



## **Canada's Airports Welcome Expert Panel of Physicians' Recommendations on New Travel Border Measures May 28, 2021**

The Canadian Airports Council, which represents 54 major Canadian airports, on May 28, 2021 welcomed a new set of recommendations for testing and border measures from a government-appointed expert panel of physicians. The CAC urges the federal government to work with industry quickly to put the recommendations into action in an operationally practical way.

*Canada's Airports Welcome Expert Panel of Physicians' Recommendations on New Travel Border Measures, May 28, 2021, [www.cacairports.ca](http://www.cacairports.ca)*

## **Weekly aircraft movements, May 15 to 21, 2021**

Weekly data on aircraft itinerant movements are now available for May 15 to 21, 2021 on the Statistics Canada website. For the week ending May 15, 2021 total movements were 37,021 compared to 35,977 for the week ending May 8, 2021.

*Weekly aircraft movements, May 15 to 21, 2021, June 2, 2021, [www.statcan.gc.ca](http://www.statcan.gc.ca)*

## **From Data to Travel Freedom**

The International Air Transport Association (IATA) urged governments to make data-driven decisions to manage the risks of COVID-19 when reopening borders to international travel. Strategies without quarantine measures can enable international travel to restart with a low risk of introduction of COVID-19 to the travel destination. "Data can and should drive policies on restarting global travel that manage COVID-19 risks to protect populations, revive livelihoods and boost economies. We call on the G7 governments meeting later this month to agree on the use of data to safely plan and coordinate the return of the freedom to travel which is

so important to people, livelihoods and businesses," said Willie Walsh, IATA's Director General.

*From Data to Travel Freedom, June 2, 2021, [www.iata.org](http://www.iata.org)*


## **Global air cargo volumes dip -4% in May, leaving a question mark over market recovery**

Continued market uncertainties and (extended) public holidays contributed to a -4% drop in global air cargo demand in May 2021 versus the pre-Covid level in 2019, according to the latest industry volume, load factor and rates analysis by CLIVE Data Services and TAC Index. To offer a meaningful perspective of the air cargo industry's performance, CLIVE Data Services is continuing to focus on comparing the current state of the market to pre-Covid 2019 volume, cargo capacity and load factor data until at least Q3 of this year. This is being produced alongside the 2020 comparison. After more positive indicators for the air cargo market in the first four months of the year, May 2021 data showed a less favourable trend, with the fall in demand joined by a second consecutive month-over-month drop in 'dynamic loadfactor' and airfreight rates, which peaked in early May 2021, falling away towards the end of the month.

*Global air cargo volumes dip -4% in May, leaving a question mark over market recovery, June 2, 2021, [www.ajot.com](http://www.ajot.com)*

## **U.S. Airlines April 2021 Fuel Use Up 3.7% from March**

The Department of Transportation's Bureau of Transportation Statistics (BTS) on June 3, 2021 released U.S. airlines' 2021 April Fuel Cost and Consumption numbers. U.S. airlines used 3.7% more fuel in April 2021 than in March 2021 to reach the highest monthly consumption level since March 2020. In April 2021, airlines used more than twice the amount of fuel that they did in April 2020 and 70% of the amount they used in April 2019.

 **As United makes a “good, smart” bet on Boom Overture, it’s time to look back on the promise and realities of supersonic flight.**

United’s commitment to helping Boom develop the 88-passenger Overture supersonic jet, which in principle commits the airline to adding 15 aircraft, once certified, with options for another 35, is cause for celebration for those who still dream of the return of fast flight. Speaking to [The Air Current](#) Mike Leskinen, United’s head of corporate development, described the agreement with Boom as a “good, smart” bet. But supersonic travel is not without its challenges—among these, sustainability, public objections to noise, and the challenging economics of supersonic operations. The world has only experienced one successful deployment of supersonic commercial air travel—Concorde—and lessons learned from that program are still very relevant today. [Jennifer Coutts Clay, author of \*Jetliner Cabins: Evolution and Innovation\*](#), worked on the Concorde program for British Airways and has penned a number of articles over the years examining the supersonic flying experience. Over the next few weeks, we’ll review those insights, starting with the supersonic vs. subsonic debate, in [Considering supersonic speed versus subsonic spaciousness](#), published on the Runway Girl Network. Click to read: [Concorde Unique article](#).