

CANSO ATM Traffic Analysis Report

24 April 2020

Has the decline in global air traffic hit the bottom?

- Average daily global air traffic movements for the weeks of 6 April and 13 April, 2020 were relatively level at 31,500 and 30,800 respectively. This represents a decline of 70% 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 6 April and 13 April 2020 at 70,200 and 67,700 respectively. That is 67% less than average global daily flight hours in the same weeks the year prior.

Fewer planes, flying less

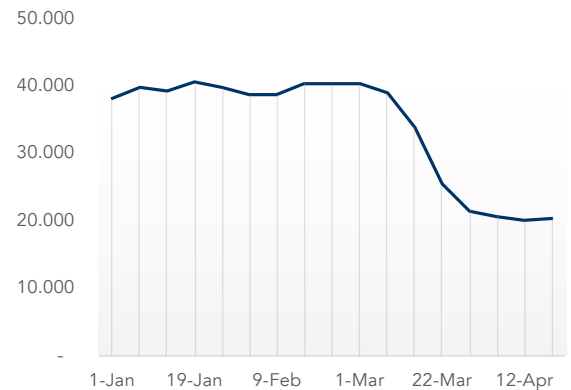
Government travel restrictions and self isolation rules have eroded traffic demand significantly, particularly in international passenger travel. The list of international airlines entirely shuttering their operations grows weekly with the remainder flying minimal, largely domestic schedules, or operating passenger aircraft for cargo operations.

Repatriation flights, which maintained some level of continued international activity throughout late March and early April, are now largely winding down. Until travel restrictions begin to ease, this lower level of flight activity appears to be the new baseline.

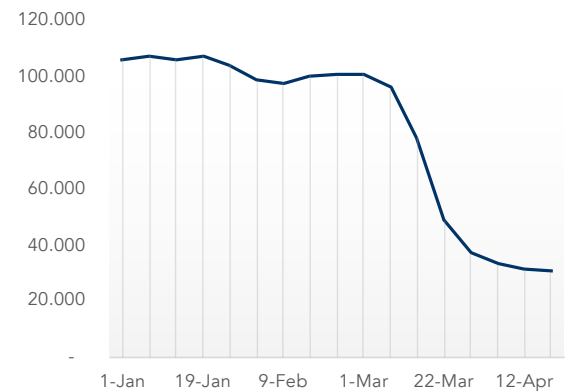
Surveillance data shows that for the week of 13 April 2020 an average of 20,600 unique aircraft were operating daily. That is approximately 15,500 fewer unique aircraft than were flying on an average day in April 2019 – a reduction of 43%.

As a measure of overall activity, that means on an average day in early April 2019 over 36,000 individual aircraft were each operating on average 6.11 flight hours daily. While in April 2020, just over 20,000 aircraft flew on average 3.39 flight hours daily.

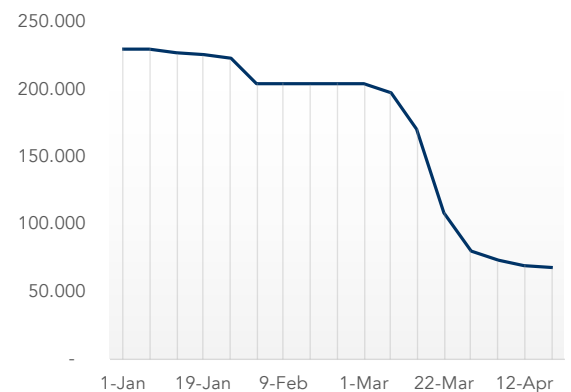
Average unique aircraft



Average global movements

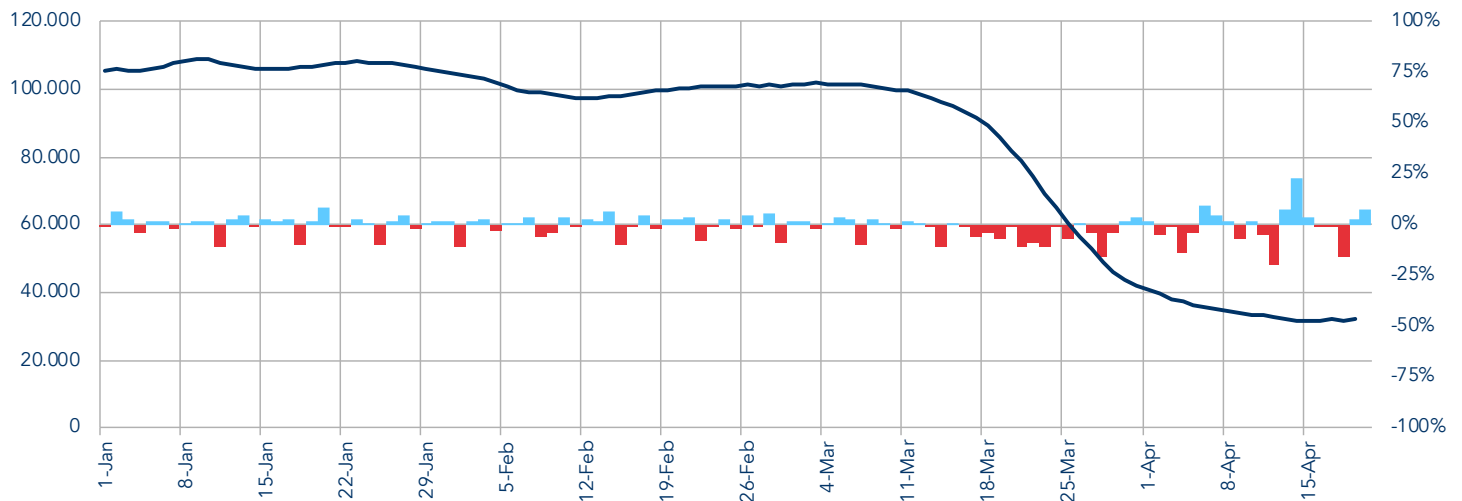


Average global flight hours



Global daily movements variation

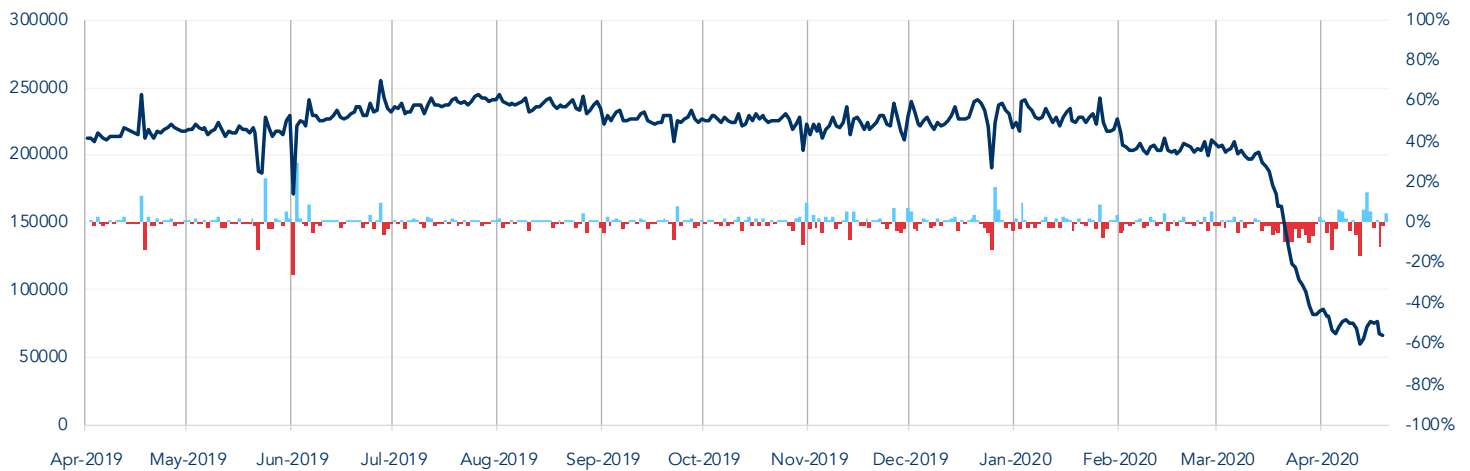
Rolling 7-day average movements



As global flight restrictions aimed at curtailing the spread of COVID-19 became more severe in March, and a flurry of repatriation flights dwindled off in the later part of the month, the variation in global daily movements showed a rapid decline. Daily movements, which had regularly exceeded 100,000 per day in January, dropped to just over 32,000 on 19 April. The effect has been significant across all regions, with domestic traffic in North America holding up more than most during the period.

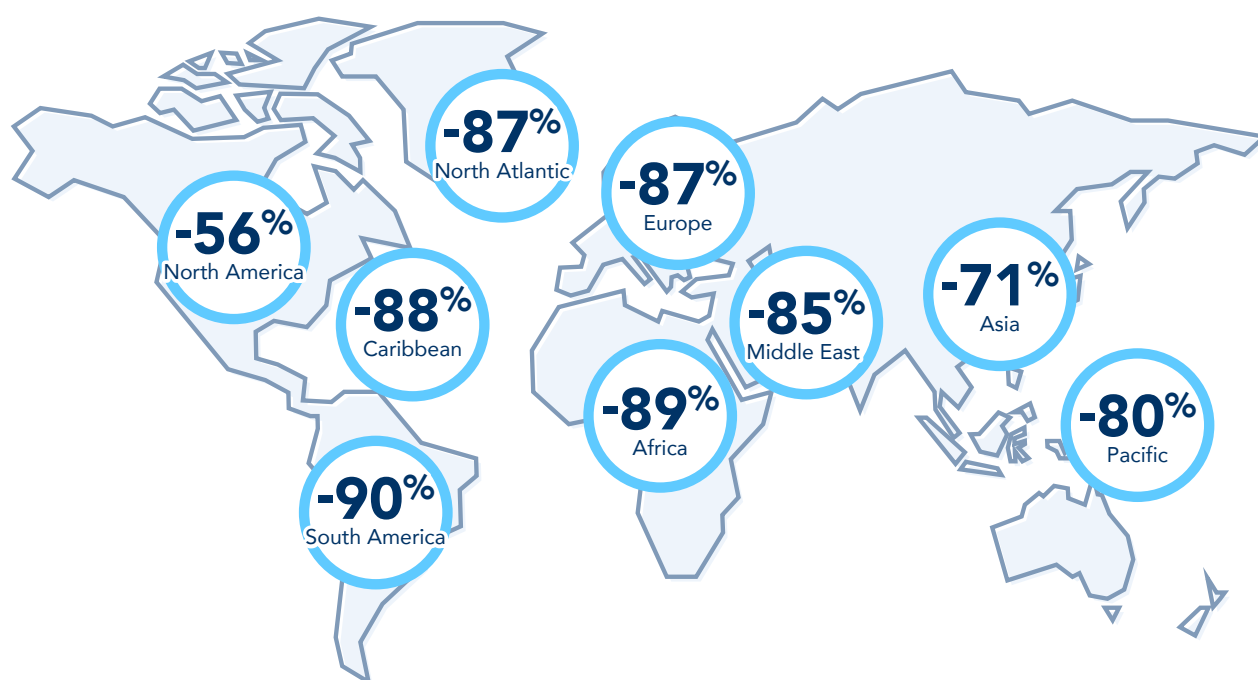
Daily flight hours

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 below 67,000 daily flight hours as of April 19, 2020.

Regional traffic brief



Traffic in most regions of the world has declined greater than 80% with regional movement declines varying from a 90% decline in South America to a 56% decrease in North America. With restrictions on international flights, oceanic traffic has seen similar declines with an 80% decline in the Pacific and an 87% decrease in the North Atlantic. Traffic levels in North America seem to have further to fall, with airlines there having announced additional cuts in the coming weeks.

Average daily flight hours and average daily movements by region

	Dates	Average daily flight hours	Percent change	Average daily movements	Percent change
Middle East	01 Jan 2020	9,600	86%	6,100	85%
	19 Apr 2020	1,300		900	
North America	01 Jan 2020	67,400	60%	38,000	56%
	19 Apr 2020	27,200		16,800	
Europe	01 Jan 2020	44,700	83%	24,900	87%
	19 Apr 2020	7,600		3,300	
South America	01 Jan 2020	10,700	83%	5,800	90%
	19 Apr 2020	1,800		600	
Asia	01 Jan 2020	74,900	72%	35,000	71%
	19 Apr 2020	21,200		10,000	
Caribbean	01 Jan 2020	9,100	86%	6,400	88%
	19 Apr 2020	1,300		800	
Africa	01 Jan 2020	4,200	79%	1,800	89%
	19 Apr 2020	900		200	
North Atlantic	01 Jan 2020	6,800	87%	2,300	87%
	19 Apr 2020	900		300	

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.

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.

