

# **UK Airport industry recovery:** **Scenario planning for airport leaders**

Updated: 31 March 2020

COVID-19 has necessitated perhaps the most significant public health response the country has seen in recent memory. The scale of the response so far is massive and likely to have lasting implications for Government, business and the public.

The impacts of the response to the crisis by Governments around the world is having a huge impact on the aviation industry. The movement of people between countries has been effectively halted in the space of a few weeks. Airlines, airports, ANSPs, their supply chains and their staff have all been hit hard by the pace and scale of public policies.

It is understandably hard at this point for senior leaders within UK airports to do anything other than worry about how to make it through the next few weeks. **There will however be a recovery.** Companies need to be prepared for the shape of the recovery to come, to protect their employees, customers, supply chains and ultimately their own viability.

This document has been prepared to help senior leaders think through the implications of various recovery scenarios and to help them to spot the key indicators that they need to be aware of during the recovery.

# Executive summary

## The present

In China, where the coronavirus originated, aviation is showing tentative signs of recovery driven largely by the resumption of the domestic market. Restrictions still exist around international flights particularly those operating into/out of Beijing.

In the UK market the impact is still being felt. Traffic into and out of UK airports had decreased by close to 90% since the start of the crisis to 27th March. When the recovery starts in the UK it is likely to be much more restrictive than we are seeing in China, due to UK domestic aviation only accounting for around 15% of passenger demand.

Recovery of the sector will rely on the reinstatement of international flights, particularly those to the European market. This in turn is dependent upon the actions of, and results achieved by, a range of national Governments.

## Possible future scenarios

Four future scenarios have been identified. They are not forecasts of the future, but they are credible possibilities. They include:

**SARS+** → Where a short period of demand contraction, followed by rapid recovery of domestic aviation occurs. International aviation recovery is slower.

**Video killed the radio star** → Where the virus continues to flare up periodically. International demand is suppressed due to caution, restrictions and newfound comfort with video-conference solutions.

**Volatile future** → Where, as restrictions are lifted, cases re-emerge. Lockdowns re-occur for short periods including in the UK.

**Economic imperative** → Where the virus is not under control globally, but economic pressures force economies to re-open.

## Actions for airports

Airport leaders are encouraged to use these scenarios to think through the implications for their own airport, staff, customers and supply chain. However, suggestions of actions covering terminal processes, staffing, the supply chain, financial matters and customers are suggested.

# How to use this report

This report presents a set of credible future scenarios for the recovery of the UK aviation sector. They are not predictions of the future, just possibilities from amongst the spectrum of possible outcomes.

They serve two main purposes:

1. When used as part of strategic discussions and planning, scenarios can act as memories of the future:

Management need to think through the implications of each scenario, understand the impacts on their business and identify what they would expect to see within their business and the business environment as each scenario develops.

This will allow them to spot key features in the environment that may indicate that particular aspects of a scenario are occurring. On that basis they can pre-empt the necessary responses.

2. Providing some options for demand recovery that can be used to stress test business planning and strategic thinking within a business. Each scenario includes passenger and movement figures to test business plans.

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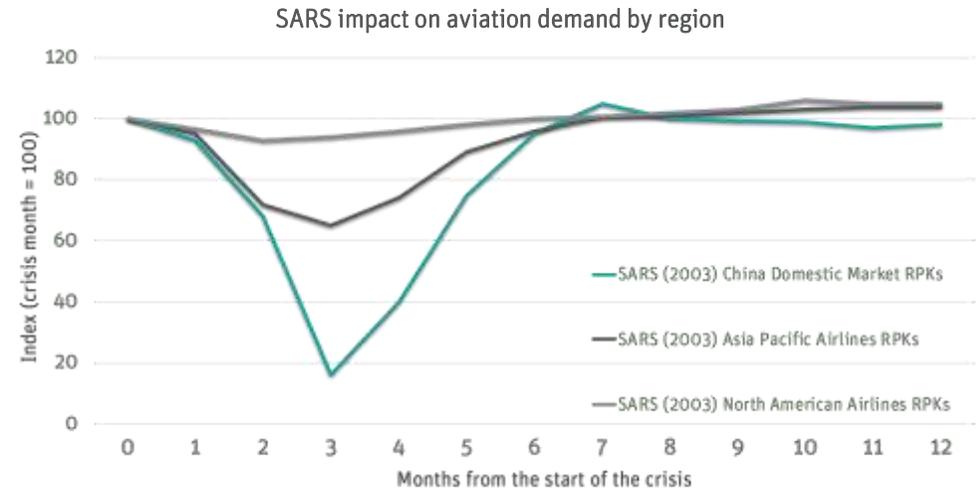
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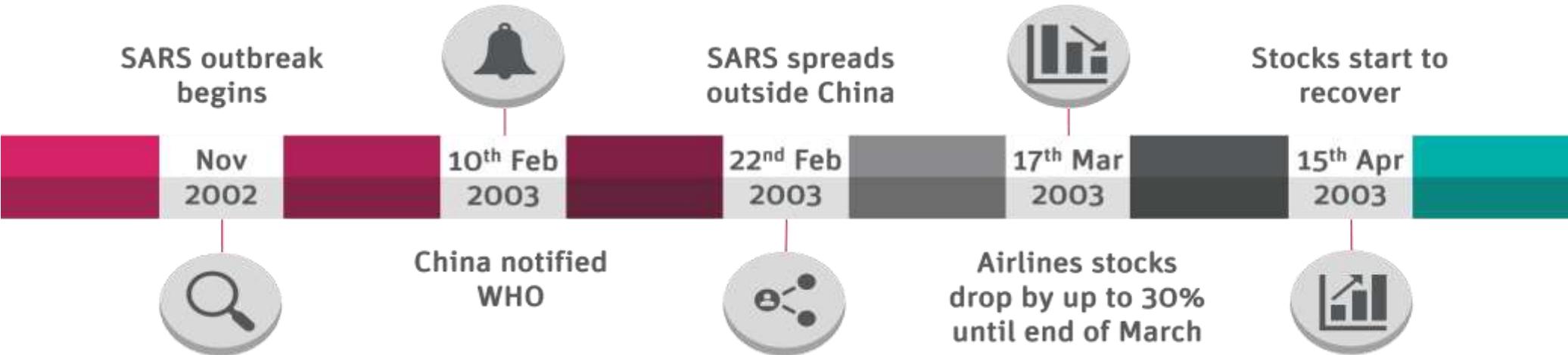
# The prior SARS outbreak, albeit localised, could indicate how the pandemic will develop

SARS was localised to the Asia Pacific region with China in particular bearing the brunt.

Recovery from the bottom of the demand contraction took three months although the total period of impact was six months.



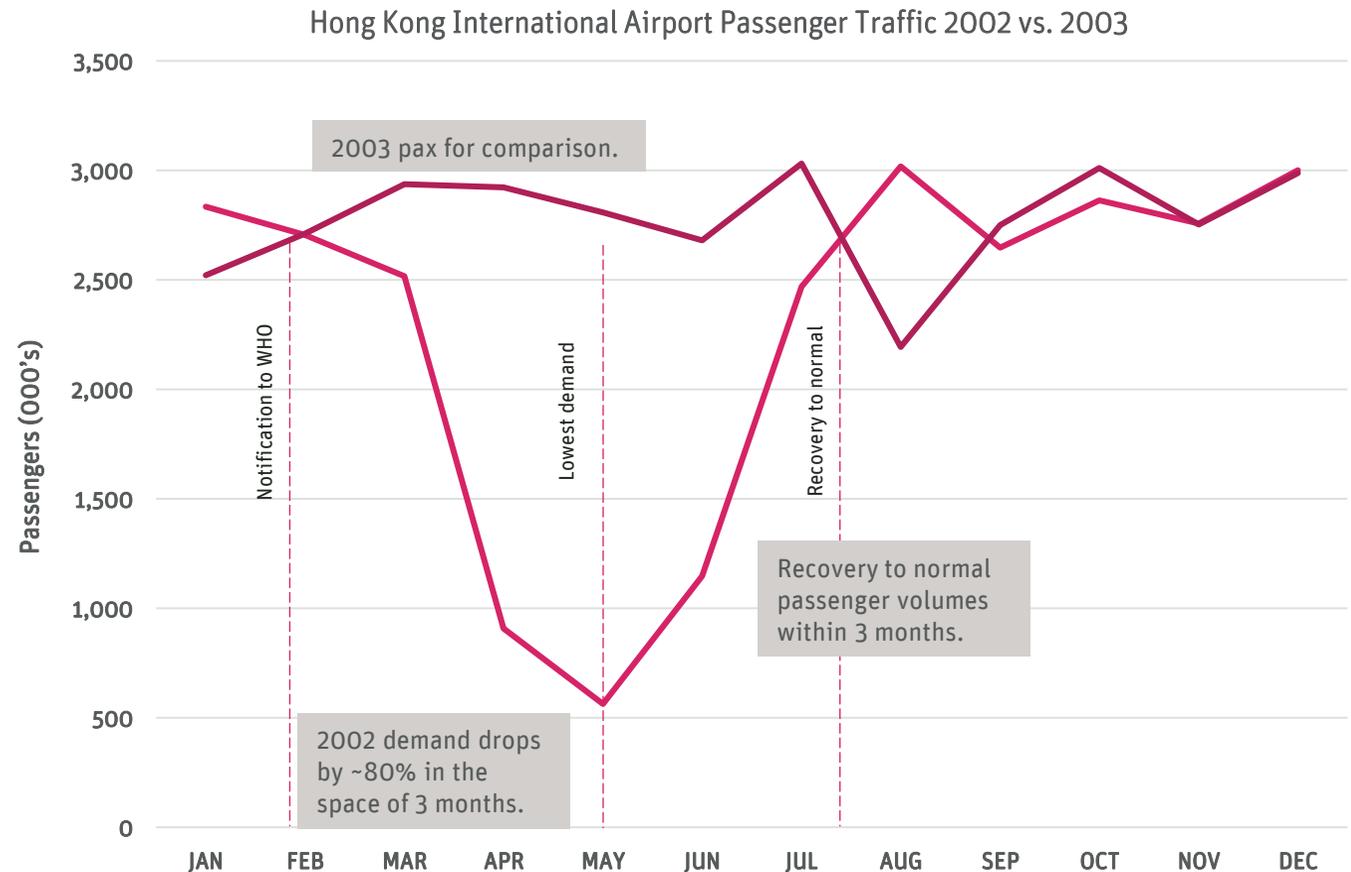
Source: IATA Economics



# Airports in China felt a major impact, but passenger numbers returned at a fast rate

Hong Kong International Airport was one of the impacted airports in China. Passenger volumes reduced over a period of three months by 80%.

The recovery in passenger numbers was relatively rapid with full recovery being complete within two to three months with some indication of pent up demand being released.



Source: HKIA Stats

# Aircraft movements recovered at a slower rate than passenger demand. Cargo remained resilient.

Aircraft movements dropped off at a slower rate than passenger demand and recovered later too. Overall Air Traffic Movements were reduced by ~60% at the lowest point of demand.

HKIA is a major global cargo hub and cargo movements remained resilient throughout the period that SARS was impacting the region.



Source: HKIA Stats

# For COVID-19, Chinese airlines are planning on a recovery in domestic demand first.

China was the source of COVID-19 and is expected to be the first to return to normality having gained control over new cases.

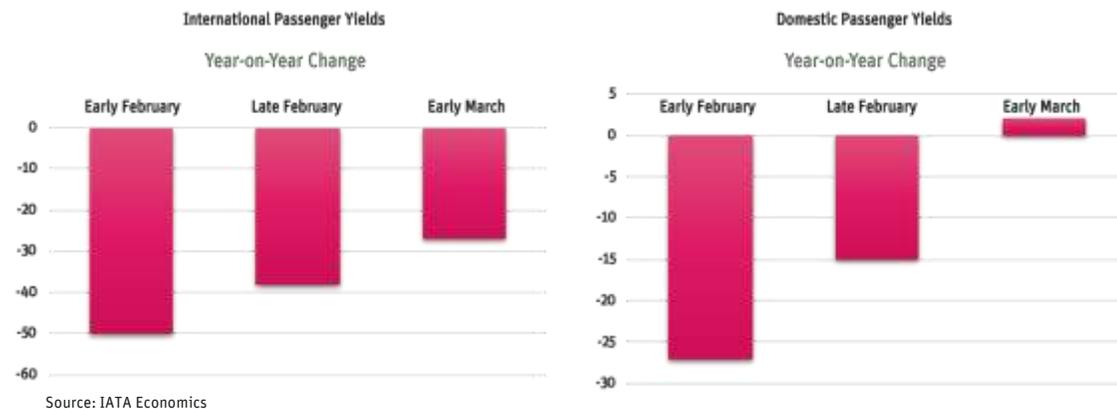
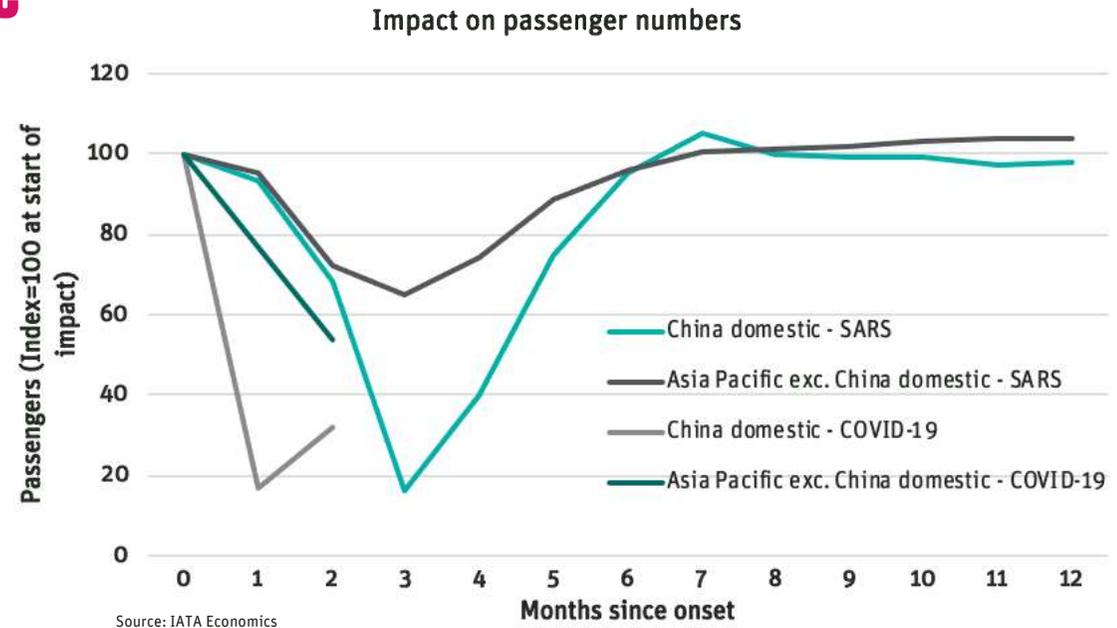
Domestic bookings are showing a recovery with international yields lower than 2019 but recovering slowly due to substantive restrictions.

Domestic load factors hit a low of 40% on a reduced number of flight operations during the lockdown. They have now increased to 60% with additional flights provisioned.

Having originally cancelled international flights, China Southern - the largest airline in Asia - has now recommenced international operations with flights to North America, Europe and Southeast Asia. The carrier's international flights are expected to reach 1,600 in March<sup>1</sup>.

Other carriers are taking different approaches with Singapore Airlines grounding operations until the end of April, whilst Air Asia is continuing many flights between Malaysia and China.

<sup>1</sup> Source: China Aviation Daily



## Additional capacity is being provisioned domestically. International services are dependent on COVID-19 progress globally.

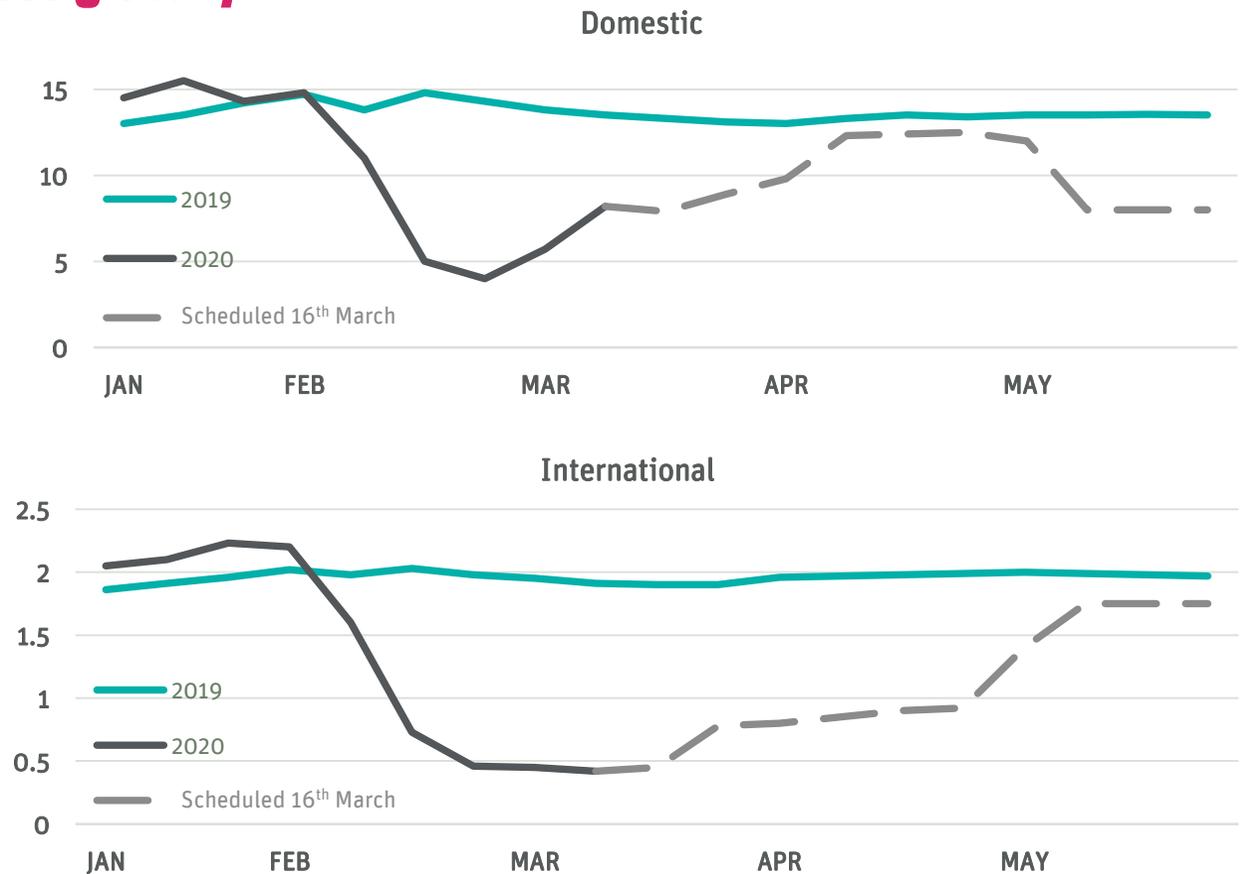
Internationally, China has imposed tight restrictions on flights to prevent the import of COVID-19 cases. From 29<sup>th</sup> March, Chinese airlines will be allowed only one flight per week to any country, with the load factor capped at 75%.

International flights to Beijing have been diverted to 12 Chinese cities first, where passengers are made to undergo health checks before being cleared for flights to Beijing. The inspection process will take 10 - 14 hours.

Airlines are already planning on additional domestic capacity from the end of March onwards, with expectations that international demand will recover towards the end of May.

It is worth noting that the expectations of available capacity have been downgraded somewhat on a weekly basis, but there remains a clear expectation of a return to more normal levels of demand.

China, weekly available airline seats arriving, m



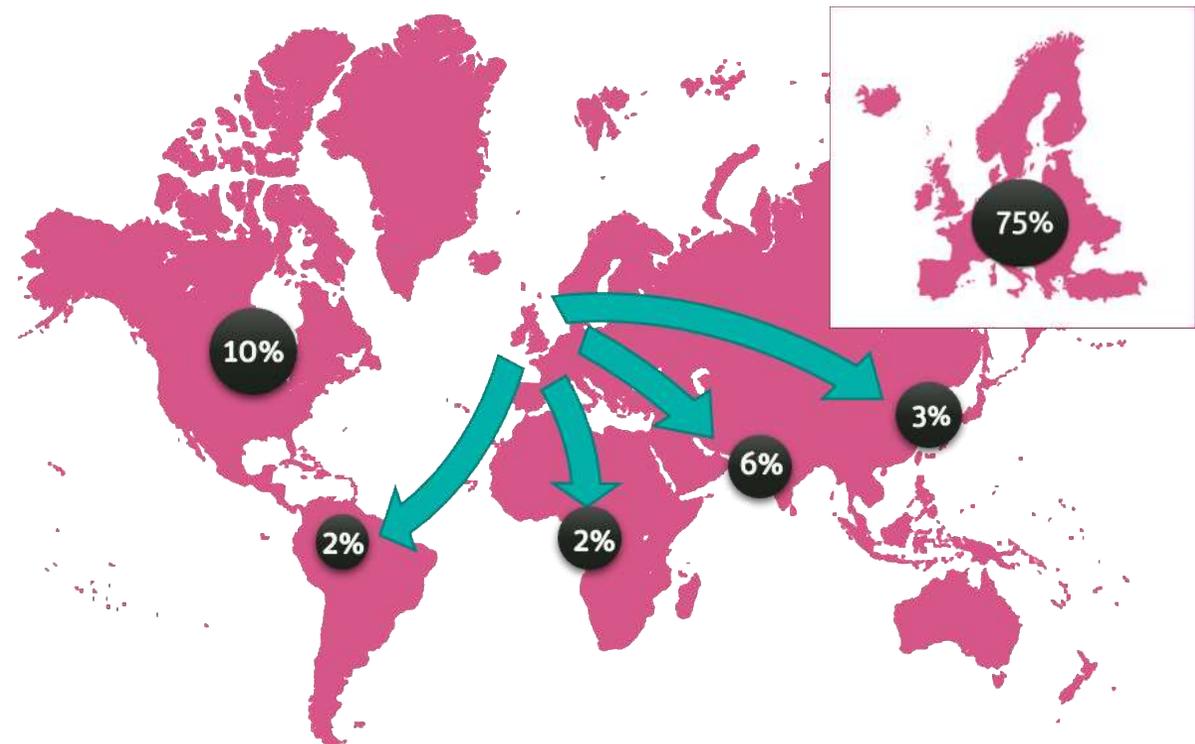
Source: The Economist

# The UK has arrived at the point of minimum demand. How long it remains there depends upon European success battling COVID-19.

Traffic into and out of UK airports had decreased by close to 90%<sup>1</sup> since the start of the crisis to 27<sup>th</sup> March. Aside from the failure of FlyBe, other major airlines such as EasyJet have halted all flights or grounded substantial parts of their fleets. Gatwick Airport has closed one of its terminals and flights are only operating for a substantially reduced part of the day. The daily movements are now at a level unseen since the 2010 eruptions of Eyjafjallajökull.

UK domestic aviation accounts for only around 15% of passenger demand. Recovery of the sector therefore relies on the reinstatement of international flights. The nature of international demand for air travel from the UK is tightly coupled to the health of, and access to, the European market. UK aviation recovery is highly dependent upon the success of containment of COVID-19 by European countries and access to their airports being reinstated largely free of restrictions.

UK International Passengers by Origin/Destination



<sup>1</sup> Source: Aircavvi/VariFlight

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# Scenario overview



## The Present

There has been a consistent decline in cases in those countries that experienced rapid case growth early (e.g. China, South Korea, etc.) Where cases have re-occurred, they are often linked to import of the virus from elsewhere in the world.

In the Middle East, Europe and North America, countries are experiencing the rapid growth phase of cases. Containment has moved in most places to the most draconian of measures to limit spread.

It is likely that pending the onset of herd immunity or availability of a vaccine, that the risk of re-emergence and subsequent re-imposition of delay measures may occur.



## Scenarios

### SARS+

A short period of demand contraction, followed by rapid recovery of domestic aviation. International aviation takes longer to come back due to where other regions are in their fight with the virus.

### Video killed the radio star

The virus continues to flare up at different locations periodically. International demand is suppressed due to caution, restrictions and widespread familiarity with video-conference solutions. Domestic demand returns albeit with lower business travel.

### Volatile future

As restrictions are lifted cases re-emerge. Lockdowns re-occur for short periods including in the UK. International demand remains volatile on a week to week basis different flights are restricted. In between restrictions flights are full of pent up demand.

### Economic imperative

The virus is not under control globally, but economic pressures force economies to re-open. Health systems globally are overwhelmed, but day to day business continues. Staffing is a huge challenge and demand shifts daily as different economies suffer virus outbreaks.

## SARS+

A short period of demand contraction, followed by rapid recovery of domestic aviation. International aviation takes longer to come back due to where other regions are in their fight with the virus.



### Scenario

China and surrounding countries gain control of the virus by the end of Spring 2020.

UK, European and US cases continue growth through mid-April. Enhanced testing regimes together with shutdowns slow the spread from mid-April. Declines in new cases are observed in June due to public health response and summer season in the northern hemisphere. Autumn sees a return of the growth of cases, although somewhat moderated by better preparedness.

Some countries fail to keep control of the virus and become no travel areas. Elsewhere the virus emerges in localised geographies around the world from time to time, but control measures are quick and effective.

A vaccine is developed and trialed successfully by the end of 2020. A global vaccination programme results in herd immunity being achieved in developed economies by mid 2021.

Global supply chains start to recover from Q2 onwards but recession and high unemployment lead to reduced demand and subdued consumer spending. Many businesses have failed to survive the global lockdown.



### Aviation Impacts

In the UK, quarantines limit the majority of travel through to the end of June. From that point domestic demand starts to recover, but social distancing and the continued presence of the virus leads to weaker growth.

International travel becomes very market specific depending on the success in controlling the virus, national policies on travel, passenger willingness to travel to geographies perceived as high risk and period lockdowns. Growth through 2021 remains impacted by recession.

Social distancing measures remain, and airports are expected to monitor all arrivals from particular geographies as well as to screen passengers before travel to the US.

Staffing issues arise due to continued self-isolation and sickness policies. Particular disruption with ground handling staff and the ability of the handlers to field sufficient staff to meet demand peaks.

Cargo operations remain significant albeit that increased belly freight on passenger flights reduces cargo flight volumes.

## Video killed the radio star

The virus continues to flare up at different locations periodically. International demand is suppressed due to caution, restrictions and widespread familiarity with video-conference solutions. Domestic demand returns albeit with lower business travel.



### Scenario

China and surrounding countries gain control of the virus by the end of Spring 2020, but during late Summer the virus re-emerges at a significant rate requiring further containment measures.

UK, European and US cases continue growth through April. Enhanced testing regimes together with shutdowns slow the spread from June. Declines in July due to public health response and summer season in the northern hemisphere. Autumn sees a return of the growth of cases.

Elsewhere the virus continues to re-emerge following initially successful containment.

A vaccine is developed and trialed successfully by Q1 2021. A global vaccination programme results in herd immunity being achieved in developed economies by Q4 2021.

Global supply chains start to recover from Q2 2020 onwards but recession and high unemployment lead to reduced demand and subdued consumer spending. Many businesses have failed to survive the global lockdown.



### Aviation Impacts

In the UK, quarantines limit the majority of travel through to July. From that point domestic demand starts to recover, but social distancing and the continued presence of the virus leads to weaker growth. Autumn resurgence leads to localised lockdowns of specific cities including their airports.

Business travel (20% of all UK pax) is severely impacted by recession, failed businesses and widespread comfort with video-conferencing solutions following the months of experience during lockdown. Businesses seeking to be cost efficient and to keep their staff safe limit air travel, preferring online services for international business and private vehicles for domestic travel. This will impact many premium airport services.

Social distancing measures remain, and airports are expected to monitor all arrivals from particular geographies as well as to screen passengers before travel to the US.

International travel becomes heavily impacted by national policies on travel. Growth through 2021 remains impacted by recession.

Cargo operations remain significant albeit that increased belly freight on passenger flights reduces cargo flight volumes.

## Volatile future

As restrictions are lifted cases re-emerge. Lockdowns re-occur for short periods including in the UK. International demand remains volatile on a week to week basis different flights are restricted. In between restrictions flights are full of pent up demand.



### Scenario

UK, European and US cases continue growth through April. Enhanced testing regimes together with shutdowns slow the spread from June. Declines in July due to public health response and summer season in the northern hemisphere.

Globally, including for short periods within the UK the virus, having initially been contained, re-emerges leading to the rapid re-imposition of control measures such as lockdowns, travel restrictions and continued social distancing.

A vaccine is developed and trialed successfully by Q2 2021. A global vaccination programme results in herd immunity being achieved in developed economies by Q1 2022.

Global supply chains start to recover from Q2 2020 onwards but recession and high unemployment lead to reduced demand and subdued consumer spending. Many businesses have failed to survive the global lockdown.



### Aviation Impacts

In the UK, quarantines limit the majority of travel through to late June. From that point domestic demand starts to recover, but social distancing and the continued presence of the virus leads to weaker growth. Growth through 2021 remains impacted by recession.

There are a further two periods of national lockdown of between 3-4 weeks each following re-emergence of cases and each is imposed at short notice to regain control of the virus.

Business travel is impacted by recession and failed businesses.

Each week the schedule changes as various countries enter and exit lockdowns. Following the reopening of major economies there is a surplus of demand for travel.

Social distancing measures remain, and airports are expected to monitor all arrivals from particular geographies as well as to screen passengers before travel to the US.

Cargo operations remain significant albeit that increased belly freight on passenger flights reduces cargo flight volumes.

## Economic imperative

The virus is not under control globally, but economic pressures force economies to re-open. Health systems globally are overwhelmed, but day to day business seeks to continue. Staffing is a huge challenge and demand shifts daily as different economies suffer virus outbreaks.



### Scenario

Containment measures in the UK, Europe and North America continue to drag on through the entire summer season. In Asia, although initially appearing to be under control, the virus re-emerges and leads to the re-imposition of strict controls.

People tire of restrictions and faced with poverty many start to return to work despite Government restrictions. Ultimately, the lockdown restrictions are lifted leading to significant negative impacts on healthcare systems. Governments retain social distancing and travel restrictions as one of the few remaining tools available to them.

Business seeks to recover from Q3 2020 onwards, but supply chains are limited by remaining national travel restrictions, staffing shortages and concerns about operating when the health system is so stretched.

A vaccine is developed and trialed successfully by Q2 2021. A global vaccination programme results in herd immunity being achieved in developed economies by Q4 2021.



### Aviation Impacts

In the UK, quarantines limit the majority of travel through to late August. From that point domestic demand starts to recover, but the continued presence of the virus leads to weaker growth. Growth through 2021 remains impacted by both virus outbreaks and recession.

The industry is impacted by national and international travel restrictions that occur at short notice seemingly on a flight by flight basis. Following the lifting of restrictions there is a surplus of demand for travel to specific locations.

Business travel is impacted by recession. All travelers are highly price sensitive leading to large daily demand shifts in response to airline pricing policies.

Cargo operations remain significant albeit that increased belly freight on passenger flights reduces cargo flight volumes.

Staffing becomes an on-going challenge due to outbreaks of the virus amongst shifts and organisations.

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# Actions for airports

Depending upon the direction the recovery takes there are various potential responses that airport leaders could choose to take.

This section outlines some of the responses to the scenarios posed and should be considered a suite of possible measures that could be used in concert with current planning.

Together these measures can help optimise the recovery and the airport's ability to enable the recovery of the industry as a whole.

## Potential action items

### I. Terminal Processes

1. Prepare a COVID playbook covering the foreseeable range of possible challenges that may face staff with guidance as to the recommended responses and escalation processes.
2. Identify where in the process for arrivals and departures there may be a present or future need for passenger screening if required by domestic or foreign Governments. Understand the operational (staffing, equipment and capacity) implications.
3. Establish a security resourcing plan taking into consideration various levels and patterns of demand. Plan how to be able to flex this plan at short notice in response to demand changes.
4. Establish minimum viable staffing for various levels of demand to most cost effectively deliver the necessary terminal services at an acceptable level of service to meet demand.
5. Consider reviewing the level of service space standards for the airport terminals in light of more restrictive passenger health and safety requirements for social distancing. This may significantly reduce terminal capacity.
6. Evaluate plans for the processing of and support to Passengers with Reduce Mobility (PRMs). Where this is discharged to handling agents work together with them to establish contingency plans that can ensure passengers who may be more at risk, can be protected and if required transit through the airport via isolated routes direct to the aircraft door.

# Actions for airports

## Potential action items

### II. Staffing

1. Consider how best to protect the health and welfare of staff under various possible scenarios. Develop policies and procedures to be rolled out, e.g. How should staff who have not had or been inoculated against the virus best be deployed? How should at risk staff groups be protected?
  2. Ensure appropriate communication channels for staff to confidentially be able to feed back about health concerns.
  3. Consider how to isolate shifts from each other to minimise the risk of widespread impact on the business.
  4. Where possible increase the cross training of staff to provide improved resilience.
  5. Consider plans to protect critical staff by e.g. investing in screening, enabling staff to be located in close proximity to the airport during heightened restrictions.
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### III. Supply Chain

1. Develop contingency plans to protect critical operations against ground handler failure and to recover capacity as demand rises.
2. Ensure your ANS provider has a credible and cost-effective plan for the restoration of full services whilst protecting their staff.
3. Ensure Border Force have a credible resourcing plan, to not restrict capacity when demand returns.
4. Ensure regular, open communication channels to the supply chain so that all actors can foresee and respond to demand and legislation changes rapidly.
5. Consider how to ensure access to a flexible, rapidly deployable interim workforce to operate during periods of demand volatility.

# Actions for airports

## Potential action items

### IV. Financials & Investment

1. Develop the provided scenarios together with your own thinking to be directly relevant to your business.
  2. Undertake financial tests using the scenario traffic levels to determine what responses would be needed.
  3. Consider carefully development projects and teams. Don't just assume that they can be cut because the demand has plummeted. Growth will return and this is a good time to prepare for it.
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### V. Customers

1. Develop clear practices and processes for the communication of updates to scheduled, charter and cargo services.
2. Develop processes for the rapid dissemination of COVID related health protection procedures.

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Demand tables

# Use these demand tables to test financial plans. Reduce your baseline traffic and passenger forecasts for period May-20 through Dec-21 using the figures provided.

## SARS+

		May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Passenger & Cargo ATMs	Domestic	20%	40%	60%	85%	86%	87%	88%	89%	90%	91%	92%	93%	94%	95%	95%	95%	95%	95%	95%	95%
	EU	5%	15%	35%	60%	62%	64%	66%	68%	69%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%
	International	10%	25%	40%	60%	62%	64%	66%	68%	69%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%
Business Passengers	Domestic	20%	40%	60%	85%	86%	87%	88%	89%	90%	91%	92%	93%	94%	95%	95%	95%	95%	95%	95%	95%
	EU	5%	15%	35%	60%	62%	64%	66%	68%	69%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%
	International	10%	25%	40%	60%	62%	64%	66%	68%	69%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%
Leisure Passengers	Domestic	10%	40%	60%	85%	86%	87%	88%	89%	90%	91%	92%	93%	94%	95%	95%	95%	95%	95%	95%	95%
	EU	5%	20%	40%	60%	62%	64%	66%	68%	69%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%
	International	5%	20%	40%	60%	62%	64%	66%	68%	69%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%
Freight Tonnage	Domestic	80%	85%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	EU	80%	80%	80%	85%	85%	85%	90%	90%	90%	90%	90%	90%	90%	90%	90%	95%	95%	95%	95%	95%
	International	80%	80%	80%	80%	80%	80%	85%	85%	85%	85%	85%	85%	85%	85%	85%	90%	90%	90%	90%	90%

Multiply monthly planned ATM, passenger numbers and freight tonnage by these figures.

## Video killed the radio star

		May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Passenger & Cargo ATMs	Domestic	20%	20%	30%	50%	75%	80%	85%	90%	91%	91%	92%	92%	93%	93%	94%	94%	95%	95%	95%	95%
	EU	5%	5%	10%	30%	50%	55%	60%	65%	66%	67%	68%	69%	70%	71%	72%	73%	74%	74%	74%	74%
	International	10%	10%	30%	50%	55%	60%	65%	66%	67%	68%	69%	70%	71%	72%	73%	74%	74%	74%	74%	74%
Business Passengers	Domestic	20%	20%	30%	40%	50%	60%	70%	71%	72%	73%	74%	75%	76%	77%	78%	79%	80%	80%	80%	80%
	EU	5%	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	55%	60%	65%	66%	67%	68%	69%	70%	70%
	International	10%	10%	15%	20%	25%	30%	35%	40%	45%	50%	55%	60%	65%	66%	67%	68%	69%	70%	70%	70%
Leisure Passengers	Domestic	10%	10%	30%	60%	75%	80%	85%	90%	90%	90%	91%	92%	93%	94%	95%	95%	95%	95%	95%	95%
	EU	5%	5%	10%	30%	50%	55%	60%	65%	66%	67%	68%	69%	70%	71%	72%	73%	74%	74%	74%	74%
	International	5%	5%	30%	50%	55%	60%	65%	66%	67%	68%	69%	70%	71%	72%	73%	74%	74%	74%	74%	74%
Freight Tonnage	Domestic	80%	80%	85%	90%	90%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	EU	80%	80%	80%	80%	80%	80%	85%	85%	85%	85%	85%	85%	85%	85%	85%	90%	90%	90%	90%	90%
	International	80%	80%	80%	80%	80%	80%	85%	85%	85%	85%	85%	85%	85%	85%	85%	90%	90%	90%	90%	90%

Multiply monthly planned ATM, passenger numbers and freight tonnage by these figures.

## Volatile future

		May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Passenger & Cargo ATMs	Domestic	20%	20%	30%	50%	75%	80%	85%	90%	91%	20%	20%	20%	40%	80%	90%	95%	95%	95%	95%	95%
	EU	5%	5%	10%	30%	50%	60%	65%	70%	75%	5%	5%	5%	35%	70%	60%	81%	82%	83%	84%	85%
	International	10%	10%	30%	50%	55%	60%	40%	70%	75%	10%	10%	10%	40%	70%	80%	81%	82%	83%	84%	85%
Business Passengers	Domestic	20%	20%	30%	40%	50%	60%	70%	75%	80%	20%	20%	20%	40%	80%	85%	86%	87%	88%	89%	90%
	EU	5%	5%	10%	30%	40%	50%	60%	70%	71%	5%	5%	5%	35%	70%	60%	77%	79%	80%	80%	80%
	International	10%	10%	15%	30%	40%	50%	30%	70%	71%	10%	10%	10%	40%	55%	75%	76%	77%	78%	79%	80%
Leisure Passengers	Domestic	10%	10%	30%	60%	75%	80%	85%	90%	90%	10%	10%	10%	40%	80%	90%	95%	95%	95%	95%	95%
	EU	5%	5%	10%	30%	50%	55%	60%	65%	75%	5%	5%	5%	35%	70%	60%	90%	90%	90%	90%	90%
	International	5%	5%	30%	50%	55%	60%	50%	70%	75%	5%	5%	5%	35%	70%	90%	90%	90%	90%	90%	90%
Freight Tonnage	Domestic	80%	80%	85%	90%	90%	90%	95%	95%	95%	80%	80%	80%	90%	95%	95%	95%	95%	95%	95%	95%
	EU	80%	80%	80%	80%	80%	80%	85%	85%	85%	80%	80%	80%	90%	90%	90%	90%	95%	95%	95%	95%
	International	80%	80%	80%	80%	80%	80%	85%	85%	85%	80%	80%	80%	90%	90%	90%	90%	95%	95%	95%	95%

Multiply monthly planned ATM, passenger numbers and freight tonnage by these figures.

## Economic imperative

		May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21
Passenger & Cargo ATMs	Domestic	20%	20%	20%	20%	30%	40%	50%	60%	65%	70%	75%	80%	80%	80%	85%	85%	85%	90%	90%	95%
	EU	5%	5%	5%	5%	20%	30%	40%	50%	60%	65%	70%	75%	76%	77%	78%	79%	80%	81%	83%	85%
	International	10%	10%	10%	10%	20%	30%	40%	50%	60%	65%	70%	75%	76%	77%	78%	79%	80%	81%	83%	85%
Business Passengers	Domestic	20%	20%	20%	20%	30%	40%	50%	60%	65%	70%	75%	80%	80%	80%	85%	85%	85%	90%	90%	90%
	EU	5%	5%	5%	5%	20%	30%	40%	50%	60%	65%	70%	75%	76%	77%	78%	79%	80%	80%	80%	80%
	International	10%	10%	10%	10%	20%	30%	40%	50%	60%	65%	70%	75%	76%	77%	78%	79%	80%	80%	80%	80%
Leisure Passengers	Domestic	10%	10%	10%	10%	30%	40%	50%	60%	65%	70%	75%	80%	85%	87%	89%	91%	92%	93%	94%	95%
	EU	5%	5%	5%	5%	20%	30%	40%	50%	60%	65%	70%	75%	80%	82%	84%	86%	88%	90%	90%	90%
	International	5%	5%	5%	5%	20%	30%	40%	50%	60%	65%	70%	75%	80%	82%	84%	86%	88%	90%	90%	90%
Freight Tonnage	Domestic	80%	80%	80%	80%	85%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	EU	80%	80%	80%	80%	85%	85%	90%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	International	80%	80%	80%	80%	85%	85%	90%	90%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%

Multiply monthly planned ATM, passenger numbers and freight tonnage by these figures.