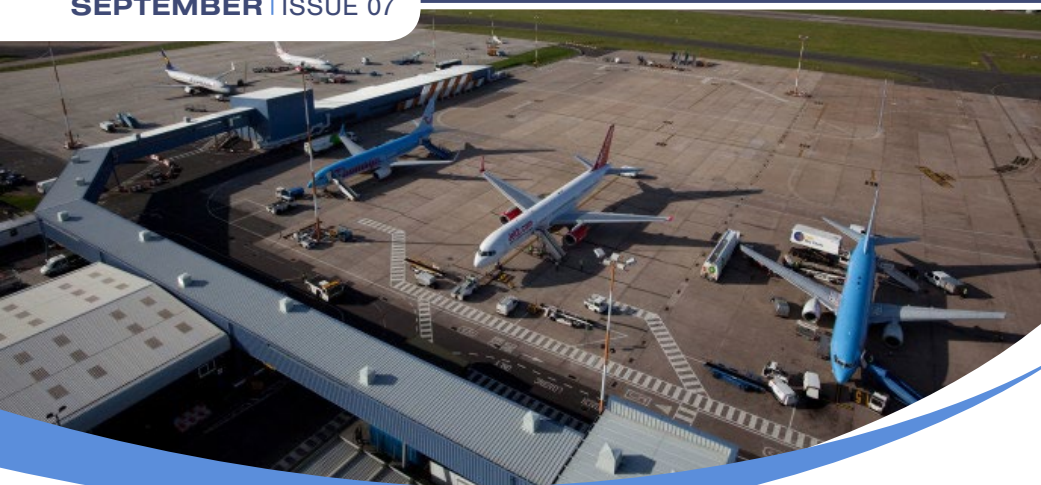


SECTORUPDATE

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‘LOCKDOWN LIFESTYLE’ DRIVES GROWTH AT EMA

East Midlands Airport has reported unprecedented growth in cargo operations. EMA owner Manchester Airports Group reports that the pandemic has ‘turbocharged the shift to online shopping’, which has created significant demand for cargo flights.

“The last few months have seen a seismic shift in the way we live our lives,” said Aboudy Nasser, MAG’s Group Aviation Director. “While much has been made of the changes to the way people travel, behind the scenes our airports have been leading the charge in helping the logistics sector adapt to rising demand for dedicated air cargo.”

EMA saw an increase of 21.2% and 18.5% in cargo volumes in July and August respectively. During June, July and August there were 60 additional cargo flights between East Midlands Airport and the US and, most notably, a 120% increase in the volume of goods travelling between EMA and New York. ([Link: Air Cargo Week](#))

UK FORWARDERS CONCERNED ABOUT THE END OF EU TRANSITION PERIOD

UK forwarders have significant reservations over whether they will have the capacity to handle major changes to the UK’s trading relationship with the European Union (EU) at the start of 2021, according to a survey by UK forwarder association BIFA.

In a general question on their understanding of the government’s plans for the border after the end of the transition period, more than half of the respondents said that they either had no knowledge, or what knowledge they do have needs improving.

While 70% of respondents said they understood the customs procedures required to import goods into the UK from the EU at the end of the transition period, less than half said that was the case where safety and security declarations were required. This was also true of respondents involved in the import of live animals and fresh foodstuffs. ([Link: Air Cargo News](#))

MAIDEN FLIGHT FOR ATR 72-600F



The 72-600F regional freighter developed by French-Italian aircraft manufacturer ATR has undertaken a successful first flight. The aircraft has a wide cross section and a large cargo door to allow transportation of bulk cargo and industry-standard pallets and containers. It is set to enter service in 2020 and courier FedEx has 30 on order.

The ATR 72-600F has a maximum structural payload of 8.9 tonnes and a cargo volume space of 75.5 cubic metres. ([Link: AeroTime Hub](#))

IATA LAUNCHES PLATFORM TO IMPROVE VISIBILITY OF AIR CARGO INFRASTRUCTURE AND CAPABILITIES

International Air Transport Association (IATA) has launched IATA ONE Source, an online platform which helps the air cargo industry match shipping needs with the availability of infrastructure capabilities and certifications of service providers across the value chain.

This is particularly timely amid the COVID-19 crisis when shippers of medical supplies and pharmaceuticals need accurate information for time- and temperature-sensitive shipments. ONE Source lists the latest operational information on airlines, airports, cargo handling facilities, freight forwarders, ground handlers, shippers, and trucking companies. All critical information contained on ONE Source has been verified by IATA to help ensure its accuracy. IATA ONE Source is free for all service providers across the air cargo supply chain. ([Link: IATA](#))

LUFTHANSA TO DECIDE AIRBUS A380 FATE SOON



The fate of Lufthansa's remaining Airbus A380 fleet will be decided soon, as the airline also looks to permanently retire other wide-body aircraft, including the Airbus A340 and the Boeing 747-400.

Seven A380s were already phased out of the German company's fleet, as well as 11 Airbus A320s and five Boeing 747-400

aircraft. However, the remaining two 747-400s and 17 Airbus A340-600s are also under threat.

To replace the outgoing wide-bodies, the company is in active negotiations with Airbus to push forward Airbus A350 deliveries. Deliveries of the Boeing 777X are expected to start in the second quarter of 2022. [\(Link: AeroTime Hub\)](#)

AIRBUS DISPLACES BOEING AS AEROSPACE'S BIGGEST COMPANY

Airbus has ousted Boeing as aerospace's biggest business after a year in which the 737 Max crisis led to the US manufacturer's revenues plunging by a quarter.

FlightGlobal's Top 100, based on 2019/20 financial year figures, before the onset of the coronavirus pandemic, show Boeing's annual sales at \$76 billion, down from \$101 billion the previous year. Airbus's turnover rose from \$75.1 billion in 2018 to \$78.9 billion, allowing the European company to take top spot in the annual ranking for the first time in over a decade.

Boeing also slid deeply into the red, with operating losses of almost \$2 billion, compared with profits of around \$12 billion in 2018. Airbus's operating profits fell from around \$6 billion in 2018 to \$1.5 billion in the latest financial year. [\(Link: FlightGlobal\)](#)

FEDEX LAUNCHES PRECISE TRACKING SENSOR

FedEx has launched a lightweight, sensor-based logistics device called SenseAware ID that enables the highly precise tracking of shipments.

FedEx said that the launch of SenseAware ID is well-timed; it expects SenseAware ID to be used in the distribution of Covid-19 vaccines when they become available.

SenseAware ID transmits precise package location data every two seconds via Bluetooth low energy (BLE) to wifi access



points or established gateway devices throughout the FedEx Express network. [\(Link: Air Cargo News\)](#)

LUFTHANSA CARGO READIES FOR COVID VACCINE DISTRIBUTION IN US AND EU



Lufthansa Cargo has opened new pharma facilities in Munich and Chicago, the company has confirmed.

The Munich pharma hub opened in August, providing 1000sq m of space for pharmaceutical cargo in two different temperature ranges and a freezer facility. In addition, Lufthansa has opened a 750sq m pharmaceutical facility at Chicago's O'Hare Airport.

"The expansion of our storage capacity for temperature-sensitive freight at both stations was decided and prepared before the Corona virus," said Lufthansa. "However, it will certainly help us in a future distribution of COVID-19 vaccine." [\(Link: AeroTime Hub\)](#)

IATA TOP DOCTOR SAYS AIRLINES CAN'T AFFORD TO WAIT FOR VACCINE

The airline industry can't afford to wait for a vaccine. That's the message from the International Air Transport Association's chief medical adviser, David Powell.

On top of face masks, regular hand washing and sanitizing of high-touch surfaces, carriers should work with regulators to introduce reliable coronavirus testing systems for passengers before they board in order to get people back on planes.

"The ideal protection is to avoid people who are infectious," Powell said in an interview with Bloomberg News. "We need a test that's reliable and fast enough and that's able to be done in huge numbers." [\(Link: AJOT\)](#)

AIR CARGO DEMAND TO CONTINUE RISING, IATA AFFIRMS



Global export orders are rising at a substantial rate, with strong cargo volumes and a rise in demand, says the International Air Transport Association (IATA).

Global demand for air cargo was much more robust than air travel, standing at a decreased 13.5% of the year-on-year basis in July 2020. In contrast, the global

passenger traffic demand was at a negative 80% in the same period.

The report also shows that both consumer and manufacturer business confidence has been on a rapid rise since the beginning of the summer of 2020. In turn, the number of export orders is increasing sharply, and so is air cargo demand.

(Link: AeroTime Hub)

BUSINESS AVIATION LEADERS MEET TO PROMOTE SUSTAINABLE FUEL USE

Operators, legislators, regulators and fuel suppliers from around the world gathered at business aviation's first sustainability summit to determine how best and how quickly the production, supply, demand and use of sustainable aviation fuels (SAF) can be accelerated.

The virtual summit was the latest in a series of efforts by the industry to encourage greater production and use of SAF, a cleaner-burning fuel that can reduce net lifecycle carbon emissions by more than half.

European Business Aviation Association Secretary-General Athar Husain Khan was among the delegates. He said: "The vital question for the future of the business aviation industry is how can we facilitate the transition to a more sustainable society? This summit shows that, despite being hard hit by the COVID-19 crisis, business aviation is more committed than ever to reducing its environmental impact and tackling the urgent threat of climate change." *(Link: BlueSky)*

AIRLINERS COULD SOON BE FLYING IN FORMATION LIKE BIRDS IN ORDER TO SAVE FUEL



Airliners could reap fuel savings of up to 10 per cent – along with a corresponding decrease in emissions – by flying in formation like birds.

The concept, which Airbus has dubbed fello'fly, will see planes fly relatively close behind one another. This allows the trailing aircraft to take advantage of the vortices of rotating air left behind by the leading plane's wing tips, a technique borrowed from geese and known as 'vortex surfing'.

Tests involving two of Airbus' A350 aircraft will begin this year, and move to trial runs in oceanic airspace as early as 2021. If successful, the firm hopes to add the manoeuvres to regular service by around 2055 in a move that could cut aviation CO₂ emissions by three or four million tons per year. *(Link: AIRLIVE)*