



# AVIATION RESILIENCE REPORT

JULY 2020

**How carriers, airports and suppliers  
are responding to the COVID-19 crisis  
and beginning to bounce back**

As you'll discover in this third edition of our monthly *Aviation Resilience Report* signs of a recovery in the sector are now evident. At MA Business, we have a unique, detailed overview of the aviation industry through our titles *Aircraft Interiors International*, *Air Logistics International*, *Business Airport International*, *Business Jet Interiors International*, *Ramp Equipment News* and *Ground Handling International*. At this challenging time for the industry we have seen a great deal of innovation and resilience right across the sector, as operators navigate a path through the coronavirus crisis. As a service to all our loyal readers, across our brands, we have compiled this cross-sector report, compiling some of the most important stories from the past month, in order to provide inspiration and ideas that will enable all parts of the aviation industry to bounce back stronger than ever in the weeks and months to come.

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# EDITORS' COMMENTS



## READY FOR BUSINESS

VIP aircraft completion centres have certainly faced challenges during the pandemic, ranging from supply chain disruption to travel restrictions. I recently spoke to seven such companies for an upcoming feature detailing the adaptations they've made to be able to keep working safely. The overall picture is one of resilience.

While some of the aircraft they are working on arrived ahead of the pandemic, and some customers have delayed work, others have brought projects forward to make best use of the downtime. Many interviewees felt business aviation would see increased demand in the long run, because it offers the benefit of lower cabin occupancy. One of the biggest challenges for completion centres has been implementing social distancing for employees working on board

aircraft – and thus several companies detailed how they had changed shift patterns to reduce the number of people working together at one time, along with numerous other measures.

Many completion centres also noted that systems they already had in place to keep customers engaged in their projects remotely had definitely proved their worth. Some are even using these technologies for first article inspections. You can learn more about it in the July 2020 edition of *Business Jet Interiors International!*

There has also been a flurry of new ideas from suppliers and designers around how to maximise hygiene on board – covering everything from touchless washroom equipment to lighting innovations. These are also detailed in the upcoming edition. I hate to use a cliché, but it is true: necessity is the mother of invention.

Izzy Kington, Editor, *Business Jet Interiors International*



## FLEXIBILITY AND HYGIENE

*Business Airport International* this month has reflected the positive sentiment in the business aviation sector as aircraft operators, FBOs and airports have steadily returned to work.

A real sense of opportunity exists as its larger, usually dominant sibling commercial aviation is not bouncing back quite as rapidly. In many ways business aviation is leading the industry's recovery.

Business aviation's core operating model is built upon giving clients what they want, when they want it. Most companies in the sector are inherently flexible. Often this means giving clients their own private, controlled space, a desirable asset during quarantine.

Business aviation is also accustomed to facilitating

high standards of hygiene and cleanliness. The business is the exact opposite of low-cost carriers turning around A320s packed full of families in a matter of minutes. The high standards of hygiene required to combat the virus are more easily obtainable by charter operators and FBOs.

During the first stages of the pandemic business aviation proved its value to society through running repatriation flights, the transport of medical staff and equipment and other essential societal duties. The sector is now proving its economic value by being the first back to providing air travel, thanks to its adaptability and resilience. As the borders and restrictions come down, business aviation is well-positioned to benefit.

Ben Sampson, Editor, *Business Airport International*



## THE NUMBERS GAME

Since the debut of the coronavirus, it's been a wonderful time for the bean counters and number crunchers. The forecasts of what this pandemic is costing in terms of bankruptcies, lost income, unemployment benefit and people laid off makes for stiff reading. The best guesses are just that: guesses. But with every passing day, new data emerges, as if there is some global competition to outdo the previous snippet of gloom.

So the public is treated to facts such as President Trump's administration forking out US\$1.4bn in stimulus payments to deceased US citizens; that the Pakistan Civil

Aviation Authority has discovered that 40% of its pilots are in possession of fake licences; and that in an attempt to save A\$15bn over the next three years, Qantas is retiring its entire B747 fleet and cutting 6,000 jobs. There are plenty more depressing statistics around for those possessed of a morbid streak. But there is light at the end of this tunnel: carriers are gearing up for July operations and even if the airport experience is going to be more complicated than ever before, business will take off.

The numbers will be down – but at least there will be positive numbers.

Alwyn Brice, Managing Editor, *Ground Handling International*, *Air Logistics International*, *Ramp Equipment News*



## AN INCREDIBLE WEEK IN AVIATION

As we put together July's *Aviation Resilience Report*, this week alone has seen some major progress and developments in the recovery of the aviation sector. *Aircraft Interiors International* was the first media outlet in the world to report that the UK Government has compiled a list of countries that passengers can fly from without requiring a 14-day quarantine period upon their return to England – the so-called 'air bridges' – together with a relaxation of its advisory to limit non-essential travel. This

is a hugely positive development for UK aviation.

Also this week, the UK Prime Minister, Boris Johnson, announced his ambition for the country to become a 'science superpower', with one initiative being of particular interest for the aviation sector: a 'green' passenger jet.

"As part of our mission to reach Net Zero CO2 emissions by 2050, we should set ourselves the goal now of producing the world's first zero-emission long-haul passenger plane. Jet Zero, let's do it," stated Johnson.

Adam Gavine, Editor, *Aircraft Interiors International*

Read more <https://www.aircraftinteriorsinternational.com/industry-opinion/an-incredible-week-in-aviation.html>



## THERE'S GOLD IN THEM THAR CARGO HOLDS

Look again closely at those anodyne ULDs and you might just see a glint of pure gold. Boosting cargo business was cited as a fundamental strand of an aviation stakeholder's COVID-19 survival strategy at GHI's Webinar last week.

Cargo revenues had sustained many airlines through the crisis said Javed Malik, Group Chief Operations Officer at AirAsia and was an income stream to prospect even further post pandemic, he added. AirAsia plans to ramp up the conversion of PAX aircraft to carry freight as part of ambitious cargo growth plans, the session heard.

So far the cargo rush has centered around the ad hoc aircraft conversions market. Airlines have gained approvals for repurposing passenger cabins to carry essential equipment and medicines to combat the coronavirus. That's generated essential cashflow for carriers and allowed operators to keep their assets in the skies.

A more tantalising business prospect could be found in the advent of a new era of dedicated cargo operations among airlines as a consequence of COVID-19. This would see

the kind of bespoke business venture that Malik enthused over during the Webinar. Carriers investing in dedicated freighter conversions as part of a long-term vision. The signs are there: American Airlines launched its first cargo only flights since 1984 this April while Air France-KLM boosted schedules to deliver 300+ cargo flights a week to 67 destinations.

Max Gosney, Portfolio Director & Conference Chairman, *Ground Handling International*  
Read more <https://annual.groundhandling.com/news/articles/there-s-gold-in-them-thar-cargo-holds>

## MENZIES FORECASTS A BRIGHTER JULY AFTER RIDING OUT A COVID-HIT Q2

Menzies has predicted a rebound in volumes this July after its aviation division rallied against COVID-19 disruption to achieve a “better than expected” performance in April/May.



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## Green shoots showing signs of a summer growth spurt

Flight movements have risen to 7,000 in Europe for the first time since March with easing of border and US carrier activity expected to supercharge figures in July

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## INDEPENDENCE DAY REVITALISES DOMESTIC US AIR TRAVEL BOOKINGS

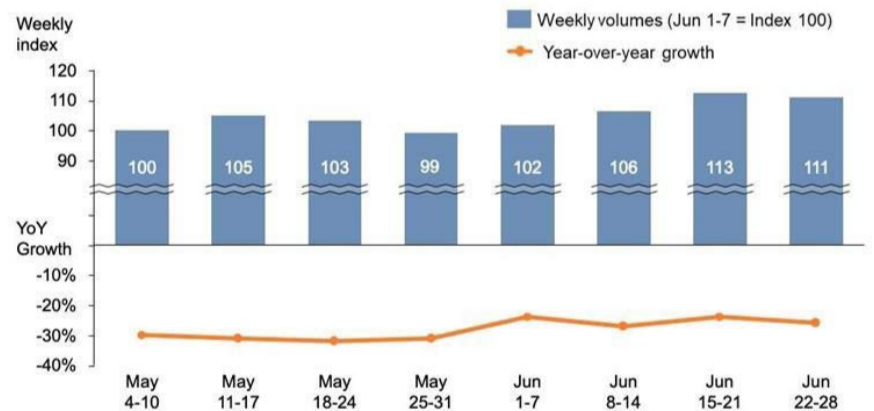
Research by travel analytics company, ForwardKeys, has found that a rebound is underway in domestic aviation in the USA, with the long weekend to mark American Independence Day (4th of July) delivering an increased demand for flights.

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### June outperformed May in absolute volumes and in year-over-year growth

Global air cargo volumes week-over week and year-over-year growth (chargeable weight)



Source: CLIVE Data Services

## Cargo: renaissance time?

As PPE volumes faded, so global air cargo volumes in June provided the first real indicators of structural recovery.

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## United Airlines triples August schedule, adding 25,000 flights

United Airlines has announced that it is tripling the size of its August schedule compared to its June 2020 schedule, adding nearly 25,000 domestic and international flights compared to July 2020. The airline plans to fly 40% of its overall schedule in August, as compared to August 2019.

CONTINUE READING



## Gogo identifies “strong signs of recovery” in business aviation

Gogo Business Aviation has reported that it provided inflight broadband connectivity on 3,000 daily flights late last week, showing what it calls “strong signs of recovery” compared with the single-day low-point of 378 daily flights in mid-April.



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## WFS REPORTS BOOM IN PHARMA CARGO AND SAYS IT'S READY TO DISTRIBUTE A COVID-19 VACCINE

WFS has reported a boom in pharmaceutical air cargo business in 2020 and said it is primed to deliver a COVID-19 vaccine whenever it's ready.

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## MUNICH AND DHL AGREE CARGO BUILDING INVESTMENT

DHL Express Germany and Munich Airport have concluded an agreement for the construction of a new cargo building at the airport.

## UK'S 'JET ZERO' GREEN PASSENGER JET GETS THE GO-AHEAD

UK Prime Minister, Boris Johnson, has set out his government's plan for the post-COVID economy, with a focus on construction and innovation to create jobs and grow prosperity. He stated that the UK can be a "science superpower", with one initiative being of particular interest for the aviation sector: a 'green' passenger jet.



## EBAA calls for sustainable COVID-19 aviation restart

The European Business Aviation Association (EBAA) has issued a call alongside other air transport associations for decarbonisation initiatives to be prioritized in any allocation of COVID-19 recovery funding.



## The eight pillars of innovation

OPINION

Get your creative juices flowing and turn COVID-19 challenges into opportunities the Google way, says Desiree Perez, Leadership Coach



## IATA calls on governments to scrap 'lop-sided' quarantine measures

Temperature checks and other bio security measures achieve a better balance between safety and economic growth says airline association



## HOW AN EMIRATES B777-300ER BECOMES A MINI-FREIGHTER

VIDEO



Emirates has modified its 10 Boeing 777-300ER passenger aircraft to create additional cargo capacity, achieved by removing seats from the economy class cabin. The modification allows for up to 17 tonnes or 132 cubic metres of additional cargo capacity per flight, on top of the 40-50 tonne cargo capacity in the belly hold.

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## Lufthansa Technik develops three cabin COVID killers

Aircraft cabins are receiving closer scrutiny from passengers so they can feel reassured about cabin cleanliness and safety from other passengers, as they seek to minimise the risk of contracting COVID-19 during flights. Lufthansa Technik (LHT) has responded with three new ideas to keep cabins hygienic.

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FEATURE

## 18 cabin ideas to boost passenger confidence during COVID-19

Passenger confidence is key to the recovery of air travel. Designers and suppliers around the world have come up with ideas to help flyers feel safer in the cabin and more physically separated from their fellow travellers. From low-cost cardboard isolators, to 3D-printed air blades, a wide range of ideas has been developed very swiftly to help reassure nervous passengers.

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OPINION

## REGIONAL BUSINESS AVIATION IS KEY TO BOUNCING BACK

Business aviation will show its full and real potential as a cost-effective business tool that helps to drive commerce and not just a preserve of the rich and famous – the demand for both business and leisure travel will be running ahead of the commercial airlines ability to restart routes and get back to full service.

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## ANTIBACTERIAL LEATHER LAUNCHED FOR AVIATION IN RESPONSE TO COVID-19

Two new antibacterial leather ranges aimed at the aviation industry have been unveiled by Spanish tannery Tenerias Omega. The company has also developed a new leather disinfectant solution that it says provides deep cleansing without damaging the material.

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## HONEYWELL TO BRING GERMIFALCON UV CLEANING INNOVATION TO AVIATION

Dimer's germicidal UV lighting technology is being introduced to the aerospace industry through an exclusive partnership with Honeywell. GermFalcon, which was highlighted in the April 2020 issue of *Business Jet Interiors International* as part of a COVID-19 special report, is the result of six years of development. It will be branded as the Honeywell UV Cabin System for the global aviation industry.

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## Plug-in device to create COVID-19 forcefield around passengers

US design firm proposes a clip on unit that uses air currents to divert coughs, sneezes and exhaled air towards HEPA filters while on board



OPINION

## Random boarding could reduce COVID-19 risk

To reduce the spread of illness, some airlines have been keeping middle seats open, which is effective in reducing infection risk. Preliminary research based on computer simulations, however, suggests that random boarding of aircraft, rather than back-to-front boarding – a procedural response to the COVID-19 pandemic – may have an even greater impact, reducing exposure rates by about 50%.

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# WHY THE CORONA CRISIS MIGHT TRIGGER MASSIVE DIGITAL TRANSFORMATION IN AVIATION

OPINION

The coronavirus has grounded the world's airlines, and to mitigate the impact of the crisis, aviation companies are trying to bring down costs. Digitalisation is a powerful tool in reducing costs, and that is why the crisis might spark a digital transformation in the industry.

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# Adhetec launches antimicrobial adhesive films for the cabin



Adhetec, a specialist in technical adhesives for the aerospace industry, has launched a range of certified antimicrobial adhesive films embedded with Pylote's natural antimicrobial technology, which is claimed to be effective against coronaviruses and bacteria. Pylote is a specialist in mineral and ceramic industrial chemistry.

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### Publisher contacts:

Ground Handling International, Air Logistics International & Ramp Equipment News: Marc Young, [marc@groundhandling.com](mailto:marc@groundhandling.com)

Aircraft Interiors International & Business Jet Interiors International: Simon Hughes, [simon.hughes@markallengroup.com](mailto:simon.hughes@markallengroup.com)

Business Airport International: Jag Kambo, [jag.kambo@markallengroup.com](mailto:jag.kambo@markallengroup.com)

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