



Bi-weekly Newsletter



15 October 2020



**Fifth Edition of Green
Airports Recognition Open
for Application**

Regional Office Updates

Fifth Edition of Green Airports Recognition Open for Application



The aviation industry is committed to reducing its environmental footprint. This is why, ACI Asia-Pacific continues to encourage and recognize outstanding ACI Asia-Pacific airports' efforts to protect the environment. Now in its fifth year, applications for Green Airports Recognition 2021 are now open.

Every year, a theme is selected from one of the ten environmental aspects airports need to manage. These themes are also tracked in the biennial ACI Asia-Pacific Environmental Survey. The theme for Green Airport Recognition 2021 is 'Air Quality Management', specifically emphasizing local air quality management benefits rather than CO2 emission and excluding indoor air quality. This theme shall include projects aiming to improve airport local air quality and air pollutant reduction.

By participating in this initiative, members can share environmental success stories with other airports in the region, and stand a chance to be recognized for their efforts and outstanding achievements.

"Over the past four years, the ACI Asia-Pacific Green Airports Recognition programme has received more than 70 environmental best practices submissions from across the region,"

said Stefano Baronci, Director General, ACI Asia-Pacific. "This is a clear signal of our members' commitment to minimize aviation's impact on the environment and willingness to share best practices for the betterment of the entire airport community."

The **programme description**, **application form** and **project form** are now available and can also be downloaded from the **programme website**.

2019 Top Ten Rankings Revealed

Annual World Airport Traffic Report 2020 Edition

Now available!



ACI World has released its annual **World Airport Traffic Report (WATR)**. According to the report, passenger numbers are estimated to have surpassed 9.1 billion in 2019, an increase of +3.5% compared to 2018, illustrating a healthy aviation industry before the catastrophic impact of the current pandemic.

We congratulate our members who made the list of the World's Top 10 Busiest Airports:

For **passenger traffic**: Beijing Capital International Airport, Dubai International Airport,

Tokyo Haneda International Airport and Shanghai Pudong International Airport.

For **Cargo traffic**: Hong Kong International Airport, Shanghai Pudong International Airport, Incheon International Airport, Dubai International Airport, Doha International Airport, Taoyuan International Airport and Narita International Airport.

Read the full [press release](#).

Issue 3 of Asia-Pacific Airports Out Now

The third issue of Asia-Pacific Airports magazine features a special report on Canberra Airport in Australia, perspectives from World Business Partner Paccaya Resources on commercial revenues and the development of Delhi Noida International Airport in India. In the View from the Top article, ACI Asia-Pacific Director General, Stefano Baronci reflects on the association's efforts to support the region's airports through COVID-19 and help reboot aviation as the global economy struggles to get back on track.

Click here to access the [official publication of ACI Asia-Pacific](#).



Joint ICAO/ WHO Webinar Discusses Obstacles to Recovery



ICAO



World Health Organization

As the first-ever joint event organised by ICAO and WHO at the regional level, major obstacles to the full resumption of international air travel were discussed. Topics included testing, quarantine and COVID-19 risk assessment and how these obstacles might be removed.

During the webinar, Stefano Baronci, Director General of ACI Asia-Pacific, advocated for a risk-based and harmonized approach to progressively relaxing travel restrictions imposed by states due to COVID-19. He highlighted the key operational challenges when implementing public health measures at airports while at the same time trying to minimizing the impact on passenger

facilitation.

The regional offices of WHO and ICAO in Asia-Pacific jointly organized the webinar on 5 October and was attended by more than 400 participants representing airports, airlines, civil aviation regulators public health authorities.

Meet the Regional Board: SGK Kishore from GMR Hyderabad International Airport

In a new segment called 'Meet the Board', we are featuring and introducing you to the members of the ACI Asia-Pacific Regional Board. We will get to know them better by learning about their leadership style, their thoughts on the next generation of leaders and, unavoidably, the impact of the pandemic.

Second in our series is Mr. SGK Kishore, Executive Director of GMR Hyderabad International Airport Limited, India and Second Vice President of the ACI Asia-Pacific Regional Board. After nearly two decades of service in India's government, Mr Kishore took up a leadership role in 2007 with private sector infrastructure company GMR at the then under-construction Hyderabad Airport.

RO: Which leadership skills have served you most?

I believe that the most important skills a leader needs to have is people management, since people are the true core of any organization. As a leader, the entire journey of identifying, nurturing and scaling up the human capital of my organization has been the most satisfying aspect



of leadership for me.

RO: What are you most proud of at your airport?

My amazing team, that has stood up to every challenge and delivered, time after time.

Before the pandemic hit, for about five consecutive years Hyderabad Airport was one of the fastest-growing airports in its category, with the total traffic more than doubling in that period. This posed many challenges to the team since there was no way to suddenly expand the airport to meet the surging demand. Instead, they came up with a variety of innovative solutions to help manage the traffic without impacting the service quality that our airport had become renowned for.

The situation turned on its head with the pandemic, but the team again rose to the occasion to manage the unprecedented disruption in the smoothest possible manner.

RO: What is your advice to young people in the aviation business?

Do not let the current disruption in our industry frustrate you or disappoint you. This is a temporary setback, and our industry will return stronger than ever in the days to come. We are an important and indispensable enabler of the increasingly globalized, connected and mobile world, and the future is going to be brighter. Please keep working on improving your knowledge and skills to take on the new opportunities and challenges and you will succeed.

RO: How do you maintain personal mental and physical wellness?

I maintain a strict daily regimen of physical exercise that helps keep me healthy and physically fit. Equally important is the need to maintain mental wellness and towards that, I diligently balance my daily routine to spend time with my family, personal friends and my hobbies, all of which allow me the mental space to relax and unwind.

RO: If you had a magic wand, what would you want to change (besides the obvious resurgence of traffic at your airport)?

If there is a magic wand, I would like to see our airport as the most preferred airport by all the users/ service partners and stakeholders on a sustainable basis and as the most eco-friendly and sustainable airport always being in the forefront of technology and business excellence.

The next newsletter will feature Mr. Yun QIN, Chairman of the Board of Directors at Shanghai Airport Authority, China and ACI Asia-Pacific Regional Board member.





Other ACI Updates

ACI World and IATA in Joint Push for Globally Consistent Approach to Testing

ACI World and the International Air Transport Association (IATA) have today made a joint call for a globally-consistent approach to testing international passengers as an alternative to quarantine measures.

The global shut down of air transport as a result of COVID-19 travel restrictions has had a catastrophic impact on employment. Some 4.8 million industry jobs have been lost or are under threat.

Governments must cooperate to remove quarantine restrictions and restart air travel. A systematic approach to COVID-19 testing will provide an effective way to give governments the confidence to re-open borders without quarantine.

“Airports and airlines are united in the view that a consistent approach to testing passengers will help to restore the confidence of passengers, avoid border closures, and remove cumbersome quarantine measures which are hampering the genuine efforts of the aviation industry to recover,” ACI World Director General Luis Felipe de Oliveira said. “This will better foster recovery among airports, airlines and the travel and tourism sectors, thereby protecting jobs and providing the economic and social benefits that aviation delivers to the local, national, and global communities it serves.”

Read the full [press release](#).



ACI Calls for Fair, Transparent, and Non-discriminatory Aviation Taxes

ACI World has published a policy brief calling for an end to the economically inefficient and discriminatory taxation of aviation which is hampering the industry's recovery from COVID-19.



The new publication, **Policy Brief: Taxation of international air transport and airports – Economic benefits and costs**, explores – and provides potential remedies to – the imbalance between the current tax burden and the foregone global GDP impacts and missed jobs. It also calls upon governments to follow the International Civil Aviation Organization's (ICAO) Policies on Taxation in the Field of Air Transport (Doc 8632).

Aviation is one of the most strategically important sectors for national and global economies, generating 11.3 million direct aviation and 87.7 million jobs indirect jobs. The global aviation industry generates approximately 4.1% of the global gross domestic product (GDP) as aviation jobs, on average, are 4.3 times more productive than jobs in other sectors.

However, despite its notable economic contribution, aviation is heavily taxed. Airport operators alone directly pay more than US\$10 billion in taxes at the global level, which represents around 7.6% of total airport costs. When adding taxes paid by other air transport parties and levied from air passengers on air tickets, the estimated revenue from taxes rises to \$90 billion globally. Assuming traffic volumes as of 2019, the removal of the tax burden on aviation would have resulted in:

- more than 750 million incremental passengers
- 2 million direct aviation and aviation-related jobs, and
- \$93 billion in direct GDP.

The total macroeconomic impact of removing the tax burden on aviation increases to a total of 5.2 million jobs and over US\$180 billion in global GDP.

Read the proposed remedies in the full [press release](#).

Policy Brief

Taxation of international air transport and airports –
Economic benefits and costs

2020 | 04



InterVISTAS
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Industry Updates

ATAG Releases New Research to Support Green Recovery

The Air Transport Action Group (ATAG) released two reports to underpin a green recovery strategy:

- Newly-released **Aviation: Benefits Beyond Borders** report provides Covid-19 job impact assessment
- **Waypoint 2050** report looks at how the aviation sector can meet its long-term climate goals



GREEN RECOVERY OF AIR TRANSPORT A PRIORITY FOR INDUSTRY LEADERS

Despite the current crisis facing the global aviation industry, its commitment to pursuing sustainability remains strong, particularly as the sector starts to recover. Speaking at the recent Global Sustainable Aviation Forum, industry leaders reiterated that long-term climate action should be a priority alongside economic recovery in the coming years.

Executive Director of the cross-industry Air Transport Action Group, Michael Gill said: "Air transport is in the midst of the deepest shock in its history. We expect a reduction of up to 4.8 million jobs in the sector by the end of the year and a massive hit to our ability to connect the world. However, as we plan for the recovery of air connectivity, we also must prioritise our environmental progress.

"Our sector has a long-term climate change goal to cut CO2 emissions in half by 2050. With the right help from governments, the energy sector and technologists, we expect that global aviation will be able to hit net zero emissions a decade or so later. Some parts of the world will be able to meet this point earlier and a number of individual companies have already set goals along these lines. We have the next decade to set the scene for sustainable global connectivity for the next 30-40 years."

Read the full [press release](#).

NEW ANALYSIS DETAILS AVIATION CLIMATE PATHWAYS

In new analysis released, the aviation sector details how it can meet its climate goal of cutting CO2 emissions in half by 2050, compared with 2005. It also highlights that net-zero emissions from air transport across the global could be achieved a decade or so afterwards. The plan will rely on a significant shift away from fossil fuels, the introduction of radical new technology and continued improvements in operations by the sector.

Michael said: "A decade ago the aviation industry became one of the first to commit to a long-term climate action plan. We are now able to provide detailed analysis of different pathways to achieve the goal of halving net aviation CO2 emissions by 2050 and, with the right support from governments and researchers, be on our way to net-zero emissions a decade or so later.

Read the full [press release](#).

Members at a Glance

WBP Redwater Discusses Forecasting Challenges

Since the breakout of the COVID-19 pandemic, many have tried to peer into the crystal ball to find out when and how the aviation industry will recovery. Redwater Consulting Group, one of ACI Asia-Pacific's World Business Partners, specializes in transport and infrastructure economics and strategy consultancy.

Anthony Cicuttini, Redwater's Managing Director, shared some insights with the Regional Office's head of communications and events, Jeannie Wong.

JW: In interacting with your airport clients, what were the most frequently-asked questions or concerns?

AC: By far the most frequently-asked question was (is) when we think traffic will return to normal. Secondly was how bad do we think the crisis could get. Before these events unfolded, it would have been unfathomable to think the aviation industry would have shut down the way it has. Consequently, our answers to these questions have varied over time as new travel restrictions were introduced, and airlines started to decrease flying and mothballing aircraft. It continues to change as some travel restrictions are eased and airlines begin to add capacity.

JW: What were some practical and unexpected challenges faced when revising traffic forecasts during the crisis, when things are still volatile?

AC: The main challenge was the speed at which the crisis unfolded. Even when you thought it couldn't possibly get any worse, it did. This volatility makes it incredibly difficult to forecast accurately, with traditional data sources almost immediately out of date when they were queried. It became apparent that forecasts needed to be based on a different approach that could better incorporate movements in the market and capacity changes by airlines. Inevitably,



this means developing scenario models using a building block approach in response to changes in travel restrictions and capacity announcements by airlines.

JW: How would Redwater differentiate advice for a larger hub airport versus a smaller regional airport?

AC: Regional airports, being less complex than their larger counterparts, may be okay with simplified models whereas hub airports have a higher number of moving parts to deal with. Their exposure to international markets as well as domestic likely means there are more factors that will affect them in the short-term. Regional airport forecasts could be as simple as developing a few recovery scenarios based on judgement of the market while hub airports may need to incorporate daily or weekly schedule updates. It really depends though on what decisions need to be made from the data.

Redwater Consulting Group, based in Australia, is a specialist transport and infrastructure economics and strategy consultancy and has worked on transport and infrastructure projects in over 15 countries.

Dubai International Serves 7.47 Million Flights in Sixty Years



Earlier this month, Dubai Airports celebrated the 60th anniversary of the official opening of Dubai International Airport. Since opening on 30 September 1960, Dubai International has served 1.115 billion passengers travelling on more than 7.47 million flights connecting to over 240 destinations in 95 countries across the globe. In the just-released World Airport Traffic Report, Dubai International ranks fourth in terms of busiest airports in the world for passengers and seventh for cargo.

60 YEARS OF FIRST

Dubai International marks among its firsts:

- to feature a gated terminal in the Middle East
- to open the largest Air Traffic Control tower at the time of opening (2000)

- to launch e-gates (2002)
- to open the largest airport terminal in the world, Terminal 3 (2008)
- to open the world's first concourse purpose-built for the Airbus A380 (2011)

Dubai Airports is actively pursuing a number of initiatives to restore consumer confidence and enhance the travel experience, including airport interior design innovations, the use of single ID biometrics to facilitate contact-less travel and an e-commerce platform that will bring added choice and convenience to travelers. "We are constantly exploring new approaches and technologies that can help us offer even more seamless, secure and rewarding travel experiences," said Paul Griffiths, CEO, Dubai Airports.

Glidepath Changes Name to Alstef Group

Earlier this year, World Business Partner and global integrated airport baggage and parcel handling systems expert Glidepath was acquired by French robotics and automated solutions company B2A Technology. Now, B2A Technology and Glidepath rebrand to become Alstef Group, a new name to drive its development.

ALSTEF
GROUP

Learn more about the [Alstef Group](#).



Did You Know

Did you know ACI Asia-Pacific is working on climate change mitigation strategies?

Mr. Ken Lau, ACI Asia-Pacific's environmental go-to person and avid trail walker explains.



It's safe to say that global decarbonization efforts will become increasingly important as climate targets become increasingly ambitious. The landmark Special Report on Global Warming, published in October 2018 by the United Nations Intergovernmental Panel on Climate Change (IPCC), recommended all industry sectors to reach net zero human-caused carbon emissions by the year 2050.

WHERE ARE WE NOW?

Long-term traffic forecasts show the rapid growth of traffic in our region, despite the pandemic. With growth in traffic comes growth in carbon emissions or CO₂. CO₂ is the main contributor to climate change. Asia-Pacific airports will need to prepare to mitigate the climate change challenge. In Asia-Pacific, airports are at different stages of the decarbonization journey depending on geography, climate differences and availability of renewable energy sources. "It's a great source of pride to our association that seven airports in the region have already achieved Level 3+, Neutrality status through the Airport Carbon Accreditation programme," said Ken Lau, senior manager Environment and Information Technology. "More than 20 airports are already at Level 3, Optimisation and many of them are preparing for the leap to carbon neutrality," he added. However, carbon neutrality alone won't

be enough in the near future.

WHAT IS NET ZERO?

Net zero carbon represents a step further compared to carbon neutrality. In order to achieve net zero carbon, airports must reduce energy and fuel consumption and switch to zero carbon energy and fuel sources. This is including but not limited to the purchase of renewable electricity from the national grid or through dedicated power purchase agreements, self-generation of renewable electricity and/or use of zero carbon emission vehicles.

WHAT ARE WE DOING?

Through ICAO, the international aviation sector is studying the feasibility of an aspirational long-term goal for international civil aviation.

A Task Force, operating under the guidance of the ACI World Environment Standing Committee, was asked to develop a long-term carbon goal for airports including considerations of net zero carbon airports by 2050 and its associated pathways. A study is now underway to support the development of a long-term carbon goal. The study includes extensive outreach to the global and regional ACI membership to account for the regional differences, drivers and opportunities. Asia-Pacific airports are actively engaged in this activity.

"The societal pressure to reduce emissions and become a net zero sector is unavoidable. Along with recovering from the impact of the pandemic, mitigating climate change is set to become a high priority for our members," concluded Ken Lau.

The Voice of Asia-Pacific Airports



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