

State of The Industry

Abdul Wahab Teffaha
Secretary General

حالة الصناعة

عبد الوهاب تفاعه
الأمين العام

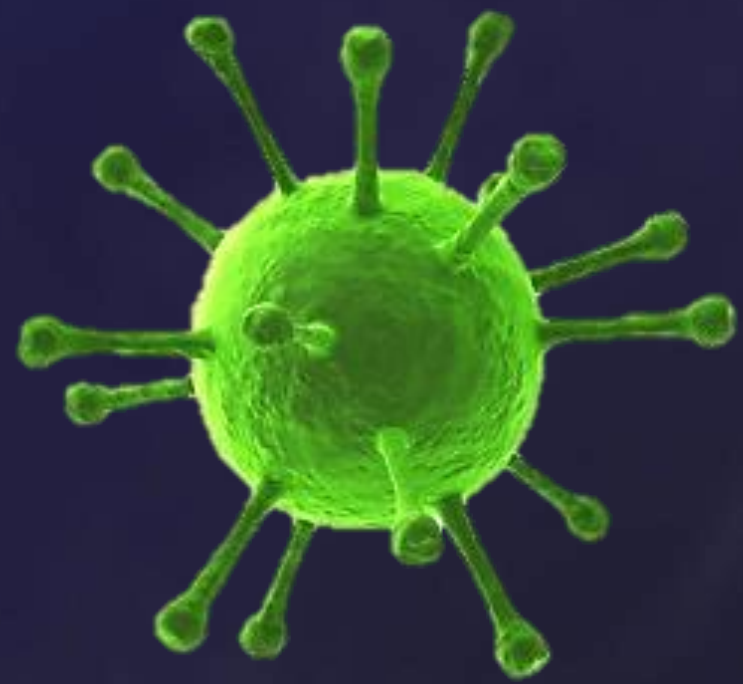






QATAR
AIRWAYS القطرية

The logo features a stylized maroon bird in flight, composed of horizontal lines, positioned to the right of the text.

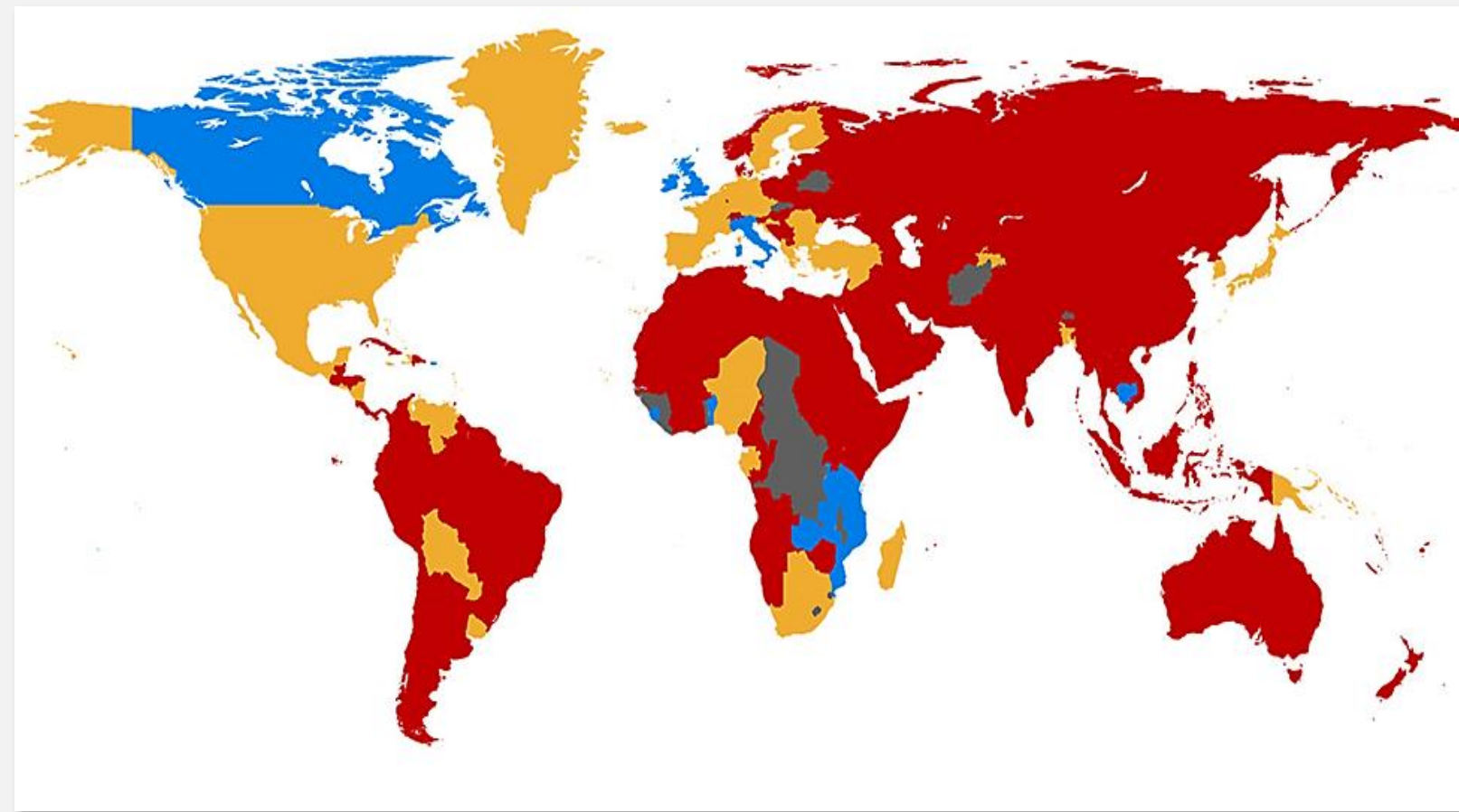




If you don't want to be blamed, shut down everything




ان لم تكن ترغب بان تُلام، أوقف كل شيء

Countries imposing travel restrictions in response to the COVID-19 pandemic, total COVID-19 cases, and non-operated aircraft



COVID-19 Cases in April 2020 reached 3,090,445

Non-operated aircrafts reached 18,679 (representing 55% of Total Fleet)

	Bans all foreign visitors		Bans travel from various places with confirmed cases
	Other travel restrictions		No data available

ردود الفعل ووضع سياسات لتجنب اللوم

Reactions & policies to avoid blame

الإغلاق الوطني العام
Total Lock Down

إغلاق الحدود البرية،
الجوية والبحرية
Close All
Borders

قوانين الاختبارات
الصحية
Health Testing
Rules

منصات غير لمسية
Touchless
platforms

قوانين التعقيم
Disinfection
Rules

ارتداء الأقنعة
والقفازات
Mandatory
Masks & Gloves

إيقاف النقل الجوي
Stop Air Traffic

التباعد الاجتماعي
على كافة المستويات
Social
Distancing
across the Board

التباعد الاجتماعي
Social
Distancing

قوانين صارمة للحجر
الصحي
Rigid
Quarantine
Rules





الاعلاق الوطني العام
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التباعد الاجتماعي
Social
Distancing

بشكل اعتباطي وغير مدروس

Arbitrary & spontaneous

أسس ليست علمية واضحة وشفافة

Lacking scientific evidence
and transparency



الوباء العالمي بحاجة لاستجابة عالمية

**The Global Pandemic needs a Global
Response**



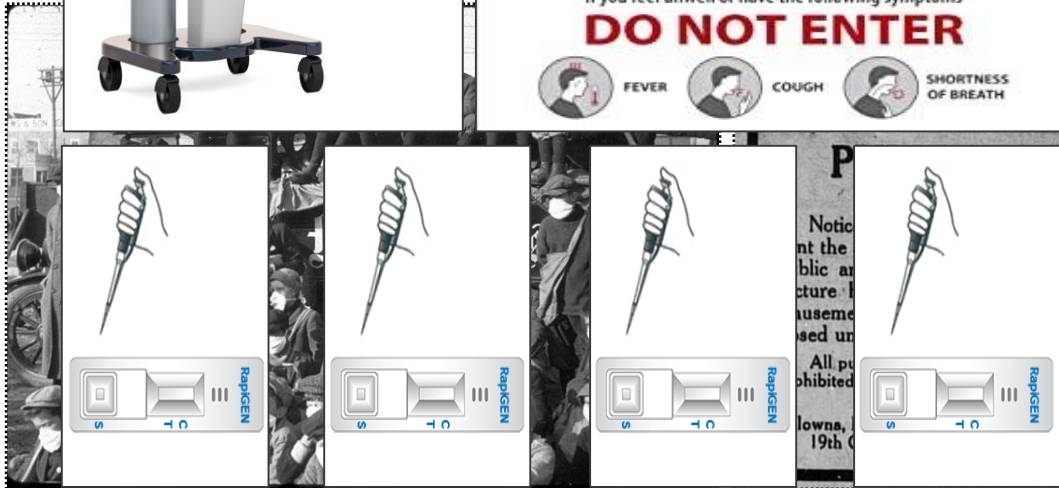
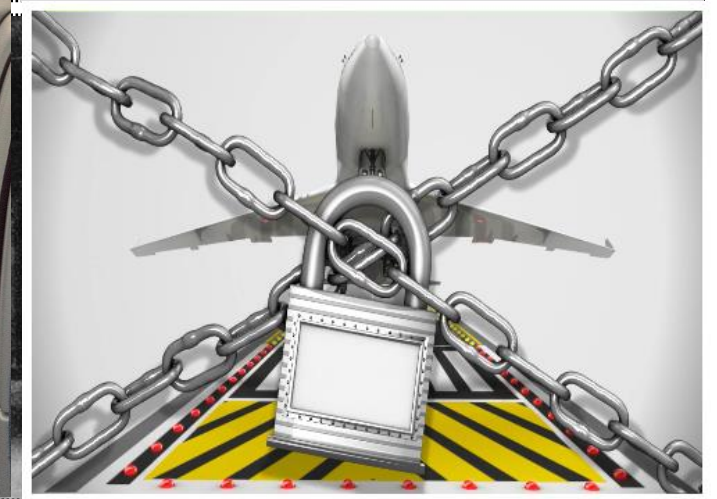
STOP READ BEFORE ENTERING STOP

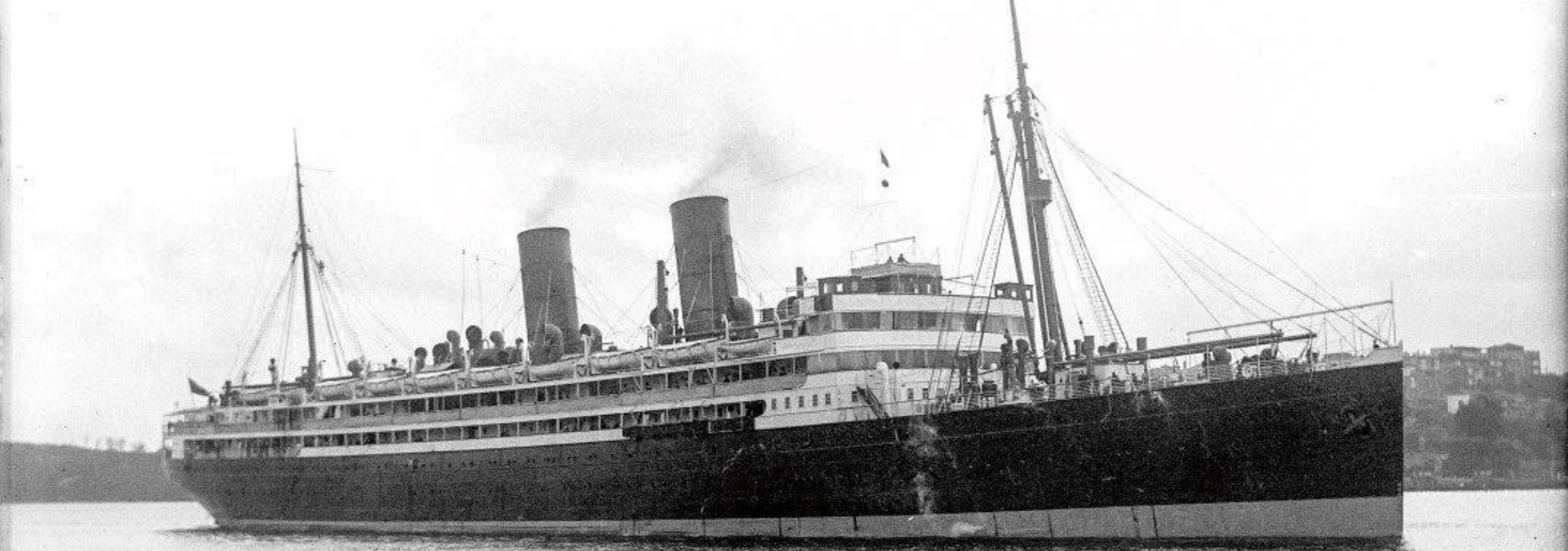
-  **PROOF OF COVID-19 VACCINATION REQUIRED FOR ENTRY**
-  **MASK OR CLOTH FACE COVERING REQUIRED**
-  **FOLLOW PROPER SANITATION & HYGIENE RECOMMENDATIONS**
-  **PRACTICE SOCIAL DISTANCING OF 6 OR MORE FEET**
-  **REFRAIN FROM HANDSHAKES AND PERSONAL CONTACT**

If you feel unwell or have the following symptoms

DO NOT ENTER

-  **FEVER**
-  **COUGH**
-  **SHORTNESS OF BREATH**

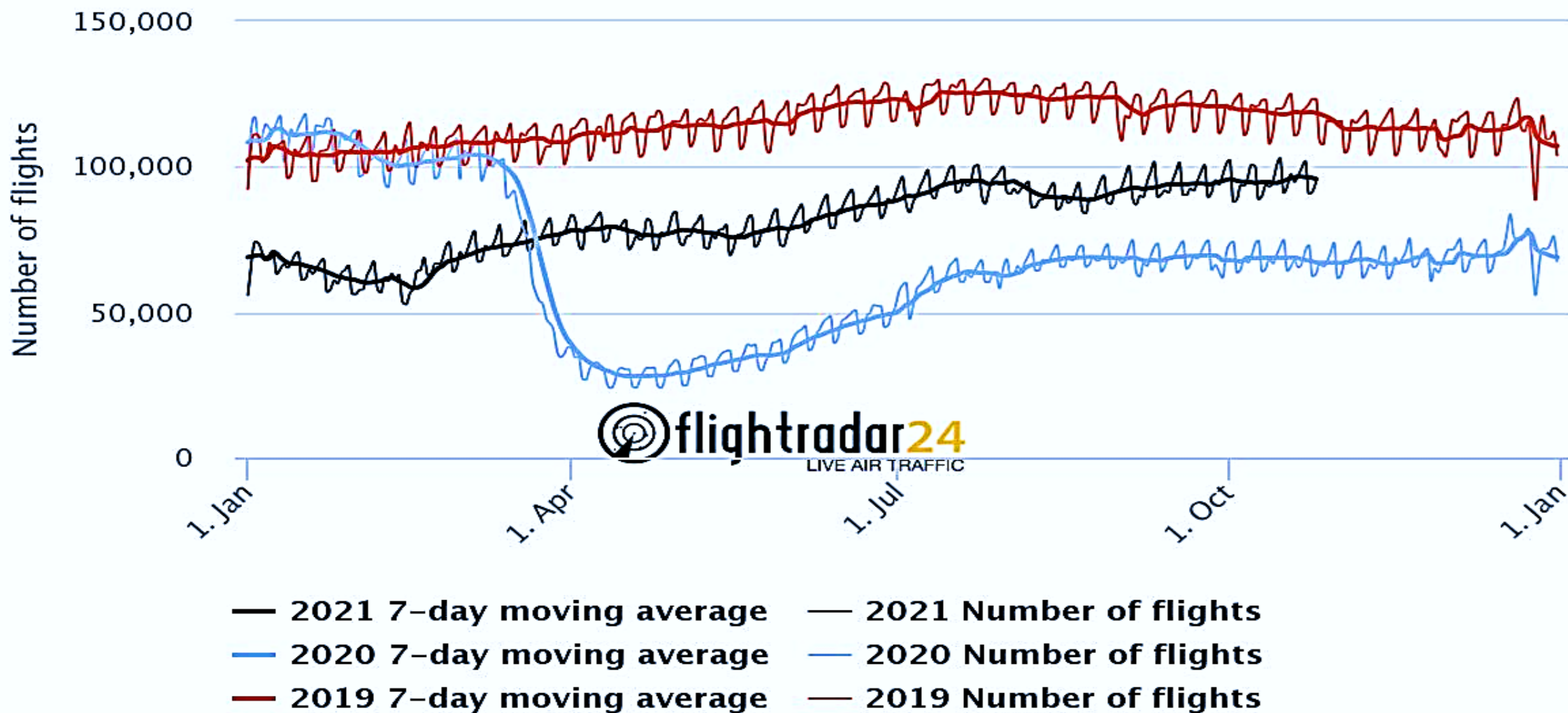




حجر المسافرين على متن السفينة واعتبار بان الناجون هم محصنون

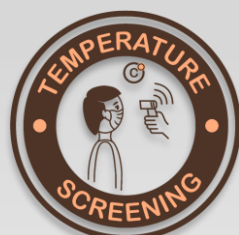
**Travelers were kept on board, and those who
survive are immune**

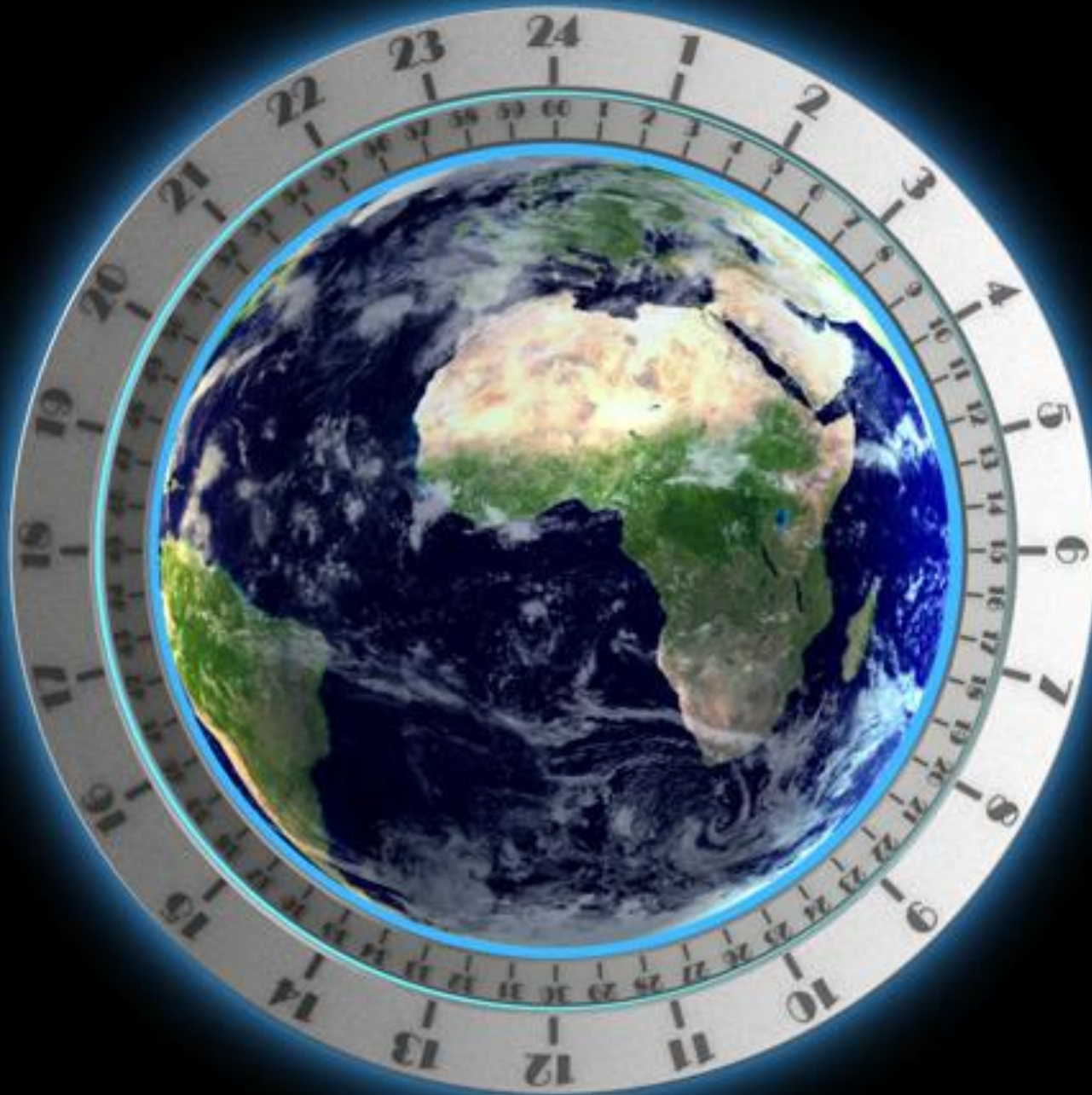
Number of commercial flights tracked by Flightradar24, per day (UTC time), 2019 vs 2020 vs 2021



تطبيق اجراءات السلامة والقيام بالاختبارات

Applying biosafety and testing measures









TRAVEL TRAFFIC LIGHT SYSTEM



RED LIST

- 10 days hotel quarantine on return
- Cost of hotel quarantine is currently £1,750
- Negative test before return
- TWO PCR tests after return on days 2 & 8


AMBER LIST

- 10 days self-isolation at home on return
- Negative test before return
- TWO PCR tests after return on days 2 & 8
- Fully-vaxxed and kids under 18 exempt from quarantine and day 8 test

GREEN LIST

- No quarantine
- Negative test before return
- PCR test two days after returning

TRAVEL RESTRICTIONS BY COUNTRY RIGHT NOW



DARK RED	LIGHT RED	LIGHT GREEN	DARK GREEN
COMPLETELY CLOSED	PARTIALLY CLOSED	REOPENING SOON	NO RESTRICTIONS
(119 COUNTRIES)	(65 COUNTRIES)	(11 COUNTRIES)	(25 COUNTRIES)

Restrictions on entry as of 14 December INTERNAL BORDERS

Country	Dec 14	Dec 15
Netherlands	Green	Green
Belgium	Green	Green
Spain	Green	Green
Switzerland	Green	Green
Italy	Green	Green
Austria	Green	Green
Denmark	Green	Green
Latvia	Green	Green
Lithuania	Green	Green
Germany	Green	Green
Poland	Green	Green
France	Green	Green
Spain	Green	Green
Sweden	Green	Green
Denmark	Green	Green
Czech Republic	Green	Green
Hungary	Green	Green
Spain	Green	Green
Spain	Green	Green

Restrictions on entry as of 23 December EXTERNAL BORDERS

Country	Dec 23	Dec 31
Andorra	Green	Green
Belgium	Green	Green
Canada	Green	Green
Croatia	Green	Green
Cyprus	Green	Green
Denmark	Green	Green
Estonia	Green	Green
Finland	Green	Green
France	Green	Green
Germany	Green	Green
Italy	Green	Green
Japan	Green	Green
Latvia	Green	Green
Lithuania	Green	Green
Netherlands	Green	Green
Poland	Green	Green
Portugal	Green	Green
Spain	Green	Green
Sweden	Green	Green
Switzerland	Green	Green
Denmark	Green	Green
Czech Republic	Green	Green
Hungary	Green	Green
Spain	Green	Green
Spain	Green	Green

TEST TO RELEASE - INTERNATIONAL TRAVEL

5 days to release

5 days to release


5 days to release

5 days to release

5 days to release


Asia Remains Firm on Travel Restrictions

Countries which have not opened their borders to the COVID-19 pandemic and their subsequent reopening.



As of June 1, 2021
Source: U.N. World Tourism Organization

TRAVEL RESTRICTIONS BY STATE



insuremytrip

GOV.UK Coronavirus (COVID-19): travel corridors

Guidance

List of countries, territories and regions from where you can travel to England and may not have to self-isolate.

GOVERNMENT OF INDIA OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION

OPPOSITE SAFDARJANG AIRPORT, NEW DELHI-110002

No. AI/2020-IR
Date: 19-03-2020

CIRCULAR

Subj: Travel and Visa restrictions related to COVID-19

In order to prevent the spread of COVID-19 (New Coronavirus 2019-nCoV) disease in India, all scheduled carrier and cargo airlines engaged in international air transportation to/from India are directed as under:

- No international international commercial passenger aircraft shall take off from any foreign airport for any airport in India, after 0001 hrs GMT of March 22, 2020 00:00 hrs Indian Standard Time (IST) of March 22, 2020. These instructions shall remain in force till 0001 hrs GMT of March 26, 2020.
- A maximum time limit of 20 hours is permissible for such international passenger aircraft to land in India.
- As such, to avert the potential international commercial passenger aircraft shall be allowed to disembark its passengers on Indian soil (Foreigner or Indian after 0001 hrs GMT of March 2020 01:31 hrs IST of March 23, 2020).
- These instructions are in addition to the travel restriction advisories already issued and other implementation.
- The above are temporary measures to restrict the spread of COVID-19 and are subject to review by Government.

Please acknowledge the receipt and ensure strict compliance.

(Sudh Kulkarni)
Deputy Director General

GOVERNMENT OF NEW ZEALAND OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION

OPPOSITE SAFDARJANG AIRPORT, NEW DELHI-110002

No. NZ/2020-IR
Date: 19-03-2020

CIRCULAR

Subj: Travel and Visa restrictions related to COVID-19

In order to prevent the spread of COVID-19 (New Coronavirus 2019-nCoV) disease in New Zealand, all scheduled carrier and cargo airlines engaged in international air transportation to/from New Zealand are directed as under:

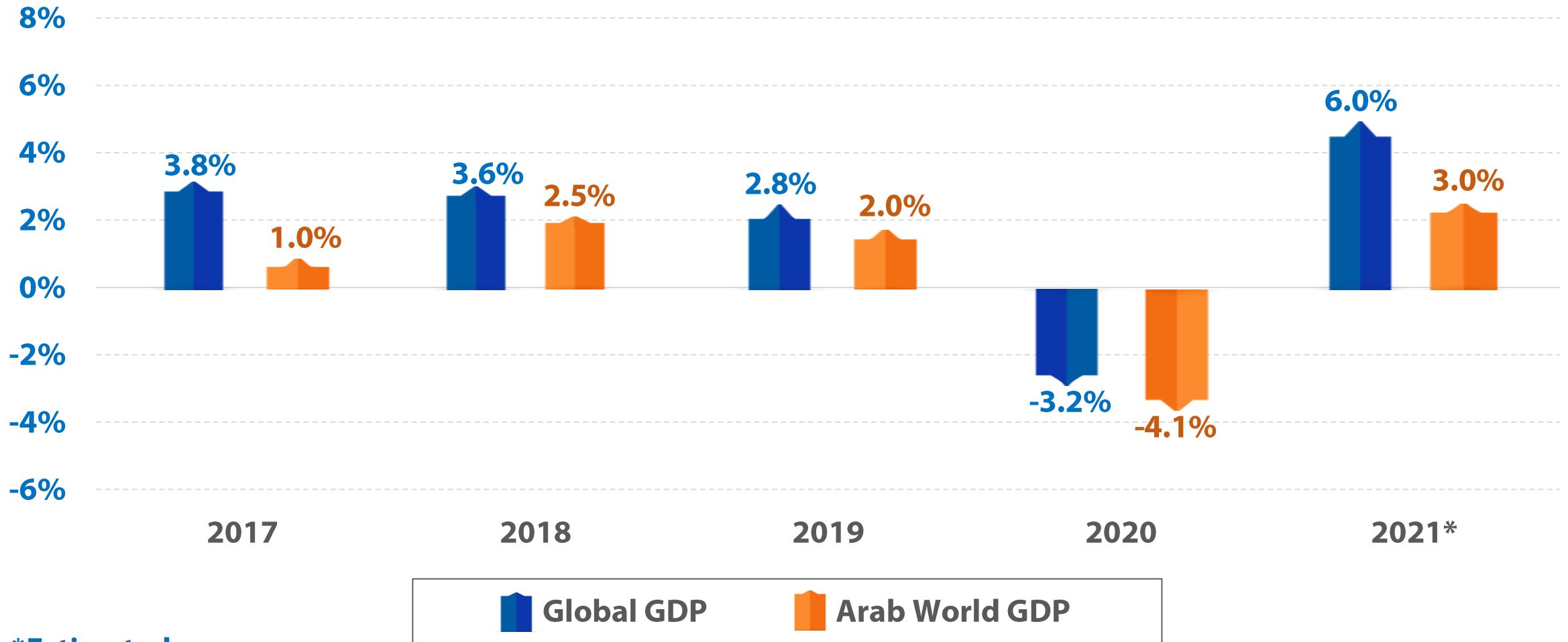
- No international international commercial passenger aircraft shall take off from any foreign airport for any airport in New Zealand, after 0001 hrs GMT of March 22, 2020 00:00 hrs New Zealand Standard Time (NZST) of March 22, 2020. These instructions shall remain in force till 0001 hrs GMT of March 26, 2020.
- A maximum time limit of 20 hours is permissible for such international passenger aircraft to land in New Zealand.
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(Sudh Kulkarni)
Deputy Director General



Year-on-Year Real GDP Changes (%) Globally and in the Arab World



*Estimated

Source: IMF, AACO

Impact of COVID-19 on Travel and Tourism in 2020 Globally & in the Arab World

Global

4,671 (9,200 Billion in 2019)

2019

10.4%

2020

5.5%

272 (334 million in 2019)

32%

T&T Contribution to GDP in 2020 (Billion USD)

Contribution to GDP in 2020 compared to 2019

T&T Contribution to Employment in 2020 (Millions)

Joblessness in T&T From overall job losses in 2020

Arab World

132 (266 Billion in 2019)

2019

14.4%

2020

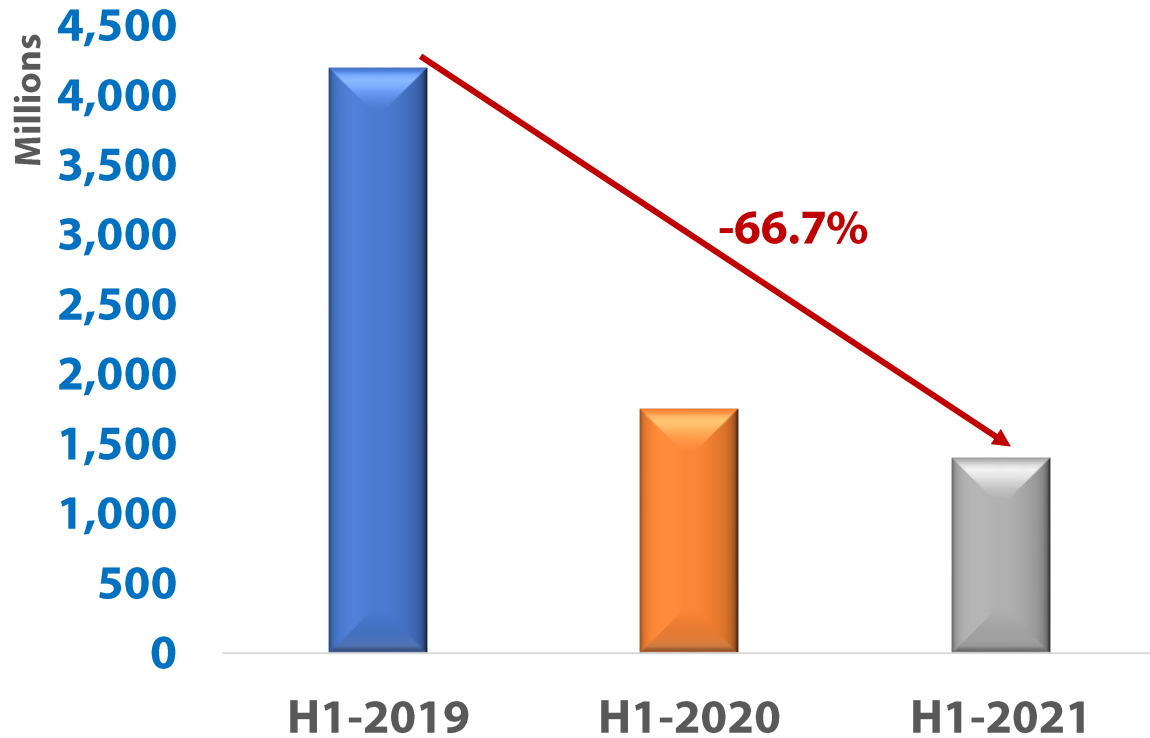
5.4%

6 (10 million in 2019)

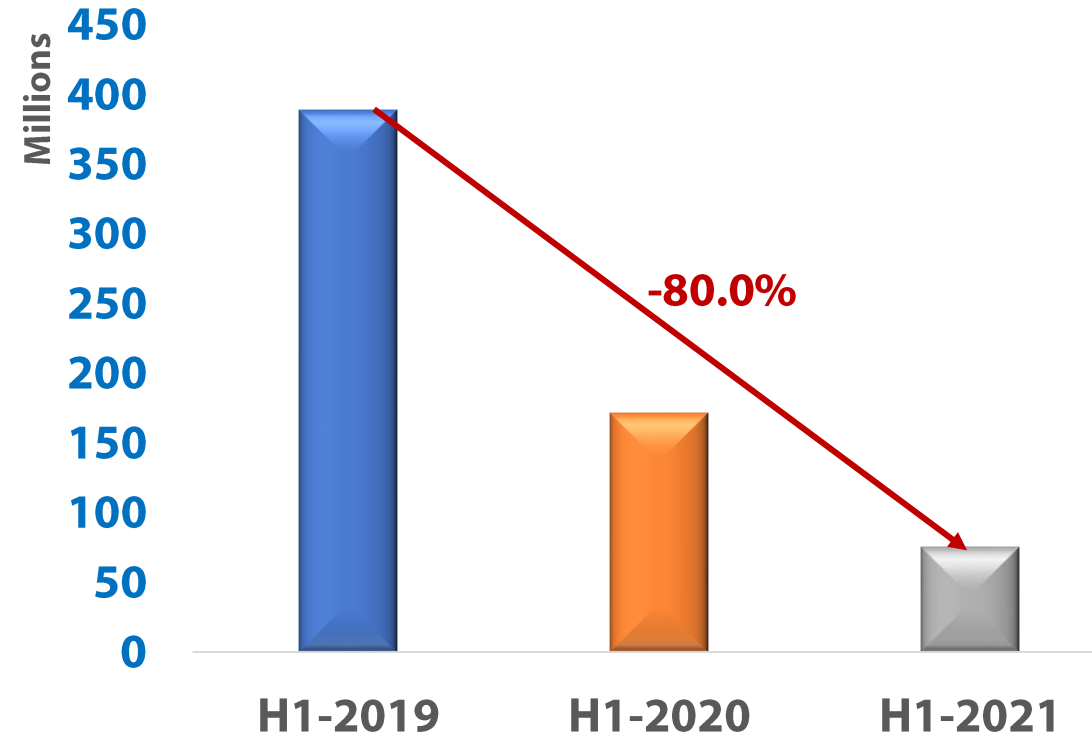
55%

Passenger Traffic Measured in Revenue Passenger Kilometers (RPKs) Globally and for the Arab Airlines

The Industry

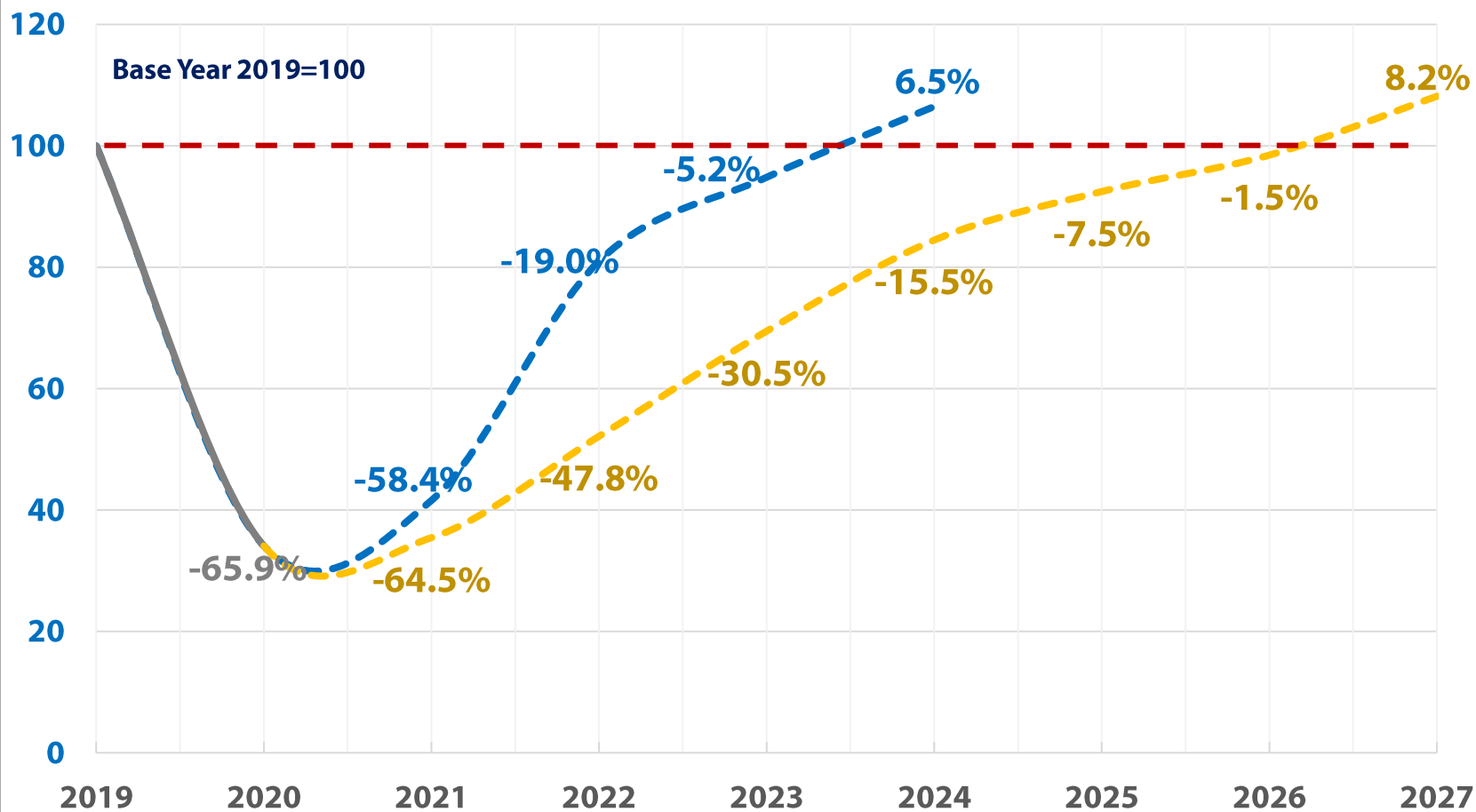


Arab Airlines



Returning to 2019
Levels will Take
Three to Five Years
From Now

Estimates of Time for Recovery of Global Traffic from COVID-19 Crisis*



--- Scenario 1 (A Gradual improvement in the current situation)

*Data points compared to base year 2019, dotted lines represent estimates

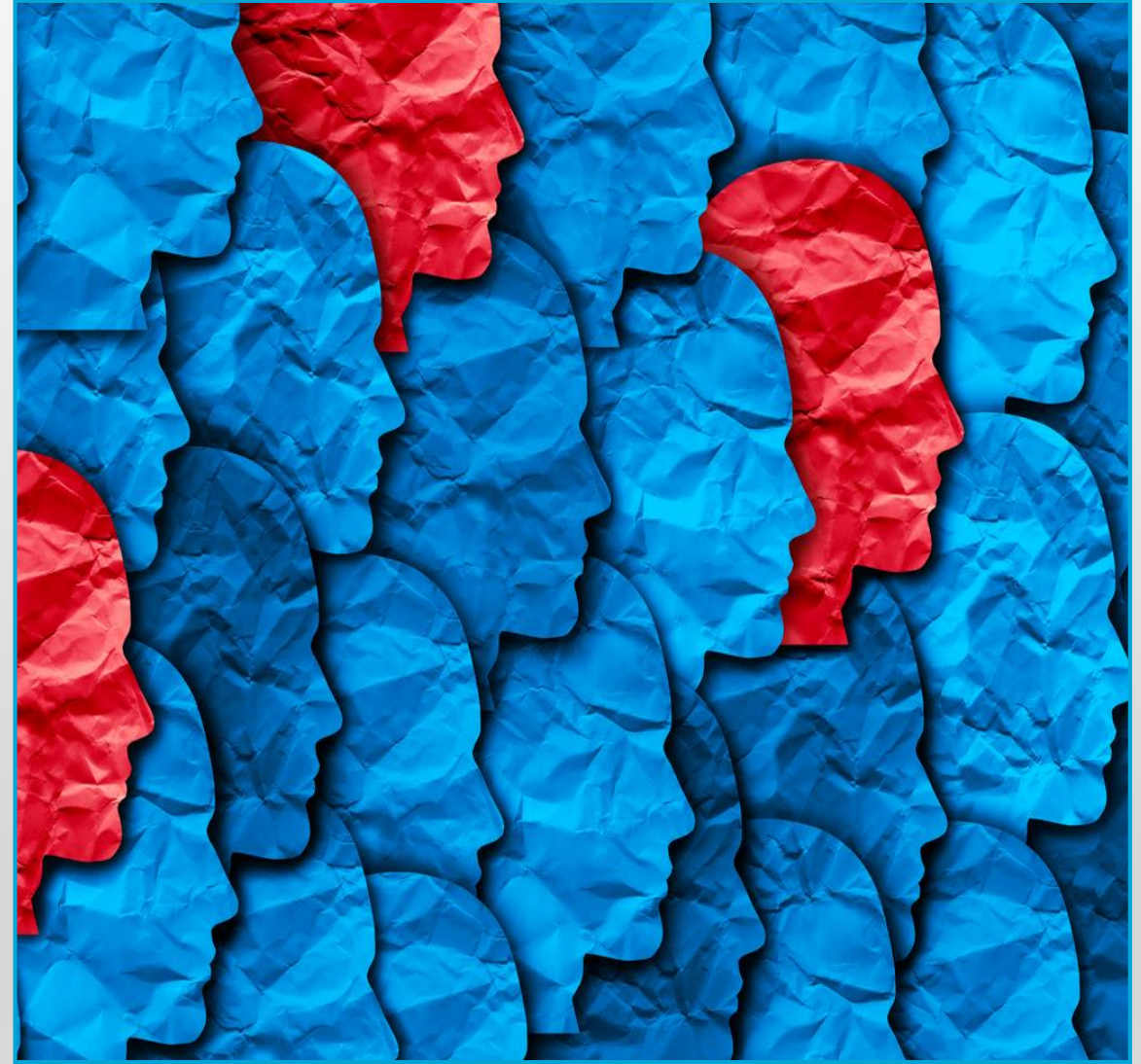
Source: AACO and Various Sources

**استمرار الحكومات في وضع بعض القيود
على ما كانت عليه**

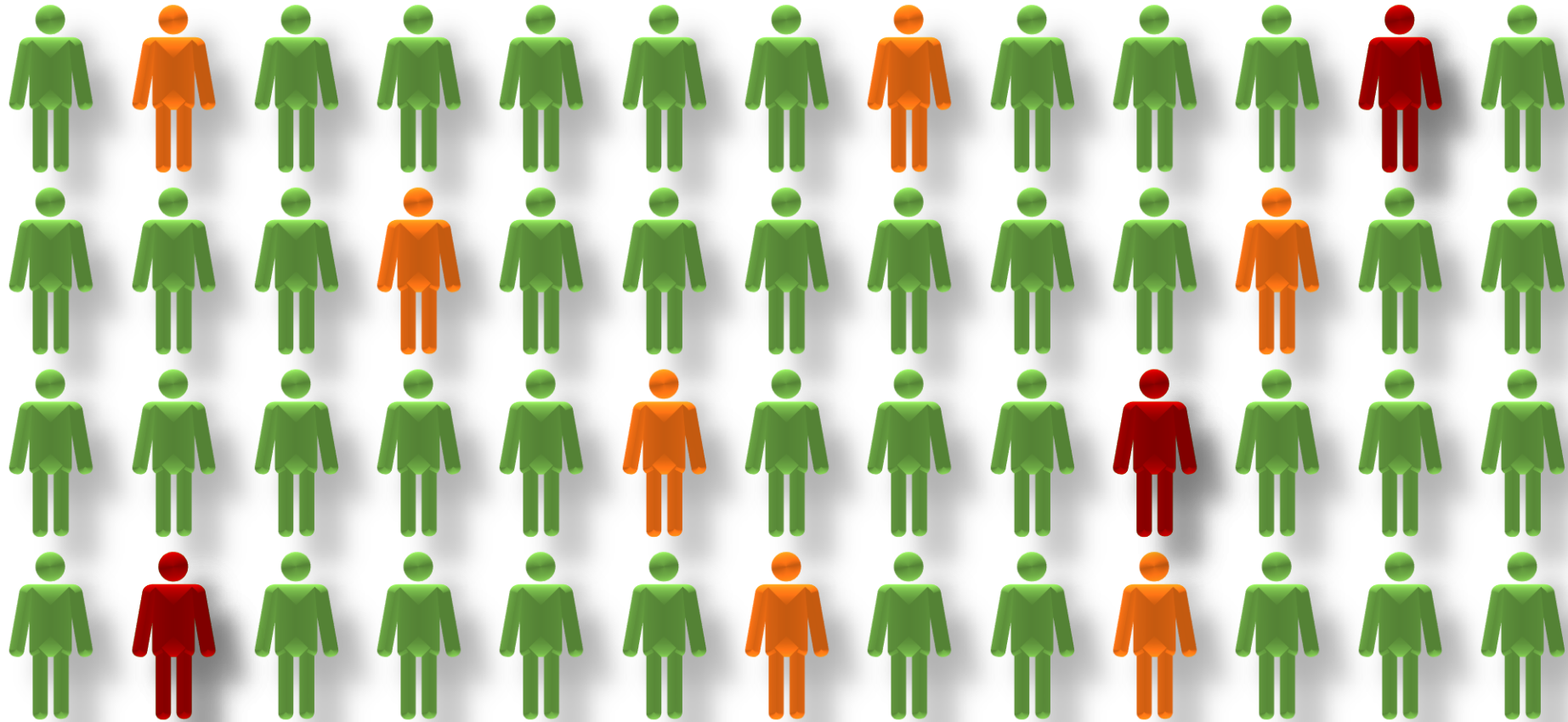


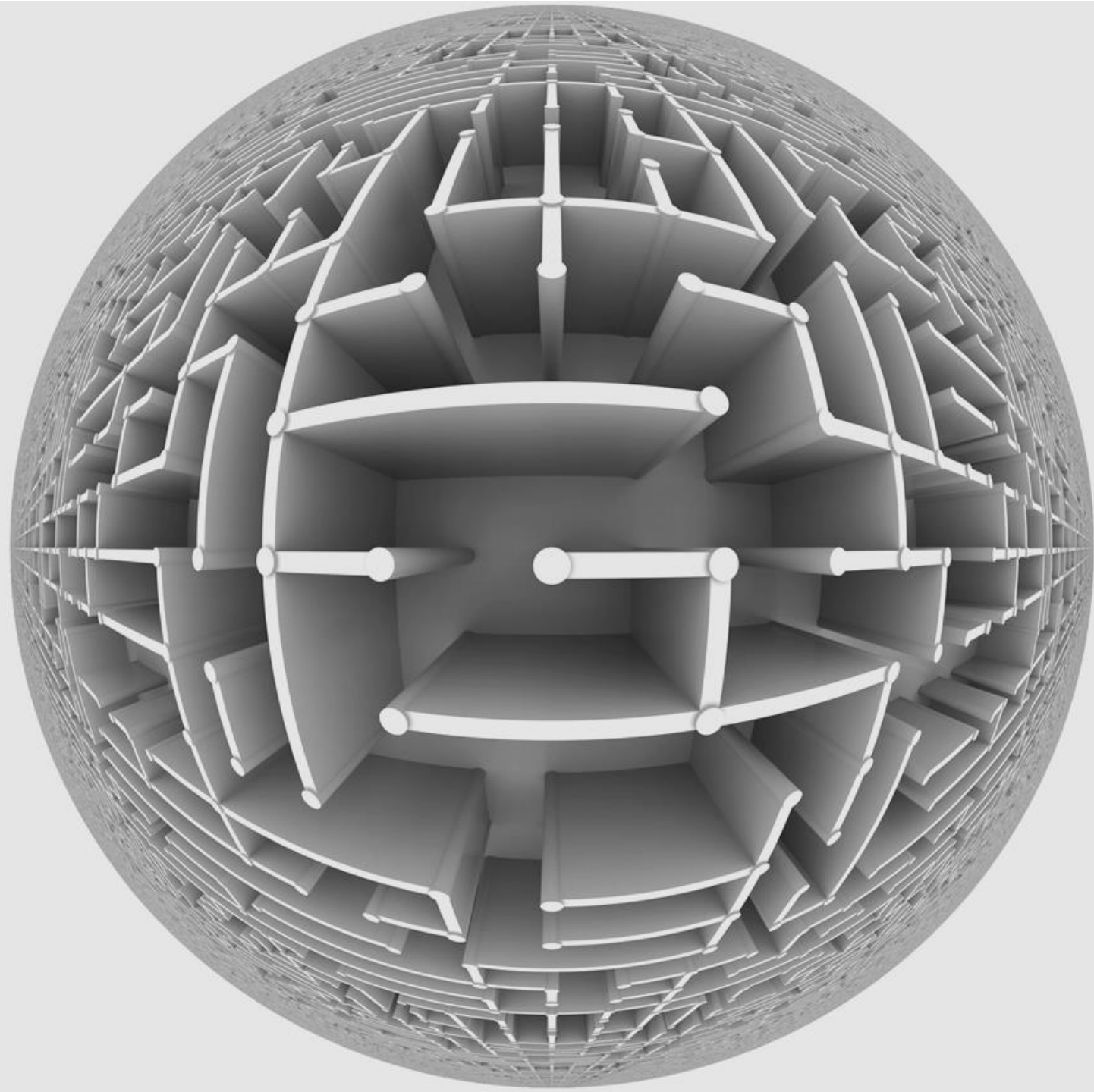
**Governments continue adopting
some of the previous restrictions**

تلقي 75% من سكان الأرض اللقاح؟



**Inoculation of 75% the world's
population?**







المساهمة الحيوية في النمو الاقتصادي
Allow it to contribute to
economic growth



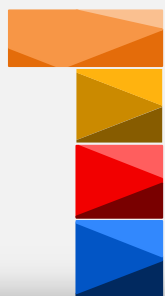
تسريع تعافي قطاع النقل الجوي
Speed up the recovery of
air transport



التكيف مع الوضع الطبيعي الجديد
The world needs to adapt
to the endemic

تطبيق الاجراءات الاسترشادية التي طوّروها بانفسهم من خلال الايكاو ومنظمة الصحة
العالمية

Need to follow the guidelines they themselves developed through ICAO and
WHO



إعتماد معايير نموذجية، وقياسية مبنية على أساس مستوى الإنتشار الوبائي في الدول الاخرى

Adoption of standard risk-based criteria according to the epidemiological situation of other countries



Risk-Based Approach to Opening Borders based on

Prevalence: 7-day cases rate with a cut-off of 25 cases per 100 000.

Test Positivity Rate: 5% as the cut-off with the goal of being below 5%

Testing Rate: a testing capability of 250 tests per 100 000 people per week



No restrictions or requirements



passenger locator forms and/or tests, but no travel restrictions



Could restrict traveller's movements depending on symptoms and exposure and/or test



Could restrict traveller's movements depending on symptoms and exposure and/or test



Recommended Guidelines

المبادئ والموصى بها



إتباع الحكومات للإجراءات الصحيّة للسّفر الموصى بها منظمّة
الصّحة العالميّة ومنظمّة الطّيران المدني الدّولي

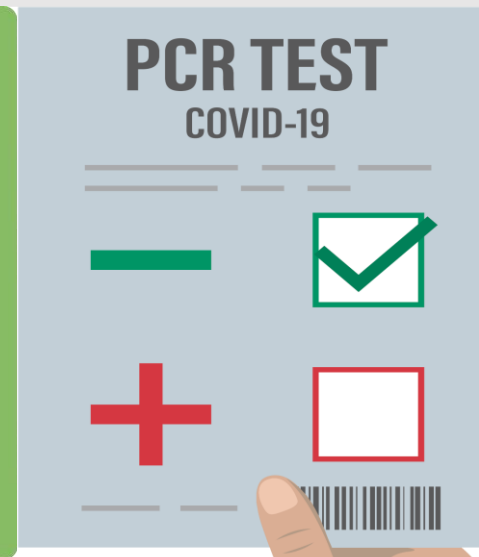
To follow WHO & ICAO's recommended the
biosafety travel measures





الإعتراف بالشهادات الصحيّة التي تصدرها الدّول الأخرى

Recognition of health certificates issued by other countries





Recommended Guidelines

المبادئ الموصى بها

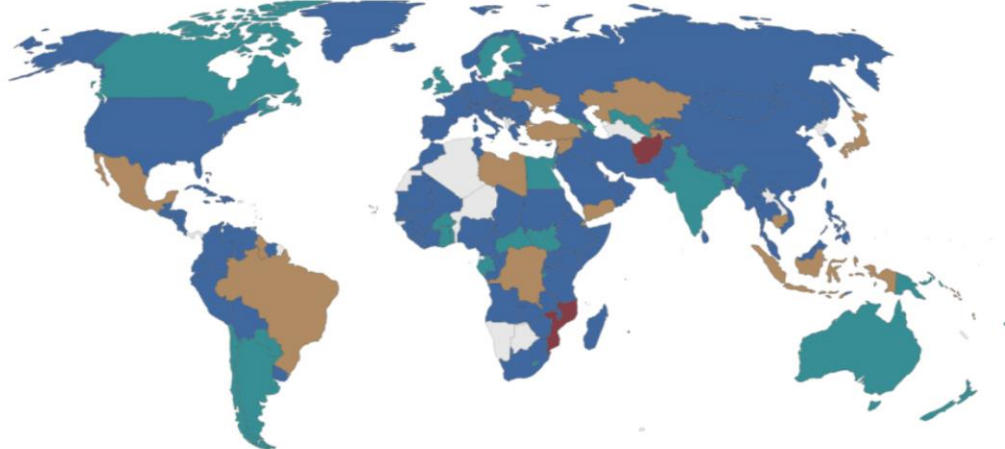


إعتماد الشفافية في المعايير المستخدمة لتحديد الإجراءات المتعلقة
بالسفر وتبعاً لمؤشرات محددة حول الإنتشار الوبائية

The criteria used to determine travel-related procedures should
be transparent & based on specific epidemiological indicators

COVID-19 Testing Policies, Oct 31, 2021

- No testing policy.
- Only those who both (a) have symptoms and also (b) meet specific criteria (e.g. key workers, admitted to hospital, came into contact with a known case, returned from overseas).
- Testing of anyone showing COVID-19 symptoms.
- Open public testing (e.g. "drive through" testing available to asymptomatic people).

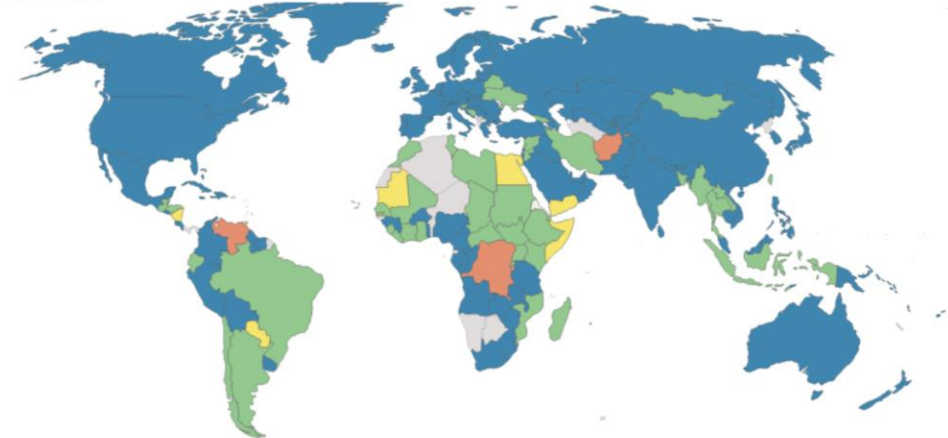


No data No testing policy Symptoms & key groups Anyone with symptoms Open public testing (incl. asymptomatic)

Source: Oxford COVID-19 Government Response Tracker, Blavatnik School of Government, University of Oxford – Last updated 31 October 2021, 22:50 (London time)
OurWorldInData.org/coronavirus • CC BY

COVID-19 vaccination policy, Oct 31, 2021

- This metric records policies for vaccine delivery for different groups.
- Availability for ONE of following: key workers/ clinically vulnerable groups / elderly groups
 - Availability for TWO of following: key workers/ clinically vulnerable groups / elderly groups
 - Availability for ALL of following: key workers/ clinically vulnerable groups / elderly groups
 - Availability for all three plus partial additional availability (select broad groups/ages)
 - Universal availability



No data None One group Two groups All vulnerable groups Vulnerable + some others Universal

Source: Oxford COVID-19 Government Response Tracker, Blavatnik School of Government, University of Oxford – Last updated 31 October 2021, 22:50 (London time)
OurWorldInData.org/coronavirus • CC BY



شمول المعنيين بالنقل الجويّ في التّداول حول الإجراءات التي ستتبّعها الحكومات

To include aviation stakeholders in discussions leading to the implementation of air transport-related measures



Aviation Stakeholders

Airports

Airlines

Civil Aviation
Authorities



Decision
Makers

Governments

Health Authorities



تبني الحلول التكنولوجية التي تسهل عملية السفر غير اللمسية

To embrace technological solutions that facilitate touchless travel





Recommended Guidelines

المبادئ والموصى بها



الاعتماد على اتفاقيات النقل الجويّ الثنائيّة السارية المفعول عند اللجوء للممرّات الصحيّة لفتح السّفر

Existing air services agreements to be the basis for opening travel when resorting to Public Health Corridors



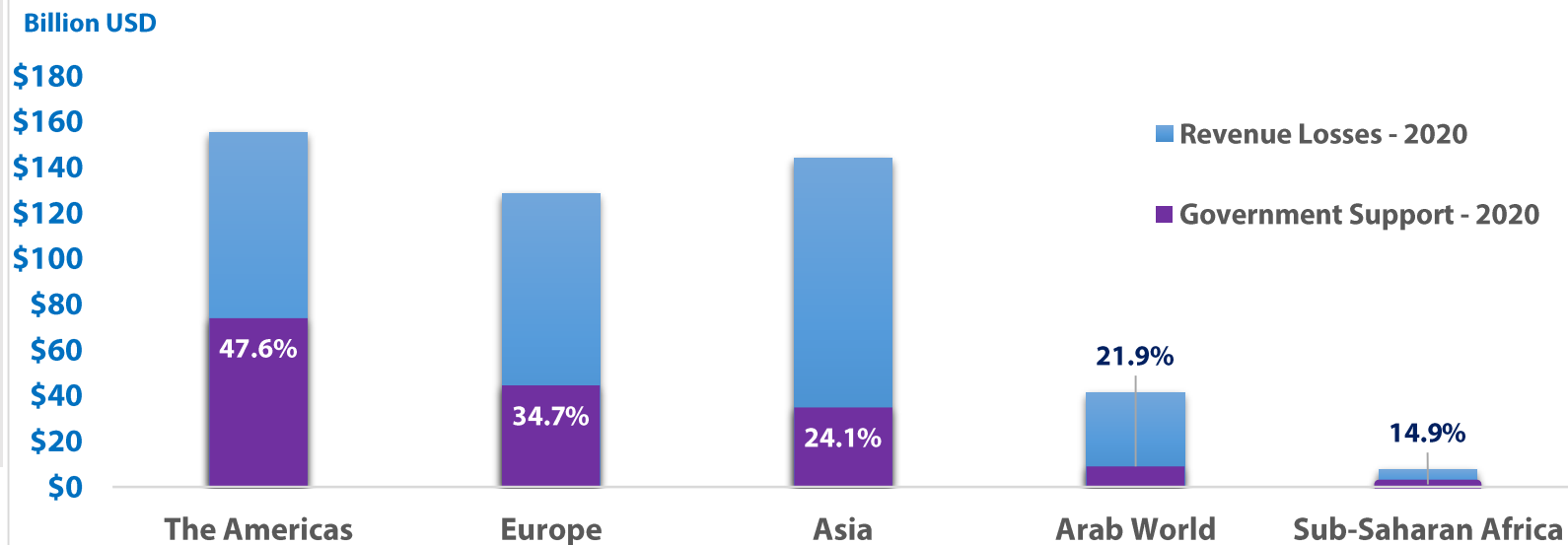


إستمرار مساعدة شركات الطّيران ماليًا وبطرق أخرى

To continue supporting airlines in financial aids and other ways



Loss of Revenues of Airlines Versus Confirmed Government Support in 2020



Labels represent government support as percentage of airline losses

Source: Ishka Global, IATA, AACO



الإستفادة من تجارب البلدان الأخرى التي تعاملت بطرق علمية
ومنهجية مثالية لاحتواء الفيروس

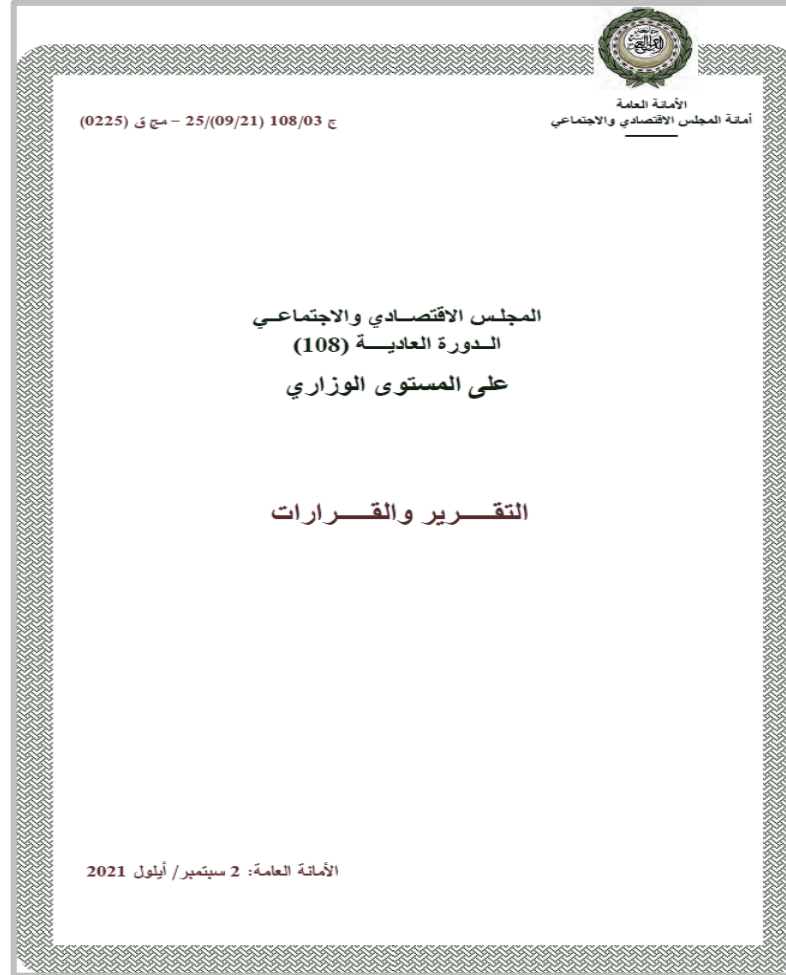
**To learn from the experiences of countries that used
ideal scientific and systematic methods of virus
containment**





احتل التواصل مع المعنيين أولى أولويات
الاتحاد

Communication with other
stakeholders was AACO's top priority



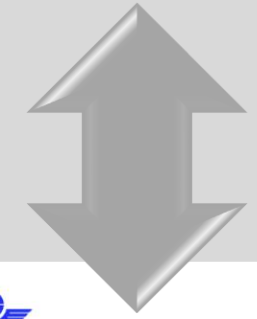


HIGH
EMISSIONS



LOW
EMISSIONS

الإتحاد العربي للنقل الجوي AAC 54th AGM الجمعية العامة الرابعة والخمسون



RESOLUTION ON THE INDUSTRY'S COMMITMENT TO REACH NET ZERO CARBON EMISSIONS BY 2050

Demands that all industry products, and activities

- fuel-producing companies
- governments and airspaces infrastructure
- aircraft and engine manufacturers
- airport operators in any manner.

At the 66th IATA AGM in 2010, IATA member airlines adopted a resolution which endorsed three ambitious goals to address aviation's CO₂ emissions, namely: an average improvement in fuel efficiency of 1.5% per year between 2010 and 2020; a cap on net aviation CO₂ emissions from 2020; and a reduction in net aviation CO₂ emissions of 50% by 2050 relative to 2005 levels. Since then, a lot of progress has been made. Airlines have achieved an average annual improvement in fuel efficiency of over 2%, with a cumulative improvement between 2009 and 2019 of 21.4%, largely through the investment of hundreds of billions of dollars in more efficient aircraft.

Meeting aviation's climate goals cannot be achieved with a standalone commitment and action by airlines.

Governments must implement constructive policy frameworks that focus on production incentives for sustainable aviation fuels (SAF) and helps to realize cost-effective new technologies that together will support the Paris Agreement objectives and secure a sustainable future for aviation.

Aircraft and engine manufacturers, fuel-producing companies, airports, and air navigation services providers must each individually take responsibility to address the environmental impact of their policies, products, and activities.

Collectively, all industry stakeholders must work together to deliver sustainable products and services and ultimately break aviation's dependence on fossil fuels.

RESOLUTION

The 77th IATA Annual General Meeting:

Adopts the collective target to achieve net zero carbon emissions by 2050 in support of the Paris Agreement goal and reaffirms the airlines' full support for the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as an effective measure to stabilize net emissions from international aviation at 2019 levels in the short- to medium-term.

Calls on ICAO to provide strong unwavering leadership that aligns governments to address aviation emissions through a global approach with coordinated policies, rather than a patchwork of regional, national, or local measures.

Calls on the governments of ICAO Member States to agree on a long-term goal equivalent to the ambition of the industry and ensure that:

- the industry's action is supported by a coherent and coordinated policy framework which drives innovation and initiative; and
- does not rely on cost-ineffective instruments with little or no environmental benefits such as ticket and carbon taxes.

Encourages all IATA member airlines to continue to improve the efficiency of their operations to achieve sustained in-sector emissions reductions and to lead the urgent transition to sustainable aviation fuel.

October 2021

تحقيق هدف 2050 يجب ان يكون مسؤولية مشتركة
2050 should be a joint responsibility



نمو
Growth

2050

النقل الجوي
Air Transport

استمرارية
Sustainability

النمو
الاقتصادي
Economic
Growth

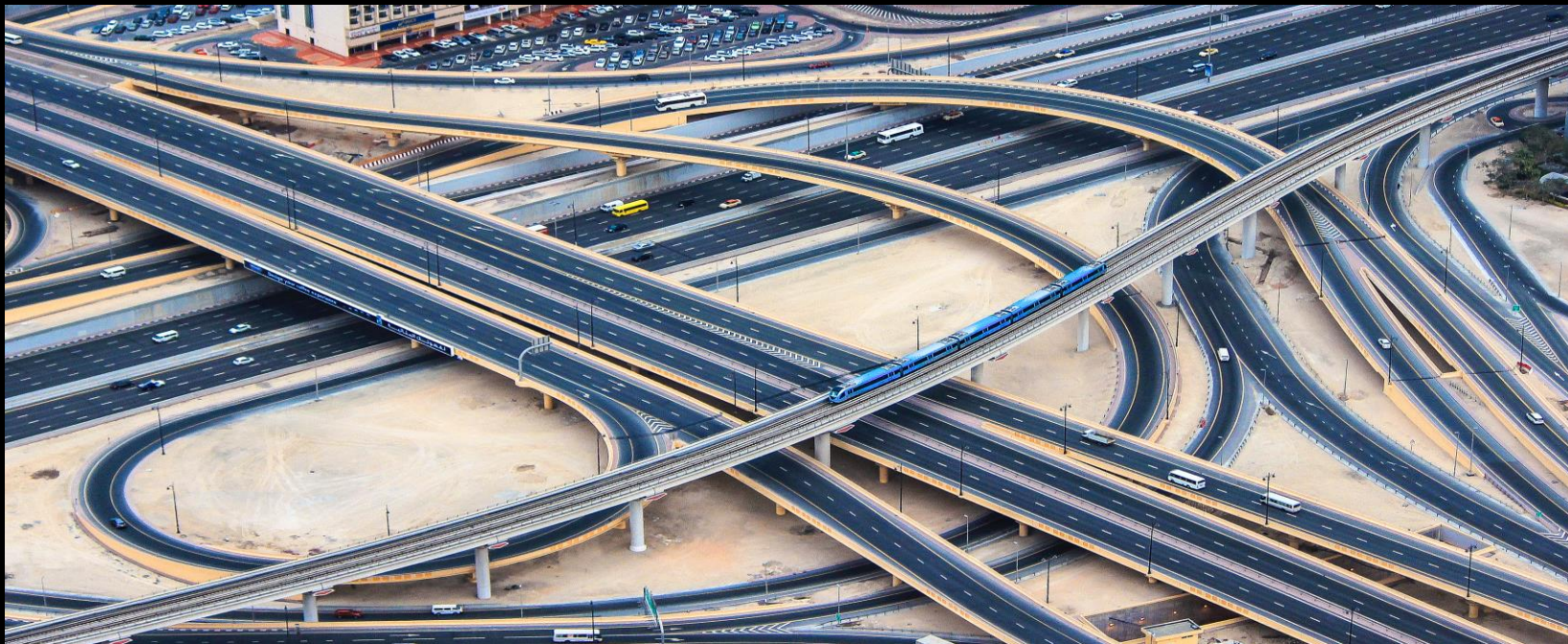
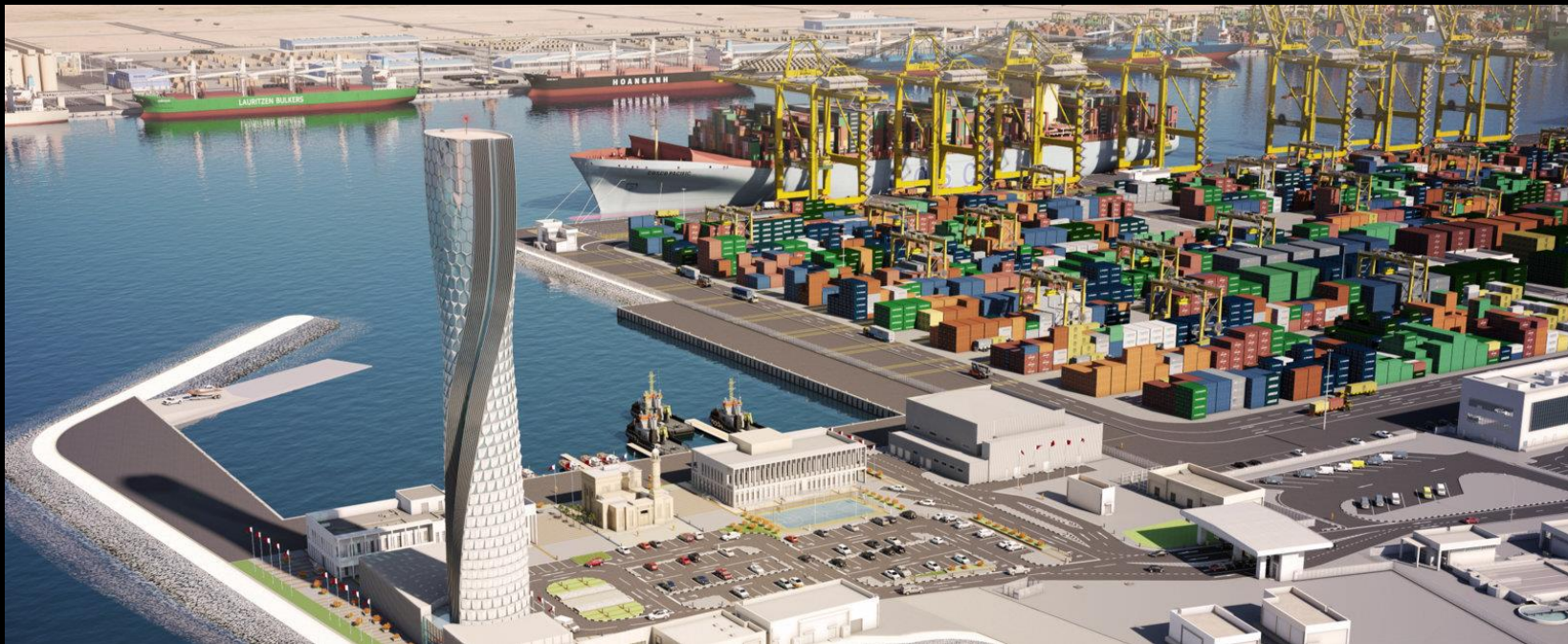


الحكومات
Governments



REGULATIONS

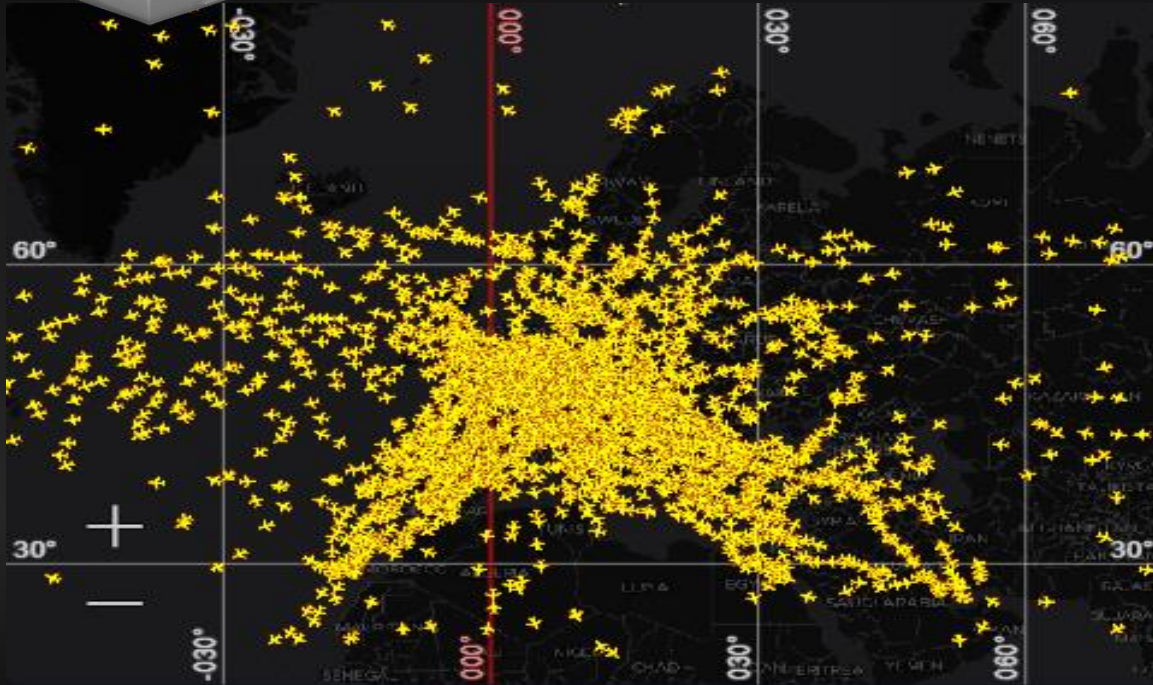
RULES



الحكومات
Governments

اصلاح البنية التحتية من إدارة حركة جوية ومطارات

Reform the infrastructure in airports & air space



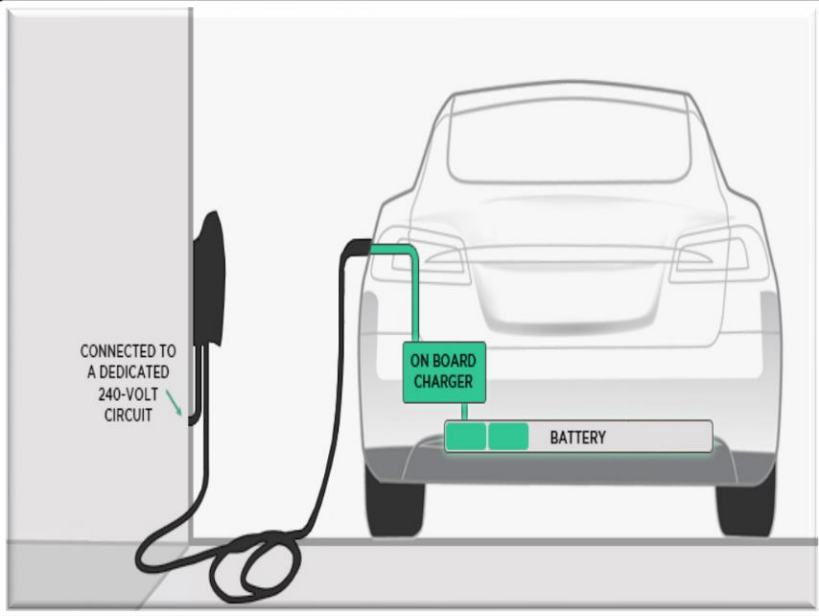
الحكومات
Governments

تحفيز المعنيين عوضاً عن فرض ضرائب ورسوم
Incentivize stakeholders rather than putting
taxes & charges



الحكومات
Governments

تحفيز شركات الطيران لاستخدام الوقود المستدام بتوفيره
بشكل منافس وتجاري
Incentivize airlines to use sustainable fuels in a
commercial and competitive manner



الحكومات

Governments

التوافق عالمياً على خارطة الطريق وعدم اللجوء الى التشريعات الافرادية

To agree on a global roadmap and not to resort to unilateral legislations



النقل الجوي بطبيعته نقلاً دولياً وعالمياً

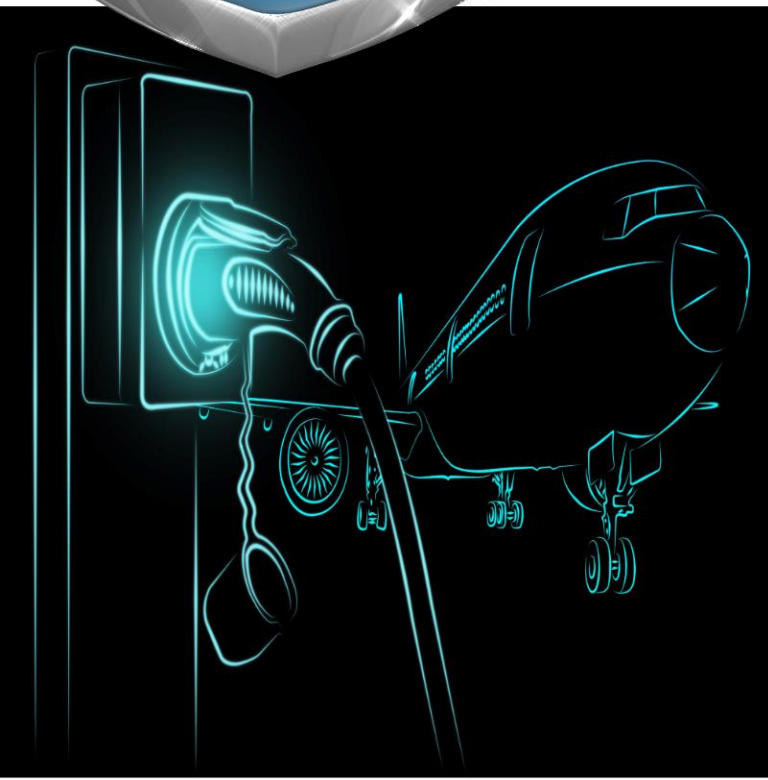
Air transport is international & global

المصنعين وشركاؤنا
في التكنولوجيا

Manufacturers &
Our Technology
Partners

توفير محركات قادرة على التعامل مع 100 % من الوقود المستدام ومحركات تعتمد
على وقوداً لا ينتج انبعاثات

Provide engines capable of using 100 % sustainable fuels &
using alternative fuels that do not emit carbon



المصنعين وشركاؤنا
في التكنولوجيا

Manufacturers &
Our Technology
Partners

تطوير هياكل طائرات قادرة على استيعاب هذا التطور الجوهرى

Develop airframes capable of accommodating this
fundamental change

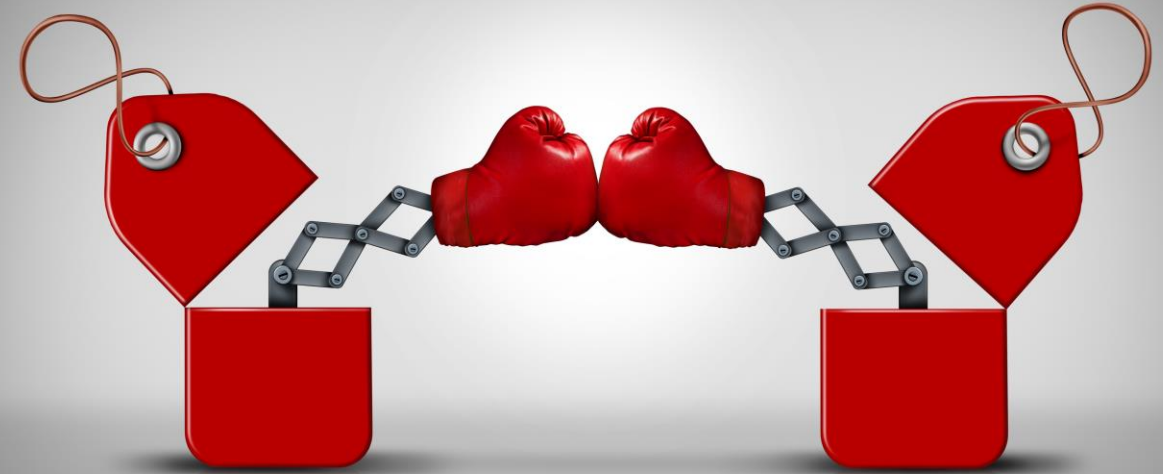


موردي الوقود
والوقود المستدام

Fuel & SAF
Suppliers

التركيز على تطوير هذا الوقود بشكل تجاري وتنافسي من شأنه تحقيق الهدف

To focus on developing these fuels in a commercial & competitive manner that helps reaching the target





The Travelling Public is Ready

استعداد جمهور المسافرين



Qualitative Leaps

القفزات النوعية



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AB 123456

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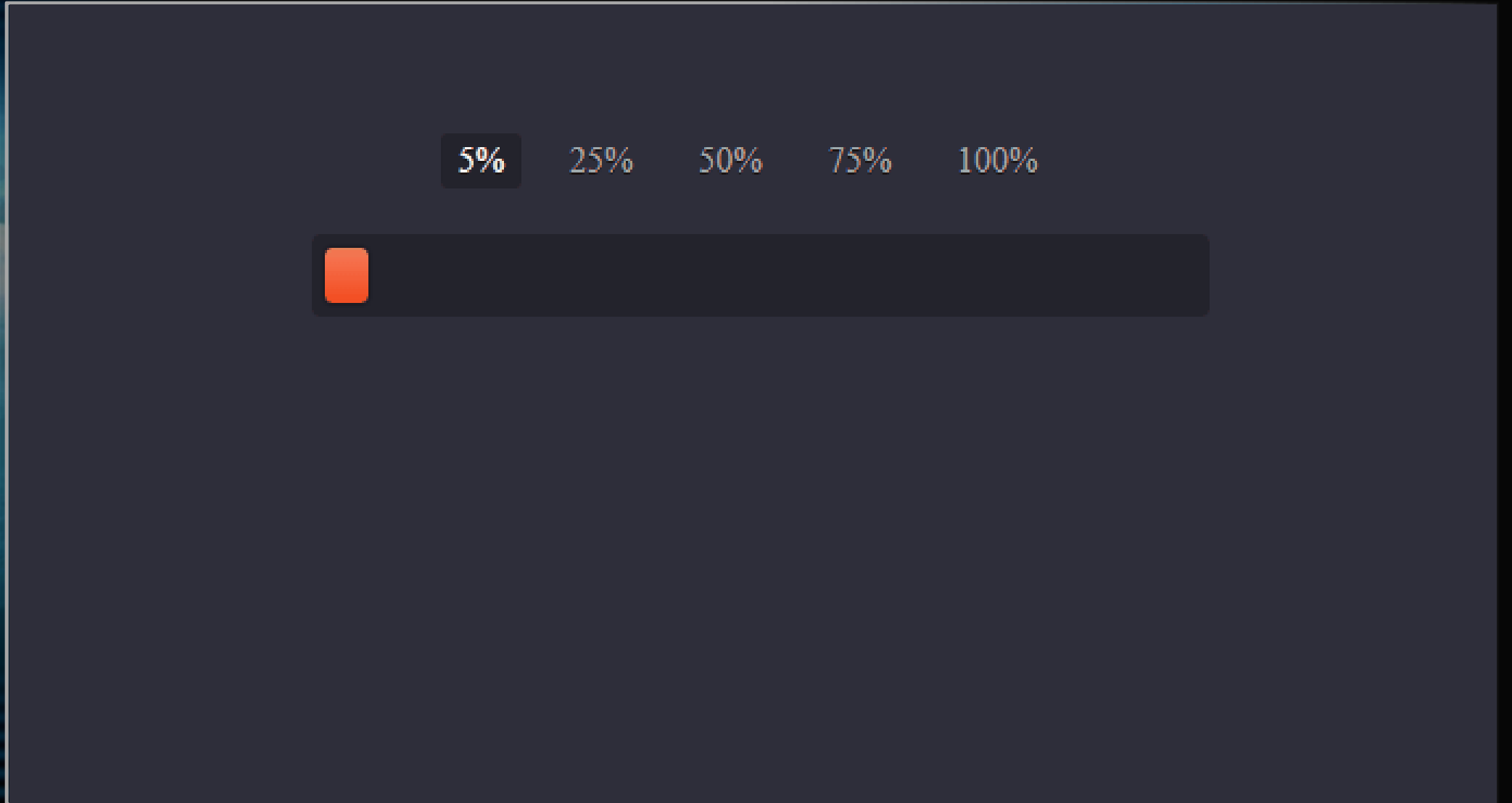
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Surname / Nom CLAW	Given Name / Prénoms JOHN	Date of Birth / Date de naissance DD MONTH YYYY	Passport No. / No. du Record 1234567-43210
Nationality / Nationalité LOREM	Sex / Sexe M	Place of Birth / Lieu de naissance DOLOR	Authority / Autorité 0123
Date of expiration / Date d'expiration DD MONTH YYYY	Holder's Signature / Signature du Titulaire 		

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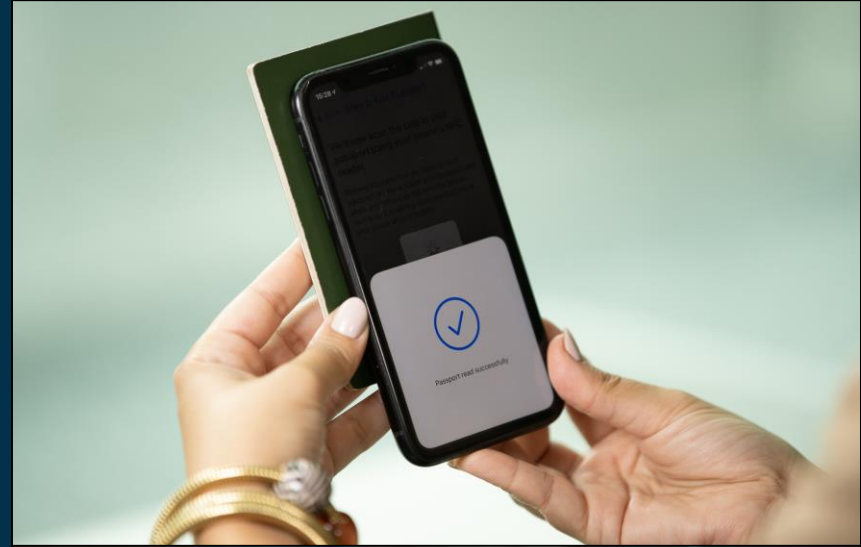
Comprehensive Digital Transformation

التحول الرقمي الشامل



Comprehensive Digital Transformation

التحول الرقمي الشامل





المنظمة العربية للطيران المدني
Arab Civil Aviation Organization



Advocacy

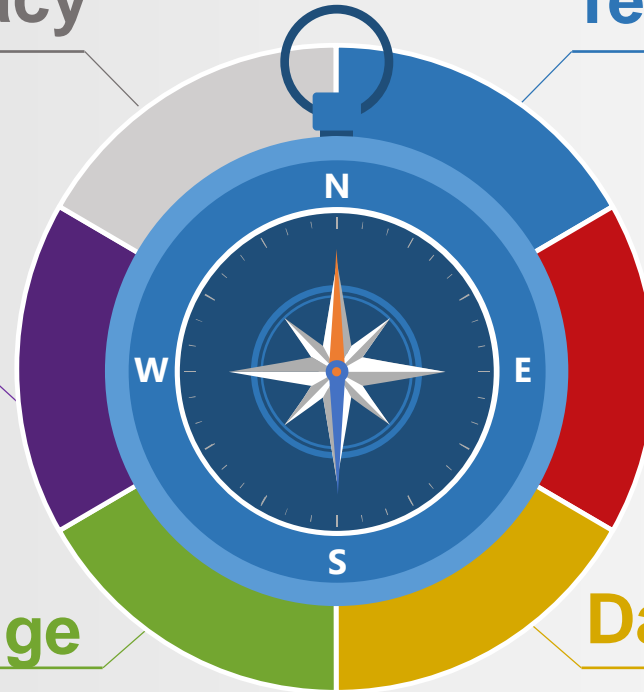
Technology

Resilience

Identify Threats

Climate Change

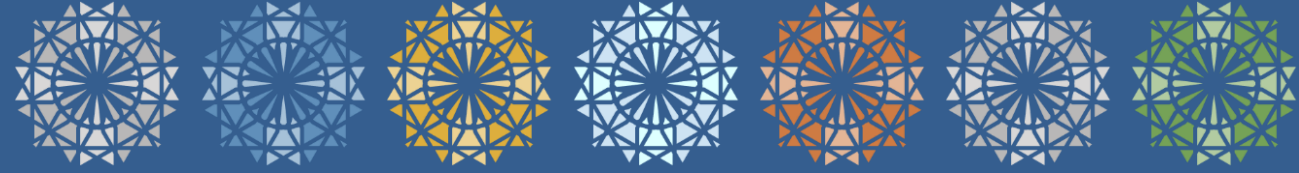
Data Analysis



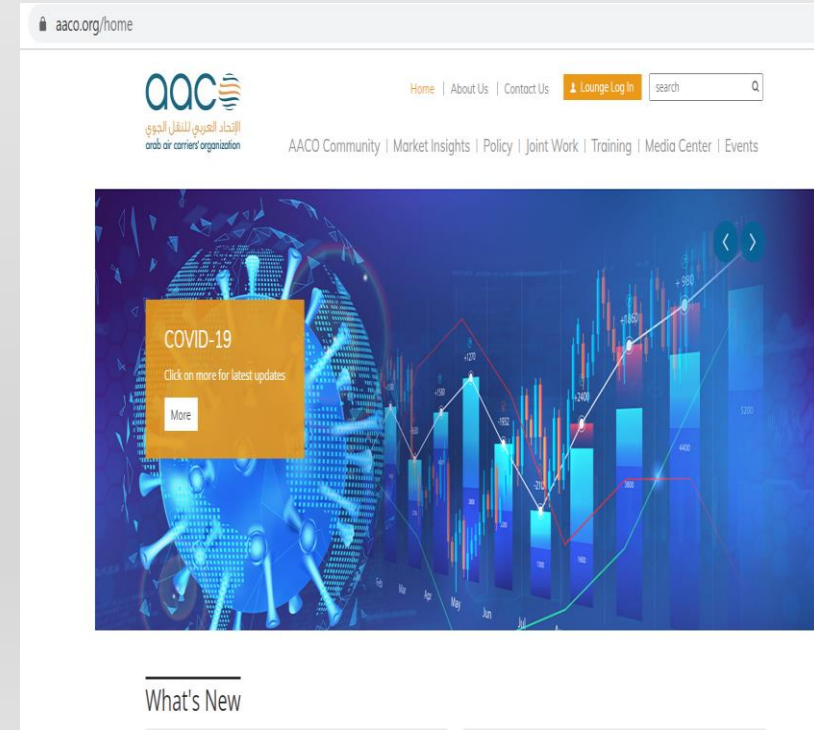
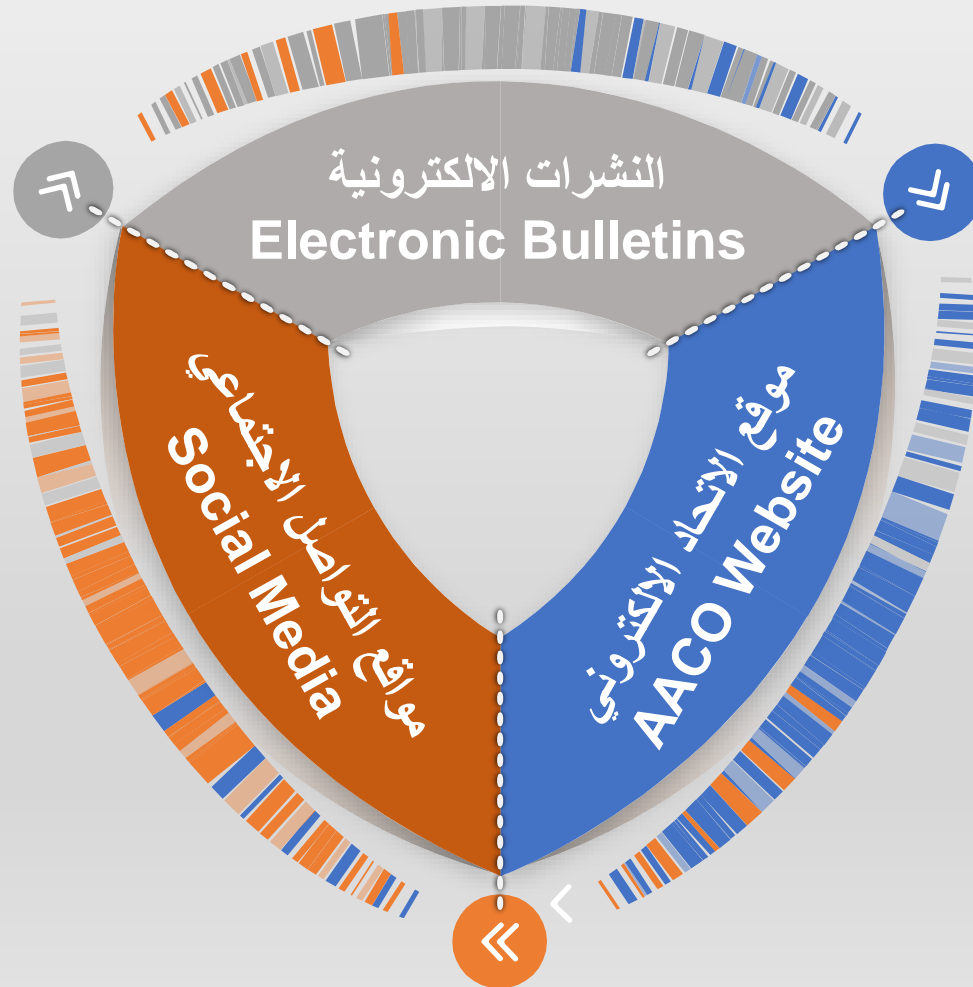
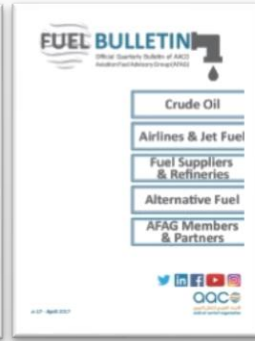
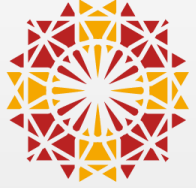
aac
الإتحاد العربي للنقل الجوي
arab air carriers' organization



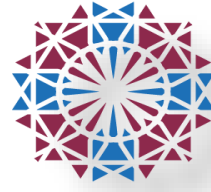
استمر الاتحاد بتعميم المعرفة حول أثر هذه
الأزمة على مختلف قضايا الصناعة



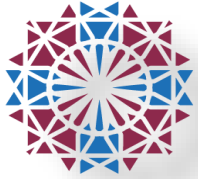
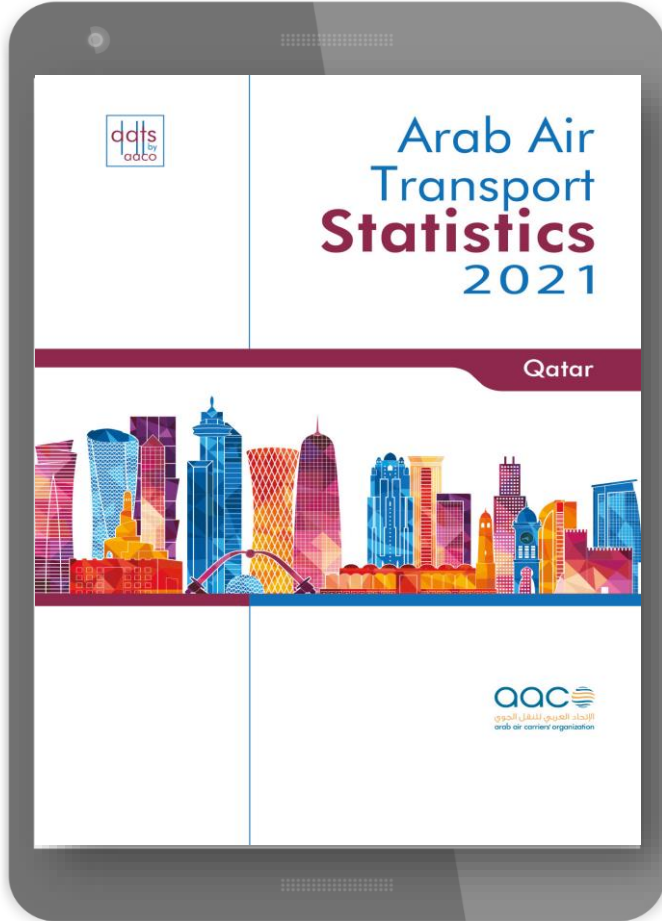
**AACO continued to raise awareness
about the impact of this pandemic on
all industry issues**



النشرة السنوية لإحصاءات النقل الجوي Arab Air Transport Statistics



التقرير السنوي للإتحاد AACO Annual Report



Webinars and Forums Jointly Organized by AACO and Partners Throughout the Year

30 March, 2021

AACO / IATA
MENA Aeropolitical Forum

Building Resilience in
Times of Disruption

27 September,
2021

AACO & IATA Business
Technology Forum

A Needed Paradigm Shift... Making
Travel Easier, Hassle-Free & Simple

5-6 October, 2021

AACO's 10th Aviation
Fuel Forum

De-Carbonization of Aviation

Webinars:

Several webinars were held with AACO Industry Partners to showcase innovative solutions or solutions that assist members in the recovery of the current situation.

الندوات والمنتديات المنظمة عبر الإنترنت من قبل الإتحاد وشركائه خلال هذا العام

27 سبتمبر 2021

منتدى تقنية الأعمال للإتحاد
العربي للنقل الجوي والإتحاد
الدولي للنقل الجوي

التحول النوعي المطلوب في قطاع النقل الجوي: من أجل
تسهيل وتبسيط السفر

30 مارس 2021

منتدى السياسات الجوية
للإتحاد العربي للنقل الجوي
والإتحاد الدولي للنقل الجوي

دعم مرونة قطاع النقل الجوي لمواجهة الأزمات

5 - 6 أكتوبر 2021

منتدى وقود الطيران العاشر
للإتحاد العربي للنقل الجوي

الطريق لإزالة انبعاثات الكربون من الطيران

الندوات:

تم عقد العديد من الندوات عبر الإنترنت مع شركاء الإتحاد في الصناعة لعرض الحلول المبتكرة التي تساعد أعضاء الإتحاد على التعافي من الأزمة الحالية.

Chief Executive Officers

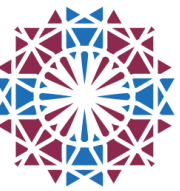
الرؤساء التنفيذيين





Member Airlines

أعضاء الاتحاد



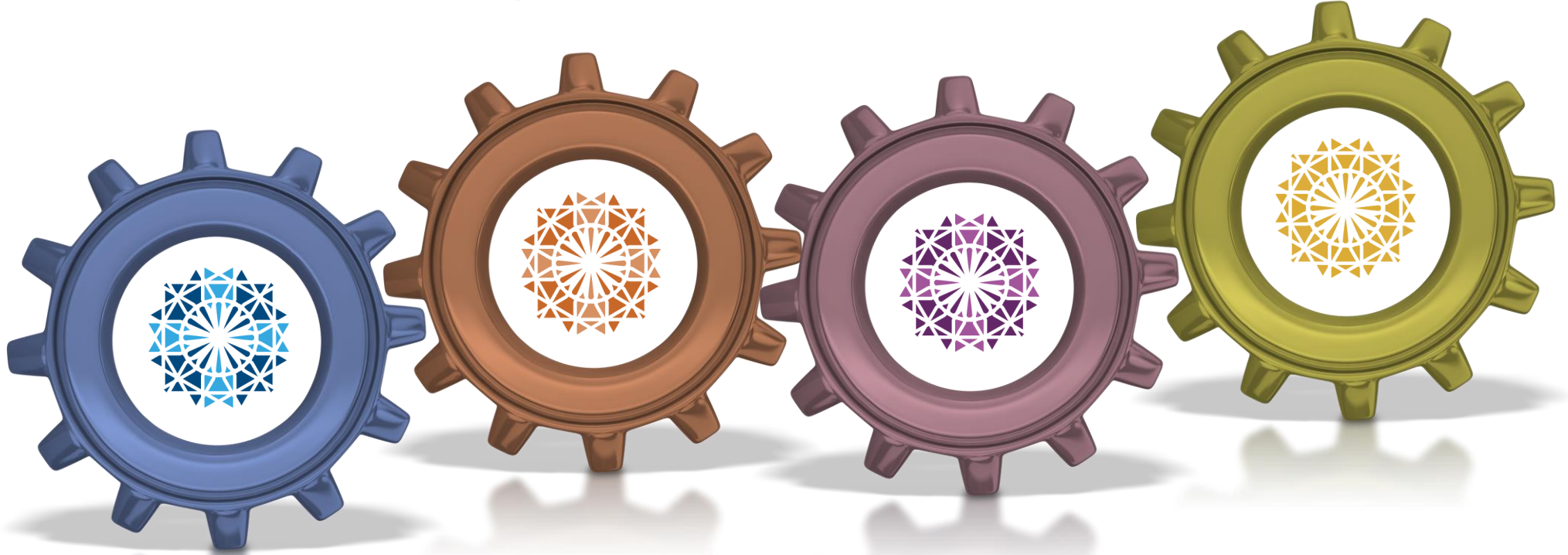
Chairman & Members of the Executive Committee



رئيس وأعضاء اللجنة التنفيذية



أعضاء المجالس التوجيهية وفرق العمل



Representatives of Steering Boards & Task Forces

المنظمات والاتحادات الإقليمية والدولية



The Regional & International Organizations & Associations



IAN INTERNATIONAL
AIRLINES
GROUP



**TURKISH
AIRLINES**

A STAR ALLIANCE MEMBER





Our Industry Partners

شركائنا في الصناعة



 FURTHER FASTER							
							
							
							
							
							

THALES

UATP

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AGM Sponsors



الإتحاد العربي للنقل الجوي
QAC 54th AGM
الجمعية العامة الرابعة والخمسون

GOLD



SILVER



BRONZE









نعز دائماً بخدمتكم

We are always proud
to serve you





وشكراً

Thank You

