



Airlines for America[®]
We Connect the World

Tracking the Impacts of COVID-19

Updated October 17, 2020

COVID-19 Has Forced Several Airlines Across the Globe to Restructure or Cease Operations

Selected Airline Bankruptcies and/or Shutdowns From March 1 to Present

United States

Compass Airlines
ExpressJet
Miami Air International
RavnAir Group
Trans States Airlines

Outside the USA*

Aeromexico (Mexico)
Air Mauritius (Mauritius)
AirAsia Japan (Japan)
Alitalia (Italy)
Avianca (Colombia)
Comair (South Africa)
Flybe (UK)
German Airways (Germany)
Germanwings (Germany)
LATAM (Chile)
South African (S. Africa)
Thai Airways (Thailand)
TAME (Ecuador)
Virgin Australia (Australia)

Source: A4A research

* UK-based Virgin Atlantic filed Chapter 15 in the United States – “a solvent restructuring of an English company”

Aviation Is in the Early Innings of a Multiyear, Multistage Recovery

**Contain
the Virus**



**Stabilize the
Economy**



**Increase
Efficiency**

Aviation-Government Collaboration on Health/Facilitation/Safety/Technology

**Traffic
Recovery**



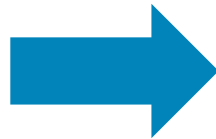
**Revenue
Recovery**



**Financial
Recovery**

Cost-Reduction Initiatives + Business Model Adaptation + Debt Reduction

**Reduce
Cash Burn**



**Restore Profitability
& Rebuild Margins**

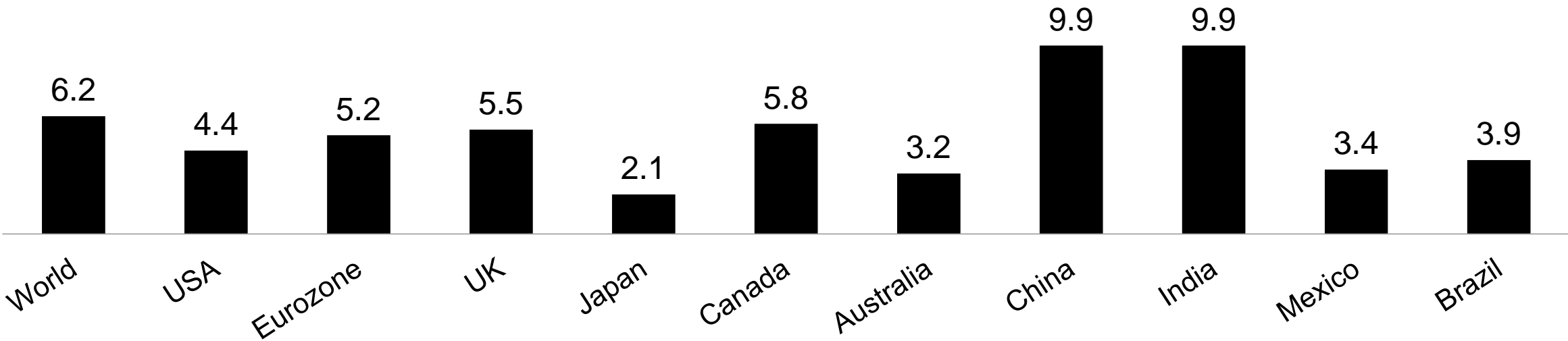


**Repair Balance
Sheets**

The Global Economy Is Projected to Grow 6% in 2021

“**The most important driver of this variable speed recovery** is also the most unpredictable one and that, of course, **is the virus itself**. When it comes to key developments and medical advances, we leave the forecasting of the precise timing to epidemiologists and experts best suited to the task. **Our baseline expectations** reflected in our latest forecast **are predicated upon the rough framework** that we get a reasonably effective vaccine within the next year and **that enough people are willing to take it** that the virus case counts decline over time.”

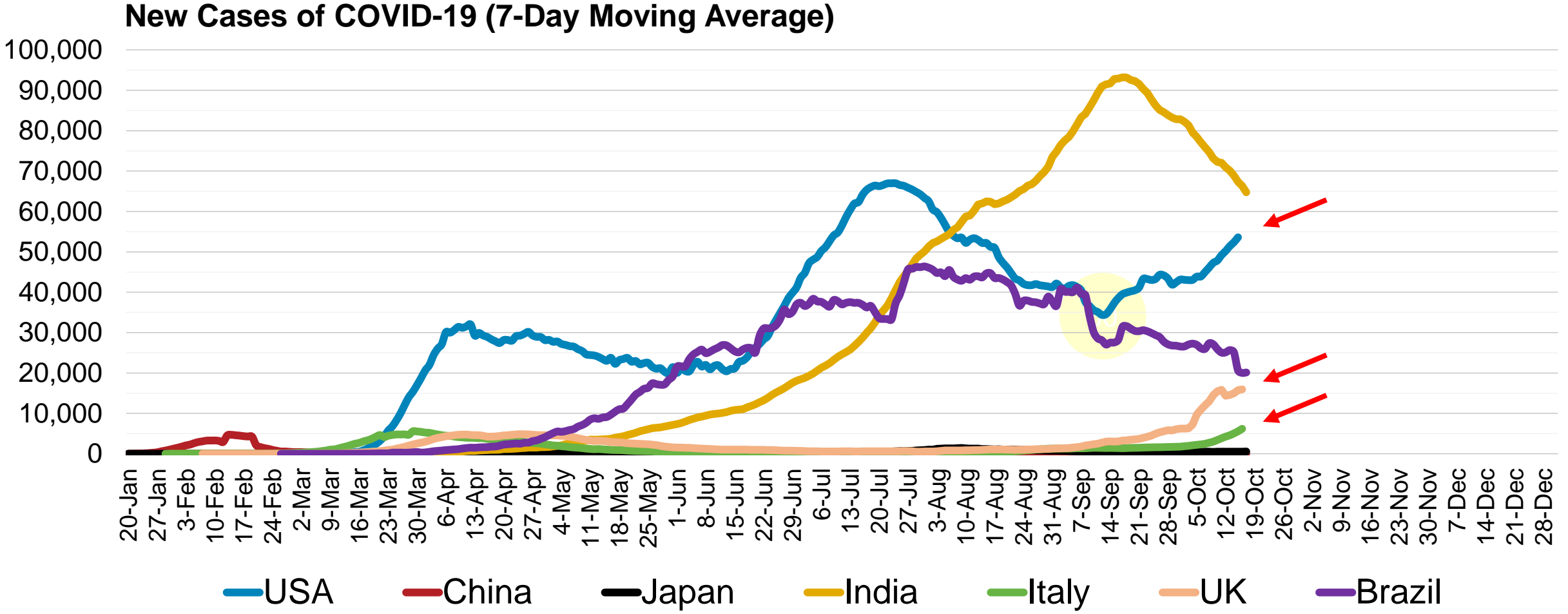
Wells Fargo Forecasts for 2021 Real GDP Growth (%)



Source: Wells Fargo Securities (Oct. 7, 2020)

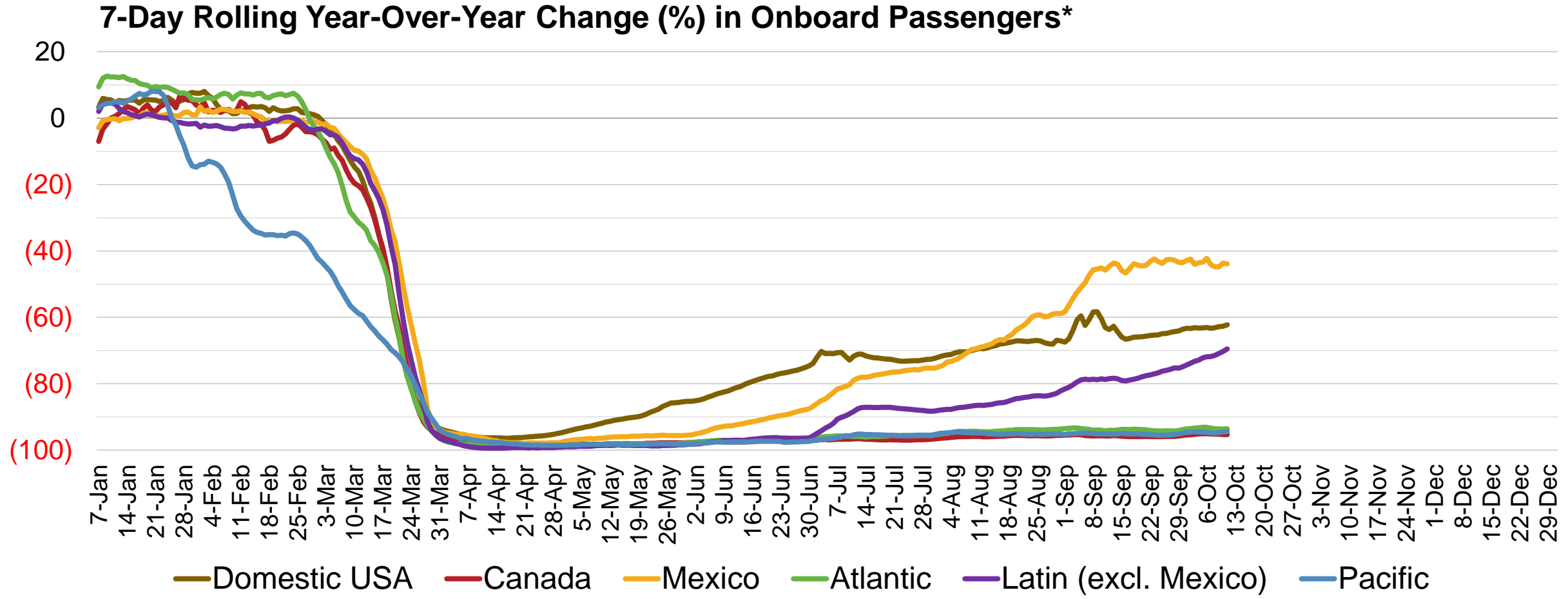
New U.S. Cases of COVID-19 Surged in Mid-June, Peaked on July 24, Rising Since Sept. 12

New Cases Surging in United Kingdom, Especially Since Mid-September



Source: World Health Organization and U.S. Centers for Disease Control and Prevention

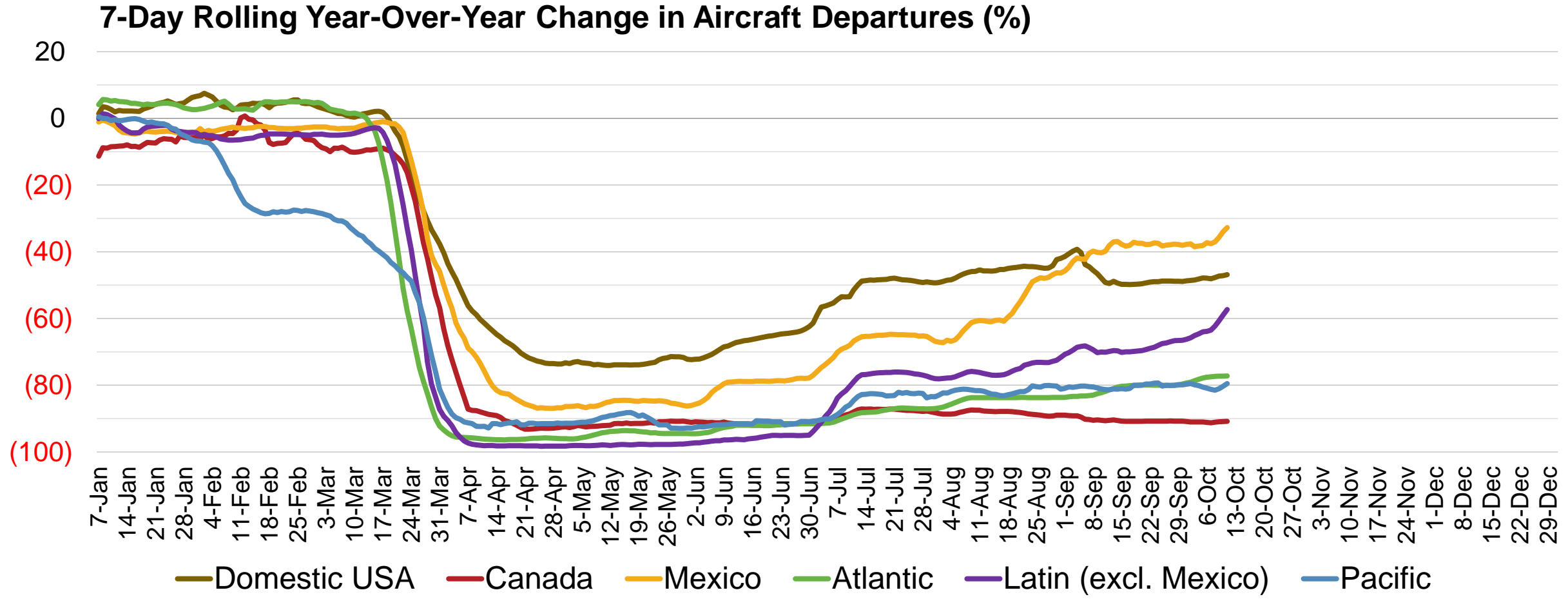
For U.S. Airlines, Passenger Volumes* Remain 64% Below Year-Ago Levels In Most Recent Week – Domestic Air Travel Down 62%, International Down 79%



Source: A4A member passenger airlines as reported to A4A on a consolidated company basis (including branded code share partners)

* Onboard (“segment”) passengers

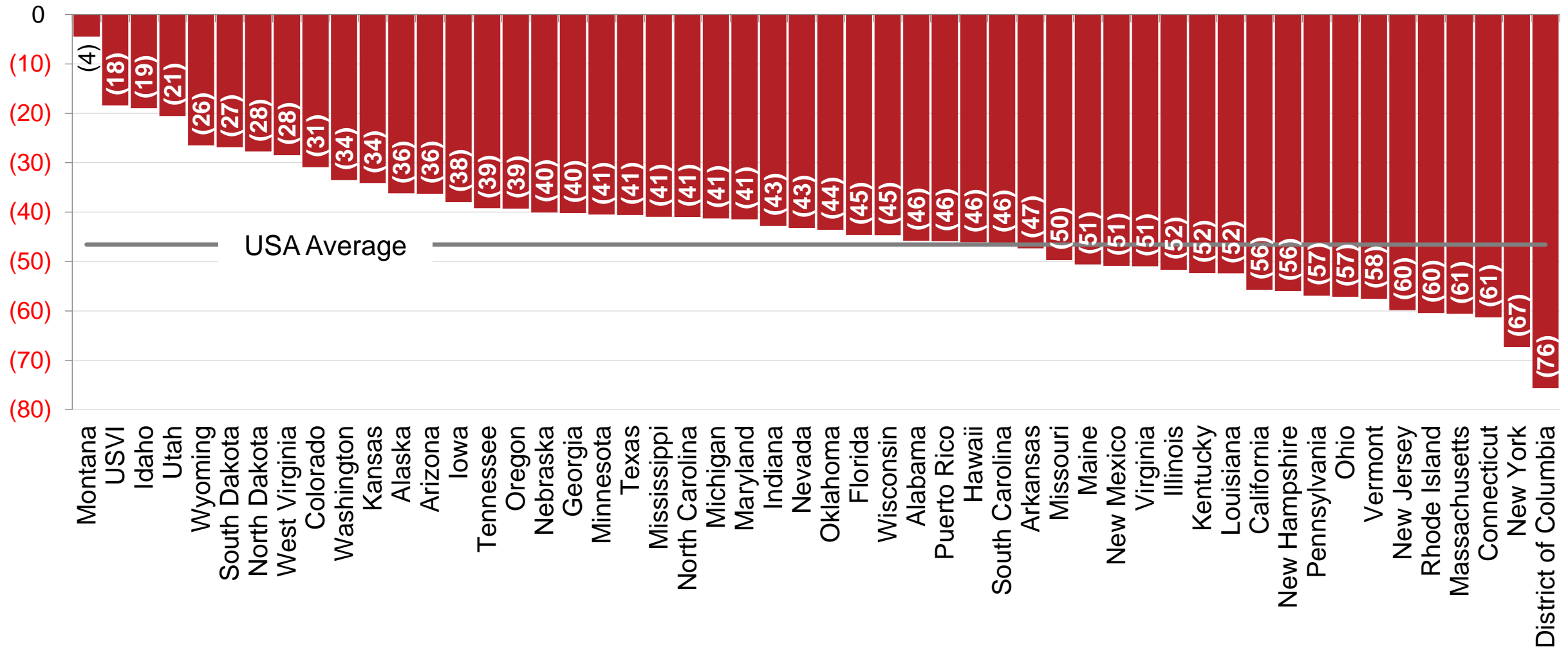
For U.S. Passenger Airlines, Worldwide Departures Remain 48% Below 2019 Levels In Most Recent Week – Domestic Flights Down 47%, International Flights Down 65%



Source: A4A member passenger airlines as reported to A4A on a consolidated company basis (including branded code share partners)

DC and Northeast States Are Seeing the Largest Air Service Reductions for October

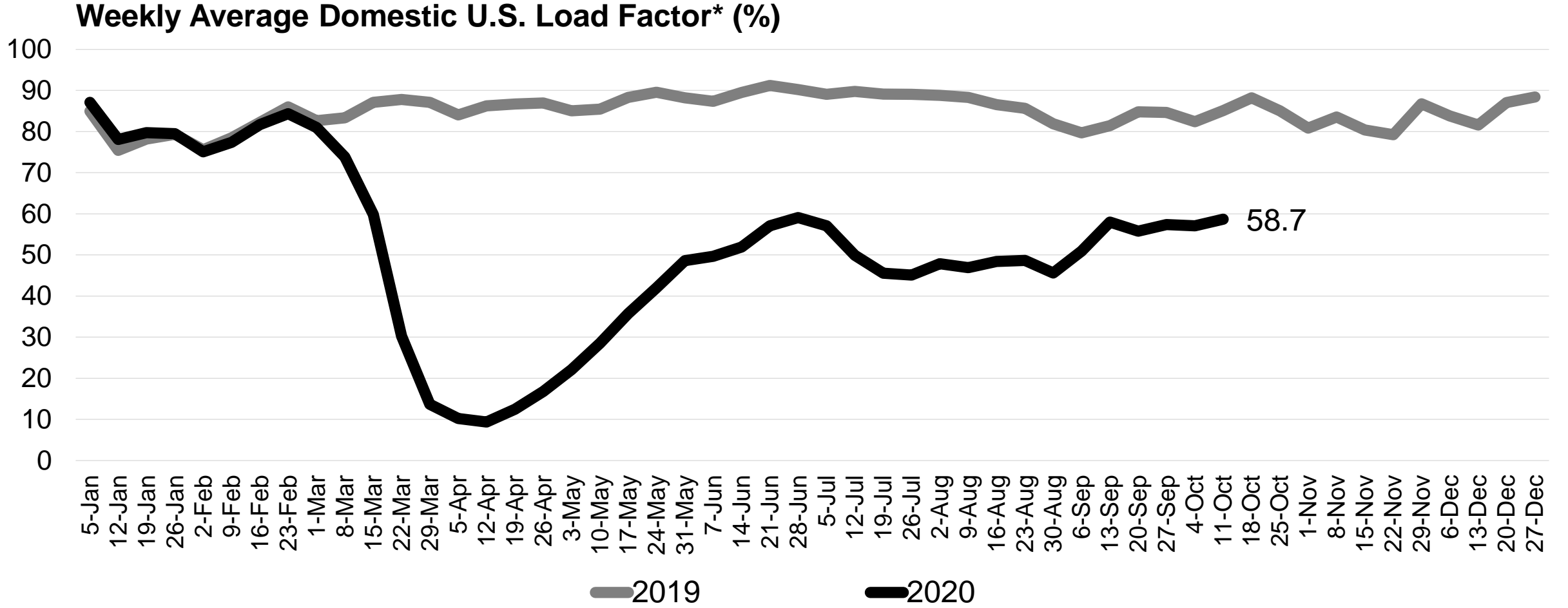
% Change in Scheduled Passenger Flights: October 2020 vs. 2019 – All Airlines and Destinations



Source: Dii by Cirium published schedules (Sept. 18, 2020) for all airlines providing scheduled service to all destinations

Note: District of Columbia = Washington Reagan (DCA)

Domestic U.S. Load Factor* Averaged 59% in Most Recent Week, Versus 85% a Year Earlier

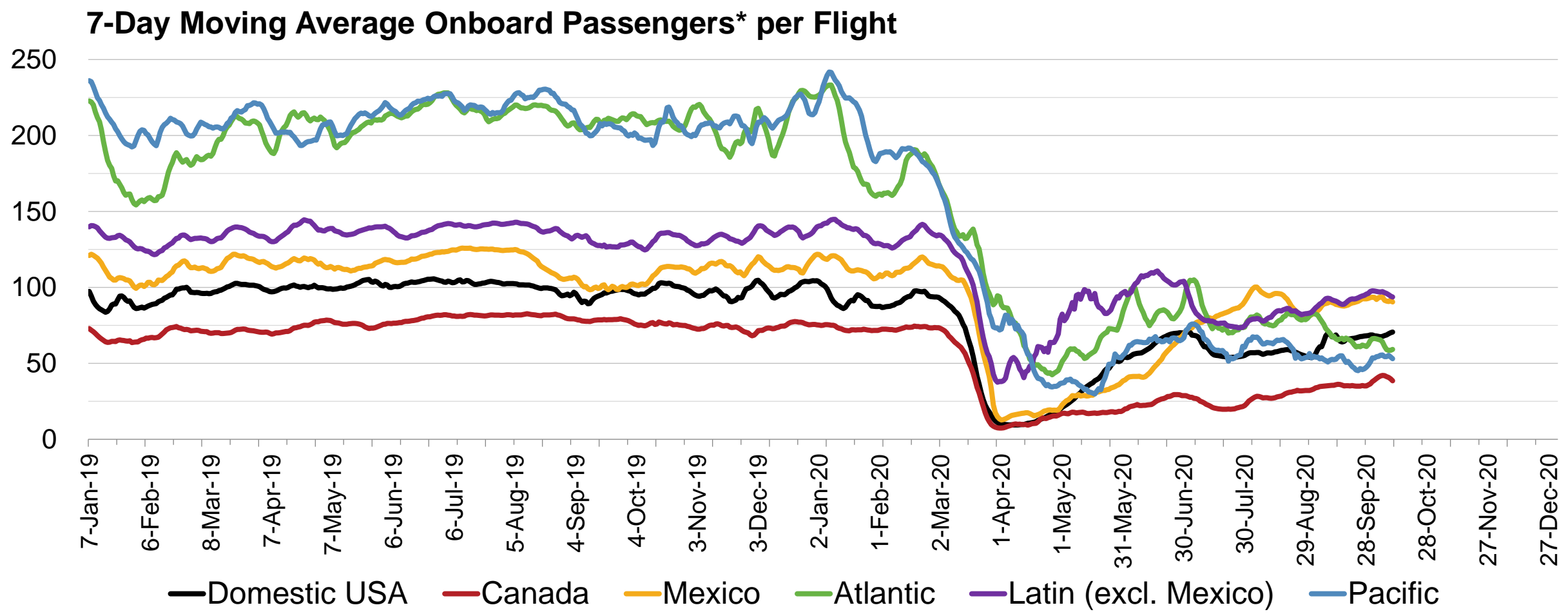


Source: A4A member passenger airlines as reported to A4A on a consolidated company basis (including branded code share partners)

* Revenue passenger miles divided by available seat miles

In Most Recent Week, Domestic U.S. Flights Averaged 71 Passengers*

Domestic Flights Averaged ~99 Passengers per Departure Over the Course of 2019

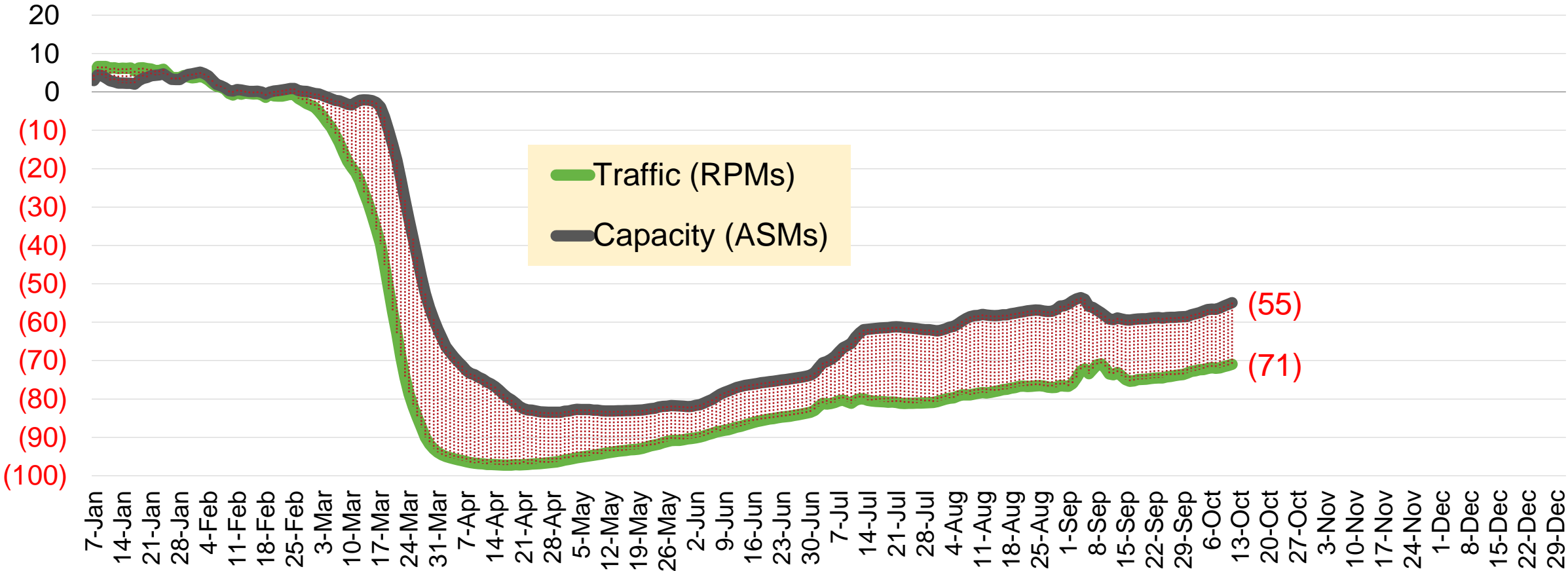


Source: A4A member passenger airlines as reported to A4A on a consolidated company basis (including branded code share partners)

* Onboard ("segment") passengers

U.S. Airline Capacity Cuts Have Not Caught Up With the Severe Drop in Demand

7-Day Rolling Year-Over-Year Change (%) in Systemwide Traffic and Capacity*



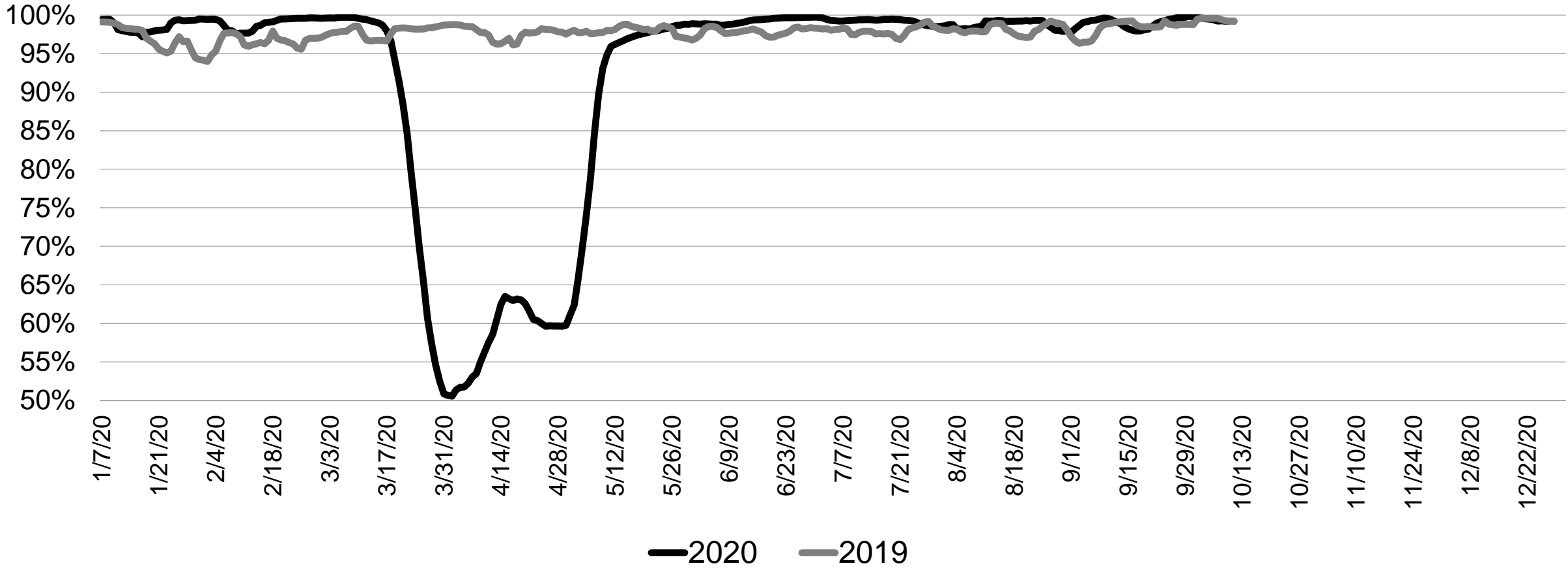
Source: A4A member passenger airlines as reported to A4A on a consolidated company basis (including branded code share partners)

* RPM = revenue passenger mile; ASM = available seat mile

Since May, Flight Completion Factor Has Consistently Outperformed 2019

In June-August 2020, Completion Factor Averaged One Point Higher Than a Year Earlier

U.S. Passenger Airline Flight Completion Factor* (7-Day Moving Average)



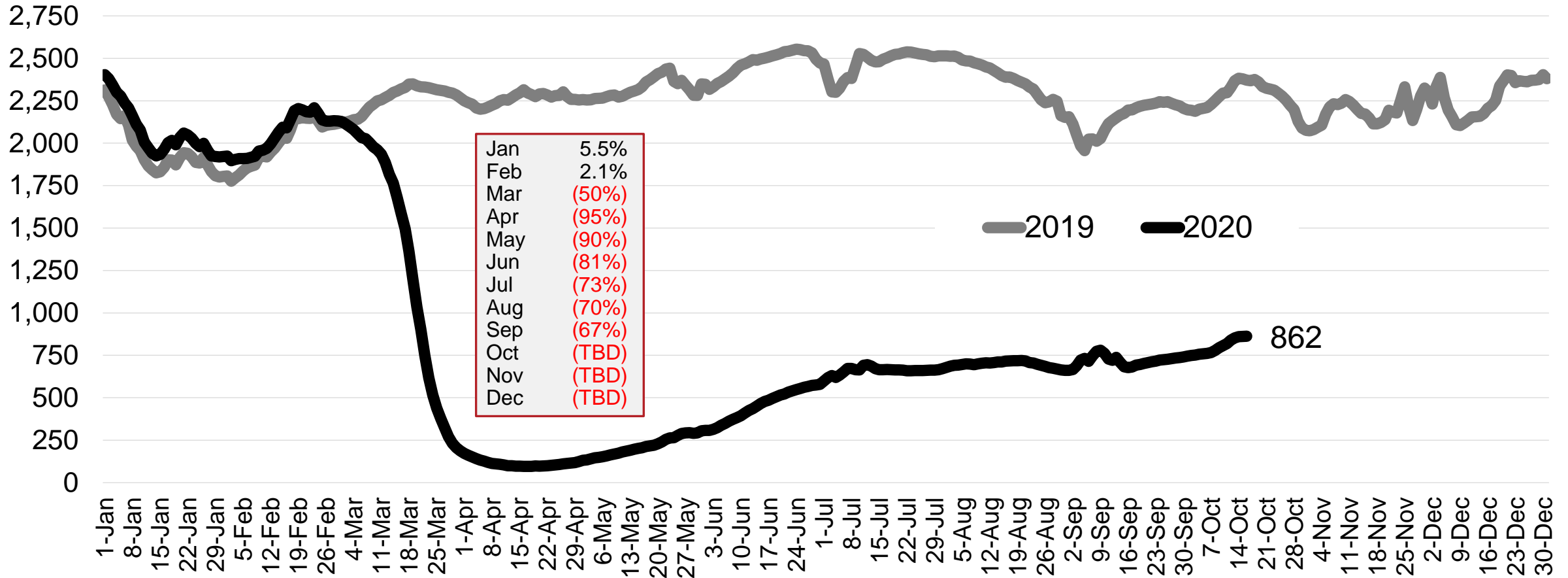
Source: Global Eagle's masFlight Aviation Platform

* Departures performed as a percent of those scheduled

TSA Checkpoint Traveler Throughput* Down 64% Year Over Year

Daily Average Bottomed Out at 95K in April 11-17

TSA Traveler Throughput: 7-Day Moving Average (in Thousands)

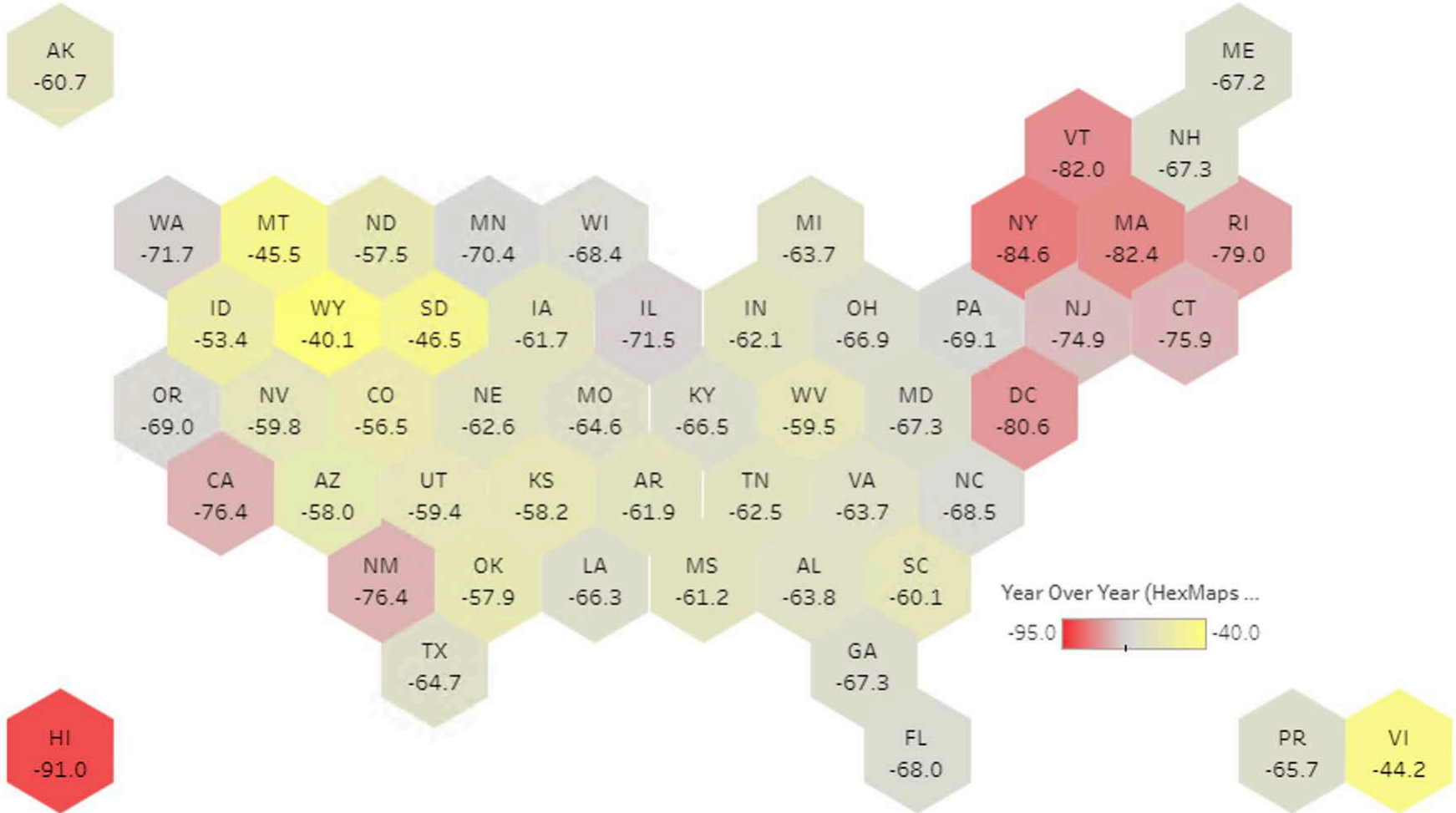


Source: Transportation Security Administration

* U.S. and foreign carrier customers traversing TSA checkpoints; 2019 is year-ago same weekday

TSA Checkpoint Volumes Declining Most in HA/NY/VT/MA/DC; Least in MT/WY/SD/ID/AK

% Change YOY in Traveler Throughput by U.S. State – September 2020

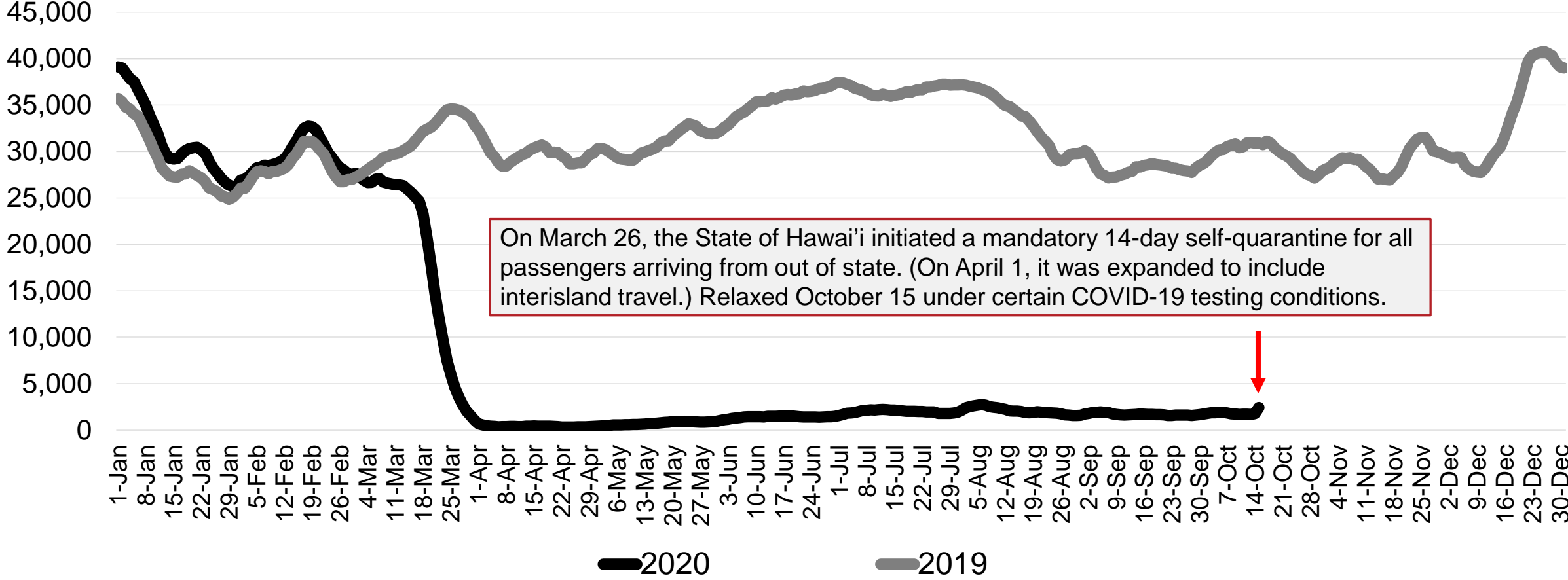


Source: TSA

Travel to the State of Hawaii* Is Almost Nonexistent – Down 92% Year Over Year

But Conditional Lifting of Out-of-State Quarantine on Oct. 15 Should Boost Volumes

Air Travel to Hawaii: 7-Day Moving Average*



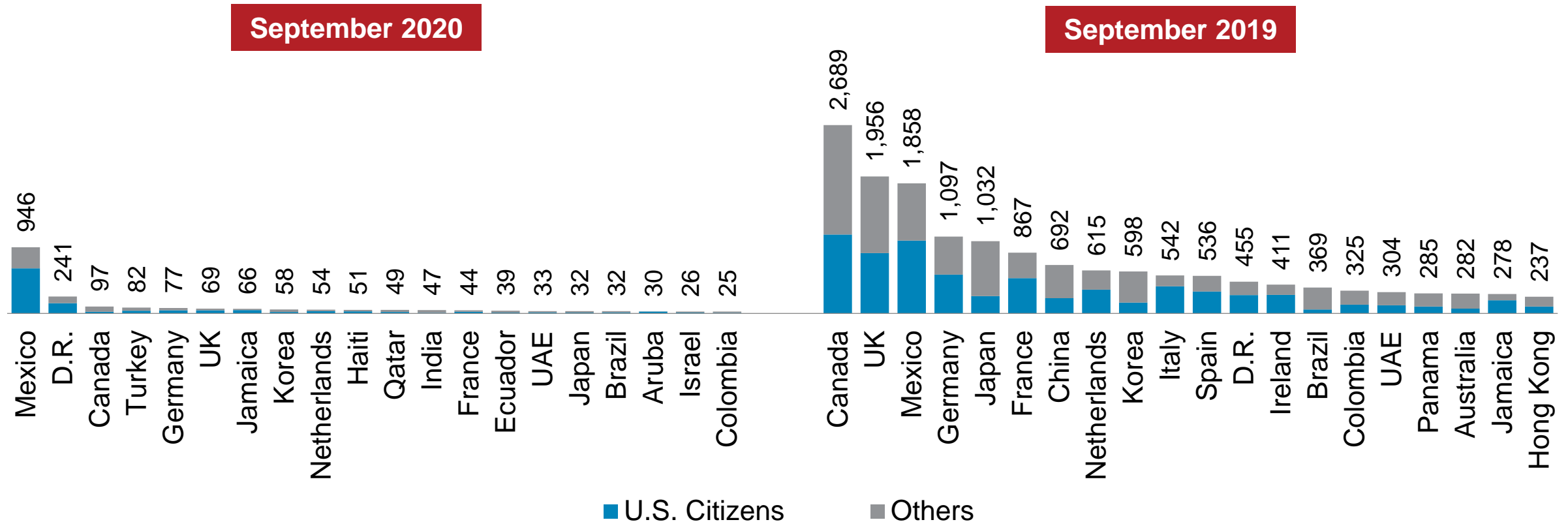
Source: Hawaii Department of Business, Economic Development & Tourism

* Daily passenger counts include returning residents, intended residents and visitors but exclude interisland and Canada passengers

In September 2020, Mexico Was the Clear Leader for U.S.-International Air Travel*

American Citizens Accounted for 68% of U.S.-Mexico Passengers vs. 56% in September 2019

Top-20 U.S. Country Pairs by Total Nonstop Air Passengers* (000)



Source: U.S. Department of Commerce National Travel and Tourism Office using DHS I-92 / APIS data

* Gateway-to-gateway passengers on U.S. and foreign scheduled and charter airlines and general aviation

In September, U.S.-International Air Travel* Fell 88% From Year-Ago Levels

Non-U.S. Citizen Arrivals Fell 90%; U.S. Citizen Departures Fell 85%

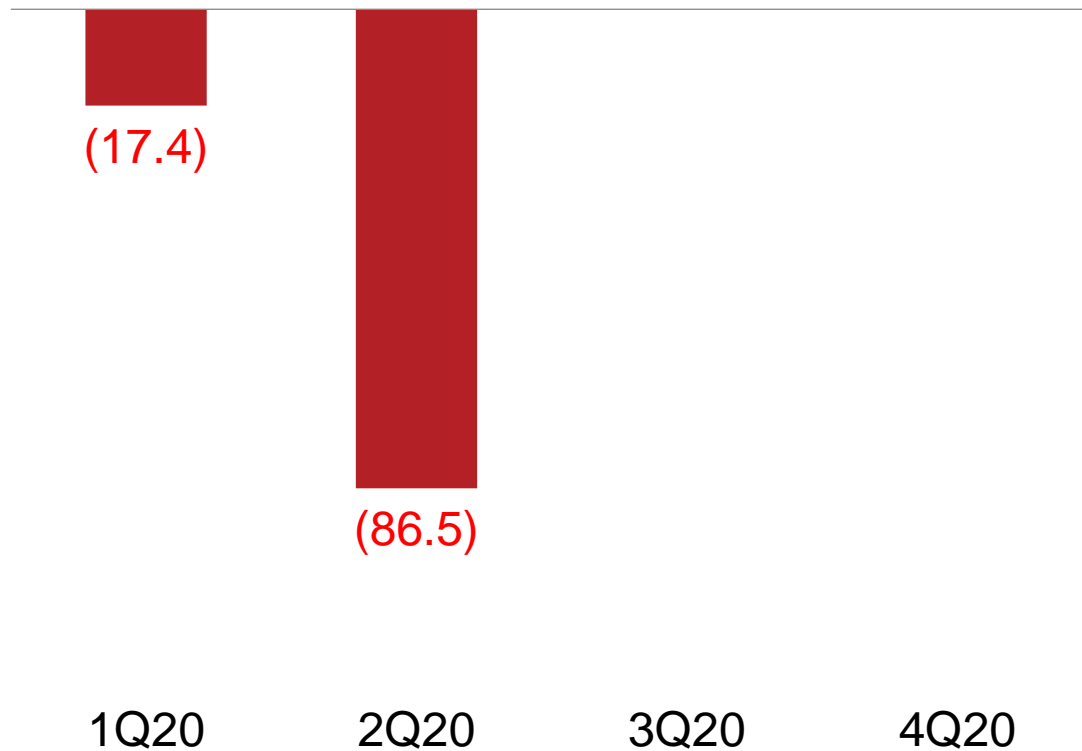


Source: U.S. Department of Commerce National Travel and Tourism Office using DHS I-92 / APIS data

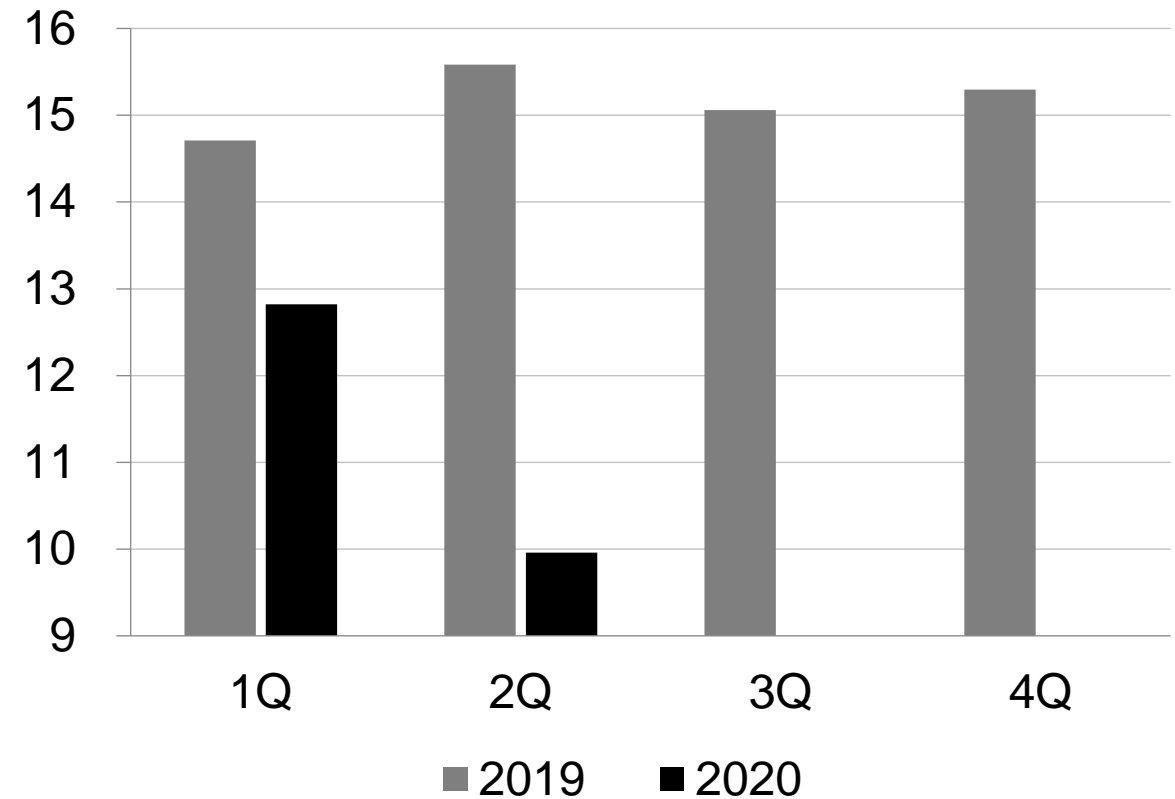
* Gateway-to-gateway passengers on U.S. and foreign scheduled and charter airlines and general aviation

The Rapid Decline of Demand – Especially Business Travel – Has Pummeled Airline Revenues

YOY Change (%) in Operating Revenues*



Total Operating Revenues* (Cents) per ASM

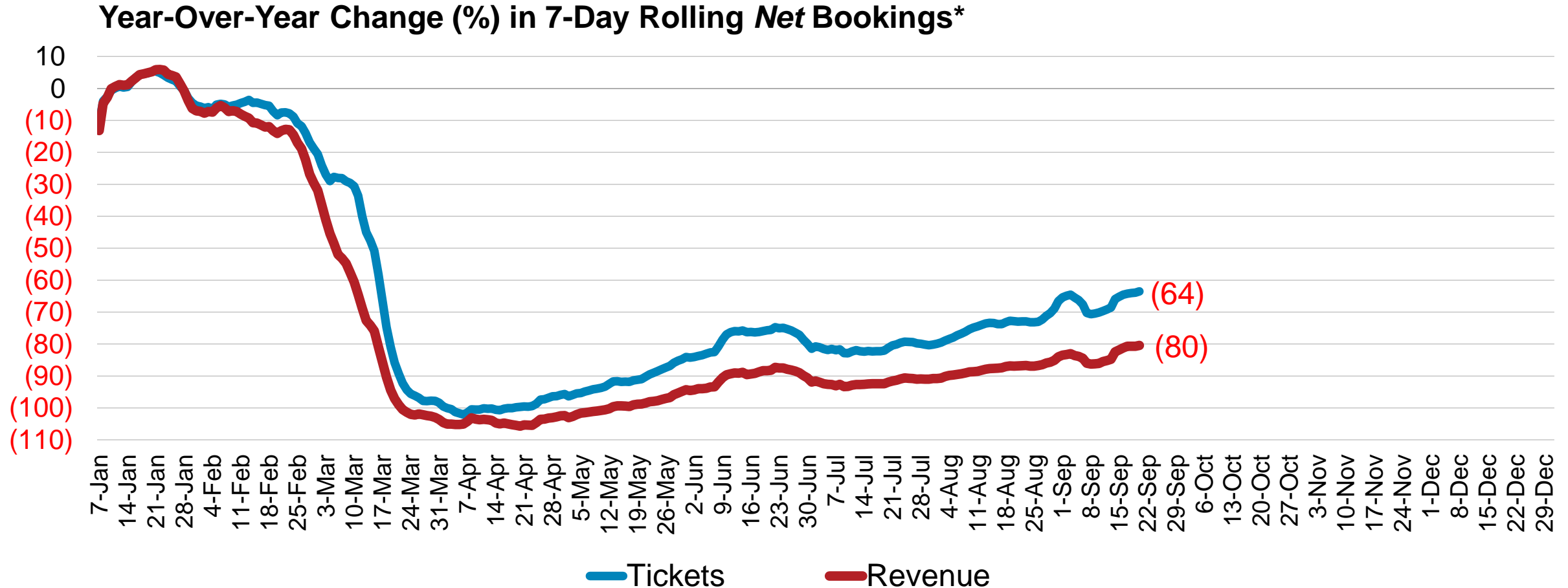


Source: A4A analysis of reports by Alaska, Allegiant, American, Delta, Hawaiian, JetBlue, Southwest, Spirit and United

* As reported on a consolidated company basis for systemwide operations

Sales* for Future Air Travel From U.S. Airports Remain Highly Depressed

Net Booked* Revenue Down 80% From 2019 Driven Largely by Evaporation of Business Travel

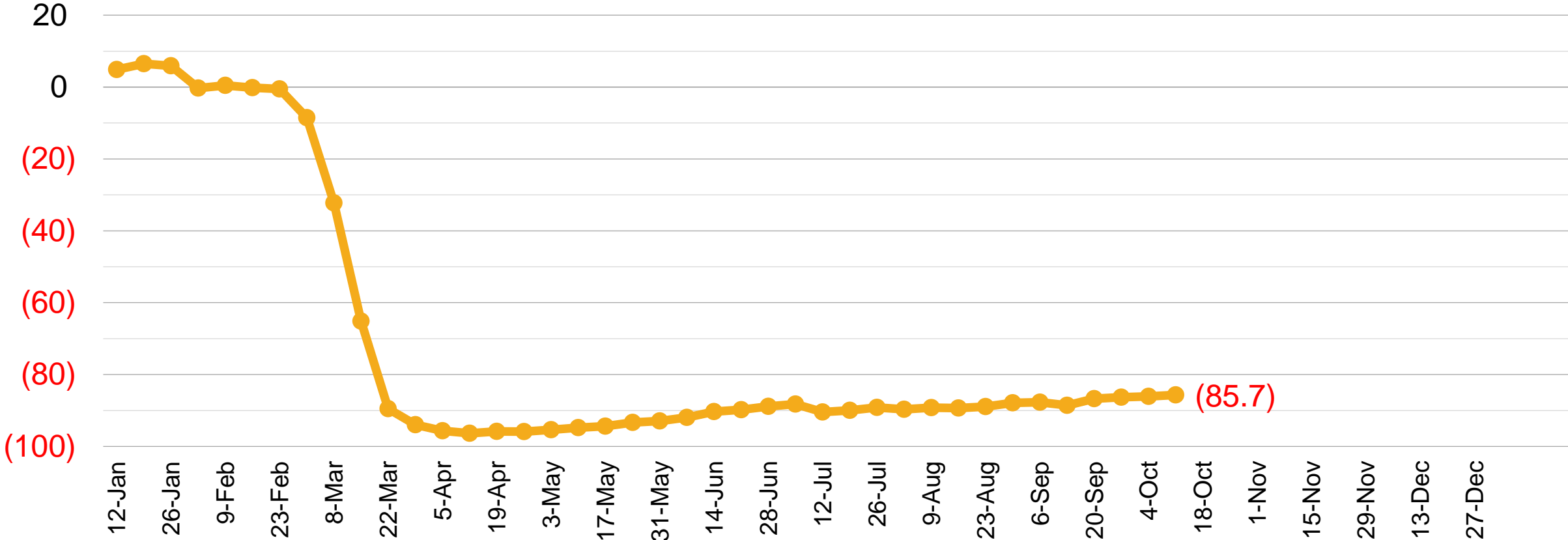


Source: Airlines Reporting Corporation (ARC) for most U.S. and foreign carriers for any flight to/from/within the United States

* Sales transactions minus refunds, for all future travel up to 330 days out

Corporate Air Travel* Has Yet to Recover From the Steep Declines That Began in March

Year-Over-Year Change (%) in Weekly Tickets Sold* by U.S. Travel Agencies: Corporate Segment

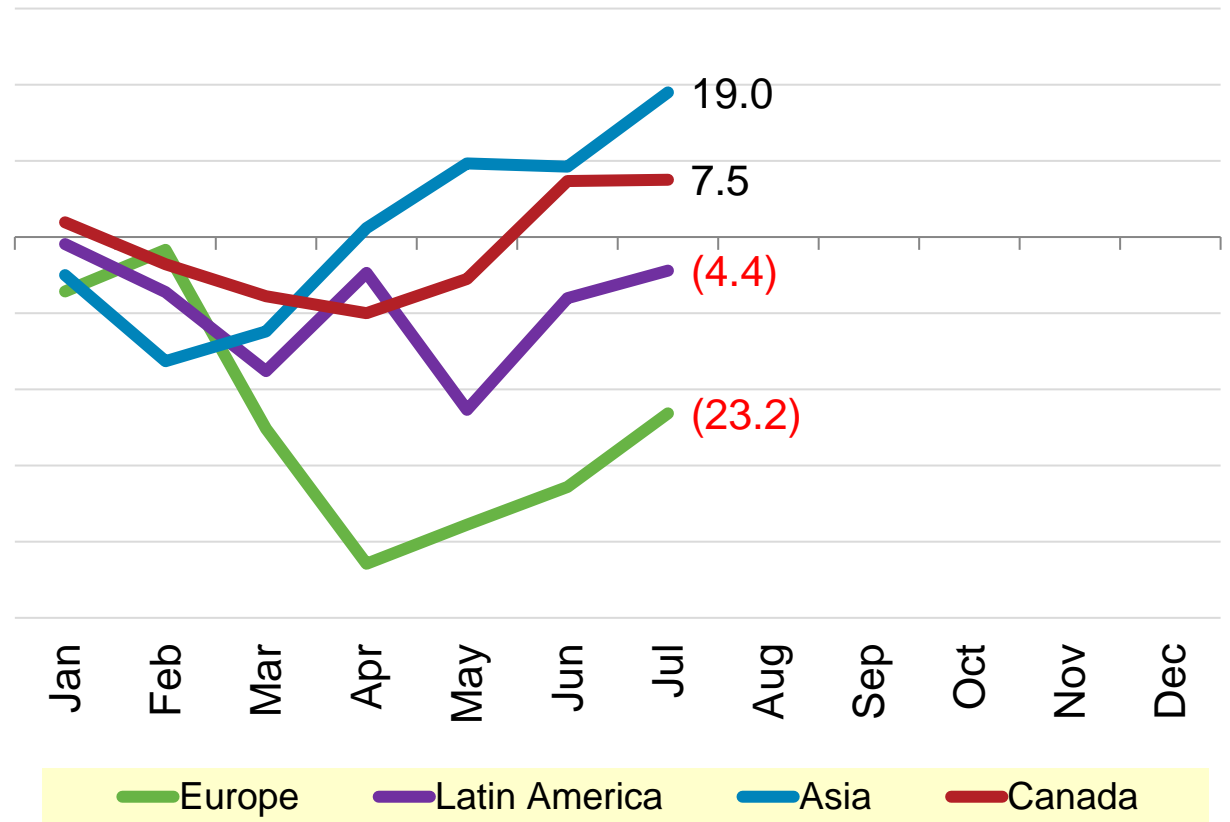
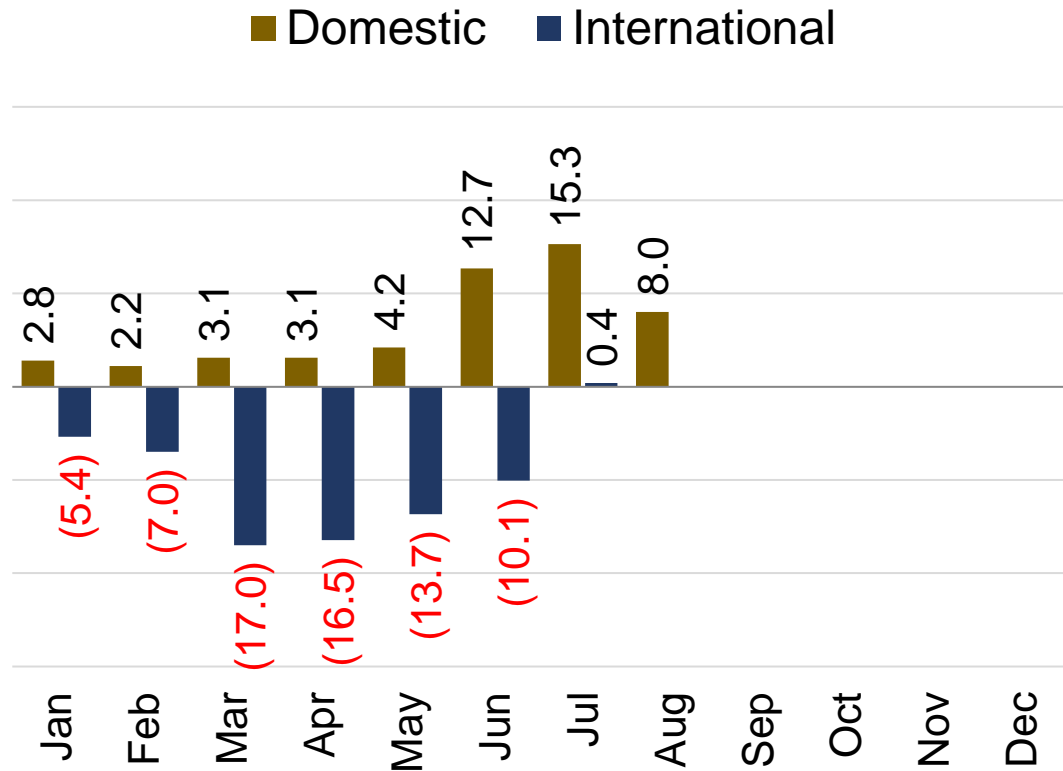


Source: Airlines Reporting Corporation (ARC)

* Results do not include sales of tickets purchased directly from airlines and are not net of refunds or exchanges.

Domestic U.S. Air Cargo Demand Continues to Outperform U.S.-International Trade With Asia Continues to Lead the Recovery for U.S.-International Air Cargo

% Change YOY in Air Cargo* Between the United States and World Areas – U.S. and Foreign Airlines



Source: Bureau of Transportation Statistics, T1 (U.S. carriers) and T-100 International Market (U.S. and foreign flag carriers)

* Pounds of freight and mail enplaned in scheduled and nonscheduled services

Airlines Are Taking a Wide Variety of Self-Help Actions to Reduce Cash Burn

Selected Examples of Actions to Improve Cash Flow From Operations, Investing and Financing

- » Making historic capacity cuts, parking and/or retiring older aircraft (and, in some cases, entire fleet types)
- » Utilizing passenger planes on cargo-only missions, either belly-only or belly and main cabin
- » Cutting executive compensation and implementing voluntary leave and early retirement programs
- » Freezing hiring and non-essential spending (e.g., employee travel, consultants, events, marketing, training)
- » Consolidating footprint at airport facilities (e.g., concourses); shuttering lounges; halting real estate projects
- » Simplifying onboard product (e.g., food and beverage)
- » Negotiating with vendors: cobranded credit cards, airports (i.e., zero-interest rent deferrals), regional airline partners (i.e., reduced block hours), fuelers, caterers, etc. to achieve relief on payment terms/timing
- » Deferring aircraft deliveries and reducing non-aircraft (e.g., ground equipment, IT) capital expenditures
- » Raising funds via capital markets: borrowing funds via unsecured or secured loans and/or selling stock
- » Selling/mortgaging aircraft/engines/other assets
- » Suspending capital return programs, including share repurchases and the payment of future dividends

Source: A4A and member companies

The Pandemic Has Taken a Material Toll on U.S. Airline Employment

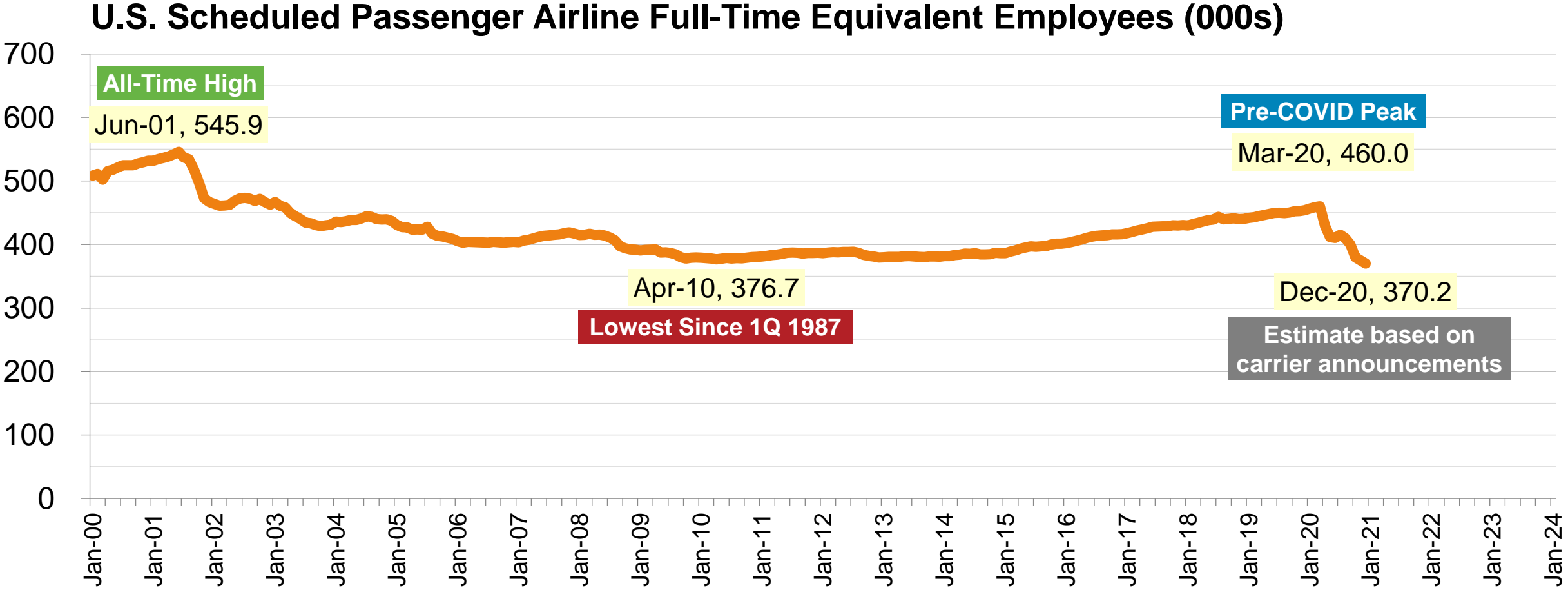
Voluntary Reductions, Retirements, Job Changes, Employer Shutdowns and Other Factors at Play

Carrier Universe	Scheduled U.S. Passenger Airlines	All U.S. Passenger and Cargo Airlines
Measure	FTEs* (000)	Headcount (000)
All-Time High	Jun-2001: 545.9	May-2001: 760.8
Post-2000 Low Point	Apr-2010: 376.7	Apr-2010: 562.3
Pre-COVID Peak	Mar-2020: 460.0	Feb-2020: 755.2
Latest Available Data Point	Jul-2020: 415.2	Aug-2020: 704.5
Change vs. Pre-COVID	(44.9)	(50.7)

Source: Bureau of Transportation Statistics based on payroll near the 15th of the month

* Full-time equivalents (FTE) = full-time workers plus 0.5 * part-time workers

Over the Past Two Decades, Job Gains/Losses Have Mirrored the Industry's Financial Health
 From March to July, U.S. Passenger Airline Employment Fell by ~45,000 FTEs

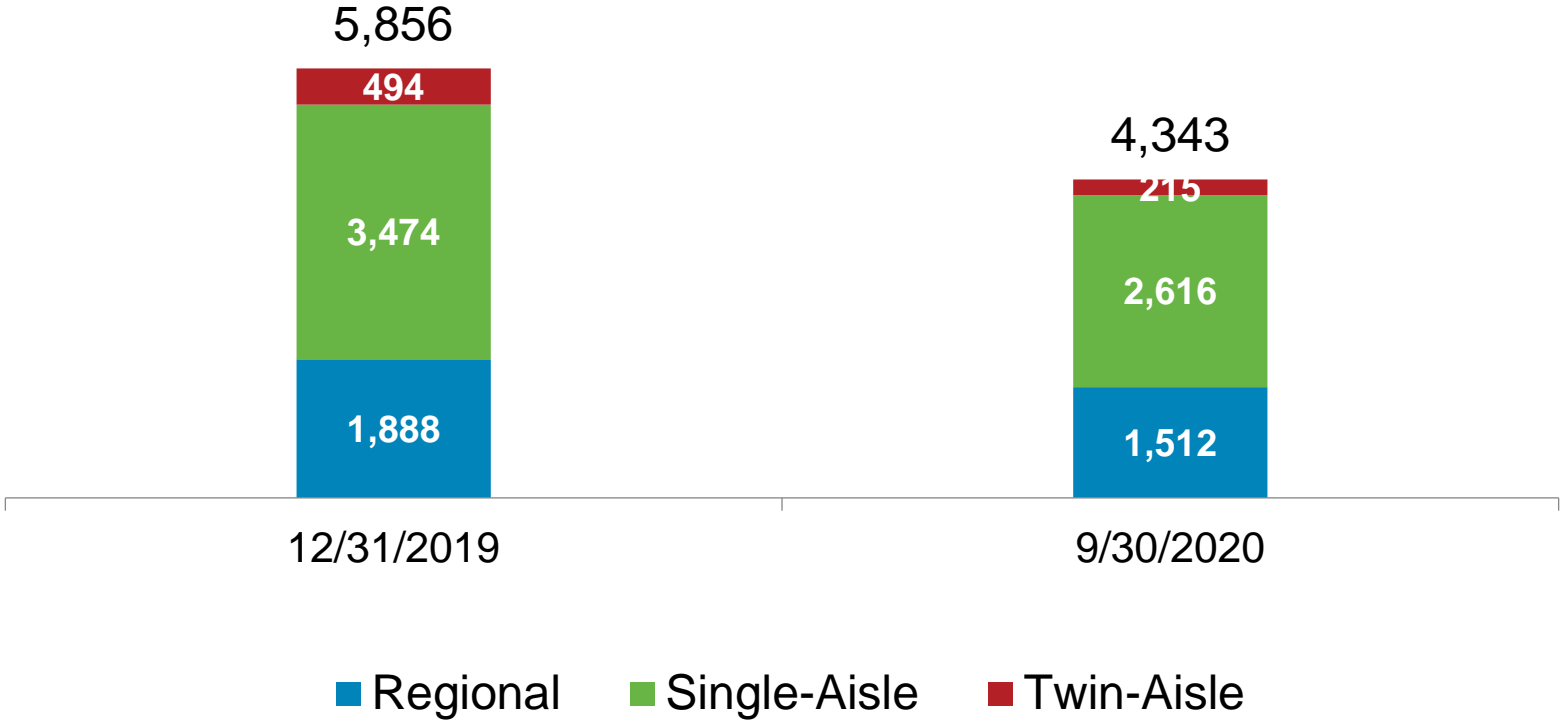


Source: Bureau of Transportation Statistics for scheduled U.S. passenger airlines (i.e., all that report scheduled passenger revenue)

Over 25% of the YE 2019 U.S. Passenger Airline Fleet Has Been Retired or Remains Parked

Twin-Aisle Aircraft Fell From More Than 8% of the Active Fleet to Just 5%

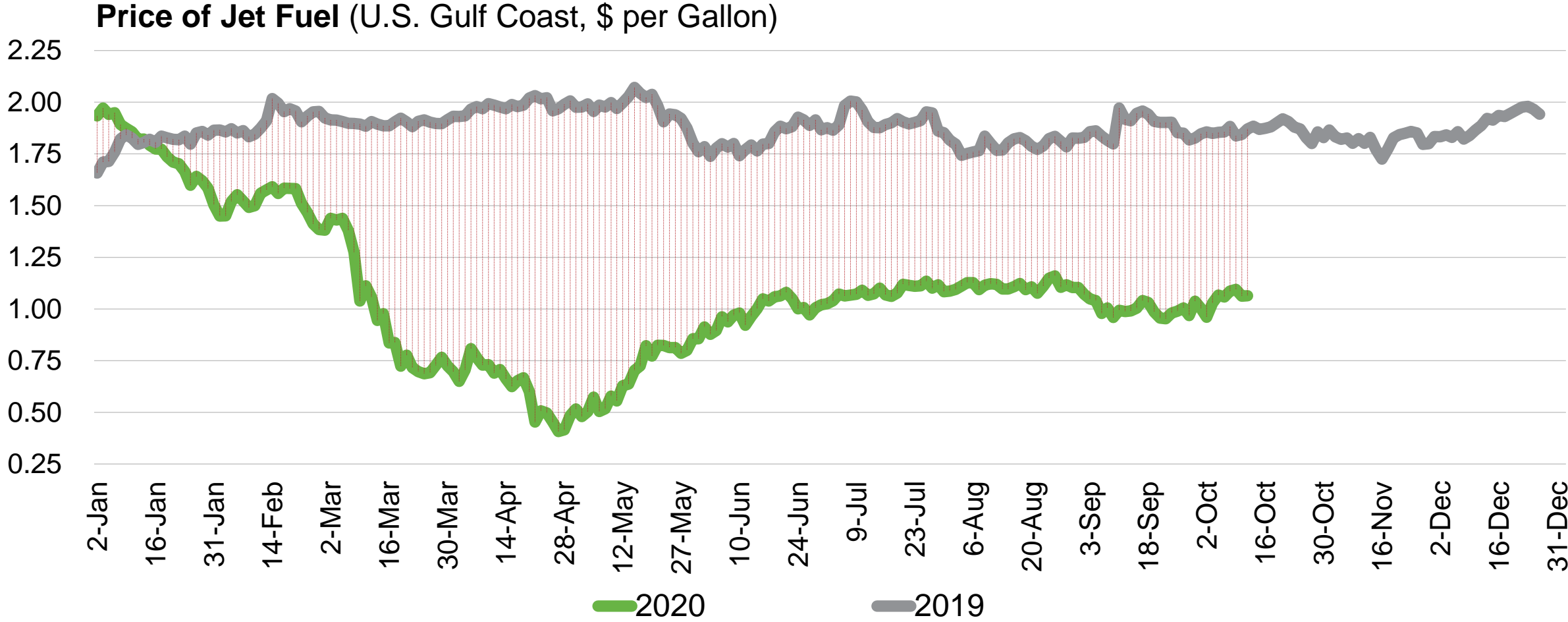
Active* U.S. Passenger Airline Fleet



Source: Global Eagle's masFlight Aviation Platform, controlled for year-end 2019 active tail numbers.

* Active defined as operated in any of the previous seven days

Lower Jet-Fuel Prices Have Provided Some Cost Relief, But Rising Again With More Flying

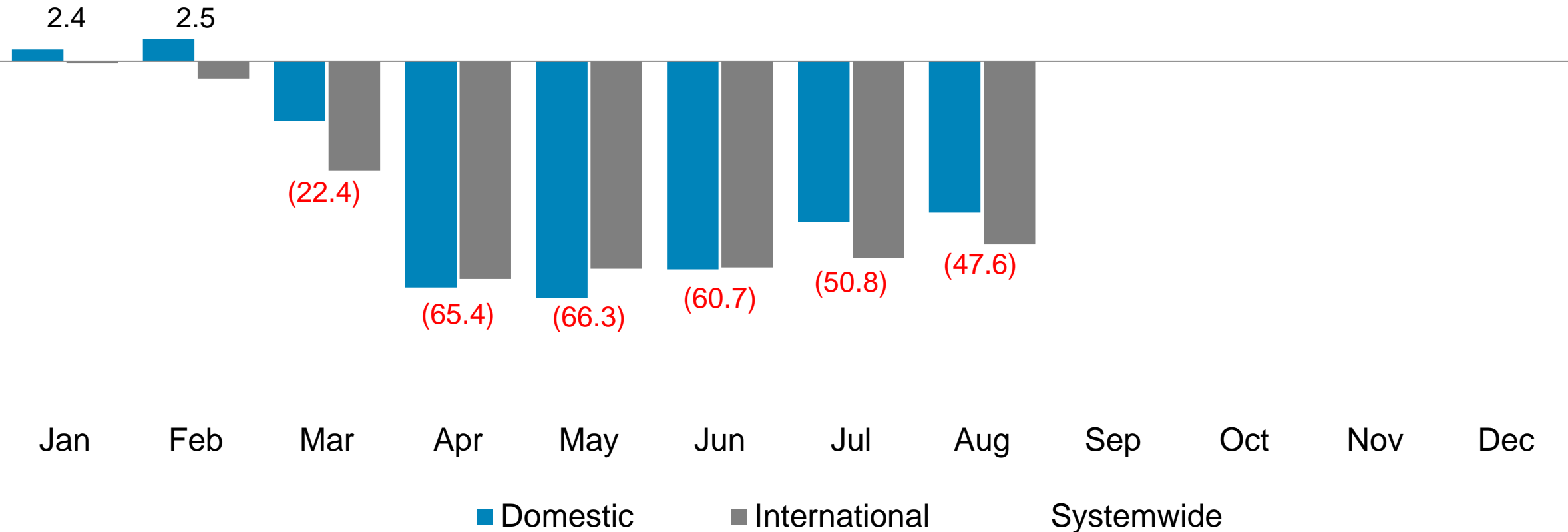


Sources: Energy Information Administration (EIA) Weekly Petroleum Status Report

Decline in Air-Transport Demand Has Translated to Sharply Reduced Jet-Fuel Consumption

Fewer Operations (Especially Long-Haul) and Smaller Payloads + Retirement of Older Aircraft

% Change YOY in U.S. Airline Industry Fuel Consumption*

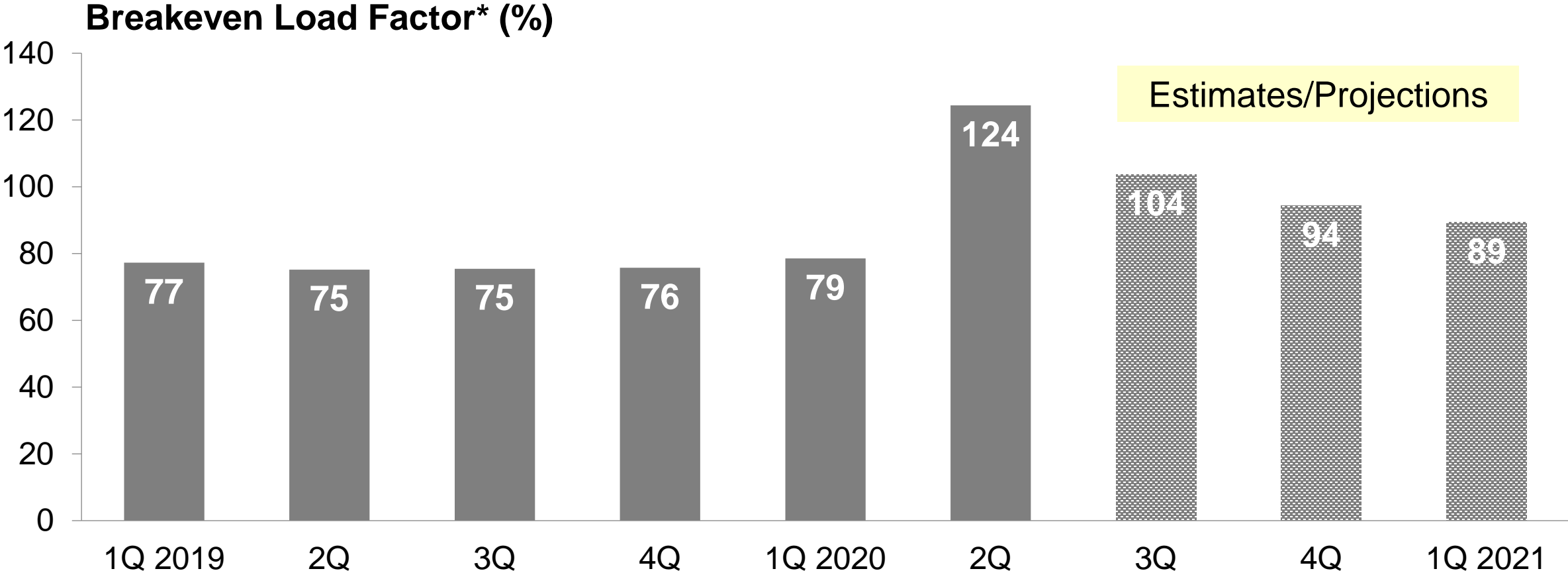


Source: Bureau of Transportation Statistics F41 Schedule P12A

* Scheduled and nonscheduled passenger and cargo services

U.S. Airlines Are Facing Highly Elevated Breakeven Load Factor in 2020

Expected to Remain Elevated Through First Quarter of 2021 on Low Yield and High Unit Cost

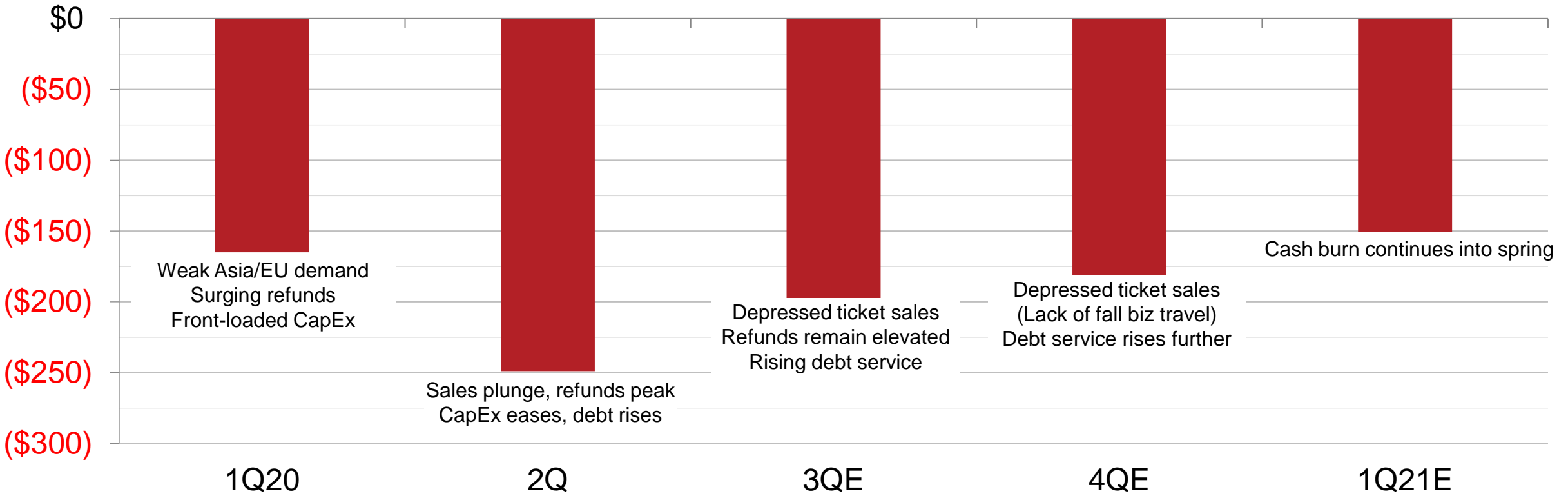


Source: Analyst estimates for publicly traded U.S. passenger airlines

Collectively, U.S. Airlines Expect Cash Burn to Persist Through Winter 2020/2021

Given Lack of Demand (Especially Business Travel), Survival Depends Primarily on Cost Reduction

Average Daily Cash Burn* (in Billions), U.S. Passenger Airlines



Source: A4A and various airline equity analysts

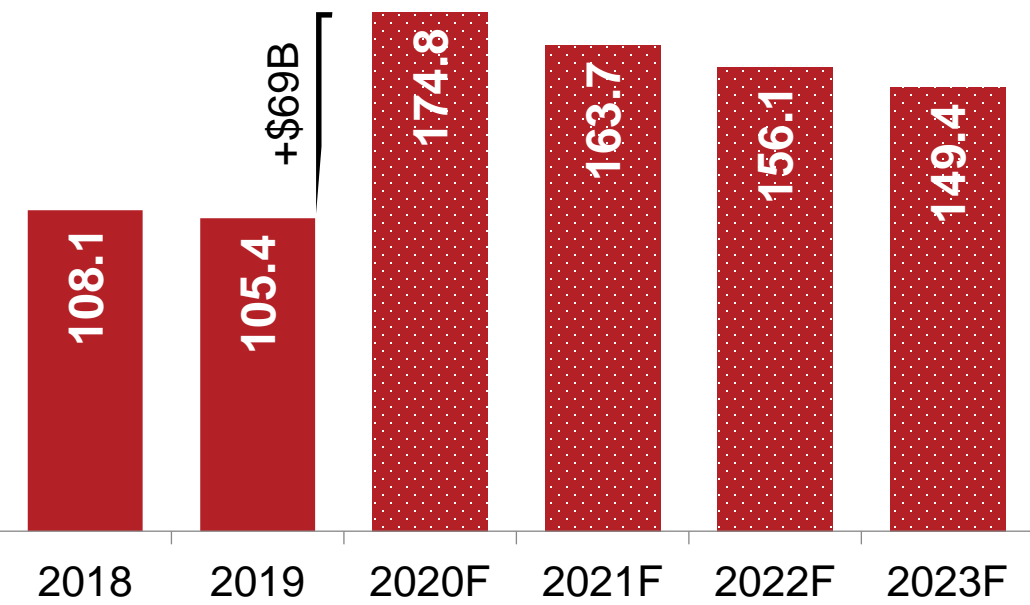
* Ticket and cargo sales - cash operating expenses - cash refunds - capital expenditures - interest expense - repayment of debt

Airlines Are Coping by Taking on Billions in Debt – Up ~66% From YE2019 to YE2020

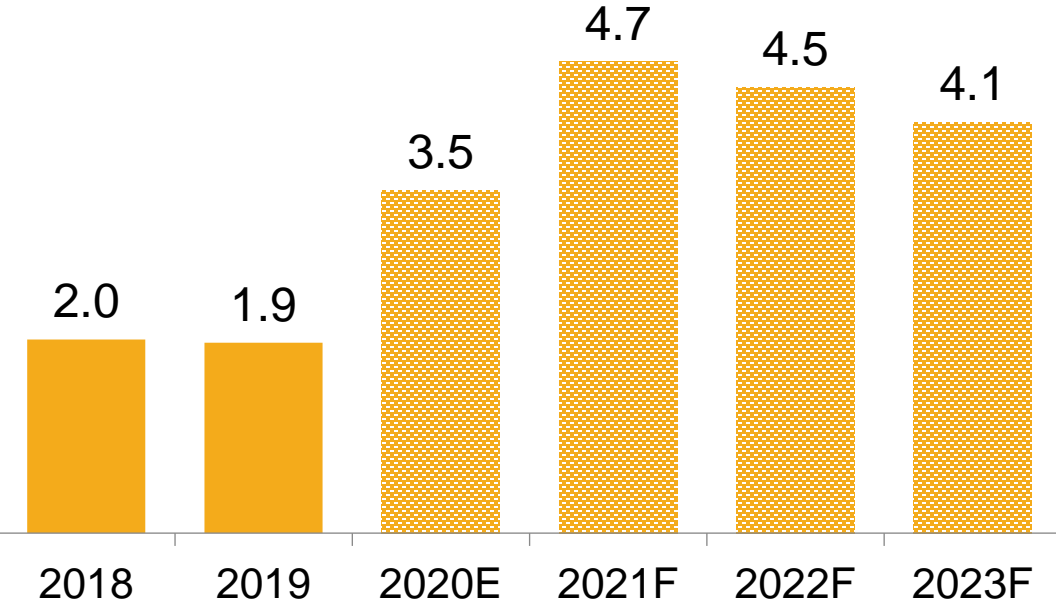
Annual Net Interest Expense Projected to Exceed \$4B Over Next Three Years

“For 2021 and beyond, we anticipate a major deleveraging cycle as **the industry will have no choice but to address its significant debt load.**” (Deutsche Bank, “Airline Industry Update,” July 1, 2020)

Year-End Total Debt (\$ Billions)



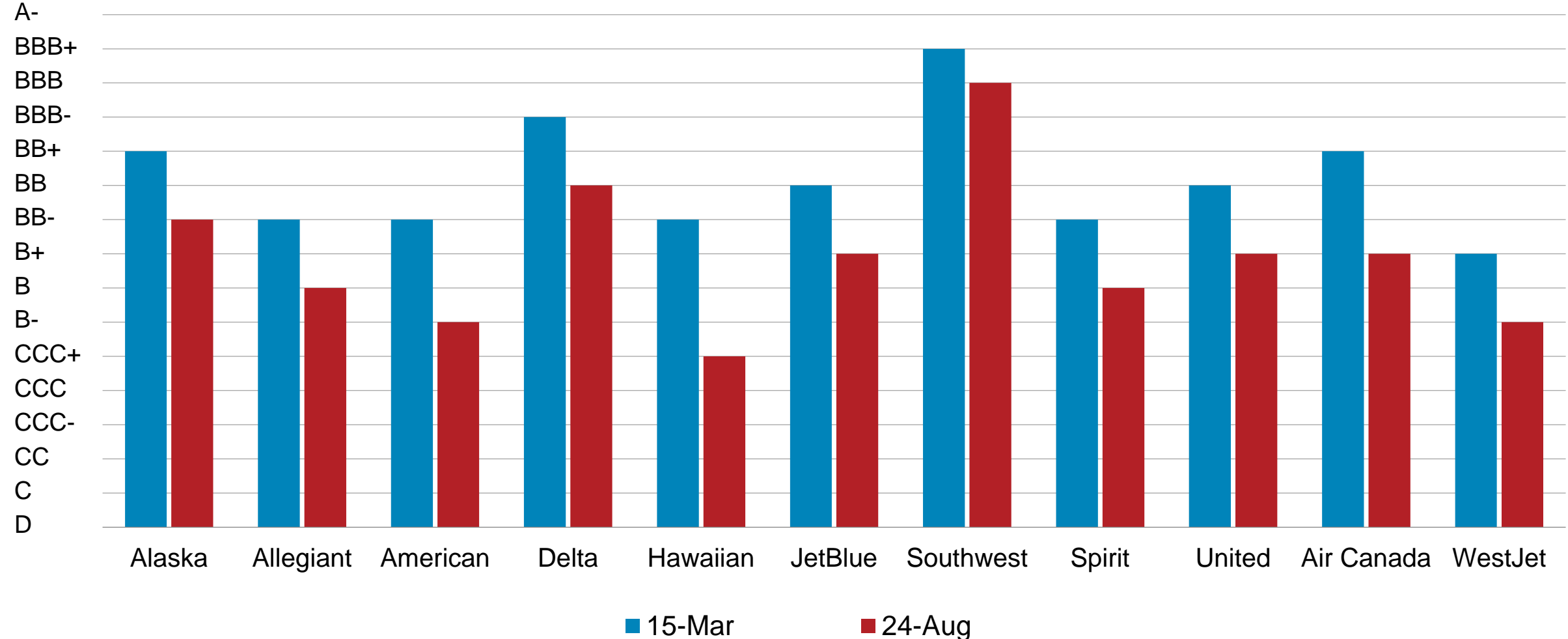
Net Interest Expense (\$ Billions)



Source: A4A, equity analysts and filings of Alaska, Allegiant, American, Delta, Hawaiian, JetBlue, Southwest, Spirit and United

In 2020, S&P Has Lowered Its Credit Ratings on Eleven U.S. and Canadian Airlines*

Ratings Actions Taken to Reflect Weakened Financial Condition and Heightened Risk



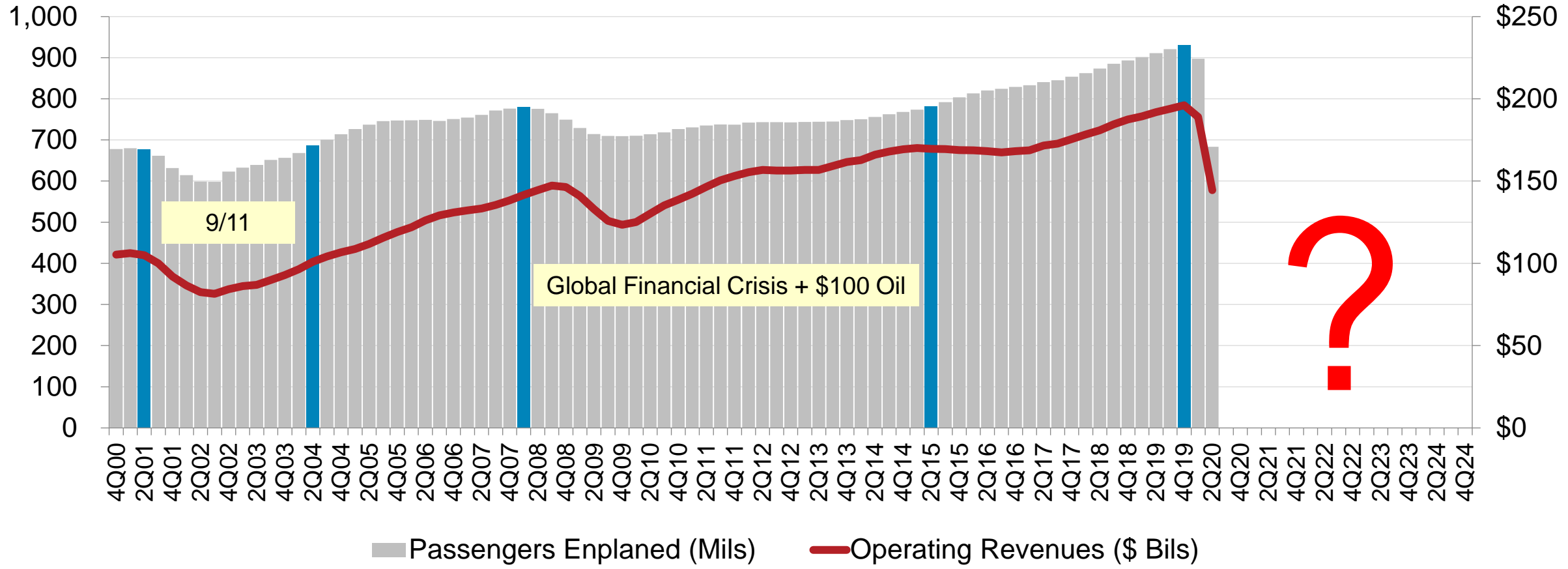
Source: Standard & Poor's

* Publicly traded U.S. carriers in S&P Global coverage universe

After 9/11 and the Global Financial Crisis, It Took Years for Air-Travel Demand to Recover

Passenger Volumes Took More Than Seven Years to Recover From the Financial Crisis/Oil Spike

Four-Quarter Rolling Passenger Volume (Millions) and Operating Revenues (Billions)



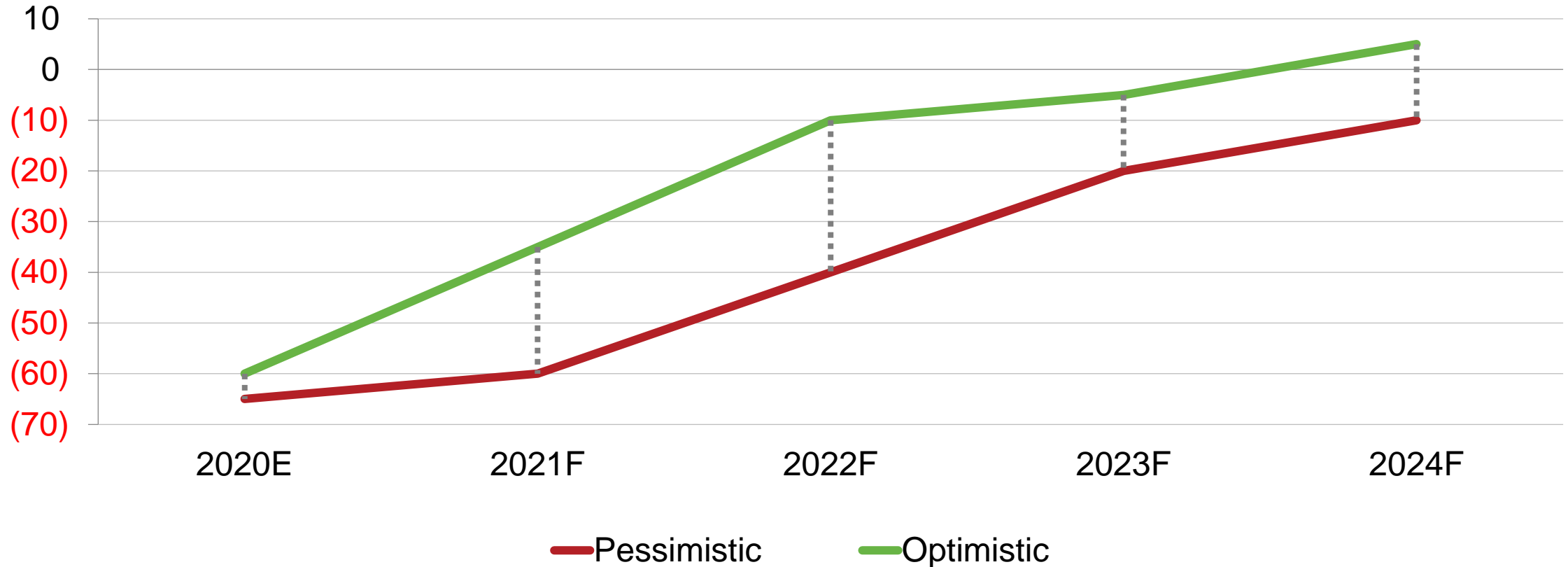
Source: A4A Passenger Airline Cost Index and Bureau of Transportation Statistics (Form 41 Schedule T1)

* Passengers enplaned systemwide on U.S. airlines in scheduled and nonscheduled services

We Are Unlikely to See a Return to 2019 Passenger Volumes Before 2023-2024

2021-2022 Clouded by Uncertainty re: State of Pandemic, Vaccination/Therapeutics, Economy

Estimated U.S. Airline Industry Passenger Traffic Change (%) vs. 2019 Levels

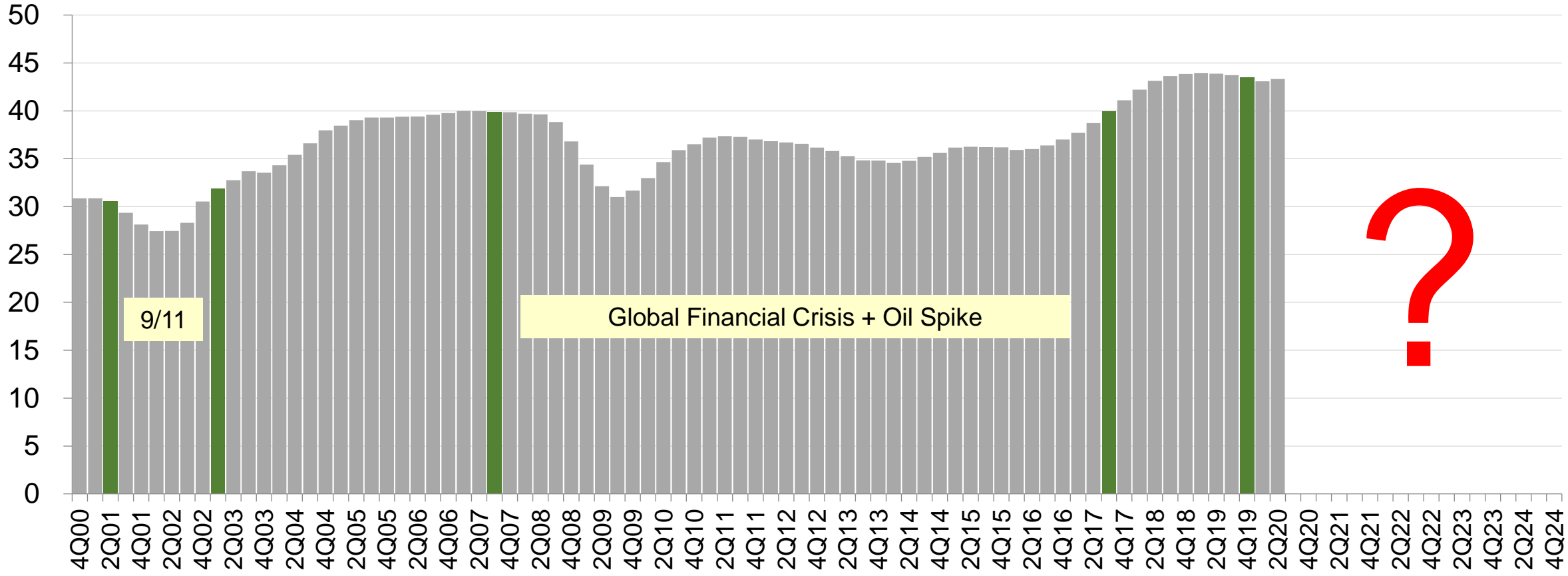


Source: A4A and various airline equity analysts

After 9/11 and the Global Financial Crisis, It Took Years for Air-Cargo Demand* to Recover

Cargo Volumes Took 10 Years to Recover From the Financial Crisis/Oil Spike

Four-Quarter Rolling Air Cargo Revenue Ton Miles (Billions)



Source: Bureau of Transportation Statistics (Form 41 Schedule T1)

* Cargo revenue ton miles (RTMs) flown on U.S. passenger and cargo-only airlines in scheduled and nonscheduled services

Key Points

- » In the first two months of 2020, operating revenues grew more than 5% – we were on our way to another record.
- » U.S. passenger airlines are burning > \$5B of cash per month, with cash burn expected to continue through 1Q 2021.
- » Air travel took 3 years to recover from 9/11 and 7+ years from the global financial crisis. Air cargo took 10 years post-GFC.
- » When traffic returns, low-yield (VFR, then vacationers) is likely to return faster than high-yield (corporate) and international, with implications for the pace of revenue recovery, the need for cost reduction/containment, and the return to profitability.
 - Businesses first cut back hiring and travel and entertainment; in a recovery, those are the last things they restore. These travelers are essential due to how often they fly and the cabins/fares they purchase, among other reasons.
- » People will be reluctant to travel – or even to book travel – until there is a strong degree of confidence that the health crisis and associated risks are behind us. The COVID-19 global pandemic constitutes a black-swan public health crisis that will only be solved once an effective vaccine is developed, but vaccines usually take a year or longer to develop.
- » In addition to concerns about the spread of the virus and the associated restrictions on the movements of citizens, businesses and consumers are facing a sharp global economic downturn of unknown duration.
 - The economic and consumer psychology effects of COVID-19 are deep and global.
 - High unemployment and reduced HHNW worth + strained government coffers = curtailed travel budgets for households and organizations.
- » Once demand has recovered, it will take years for airlines to retire the newly accumulated billions of dollars of debt and to address the sizable associated interest expense, limiting their wherewithal to rehire and reinvest.



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