

Arab Air Transport **Statistics** 2021





Our Members





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Abbreviations

ASK Available Seat Kilometer

PAX Passengers

- PLF Passenger Load Factor
- RPK Revenue Passenger Kilometer

AACO Member Airlines' IATA Codes

3T: Tarco Aviation 6S: SaudiGulf Airlines 8U: Afriqiyah Airways AH: Air Algerie AT: Royal Air Maroc BJ: Nouvelair EK: Emirates Airline EY: Etihad Airways FT: FlyEgypt FZ: flydubai G9: Air Arabia GF: Gulf Air IA: Iraqi Airways IY: Yemen Airways J4: Badr Airlines KU: Kuwait Airways LN: Libyan Airlines ME: Middle East Airlines L6: Mauritania Airlines MS: EgyptAir NP: Nile Air PF: Palestinian Airlines QR: Qatar Airways R5: Jordan Aviation RB: Syrian Airlines RJ: Royal Jordanian SD: Sudan Airways SF: Tassili Airlines SM: Air Cairo SV: Saudia TU: Saudia TU: Tunisair WY: Oman Air XY: flynas

Geographical Areas

Americas	North, Central & South American Countries.
Mid Asia	Afghanistan, Bangladesh, India, Iran, Nepal, Pakistan, Sri Lanka.
Australasia	Australia, China, Hong Kong, Indonesia, Japan, Malaysia, Philippines,
	Singapore & Thailand.
Europe	All European Countries.
Arab World	Algeria, Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya,
	Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan,
	Syria, Tunisia, United Arab Emirates & Yemen.
Sub-Saharan Africa	All African Countries except: Algeria, Egypt, Libya, Mauritania, Morocco,
	Sudan, & Tunisia.

The Impact of COVID-19 Crisis on the Global Economy:

Section 1



In January 2020, one month before the global COVID-19 outbreak, analysts were expecting favorable economic sentiment in most areas of the world amid the ease of trade tensions between the U.S. and China and diminished fears of no-deal Brexit. However, COVID-19 triggered **the worst economic recession since the Great Depression that occurred in 1929**, bringing business activity to a complete stop. Although many governments, especially in advanced economies, enacted emergency financial and monetary measures to support the economy, global **GDP contracted by 3.2% in 2020 compared to 2019**, amid strict lockdown measures, social distancing rules, income losses, and the drop in commodity prices.

In advanced economies, despite the sizable fiscal support to cushion the impact of the pandemic, GDP shrunk by 4.6% in 2020 compared to 2019. In the United States, the economy contracted by 3.5% in 2020 compared to 2019, which was much better than initial expectations in April 2020 that anticipated an estimated decline of 5.9% comparing the same period. This better scenario was mainly due to the support packages implemented including, direct household support, tax & loan waivers, and equity injections, which supported the economy and kept the job market under control. Meanwhile, GDP in the Euro Area contracted by 6.5% in 2020 compared to 2019, showing a much-felt impact of the pandemic due to the prolonged border restrictions applied in the region to curb the spread of the virus.

On the same front, emerging and developing economies were hard-hit by the pandemic in 2020, except for China which succeeded in containing the spread of the pandemic in its early stages, restoring economic activity, mainly industrial production, and injecting liquidity into its markets. Therefore, **China's GDP grew by 2.3% in 2020 compared to 2019**, providing some balance to the overall GDP change in 2020 in emerging and developing economies. As for countries in Latin America, Sub-Saharan Africa, and the Arab world, which rely on travel and tourism and commodity exports, these countries suffered from intertwined shocks, namely the repercussions of COVID-19 on the travel and tourism industry and the drop in oil prices.



What's Next for the Global Economy?

Based on the latest IMF Global Economic Outlook report released in July 2021, the recovery of the global economy is mainly tied to the pace of vaccination campaigns. Some economies, especially in the United States and Europe, are looking towards normalization of business activity by the end of 2021 due to the rapid inoculation campaigns, while other countries are still suffering from resurgent infections and slow vaccination rollout (mainly emerging and developing economies, except China).

Based on current data released (until October 2021), global economic recovery to pre-crisis levels (2019) is expected to occur by the end of 2021. However, economic recovery is expected to remain diversified on country level and might be extended through 2022 due to several aspects including, the vaccination rate, fiscal support, inflationary pressures, debt burdens, and supply chain bottlenecks. If the vaccination campaigns remain weak across developing nations, the risk of a new variant spreading remains heightened. An earlier example was the spread of the Delta variant, which pushed governments to reimpose restrictions on mobility during the first quarter of 2021.

Another major risk factor that might affect the recovery is inflation. The ongoing fiscal support provided by advanced economies and the easing of lockdowns globally has led to an increase in consumer spending, and with demand exceeding supply, commodity prices skyrocketed bringing up the debate whether central banks need to ease monetary support measures to cool down the economy and avoid more financial damage.

The Oil Market



As many countries imposed restrictions on mobility, oil demand witnessed a steep decline, widening the gap between supply and demand to reach around 20 million barrels in April 2020, which dragged oil prices down by 71.1% in the same month when compared to January 2020. This fallback in prices affected the economic output of many countries which rely mainly on hydrocarbon production. Consequently, the Organization of the Petroleum Exporting Countries and its allies (OPEC+) decided to implement production cuts to balance the market.

Similarly, jet fuel prices dropped by 53.2% in April 2020 compared to January 2020, to reach 36.6 USD. In addition, the last week of April 2020 witnessed a phenomenal crack between jet fuel and oil prices where jet fuel's future contracts turned negative in some regions in response to low demand as airlines halted their operations in response to border restrictions. By the end of 2020, the share of jet fuel from the airlines' cost sheet declined from around 24% in 2019 to around 18%.

As shown in the graph, in January 2021, oil demand started to increase at a steady pace as restrictions were eased on manufacturing activities, causing an increase in price as OPEC+ kept their supply cuts. In February 2021, oil demand increased further, **lifting prices to reach around USD 62.3 per barrel**. In May 2021, despite rising COVID-19 cases in some countries, specifically, India, demand remained higher than supply, and prices nearly reached **USD 70 per barrel**, due to the continued global withdrawals from inventories of crude oil and petroleum products.

On 1 June 2021, OPEC+ agreed to increase production by adding 2 million barrels a day. As a result, oil prices increased in **June to reach USD 73.1 per barrel**, as the market weighed the planned increases relative to expected increases in consumption. The oil market is expected to be in balance in 2021, especially after the latest decision by OPEC+ to add another 0.4 million barrels per day every month starting August 2021 and keep monitoring the market to act accordingly. The decision was also confirmed to stay in place after the organizations' last meeting in October 2021. **The EIA's latest forecast for oil prices for 2021 stands at around USD 70 per barrel**.



Inflation: A Persistent Threat to Recovery

In 2020, prices of goods and services dropped significantly when compared to 2019 due to the decrease in demand as most countries imposed lockdown measures and social distancing rules. An exception to this was the United States, where direct household support coupled with less restrictions on mobility when compared to other countries fueled consumer demand. **Consequently, consumer prices rose by 4.3% in 2020 compared to 2019**.

The forecast for inflation indicates that economic recovery in some countries remains far from complete. Inflation rates are expected to rise in many economies, mirroring the increase in consumer spending and commodity prices, mainly oil. However, exceptions to this are **the United States and China**, as **their governments are scaling back on fiscal support and sending signals of increasing interest rates as a proactive measure to control possible inflationary pressures**.

As for unemployment, numbers indicate that the labor market has not yet recovered from the COVID-19 crisis across all economies included in our sample. However, the unemployment rates reported do not reflect the real numbers as many countries, especially in Europe and the United States, are still offering paychecks for furloughed employees.

The Arab Economy



During the past couple of years, the Arab region has been encountering many challenges, including geopolitical tensions, fluctuating oil prices, and trade tensions, which have severely affected the regions' public finances. With COVID-19 spreading globally in 2020, the Arab region was one of the most affected regions across the world suffering from a dual shock: the impact of the pandemic, and the plunge in oil prices. **As a result, the Arab regions' GDP declined by 4.1% in 2020 compared to 2019**.



All Arab economies included in our sample struggled to confront the impact of the pandemic in 2020. **Overall** government support injected in the Arab economies in 2020 reached around USD 60 billion representing only 2.6% of GDP, which is considered very low when comparing this percentage to other countries such as the United States, where fiscal stimulus reached around 20.2% of GDP.

Oil-importing economies, which rely on the services sector mainly, travel and tourism, all dipped into recession in 2020, except Egypt, where investment in infrastructure projects, pre-pandemic monetary reforms, and a strong financial market helped the country cushion the impact of the pandemic. In addition, Egypt injected around USD 6.0 billion (around 2% of GDP) to support the economy against COVID-19. Similarly, oil-exporting economies were hit hard by the crisis as oil revenues declined in response to the 37.4% drop in oil prices in 2020 compared to 2019. It is worth mentioning that oil revenues represent around 60% of the region's GDP.

All countries included in our sample, except Egypt and Jordan are not expected to recover to pre-pandemic levels before 2022.

Green Economics: The Future Already?

In 2019, the world witnessed the warmest year on record, with the highest levels of greenhouse gases emitted into the atmosphere. Several organizations and government entities started preparing green strategies to limit carbon emissions. However, in 2020, due to the COVID-19 pandemic, restrictions on mobility and the drop in economic activity resulted in a decrease in greenhouse gas emissions. In spite of a global shift of focus to biosafety and health, climate change stayed heavily on the radar.

Today, as the world recovers from COVID-19, countries are looking at economic recovery from a new perspective, a green one. The need for a net-zero emissions future by 2050 is pushing governments to a transition towards sustainable and clean economic growth. Therefore, we added this section to this years' Arab Air Transport Statistics Report (AATS) to shed light on where we are on the path to a green economy and give an overview of green bonds. A green bond is a type of fixed-income instrument that is specifically issued to raise money for climate and environmental projects. The green bond market started up in 2007. **Between 2014 and the first half of 2021, the value of green bonds issued globally by governments reached USD 1,196.1 billion.**

Investment in green bonds between 2014 and 2021 varied across regions, Europe had the biggest share of around 49% of total issuance value, followed by the Americas (27%) and Asia-Pacific (23%), while the Arab world and Sub-Saharan Africa represented around 1%. On country level, the United States, China, and France topped the list, issuing around 261, 152, and USD 148 billion, respectively of green bonds between 2014 and the first half of 2021.



Despite the COVID-19 crisis in 2020, the issuance of green bonds globally reached USD 279.8 billion, an increase of USD 27.3 billion when compared to 2019. Issuance in 2021 is expected to increase further compared to 2020, as USD 219.8 billion worth of green bonds was issued just during the first half of 2021. For example, the European Union announced that 30% of its Next Generation EU (NGEU) fund, which is a recovery package of EUR 800 billion to support member states impacted by the COVID-19 pandemic, will be dedicated to green bond issuance, which shall be invested in environmentally friendly projects. It is worth mentioning that governments are not the only side concerned in the issuance of green bonds, as other international institutions issued around USD 85 billion between 2014 and the first half of 2021.



The investment in renewable energy in 2020 reached a record USD 501.3 billion, representing a 9% increase when compared to 2019. Investments were mainly in the field of renewable energy, in addition to electrified transport, electrified heat, energy storage, carbon capture, and hydrogen. China topped the list with **USD 135 billion in investments**, followed by the United States with USD 85 billion and Germany **with USD 29 billion**. Nonetheless, China and the United States are the world's biggest CO2 emitters and are ranked among the biggest producers of coal, the most polluting amongst the fossil fuel family.

As more nations are committing to net-zero targets, there is a consensus on supporting green projects that would limit CO2 emissions. Recently, China announced it will stop funding coal projects overseas, the United States pledged to double its climate change aid, and lately, seven countries (Chile, Denmark, France, Germany, Montenegro, Sri Lanka, and the U.K.) have signed a pledge initiated by the United Nations to stop building new coal power plants, with the aim to gather more signatures along the way. Furthermore, the European Central Bank (ECB) announced a USD 1.2 trillion green "roadmap" dedicated to projects related to biodiversity and sustainability, while it plans to stop financing fossil fuel and airport expansion projects by the end of 2022. As such, similar moves may be expected from different governments around the world.

In order to achieve the desired benefits from such initiatives, governments need to have a clear outline concerning the number of projects that can be done in that area before pausing the support granted to non-green businesses, as this will push those companies out of the economic cycle with no replacement to fill the gap. This can lead to an increase in unemployment and a decline in economic output which can be used for green initiatives.

Section 2

Passenger Operations: Current Status and Recovery Scenarios

In 2020, the air transport industry was strongly impacted by the COVID-19 crisis. Passenger traffic measured in **RPKs and available seats measured in ASKs dropped by 65.9% and 56.7%**, respectively in 2020 compared to 2019. The absolute number of passengers boarding flights reached around 1.8 billion in 2020, 60.2% less than 2019 and almost equivalent to the number recorded in 2003.



Global RPKs and ASKs witnessed the steepest monthly year-on-year decline in April 2020 over April 2019, **contracting by 94.3% and 87.0% respectively**, as air travel activity almost came to a complete stop due to border restrictions. As countries began to relax some restrictions in June 2020, passenger traffic and capacity offered started to improve gradually, yet remained well below 2019 levels.

Despite the improvement in economic conditions globally, travel demand remained well below 2019 levels in the first half of 2021, mainly affected by the fragmented travel measures, restrictions applied on international travelers in some countries, the emergence of new COVID-19 variants, and slow vaccination campaigns in major travel markets. Global travel demand measured using **RPKs declined by 66.7%**, and available seats measured in **ASKs by 56.4% in H1-2021** compared to the same period in 2019.



Recovery of global traffic remains uncertain and dependent on four determinants, namely vaccination rate, measures applied by governments, economic recovery, and fiscal support. These determinants are the basis for building our two scenarios for recovery.

Based on scenario 1, recovery of global traffic to pre-pandemic levels occurs in 2024, assuming economic recovery at different speeds in different major markets, better government support, steady inoculation in major population centers concerned (which is currently the case), and states applying more harmonious biosafety risk-based measures, as per international guidelines.

On the other hand, **scenario 2** considers a new spike of COVID-19 infections globally (caused by the emergence of new virus strains), a slowdown in economic recovery, states re-instating travel restrictions, and widespread inoculation to be delayed until the end of 2023 affected by supply constraints. **This might delay traffic recovery until 2027**.

Trade and Cargo: A Short-lived Shock

2020 was with no doubt the worst year for air cargo since the global financial crisis. During 2019, Cargo Tonne-Kilometers (CTKs) were down by 3.2%, affected by the repercussions of the trade war between the U.S. and China, coupled with a slowdown in economic activity. Looking at 2020, COVID-19 had a strong impact on air cargo, mainly between March and May 2020, due to supply chain disruptions caused by border restrictions and limited capacity reflecting the grounded passenger fleet, which prevented airlines from using the cargo capacity available on that fleet.



However, as restrictions were being eased gradually around May 2020, fiscal stimulus, the rise in e-commerce spending, and consequently a rebound in manufacturing activity made the impact of COVID-19 on air cargo short-lived, taking a V-shaped recovery path. By the end of 2020, industry-wide CTKs have returned to pre-crisis levels, yet the **overall yearly decline in 2020 compared to 2019 reached 9.1%, the largest decline since the global financial crisis in 2009**.

Airports' Passenger Traffic:



In 2020, passenger traffic across the world airports declined by 61.0% compared to 2019 levels, which is a reduction of 5.9 billion passengers. Europe, Middle East, and Africa were the most impacted regions registering a decline in passenger traffic that exceeds 65.0% in 2020 compared to 2019. As for 2021, estimates show that passenger traffic at airports will remain weak when compared to 2019 levels across several regions, yet those with bigger domestic markets are expected to register better results.

Global Fleet Overview:



The term non-operated aircraft was not of high importance before the COVID-19 crisis, as the number of those aircraft did not exceed 12% of the global fleet before the crisis. However, between April and May 2020, the number of non-operated aircraft exceeded 50% of the global fleet, reflecting border closures that resulted in an abrupt fall in passenger demand. As countries started easing border restrictions during June 2020, more aircraft were activated to be used in passenger and cargo operations. In July 2020, the number of non-operated aircraft represented 37.3% of the global fleet, and this share decreased to 23.3% in September 2021. Despite the improvement, the total number of non-operated aircraft is still 46.6% more than that recorded in January 2020 (pre-crisis), which puts pressure on aircraft values and requires additional maintenance and preservation costs at a time when airlines are trying to reduce their costs.



Financial Performance of the Industry:

On the industry level, operating expenses were higher than revenues in 2020, **leading to an industry operating (EBIT) margin of -28.2%**. The operating margin was negative across all regions of the world. The Middle East and African regions were the most resilient regions that protected their revenue streams when looking at the operating (EBIT) margin at respectively -18.7% and -19.3%.

In 2020, airline revenue losses reached around USD 465 billion, while total government support reached around USD 163 billion, representing 35.0% of total losses, with results highly diverse across regions. Between January and September 2021, government support to airlines reached around USD 36 billion, representing 9.7% of the USD 366 billion in revenue differences expected between 2021 and 2019. This shows that many airlines will face liquidity shortages in 2021 and 2022 amid weak passenger demand as highlighted in the first section of this part. Therefore, governments are encouraged to provide more support to airlines to survive this crisis and continue to play their role as socio-economic catalysts.

The Impact of COVID-19 on the Travel & Tourism (T&T) Sector:

The T&T industry took the biggest hit from COVID-19 in 2020, affected by a weak economy, border restrictions and limitations on social interactions. The sector suffered from a USD 4.5 trillion loss in 2020 when compared to 2019, with its contribution to global GDP dropping by 49.1%. In 2019, the T&T sector contributed 10.4% to global GDP, which decreased to 5.5% in 2020. Similarly, in 2019 the sector supported 334 million jobs which decreased to 272 million in 2020. The below infographic highlights results across regions:



losses exclude those supported jobs

(where known)

Impact of COVID-19 on the Contribution of Travel and Tourism in the Economy* (per region)

The travel and tourism sector is not expected to recover soon to pre-crisis levels in terms of jobs supported and contribution to GDP, especially with the travel demand remaining well below 2019 levels as mentioned in the first part of this section, and international tourism is still 85.4% below 2019 levels when comparing the first five months in 2021 to the same period in 2019.

Source: WTTC, AACO

Passenger Operations: Current Status and Expected Recovery

Total passenger traffic to/from and within the **Arab region decreased by 70.2%** in 2020 compared to 2019, reflecting border closures and low passenger demand caused by the COVID-19 pandemic. Passenger traffic on international routes **to/from the Arab world declined by 70.7%**, and international traffic within the **Arab world declined by 71.3% in 2020 compared to 2019**. As for domestic routes, the impact of COVID-19 was cushioned by the gradual easing of restrictions starting June 2020, which led to a decline of **59.6% in 2020 compared to 2019**.







Based on data reported until the first half of 2021 and assuming economic recovery at different speeds in different major travel markets, and better government support, steady inoculation in major population centers concerned (which is currently the case), and states applying more harmonious biosafety risk-based measures, as per international guidelines, we expect that passenger volumes to/from and within the **Arab world would recover to pre-crisis levels by 2024, except with Asia where border restrictions and slow inoculation will continue to weigh on the recovery path.**

Arab Airports' Operations in 2020 and 2021 compared to 2019 Passenger Traffic Carao Aircraft Movements 0% -10% -20% 3.6 M -13.3% -30% 6.5 M -24 5% -40% -50% 06M -49.5% -60% 1.2 M, -57.7% 122.5 M, 53.5 M, -70% -70.6% -80% Change 2020/2019 Change H1-2021/H1-2019 Labels represent the total number for each respective category and the change Source: ACI, AACO compared to the same period in 2019

Reporting Arab airports handled 122.5 million passengers in 2020, down from around 394.0 million handled in **2019**, reflecting the impact of the COVID-19 crisis. Similarly, aircraft movements declined by 57.7% in 2020 compared to 2019 to reach 1.2 million. On the other hand, the impact of the crisis didn't affect cargo operations at the same scale as global trade activity registered a V-shaped recovery. Cargo volumes handled at Arab airports reached 6.5 million tonnes, a decline of 24.5%, when compared to 2019 levels. Data aggregated for the first half of 2021 show weaker results (see left chart), reflecting the nationwide lockdowns implemented globally during Q1-2021 to limit the spread of the Delta variant.

Arab Airports' Operations:



Travel & Tourism in the Arab World:



As discussed in the first part of this section, travel demand to/from and within the Arab world decreased by 70.2% in 2020 compared to 2019. Similarly, international tourist arrivals to the Arab world decreased by 75.2% to reach 23.7 million, comparing the same **period**, which is almost equivalent to the number registered in the year 2000.

As a result, the contribution of the Travel and Tourism (T&T) sector in the Arab regions' GDP dropped by 50.2% in 2020 to reach USD 132 billion (bringing the contribution of the sector in the Arab regions' GDP down from 14.4% to 5.4%). Similarly, in line with the loss in revenue streams coming from the T&T section, the number of jobs supported by this sector declined from around 10.3 million in 2019 to reach around 6.0 million in 2020, representing a 42.5% decline.

AACO Members' Passenger Operations: Current Status and Recovery Scenarios

AACO members' passenger operations took an even bigger hit than the industry as a result of the pandemic. Passenger traffic measured in **RPKs and seat capacity measured in ASKs declined by 72.0% and 63.5% respectively in 2020 compared to 2019**. Consequently, AACO members' Passenger Load Factor (PLF) registered a record drop of 17.5 percentage points in 2020 compared to 2019. Despite, the decrease in COVID-19 cases and easing of border restrictions, AACO members' passenger operations (measured in RPKs) **during the first half of 2021 remained 80.0% below H1-2019**, compared to a decline of **55.8% registered in 2020 over 2019 when comparing the same period**. This decline reflects weak passenger demand on international routes where travel health requirements are highly weighing on travel demand, unlike domestic markets (especially in the U.S. and China), which are witnessing a strong recovery.



As for the time needed for AACO members' traffic (measured in RPKs) to recover to pre-crisis levels (2019), assumptions similar to the global traffic were applied. Two scenarios were also developed based on the data set aggregated until 31 August 2021. The first scenario assumes **AACO members' traffic recovery to pre-pandemic levels occurs in 2024**, assuming economic recovery at different speeds in different major markets, better government support, steady inoculation in major population centers concerned (which is currently the case), and states applying more harmonious biosafety risk-based measures, as per international guidelines.

On the other hand, scenario 2 considers a new spike of COVID-19 infections globally (caused by the emergence of new virus strains), a slowdown in economic recovery, states re-instating travel restrictions, and widespread inoculation to be delayed until the end of 2023 affected by supply constraints. **This might delay traffic recovery until 2027**. It is worth mentioning that despite the fact that scenarios for global traffic and Arab airlines fall under the same timeframe, the recovery trend of global traffic is better than that of Arab airlines due to the recovery of domestic demand in major travel markets.



Cargo Operations: A Solid Recovery

AACO members' cargo operations were also affected by the repercussions of the pandemic. However, the impact was short-lived and AACO members' cargo operations **exceeded 2019 levels in December 2020 to grow by 4.2% compared to 2019 levels**. Overall, AACO members' Cargo Tonne-Kilometers (CTKs) declined by 8.2% in 2020 compared to 2019 (below the global decline of 9.1%) and rebounded strongly in the first half of 2021 to grow by 13.3% when compared to H1-2019.



AACO Members' Fleet:

By the end of 2020, the total number of in-service aircraft in AACO members' fleet reached 995 aircraft compared to 1,399 in-service aircraft during 2019, representing a drop of 28.9%. On the positive side, the average age per unit aircraft dropped by 1.5% in 2020 compared to 2019 to reach 7.59 years. As for seat capacity, the average seat capacity per unit aircraft dropped from 258 to 242, as AACO members increased the number of the active narrow-body fleet as compared to the wide-body fleet to match the decline in passenger demand. It is worth mentioning that in 2019, the number of in-service wide-body aircraft was 29.3% higher than narrow-body aircraft, and in 2020 that gap decreased to reach only 18.3%.



The below chart highlights the changes in terms of the number of in-service and non-operated aircraf during the different phases of the COVID-19 crisis. To-date, the number of in-service aircraft didn't reach pre-crisis levels.



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The below charts show that most of the non-operated aircraft are wide-bodies, namely Airbus A380, Boeing B777, and Airbus A330.



Financial Performance of AACO Members:

In previous industry reports released, we have estimated a **69.1% drop in total revenues for AACO members** in 2020 compared to 2019. However, positively, based on reported data by AACO members, the impact was a little bit less severe, where total revenues of AACO members dropped by 59.8%, and operating revenues dropped by 60.3% in 2020 compared to 2019.



On the other hand, total costs also **dropped by 49.4% and operating costs by 46.1% in 2020 compared to 2019**, mirroring the drop in Jet fuel prices and other direct and indirect costs, mainly overhead, landing & en-route charges, and administrative costs. It is worth mentioning that jet fuel cost share of total operating cost dropped from 24.4% in 2019 to 11.8% in 2020.



Despite the tight financial conditions AACO members faced during 2020, and are expected to encounter in 2021 as a result of low demand, they remain amongst the **least supported airlines by their governments, where government support amounted for only 21.9% of total losses in 2020** (below the global average of 35.1%) and that percentage reached less than 1% from the total estimated revenue differences between 2021 and 2019 as at September 31st 2021.





			Total Repo	rting AACO M	embers	Air Algerie				Air Arabia				
Item	REVENUE FLIGHTS	Unit	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System
	SCHEDULED SERVICES Status (Including All-Cargo Flights)			Reported			Reported			Reported			Reported	
1	Kilometres Flown	000	1,597,446	63,415	1,660,862	13,158	5,558	18,716	28,834		28,834	61,391	2,980	64,371
2	Aircraft Departures	Number	429,566	112,766	542,332	9,108	8,522	17,630	21,945		21,945	23,774	6,374	30,148
3	Hours Flown	Number	2,196,942	146,991	2,343,933	20,987	12,189	33,175	71,303		71,303	89,351	6,831	96,182
4	Passengers Carried	Number	51,651,861	11,193,324	62,845,185	942,695	488,783	1,431,478	2,912,629		2,912,629	2,297,556	546,301	2,843,857
5	Freight Tonnes Carried	Number	5,073,047	44,975	5,118,022	11,446	142	11,588	19,561		19,561	123,579	107	123,686
6	Passenger-Kilometres Flown	000	205,097,203	6,566,682	211,663,885	1,368,970	318,791	1,687,762	4,023,241		4,023,241	6,716,581	264,050	6,980,631
7	Available Seat-Kilometres	000	355,642,156	10,479,273	366,121,429	1,850,419	488,425	2,338,844	4,947,200		4,947,200	10,802,809	395,617	11,198,426
8	Passenger Load Factor	%	57.7%	62.7%	57.8%	74.0%	65.3%	72.2%	81.3%		81.3%	62.2%	66.7%	62.3%
9	Passenger (incl. baggage)Tonne-Kilometres Performed	000	17,568,809	99,699	17,668,508	123,207	28,691	151,899	378,149		378,149	670,562	26,479	697,041
10	Freight (incl. express)Tonne-Kilometres Performed	000	26,467,707	208	26,467,916	10,936		10,936	23,332		23,332	414,520	43	414,563
11	Mail Tonne-Kilometres Performed	000	380,101		380,101							4,586		4,587
12	Total Tonne-Kilometres Performed	000	44,416,617	99,908	44,516,428	134,143	28,691	162,834	401,481		401,481	1,089,669	26,522	1,116,191
13	Available Tonne-Kilometres	000	81,628,037	168,767	81,796,805	188,459	43,958	232,417	455,212		455,212	2,096,065	44,492	2,140,557
14	Weight Load Factor	%	54.4%	59.2%	54.4%	71.2%	65.3%	70.1%	88.2%		88.2%	52.0%	59.6%	52.1%
15	Length of Scheduled Route Network	kms	1,553,676	54,373	1,608,049	130,332	49,881	180,213	1,314		1,314	178,296	4,492	182,788
	SCHEDULED ALL-CARGO FLIGHTS (included above)													
16	Kilometres Flown	000	302,959		302,959	1,503		1,503				8,999		8,999
17	Aircraft Departures	Number	66,705		66,705	1,082		1,082				2,901		2,901
18	Hours Flown	Number	400,731		400,731	2,503		2,503				12,472		12,472
19	Freight Tonnes Carried	Number	2,662,310		2,662,310	7,874		7,874				87,145		87,145
20	Freight (incl. express)Tonne-Kilometres Performed	000	15,072,544		15,072,544	10,936		10,936				281,906		281,906
21	Mail Tonne-Kilometres Performed	000	56,788		56,788									
22	Total Tonne-Kilometres Performed	000	15,129,332		15,129,332	10,936		10,936				281,906		281,906
23	Available Tonne-Kilometres	000	28,283,457		28,283,457	21,921		21,921				529,680		529,680
24	Weight Load Factor	%	53.5%		53.5%	49.9%		49.9%				53.2%		53.2%
	CHARTER SERVICES													
25	Kilometres Flown	000	31,786	454	32,240	2,015	56	2,072				5,840	223	6,063
26	Aircraft Departures	Number	12,211	901	13,112	735	31	766				3,496	493	3,989
29	Hours Flown	Number	49,009	992	50,001	2,924	76	3,000				9,445	535	9,980
30	Passengers Carried	Number	831,664	17,835	849,499	127,614		127,614				357,651	16,117	373,768
31	Freight Tonnes Carried	Number	60,154	98	60,252	1,932	97	2,029				2,652	1	2,653
32	Passenger-Kilometres Flown	000	1,642,563	12,127	1,654,695	483,974		483,974				526,562	8,451	535,013
33	Available Seat-Kilometres	000	3,500,613	37,870	3,558,702	553,488		553,488				1,410,372	30,950	1,441,322
34	Passenger Load Factor	%	46.9%	32.0%	46.5%	87.4%		87.4%				37.3%	27.3%	37.1%
35	Passenger (incl. baggage)Tonne-Kilometres Performed	000	123,626	859	124,485	43,558		43,558				53,140	798	53,939
36	Freight (incl. express)Tonne-Kilometres Performed	000	272,856	176	273,033	3,381	176	3,557				6,219		6,219
37	Mail Tonne-Kilometres Performed	000	1,133		1,133							407		407
38	Total Tonne-Kilometres Pertormed	000	397,615	1,036	398,651	46,938	176	47,115				59,766	799	60,565
39	Available Tonne-Kilometres	000	780,576	3,494	784,070	58,658	658	59,315				160,924	2,731	163,655
40	Weight Load Factor	%	50.9%	29.7%	50.8%	80.0%	26.8%	79.4%				37.1%	29.3%	37.0%
	Fleet and Utilisation													
41	Fleet	number			267									
42	Utilisation	hh:mm			10:42									
	Personnel													
43	Cockpit Crew	number		13,460			579			377			926	
44	Cabin Crew	number		41,006			1,176			552			2,217	
45	Ground Handling Crew	number		10,913			1,139			46				
46	Sales Staff	number		14,193			2,692			132			1,434	
47	Other	number		65,702			2,929			369			22,985	
48	Total Presonnel	number		148,216			8,515			1,476			27,562	

				Emirates		Etihad Airways		flyegypt						
Item	REVENUE FLIGHTS	Unit	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System
	SCHEDULED SERVICES Status (Including All-Cargo Flights)			Reported			Reported			Reported		·	Reported	
1	Kilometres Flown	000	463,421		463,421	172,848		172,848	1,072		1,072			
2	Aircraft Departures	Number	98,019		98,019	39,374		39,374	1,051		1,051	7,299	22,858	30,157
3	Hours Flown	Number	609,947		609,947	233,231		233,231	1,918		1,918			
4	Passengers Carried	Number	15,839,728		15,839,728	4,141,082		4,141,082	125,046		125,046	782,519	2,398,927	3,181,446
5	Freight Tonnes Carried	Number	1,814,322		1,814,322	528,915		528,915						
6	Passenger-Kilometres Flown	000	78,745,770		78,745,770	19,746,761		19,746,761	134,000		134,000			
7	Available Seat-Kilometres	000	123,945,385		123,945,385	37,097,046		37,097,046	166,000		166,000			
8	Passenger Load Factor	%	63.5%		63.5%	53.2%		53.2%	80.7%		80.7%			
9	Passenger (incl. baggage)Tonne-Kilometres Performed	000	7,545,141		7,545,141	1,579,741		1,579,741						
10	Freight (incl. express)Tonne-Kilometres Performed	000	9,430,394		9,430,394	2,689,991		2,689,991						
11	Mail Tonne-Kilometres Performed	000	139,027		139,027	32,300		32,300						
12	Total Tonne-Kilometres Performed	000	17,114,562		17,114,562	4,302,032		4,302,032						
13	Available Tonne-Kilometres	000	30,977,390		30,977,390	7,250,732		7,250,732						
14	Weight Load Factor	%	55.2%		55.2%	59.3%		59.3%						
15	Length of Scheduled Route Network	kms	559,274		559,274	619,447		619,447						
	SCHEDULED ALL-CARGO FLIGHTS (included above)													
16	Kilometres Flown	000	147,121		147,121	17,831		17,831				-		
17	Aircraft Departures	Number	31,289		31,289	3,602		3,602						
18	Hours Flown	Number	191,851		191,851	24,157		24,157						
19	Freight Tonnes Carried	Number	986,989		986,989	202,527		202,527						
20	Freight (incl. express)Tonne-Kilometres Performed	000	5,424,001		5,424,001	1,024,878		1,024,878						
21	Mail Tonne-Kilometres Pertormed	000	53,868		53,868	2,804		2,804						
22	Total Tonne-Kilometres Performed	000	5,477,869		5,477,869	1,027,681		1,027,681						
23	Available Tonne-Kilometres	000	11,341,977		11,341,977	1,747,423		1,747,423						
24	Weight Load Factor	%	48.3%		48.3%	58.8%		58.8%						
	CHARTER SERVICES													
25	Kilometres Flown	000				8,151		8,151	1		1			
26	Aircraft Departures	Number				1,607		1,607	1,143		1,143			
29	Hours Flown	Number				10,908		10,908	4,379		4,379			
30	Passengers Carried	Number				9,528		9,528	157,322		157,322			
31	Freight Ionnes Carried	Number				46,787		46,787						
32	Passenger-Kilometres Flown	000				41,888		41,888						
33	Available Seat-Kilometres	000				133,224		133,224						
34	Passenger Load Factor	%				31.4%		31.4%						
35	rassenger (incl. baggage) ionne-Kilometres Performed	000				3,351		3,351						
36	rreight (incl. express) ionne-Kilometres Performed	000				238,314		238,314						
3/	India Ionne-Niometres Performed	000				/26		/26						
38		000				242,391		242,391						
39	Available Ionne-Kilometres	000				426,954		426,954						
40	Float and Utilization	%				56.8%		56.8%						
41		number			0/7									
41	Litilization	hh·mm			10.42									
42					10:42									
40	Personnel	number		0.475						7.				
43		number		3,665						/4				
44		number		14,0/9						131				
45	Ground Handling Crew	number		3,4/8						192				
40		number		2,04/						13				
4/	Other Tatal Descenaria	number		10,/55						220				
48	Iotal Presonnel	nombel		34,624						630				

			Gulf Air			Kuwait Airways			Midd	le East Airl	ines			
Item	REVENUE FLIGHTS	Unit	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System
	SCHEDULED SERVICES Status (Including All-Cargo Flights)			Reported			Reported		·	Reported			Reported	
1	Kilometres Flown	000	28,372		28,372				18,267		18,267	2,811	429	3,240
2	Aircraft Departures	Number	13,929		13,929				10,039		10,039	2,292	820	3,112
3	Hours Flown	Number	44,543		44,543				28,833		28,833	216	42	256
4	Passengers Carried	Number	1,451,359		1,451,359	1,126,432		1,126,432	1,077,762		1,077,762	235,379	91,843	327,222
5	Freight Tonnes Carried	Number	26,878		26,878	34,230		34,230	9,504		9,504	80		80
6	Passenger-Kilometres Flown	000	3,371,349		3,371,349	2,785,202		2,785,202	2,043,643		2,043,643	279,905	48,018	327,923
7	Available Seat-Kilometres	000	5,290,896		5,290,896	4,422,418		4,422,418	2,795,612		2,795,612	463,890	71,013	534,903
8	Passenger Load Factor	%	63.7%		63.7%	63.0%		63.0%	73.1%		73.1%	60.3%	67.6%	61.3%
9	Passenger (incl. baggage)Tonne-Kilometres Performed	000	272,465		272,465	250,668		250,668	225,295		225,295	24,431	4,034	28,465
10	Freight (incl. express)Tonne-Kilometres Performed	000	93,906		93,906	110,567		110,567	19,117		19,117	96		96
11	Mail Tonne-Kilometres Performed	000	2,303		2,303	526		526	337		337			
12	Total Tonne-Kilometres Performed	000	368,674		368,674	361,761		361,761	244,749		244,749	24,527	4,034	28,465
13	Available Tonne-Kilometres	000	881,387		881,387	806,071		806,071	368,382		368,382	54,974	8,007	62,981
14	Weight Load Factor	%	41.8%		41.8%	44.9%		44.9%	66.4%		66.4%	44.6%	50.4%	45.2%
15	Length of Scheduled Route Network	kms							65,013		65,013			
	SCHEDULED ALL-CARGO FLIGHTS (included above)													
16	Kilometres Flown	000	27		27									
17	Aircraft Departures	Number	5		5									
18	Hours Flown	Number	35		35									
19	Freight Tonnes Carried	Number	110		110									
20	Freight (incl. express)Tonne-Kilometres Performed	000	587		587									
21	Mail Tonne-Kilometres Performed	000												
22	Total Tonne-Kilometres Performed	000	587		587									
23	Available Tonne-Kilometres	000	1,479		1,479									
24	Weight Load Factor	%	39.7%		39.7%									
	CHARTER SERVICES													
25	Kilometres Flown	000	830		830				102		102			
26	Aircraft Departures	Number	339		339				48		48			
29	Hours Flown	Number	1,220		1,220				170		170			
30	Passengers Carried	Number	23,989		23,989				3,007		3,007			
31	Freight Tonnes Carried	Number	1,267		1,267									
32	Passenger-Kilometres Flown	000	65,039		65,039				8,165		8,165			
33	Available Seat-Kilometres	000	85,035		85,035				8,165		8,165			
34	Passenger Load Factor	%	76.5%		76.5%				100.0%		100.0%			
35	Passenger (incl. baggage)Tonne-Kilometres Performed	000	5,853		5,853				735		735			
36	Freight (incl. express)Tonne-Kilometres Performed	000	3,889		3,889									
37	Mail Tonne-Kilometres Performed	000												
38	Total Tonne-Kilometres Performed	000	9,742		9,742				735		735			
39	Available Tonne-Kilometres	000	24,171		24,171				735		735			
40	Weight Load Factor	%	40.3%		40.3%				100.0%		100.0%			
	Fleet and Utilisation													
41	Fleet	number												
42	Utilisation	hh:mm												
	Personnel													
43	Cockpit Crew	number		399						204			62	
44	Cabin Crew	number		711						655			115	
45	Ground Handling Crew	number		196									184	
46	Sales Staff	number		306						459			59	
47	Other	number		985						582			267	
48	Total Presonnel	number		2,597						1,900			687	

				Oman Air		Qatar Airways			Ro	yal Air Mar	oc	Roy	n	
Item	REVENUE FLIGHTS	Unit	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System
	SCHEDULED SERVICES Status (Including All-Cargo Flights)			Reported			Reported			Reported			Reported	
1	Kilometres Flown	000	34,148	668	34,816	611,641		611,641	39,651	3,613	43,264	17,908	101	18,009
2	Aircraft Departures	Number	7,069	496	7,565	127,450		127,450	18,387	7,115	25,502	9,085	400	9,485
3	Hours Flown	Number	45,686	1,045	46,731	786,597		786,597	52,096	7,081	59,177	27,704	342	28,046
4	Passengers Carried	Number	1,773,544	198,178	1,971,722	10,640,491		10,640,491	1,816,607	433,803	2,250,410	733,318	18,114	751,432
5	Freight Tonnes Carried	Number				2,329,443		2,329,443	13,671	297	13,968	23,100	51	23,152
6	Passenger-Kilometres Flown	000	5,123,133	146,915	5,270,048	57,170,854		57,170,854	4,537,578	292,893	4,830,471	1,923,495	4,565	1,928,060
7	Available Seat-Kilometres	000	7,266,537	198,414	7,464,952	117,661,015		117,661,015	6,761,010	453,008	7,214,017	2,939,330	10,691	2,950,021
8	Passenger Load Factor	%	70.5%	74.0%	70.6%	48.6%		48.6%	67.1%	64.7%	67.0%	65.4%	42.7%	65.4%
9	Passenger (incl. baggage)Tonne-Kilometres Performed	000	517,542	9,445	526,987	5,145,377		5,145,377	453,758	29,289	483,047	173,115	411	173,525
10	Freight (incl. express)Tonne-Kilometres Performed	000				13,545,042		13,545,042	48,477	149	48,626	74,650	13	74,663
11	Mail Tonne-Kilometres Performed	000				194,971		194,971				5,206		5,206
12	Total Tonne-Kilometres Performed	000	517,542	9,445	526,987	18,885,390		18,885,390	502,235	29,438	531,673	252,971	424	253,395
13	Available Tonne-Kilometres	000	899,914	12,985	912,899	35,866,940		35,866,940	949,170	56,200	1,005,369	494,347	1,303	495,650
14	Weight Load Factor	%	57.5%	72.7%	57.7%	52.7%		52.7%	52.9%	52.4%	52.9%	51.2%	32.5%	51.1%
15	Length of Scheduled Route Network	kms												
	SCHEDULED ALL-CARGO FLIGHTS (included above)													
16	Kilometres Flown	000				124,861		124,861	1,402		1,402	1,102		1,102
17	Aircraft Departures	Number				26,822		26,822	488		488	488		488
18	Hours Flown	Number				166,115		166,115	1,779		1,779	1,664		1,664
19	Freight Tonnes Carried	Number				1,255,152		1,255,152	6,520		6,520	9,111		9,111
20	Freight (incl. express)Tonne-Kilometres Performed	000				7,795,062		7,795,062	21,346		21,346	23,853		23,853
21	Mail Tonne-Kilometres Performed	000										117		117
22	Total Tonne-Kilometres Performed	000				7,795,062		7,795,062	21,346		21,346	23,970		23,970
23	Available Tonne-Kilometres	000				12,031,968		12,031,968	52,871		52,871	42,071		42,071
24	Weight Load Factor	%				64.8%		64.8%	40.4%		40.4%	57.0%		57.0%
	CHARTER SERVICES													
25	Kilometres Flown	000	3,284	94	3,378	6,288		6,288	1,567	29	1,596	2,127		2,127
26	Aircraft Departures	Number	1,397	179	1,576	1,659		1,659	604	47	651	599		599
29	Hours Flown	Number	4,013	173	4,186	8,719		8,719	2,009	57	2,066	2,967		2,967
30	Passengers Carried	Number	58,572	880	59,452	4,451		4,451	24,289	838	25,127	180		180
31	Freight Tonnes Carried	Number							223		223	6,516		6,516
32	Passenger-Kilometres Flown	000	189,940	3,101	193,041	20,347		20,347	91,911	575	92,486	485		485
33	Available Seat-Kilometres	000	728,813	5,626	734,439				135,128	1,294	136,422	25,760		25,760
34	Passenger Load Factor	%	26.1%	55.1%	26.3%				68.0%	44.5%	67.8%	1.9%		1.9%
35	Passenger (incl. baggage)Tonne-Kilometres Performed	000	209	3	213				9,191	58	9,249	44		44
36	Freight (incl. express)Tonne-Kilometres Performed	000							826		826	20,170		20,170
37	Mail Ionne-Kilometres Pertormed	000												
38	Iotal Ionne-Kilometres Performed	000	209	3	213				10,017	58	10,075	20,214		20,214
39	Available Tonne-Kilometres	000	804	6	810				11,020	100	11,119	85,556		85,556
40	Weight Load Factor	%	26.1%	55.1%	26.3%				90.9%	57.8%	90.6%	23.6%		23.6%
	Fleet and Utilisation													
41	Fleet	number												
42	Utilisation	nh:mm												
	Personnel													
43	Cockpit Crew	number		401			3,585			425			301	
44	Cabin Crew	number		1,428			8,683			1,102			477	
45	Ground Handling Crew	number					2,922			80			1,303	
46	Sales Staff	number		189			2,602			547			330	
47	Other	number		2,126			8,776			1,300			974	
48	Total Presonnel	number		4,144			26,568			3,454			3,385	

				Saudia			Tunisair		Yemen Airways			In			
Item	REVENUE FLIGHTS	Unit	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System	Int'l	Dom	System	
	SCHEDULED SERVICES Status (Including All-Cargo Flights)			Reported			Reported	·	·	Reported		·	Reported		
1	Kilometres Flown	000	34,148	77,587	48,865	14,233		14,233	3,391		3,391	8,317	1,012	9,329	
2	Aircraft Departures	Number	7,069	24,123	63,083	9,173		9,173	1,687		1,687	5,503	2,857	8,360	
3	Hours Flown	Number	45,686	112,144	98,917	21,954		21,954	5,305		5,305	25,980	2,570	28,550	
4	Passengers Carried	Number	1,773,544	4,071,448	6,882,530	968,811		968,811	222,379		222,379	492,879	134,840	627,719	
5	Freight Tonnes Carried	Number		102,598	25,087	2,567		2,567	325		325	3,285	4,275	7,560	
6	Passenger-Kilometres Flown	000	5,123,133	14,344,894	5,405,025	1,569,797		1,569,797	449,428		449,428	706,452	67,024	773,476	
7	Available Seat-Kilometres	000	7,266,537	25,083,118	8,748,640	2,356,362		2,356,362	535,533		535,533	1,257,575	113,465	1,371,040	
8	Passenger Load Factor	%	70.5%	57.2%	61.8%	66.6%		66.6%	83.9%		83.9%	56.2%	59.1%	56.4%	
9	Passenger (incl. baggage)Tonne-Kilometres Performed	000	517,542			166,249		166,249	40,449		40,449				
10	Freight (incl. express)Tonne-Kilometres Performed	000				6,365		6,365							
11	Mail Tonne-Kilometres Performed	000				844		844							
12	Total Tonne-Kilometres Performed	000	517,542			173,458		173,458	40,449		40,449				
13	Available Tonne-Kilometres	000	899,914			276,424		276,424	56,945		56,945				
14	Weight Load Factor	%	57.5%			62.8%		62.8%	71.0%		71.0%				
15	Length of Scheduled Route Network	kms													
	SCHEDULED ALL-CARGO FLIGHTS (included above)														
16	Kilometres Flown	000				113		113							
17	Aircraft Departures	Number				28		28							
18	Hours Flown	Number				156		156							
19	Freight Tonnes Carried	Number				106,883		106,883							
20	Freight (incl. express)Tonne-Kilometres Pertormed	000				489,974		489,974							
21	Mail Ionne-Kilometres Pertormed	000													
22	Total Tonne-Kilometres Performed	000				489,974		489,974							
23	Available Tonne-Kilometres	000				2,514,067		2,514,067							
24	Weight Load Factor	%				19.5%		19.5%							
	CHARTER SERVICES														
25	Kilometres Flown	000	3,284	859	52	695		695	27		27				
26	Aircraft Departures	Number	1,397	277	151	287		287	20		20				
29	Hours Flown	Number	4,013	1,192	151	1,016		1,016	47		47				
30	Passengers Carried	Number	58,572	34,287		28,433		28,433	2,341		2,341				
31	Freight Tonnes Carried	Number		752		23		23	3		3				
32	Passenger-Kilometres Flown	000	189,940	141,457		72,792		72,792	3		3				
33	Available Seat-Kilometres	000	728,813	308,339		112,284		112,284	4		4				
34	Passenger Load Factor	%	26.1%	45.9%		64.8%		64.8%	80.0%		80.0%				
35	Passenger (incl. baggage) Ionne-Kilometres Performed	000	209			7,254		7,254	291		291				
36	Freight (incl. express)Tonne-Kilometres Performed	000				57		57							
37	Mail Ionne-Kilometres Performed	000													
38	Iotal Ionne-Kilometres Pertormed	000	209			7,311		7,311	291		291				
39	Available Tonne-Kilometres	000	804			11,288		11,288	467		467				
40	Weight Load Factor	%	26.1%			64.8%		64.8%	62.3%		62.3%				
	Fleet and Utilisation														
41	Fleet	number													
42	Utilisation	hh:mm													
	Personnel														
43	Cockpit Crew	number		1,737			260						440		
44	Cabin Crew	number		7,135			713						1,100		
45	Ground Handling Crew	number		271									660		
46	Sales Staff	number		2,268			587						308		
47	Other	number		8,974			1,872						1,890		
48	Total Presonnel	number		20,385			3,432			2,942		4,398			

ImmRevenue ParticipantsUnitImmImmImmOpenSystemInfDenSystemInfDenSystem1Actival DecomponeNonImmeter1000Immeter				Sudan Airways			No	ot Available	Ð	N	lo Operation	s
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2 Aircold Departures Number 225 241 500 1 Hours Prom Number 19147 7.75 37.720 4 Nussegers Carried Number 1977 7.5 37.720 5 Freight Envire Carried Number 1977 15.6 37.420 6 Programs Carried Number 1972 15.6 44.50 Jack <	1	Kilometres Flown	000	396	189	585	flydubai			Palestin	ian Airlines	
3 Hours Hoom Number 19,717 17,727 37,722 4 Peasangen Caried Number 197 5 2020 5 Fright Torses Caried Number 72,722 15,016 445,556 6 Peasangen Caried 000 55,048 17,490 75,000 8 Peasangen Caried 000 2,659 13 97,000 97,000 10 Pright Cances Scienters Horomed 000 2,659 13 93,000 93,000 10 Pright Cances Scienters Horomed 000 2,659 13 42,000 93,000 93,000 93,000 93,000 93,000 93,000 93,000 93,000 93,000 93,000 94,000 </td <td>2</td> <td>Aircraft Departures</td> <td>Number</td> <td>259</td> <td>241</td> <td>500</td> <td>nyaobai</td> <td></td> <td></td> <td>Fulconn</td> <td>India All Intes</td> <td></td>	2	Aircraft Departures	Number	259	241	500	nyaobai			Fulconn	India All Intes	
4 Number 117 5 2020 5 Freight Incres Carried Number 207.42 15.1016 44.2014 17.401 17.745 57.551 17.401 17.745 57.551 17.401 17.745 57.551 17.401 17.745	3	Hours Flown	Number	19,147	17,976	37,123	Badr Airlin	105				
5 ProgNational Constraint	4	Passengers Carried	Number	197	5	202		105				
6 Rusange-Klonetes Flown 000 55,149 17,240 77,350 Upyon Airlines 8 Rusenge Lood Fodor % 0 <t< td=""><td>5</td><td>Freight Tonnes Carried</td><td>Number</td><td>29,542</td><td>15,016</td><td>44,558</td><td>Jordan Avi</td><td>iation</td><td></td><td></td><td></td><td></td></t<>	5	Freight Tonnes Carried	Number	29,542	15,016	44,558	Jordan Avi	iation				
7 Available Seak-Klometes 900 92.6% 7.7.4% 97.0% Useroal 9 Possenger (nd. boggoag/one-Klometes Reformed 000 2.6% 1.31 4.010 10 Freight (nd. exgeres) (non-Klometes Reformed 000 2.6% 1.324 4.010 11 Moil forme-Klometes Reformed 000 2.774 1.324 4.202 13 Available Son-Klometes Reformed 000 5.62.6% 1.822 7.448 50.18 14 Weight Load Fodor 8 5.2.9.6 7.4.38 50.18 51.18 51.16<	6	Passenger-Kilometres Flown	000	56,149	19,402	75,551						
8 Description Control Number Automation 10 Freight (ind. express)Conne-Klometres Performed 000 3.15 3 3.818 11 Muil Conne-Klometres Performed 000 2.774 1.354 4.329 12 Total Conne-Klometres Performed 000 2.774 1.354 4.329 13 Available Tonne-Klometres Performed 000 2.774 1.354 4.329 14 Weight Load Foddro % 5.29% 7.4.3% 58.1% 14 Klometres Performed 000 2.6.6 1.822 7.4.4% 58.1% 15 Length of Schedulef dout Network kma 4.6.6 4.6.6 5.6.6 1.8.22 7.4.4% 58.1%	7	Available Seat-Kilometres	000	52.6%	77.4%	59.0%	Libyan Airl	lines				
9 Resample (incl. appray)Inon-Klomets Performed 000 2.259 1.331 4.010 10 Freight (incl. appray)Inon-Klomets Performed 000 315 3 318 11 Muil Inone-Klomets Performed 000 2.774 3.534 4.328 13 Available Inone-Klometes Performed 000 5.566 1.822 7.448 Suifford Airlines 14 Weight Inone-Klometes % 5.279 7.438 Suifford Airlines 15 Length of Schedule Robot Network % 5.279 7.438 Suifford Airlines 16 Klometes Flow 000 2.271 Aircon Robot Robot Network Suifford Airlines 17 Aircon Robot Robot Network Number 2.201 Total Robot Robot Network Suifford Robot Network Total Robot Robot Network Total Robot Robot Network Number 2.201 Number 2.201 Number 2.201 Number<	8	Passenger Load Factor	%					in co				
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11 Mail Toons-Kionentes Performed 000 2,774 1,354 4,338 13 Available Toons-Kionentes Performed 000 2,774 1,354 4,338 14 Weight Loons-Kionentes Performed 000 2,774 1,354 58,166 15 Length of Scheduled Rode Network kms 0 0 54,1822 74,484 15 Length of Scheduled Rode Network kms 0 0 0 16 Kionentes Rom 000 0 0 0 17 Aircord Departures Number 0 0 0 18 Hours Form Number 0 0 0 19 Freight Conse-Kionentes Reformed 000 0 0 20 Tool Toone-Kionentes Reformed 000 0 0 21 Tool Toone-Kionentes Reformed 000 0 0 23 Available Toone-Kionentes Reformed 000 0 0 24 Weight Conser-Kionentes Reformed 000 0 0 24 Weight Conser-Kionentes Reformed 000 0 0 24 Weight Conser-Kionentes Reformed 000 0 0 26 Kionentes Reformed <td>10</td> <td>Freight (incl. express)Tonne-Kilometres Performed</td> <td>000</td> <td>315</td> <td>3</td> <td>318</td> <td>maorname</td> <td>Annes</td> <td></td> <td></td> <td></td> <td></td>	10	Freight (incl. express)Tonne-Kilometres Performed	000	315	3	318	maorname	Annes				
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13 Available Tourne-Kliometres 000 5,626 1,822 7,448 SaudiGuff Airlines 15 Length of Scheduled Route Network kms Syrian Airlines 15 Length of Scheduled Route Network kms Syrian Airlines 16 Kilometres Flown 000 Toro Aviation 17 Aircraft Departures Number Toro Aviation 18 Hours Flown Number Toro Aviation 19 Freight Tomes Carried Number Toro Aviation 21 Torol Tome-Klometres Performed 000 24 Weight Loa Factor % 25 Klometres Flown 000 26 Aircraft Departures Number 27 Klometres Flown 000 38 Passenger Conied	12	Total Tonne-Kilometres Performed	000	2,974	1,354	4,328						
14 Weight Lood Factor % 52.9% 74.3% 58.1% 15 Length of Schedule Rule Network kms Sprin Alrines 16 Kilometres Flown 000 Sprin Alrines 16 Kilometres Flown 000 Tarco Aviation 17 Aircof Departures Number Tarco Aviation 18 Hours Flown Number Tarco Aviation 18 Hours Flown Number Tarco Aviation 19 Freight florid.expressjone.Kilometres Performed 000 Tarco Aviation 21 Mail Tone-Kilometres Performed 000 Tarco Aviation 23 Availabb Tone-Kilometres Performed 000 Tarco Aviation 24 Weight Lood Factor % Tarco Aviation 25 Kilometres Flown 000 26 Avialabb Cone-Kilometr	13	Available Tonne-Kilometres	000	5,626	1,822	7,448	SaudiGulf	Airlines				
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SCHEDULED ALL-CARGO FLIGHTS (included above) Image: Constraint of the second above in	15	Length of Scheduled Route Network	kms				Svrian Airl	ines				
16 Kilometres Flown 000 Indere Aviandon 17 Aricrof Deportures Number Indere Aviandon 18 Hours From Number Indere Aviandon 19 Freight Contes Corried Number Indere Aviandon 21 Total Toones Kolometres Performed 000 Indere Aviandon 23 Available Toone-Kolometres Performed 000 Indere Aviandon 24 Total Toone-Kolometres Performed 000 Indere Aviandon 23 Available Toone-Kolometres Performed 000 Indere Aviandon 24 Weight Loof Factor % Indere Aviandon 25 Kiometres Flown 000 Indere Aviandon 26 Aviande Toones Corried Number Indere Aviandon 27 Hours Flown 000 Indere Aviandon 28 Possenger-Kometres Flown 000 Indere Aviandon 29 Hours Flown 000 Inderee Aviandon 30 Possenger Inde Seggegolfone-Klometres Performed 000 Inderee Aviandon 31 Areidibe Sent-Klometres Performed 000 Inderee Aviandon 32 Possenger Inde Seggegolfone-Klometres Performed 000 Inderee Aviandon 33 Available Tonne-Klome		SCHEDULED ALL-CARGO FLIGHTS (included above)					Tana Asia					
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Our Partner Airlines





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85 Anis Nsouli Street, Verdun P.O.Box: 13-5468 2044-1408 Beirut — Lebanon Tel: +961 1 861 297/8/9 Fax: +961 1 863 168 www.aaco.org