

# CANSO ATM Traffic Analysis Report

07 May 2020

## Levelling of air traffic volumes

- Average daily number of flights globally for the weeks of 20 April and 27 April, 2020 were 33,100 and 35,100 respectively. This represents a decline of 66% from the comparable global daily average in April 2019.
- The impact on global flight hours was similar, with average daily flight hours for the weeks of 20 April and 27 April, 2020 standing at 73,300 and 79,200 respectively. That is 64% less than average global daily flight hours the year prior.

## Bounce or green shoots of a sustainable recovery

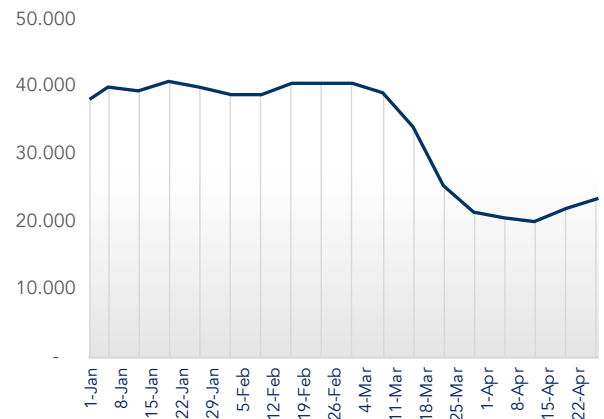
As governments in many jurisdictions begin to reopen, or at least plan for the eventual reopening of economic activity, the past two weeks have seen a levelling off of traffic declines. Without any major change to the status of flight restrictions, this has manifested in a slight increase in air traffic. Whether this is a countertrend bounce or the beginning of recovery is too early to tell.

Globally, surveillance data suggests that the week of 12 April appears to have been the bottom of the trough with minor increases in the last two weeks of April and into early May.

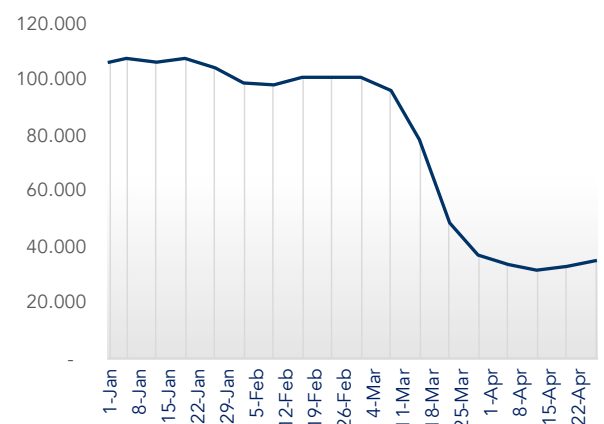
Surveillance data shows that for the week of 27 April an average of 23,500 unique aircraft were operating daily. That number represents a 17% increase on the number of aircraft flying daily two weeks earlier. However it remains approximately 12,800 fewer unique aircraft than were flying on an average day in April 2019 – a reduction of 35%.

Daily global flights and global flight hours also seem to have hit their lowest point to date the week of 12 April, 2020. Average daily flights during the week of 27 April were up 11.4% and average daily flight hours showed an improvement of 12.8% over two weeks earlier.

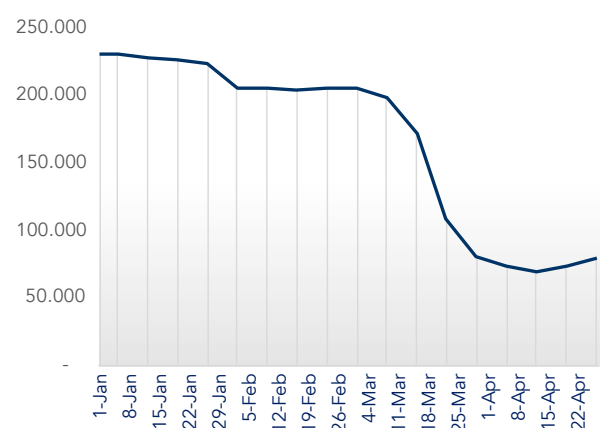
### Average unique aircraft



### Average global flights

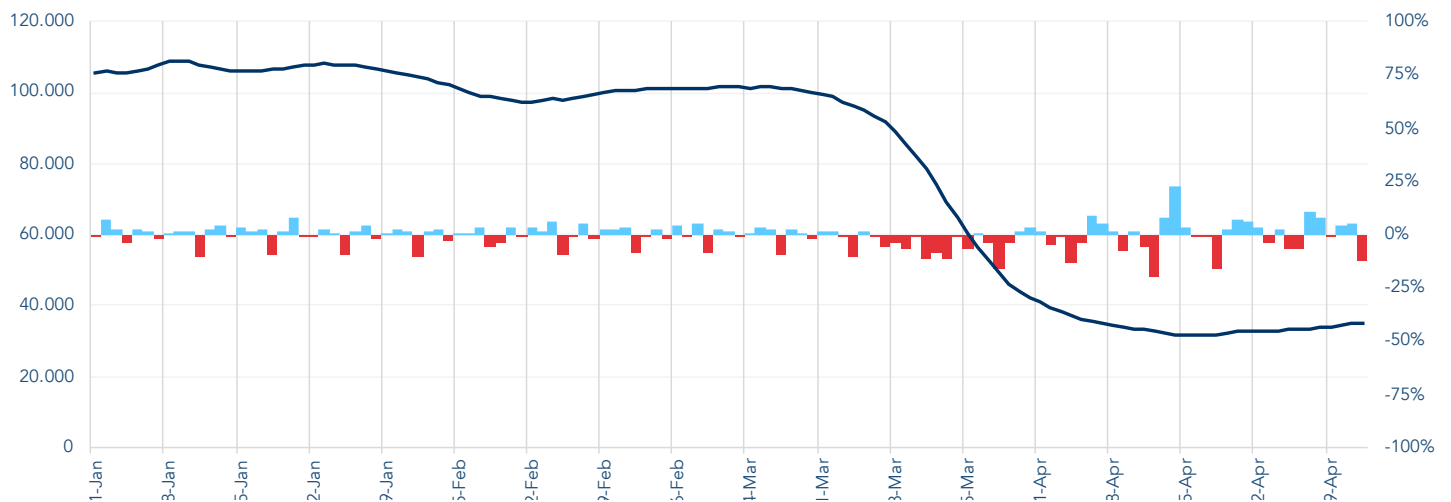


### Average global flight hours



# Global daily flights variation

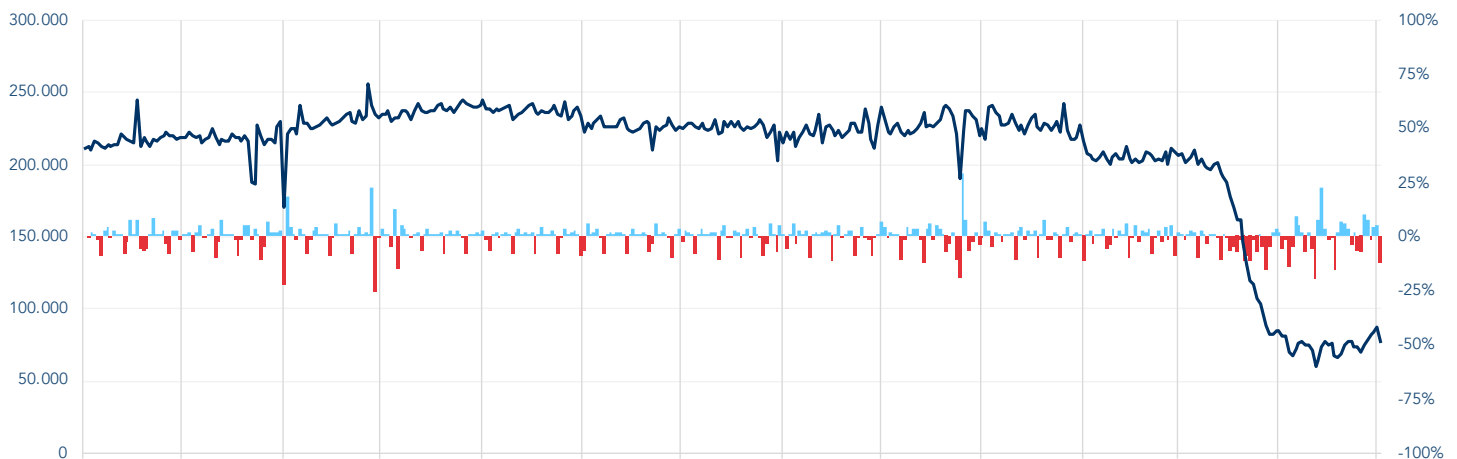
## Rolling 7-day average of daily flights



Minor reductions in global flights began in late January/early February as flight restrictions aimed at curtailing the spread of COVID-19 were first introduced. Restrictions that became widespread in many regions in the second half of March largely remain in place. Five weeks of depressed traffic volumes have taken over 300,000 flights out of the system as daily movements, which had regularly exceeded 100,000 daily, fell to a daily count of just 34,900 the week of 29 April.

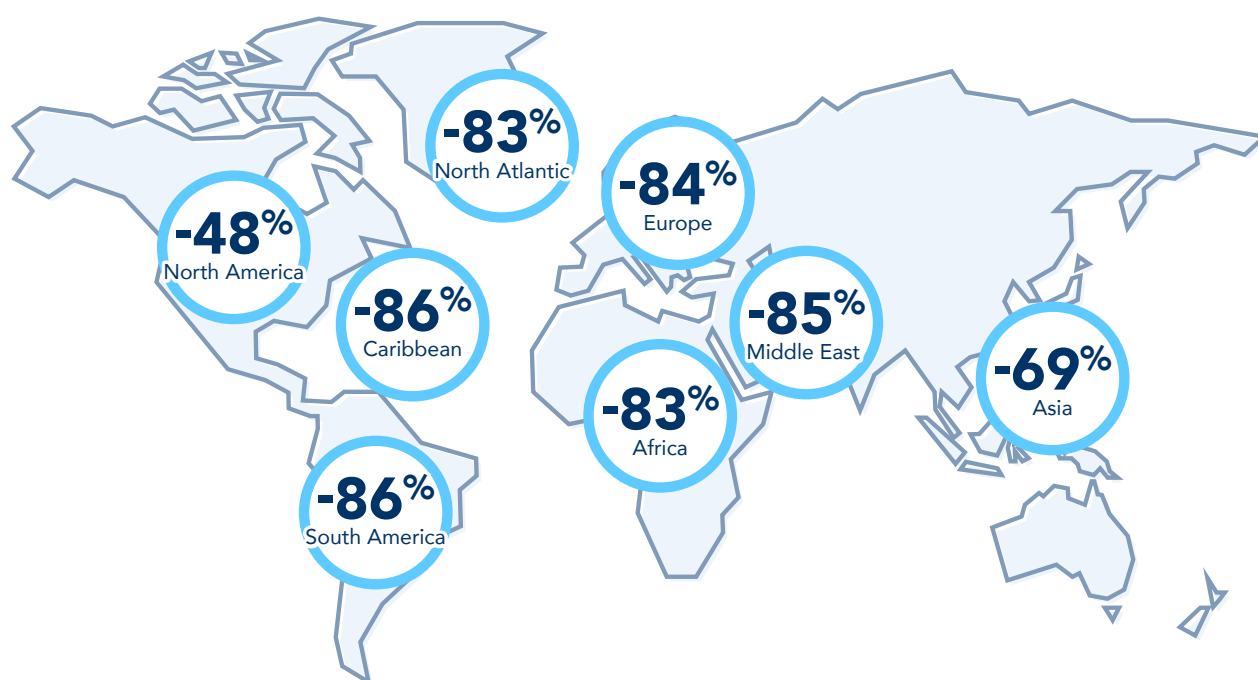
## Daily flight hours

### Flight hours since April 2019 with percentage of day-to-day variability



Daily flight hours, which normally show some seasonal variation between 210,000 and 250,000 flight hours daily, have now dropped to 77,000 daily flight hours as of 29 April, 2020, up from a low of 59,800 on 12 April, 2020.

## Regional traffic brief



All regions saw improvements in traffic volumes over the previous two week period. Traffic in most regions of the world continued to experience declines greater than 80% with North America and Asia the only regions to maintain volumes above that point.

Traffic volumes in the US in particular have remained high due to continued cargo, business and general aviation activity and policies aimed at ensuring continued city pair connectivity even with passenger load factors in the single digits. The overall numbers for Asia, which improved from – 71% two weeks ago to – 69%, mask what has been a somewhat more significant recovery in China. Average daily flight numbers in China are 52% higher than they were at their lowest point in late February.

## Average daily flight hours and average daily movements by region

	Dates	Average daily flight hours	Percent change	Average daily movements	Percent change
<b>Middle East</b>	01 Jan 2020 19 Apr 2020	9,600 1,500	-84%	6,100 900	-85%
<b>North America</b>	01 Jan 2020 19 Apr 2020	67,400 34,300	-49%	38,000 19,800	-48%
<b>Europe</b>	01 Jan 2020 19 Apr 2020	44,700 9,400	-79%	24,900 4,000	-84%
<b>South America</b>	01 Jan 2020 19 Apr 2020	10,700 2,100	-80%	5,800 800	-86%
<b>Asia</b>	01 Jan 2020 19 Apr 2020	74,900 23,000	-69%	35,000 10,700	-69%
<b>Caribbean</b>	01 Jan 2020 19 Apr 2020	9,100 1,400	-85%	6,400 900	-86%
<b>Africa</b>	01 Jan 2020 19 Apr 2020	4,200 1,200	-71%	1,800 300	-83%
<b>North Atlantic</b>	01 Jan 2020 19 Apr 2020	6,800 1,000	-85%	2,300 400	-83%

## About the ATM report

The ATM Report is issued bi-weekly by CANSO as an analysis of metrics directly relevant to the ATM industry. The report uses high fidelity global space-based ADS-B air traffic data provided via a partnership with Aireon. The data includes surveillance of all 1090Mhz ADS-B Equipped aircraft. While some non-ADS-B equipped aircraft may not be included, the data is appropriate for the monitoring of global trends in traffic levels.

## About CANSO



The Civil Air Navigation Services Organisation is the global voice of air traffic management. CANSO's members support almost 90 percent of world air traffic and represent leading providers of technology and services to the industry. Members share information and develop new policies, with the ultimate aim of improving air navigation services. For more, visit [canso.org](https://canso.org).

## About Aireon



Aireon is harnessing next-generation aviation surveillance technologies that were formerly ground-based and, for the first time ever, is extending their reach globally through the use of satellite technology to significantly improve efficiency, enhance safety, reduce emissions and provide cost savings benefits to all stakeholders. For more information, please visit [aireon.com](https://aireon.com).

