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bridge between
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transported 529,436 tonnes
of cargo during the First
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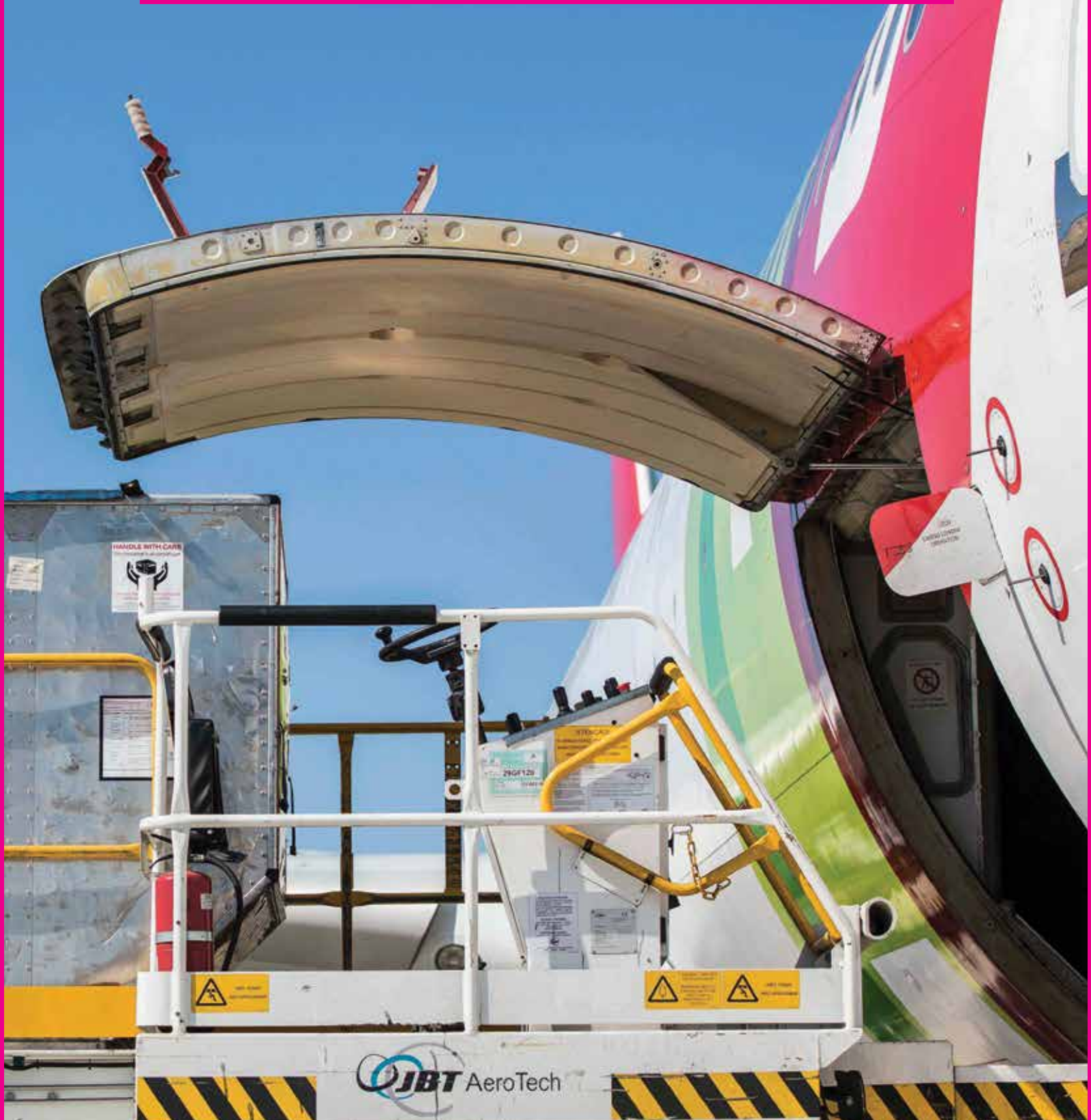
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CARGO NEWSWIRE

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Editor's Letter

Air Cargo Demand Plummetts but Capacity Disappears Even Faster

The International Air Transport Association (IATA) released data for global air freight markets in April showing that demand dropped 27.7% compared to the same period in 2019 – the sharpest fall ever recorded. Still, there was insufficient capacity to meet demand as a result of the loss of belly cargo operations on passenger aircraft.

- Global demand, measured in cargo tonne kilometers (CTKs), fell by 27.7% in April compared to the previous year (-29.5% for international markets).

- Global capacity, measured in available cargo tonne kilometers (ACTKs), shrank by 42% in April compared to the previous year (-40.9% for international markets).

- Belly capacity for international air cargo shrank by 75% in April compared to the previous year. This was partially offset by a 15% increase in capacity through expanded use of freighter aircraft.

- The cargo load factor (CLF) rose 11.5 percentage points in April, the largest increase since tracking began. The magnitude of the rise suggests that there is significant demand for air cargo which cannot be met owing to the cessation of most passenger flights.

"There is a severe capacity crunch in air cargo. Demand fell by 27.7% compared to April 2019. But capacity was down 42% because of the sharp

cuts in passenger operations which also carry cargo. The result is damaging global supply chains with longer shipping times and higher costs. Airlines are deploying as much capacity as possible, including special charter operations and the temporary use of passenger cabins for cargo. Governments need to continue to ensure that vital supply lines remain open and efficient. While many have responded with speed and clarity to facilitate the movement of cargo, government red-tape—particularly in Africa and Latin America—is preventing the industry from flexibly deploying aircraft to meet the demands of the pandemic and the global economy," said Alexandre de Juniac, IATA's Director General and CEO.

Delays in getting operational permits issued, blockages at the border and inadequate ground infrastructure to/from and within airport environments continue to hamper air cargo in countries in Africa and Latin America. Air cargo needs to move efficiently throughout the entire supply chain to be effective. IATA urges governments to:

- Accelerate approvals for cargo operations
- Expedite customs clearance for urgently needed medical supplies
- Ensure there is adequate staff on the ground and land-based infrastructure to move cargo efficiently.

We are on    

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Finnair Cargo builds an air bridge between Europe and Asia. Passenger traffic has reduced **to** a minimum due **to** the coronavirus pandemic, but **Finnair’s air cargo** is still operating during this exceptional period.

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Atlas Air Worldwide Holdings, Inc. has announced first-quarter 2020 net income of \$23.4 million,

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A new report suggests that Amazon Air’s freighter fleet could hit 200 aircraft in 2028 as it **opens its Cincinnati hub** and expands international flights.

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Qatar’s HIA processed **529,436 tonnes of cargo in the first quarter of 2020:** 176,279 **tonnes in** January, 173,248 **tonnes in** February and 179,909 **tonnes in** March. The **airport** attributed this growth to an increased number of essential goods and medical supplies being **transported** globally as a result of the Covid-19 outbreak.

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Surging air **freight** shipments continued to drive commercial activity at **Ontario International Airport (ONT)** in April, the second straight month of better than 20% gains.

Air Canada renews ULD management agreement with Unilode

Unilode Aviation Solutions, the global leader in outsourced Unit Load Device (ULD) management and repair solutions, and Air Canada, one of Unilode's largest customers, have extended their ULD management agreement for another seven-year term.

Air Canada has been partnering with Unilode for the supply and management of aviation containers and pallets since 2012. Air Canada has chosen to continue with Unilode's pooled ULD management model as this has proven to give them the highest flexibility for their operations in addition to cost-saving opportunities and pooling synergy benefits. The partnership will be enhanced with the roll-out of Unilode's IATA Air Cargo Innovation Award-winning digitalisation solution to Air Canada's ULD fleet.

Mr. Tim Strauss, Air Canada Vice President, Cargo, said: "In the past seven years of our partnership with Unilode, Air Canada has grown significantly and Unilode's continuous support and outstanding service for ULD management and repairs has enabled us to focus on our business and customers. In today's challenging cargo environment airlines need flexibility, agility and consistency, and Unilode's ULD management solutions help us deliver service excellence to our loyal customer base. Digitalisation is at the heart of everything we do at Air Canada Cargo, and Unilode's digital solution will become a seamless part of our operations and an enabler to provide innovative and value-added services to our customers."

Mr. Benoît Dumont, Unilode CEO, said: "We are proud to have been Air



Canada's ULD management partner since 2012 during a significant period of growth for the airline and are happy with the trust given for a continuing long-standing partnership. Air Canada has been a supporter of Unilode's digital solution from day one and has been very cooperative in testing the technology in the early stages of development. The roll-out of the digital solution throughout Air Canada's network, as part of Unilode's overall digitalisation program, is progressing fast, and we look forward to providing Air Canada with the benefits of a digital ULD fleet for many years to come."

K+N achieves IATA CEIV Pharma re-certification of entire cold chain network



Freight forwarder Kuehne + Nagel (K+N) has achieved IATA CEIV Pharma re-certification of its KN PharmaChain GxP Compliant Air Logistics network, which is present in 94 locations around the world.

After conducting a thorough review, IATA CEIV Pharma auditors confirmed

K+N the high standard of K+N PharmaChain network and granted re-certification for another three years.

K+N was the first freight forwarder to achieve CEIV Pharma certification for all stations within its network in 2017.

The company said that at each stage of a pharma shipment's journey, its "highly trained pharma experts ensure quality, end-to-end visibility and regulatory compliance".

K+N customers sending pharma shipments via K+N's PharmaChain network can benefit from transparent and controlled documentation processes, real-time monitoring thanks to the use of active transmitting sensors and assistance when required from K+N's dedicated Pharma

CareTeam, which is available 24/7.

Reinier Danckaerts, global head of air logistics product development, commented: "We are proud to be the one and only logistics service provider that has received CEIV Pharma re-certification for our entire pharma network."

"Achieving this milestone proves the highest standards we have set with our KN PharmaChain service offering, which translates into superior quality and compliance of our customers' pharmaceuticals and medical equipment shipments."

"Together with IATA and our supply chain partners, we will keep driving this standard to ensure service excellence and first-in-class performance of our transportation service."



WFS Supports 'Maersk Bridge' Operation in Copenhagen

Denmark's efforts to control the spread of coronavirus have been significantly aided by the rapid supply of medical equipment to Danish hospitals from around the world, with Worldwide Flight Services' (WFS) cargo handling team in Copenhagen at the forefront of the response to help move PPE shipments to front-line doctors and nurses as quickly as possible.

Already, WFS has handled some 350 tonnes of medical cargoes onboard 15 flights, a combination of both freighter charters and cargo-only passenger flights. A further 200 tonnes of PPE equipment is expected in the next two weeks.

Cargo imports from China have arrived on flights operated by airlines including Singapore Airlines, Etihad Airways and Star Air. A high number of flights into Denmark are part of the Maersk Bridge operation initiated and

coordinated by A.P. Moller Holding with support from A.P. Moller – Maersk sourcing the PPE in China, and Damco transporting it to Rigshospitalet in Denmark. The air bridge and supply chain operation has been securing delivery of Personal Protective Equipment (PPE) to health care workers in Denmark – and thereby reducing the risk of transmission of COVID-19 in Danish hospitals. Region H, the capital of Denmark, is responsible for the selection of materials, review of supplier certificates and quality control.

WFS' cargo handling specialists in Copenhagen have processed medical supplies carried by a wide range of aircraft types; Antonov-124, Boeing 777 and 747 freighters as well as Boeing 767 and 777 and Airbus A350 passenger aircraft.

Jimi Daniel Hansen, General Manager of WFS – Copenhagen, said:

"We are ready to provide all of the support necessary to ensure the cargo on these special flights reaches medical professionals in Denmark quickly and supports their outstanding work helping patients recovering from the coronavirus. We are especially proud to be helping the fantastic Maersk Bridge operation and will continue to meet any more special requests for additional cargo services."

WFS' cargo operation in Copenhagen provides handling services for some 70 customers, including over 20 airlines with online flights to the Danish capital. In 2019, WFS expanded its handling footprint at the airport to 13,900 sqm following the lease of a further warehouse facility and also invested in the opening of a dedicated Pharma centre for temperature-controlled healthcare and life science products.

More Coordinated Approach Required to Keep Air Cargo Moving: IATA

The International Air Transport Association (IATA) has renewed its calls for a coordinated approach among governments to keep air cargo flowing. Delays in permit approvals, quarantine measures for air cargo crew and not enough support on the ground continue to hamper the movement of cargo flights carrying vital medical supplies and other necessities.

“Airlines are providing as much capacity as they can. Governments need to step up and ensure that vital supply lines remain open and efficient and that there is adequate infrastructure and support available in the air and on the ground,” said Glyn Hughes, IATA’s Global Head of Air Cargo.

Governments

Many governments and international regulatory bodies are facilitating the movement of air cargo. The European Commission (EC) issued Guidelines on Facilitating Air Cargo Operations During COVID-19 Outbreak. The World Customs Organization (WCO) has implemented a series of emergency contacts to ensure cargo border blockages can be responded to immediately, and the International Civil Aviation Organization (ICAO) has issued a series of state letters urging member states to further facilitate air cargo flows during this time of crisis.

But there are still too many examples of delays in getting charter permits issued, a lack of exemptions on COVID-19 testing for air cargo crew, and inadequate ground infrastructure to/from and within airport environments. Air cargo needs to move efficiently throughout the entire supply chain to be effective. We urge governments to:

- Cut the paperwork for charter operations
- Exempt cargo crew from quarantine rules that apply to the general population



- Ensure there is adequate staff and facilities to process cargo efficiently
- Mutually recognize agreed global standards (health certificates, licenses, etc.)
- Ensure alternate airports are available even if passenger flights are not operating

“To keep cargo flights operating safely, airlines need access to alternate airports along all routes. These alternate airports are where aircraft can land in the event of an emergency during flight. Because of the sharp drop in passenger flights, some airports that serve the critical alternate airport function are closed or not available at all times. A coordinated effort by governments to keep alternate airports operational is needed. If not, the global air cargo network cannot function and vital shipments are at risk,” said Hughes.

Aligning Stakeholders

Ensuring that stakeholders have

access to the latest operational and regulatory guidance in relation to COVID-19 is essential. IATA is supporting industry through several initiatives:

- Air Cargo COVID-19 Action Page provides updated information covering all aspects of regulatory and operational information related to air cargo

- IATA TACT COVID-19 Operational Impact Portal provides up to date information on airlines’ air cargo operations status to help ensure shipper access to capacity

- IATA Quick Reference for Ground Handling During COVID-19 provides a reference guide for Ground Handling during the COVID-19 outbreak

- IATA Guidance on the Safe Carriage of Cargo in the Passenger Cabin provides a comprehensive guide on issues to be considered when performing a safety risk and operational assessment when utilizing passenger aircraft for cargo only operations.

PayCargo Capital sees uptick in demand for its short-term credit facility during Covid-19



The Fintech company, a sister company of online payment platform PayCargo is supporting transportation firms and cargo owners to manage their cash flow

PayCargo Capital, a sister company of online payment platform PayCargo, has seen a rise in demand for its short-term credit facility during the Covid-19 pandemic.

Transportation companies and cargo owners who are customers of PayCargo in North America can apply for credit of between USD25,000 to USD2,500,000 for a 15 to 30-day period.

"The relevancy of PayCargo Capital has grown since the start of the Covid-19 pandemic, as managing cash

flow and paying for daily transportation and related invoices can prove difficult," said Philip Philliou, Chief Executive Officer (CEO) of PayCargo Capital.

"Ocean shipping lines and cargo airlines have enormous amounts of capital tied up in artificial loans to customers."

The credit facility is being used by PayCargo customers from across the supply chain, to pay for ocean, airfreight, cross border freight, warehouse and Customs fees, and other transportation-related expenses.

More than 2,000 transportation-related Vendors in North America accept payments via PayCargo's online portal.

"Freight costs, along with shipping routes, timetables, and specialized cargo handling are standard ways

for shipping lines and airlines to differentiate themselves," said Philliou.

"Extending credit to customers has also been a common practice for transportation companies.

"The extension of credit by the ocean shipping lines and airlines is often misunderstood and fraught with issues and costs."

Under the facility, PayCargo Capital pays all freight charges up front, reclaiming the appropriate funds electronically from the PayCargo customer in the agreed timeframe.

PayCargo Capital customers receive all the expedited cargo-release benefits of PayCargo, while deferring their Vendor payments to better manage their cash flow and working capital.

Peli BioThermal expands Global rental network in Incheon, South Korea

The new drop point and network station will service Crêdo™ on Demand reusable shipping containers as South Korea positions itself as a major pharmaceutical hub

Peli BioThermal, the global name in temperature controlled packaging, announces the opening of a new network station and drop point in Incheon, South Korea—as the country eyes pharmaceutical development as a primary driver of economic growth. This network station is strategically located near the capital city of Seoul to enable the region to take advantage of the Crêdo™ on Demand rental option for temperature-controlled containers.

"South Korea is a significant

player in the development of generic pharmaceuticals, and it's already home to 40-plus multinational pharmaceutical companies," said Dominic Hyde, Vice President of Crêdo on Demand at Peli BioThermal. "Having access to a high performance, flexible rental option for shipping temperature-sensitive pharmaceuticals can expand South Korea's reach throughout Asia and beyond."

GlobalData reports that South Korea's pharmaceutical market is expected to climb to \$23.3 billion by 2022.

TEMPERATURE CONTROLLED



According to the Korean Ministry of Food and Drug Safety, pharmaceutical exports have experienced double digit annual growth in recent years — due to increasing shipments to Europe, Asia and North America.

The new drop point and network station joins more than 100 locations across the globe supporting Peli BioThermal's Crêdo™ on Demand rental program. The Incheon location will service, refurbish, repair and condition Peli BioThermal's reusable Crêdo™ Cargo and Crêdo™ Xtreme shipping containers.

Avianca

flies between Colombia and China



- The flight was completed on a Boeing 787 aircraft previously used for passengers and today 100% intended for cargo transportation.
- This is the second time that an Avianca aircraft has flown to China after a DC4 made a stopover in this Asian country going to Sydney for the 1956 Olympics.

Avianca carried out a flight between Colombia and China, aiming to move 28 tons of general cargo and medical supplies.

In its 100 years, this is the second time the airline has landed in China after a DC4 plane made a stopover in this Asian country going to Sydney for the 1956 Olympics.

The flight departed from Bogotá, stopping in Los Angeles and Tokyo before landing in Shanghai, where it arrived on April 29 and will return to Colombia on Saturday, May 2. It is estimated that this operation will be carried out regularly, operating three times a week, with departures from Bogotá on Sundays, Tuesdays, and Thursdays, and returns from Shanghai on Wednesdays, Fridays, and Sundays.

In this regard, Juan Esteban Kappaz, Flight Operations Director at Avianca Holdings, indicated: "Our wings are still open to perform these special operations. The flight between Colombia and China not only marks a milestone in our history but also makes all of us who are part of the Avianca family very proud".

"It is the first time that the company has performed a cargo flight to China, and we will continue to operate this route to bring medical supplies and protective equipment from China, among other products that will undoubtedly be very useful in Latin America in this difficult situation. At Avianca, we will continue to do everything we can using all our technical and human resources at our

disposal to contribute to maintaining the supply chain and the world economy active," said Kurt Schosinsky Managing Director at Avianca Cargo.

In addition to this operation, to date, we have completed 60 special flights mobilizing more than 3,850 people and transporting more than 50,800 tons on cargo flights between different cities in Europe and Latin America. Our mission has always been to connect, and we will continue to do so.

In the operation of this flight, which was full of cargo and empty seats, all biosafety and protection protocols for onboard and ground staff were followed. The company implemented measures to minimize physical contact, supplied cleaning kits and protective elements to personnel, delivered antibacterial gel, gloves, and digital thermometers, alcohol, as well as towels for cleaning accessories before and during the flight, in addition to the disinfection processes of aircraft and offices.



KLM introduces Cargo-in-Cabin: carrying cargo on passenger seats

KLM's first passenger carrier departed, carrying cargo not only in its belly, but also on the passenger seats and in the baggage bins of the aircraft cabin. KLM operated a B777-300 flight from Shanghai to Amsterdam, for the first time introducing the new cargo-carrying concept. The load consisted mainly of urgent medical supplies, including hundreds of thousands of facemasks and protective gowns to be used in combatting coronavirus. The new cargo-carrying concept makes additional space available to ship personal protective equipment (PPE) such as this.

Around 500 packages of equipment can be carried in the cabin on each flight. If the trial proves successful, Beijing and Hong Kong will join Shanghai on the list of destinations for this new service. KLM will be deploying three Boeing 777s to

operate Cargo-in-Cabin flights. The B747-400 combi flights currently re-entering service on these routes will soon be reconfigured to be similarly deployed. The packages will be bound to the passenger seats and stowed in the baggage bins.

Cargo-in-Cabin in practice

KLM's new, albeit temporary cargo carrying concept was developed by a multidisciplinary team within a three-week timeframe. Executive Vice President Air France-KLM Cargo Adriaan den Heijer: "Developing and implementing this concept is a particularly complex necessity. Safety plays a pivotal role. Each and every package must be bound securely to the seat to ensure it remains in place throughout the flight. But practical matters have to be taken into account too, such as swiftly and safely loading the cabin cargo without damaging

the interior. This process is especially labour intensive; current expectations are that this will take at least four hours." To ensure that everything goes off smoothly, all such flights will be accompanied by a Cargo-in-Cabin coordinator from KLM Cargo to maintain onsite loading supervision and monitor compliance with the new procedures.

Air France Cargo successfully started transporting cargo in the cabin of passenger aircraft two weeks ago. A number of such flights have since been operated to and from Paris Charles de Gaulle.

Added space "Cargo-in-Cabin significantly increases capacity.

What we can now accommodate in the cabin equates to around six large pallets in the belly or 40% of the total cargo capacity," explains Den Heijer, adding: "We can use the added space to our advantage, carrying more urgent medical supplies. Cargo-in-Cabin caters perfectly to the growing demand for such equipment."

Latam Cargo Group Offers Direct Connectivity Between Europe And The U.S, Expands markets Served



In order to face the negative effects that COVID-19 has brought upon the airline industry—including closed border policies and passenger flight restrictions—LATAM Cargo Group has made a series of modifications to its itinerary and operation to increase its transportation capacity and thus, mitigate the decrease in belly supply.

In line with this, the company implemented a direct cargo route from Europe to North America for the first time to offer new alternatives to its customers and serve more markets. Specifically, it connects Frankfurt (Germany) to Miami (USA) twice a week, expecting to transport pharmaceuticals, auto parts and electronic products, among others. At the same, this encourages the

transportation of European products to new South American destinations in freighters via Miami. These include Lima (Peru), Bogota (Colombia) and Buenos Aires (Argentina).

On the other hand, in the Miami-Frankfurt flight, the company offers its clients greater capacity to export products from South America to Europe, mainly benefitting the transportation of perishable goods such as flowers.

After this implementation, LATAM Cargo went from seven to nine weekly frequencies offered between Europe and America, almost doubling capacity compared to the itinerary prior to the pandemic. The other seven frequencies to Europe follow the Quito (Ecuador) – Miami (USA) – Amsterdam

(Netherlands) route. This way, Amsterdam is positioned as the main gateway to the European continent for the exporters of perishable goods in Latin America (Chile, Peru, Ecuador, Guatemala and Brazil).

The inbound trips for the seven frequencies begin in Frankfurt (Germany) and end in Latin America, positioning this city as the main exit door for medical supplies, electronics, auto parts and general cargo, among other types of goods intended to reach Latin America.

Other measures adopted by LATAM Cargo

During the last two months and in the context of the pandemic, LATAM Cargo Group has made a series of modifications to its itinerary and operation in order to mitigate the negative effects that belly capacity restrictions may have on customers.

One of the measures consisted of multiplying the cargo capacity between Santiago (Chile) and Miami (USA) by five, going from 6 to 31 weekly frequencies in order to offer salmon exporters—one of Chile's main industries—a robust solution. The company also launched the Santiago (Chile) – Los Angeles (USA) route for cargo transportation. Los Angeles is a city with strategic location for salmon, serving as a connection center to reach the Asian continent. Moreover, the Mexico City (Mexico) – Lima (Peru) – Santiago (Chile) route was included, benefitting the transportation of technology products, spare parts and health-oriented items to South America. In addition, connectivity from Miami to South America was increased by 15%, going from 23 to 26 frequencies.

Regarding its operation, the company began to use passenger aircraft exclusively for cargo transportation on a regular basis. This occurs both in international and domestic routes using different aircraft, including B777, B787, B767, A320 and A321. In some cases, seat containers have been used in order to optimize cargo transportation capacity in passenger aircraft. Through this strategy, LATAM Cargo complements the capacity offered by its exclusive cargo fleet, consisting of 11 B767Fs.



MASKargo A380 in cargo-only flight 'first'



MASKargo has operated an A380 aircraft on a cargo-only flight – moving e-commerce goods from Kuala Lumpur International (KLIA) to Heathrow.

The airline said that — as far as it is aware — this is the first time an A380 has been used on a cargo-only basis.

MASKargo said that flight MH04 departed KLIA at 9.50am on Tuesday with 26 tonnes of cargo made up of mostly e-commerce goods originating from Guangzhou.

“This is definitely an innovative and ‘beyond-the-box approach’ on our part; as no other Airbus A380 equipped airline that we know, has done this,” said Ibrahim Mohamed Salleh, MASKargo’s chief executive.

“Our freighters’ flying hours have been utilised to the maximum allowable due to humanitarian Covid-19 relief efforts and other business demands.

“When the freighters can no longer cope, we initially innovated via the passenger-to-cargo (P2C) project where we use our A330 passenger fleet to carry cargo.

“With the volume of cargo increasing coupled with lesser cargo capacity into Heathrow, we had no choice but to utilise the biggest aircraft in the Malaysia Airlines fleet to meet our customers’ expectations. The originally scheduled A350, could not cater for the volume of cargo that we need to move.”

MASKargo said that on the return leg the aircraft was also fully laden with cargo, primarily pharmaceutical products and mail.

Ooi Cheng Heong, MASKargo’s regional senior manager, said: “I am ecstatic that the A380 P2C rotation is a success. It took a lot of coordination between ourselves in Kuala Lumpur, our Guangzhou office led by Oscar Chien

and our London office, headed by Anita Sehgal.

“Everyone had a major role in filling up the aircraft from each end especially on the return flight with a substantial load in short notice. Our customers are happy that we have managed to pull this off.”

Ibrahim added: “This would not have been possible without the teamwork and unwavering cross support for each other within the Malaysian Aviation Group. We have more flights in the pipeline and we could not have managed them on our own.

“We will keep our aircraft flying to make sure the medical and business needs of the world especially Malaysia, are fulfilled. I believe that our perseverance and innovations during this dark period will bear great results which we can all celebrate together soon. In the meantime, please stay home, stay safe and stay healthy.”

Emirates SkyCargo reconnects six continents with scheduled cargo flights



- *Air cargo carrier expands scheduled cargo destination network to 67 cities across six continents*
- *More than 2500 cargo flights operated in the month of April to over 80 global destinations*
- *Supports repatriation on cargo missions operated with passenger aircraft, with government approvals*

Emirates SkyCargo has operated over 2,500 dedicated cargo flights in the month of April. Acting as a global conveyor belt for the transport of essential supplies including protective equipment, medical devices, pharmaceuticals and food, the air cargo carrier flew more than 1650 flights on its Boeing 777-300ER passenger freighters and over 850 flights on its Boeing 777 freighters to over 80 destinations on scheduled and special charter services. Since January 2020, the air cargo carrier has transported more than 375,000 tonnes of cargo on its flights.

“Over the last six to eight weeks, we have had to work innovatively and around the clock to move essential cargo to destinations where they were most needed. We started with just about a dozen cities served by our Boeing 777-300ER passenger freighters at the end of March but within the space of a month we have scaled our operations to a point where we now have more than 65 destinations as part of our network and about 85 daily cargo flights.

“Our cargo operations continue to grow, as we see strong demand and every day we work to connect more points with our flights. Our operations support not just the immediate relief efforts, but in a distributed global economy, they also help keep businesses and trade running. And as

Emirates SkyCargo has announced that with effect from the first week May 2020, it has commenced dedicated cargo flights on a scheduled basis every week to 67 global destinations across six continents. This includes 11 destinations in the Middle East, seven in Africa, 22 in Asia, six in

Australasia, 15 in Europe and six cities in the Americas.
Out of the 67 destinations, 58 are served by Emirates’ Boeing 777-300ER passenger aircraft with a cargo capacity of around 40 tonnes and 24 cities are served by the Emirates SkyCargo Boeing 777-F aircraft with the ability to uplift 100 tonnes of cargo per flight.

Emirates SkyCargo Facts at a Glance	
Total destinations operated (as of 4 May 2020)	67 cities across six continents. 58 destinations for pax freighters (Boeing 777-300ER) 24 destinations for full freighters (Boeing 777-F)
Total flights operated in the month of April 2020	2500+ flights (averaging close to 85 flights a day) to over 80 destinations (including charters).
Charter flights in April 2020	more than 170 charters
Total volume of cargo transported Jan- April 2020	more than 375,000 tonnes

Emirates, we would also be happy to support any immediate repatriation efforts and transport passengers on our cargo flights if we receive approvals from national authorities,” said Nabil Sultan, Emirates Divisional Senior Vice President, Cargo.

Emirates SkyCargo witnessed an increasing demand for operating charter flights during the month of April. The carrier operated more than 170 charter flights over the space of just four weeks. A majority of charter flights were operated to transport relief materials.

In total, the carrier transported an estimated 10,000 tonnes of personal protective equipment,

medical equipment, devices and pharmaceuticals in the month of April on its scheduled and charter flights. Emirates SkyCargo is drawing on its expertise as a global leader for the transportation of temperature-sensitive pharmaceuticals to ensure that medicinal products are transported in a rapid, secure and efficient manner.

In addition to medical supplies, Emirates SkyCargo is also facilitating the transport of other items including perishables and fresh produce. Between January and April 2020, Emirates SkyCargo flew more than 85,000 tonnes of food around the world, continuing to support local agriculture

and produce exports while ensuring that consumers can still access fruits, vegetables and other fresh produce in local stores.

Emirates SkyCargo is working closely with national governments to help boost local economies by providing businesses with export capacity on its flights. The carrier has recently announced that it is working with both the Australian and New Zealand governments to help transport fresh produce and other key exports to global consumer markets while at the same time ensuring that key supplies including equipment and medicine could continue to flow to Australia and New Zealand.

SpiceJet's maiden flight to Bahrain ferries 17 tonnes of medical goods



SpiceJet operated its maiden freighter flight carrying around 17 tonnes of critical medical essentials from Mumbai to Bahrain. The airline deployed its Boeing 737 freighter aircraft for the assignment which departed for Bahrain on May 1.

Ajay Singh, chairman and managing director, SpiceJet, said, “I am happy to share that we have commenced cargo operations to Bahrain and transported crucial medical supplies in our inaugural flight. SpiceJet has successfully carried over 5100 tonnes of cargo within and outside India since the lockdown began and we will continue to contribute with our services in transporting essential

goods and supplies in the times to come.”

SpiceJet has been at the forefront to ensure that the country's supply chain remains intact and that crucial medical and other supplies are transported timely and efficiently by its dedicated fleet of freighters and passenger aircraft. Since the nation-wide lockdown began, it has transported over 5100 tons of cargo on more than 710 flights of which 256 were international cargo flights.

SpiceJet has operated special cargo flights to and from Guangzhou, Abu Dhabi, Kuwait, Singapore, Ho Chi Minh, Hong Kong, Shanghai, Bangkok, Colombo, Dubai, Kabul, Myanmar,

Sharjah, Male, Kuala Lumpur, Ukraine and a host of other places.

SpiceJet operated the country's first cargo-on-seat flight on April 7 carrying vital supplies in passenger cabin and belly space. Since then, the airline has been regularly deploying its B737 and Q400 passenger aircraft to carry cargo in the passenger cabin.

SpiceXpress, SpiceJet's dedicated cargo arm, has been regularly transporting surgical supplies, sanitizers, face masks, coronavirus rapid test kits, IR thermometers etc. and providing doorstep deliveries of essential supplies, medicines and medical equipment to various cities in India. The airline has helped Indian farmers maintain continuity of their supply chains by operating special cargo flights to take farm produce, fresh fruits and vegetables to various domestic and international destinations.

On March 29, SpiceJet operated a special flight between Delhi and Jodhpur to facilitate transportation of 136 Indian passengers evacuated from Covid-19 hit Iran to a government quarantine facility in the city.

SpiceJet operated a special charter flight on March 27 from Delhi to Coimbatore on Government's request and transported a Hazmat suit that is helping local authorities replicate and start local manufacturing.

Air Canada CleanCare+ Program **Introduces** New Personal Safety and Sanitary Measures to Give Customers Added Assurance



Comprehensive program to provide greater peace of mind during all stages of travel

- *Mandatory pre-flight customer temperature checks, the first in the Americas*
- *More personal space in Economy Class at least until June 30, 2020*
- *Personal care kits containing disinfectant and safety items*
- *Electrostatic cabin spraying to reinforce aircraft grooming protocols*
- *Revised food product minimizing crew and passenger contact*
- *Customer face-coverings and employee Personal Protective Equipment now mandatory*

Air Canada has announced the launch of Air Canada CleanCare+, a comprehensive program for personal safety and enhanced aircraft grooming to provide customers greater peace of mind during all stages of travel. The new program is designed to reduce the risk of exposure to COVID-19 through such measures as mandatory pre-flight customer temperature checks in addition to required health questionnaires, seat assignment policies to allow for more personal space in Economy Class on all flights until June 30, 2020, and by providing all customers with care kits

for hand cleaning and hygiene.

To supplement these individual measures, Air Canada CleanCare+ will also strengthen the airline's industry-leading cabin grooming standards with the introduction of electrostatic spraying of cabin interiors. Air Canada will additionally expand its existing aircraft grooming procedures, which already incorporate the use of hospital grade disinfectant and specialized techniques to maintain cabin cleanliness across its fleet.

"While we are eager to see the reopening of economies and the restart of commercial aviation, the safety of our customers and employees is Air Canada's core value and we aim to establish the highest standards of hygiene, cleanliness and attention to public health guidelines. We have been a leader in progressively introducing new measures in response to COVID-19, such as introducing Personal Protective Equipment for our employees and being the first North American carrier to require face coverings for customers. We are now the first airline in the Americas to administer pre-flight temperature checks system-wide. With Air Canada CleanCare+, we are introducing a comprehensive new program to give each customer added assurance for their well-being throughout all stages of their journey - and we intend to continue enhancing Air Canada CleanCare+ where we can with best practices from around the world, including increased use of screening tools, such as blood oxygen level testing, as they become available," said Calin Rovinescu, President and Chief Executive Officer of Air Canada.

"Air Canada CleanCare+ will not only provide protections at the personal level, by better monitoring our customers' fitness to fly and providing for more personal space in Economy Class, but it also sets new standards for cabin cleanliness and ensures our employees have the best tools to maintain it. Coupled with other new safety practices we implemented earlier in response to COVID-19, Air Canada CleanCare+ will provide travellers with the confidence that they can book and fly safely with Air Canada as

Air Canada will begin distributing care kits containing hand sanitizers and other health items to all customers

they consider their travel plans in the current environment."

In order to ensure the safety and well-being of all customers, through the Air Canada CleanCare+ program Air Canada will introduce the following measures by May 15:

- Customers travelling on Air Canada flights will be subject to an infra-red temperature check at all airports, the first airline in the Americas to announce such measures system-wide. The non-invasive procedure will complement the existing government-mandated health questionnaire currently completed by all travellers to determine their fitness to fly. Customers who are deemed unfit to travel will be rebooked at no cost but be required to obtain medical clearance prior to travel.

- To promote more personal space in Economy Class aboard its aircraft, Air Canada will automatically block the sale of adjacent seats and cap the total number of seats sold for each flight. As a result, no customer in Economy Class will be required to sit immediately adjacent to another, unless they are required to do so to assist another customer with whom they are travelling. This policy will remain in effect until at least June 30, 2020.

- Air Canada will begin distributing care kits containing hand sanitizers and other health items to all customers.

- Air Canada has already been recognized by the 2019 Skytrax World Airline Awards for Best Airline Cabin Cleanliness in North America. With the onset of COVID-19 the airline has strengthened its cabin grooming standards and will begin using state-of-the-art electrostatic sprayers to

ensure a deeper clean with hospital grade disinfectant.

Prior to Air Canada CleanCare+, Air Canada had already taken a number of measures in response to COVID-19. These will remain in effect and be included in the Air Canada CleanCare+ Program:

- Requiring customers to wear face coverings during their travel, including at check-in, during boarding and as directed while onboard its aircraft.

- Protocols for the use of Personal Protective Equipment by employees, including face shields and coverings, gloves and gowns by in-flight crew, along with other safety measures to encourage physical distancing, such as a revised boarding procedure and a new onboard service program.

- To reduce personal interactions and promote physical distancing, Air Canada has adapted its check-in procedures. This includes making available on its self-serve web and mobile check-in and airport kiosk platforms government entry requirements, the mandatory health questionnaire and other relevant information. Air Canada is also working with airports on additional protective and sanitary measures.

- Temporary adjustments to on-board service such as individual water bottles instead of bar service offerings and the removal of pillows and blankets. Air Canada *enRoute* and other non-safety literature have been removed from all seatback pockets. Air Canada partnered with a third-party company that monitors infectious diseases all over the world using Artificial Intelligence and other predictive tools and provides the company with information in real-time to ensure it is equipped to make appropriate and timely decisions.

- For customers who have already purchased tickets and are looking to change their travel, Air Canada has revised its booking policies so there is no change or cancellation fee for existing or new bookings. Additionally, for customers whose flights have been cancelled due to the impacts of COVID-19, they can retain the unused amount of their ticket for up to 24 months.



Air Canada

reports \$1.05B loss due to COVID-19

Air Canada recorded a net loss of \$1.049 billion or \$4.00 per diluted share compared to net income of \$345 million or \$1.26 per diluted share in the first quarter of 2019. The airline reported an operating loss of \$433 million in the first quarter of 2020 compared to an operating

income of \$127 million in the first quarter of 2019. In the first quarter of 2020, net cash flows used in operating activities amounted to \$20 million, a decrease of \$3,131 million from the same quarter in 2019 on deterioration in operating results and lower cash from working capital as a result of

lower advance ticket sales, reflecting the severe and abrupt impact of the Covid-19 pandemic.

The airline recorded a net loss of \$1.049 billion or \$4.00 per diluted share compared to net income of \$345 million or \$1.26 per diluted share in the first quarter of 2019. The first quarter



of 2020 included foreign exchange losses of \$711 million while the first quarter of 2019 included foreign exchange gains of \$263 million.

“Our first quarter results reflect the severity and abruptness of the impact that the COVID-19 pandemic has had on Air Canada, which started to be felt across the global airline industry in late January with the suspension by many carriers, including Air Canada,

of services to China. The impact was exacerbated during the month of March with mandated social distancing, unprecedented government-imposed travel restrictions in Canada and around the world and the shutting down of economies. As significant as the financial damage has been, our prime concern remains the health and safety of our customers and our employees, whom I thank for their unwavering dedication under impossible conditions. I also want to acknowledge the pandemic’s effects upon all of our other stakeholders, particularly those in the travel trade community. Be assured that we are resolutely committed to bringing our airline successfully through this crisis,” said Calin Rovinescu, president and chief executive officer of Air Canada.

“The past quarter was the first in 27 consecutive quarters that we did not report year-over-year operating revenue growth. Our solid January and February results gave us every encouragement that this performance would continue until the sudden and catastrophic impact of COVID-19’s onset in Europe and North America in early March. We are now living through the darkest period ever in the history of commercial aviation.

“Over the last decade, we have infused entrepreneurial spirit, resilience, innovation and discipline into Air Canada’s DNA and these attributes will serve us well as we navigate through this crisis. Due to disciplined long-term capital allocation we ended 2019 with \$7.380 billion in unrestricted liquidity and still have access to significant unencumbered assets to support additional financings. We reacted quickly to the severity and abrupt impact of the COVID-19 pandemic, taking numerous measures, including drawing down credit lines and completing other financings to increase our liquidity, reducing our close-in capacity by more than 90 per cent, instituting a significant cost reduction and capital reduction and deferral program and implementing a temporary furlough of the majority of our unionized and management workforce, as well as management wage reductions for continuing employees.

“We have developed a plan to manage through a protracted downturn, recognizing that the pandemic and its fallout will materially impact both customer demand and our liquidity in the short and medium term. Moreover, while the duration of the pandemic and its fallout remain unknown, it is our current expectation that it will take at least three years to recover to 2019 levels of revenue and capacity. We expect that both the overall industry and our airline will be considerably smaller for some time, which will unfortunately result in significant reductions in both fleet and employee levels. While it is not possible to predict the course of the pandemic globally or indeed the changes that will be required of the airline industry, our determination is to ensure that our company is positioned to emerge in the post-COVID-19 world as strong as possible and capitalize on the opportunities that will inevitably arise,” concluded Rovinescu.

Air Canada expects to reduce second quarter 2020 capacity by 85 to 90 per cent when compared to 2019’s second quarter. Third quarter 2020 capacity is expected to be reduced by approximately 75 per cent when compared to the third quarter of 2019. The airline will continue to dynamically adjust capacity and take other measures as required to account for health warnings, travel restrictions, border closures globally and passenger demand.

In light of the Covid-19 pandemic and significant uncertainty around resulting travel restrictions and passenger demand, concerns about travel due to the pandemic or precautions such as physical distancing, as well as the overall economic environment and recent significant volatility in fuel prices and foreign exchange rates, Air Canada is not providing assumptions around GDP, fuel prices or foreign exchange rates. In addition, Air Canada is withdrawing all guidance, including as previously announced, all first quarter and full year 2020 guidance as well as its full year 2021 guidance (including its free cash flow guidance for the 2019-2021 period).

WebCargo and IBS Software Announce Third Party System e-booking Integration



IBS Software iCargo platform is used by 30+ airlines including American Airlines, Etihad Cargo, IAG Cargo, Korean Air, and more. Integrating with WebCargo provides every airline working with IBS a solution to offer real-time e-bookings to WebCargo' customers. WebCargo is used on a daily basis for air freight quoting by 18,000

"The digital evolution across the air freight industry is gaining significant momentum and at IBS Software we are convinced that over the next few years it will transform the way we do business. Digitalization in the sales and quotation function facilitated through digital sales channels will bring in greater transparency, improve responsiveness, and bring better value to the end customer. We are delighted to partner with innovative providers such as WebCargo to make such capabilities easily accessible to our airline customers," said Ashok Rajan, SVP & Head of Cargo & Logistics, IBS Software.

WebCargo, a Freightos Group Company, and IBS Software announce an industry-first partnership empowering air carriers to become fully digital with an off-the-shelf solution. This move represents two air cargo leaders cooperating to help airlines digitize faster by removing the barrier of expensive and lengthy internal developments.

With the vast majority of bookings in the industry still being made offline, rate management and distribution are essential aspects of a truly digital air cargo experience and absolutely critical to keep supply chains moving smoothly during the COVID-19 pandemic.

unique monthly user logins across 1,900 forwarders who collectively run nearly a million air searches every month.

The COVID-19 pandemic has changed the world; building agile businesses with digitization at their core is critical to ensure supply chains continue running effectively, especially during crises. With air cargo at the heart of making this happen, only real-time distribution and pricing can help airlines rapidly balance supply and demand in real-time. Third party integrations like this are what will help the air cargo industry leapfrog its digitization efforts and thrive in today's volatile world.

"35% of all global imports by value arrive by air, yet the vast majority of airlines don't have automated prices today. WebCargo has been transmitting air cargo rates globally for over a decade, giving us access to the largest network of airline rates in the world," said Manel Galindo, WebCargo CEO. "Partnering with industry innovators like IBS Software is part of our comprehensive strategy to digitize the entire air cargo value chain and make air cargo better and quicker."

Finnair Cargo builds an air bridge between Europe and Asia

Passenger traffic has reduced to a minimum due to the coronavirus pandemic, but Finnair's air cargo is still operating during this exceptional period. This week, Finnair will fly more than ten return flights on its A350 aircraft to Tokyo Narita, Seoul, Osaka, Shanghai and Guangzhou.

These cargo flights carry national emergency supplies to both Finland and Estonia, coronavirus samples from private healthcare provider Mehiläinen and critical supplies from other companies and organisations, as well as normal cargo, such as fresh fish. The flights

are arranged both as charter as well as Finnair's own commercial operations.

All cargo flights are flown on utilizing Finnair's A350 fleet. This week, to increase cargo capacity, the cabins of two A350s will be converted for cargo use. Previously, Finnair has only carried cargo in the hold.

"Although the coronavirus pandemic has had a significant impact on our passenger traffic, Finnair still maintains cargo connections between Europe and Asia. Our committed team works around the clock to ensure that our customers receive the protective equipment and

other supplies needed to fight the coronavirus pandemic" says **Mikko Tainio**, Managing Director of Finnair Cargo.

"We are working tirelessly on our cargo operations during these exceptional times. Cargo traffic is crucial at the moment, and I am glad that we have been able to implement a new business model and quickly create a new freight network. I want to thank the entire Finnair team for their incredibly hard work", added Tainio.





SpiceJet connects cargo to Kyrgyzstan and Egypt

Indian air cargo operator, SpiceJet, operated its maiden cargo flights from Delhi to Bishkek, Kyrgyzstan and Mumbai to Cairo, Egypt via Ras Al-Khaimah. SpiceJet, which is operating 38 cargo flights

today, carried 13 tonnes of medical supplies from Hong Kong to Kolkata. The air cargo operator added Kyrgyzstan and Egypt to its international cargo network.

SpiceJet deployed its Boeing 737 freighter aircraft

to carry 17 tonnes of cargo supplies to Bishkek, 17 tonnes of pharma to Cairo and 13 tonnes of pharma from Hong Kong.

Ajay Singh, chairman & managing director, SpiceJet, said, "Egypt and Kyrgyzstan are significant additions to our fast expanding cargo network. We are now actively using our Ras Al-Khaimah hub for cargo flights to African and CIS countries and this

partnership will continue to grow in the times to come."

SpiceJet has operated special cargo flights to and from Jakarta, Kathmandu, Khartoum, Incheon, Cebu, Huangzhou, Tashkent, Baghdad, Cambodia, Guangzhou, Abu Dhabi, Kuwait, Singapore, Ho Chi Minh, Hong Kong, Shanghai, Bangkok, Colombo, Dubai, Kabul, Myanmar, Sharjah, Male, Kuala Lumpur, Ukraine and a host of other places.

Emirates SkyCargo marks five years of operations to US Midwest



Dubai-based airfreight carrier Emirates SkyCargo has marked five years of connectivity with the US Midwest region, highlighting that it has operated at Rickenbacker International Airport (LCK), Columbus since May 2015.

Initially, the cargo carrier operated a weekly service to LCK, but this was increased to four flights per week to meet the demand for airfreight.

Emirates SkyCargo said cargo carried to and from LCK includes high fashion,

pharmaceuticals, machinery, spare parts and other general commodities.

Throughout the Covid-19 pandemic, Emirates SkyCargo has continued to serve Columbus – which is among its seven destinations in North America – with a once weekly scheduled freighter service. Other US cities that SkyCargo serves are: Chicago, Houston, New York and Washington DC. The carrier also flies to Toronto in Canada and Mexico City in Mexico.

During the coronavirus pandemic,

Emirates SkyCargo, which operating flights to a network of more than 75 destinations across six continents, has played a role in the transportation of vital goods such as personal protective equipment, pharmaceuticals and machinery from production markets to regions where they were needed the most.

The carrier has also facilitated exports of food and other perishable items across the world supporting local economies and ensuring food security in a number of other countries.

Atlas Air reports increased net income to \$23.4 million in Q1



Atlas Air Worldwide Holdings, Inc. announced its first-quarter 2020 net income of \$23.4 million compared with a reported loss of \$29.7 million in the first quarter of 2019. Reported results in the first quarter of 2020 included an unrealised gain on outstanding warrants of \$0.9 million, compared with an unrealised loss on outstanding warrants of \$46.6 million in the year-ago period.

On an adjusted basis, EBITDA totalled \$121.2 million in the first quarter this year compared with \$120.4 million in the first quarter of 2019. Adjusted net income in the first quarter of 2020 totalled \$29.9 million compared with \$27.3 million in the prior-year period.

Volumes in the first quarter of 2020 totalled 73,247 block hours compared with 77,061 in the first quarter of 2019, with revenue of \$643.5 million compared with \$679.7 million in the prior-year period.

"Our thoughts are with everyone who has been affected by the Covid-19 pandemic. I would like to thank all

of our employees and the frontline responders around the world for their tremendous efforts to combat this crisis," said John W. Dietrich, president and chief executive officer, Atlas Air Worldwide.

Dietrich added, "Our results reflected increased charter cargo demand and higher airfreight yields in March. They also reflect the vital role that Atlas plays in supporting the global economy and our customers by keeping goods moving.

"From parts and components used in manufacturing processes to finished products, food, pharmaceuticals, supplies and other cargo, businesses and individuals count on Atlas.

"And we are grateful to be able to provide relief to businesses and communities in the fight against COVID-19. In addition to our commercial operations, we donated services to transport critical personal protective equipment and other necessary supplies to affected areas. We have also made several charitable contributions to organisations that help

those in need.

"The strong demand for airfreight has carried into the second quarter. To meet that demand, we reactivated three of our 747 converted freighters that had been parked, and began operating a 777F that was previously in our dry-leasing business."

Lower ACMI segment revenue in the first quarter of 2020 reflected a decrease in flying, primarily driven by the redeployment of 747-400 aircraft to the Charter segment as well as customer flight cancellations caused by the Covid-19 pandemic, partially offset by an increase in 777, 737 and 747-400 CMI flying.

Higher ACMI segment contribution was primarily due to an increase in CMI flying and a reduction in aircraft rent and depreciation, partially offset by the redeployment of 747-400 aircraft to the Charter segment. In addition, segment contribution was negatively impacted by the COVID-19 pandemic, which resulted in customers canceling flights and increased operating costs for us, including premium pay for crews operating in certain areas significantly impacted by the virus.

Higher Charter segment revenue during the period was primarily driven by increased flying, partially offset by a decrease in the average rate per block hour. Block-hour volume growth primarily reflected the strong demand for commercial cargo, driven by a reduction of available capacity in the market and the disruption of global supply chains due to the Covid-19 pandemic, and the redeployment of 747-400 aircraft from the ACMI segment. This was partially offset by lower AMC passenger flying as the military took precautionary measures to limit the movement of personnel. The lower average rate per block hour was primarily related to a reduction in Charter capacity purchased from ACMI customers that had no associated Charter block hours and lower fuel prices, partially offset by an increase in commercial cargo yields (excluding fuel).

Higher Charter segment contribution was primarily driven by an increase in commercial cargo yields (excluding fuel), reflecting a reduction of available

capacity in the market and the disruption of global supply chains due to the Covid-19 pandemic. Segment contribution also benefited from lower aircraft rent and depreciation, and the redeployment of 747-400 aircraft from the ACMI segment. These improvements were partially offset by lower AMC passenger demand and increased operating costs, including premium pay for crews operating in certain areas impacted by Covid-19.

In Dry Leasing, lower segment revenue and contribution in the first quarter of 2020 primarily reflected that the prior-year quarter included

\$22.3 million (\$17.9 million after tax) of revenue from maintenance payments related to the scheduled return of a 777 freighter.

Higher unallocated income and expenses, net, during the quarter primarily reflected an insurance recovery in the first quarter of 2019 and increased amortisation of a customer incentive asset.

Reported earnings in the first quarter of 2020 also included an effective income tax expense rate of 27.4 percent, due mainly to tax expense from the vesting of share-based compensation. On an adjusted

basis, our results reflected an effective income tax rate of 24.2 percent.

Atlas Air expects that the earnings in the second quarter will benefit from continued charter demand, including several long-term charter programs at higher yields, driven by a reduction of airfreight capacity, increased demand for transporting goods and the disruption of global supply chains related to Covid-19; a refund of excess aircraft rent paid in previous years; flying the incremental CMI aircraft added to our fleet during 2019; and improved operating efficiencies and cost savings.

Amazon Air's freighter fleet projected to hit 200 in 2028

A new report suggests that Amazon Air's freighter fleet could hit 200 aircraft in 2028 as it **opens its Cincinnati hub** and expands international flights.

The report from Joseph Schwieterman and Jacob Walls of the Chaddick Institute for Metropolitan Development predicts that the e-commerce giant's fleet will grow from its 39 aircraft at the end of 2019 to 200 by 2028.

The report authors point out that this equates to a compound annual growth rate of 19.9%, which is less than half the growth rate achieved between 2017 and 2019 when Amazon's fleet increase from 18 to 39 aircraft.

"The completion of facilities at Cincinnati (CVG) [which will reportedly have space for 100 aircraft] and expansion in international markets could result in growth for the next several years well above 20%, allowing for more modest growth in the latter part of the period and still achieving the 200-plane threshold," the report states.

"It should also be noted that some of the expansion could be in the form of smaller airplanes, similar to the those (including twin-engine turboprops or the Cessna 208B Super Cargomaster

equipment used by FedEx Express) used on many feeder routes operated by contract carriers for FedEx, or through the acquisition of another cargo airline.

"It is unlikely that shortages of equipment will be a deterrent to growing at this pace. It would require Amazon Air to add, on average, about 1.5 planes per month through 2028.

"If Amazon reaches the 200-plane threshold, its fleet would likely remain well under a third as large as FedEx's, when equipment operated by contract carriers for this Memphis-based carrier is included. As such, there are compelling reasons to believe that the 200-plane estimate is reasonable."

The report also found that the Amazon Air network now makes around 100 flights a day and is primarily designed to augment the services of DHL International, FedEx, and UPS by filling critical links between its fulfillment and sorting centers, rather than being designed to replace them outright, although the authors say it is also looking to reduce its reliance on the integrators.

"Amazon Air's network emphasises proximity to its fulfillment centers, many of which are a considerable distance from dense urban centers," the report states.

"The company has a network in which flights do not necessarily arrive or depart at locations close to the customer but instead are integrated with Amazon's vast network of trucking routes to close the spatial gaps.

"Several major cities, such as Detroit, Kansas City, Indianapolis and Salt Lake City, for example, are not served by the airline but are within an eight-hour drive (and in most cases only a few hours) from one of its airports. Service to Charlotte, Providence, and San Bernardino, is expected to commence soon."

It added: "Our analysis also suggests that there could be a need for additional airports on the Amazon Air system in the Northeast and Mid-Atlantic regions, as well as in metropolitan Chicago."

However, the opening of its Cincinnati hub could change how its network is utilised, allowing it to increase its transshipment operation, as well as provide direct links between sorting facilities.

The development of the Cincinnati hub is facilitated by an agreement with DHL, which it partners with on international flights, allowing for the cross-utilisation of facilities.

Emirates SkyCargo drives optimisation of cargo capacity on flights



With close to 100 daily cargo flights operated to a destination network spanning more than 65 cities across six continents, Emirates SkyCargo is leading the global cargo industry during these critical times in delivering essential supplies and commodities to people around the world. The air cargo carrier is currently operating 11 Boeing 777 freighter aircraft, each with a capacity to transport about 100 tonnes of cargo per flight and around 60 of its Boeing 777-300ER passenger aircraft as dedicated cargo aircraft, with a 40-50 tonne belly hold cargo capacity per flight.

In a bid to further optimise cargo operations and capacity, Emirates SkyCargo has also started loading cargo in the overhead bins and seats of its Boeing 777-300ER passenger aircraft. This move has been made in response to growing customer demand

out of key markets.

Nabil Sultan, Emirates Divisional Senior Vice President, Cargo said: “We took a measured approach to the loading of cargo inside the cabins of our Boeing 777-300ER passenger aircraft. Safety of our people and operations is the first priority for us and we had to therefore evaluate the demand from the market against potential risks to our operations. We have now, after a complete evaluation, rolled out a detailed set of guidelines and procedures including strict rules on the kind of cargo that can be loaded inside the cabin.

“We have operated flights from stations such as Tokyo and New Delhi with cargo in the overhead bins and seats and are now in a position to be able to safely and optimally respond to customer demands for additional cargo capacity from main global production

markets. We will be operating more flights over the coming weeks with cargo in both the belly as well as inside the main cabin. In addition, we are also looking at other measures including the removal of seats from select aircraft to deploy on high demand trade lanes,” commented Sultan.

For the loading of cargo in the seats and overhead bins inside passenger cabin of the Boeing 777-300ER aircraft, the air cargo carrier has developed a robust set of guidelines for its global teams on handling procedures and has also introduced a smart calculator application to help its employees around the world to calculate optimal loading capacity inside the passenger cabin of Emirates’ Boeing 777-300ER aircraft. Emirates SkyCargo would be able to provide up to 24 tonnes of additional cargo capacity with complete loading of overhead bins and seats in its Boeing 777-300ER aircraft.



Qatar's Airport transported 529,436 tonnes of cargo during the First Quarter of 2020

Hamad International Airport (HIA) has announced that it handled 529,436 tonnes of cargo during the first quarter of 2020, which signifies a 4.7 percent increase in the global hub's cargo activity in comparison to the same quarter the previous year. In detail, HIA handled 529,436 tonnes of cargo in the first quarter of 2020, with 176,279 tonnes in January, 173,248 tonnes in February and 179,909 tonnes in March.

This increase in cargo is partly attributed to Qatar Airways' and HIA's continued efforts to provide freighter services in response to the increased demand for essential goods and medical supplies, locally and internationally. The country's national carrier, Qatar Airways continues to support worldwide connectivity, re-establishment of the global supply chain, and meeting the market's demand for freight exports and imports through Qatar Airways Cargo, its freight division. This includes the transportation of urgent medical relief aid and humanitarian assistance, which is pivotal to the global fight against the COVID-19 pandemic.

The airline continues to operate a significant cargo schedule with approximately 175 freighter and belly-

hold passenger flights per day. During the past month the cargo operator has worked closely with governments and NGOs to transport over 100,000 tonnes of medical and aid supplies to impacted regions around the world on both scheduled and charter services, the equivalent of roughly 1,000 fully loaded Boeing 777 freighters. Freight charters are being operated to multiple countries including China, India, Iran, Kuwait, Lebanon, France, Spain, Italy, Belgium, Germany, Poland, United Kingdom, the United States and Australia.

Qatar Airways Cargo set a new record last week, operating 78 freighter flights and 69 freight-only passenger flights, a total of 147 dedicated cargo flights in a day to support countries with relief aid amidst the COVID-19 crisis.

In coordination with the Qatar Airways Group and international government entities, HIA continues to operate to ensure passengers reach home safely. HIA has also been fulfilling its national duty towards the people of Qatar by bringing home Qatari citizens from around the world.

To ensure the well-being of passengers, HIA, in cooperation with Qatar's Ministry of Public Health (MoPH), MATAR Management and

Qatar Airways, is also conducting entry screening of all arriving passengers and crew terminating at Doha on 24/7 basis. All terminating passengers (Qatari nationals) are being quarantined for 14 days as per the World Health Organization's (WHO) guidelines. HIA is also fully equipped with epidemiological surveillance cameras across the terminal and an established medical clinic at the airport, operated by MoPH on a 24/7 basis.

HIA is also looking forward to the completion of its multi-phased airport expansion plan which focuses on safety and sustainability. Phase A of the expansion will be completed before the 2022 FIFA World Cup Qatar™ to increase the airport's capacity to more than 53 million passengers annually by 2022. Phase B, which will be completed after 2022, will further increase the airport's capacity to more than 60 million passengers per year. The 140,000 sqm terminal building located airside, will feature a 10,000 sqm indoor tropical garden, a 268 sqm water feature, 11,720 sqm of landscaped retail and F&B space and 9,000 sqm of a world-class Al Mourjan lounge. HIA is simultaneously accelerating its digital transformation as well, to become the 'airport-of-the-future'.



Emirates Group's profit rose by \$456 million in 2019-20

The Emirates Group today announced its 32nd consecutive year of profit, against a drop in revenue mainly attributed to reduced operations during the planned DXB runway closure in the first quarter, and the impact of flight and travel restrictions due to the COVID-19 pandemic in the fourth quarter.

The Emirates Group, in its 2019-20 annual report, posted a profit of AED 1.7 billion (US\$ 456 million) for the financial year ended 31 March 2020, down 28% from last year. The Group's revenue reached AED 104.0 billion (US\$ 28.3 billion), a decline of 5% over last year's results. The Group's cash balance was AED 25.6 billion (US\$ 7.0 billion), up 15% from last year mainly due to a strong business performance up to February 2020 and lower fuel cost compared to previous year.

Due to the unprecedented business environment from the ongoing pandemic, and to protect the Group's liquidity position, the Group has not

declared a dividend for this financial year after last year's dividend of AED 500 million (US\$ 136 million) to the Investment Corporation of Dubai.

Sheikh Ahmed bin Saeed Al Maktoum, chairman and chief executive, Emirates Airline and Group, said: "For the first 11 months of 2019-20, Emirates and dnata were performing strongly, and we were on track to deliver against our business targets. However, from mid-February things changed rapidly as the COVID-19 pandemic swept across the world, causing a sudden and tremendous drop in demand for international air travel as countries closed their borders and imposed stringent travel restrictions.

"Even without a pandemic, our industry has always been vulnerable to a multitude of external factors. In 2019-20, the further strengthening of the US dollar against major currencies eroded our profits to the tune of AED 1.0 billion, global airfreight demand remained soft for most of the year,

and competition intensified in our key markets.

"Despite the challenges, Emirates and dnata delivered our 32nd consecutive year of profit, due to healthy demand for our award winning products and services, particularly in the second and third quarters of the year, combined with lower average fuel prices over the year.

"Every year we are tested on our agility and ability. While tackling the immediate challenges and taking advantage of opportunities that come our way, our decisions have always been guided by our long-term goal to build a profitable, sustainable, and responsible business based in Dubai."

In 2019-20, the Group collectively invested AED 11.7 billion (US\$ 3.2 billion) in new aircraft and equipment, the acquisition of companies, modern facilities, the latest technologies, and employee initiatives, a decrease following last year's record investment spend of AED 14.6 billion (US\$ 3.9 billion). It also continued to invest resources towards supporting communities, environmental initiatives, as well as incubator programmes that nurture talent and innovation to support future industry growth.

At the 2019 Dubai Air Show in

November, Emirates placed a US\$ 16 billion order for 50 A350 XWBs, and a US\$ 8.8 billion order for 30 Boeing 787 Dreamliner aircraft. With first deliveries expected in 2023, these new aircraft will add to Emirates' current fleet mix, and provide deployment flexibility within its long-haul hub model. In line with Emirates' long-standing strategy to operate a modern and efficient fleet, these new aircraft will also keep its fleet age well below the industry average.

dnata's key investments during the year included: the significant expansion of catering capabilities in North America with the opening of new operations in Vancouver, Houston, Boston, Los Angeles and San Francisco. dnata also completed the purchase of the remaining stake in Alpha LSG, to become sole shareholder of the UK's biggest inflight catering, on-board retail and logistics company.

Across its more than 120 subsidiaries, the Group's total workforce remained nearly unchanged with 105,730 employees, representing over 160 different nationalities.

Sheikh Ahmed said: "In 2019-20, we were steadfast with our cost discipline while investing to expand our business and revenues opportunities. Through ongoing reviews of our work structures and the implementation of new technology systems, we've improved productivity and retarded manpower cost increases. As the pandemic hit, we've taken all possible measures to protect our skilled workforce, and ensure the health and safety of our people and our customers. This will remain our top priority as we navigate a gradual return to operations in the coming months."

He concluded: "The COVID-19 pandemic will have a huge impact

on our 2020-21 performance, with Emirates' passenger operations temporarily suspended since 25 March, and dnata's businesses similarly affected by the drying up of flight traffic and travel demand all around the world. We continue to take aggressive cost management measures, and other necessary steps to safeguard our business, while planning for business resumption. We expect it will take 18 months at least, before travel demand returns to a semblance of normality. In the meantime, we are actively engaging with regulators and relevant stakeholders, as they work to define standards to ensure the health and safety of travellers and operators in a post-pandemic world. Emirates and dnata stand to reactivate our operations to serve our customers, as soon as circumstances allow."

flydubai continues to focus on cargo operations and repatriation flights

Operated 276 cargo-only flights to 26 destinations, transporting 1,651,929 kgs of essential goods

In line with the updated Notice to Airmen (NOTAM) issued by the General Civil Aviation Authority (GCAA), Dubai-based flydubai's passenger operation remains suspended until Thursday 04 June 2020 as part of the precautionary measures being implemented in response to COVID-19. The carrier continues to focus its efforts on supporting government requests with repatriation flights and enabling the movement of essential goods across its network and beyond.

Since the directive came into effect on 24 March 2020, flydubai has enabled the movement of more than 1,651,929 kgs of perishables, medical

supplies, express courier and essential goods. flydubai Cargo operated 276 flights, to 26 countries, utilising six of the carrier's Next-Generation Boeing 737-800 aircraft which have been allocated to operate as all-cargo flights.

Hamad Obaidalla, Chief

Commercial Officer at flydubai, said: "air cargo operations will continue to be our focus over the next few weeks. We have been working closely with our strategic partners enabling flydubai to transport cargo seamlessly to where it is needed the most, while adhering to the safety standards set by the industry and the World Health Organization (WHO)."

flydubai Cargo is maximizing its cargo capacity by transporting goods in the cargo hold on repatriation flights as well. The carrier obtained government approvals to operate 90 special repatriation flights over the past few weeks.

More than 12,532 passengers were able to return to their homes across

19 countries thanks to the efforts and collaboration of embassies and government authorities.

These repatriation flights operated to: Afghanistan, Azerbaijan, Bangladesh, Croatia, Egypt, Georgia, Iran, Iraq, Kuwait, Kyrgyzstan, Myanmar, Pakistan, Romania, Russia, Serbia, Somaliland, Sudan, Thailand and the United Kingdom.

While flydubai will continue to operate more cargo-only flights during this period, repatriation flights will be subject to government approvals and passengers are encouraged to check directly with their embassies for more information as well as flydubai.com.

flydubai received over 187,000 enquiries since March and has allocated a dedicated team to support with customer care.

flydubai has not cancelled all flights in its schedule and the cancellations are being made in line with the published NOTAMs.



UPS To Launch Air Service From Gary/Chicago International Airport

Expansion driven by increasing Next Day Air volume

UPS recently announced the expansion of its express air network to Gary/Chicago

International Airport. Service begins Nov. 2, in time for the peak holiday shipping season.

Gary will be served by a UPS Airlines Airbus A300. With a maximum payload of more than 120,000 lbs., the wide body cargo jet can carry more than 14,000 UPS Next Day Air® packages.

"The Gary/Chicago International Airport is well-positioned to add additional capacity and flexibility to the UPS network, helping businesses in Northern Indiana and the Chicago area compete at e-commerce's fast pace as they serve their customers," UPS Airlines President Brendan Canavan said. Nationwide, Next Day Air average daily volume grew 20.5% in the first quarter of 2020, the fourth consecutive quarter of double-digit increases.

Each weeknight, the UPS "browntail" will depart Gary late in the evening with a load of packages bound for UPS Worldport, the company's global air hub in Louisville, KY. After sorting at Worldport, the aircraft will return early the following morning carrying

thousands of express shipments scheduled for delivery later that same day.

"UPS expanding its services to GCIA provides the airport with a critical competitive advantage and solidifies its role as the Chicago region's 3rd regional airport," said GCIA Board Authority Chairman Timothy Fesko. "This is the latest private sector investment bolstering our operations capability and allows the airport to provide critical benefits to the Chicago metropolitan area."

UPS anticipates employing about 60 people at the airport, including ground handlers, administrative positions, aircraft maintenance technicians and management employees. Some will be current UPS employees who transfer to Gary, while others will be new hires. Hiring will begin later this year, and positions will be posted on www.upsjobs.com.

An airport facility lease approved earlier today includes 14,000 square feet of office space in the airport's passenger terminal and a 150,000-square-foot ramp area, with enough space to park two A300s.

IndiGo exceeds its own record by uplifting 19.19T CarGo on an Airbus A320

IndiGo has outdone its own world record of uplifting the highest ever tonnage carried on an Airbus A320 aircraft with CarGo on passenger seats

In its endeavour to provide support to the nation and continuously raise benchmarks, IndiGo has outdone its own world record of uplifting the highest ever tonnage carried on an Airbus A320 aircraft with CarGo on passenger seats.

The IndiGo CarGo team set a new world record by uplifting 19,193 kgs on its Kochi-Abu Dhabi flight 6E 9061 on May 07, 2020 by surpassing the earlier record of 19,080 kgs on an A320 flight 6E 9059 from Chennai-Dubai. The flight was operated, while observing all precautionary measures, to transport essential supplies of fresh vegetables and fruit.

Ronojoy Dutta, Chief Executive Officer, IndiGo said, "We have been successfully using our A-320 passenger aircraft in a 'freighter mode' helping maintain and support supply chains in and out of the country at this critical time. Having previously operated these CarGo flights at the highest ever tonnage, we have now exceeded our record by uplifting 19.19T CarGo on 6E 9061 from Kochi to Abu Dhabi. I would like to congratulate the CarGo team on their achievement. While flying these supplies, IndiGo continues to contribute and adapt its business with productive & tailor-made solutions".

"We are grateful to the government for allowing us to carry cargo in the cabin, which has enabled these operations during the lockdown period," he added.



Japan Airlines launches CHAMP's end-to-end digitalization platform for domestic cargo operations

Working closely with CHAMP Cargosystems (CHAMP), its principal cargo IT systems partner, Japan Airlines (JAL) has successfully launched an advanced digitalization platform, designed to revolutionize the cargo processes – initially across the airline's busy domestic network, whilst simultaneously delivering major benefits to the carrier's valued customers.

Built on CHAMP's Open Cargo Platform (OCP), the solution, operated by CHAMP on behalf of JAL, consists of an ergonomically-designed, workflow-based portal that enables the airline's customers to transact business digitally, together with an advanced "smart" mobile app that fully automates the end-to-end processes within JAL's cargo warehouses. A unique combination of APIs and an advanced microservices architecture

seamlessly integrates the OCP components with CHAMP's industry-dominant Cargospot solution – around which JAL's cargo sales, handling and revenue accounting activities are based.

The new digitalization platform enables completely paperless trading whilst transforming the entire JAL domestic cargo business from start to finish.

The introduction of the platform requires JAL's customers to book all outbound shipments through the intuitive and intelligent portal, featuring dynamic flight selection and pricing. The airline's customers gain additional benefits from full real-time shipment visibility, as well as access to tools such as allotment and invoice management. As booked shipments arrive at the JAL warehouse, the handling processes – from acceptance to flight build and departure – are streamlined through

the airline's use of CHAMP's integrated mobile app.

Closing the circle, the mobile app additionally supports JAL's inbound flight and shipment processing – from check-in to shipment delivery. The portal becomes key to the inbound handling activities, by allowing JAL's customers to view incoming shipments and select them for pick-up. This fully automated process, featuring QR code generation and digital signatures, accelerates shipment collection, whilst reducing congestion at the warehouse.

"Today clearly marks another very special occasion in the long CHAMP-JAL partnership," says Arnaud Lambert, CEO at CHAMP Cargosystems. "It's been a true honour to work with JAL on this leading digitalization project. I am delighted that our technology and expertise are making a real difference to the Japanese air cargo community in embracing the next level of business digitalization and efficiency. CHAMP looks forward to continuing our strong partnership with JAL and to further enable the airline's business and industry transformational projects, even more in these times where air cargo saves lives."

"This end-to-end digitalization platform will not only transform our business, processes and operations, but also generate major efficiency gains and enhanced visibility to our valued clients," says Hiroo Iwakoshi, Executive Officer of Cargo and Mail at Japan Airlines. "Customer focus is at the heart of our organization and we thank CHAMP for their great collaboration and cargo expertise in bringing this project to life."

American Airlines Continues its Pioneering History with Expanded Cargo Operations



FORT WORTH, Texas — American Airlines has expanded its cargo schedule in May to provide 140 weekly flights to 15 cities in Asia Pacific, Europe and the Caribbean, up from 80 flights last week. New destinations include daily flights between Dallas-Fort Worth (DFW) and Hong Kong (HKG); and weekly flights from DFW and Beijing (PEK); DFW Chicago (ORD) and Paris (CDG); ORD and London Heathrow (LHR); Philadelphia (PHL) and Rome (FCO); PHL and San Juan (SJU), and PHL and Zurich (ZRH).

Airline announces 140 weekly cargo flights to 15 international cities in May

American Airlines has expanded its cargo schedule in May to provide 140 weekly flights to 15 cities in Asia Pacific, Europe and the Caribbean, up from 80 flights last week. New destinations include daily flights between Dallas-Fort Worth (DFW) and Hong Kong (HKG); and weekly flights from DFW and Beijing (PEK); DFW Chicago (ORD) and Paris (CDG); ORD and London Heathrow (LHR); Philadelphia (PHL) and Rome (FCO); PHL and San Juan (SJU), and PHL and Zurich (ZRH).

For more than 75 years, cargo flights have played a significant role in the history of American Airlines. And now in the face of a global pandemic, cargo flights are once again placing cargo in the history books for American.

“Why we fly hasn’t changed, but out of necessity how we care for people on life’s journey has had to change. Cargo-only flights have allowed us to transport medical equipment, communications and technology tools, pharmaceuticals and food supplies,” said Rick Elieson, President of Cargo and Vice President of International Operations. “Air cargo is uniquely positioned to connect the world at a time when barriers and distance threaten to separate us. I’m immensely proud of our teams and business partners who have come together to make these flights possible,” said Elieson.

The airline’s early roots can be traced back to flying cargo, when a Douglas DC-3 loaded with more than 6,000 pounds of fresh spinach, fresh flowers, airplane parts and apparel flew the first scheduled air cargo flight from Burbank, California (BUR) to New York (LGA) on Oct. 15, 1944. American was also the first airline with dedicated cargo terminals.

After growing into a passenger airline, American returned to freighter operations in October 1974 with six Boeing 747s. With 176,000 pounds of cargo capacity, the freighter flew a wide range of cargo from a printing press to fresh produce in its first year.

American flew the freighters for 10 years before the capacity of newer widebody aircraft (at the time the DC-10 and the Boeing 767) allowed American to load freight containers on passenger aircraft, moving the carrier away from a dedicated freighter fleet. The freighters were sold, with one purchased by NASA and converted to piggyback the space shuttle.

American is a key player in the 35% of world trade that moves by air cargo, carrying 2 billion pounds of goods annually in the bellies of its passenger aircraft. And now more than ever before, air cargo plays a significant role in connecting the world with critical goods — transporting fresh produce, shipping temperature-controlled drug trials for coronavirus (COVID-19) and filling aircraft full of PPE.

Delta's 777 aircraft to retire by end of 2020, simplifying widebody fleet amid COVID-19



Delta plans to retire its 18 widebody Boeing 777s by the end of 2020 as a result of the COVID-19 pandemic. The retirement will accelerate the airline's strategy to simplify and modernize its fleet, while continuing to operate newer, more cost-efficient aircraft.

"We're making strategic, cost-effective changes to our fleet to respond to the impact of the COVID-19 pandemic while also ensuring Delta is well-positioned for the recovery on the backside of the crisis," said Gil West, Delta's Chief Operating Officer. "The 777 has been a reliable part of Delta's success since it joined the fleet in 1999 and because of its unique operating characteristics, opened new non-stop, ultra-long-haul markets that only it could fly at that time."

Last month, Delta announced plans to accelerate the retirement of the MD-88 and MD-90 fleets to June. Since the onset of the COVID-19 situation, Delta has reacted quickly by parking aircraft and considering early aircraft retirements to reduce operational complexity and cost. To date, the airline has parked more than 650 mainline and regional aircraft to adjust capacity to match reduced customer demand.

The Boeing 777-200 first entered the fleet in 1999 and grew to 18 aircraft, including 10 of the long-range 777-200LR variant, which arrived in 2008. At the time, aircraft was uniquely positioned to fly non-stop between Atlanta and Johannesburg, South Africa, Los Angeles to Sydney and other distant destinations.

Delta will continue flying its fleet of long-haul next generation Airbus

A350-900s, which burn 21% less fuel per seat than the 777s they will replace.

Despite a reduction in international passenger travel, the 777 fleet has been the workhorse of Delta's cargo, mail and U.S. citizen repatriation operations amid the pandemic. Since late April, the widebody jet has flown dozens of trips from Chicago and Los Angeles to Frankfurt to deliver mail to U.S. military troops abroad; operated between the U.S. and Asia to deliver thousands of pounds of critical, life-saving supplies to aid in the COVID-19 response; and carried thousands of U.S. citizens back to the U.S. from Sydney, Mumbai, Manila and other cities around the world.

More specific details of the timing of the 777's exit from the fleet will be disclosed at a later date.

Finnair adds frequencies and routes to its network, with long-haul routes beginning in July



From July, Finnair will gradually add frequencies and routes back to its network. Finnair will review its schedule on a monthly basis and will update it as travel restrictions are removed and demand starts to recover.

"We expect aviation to recover gradually, starting in July", says Finnair Chief Commercial Officer **Ole Orvér**. "Our intention is to operate approximately 30% of our normal amount of flights in July, and we will also start long-haul flights to our key Asian destinations. We will then add routes and frequencies month by month as demand recovers."

Finnair will flexibly add flights as demand develops. The flight schedule will also take into account the changes in travel restrictions in different countries.

"Our recent customer survey shows that customers are already planning both business and leisure trips", Orvér says. "We want to meet this demand with our network offering."

Long-haul operations start from Asia

Finnair's long-haul operations will commence in phases from July, with strong focus on Asia, which is strategically important for Finnair. Finnair will fly to Beijing, Hong Kong, and Shanghai in Greater China (subject to government approval); to Nagoya, Osaka and Tokyo Narita in Japan; and to Singapore, Seoul and Bangkok. Long-haul operations are supported by the cargo demand. In August, Finnair will start flights to Delhi and to New York, and in November to Tokyo Haneda airport. Finnair also has flights to Miami, Krabi and Phuket during the winter holiday season.

European operations serve key cities

On European routes, Finnair will first focus on key centres, and will in July fly to Amsterdam, Berlin, Brussels, Budapest, Copenhagen, Dublin, Düsseldorf, Edinburgh, Frankfurt, Gothenburg, Geneva, Hamburg, London,

Malaga, Manchester, Moscow, Munich, Oslo, Paris, Prague, Riga, Tallinn, Stockholm, St Petersburg, Vilnius, Vienna and Zürich. In August Finnair will start flights to Barcelona, Milan, Madrid, Rome and Warsaw. During the summer holiday season Finnair will also operate individual flights to some of the holiday destinations in Southern Europe.

Domestic flying maintains key air connections

In July, Finnair will operate six domestic routes in Finland, flying to Kuopio, Mariehamn, Oulu, Rovaniemi, Turku and Vaasa. In August Finnair will start flying to Ivalo and Kittilä in the Finnish Lapland, and in September operations start to Kuusamo and Tampere. Finnair will not operate to Joensuu, Jyväskylä, Kajaani, Kemi or Kokkola during summer 2020. Decisions for these five destinations for winter 2020/2021 will be made later on, when there is more visibility to how the demand develops.

Flexibility for customers

Since March, Finnair has offered its customers extraordinary flexibility to change travel dates, and this continues. Customers can change their travel dates for all flights bought from Finnair's own channels between 1 April and 30 June 2020 flexibly and travel within the ticket validity.

As Finnair publishes its flying schedule from July 2020 to end of March 2021, it is also cancelling those flights that will not be operating. Finnair will handle flight cancellations in phases, and customers will be contacted by the end of June about any cancelled flights they were booked onto.

A list of routes that Finnair will not operate during summer 2020 and winter 2020/2021 at all is available on Finnair's *Travel updates* page.

- If a customer's flight is cancelled, but Finnair still operates to the destination in question, Finnair does its best to automatically offer an alternative flight.

- Customers can seek a refund for cancelled flights.

- Customers, whose flights are cancelled, can change their travel dates until 31 May 2021 through Finnair's website or customer service.



Finnair

adds cargo capacity by removing seats from two A330 wide-body aircraft

Finnair has modified two Airbus A330 aircraft for cargo use by removing economy class seats from the cabin. This way the freight can be carried in the cabin in addition to the cargo hold.

With these changes, the cargo capacity of the aircraft up to doubles. The free cabin space will be used mainly for shipping supplies needed in the coronavirus pandemic.

In normal times, about half of the world's freight is carried in passenger aircraft. Passenger traffic has recently dropped dramatically due to the Covid 19 pandemic, which has decreased the availability of cargo. As the global logistic network has become less accessible, there's now increasing demand for urgent cargo shipments.

"Functioning logistic connections are always critical for the world economy, but their meaning is heightened during the crisis. To ensure the availability of national emergency supplies, it's important to be able to access goods from another continent in a matter of hours," says **Mikko Tainio, Managing Director of Finnair Cargo**.

The Airbus A330 cabin is especially well suited for carrying lighter freight, as the loading happens through the regular doors. The cargo is secured in the cabin with cargo nets. About half of the existing capacity of the wide-body aircraft is already reserved for cargo below the cabin.

Finnair's technical operations implemented the A330 modifications and removed the seats in fewer than

two days. As the demand for passenger traffic increases, the planes can also be returned to passenger operations quickly.

In April and May, Finnair has been flying cargo to the large cities in China, Japan and Korea, as well as Tallinn and Brussels in Europe. Last week Finnair also started cargo flights to New York and Bangkok. Finnair is currently operating more than 50 one way cargo flights a week.

"By offering cargo connections between different continents, we can do our part to help the world to recover from the impacts of the pandemic. Thanks to the demand for cargo, we've been able to keep more of our planes in the sky and people employed both in the air and in our terminal operations," says Mikko Tainio.



Air Astana Converts 767s For New Cargo Division

Kazakh flag-carrier Air Astana has announced plans to convert its three passenger Boeing 767-300ERs into freighters and create an air cargo division.

One of the aircraft has already been reconfigured. All passenger facilities and out fittings on board have been replaced with cargo pallets. The freighter entered service as of May 26.

The airline said the decision to launch Air Astana Cargo was made following strong demand for regional freight transport in recent months and a strategic review of Air Astana's fleet overall after the COVID-19 outbreak began affecting operations.

A second 767 will undergo the same modification at Air Astana's technical center in Almaty,

Kazakhstan's largest city, in July. The timeline for the third 767 is still under consideration.

Despite being reconfigured for cargo, the three aircraft are not being modified to 767F standards, with a side cargo door. A decision to fully convert them will be made at a later stage by the airline.

"Air Astana has rapidly met the immediate heightened demand for air freight by operating a Boeing 767 passenger aircraft, but we must strictly enforce European Aviation Safety Agency weight and volume regulations regarding cargo placed on seats," **Air Astana director of freight Zhanna Shayakhmetova** said. "Once we start operations with the converted semi-cargo Boeing 767 aircraft, we'll be able

to considerably increase the volume of transported goods and offer our customers more flexible conditions."

Following the delivery of the first Airbus A321LR in October 2019, the narrowbody has begun to gradually replace some operations previously performed by 767-300 and 757-200.

According to Aviation Week Intelligence Network Fleet Data, Air Astana owns three 767-300ER with average age of 6.5 years. In addition, four leased 757-200—all with airframes at least 20 years old—will be retired and returned to lessors gradually.

Air Astana has begun resuming some domestic flights since May 11 and is aiming to reach 30% of pre-COVID-19 levels before June 1.

flydubai sets new record; uplifts 20,171 kg of cargo aboard B737-800NG

Dubai-based carrier flydubai set a new record by uplifting 20,171 kg of cargo in the lower deck and cabin of a B737-800NG from Kozhikode to Dubai. The shipment carried a mix of perishables and general cargo.

Mohammed Hassan, vice president,

flydubai applauded his team's effort in a LinkedIn post, "Breaking record by flydubai Cargo team in CCJ airport by uplifting in single flight 20,171 kgs in B737-800NG - excellent team efforts by our India team. Job well done."

The carrier continues to focus its

efforts on supporting government requests with repatriation flights and enabling the movement of essential goods across its network and beyond. flydubai Cargo is maximizing its cargo capacity by transporting goods in the cargo hold on repatriation flights as well.

CargoLogicAir implements CHAMP's Weight & Balance solution for their resumed freighter operations



CargoLogicAir, the Great British Cargo Airline, has implemented CHAMP's Weight & Balance solution - flying again to provide much needed freighter capacity supporting the global supply chain in these challenging times. After suspending operations in February, CargoLogicAir (CLA) resumed operations in April with two B747-400F to transport personal protective equipment (PPE) for the UK's National Health Service (NHS).

While mainly operating to the UK, CargoLogicAir has also commenced scheduled flights to Edmonton, Canada and some destinations in the US. As one of the few European Cargo Carriers CargoLogicAir also has the availability and capability to support other European Countries.

CHAMP Weight & Balance is a powerful tool for advanced load planning. It is designed to make freighter aircraft loading safer, faster, and more efficient. It helps to not only reduce costs and maximize use of available space, but with its state-of-the-art algorithm allows achieving fuel saving targets and reduces carbon footprint. With the enhanced Autoload functionality it also offers a user-friendly convenient software complying with all safety and auditing regulations.

"Being already familiar with CHAMP's Weight & Balance solution and its unique standalone version, we were very eager to rapidly implement this solution to manage our freighter handling and load planning, and get us moving again," says David Grymonprez,

Ground Operations Manager at CargoLogicAir. "Coming from a manual load planning background and having experience with inhouse weight & balance solutions at other cargo airlines - CHAMP has by far the best, easiest to use and most convenient software. As an end-user, it has it all there!"

"Air cargo is essential to the supply chain," says Lee Booth, Vice President Global Products at CHAMP Cargosystems. "CHAMP Weight & Balance is a powerful solution for the complex and critical task of load planning - ensuring safety while maximizing capacity of the aircraft. We have the flexibility and experience to rapidly set up, train and implement a customer in a very short time. We are delighted that CHAMP could support CargoLogicAir to get back in the air."



Avion Express

Enters Cargo Transportation Market

Originally established as a cargo and passenger airline in 2005, Avion Express, a leading ACMI operator with 15 years of experience, has announced it is re-entering the airfreight market.

This move comes as a response to a rapidly changing situation in the market. Although commercial passenger flights were suspended around the world due to coronavirus pandemic, cargo-carrying flights are in huge demand now. Passenger aircraft are being turned into cargo to carry medical supply, equipment of various kinds, industrial parts and high-demand consumer goods.

"The transportation doesn't stop with passenger flights being suspended. While the very last repatriation flights are still taking place, people and organizations

around the world are in great need of supplies, food, medical equipment. As Avion Express has always been characterized by its flexibility, we are now adapting our operations in accordance with market requirements. Although we are currently mostly focusing on the transportation of humanitarian aid and medical equipment in the fight against COVID-19, other cargo requests are also very welcomed and thoroughly considered", - said Darius Kajokas, CEO Avion Express.

Avion Express is ready to offer freight capabilities of up to 17 tonnes of cargo with A320, and up to 24 tonnes with A321 in the cargo compartment as well as in the cabin. Currently, numerous A320s and A321s, based in Central and Eastern Europe are ready for service. With an FAA

approval for a subsidiary airline Avion Express Malta in place, the company can also offer cargo transportation to and from the US.

Last year was a record year for Avion Express – the company reached record yearly production results of over 60,200 block hours (BH) accounting for a 15% year-on-year production increase. During 2019 Avion Express not only expanded its fleet to the all-time high number of 22 Airbus A320 family aircraft but also broadened its clients' base with quite some well-recognized airline names.

Setting the platform to enter the USA and Canadian markets, in May 2019 Avion Express has successfully established a subsidiary airline in Malta, named Avion Express Malta. The FAA approved airline operates Airbus A320 family aircraft.

Air France/KLM Martinair Cargo's signs of recovery

AIR FRANCE/KLM Martinair Cargo has expanded its post-COVID network to include 304 weekly frequencies to 67 destinations.

The European combination carrier, which has already resumed flights between Singapore and Paris Charles de Gaulle (CDG), and between Ghana's capital city of Accra and Amsterdam Schiphol, is adding Bangkok, Panama City and St Martin to the route network operating out of CDG.

Services operating out of France's busiest cargo airport have also been increased to a large number of other global destinations, including New York, Mexico City, Rio de Janeiro, Conakry, Nouakchott, Bangui, Abidjan, Nairobi,

Shanghai and Tokyo, says the company.

From Amsterdam Schiphol, AF/KLM Martinair Cargo is to operate additional flights to New York, Los Angeles, Houston, Toronto, Buenos Aires, Dubai, Mumbai, Bangkok, Singapore, Kuala Lumpur, Manila, Osaka and Tokyo.

"The COVID-19 crisis has had a major impact on international aviation worldwide. Fortunately, in recent weeks, we have been able to expand our network again, step-by-step,"

Gertjan Roelands, senior vice-president of sales and distribution, explains the resumption of services: "With the above changes, our regular range of wide-body belly and full-freighter services now



includes 304 weekly frequencies to 67 destinations. Based on market demand, we will continue to grow our cargo network by adding frequencies or re-opening destinations that are relevant for our customers."

AF/KLM Martinair Cargo offers belly capacity on passenger flights, freight-only carriage on passenger aircraft, 'cargo-in-cabin' on some passenger aircraft, as well as full-freighter flights, whilst also offering a wide range of charter options.

Kale's new service cuts 20% AWB processing related costs

Kale Logistics Solutions (Kale), an IT solutions provider, has introduced an innovative service-PING that facilitates document processing for freight movement for ground handlers and freight forwarders.

The processes in air cargo are traditionally burdened with a lot of paperwork and manual operations. PING is a digital service facilitated by Kale to remove the burden of administrative tasks and facilitate e-Airway Bill (creation and filing) without any hassles. PING enables the conversion of pdf copies of AWB directly into industry standard messages as well as APIs using advanced technology like ML and RPA. It enables operational efficiency, reduced staff interactions with people at the counter, lower cost of data with no errors, reduced vehicle congestion and compliance to e-AWB process.

Kale is offering free trial of PING service in order to support ground handlers, self-handling airlines and

freight forwarders to continue with their business operations. Also, no upfront investment is required to begin using this service. Right from enabling remote working to automated handling and ensuring data accuracy, PING offers robust solutions for business continuity despite the ongoing crisis.

Due to the ongoing Covid-19 outbreak, air traffic has been shunned globally in more than 100 countries. Only transportation of essentials and medical supplies are permitted. This is causing sharp revenue falls, enterprises moving to bankruptcies and staff not reporting to work due to lockdown and fear of contracting Covid-19. This in turn has resulted in resource shortage which seeks multi-tasking of the few resources available in the field.

Emphasising on the e-service initiative, Amar More, CEO of Kale Logistics Solutions said, "We stand by the industry during these tough times and would like to offer these business



continuity services to the Air Cargo Industry. Kale understands that the industry has limited ability to invest in new tools in such trying times, so has taken upon itself to offer a completely cloud hosted, outcome-based service model with zero upfront investment for its e-services. These cloud-enabled services reduce cargo-handling time with automation. We are experiencing tremendous demand for these e-services which are so pertinent in these pandemic times."

He further added, "Our research has shown that the air cargo industry can save between 15-20 percent of its administrative costs related to AWB processing by using this service in addition to keeping business continuity and employee safety in these difficult times."

TECHNOLOGY

Air Canada Expands its Cargo-only Flight Schedule

- Freight division Air Canada Cargo to operate to five new destinations in Europe and South America
- Four converted Boeing 777-300ERs and three Airbus A330-300s enabling cargo in passenger cabins, plus belly-only all-cargo flights and cargo space on Air Canada's scheduled flights support Air Canada Cargo's operations

Air Canada's freight division, Air Canada Cargo has announced an exciting new expansion of its cargo-only network with the addition of five new destinations in Europe and South America beginning June 1.

"Beginning June 1, five new destinations* will be added to an already robust cargo-only network: Bogota, Lima, Amsterdam, Dublin, and Madrid. These nonstop flights originating from Montreal to Europe and South America will enhance our global connectivity, allowing us to continue supporting the global supply chain and our freight forwarding customers," said Tim Strauss, Vice President – Cargo at Air Canada.

In addition to the hundreds of tonnes of medical equipment, PPE, pharmaceuticals and consumer goods that Air Canada Cargo transports globally directly to Canada, it also provides vital global supply links to keep world economies moving by connecting goods from international



destinations via Canada such as from South America to Asia via Canada or Europe to the US via Canada. Air Canada Cargo has recently transported *thousands of queen honeybees across Canada* to aid in crop pollination, fresh flowers from Amsterdam and Israel to Canadian merchants for Mother's Day, chilled beef from Australia destined for Canadian supermarkets, and *Atlantic lobster from Canada to Asia and to Europe*.

Air Canada Cargo has operated more than 1,200 cargo-only flights since the end of March. Air Canada and Air Canada Cargo will continue to evaluate the opportunity to add additional all-cargo flights.

Airbus develops solution for airlines to use their widebody aircraft for pure cargo operations during the COVID-19 pandemic



Airbus is developing a modification for A330 and A350 family aircraft which will enable airlines to install freight pallets directly onto the cabin floor seat tracks, after removal of the economy-class seats.

This solution will help with the

airlines' own business continuity, and also alleviate the global shortage of 'belly-freight' air cargo capacity due to the widespread grounding of long-haul aircraft in the context of the COVID-19 pandemic. Additionally, it helps the industry to address the high demand for humanitarian flights to transport large quantities of medical equipment and other supplies rapidly over large distances to where they are needed.

Compared with loading cargo onto seats, this Airbus solution facilitates easier and quicker loading and unloading operations, as well as reduced 'wear & tear' to the seats themselves. Other important benefits include the added security of robust fire protection, and the 9g load restraint

capability to prevent anything from shifting in flight.

The modification is packaged for operators as an Airbus Service Bulletin (SB). Under this arrangement Airbus defines the engineering workscope and also manages the process for obtaining the one-time certification from the European Union Aviation Safety Agency (EASA).

Its scope includes the removal of the seats & IFE (Inflight entertainment), installation of cargo pallets and associated safety equipment – and also the re-installation of the original passenger cabin elements for reverting back to passenger operations. The SB approach will also be valid beyond the COVID-19 pandemic.

SpiceJet to provide last-mile drone delivery; DGCA approves trials

SpiceJet, India's air cargo operator, has received formal approval from the Directorate General of Civil Aviation (DGCA) to conduct drone trials.

Post trials and approvals, SpiceXpress, the dedicated cargo arm of SpiceJet, plans to use drones to provide for a quicker, faster and a cost-effective delivery of medical, pharma and essential supplies and e-commerce products.

A SpiceXpress-led consortium had submitted a proposal to the regulator for conducting experimental Beyond Visual Line of Sight (BVLOS) operations of remotely piloted aircraft in response to a DGCA notice inviting Expression of Interest. Based on the recommendations of the BVLOS Experiment Assessment and Monitoring Committee, SpiceXpress was granted permission for conducting experimental



BVLOS operations.

"Innovation and technology have always been at the core of SpiceJet's mission and vision and we have always strived to innovate with our products and services to offer better experiences. Testing of drone technology for last mile connectivity and cost-effective cargo deliveries are a big leap in the air transportation of essential and non-essential supplies in India. We are extremely optimistic about using this exciting new mode of

delivery for products like perishables and medicines which have a smaller shelf-life and need urgent deliveries in the remotest parts of India." Ajay Singh, chairman & managing director, SpiceJet.

The consortium includes Throttle Aerospace, a drone manufacturing company, Aeologic, an analytics and software solution firm and Involia, which is a provider of air traffic awareness and collision avoidance services.

SpiceXpress will be looking at last-mile delivery from the warehouse and the prime focus will be on delivering medical emergency parcels and essential supplies in remote areas. Drones will ensure a faster delivery bringing down costs and would go a long way to augment our business to offer express delivery of medicines, perishable items and e-commerce shipments.

SpiceJet converts three Bombardier Q400 passenger aircraft into freighters

Private airline SpiceJet has converted three of its Bombardier Q400 passenger aircraft into freighters.

With the addition of these three cargo planes, SpiceJet now has a dedicated fleet of eight freighter aircraft. The three converted Q400 cargo planes will primarily be used for operations to smaller towns and cities.

"Our cargo operations are doing extremely well and to address the increased demand we have converted three Q400 passenger aircraft into freighters," said Chairman and Managing Director Ajay Singh.

"These are our old 78-seater Q400s and have a cargo capacity of 8.5 tonnes each. These smaller cargo planes are

perfectly suited for operations to tier 2 and 3 cities and to remote and hilly areas in the North-East, Jammu and Kashmir and Himachal Pradesh."

SpiceJet's cargo network spans over 25 international destinations most of which it added during the Covid-19 lockdown period. "We see tremendous potential in the cargo business and will continue to expand in the times to come," said Singh.

The carrier transported over 12,000 tonnes of cargo on more than 1,690 flights since the nation-wide lockdown began transporting medical and surgical supplies, sanitisers, face masks, coronavirus rapid test kits and IR thermometers.

SpiceJet has aggressively expanded

its international cargo network operating cargo flights to and from Sudan, South Korea, Cebu, Huangzhou, Tashkent, Baghdad, Cambodia, Guangzhou, Abu Dhabi, Kuwait, Singapore, Ho Chi Minh, Hong Kong, Shanghai, Bangkok, Colombo, Dubai, Kabul, Myanmar, Sharjah, Male, Kuala Lumpur, Ukraine, Nepal, Indonesia and other places.

It had launched dedicated cargo arm SpiceXpress in September 2018. SpiceJet operated the country's first cargo-on-seat flight on April 7 carrying vital supplies in the passenger cabin and belly space.

Since then, the airline has been regularly deploying its B737 and Q400 passenger aircraft to carry cargo in the passenger cabin.

Ontario International Airport freight volume rose 26% in April



Surging air freight shipments continued to drive commercial activity at Ontario International Airport (ONT) in April, the second straight month of better than 20% gains, officials announced today. At the

same time, passenger levels declined more than 90% as the aviation industry felt the crushing impact of the global coronavirus pandemic. More than 75,000 tons of commercial cargo were loaded and

unloaded at ONT in April, a 26.6% increase over April last year. Through the first four months of the year, ONT handled more than 261,000 tons of freight, up 16.5% increase over the same period in 2019.

“Ontario Airport continued to play a leading role in Southern California’s vast supply chain network in April as the nation’s transportation industries responded to rapid changes in the coronavirus landscape,” said Mark Thorpe, chief executive officer of the Ontario International Airport Authority. “Over the past few years our airport has proved to be a primary driver for the regional economy and in the last two months it has shined under a bright national spotlight.”

The rise in air freight volume in April represents the highest year-over-year increase at ONT since the City of Ontario and San Bernardino County assumed control of the airport in late 2016. The previous high was recorded in January 2018 when air freight tonnage increased 22.8%.

Ontario’s surging air freight activity is more remarkable, Thorpe said, since other airports in the region and across the U.S. are experiencing declines in cargo tonnage.

Just as passenger volumes have decreased significantly worldwide, the total number of air travelers through ONT declined 93.5% to fewer than 29,000 in April, a decrease in line with airports across the U.S. All air travelers at ONT in April were domestic fliers as

Air cargo (tonnage)	April 2020	April 2019	% Change	YTD 2020	YTD 2019	% Change
Freight	75,171	59,359	26.64%	261,449	224,346	16.5%
Mail	1,536	2,454	-37.41%	6,034	9,192	-34.4%
Total	76,708	61,813	24.10%	267,483	233,539	14.5%

Passenger Totals	April 2020	April 2019	% Change	YTD 2020	YTD 2019	% Change
Domestic	28,916	420,699	-93.16%	1,073,126	1,545,621	-30.6%
International	0	24,249	-100%	64,060	95,660	-33.0%
Total	28,916	444,948	-93.50%	1,137,186	1,641,281	-30.7%

international services were suspended temporarily.

From January through April, passenger levels were off 30% to just over 1.1 million compared to the same period a year ago.

"We at Ontario mourn the lives lost as a result of the global coronavirus pandemic and recognize the strain placed on virtually every segment of society," Thorpe said. "As the nation continues to move toward recovery, we

are reminded of the resilience of air travelers and our aviation partners, and we look forward to welcoming them back to Ontario when we return to more normal travel routines."

Airport officials are reminding all customers, visitors and employees that they must wear appropriate face coverings while at ONT and onboard their flights. Although San Bernardino County has loosened its order mandating the use of masks in

public, the airport has instituted a wide variety of enhanced health safeguards to keep ONT clean and germ-free, including ongoing sanitizing of all high-touch surfaces using a highly effective disinfectant, added hand sanitizers, screening trays treated with powerful antimicrobial technology and the continued use of face coverings. In addition, U.S. airlines require crew members and passengers to wear face covering onboard commercial flights.

Linz Airport launches first German-speaking airfreight training academy



Linz Airport has collaborated with GrowNOW to launch the first German-speaking airfreight training academy, which will run courses from September 2020.

The academy will teach 13 different airfreight courses on topics including: basic knowledge, products, safety, sales and customer care, quality, handling, environment and process improvement.

Linz Airport said that students attending the academy will have the opportunity of getting to know the processes in airfreight "in a practical

and direct manner" in the airfreight warehouse and handling areas.

Norbert Draskovits, managing director of Linz Airport, commented: "We are very happy about the cooperation in the training area with the GrowNOW Group and the decision to use the central location of Linz as a training center for the first German-language airfreight academy. This underscores the importance and competence of Linz Airport in terms of airfreight.

"Over the years we have developed into Austria's largest, regional

cargo airport and we score with our customers with flexibility and high service quality."

Roland Zistler, managing director of GrowNOW Group, added: "We are proud to be able to offer our many years of experience in the development and teaching of airfreight training courses in German language to the entire German-speaking airfreight market.

"Linz Airport, in the best location between Munich and Vienna, with direct flight connections to Frankfurt and Düsseldorf, is the ideal place and the best partner for our air cargo academy."

Air freight running at full capacity at Brussels Airport

Brussels Airport has released figures for April 2020, which show a decrease of 99.3% in the number of passengers, but an increase of 52.1% of the full cargo volume.

The airport handled 17,000 passengers last month, down from 2.3 million in April 2019. Thousands of compatriots returned home via Brussels Airport, among the regular flights and the 14 repatriation flights from the airport.

In April, although there was a 13.7% decrease in freight transport compared to the same month last year — mainly due to the disappearance of freight onboard passenger aircraft — there was a sharp 52.1% increase of full cargo. Freight remains key, allowing the transport of essential goods, medicines, medical products and foodstuffs. The total number of flights dropped by 88%.

“While passenger traffic is slow, air freight is running

at full capacity at Brussels Airport,” explains Arnaud Feist, CEO Brussels Airport Company. “Due to the loss of capacity on passenger aircraft, the demand for full cargo is greater. Some passenger aircraft are only flying to carry cargo. Thanks to air freight, we are able to obtain and supply essential goods, medicines, medical products and food quickly. At the same time, air freight allows our companies and industry to continue to operate (e.g. the pharmaceutical industry and the export of pharmaceuticals).”

14 repatriation flights to Belgium were specially organised in April, operated by Brussels Airlines (nine flights) and Air Belgium (five flights). The repatriated travellers returned home from destinations such as Algiers, Alicante, Lubumbashi, Lima and Tenerife. In total, about 3,400 compatriots were repatriated on these flights.



Required markings for social distancing are indicated in the Brussels Airport terminal, hydro-alcoholic gel dispensers are available, additional cleaning services have been organised, and passengers are informed of precautionary measures via screens and loudspeakers. Wearing a mask is obligatory at the airport, and masks are distributed in the terminal.

Thousands of Belgians also returned by regular flights.

In April, there were about 100 passenger flights per week, for a total of 452 flights for the entire month. The average passenger occupancy rate was very low in April, with an average of 38 passengers per flight. These passengers were welcomed at Brussels Airport in the safest possible conditions. The required markings for social distancing are indicated in the terminal, hydro-alcoholic gel dispensers are available, additional cleaning services have been organised, and passengers are informed of precautionary measures via screens and loudspeakers. Wearing a mask is obligatory at Brussels Airport, and masks are distributed in the terminal. Every passenger arriving at Brussels Airport also receives an information sheet from the federal government, including

instructions on how to comply with a 14-day home quarantine.

Meanwhile, the freight volume at Brussels Airport decreased by 13.7% in April 2020 compared with April 2019. This decrease is the result of the disappearance of passenger flights on which cargo was also carried. As a result, freight onboard passenger flights decreased by 91%. However, full cargo shows a strong increase of 52.1% compared to April last year and, therefore, more than compensates for the loss of freight capacity on passenger aircraft. On the one hand, these additional flights are carried by full cargo aircraft (in particular via new companies such as Suparna and Amerijet), but also by passenger aircraft which are only used for freight transport (mainly in the hold, and very exceptionally in the cabin).



Brussels Airport has released figures for April 2020, which show a decrease of 99.3% in the number of passengers, but an increase of 52.1% of the full cargo volume.

Brett J. Hart Named President of United Airlines

Hart assumes role of President following the Annual Meeting of Shareholders on May 20, 2020

United Airlines has announced that effective May 20, 2020, Brett J. Hart, Executive Vice President and Chief Administrative Officer, will be appointed President of United Airlines Holdings, Inc. – a continuation of the company’s leadership succession plan announced in early December with current CEO Oscar Munoz transitioning to Executive Chair and current President Scott Kirby becoming CEO following the Annual Meeting of Shareholders on May 20, 2020.

“Brett is a well-established and widely respected leader who has



established a strong track record, over the last decade, helping United navigate complex challenges across all areas of our business,” Munoz said. “He is recognized inside and outside of the airline industry for his leadership and has played a central role in shaping our strategy, culture and leading our community engagement around the world.”

Since joining United in 2010, Hart has taken on a variety of significant strategic responsibilities for the company at critical moments – most notably in October 2015 when he served as interim CEO for six months while Munoz recovered from a heart transplant. Hart’s promotion reflects United’s commitment to leadership continuity and underscores the value of leveraging Hart’s regulatory and strategic expertise, which complement Kirby’s strong commercial acumen and industry experience.

Hannes Müller appointed as Managing Director of Lufthansa Consulting

Effective May 2020, Hannes Müller (44) joins the Lufthansa Consulting Management Board as Managing Director. Mr. Müller together with Dr. Andreas Jahnke, will further grow the Lufthansa Group’s aviation-focused management consulting business internally within the Group and also externally as part of the global competitive market. In addition to the significant challenges posed by the COVID-19 crisis, their focus will also include opportunities related to the digitalization of customer interfaces, processes and business models.

“I am very excited and looking forward to working with Hannes Müller, an experienced colleague

who has a deep understanding of the aviation industry with its strategic and operational challenges” says Andreas Jahnke.

Hannes Müller has worked in various business units and management positions within the Lufthansa Group, most recently as Senior Director Infrastructure Strategy & Business Analytics, and prior to that as Director Segment Strategy in Corporate Strategy. He started his career at the Lufthansa Group with an apprenticeship of Airline Commercial Management (CCI). Mr Mueller studied at the Universities of Cologne and Mainz and holds a Master of Business Administration.



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