### Impact of Covid-19

Despite a slight recovery from the worst moments of the Covid-19 shutdown, traffic (and the economic benefits that come with connectivity by air) remain lower than in 2019.

Analysis by Oxford Economics working with ATAG, IATA, ACI World, CANSO and published statements.

#### Jobs at risk normally supported by aviation:
- **44.6 million**

#### Economic activity normally supported by aviation at risk due to Covid-19:
- **$1.7 trillion**

- **$697 billion**

- **$43.8 m**

- **$47%**

- **$49%**

- **$45%**

- **$45%**

- **$52%**

- **$45%**

- **$45%**

- **$49%**

#### Fewer aviation jobs (a 21% reduction compared to pre-Covid levels):
- **2.3 million**

- **64%**

- **45%**

#### Jobs at risk likely (2021 vs. 2019):
- **$1.7 trillion**

- **340,000 at airlines (-10%)**

- **30,000 at airport operators (-5%)**

- **1.7 million other on-airport (-29%)**

- **300,000 in civil aerospace (-24%)**

#### Forecast drop in 2021 passengers vs. 2019:
- **50%**

- **94.4%**

#### Drop in revenue passenger kilometres in April 2020 vs. April 2019 (the height of the shutdown):
- **54.6%**

#### Drop in airport revenues likely (2021 vs. 2019):
- **54%**

#### Drop in revenue for airlines expected for 2021 (vs. 2019): around $380 billion.

#### Forecast drop in 2021 passengers vs. 2019:
- **50%**

- **45%**

#### Jobs at risk:
- **66,000 (15%)**

- **796,000 (19%)**

- **587,000 (22%)**

- **159,000 (22%)**

- **115,000 (19%)**

- **620,000 (23%)**

- **2.3m (21%)**

#### Repatriation flights in 2020:
- **39,200**

#### Citizens repatriated in 2020:
- **5.4 million**

#### Special cargo flights in 2020:
- **46,600**

#### Tonnes of cargo, mostly medical equipment:
- **1.5 million**

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