

CANSO ATM Traffic Analysis Report

4 June 2020

Small increases in global air traffic volumes continue

- The average number of daily flights daily for the weeks of 17 May and 24 May, 2020 were 41,700 and 43,300 respectively. This represents a decline of 58% from the comparable global daily average in May 2019 when over 104,000 flights operated daily.
- The impact on global flight hours was similar, with average daily flight hours for the weeks of 17 May and 24 May, 2020 of 93,400 and 95,800 respectively. That is 55% less than average global daily flight hours the year prior, when 213,000 flight hours occurred daily.

Slow crawl back to a new normal

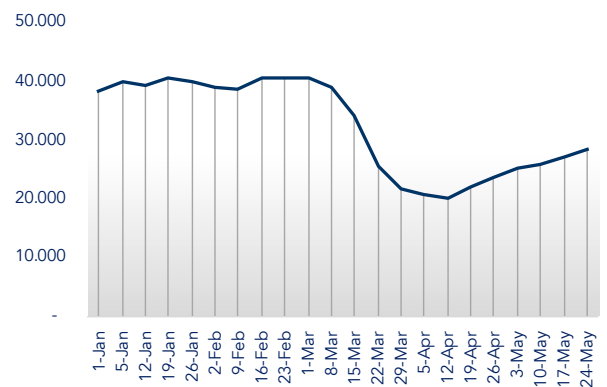
Average daily flights during the week of 24 May were up 37% and average daily flight hours showed an improvement of 36% over six weeks earlier when traffic levels appeared to hit their lowest point. That is a welcome sign, but 330% growth will be required to approach 2019 traffic levels.

Six weeks after what appears to have been the low point of global traffic levels in mid-April and daily traffic remains less than half of what it was at this time in 2019. An increase in domestic activity in some countries has resulted in small steady increases in flight numbers, but until a broader reopening of international traffic occurs, overall global traffic is likely to remain extremely low.

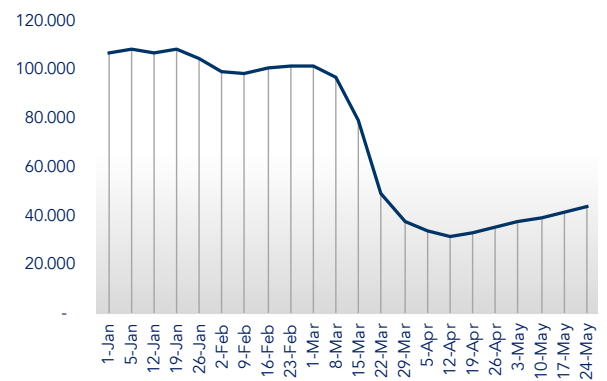
Global surveillance data shows that for the week of 24 May an average of 28,300 unique aircraft were operating daily. That is approximately 9,300 fewer unique aircraft than were flying on an average day in late May 2019, for a year over year reduction of 24.7%.

With more airlines announcing the commencement of scheduled traffic or the addition of routes in the next few weeks we expect to see a further growth in the June report.

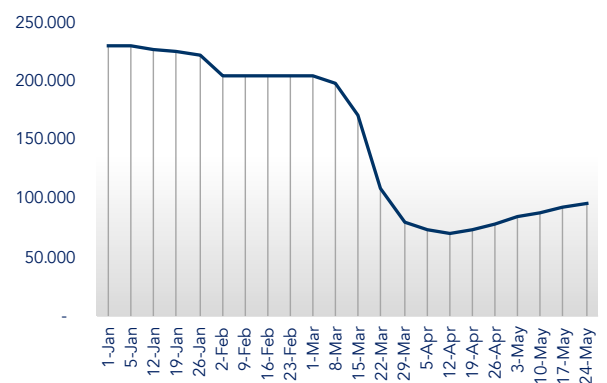
Average unique aircraft



Average global flights

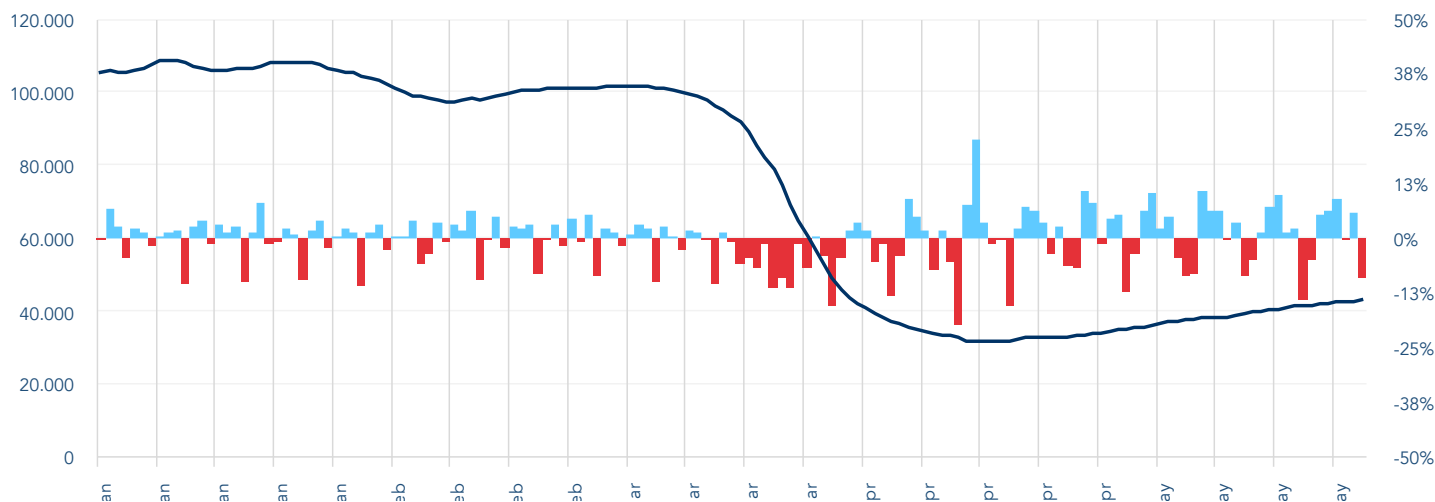


Average global flight hours



Global daily flights variation

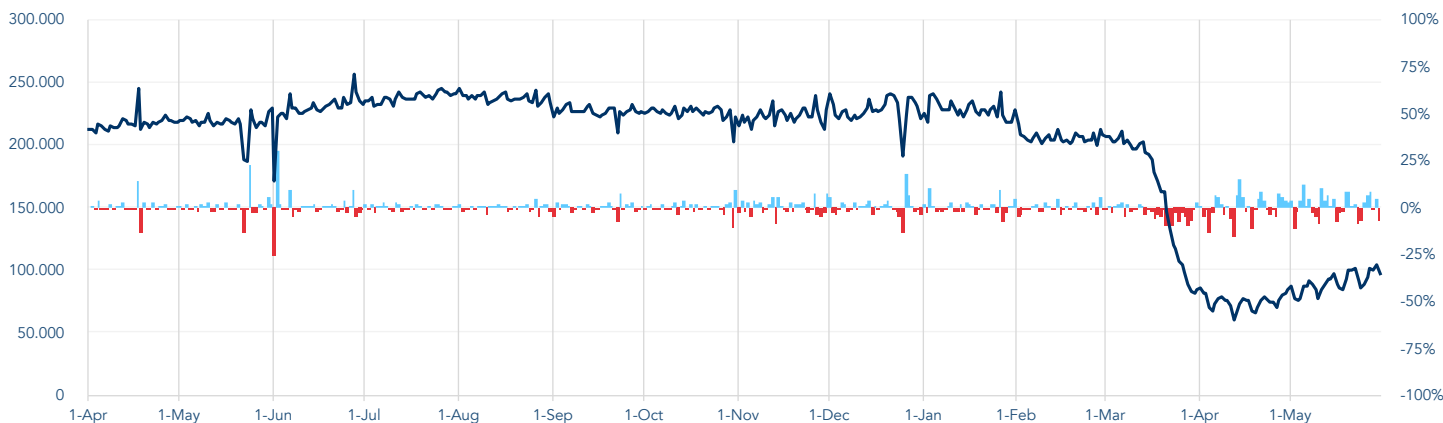
Rolling 7-day average of daily flights



Significant traffic shocks have occurred in the past, whether the result of natural disasters or political or economic factors. However, the precipitous nature of the decline, coupled with the global scale of the reduction and the length of time of the impact make the COVID-19 pandemic unprecedented in its effect on air traffic. For over two months air traffic volumes have remained well below 50% of normal levels.

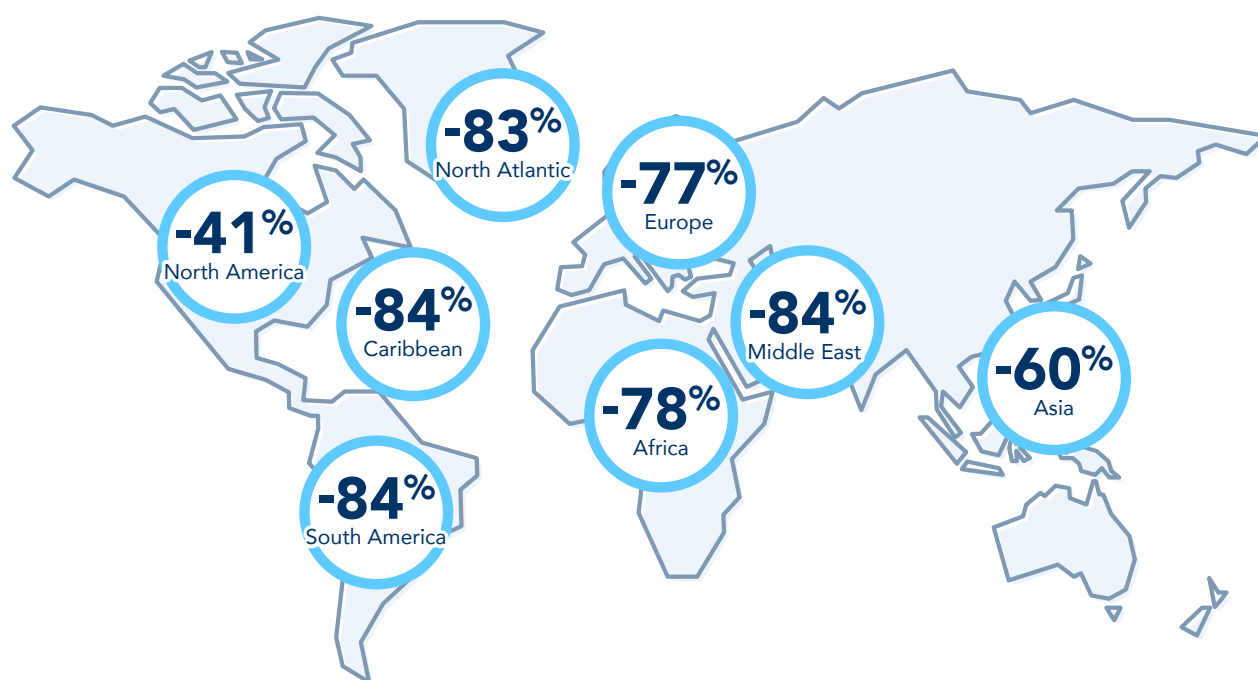
Daily flight hours

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



Daily flight hours, an important metric of ATM workload, normally show some seasonal variation between 210,000 and 250,000 hours. Daily flight hours hit 101,600 on 29 May, 2020. This is the highest daily flight hours since nine weeks earlier on 27 March 2020.

Regional traffic brief



All regions experienced small improvements in the average number of flights per day over the previous two week period, with the exception of the North Atlantic where traffic levels remained flat at -83%.

Traffic volumes in Asia saw the largest increase with an additional 1,300 flights per day on average above what the region experienced the week of 10 May, 2020. South America, the Caribbean and the Middle East were the most affected regions with traffic down 84% from what it had been in January.

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 24 May 2020	7,400 1,700	77%	6,100 1,000	84%
North America	01 Jan 2020 24 May 2020	67,400 40,700	40%	38,000 22,600	41%
Europe	01 Jan 2020 24 May 2020	44,700 12,400	72%	24,900 5,800	77%
South America	01 Jan 2020 24 May 2020	10,700 2,100	80%	5,800 900	84%
Asia	01 Jan 2020 24 May 2020	74,900 32,500	57%	35,000 14,100	60%
Caribbean	01 Jan 2020 24 May 2020	9,100 1,500	84%	6,400 1,000	84%
Africa	01 Jan 2020 24 May 2020	4,200 1,400	67%	1,800 400	78%
North Atlantic	01 Jan 2020 24 May 2020	6,800 1,300	81%	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.

About Aireon



Aireon is harnessing next-generation aviation surveillance technologies that were formally 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.

