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**Funding Available for Select Members Applying for Airport Health Accreditation**



## Regional Office Updates

# Funding Available for Select Members Applying for Airport Health Accreditation



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ACI recently announced the launch of the **Airport Health Accreditation programme** to allow airports to demonstrate to passengers, staff, regulators, and governments that they are prioritizing health and safety in a measurable, established manner while also validating their own measures and processes. The programme is well received with more than 100 applications already received to date from global airports. Following the launch of the programme, ICAO has expressed its endorsement of the programme by adding its name to the programme logo.

In light of the financial challenges facing airports as a result of the COVID-19 pandemic, ACI has set aside a dedicated fund to subsidize airports located in specific nations identified by the UN Conference of Trade and Development.

The subsidized amount depends on the annual traffic of the airport and ranges from US\$500 discount to waiving of the fee. To find out if your airport qualifies, please contact the **Regional Office**.



# Long-Term Carbon Goal Study Underway



ACI Asia-Pacific members have shown tremendous dedication to emissions reduction as witnessed by the high number of airports participating in the ***Airport Carbon Accreditation programme***. In fact, Asia-Pacific has the second highest number of accredited airports after Europe.

At a global level, ACI World is conducting an in-depth study on how the aviation industry can reach net zero carbon emissions in the long-run and continue creating economic and societal value in the coming years. This approach is in line with the 2018 **Paris Agreement** and **IPCC report** calling for 'net zero' emissions by 2050 for all sectors.

In the strong belief that it is crucial for airports to lead and develop an action plan on how the

aviation industry can reach net zero carbon and continue creating economic and societal value, the ACI World Governing Board approved and commissioned a Long-Term Carbon Goal study with the aim to determine a pathway and goal for airports to reach net zero emissions as a sector by 2050.

The sustainability team at World Business Partner Airbiz together with ICF will be supporting ACI World with extensive engagement with airports through targeted interviews, an online survey and regional workshops.

The study is now underway with through surveys, data collection and CEO interviews.

## ACI Asia-Pacific Interview with ICAO

ICAO's Asia/Pacific Regional Office recently conducted an interview with our Director General Stefano Baronci, published in *Uniting Aviation*, ICAO's online publication.

In the article, Stefano outlines the near and mid-term priorities of ACI Asia-Pacific, the impact of the pandemic and lessons learnt in the area of aerodrome operations and maintenance.

Read the **full article**.





## Other ACI Updates

# ACI and ICAO's Global Management Accreditation Programme Goes Virtual



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**AVIATION STRATEGIES**

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ACI World has announced its global **ACI-ICAO Airport Management Professional Accreditation Programme (AMPAP)** will deliver the gateway component of the programme in a virtual classroom format for the first time.

AMPAP seeks to develop a new generation of airport leaders in all areas of the airport business and is a strategic initiative delivered through a partnership between ACI and the International Civil Aviation Organization and aims to:

- increase the professional knowledge and capability of airport management personnel worldwide
- encourage the adherence to uniform standards and awareness of best practices at the world's airports
- promote the recognition of professional excellence in airport management, and
- expand communication among airport executives globally to facilitate better knowledge sharing between the world's airports.

Delivering this component of the course virtually provides an effective method for airport management executives to concentrate on professional development in a safe environment during periods where the delivery of a traditional

classroom course is not possible due to the COVID-19 pandemic.

"Close to a thousand aviation professionals globally have graduated from the AMPAP program, increasing the management skills of our airport professionals and improving their ability to deal with the normal challenges we face in our business," ACI World Director General Luis Felipe de Oliveira said. "Airports are key assets for the global economy recovery and will need creative and responsive leadership as they confront the new and unprecedented challenge of recovery from the impact and effects of the global COVID-19 pandemic.

The overall objective of the gateway course is to provide airport executives with a broad understanding of global air transportation as a system from an airport professional's viewpoint.

Read the full [press release](#).

# Airport Industry Reaffirms Commitment to Climate Action

## ASIA - PACIFIC

Here is the progress of Asia-Pacific region, the second to join Airport Carbon Accreditation at the end of November 2011. The most recent entry in the region was made by Hawke's Bay Airport at Level 1 'Mapping', proudly representing Asia-Pacific airports' growing support for the Paris Agreement. Nadi International Airport in Fiji is the latest to move up to level 3 'Optimisation', providing smaller airports with a source of climate action inspiration. The region is now boasting 7 carbon neutral airports - Sharjah Airport is the most recent upgrader to the highest currently available level of accreditation. Congratulations!

## Timeline

2014 2015 2016 2017 2018 2019 2020

**7** airports have mapped their carbon footprints

**20** airports actively reduced their CO<sub>2</sub> emissions

**23** airports reduced their CO<sub>2</sub> emissions & engaged others to do so

**7** carbon neutral airports

**40%** of air passenger traffic



As the aviation sector looks for initial green shoots of recovery, airports have renewed their commitment to climate action as a cornerstone of rebuilding an industry dealt a devastating blow by the global pandemic.

Through its **Airport Carbon Accreditation programme** first launched in 2009, the airport industry laid down the gold standard for carbon management in a sector which faces steep challenges in making a positive contribution to limiting climate change.

Eleven years later, with aviation reeling from losses in passenger traffic and revenues, airports worldwide are still showing unswerving determination to work towards sustainable air travel.

Despite the economic crisis and a recovery to 2019 passenger traffic levels not foreseen until 2024, the airport industry recognises that timely action is key to reducing the risk of future global and regional crises due to climate change - which in turn will be crucial in strengthening airport resilience.

## CONTINUED COMMITMENT THROUGH THE HEIGHT OF THE CRISIS - 300 AIRPORTS MILESTONE REACHED

Underpinning the sustainability ambitions of the airport sector, during the height of the COVID-19 crisis a number of airports joined *Airport Carbon Accreditation* for the first time, and several more progressed further through the accreditation levels.

In fact, it was during the worst of the pandemic that the programme passed the milestone of 300 accredited airports worldwide. The global total now stands at 312 Carbon Accredited airports.

Read the full [press release](#).



## Industry Updates

# ICAO Implementation Roadmap to Provide Important Support and Resources to Help Align National and Regional COVID-19 Response



ICAO began the global roll-out of a civil aviation recovery Global Implementation Roadmap (GIR), providing an important enabling framework for countries as they begin to apply the COVID-19 pandemic restart and recovery measures in the ICAO Council's Aviation Recovery Task Force (CART) recommendations and annexed 'Take-off' guidance document.

The UN specialized agency for civil aviation began conducting a series of GIR preview webinars this week with Directors General of Civil Aviation (DGCA) from all world regions, explaining its priorities and describing the important monitoring and reporting platform, and 'Implementation Packages' (iPack) resources, which ICAO has established to support it.

ICAO Secretary General Dr. Fang Liu noted that the activities and initiatives identified in the GIR provide required support for countries as they begin to apply the COVID-19 pandemic restart and recovery measures recommended in the CART Report, which in turn are to be guided at every stage by the latest and best public health

advice relevant to the local COVID-19 status States are facing.

"Recognizing that a "one size fits all" solution may not respond to States' individual and collective efforts in light of local, national and regional needs, the GIR positions itself to support and complement States and industry actions, where necessary and in respect of appropriate responsibilities," she clarified.

Read the full [press release](#).

## ACI World Data Reveals Catastrophic Impact of Pandemic on Global Traffic

ACI World data has revealed that global passenger traffic declined by -91.3% year-over-year in May as a result of the ongoing COVID-19 pandemic. This is slightly above the worst decline of global passenger numbers in the history of the

aviation industry of -94.4% which was recorded the previous month in April.

Read the full [press release](#).

TABLE 2: PaxFlash summary – May 2020			
Regions	May 2020 % YOY	YTD May 2020 % YOY	YE thru May 2020 % YOY
<b>International passengers</b>			
Africa	(98.6)	(49.0)	(15.2)
Asia-Pacific	(98.9)	(62.6)	(24.7)
Europe	(98.7)	(57.5)	(18.9)
Latin America-Caribbean	(98.1)	(47.3)	(19.8)
Middle East	(98.1)	(49.7)	(17.5)
North America	(98.1)	(52.5)	(20.1)
World	(98.6)	(56.9)	(20.2)
<b>Domestic passengers</b>			
Africa	(96.2)	(43.3)	(13.3)
Asia-Pacific	(73.2)	(49.7)	(19.8)
Europe	(94.7)	(52.7)	(21.1)
Latin America-Caribbean	(94.0)	(43.0)	(15.1)
Middle East	...	...	...
North America	(88.8)	(48.3)	(17.5)
World	(85.3)	(48.7)	(18.5)
<b>Total passengers</b>			
Africa	(97.8)	(47.1)	(14.6)
Asia-Pacific	(82.5)	(54.7)	(21.8)
Europe	(97.8)	(56.4)	(19.4)
Latin America-Caribbean	(95.3)	(44.5)	(16.6)
Middle East	(98.0)	(49.7)	(17.6)
North America	(90.3)	(49.0)	(18.0)
World	(91.3)	(52.5)	(19.3)

PASSENGER TRAFFIC: departing + arriving passengers

INTERNATIONAL: traffic performed between the designated airport and an airport in another country/territory

DOMESTIC: traffic performed between two airports located in the same country/territory

TOTAL: international + domestic passengers + direct transit passengers counted once (when breakdown is available)

Year-over-year percentage changes (% YOY) are calculated from a representative sample.

YOY Year-over-year same month comparison

YTD Year to date, starting Jan 2020, compared to same period in previous year

YE Year end, based on a rolling 12-month period, compared to the same prior 12-month period

## Members at a Glance

# Five Considerations for the Resuscitation of Airport Commercial Revenues



## PACCAYA

It goes without saying the COVID-19 pandemic has crippled the global economy and devastated the aviation sector at large. With the sector trying hard to restart and recover from the pandemic, companies are faced with a multitude of decisions on how best to resuscitate and resume commercial activities.

Andrew Ford, Managing Partner of Paccaya Resources, recently sat down with our head of communications and events, Jeannie Wong for a chat. He shared some key insights necessary for the resuscitation of commercial revenues at airports. The insights were also presented to fellow members of the ACI World Economic Standing Committee earlier this summer.

Andrew concurred with ACI's forecast that recovery in the sector would be gradual and phased as passenger traffic returns to airports across the regions. In fact, the latest projections indicate it will take four to seven years to recover to 2019 levels. In the face of this sobering reality, how can airports ramp-up operations and business activities in order to protect and eventually, revert to growing commercial revenues?

Andrew opined airports will need to resize and reshape their commercial businesses, but in the immediate term must address these key areas:

1. Health and Safety: Re-assure passengers that the airport is a safe environment to enter
2. Foster evolving programme of passenger increases: Bring passengers to the airport

3. Business maximization of the current commercial platform
4. Digitization of front and back-of-house airport commercial businesses
5. Longer term resizing and reshaping of the business.

Obviously, for the area of health and safety, airports are to a certain degree, dependent on external factors and stakeholders, including local governments and health authorities. There are only so many health and safety measures they can implement unilaterally, and these need to be implemented in order to protect the health of airport employees and reassure passengers that airport businesses are safe to enter.

**Paccaya Resources**, an ACI Asia-Pacific's World Business Partner (WBP), is a specialist advisory firm that assists airports to improve their non-aeronautical commercial performance. Led by Andrew, the team partners with clients to deliver solutions to improve airport non-aeronautical businesses, particularly in the areas of duty free, food & beverage, car parking, other retail, lounges, currency exchange, lounges, etc. Andrew also represents the region in the World Business Partners Advisory Board as Vice Chair.

For the full interview, watch out for the next issue of Asia-Pacific Airports magazine. Paccaya has developed a complimentary roadmap to aide with improving business in the ramp-up of passenger flows. Please contact **Andrew Ford** to receive a complimentary copy.



## Did You Know



## Did You Know airports in the Asia-Pacific region are pursuing contactless airport journeys?



“Contactless” is the new buzz word in the 2020 aviation world as the industry looks to recover from the global pandemic. In the post-COVID-19 era, passengers have a new set of expectations towards health and safety measures in order to fly with confidence. How can airports, airlines and government authorities team up to accommodate a more seamless and contactless airport journey? Check out what ACI and airports in the Asia-Pacific region are doing to meet this new demand.

### AUSTRALIA AND NEW ZEALAND

In February 2019, Perth Airport became the second international airport in Australia to introduce new facial recognition smart gates, following an initial pilot trial introduced at Canberra Airport in 2018. This initiative was in line with the Australian government’s goal to automate 90% of air traveller processing by 2020.

Auckland, Wellington and Christchurch airports in New Zealand have been using Smart-Gates for processing passengers since 2009. In December 2019, Auckland Airport rolled out a new airport boarding biometric screening system, which improved processing capacity in international departures five-fold by this upgrade. In further stages, eGates will be able to receive real-time flight information, real-time reporting for airlines, multi-boarding pass processing and more.

### CHINA, JAPAN AND SOUTH KOREA

Guangzhou Baiyun International Airport is the very first airport in China to introduce a facial recognition

service to simplify and speed up check-in, security and boarding processes. This One ID\* service covers the main procedures of passenger travel, including self-service check-in, self-service baggage check-in and security checks at Terminal 1 of the airport.

In Japan, Narita International Airport, well-known for widely using robotics for higher productivity, rolled out biometric screening with facial recognition in mid-2018. New technology allows reduced human intervention as a single official can control six gates at a time. The Japanese airport authority has plans for biometric screening at airports throughout the country in order to meet growing security and operational challenges.

Korea Airports Corporation (KAC) continues its efforts to reduce reliance on touch-based processes to restore consumer confidence. On 4 August 2020, they implemented One ID biometric information for payments at retail and food and beverage outlets at KAC-operated airports, with the authentication technology supporting transit access and payments. The airport operator is targeting to expand this One ID biometric processes for all touchpoints at airports across the country by 2022.

*\*One ID is an IATA initiative, supported by ACI, based on identity management and biometric recognition for document-free facilitation process at airports. Under One ID, every passenger will have a unique, lifetime ID for air travel that enables a frictionless and paperless experience.*

# The Voice of Asia-Pacific Airports



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