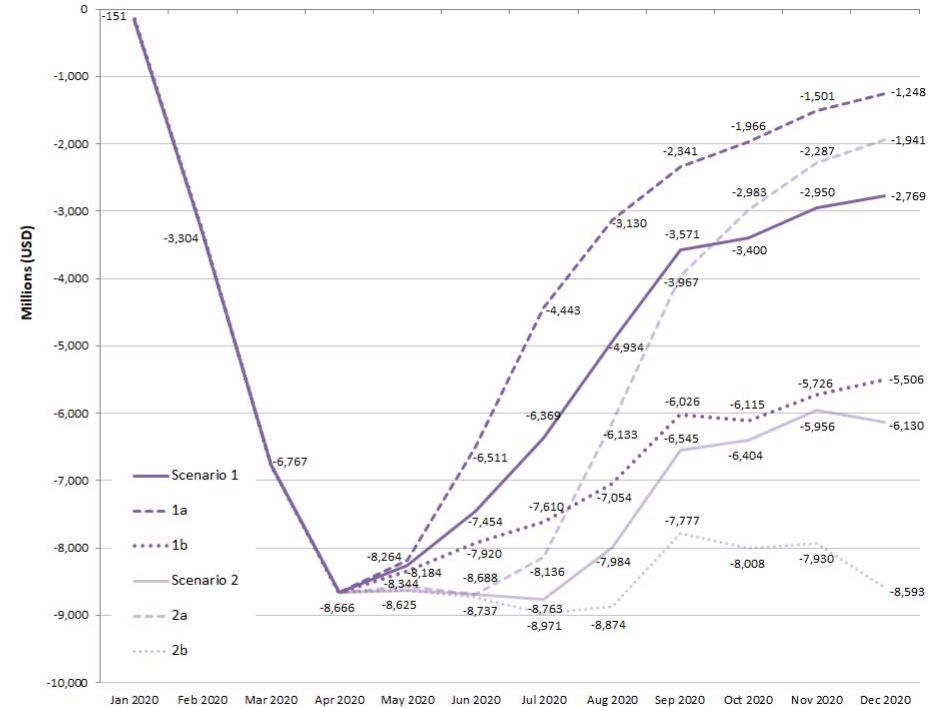
Note: The above revenues are gross passenger operating revenues of all airlines serving international routes from each country and territory, which are aggregated at the regional level (revenues of international routes to each country and territory were removed to avoid double counting).

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

## Africa

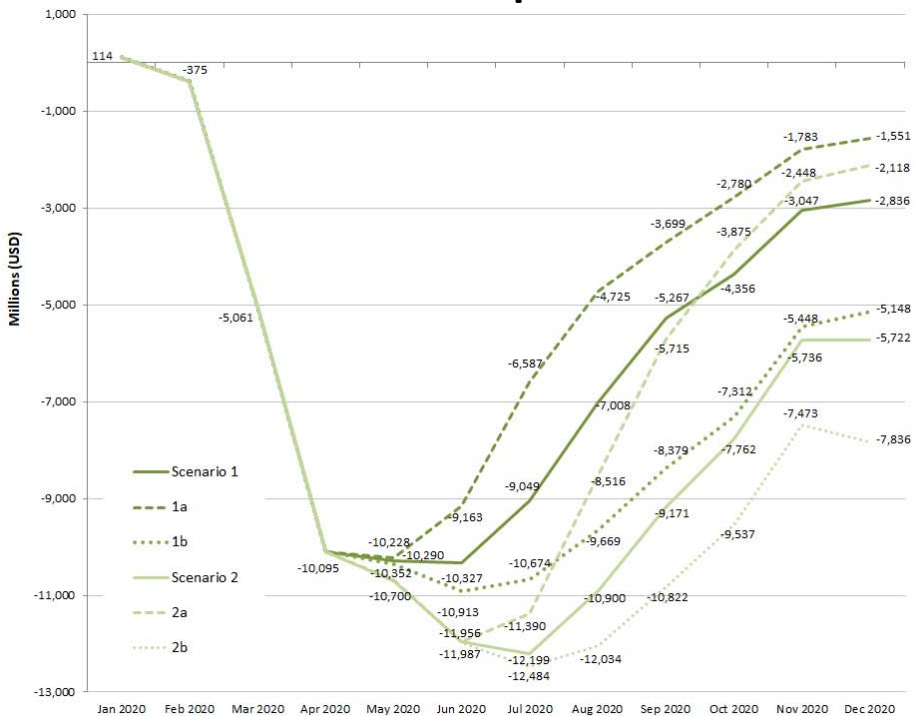


## Asia/Pacific

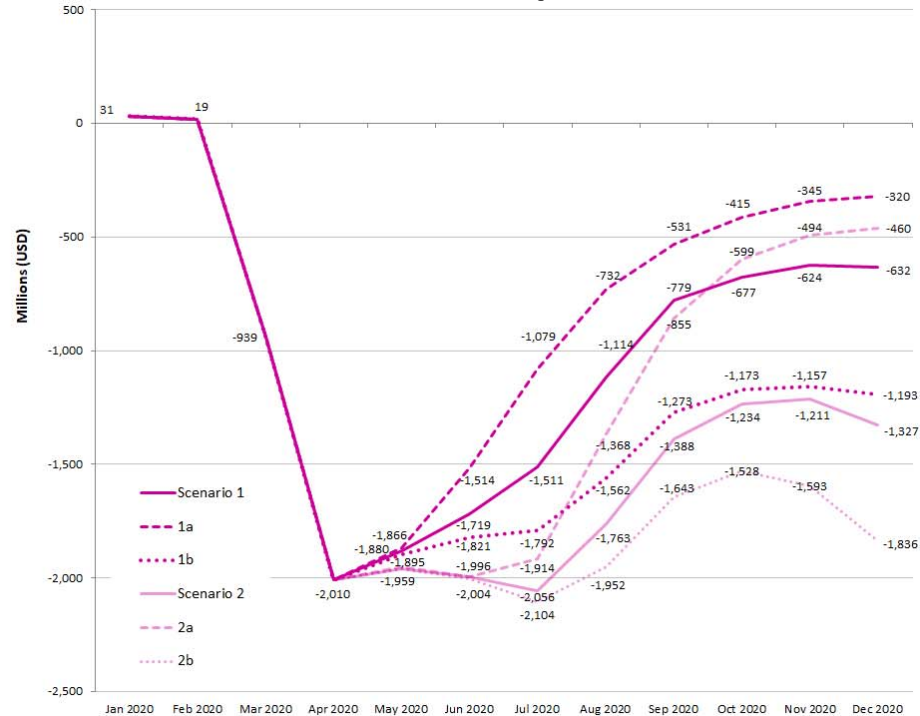


# Break-down of revenue reduction compared to Baseline by region (2)

## Europe



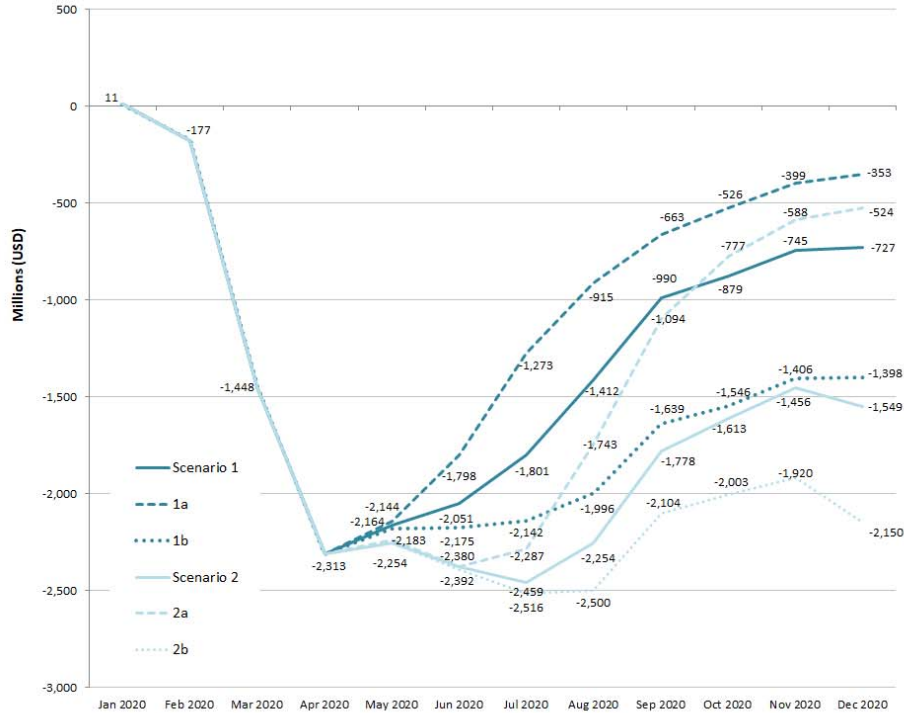
## Latin America/Caribbean



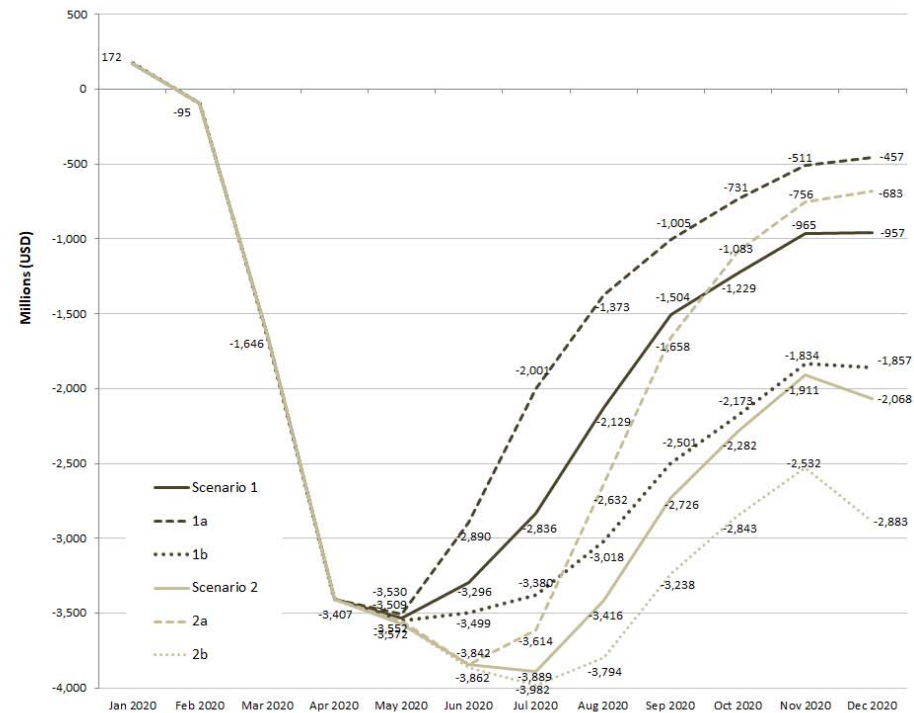


# Break-down of revenue reduction compared to Baseline by region (3)

## Middle East



## North America





## Summary of Key Impact Indicators

Figures and estimates herein are **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                             |
| <b>Total</b>   | <b>3.2%</b>  | <b>71.65</b>               | <b>12.27</b>                     |

| 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                            |
| <b>Total</b>            | <b>3.2%</b>  | <b>71.65</b>               | <b>12.27</b>                     |



# Estimated results by month: Scenario 1 compared to Baseline

| Compared to Baseline<br>(Originally-planned, business as usual) | Scenario 1 (V-shaped)<br>Path 1 |                            |                                  | Scenario 1 (V-shaped)<br>Path 1a |                            |                                  | Scenario 1 (V-shaped)<br>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  | -1.2%                           | -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  | -93.6%                          | -158.46                    | -27.90                           | -93.6%                           | -158.46                    | -27.90                           | -93.6%                           | -158.46                    | -27.90                           |
| May 2020  | -89.0%                          | -155.95                    | -27.43                           | -89.0%                           | -154.81                    | -27.22                           | -89.0%                           | -157.09                    | -27.63                           |
| June 2020   | -76.7%                          | -150.95                    | -26.14                           | -68.7%                           | -133.11                    | -23.02                           | -81.7%                           | -159.84                    | -27.70                           |
| July 2020   | -58.7%                          | -130.90                    | -22.73                           | -43.7%                           | -93.77                     | -16.22                           | -71.7%                           | -155.15                    | -26.97                           |
| August 2020   | -43.7%                          | -100.79                    | -17.53                           | -28.7%                           | -66.46                     | -11.50                           | -61.7%                           | -140.96                    | -24.59                           |
| September 2020  | -33.8%                          | -73.96                     | -12.77                           | -23.8%                           | -50.68                     | -8.70                            | -54.8%                           | -120.27                    | -20.89                           |
| October 2020  | -28.7%                          | -63.38                     | -11.11                           | -17.7%                           | -38.98                     | -6.77                            | -49.7%                           | -109.34                    | -19.28                           |
| November 2020   | -23.4%                          | -48.44                     | -8.83                            | -12.4%                           | -26.74                     | -4.82                            | -44.4%                           | -89.82                     | -16.47                           |
| December 2020   | -18.4%                          | -45.85                     | -8.41                            | -8.4%                            | -23.17                     | -4.19                            | -39.4%                           | -86.64                     | -16.00                           |
| <b>Total</b>  | <b>-45.0%</b>                   | <b>-1,043.50</b>           | <b>-183.34</b>                   | <b>-38.1%</b>                    | <b>-861.00</b>             | <b>-150.84</b>                   | <b>-55.3%</b>                    | <b>-1,292.40</b>           | <b>-227.93</b>                   |



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

| Compared to 2019 (year-on-year) | Scenario 1 (V-shaped)<br>Path 1 |                            |                                  | Scenario 1 (V-shaped)<br>Path 1a |                            |                                  | Scenario 1 (V-shaped)<br>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                    | 1.8%                            | 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                      | -93.4%                          | -152.61                    | -26.90                           | -93.4%                           | -152.61                    | -26.90                           | -93.4%                           | -152.61                    | -26.90                           |
| May 2020                        | -88.7%                          | -150.17                    | -26.37                           | -88.7%                           | -149.03                    | -26.16                           | -88.7%                           | -151.31                    | -26.57                           |
| June 2020                       | -75.9%                          | -143.56                    | -24.91                           | -67.6%                           | -125.72                    | -21.79                           | -81.1%                           | -152.45                    | -26.47                           |
| July 2020                       | -57.4%                          | -123.91                    | -21.56                           | -42.0%                           | -86.78                     | -15.05                           | -70.9%                           | -148.16                    | -25.80                           |
| August 2020                     | -42.0%                          | -93.95                     | -16.34                           | -26.6%                           | -59.62                     | -10.31                           | -60.6%                           | -134.12                    | -23.40                           |
| September 2020                  | -31.8%                          | -68.22                     | -11.78                           | -21.5%                           | -44.94                     | -7.71                            | -53.4%                           | -114.53                    | -19.90                           |
| October 2020                    | -27.4%                          | -59.71                     | -10.45                           | -16.2%                           | -35.31                     | -6.11                            | -48.8%                           | -105.67                    | -18.62                           |
| November 2020                   | -21.9%                          | -44.91                     | -8.16                            | -10.6%                           | -23.21                     | -4.15                            | -43.3%                           | -86.29                     | -15.80                           |
| December 2020                   | -15.4%                          | -39.44                     | -7.28                            | -5.0%                            | -16.76                     | -3.06                            | -37.2%                           | -80.23                     | -14.87                           |
| <b>Total</b>                    | <b>-43.3%</b>                   | <b>-971.85</b>             | <b>-171.07</b>                   | <b>-36.1%</b>                    | <b>-789.35</b>             | <b>-138.57</b>                   | <b>-53.8%</b>                    | <b>-1,220.75</b>           | <b>-215.66</b>                   |



# Estimated results by region: Scenario 1 compared to Baseline

| Compared to Baseline<br>(Originally-planned, business as usual) | Scenario 1 (V-shaped)<br>Path 1 |                            |                                  | Scenario 1 (V-shaped)<br>Path 1a |                            |                                  | Scenario 1 (V-shaped)<br>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  | -45.1%                          | -44.11                     | -9.20                            | -38.2%                           | -36.27                     | -7.55                            | -55.3%                           | -54.81                     | -11.45                           |
| Asia/Pacific  | -44.4%                          | -282.46                    | -58.60                           | -37.6%                           | -233.16                    | -48.21                           | -54.5%                           | -351.54                    | -73.19                           |
| Europe  | -47.3%                          | -495.84                    | -67.60                           | -40.1%                           | -410.88                    | -55.93                           | -57.7%                           | -609.73                    | -83.31                           |
| Latin America/Caribbean   | -40.3%                          | -59.83                     | -11.83                           | -33.7%                           | -49.05                     | -9.70                            | -50.0%                           | -74.62                     | -14.76                           |
| Middle East   | -43.0%                          | -81.40                     | -14.69                           | -36.2%                           | -66.54                     | -12.00                           | -53.1%                           | -101.86                    | -18.41                           |
| North America   | -40.9%                          | -79.87                     | -21.42                           | -34.1%                           | -65.09                     | -17.45                           | -50.8%                           | -99.83                     | -26.79                           |
| <b>Total</b>  | <b>-45.0%</b>                   | <b>-1,043.50</b>           | <b>-183.34</b>                   | <b>-38.1%</b>                    | <b>-861.00</b>             | <b>-150.84</b>                   | <b>-55.3%</b>                    | <b>-1,292.40</b>           | <b>-227.93</b>                   |



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

| Compared to 2019 (year-on-year) | Scenario 1 (V-shaped)<br>Path 1 |                            |                                  | Scenario 1 (V-shaped)<br>Path 1a |                            |                                  | Scenario 1 (V-shaped)<br>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                          | -41.0%                          | -37.97                     | -7.92                            | -33.5%                           | -30.13                     | -6.27                            | -52.0%                           | -48.67                     | -10.17                           |
| Asia/Pacific                    | -41.4%                          | -252.84                    | -52.31                           | -34.3%                           | -203.54                    | -41.92                           | -52.0%                           | -321.92                    | -66.90                           |
| Europe                          | -45.8%                          | -464.86                    | -63.61                           | -38.4%                           | -379.90                    | -51.94                           | -56.6%                           | -578.75                    | -79.32                           |
| Latin America/Caribbean         | -40.3%                          | -59.30                     | -11.74                           | -33.8%                           | -48.52                     | -9.61                            | -50.0%                           | -74.09                     | -14.67                           |
| Middle East                     | -40.4%                          | -73.81                     | -13.33                           | -33.2%                           | -58.95                     | -10.64                           | -51.0%                           | -94.27                     | -17.05                           |
| North America                   | -42.2%                          | -83.08                     | -22.16                           | -35.6%                           | -68.30                     | -18.19                           | -51.9%                           | -103.04                    | -27.53                           |
| <b>Total</b>                    | <b>-43.3%</b>                   | <b>-971.85</b>             | <b>-171.07</b>                   | <b>-36.1%</b>                    | <b>-789.35</b>             | <b>-138.57</b>                   | <b>-53.8%</b>                    | <b>-1,220.75</b>           | <b>-215.66</b>                   |



## Estimated results by month: Scenario 2 compared to Baseline

| Compared to Baseline<br>(Originally-planned, business as usual) | Scenario 2 (U-shaped)<br>Path 2 |                            |                                  | Scenario 2 (U-shaped)<br>Path 2a |                            |                                  | Scenario 2 (U-shaped)<br>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) |
| 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  | -93.6%                          | -158.46                    | -27.90                           | -93.6%                           | -158.46                    | -27.90                           | -93.6%                           | -158.46                    | -27.90                           |
| May 2020  | -93.7%                          | -161.98                    | -28.46                           | -93.7%                           | -161.32                    | -28.33                           | -93.7%                           | -161.98                    | -28.46                           |
| June 2020   | -93.7%                          | -175.16                    | -30.35                           | -93.7%                           | -175.16                    | -30.35                           | -93.7%                           | -175.84                    | -30.48                           |
| July 2020   | -85.7%                          | -177.81                    | -30.93                           | -78.7%                           | -165.66                    | -28.80                           | -88.7%                           | -181.97                    | -31.65                           |
| August 2020   | -73.7%                          | -159.12                    | -27.77                           | -53.7%                           | -123.53                    | -21.52                           | -83.7%                           | -176.12                    | -30.75                           |
| September 2020  | -66.8%                          | -131.19                    | -22.77                           | -33.8%                           | -80.97                     | -14.02                           | -83.8%                           | -155.16                    | -26.94                           |
| October 2020  | -61.7%                          | -115.28                    | -20.30                           | -23.7%                           | -56.11                     | -9.82                            | -78.7%                           | -142.63                    | -25.16                           |
| November 2020   | -56.4%                          | -93.90                     | -17.20                           | -15.4%                           | -38.36                     | -6.97                            | -78.4%                           | -123.51                    | -22.66                           |
| December 2020   | -51.4%                          | -96.31                     | -17.79                           | -9.4%                            | -33.37                     | -6.09                            | -78.4%                           | -133.25                    | -24.65                           |
| <b>Total</b>  | <b>-63.1%</b>                   | <b>-1,384.04</b>           | <b>-243.96</b>                   | <b>-48.1%</b>                    | <b>-1,107.78</b>           | <b>-194.32</b>                   | <b>-71.0%</b>                    | <b>-1,523.74</b>           | <b>-269.15</b>                   |





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

| Compared to 2019 (year-on-year) | Scenario 2 (U-shaped)<br>Path 2 |                            |                                  | Scenario 2 (U-shaped)<br>Path 2a |                            |                                  | Scenario 2 (U-shaped)<br>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                      | -93.4%                          | -152.61                    | -26.90                           | -93.4%                           | -152.61                    | -26.90                           | -93.4%                           | -152.61                    | -26.90                           |
| May 2020                        | -93.5%                          | -156.20                    | -27.40                           | -93.5%                           | -155.54                    | -27.27                           | -93.5%                           | -156.20                    | -27.40                           |
| June 2020                       | -93.5%                          | -167.77                    | -29.12                           | -93.5%                           | -167.77                    | -29.12                           | -93.5%                           | -168.45                    | -29.25                           |
| July 2020                       | -85.3%                          | -170.82                    | -29.76                           | -78.1%                           | -158.67                    | -27.63                           | -88.4%                           | -174.98                    | -30.48                           |
| August 2020                     | -72.9%                          | -152.28                    | -26.58                           | -52.3%                           | -116.69                    | -20.33                           | -83.2%                           | -169.28                    | -29.56                           |
| September 2020                  | -65.8%                          | -125.45                    | -21.78                           | -31.8%                           | -75.23                     | -13.03                           | -83.3%                           | -149.42                    | -25.95                           |
| October 2020                    | -61.0%                          | -111.61                    | -19.64                           | -22.3%                           | -52.44                     | -9.16                            | -78.3%                           | -138.96                    | -24.50                           |
| November 2020                   | -55.5%                          | -90.37                     | -16.53                           | -13.7%                           | -34.83                     | -6.30                            | -78.0%                           | -119.98                    | -21.99                           |
| December 2020                   | -49.6%                          | -89.90                     | -16.66                           | -6.0%                            | -26.96                     | -4.96                            | -77.6%                           | -126.84                    | -23.52                           |
| <b>Total</b>                    | <b>-61.9%</b>                   | <b>-1,312.39</b>           | <b>-231.69</b>                   | <b>-46.4%</b>                    | <b>-1,036.13</b>           | <b>-182.05</b>                   | <b>-70.1%</b>                    | <b>-1,452.09</b>           | <b>-256.88</b>                   |



# Estimated results by region: Scenario 2 compared to Baseline

| Compared to Baseline<br>(Originally-planned, business as usual) | Scenario 2 (U-shaped)<br>Path 2 |                            |                                  | Scenario 2 (U-shaped)<br>Path 2a |                            |                                  | Scenario 2 (U-shaped)<br>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  | -63.1%                          | -58.50                     | -12.23                           | -47.9%                           | -46.65                     | -9.72                            | -71.2%                           | -64.46                     | -13.49                           |
| Asia/Pacific  | -62.1%                          | -374.36                    | -77.98                           | -46.8%                           | -296.94                    | -61.60                           | -70.2%                           | -414.13                    | -86.40                           |
| Europe  | -65.9%                          | -655.50                    | -89.56                           | -50.9%                           | -529.70                    | -72.11                           | -73.7%                           | -718.22                    | -98.29                           |
| Latin America/Caribbean   | -57.4%                          | -80.01                     | -15.83                           | -42.9%                           | -63.35                     | -12.54                           | -65.1%                           | -88.54                     | -17.52                           |
| Middle East   | -60.8%                          | -108.80                    | -19.67                           | -45.7%                           | -86.21                     | -15.56                           | -68.8%                           | -120.32                    | -21.76                           |
| North America   | -58.2%                          | -106.86                    | -28.68                           | -43.7%                           | -84.93                     | -22.80                           | -65.9%                           | -118.06                    | -31.68                           |
| <b>Total</b>  | <b>-63.1%</b>                   | <b>-1,384.04</b>           | <b>-243.96</b>                   | <b>-48.1%</b>                    | <b>-1,107.78</b>           | <b>-194.32</b>                   | <b>-71.0%</b>                    | <b>-1,523.74</b>           | <b>-269.15</b>                   |



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

| Compared to 2019 (year-on-year) | Scenario 2 (U-shaped)<br>Path 2 |                            |                                  | Scenario 2 (U-shaped)<br>Path 2a |                            |                                  | Scenario 2 (U-shaped)<br>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                          | -60.4%                          | -52.36                     | -10.95                           | -44.0%                           | -40.51                     | -8.44                            | -69.0%                           | -58.32                     | -12.21                           |
| Asia/Pacific                    | -60.1%                          | -344.74                    | -71.69                           | -44.0%                           | -267.32                    | -55.31                           | -68.6%                           | -384.51                    | -80.11                           |
| Europe                          | -64.9%                          | -624.52                    | -85.57                           | -49.5%                           | -498.72                    | -68.12                           | -73.0%                           | -687.24                    | -94.30                           |
| Latin America/Caribbean         | -57.4%                          | -79.48                     | -15.74                           | -43.0%                           | -62.82                     | -12.45                           | -65.1%                           | -88.01                     | -17.43                           |
| Middle East                     | -59.0%                          | -101.21                    | -18.31                           | -43.2%                           | -78.62                     | -14.20                           | -67.4%                           | -112.73                    | -20.40                           |
| North America                   | -59.1%                          | -110.07                    | -29.42                           | -44.9%                           | -88.14                     | -23.54                           | -66.7%                           | -121.27                    | -32.42                           |
| <b>Total</b>                    | <b>-61.9%</b>                   | <b>-1,312.39</b>           | <b>-231.69</b>                   | <b>-46.4%</b>                    | <b>-1,036.13</b>           | <b>-182.05</b>                   | <b>-70.1%</b>                    | <b>-1,452.09</b>           | <b>-256.88</b>                   |



## Appendix A: Situation Overview



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



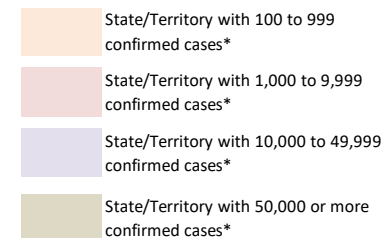
Note: The above includes a) international from mainland China, Hong Kong SAR of China, Macao SAR of China, Taiwan, Province of China; b) domestic within mainland China, and c) regional between mainland China and Hong Kong SAR, Macao SAR and Taiwan Province

# 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.

- State/Territory with 100 to 999 confirmed cases\*
- State/Territory with 1,000 to 9,999 confirmed cases\*
- State/Territory with 10,000 to 49,999 confirmed cases\*
- State/Territory with 50,000 or more confirmed cases\*

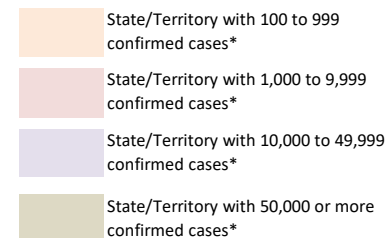
\*: Coronavirus Disease 2019 (COVID-19) Situation Report by WHO (31 March 2020)

# 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%                         |

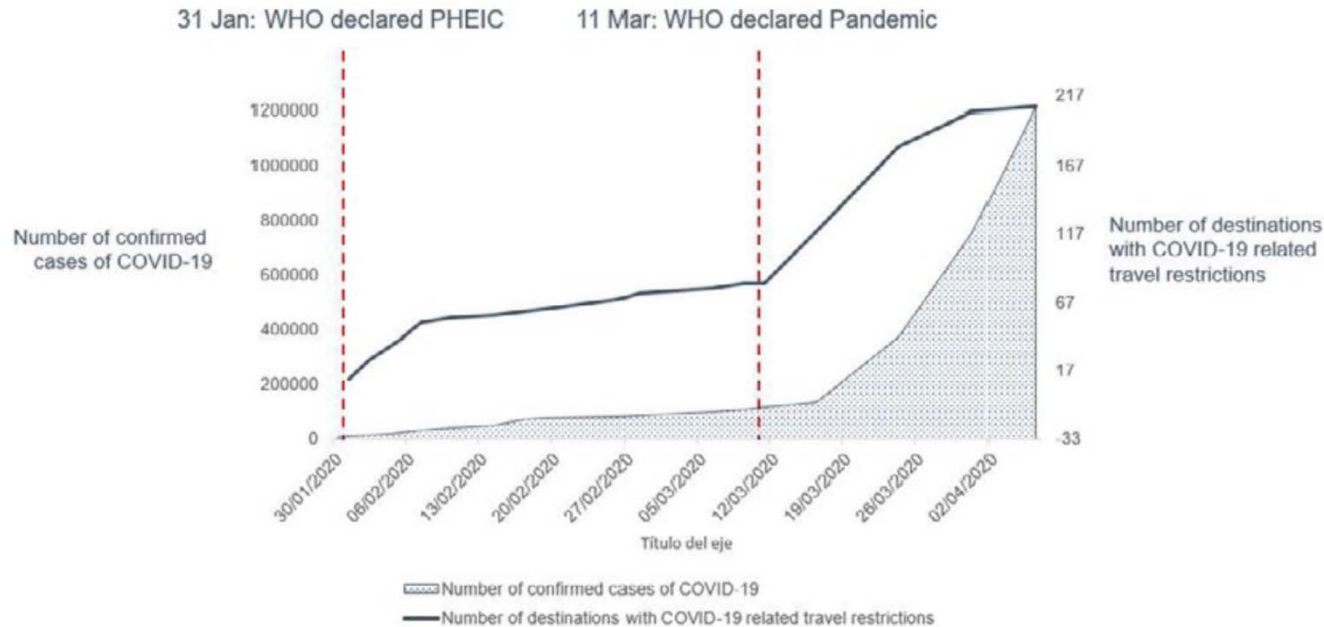
In April 2020, global international passenger capacity so far experienced by **unprecedented 94% reduction** (estimated)



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



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

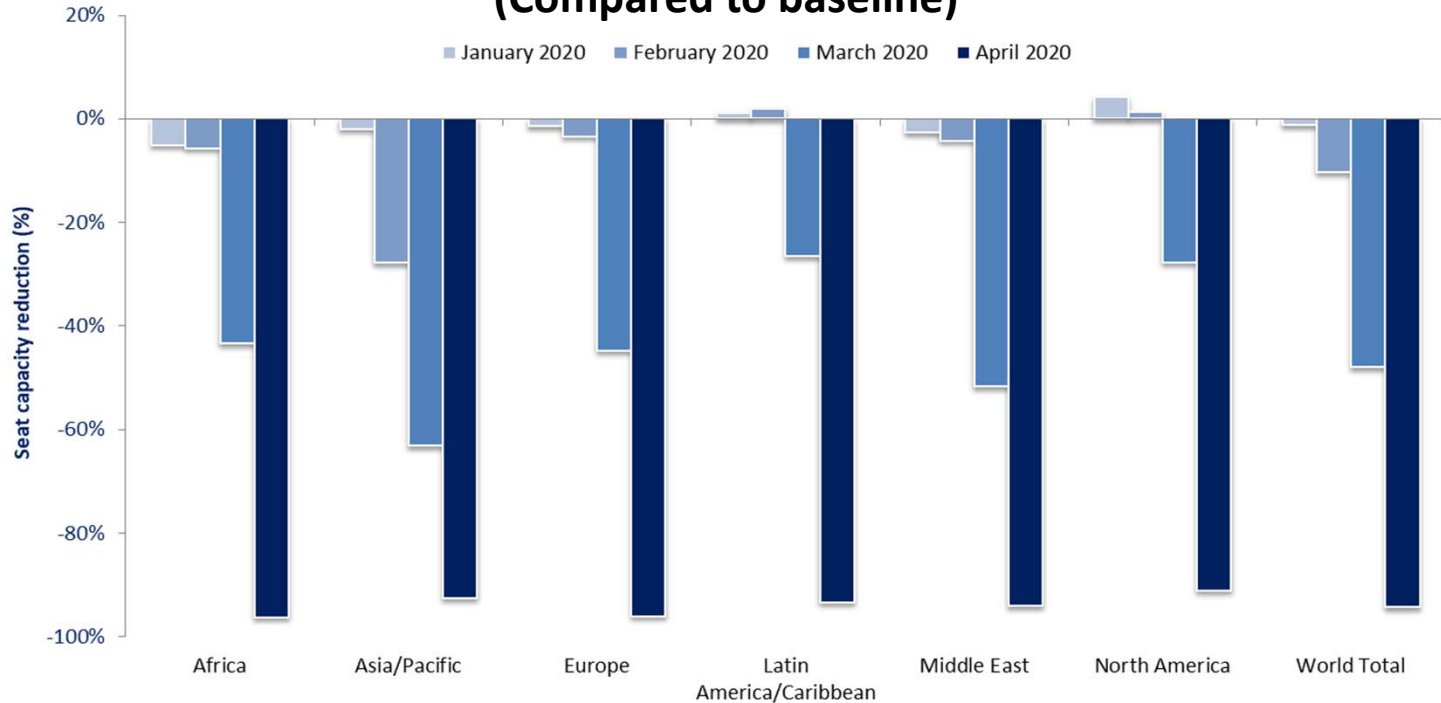


As of 6 April 2020, 96% of all world destinations have travel restrictions. About 90 destinations have completely or partially closed their borders for tourists, while another 44 destinations are closing their borders for specific countries of origin.

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

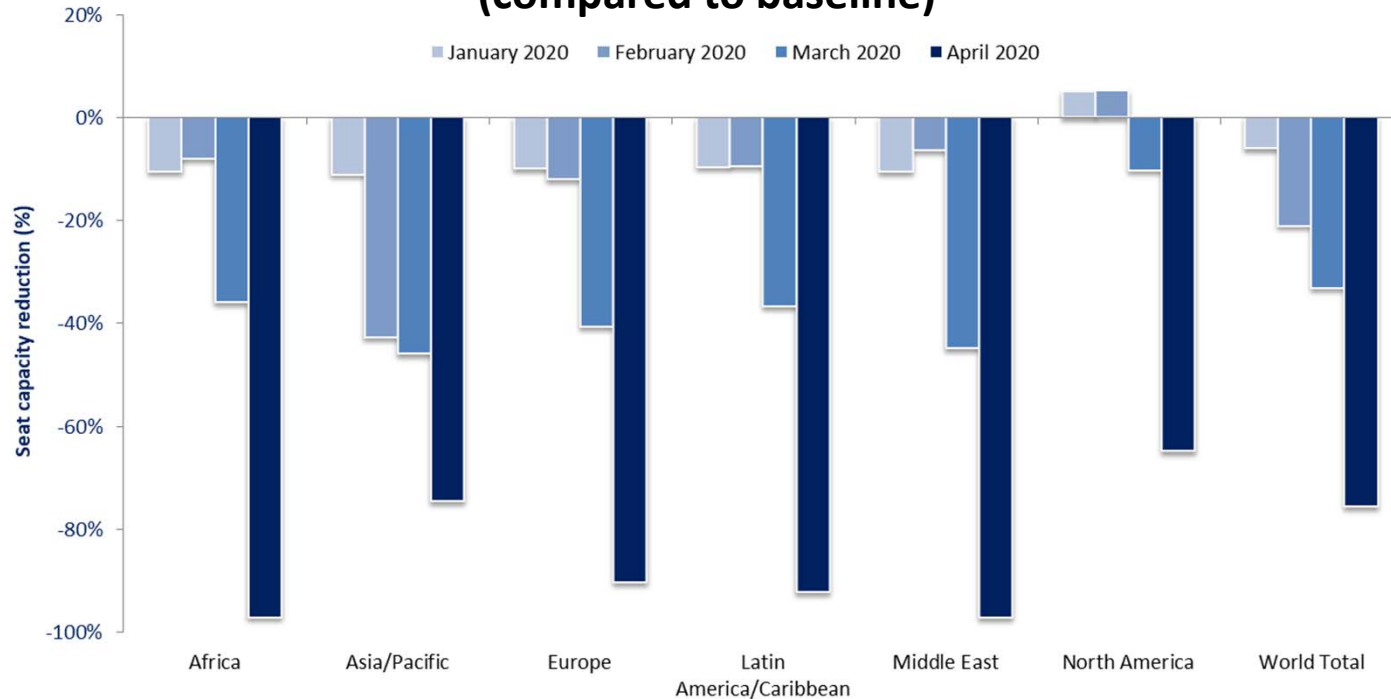
# International capacity hitting nearly zero in April for all regions worldwide

## 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%          |
| <b>Net</b>                     | <b>4.97</b> | <b>4.01</b> | <b>-19%</b> |

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 97.4 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                  | -114  | -47.3%        | -2.2  | -51.2%        |
| Asia/Pacific            | -1,797  | -52.9%        | -29.4   | -58.9%        |
| Europe                  | -1,416  | -57.1%        | -37.1   | -62.6%        |
| Latin America/Caribbean | -289  | -44.2%        | -5.3  | -50.5%        |
| Middle East             | -201  | -46.9%        | -7.0  | -53.0%        |
| North America           | -859  | -41.1%        | -16.4   | -47.3%        |
| <b>Total</b>            | <b>-4,676</b>   | <b>-50.4%</b> | <b>-97.4</b>  | <b>-56.7%</b> |

<https://aci.aero/wp-content/uploads/2020/05/200505-Third-Economic-Impact-Bulletin-FINAL.pdf>



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

The analytical difference between ICAO and IATA estimates:

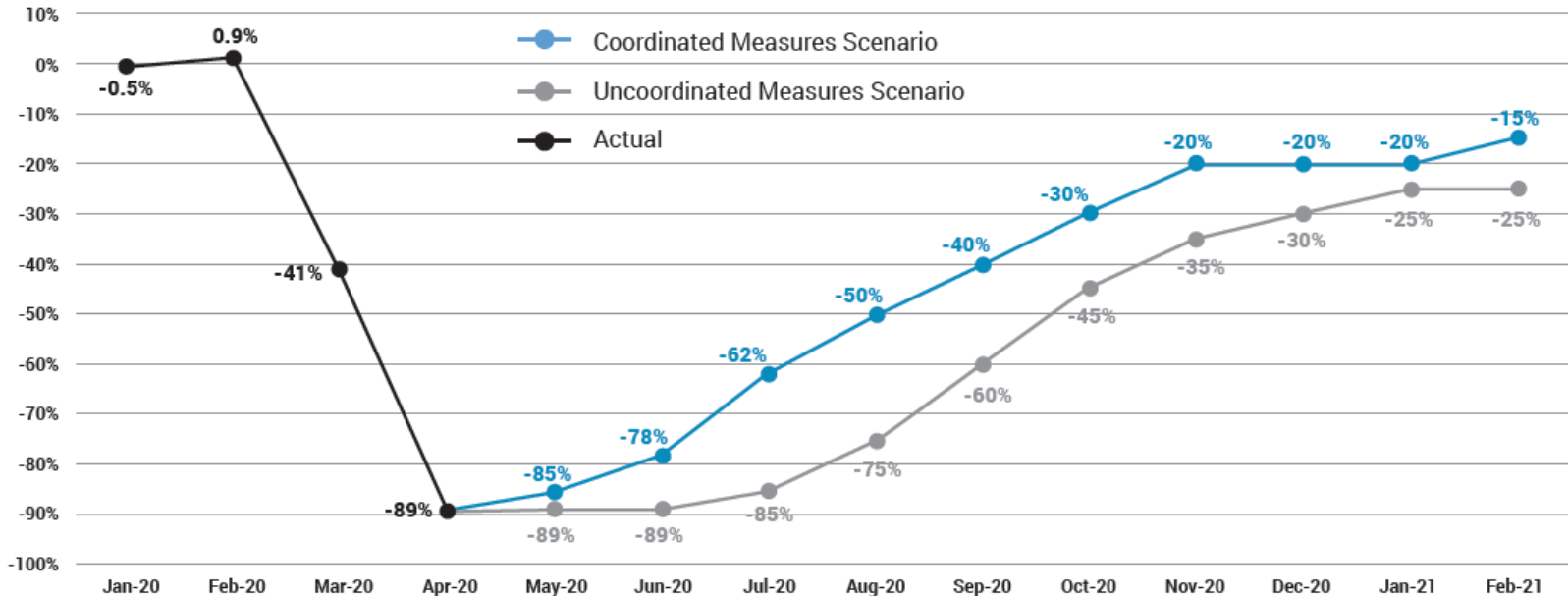
- **Traffic:** international only (ICAO) vs. both international and domestic (IATA)
- **Regional break-down:** by all traffic from States in each region (ICAO) vs. region of airline registration (IATA)
- **Baseline:** originally-planned i.e. 2020 business as usual scenario (ICAO) vs. 2019 level with 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  |
| <b>Total</b>                   | <b>-48%</b>  | <b>-314</b>  |

<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)



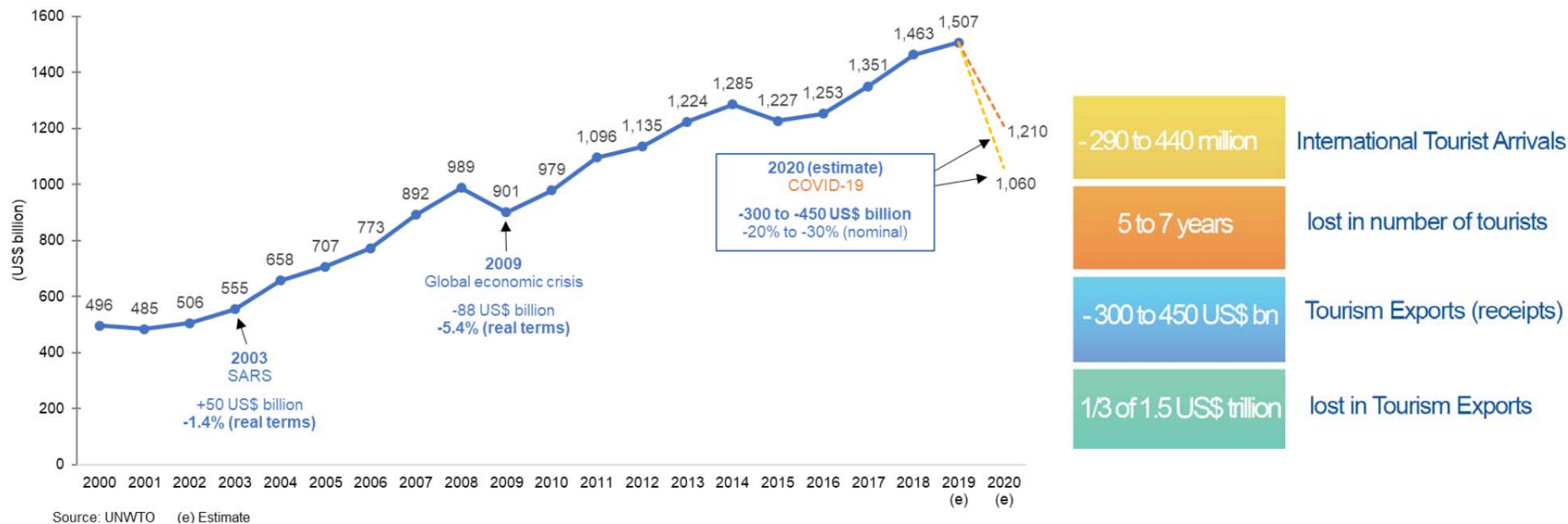
The Coordinated Measures Scenario envisages a loss of 45% of flights (5 million) in 2020, while the Uncoordinated Measures Scenario would result in the loss of 57% of flights (6.2 million).

<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>

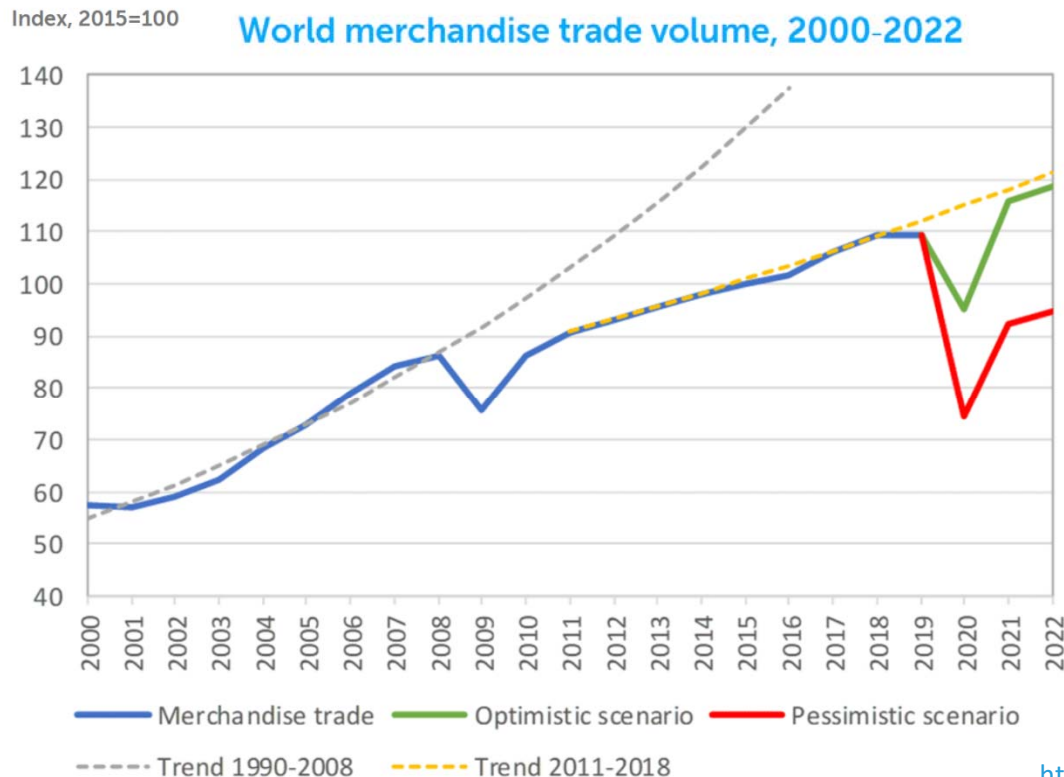


## 2020 forecasts – COVID-19 impact on travel and tourism sector

| Region                  | Potential Total Job Losses<br>(million) | Total GDP Loss<br>(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                           |
| <b>Total</b>            | <b>-100.8</b>                           | <b>-2689.4</b>                   |

\* 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](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       |
|-----------------------------------|------------|-------------|------------|
| <b>World Output</b>               | <b>2.9</b> | <b>-3.0</b> | <b>5.8</b> |
| <b>Advanced Economies</b>         | <b>1.7</b> | <b>-6.1</b> | <b>4.5</b> |
| 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        |

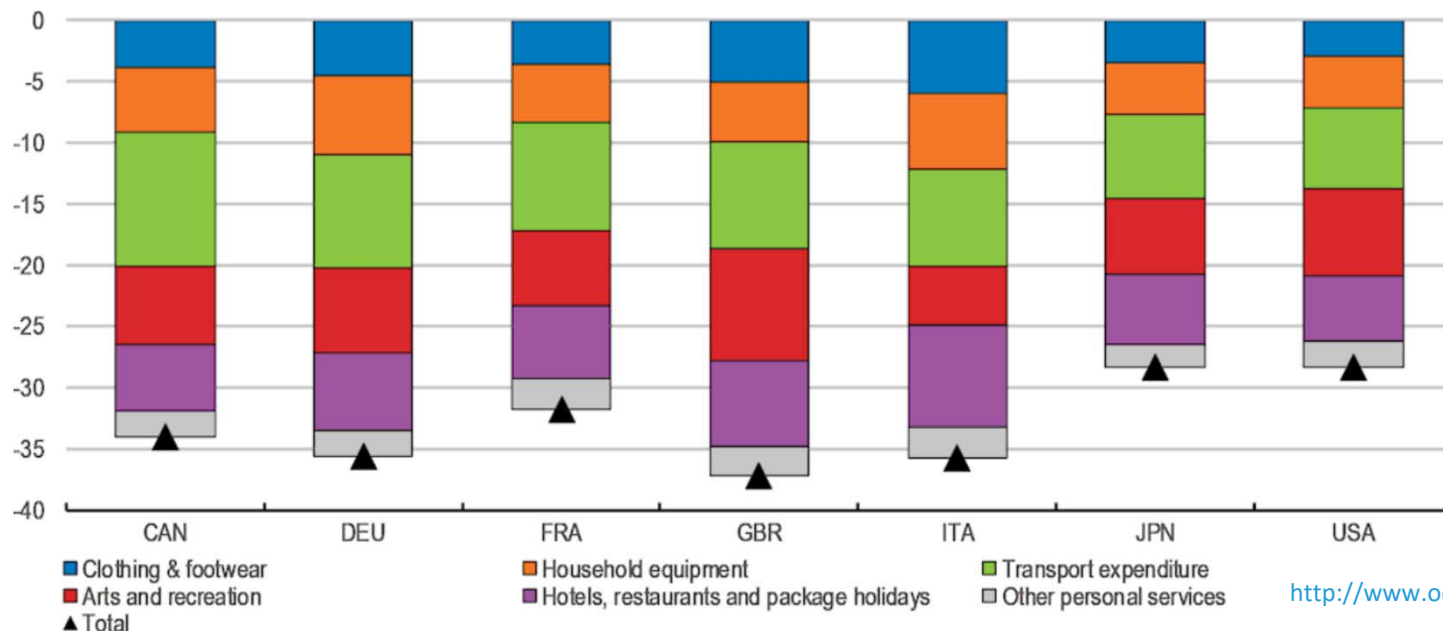
| (real GDP, annual percent change)                | 2019       | 2020        | 2021       |
|--|------------|-------------|------------|
| <b>Emerging Markets and Developing Economies</b> | <b>3.7</b> | <b>-1.0</b> | <b>6.6</b> |
| <b>Emerging and Developing Asia</b>              | 5.5        | 1.0         | 8.5        |
| China  | 6.1        | 1.2         | 9.2        |
| India  | 4.2        | 1.9         | 7.4        |
| ASEAN-5  | 4.8        | -0.6        | 7.8        |
| <b>Emerging and Developing Europe</b>            | 2.1        | -5.2        | 4.2        |
| Russia   | 1.3        | -5.5        | 3.5        |
| <b>Latin America and the Caribbean</b>           | 0.1        | -5.2        | 3.4        |
| Brazil   | 1.1        | -5.3        | 2.9        |
| Mexico   | -0.1       | -6.6        | 3.0        |
| <b>Middle East and Central Asia</b>              | 1.2        | -2.8        | 4.0        |
| Saudi Arabia                                     | 0.3        | -2.3        | 2.9        |
| <b>Sub-Saharan Africa</b>                        | 3.1        | -1.6        | 4.1        |
| Nigeria  | 2.2        | -3.4        | 2.4        |
| South Africa                                     | 0.2        | -5.8        | 4.0        |
| <b>Low-Income Developing Countries</b>           | 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 are **subject to substantial changes**, and will be updated with the situation evolving and more information available.

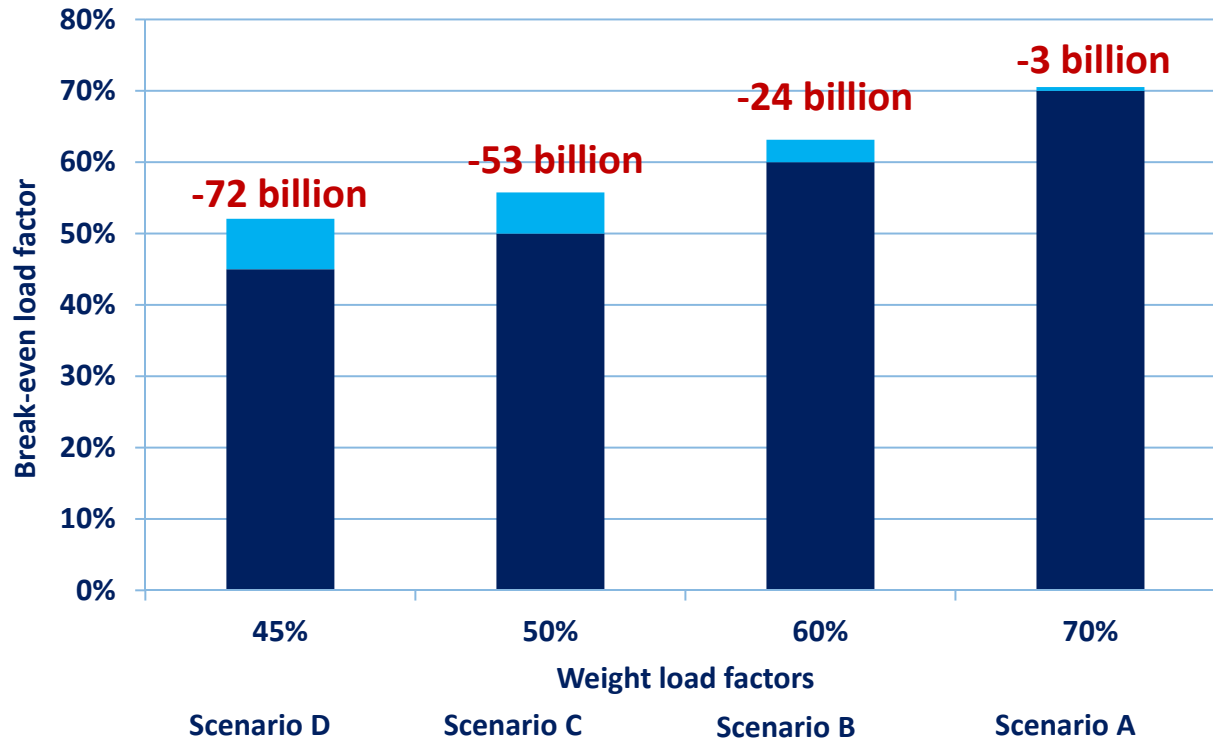


Scenarios are based on the assumption that air traffic, measured in Revenue Tonnes-Kilometres (RTKs, both international and domestic), will **decrease by 50% in 2020** compared to 2019

|  | <b>Scenario A</b><br>Weight load factor = 70%                                      | <b>Scenario B</b><br>Weight load factor = 60%                                      | <b>Scenario C</b><br>Weight load factor = 50%                       | <b>Scenario D</b><br>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 |
| <b>Total capacity reduction</b>  | -51%   | -42%   | -31%  | -23%   |
| <b>Fuel costs (USD, billion)</b><br><i>Oil price: 49% decrease compared to 2019 levels</i>     | 46   | 54   | 65  | 72   |
| <b>Break-even weight load factor</b><br><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

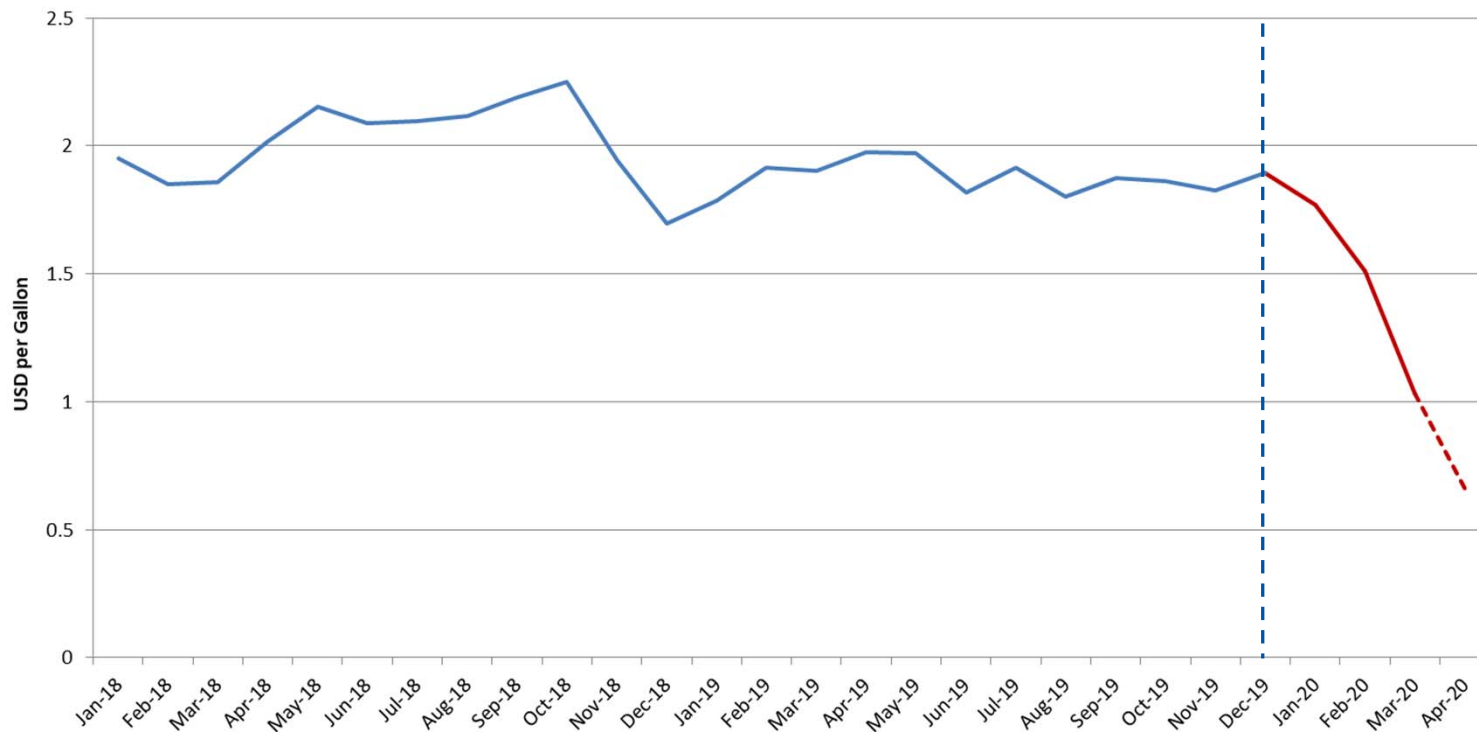
Difference between  
load factor and break-  
even load factors in  
each scenario





**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 Estimates

**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     |
| <b>Domestic</b>                                    |               | -6%           | -21%     | -33%     | -15,377                        | -56,950  | -130,529 | -1,067                       | -4,744   | -11,628  |
| <b>International</b>                               |               | -1%           | -10%     | -48%     | -241                           | -21,041  | -93,550  | 151                          | -4,030   | -16,623  |
| <b>Total</b>                                       |               | -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     |
| <b>Domestic</b>                                    |               | 1%            | -13%     | -28%     | 2,154                          | -35,004  | -112,055 | 207                          | -3,058   | -10,309  |
| <b>International</b>                               |               | 2%            | -5%      | -46%     | 4,893                          | -12,477  | -87,807  | 1,098                        | -2,555   | -15,876  |
| <b>Total</b>                                       |               | 1%            | -10%     | -35%     | 7,047                          | -47,481  | -199,861 | 1,305                        | -5,613   | -26,186  |





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