

Recently, air cargo freight activities have been facing challenges worldwide. According to IATA¹, who represents 82 percent of total air traffic air cargo freight demand, “air cargo experienced a notable deceleration in 2018, growing 3.4% compared with its extraordinary 9.7% growth in 2017” (IATA, 2020, p.40).

In 2018, air cargo freight global performance is illustrated in the following Figure 1:

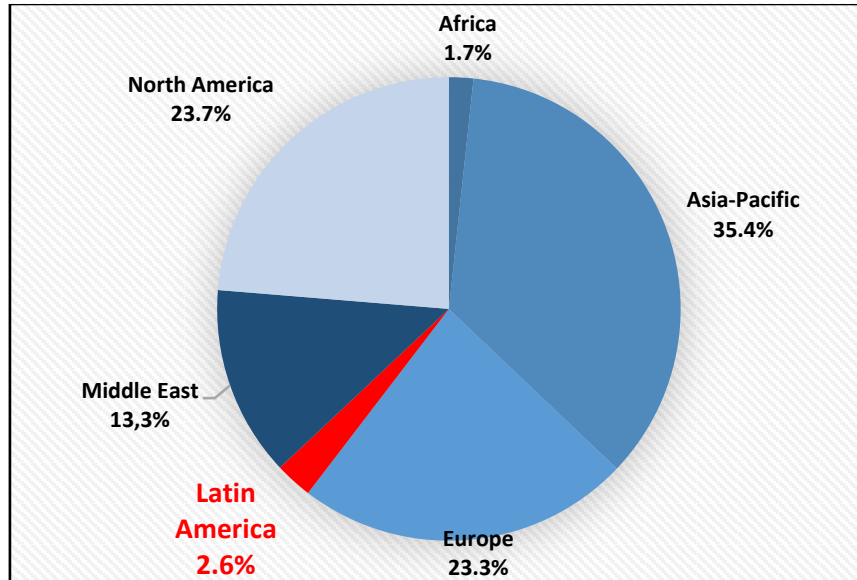


Fig.1: global air cargo performance. Source: IATA, 2020

According to the sector representative, Airports Council International (ACI), air cargo market did not perform as well as passenger traffic, between the period 2017-2018:

(...) passenger traffic remained resilient in 2018 and is estimated to have reached 8.8 billion, growing by an estimated 6% as compared to the previous year. This increase is above the 4.3% compound annual growth rate for passenger traffic from 2007 to 2017. The air cargo market did not fare as well as passenger traffic with a year-end growth figure of 3.2%. This is in contrast to a much stronger year of growth in 2017 but comes against a backdrop of global trade tension between the United States and several of its closest trade partners (ACI, 2020, p.1)

Total air cargo volume at the N=10 busiest airports handled a combined near 31.7 million t of cargo, as illustrated in the following Figure 2, as follows:

¹IATA - International Air Transport Association (IATA) is the trade association for the world's airlines.

According to the National Transport Confederation (CNT), air cargo in Brazil is represented in Figure 4, as follows:

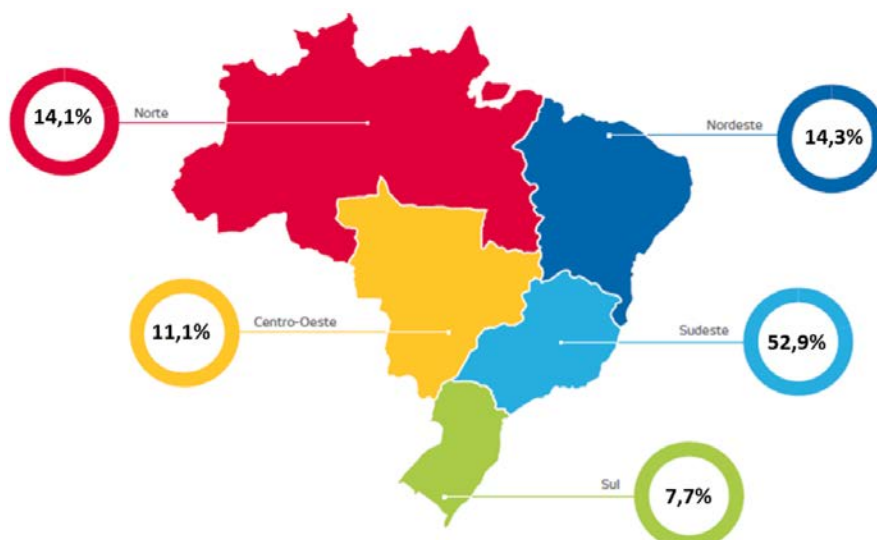


Figure 4: air cargo share in Brazil. Source: CNT, 2020

Observe in Figure 4 that the Southeastern region is responsible for more than half air cargo transportation in Brazil (529 percent). Comparing Figures 4 and 5, observe that six out of the ten busiest airports in Brazil are located in the southeastern region, respectively GRU, CGH, GIG, CNF, SDU, and VCP (GRU, CGH and VCP both located in São Paulo state, GIG and SDU in Rio de Janeiro, and CNF in Minas Gerais state). The next Figure 5 depicts the ten busiest airports in Brazil:

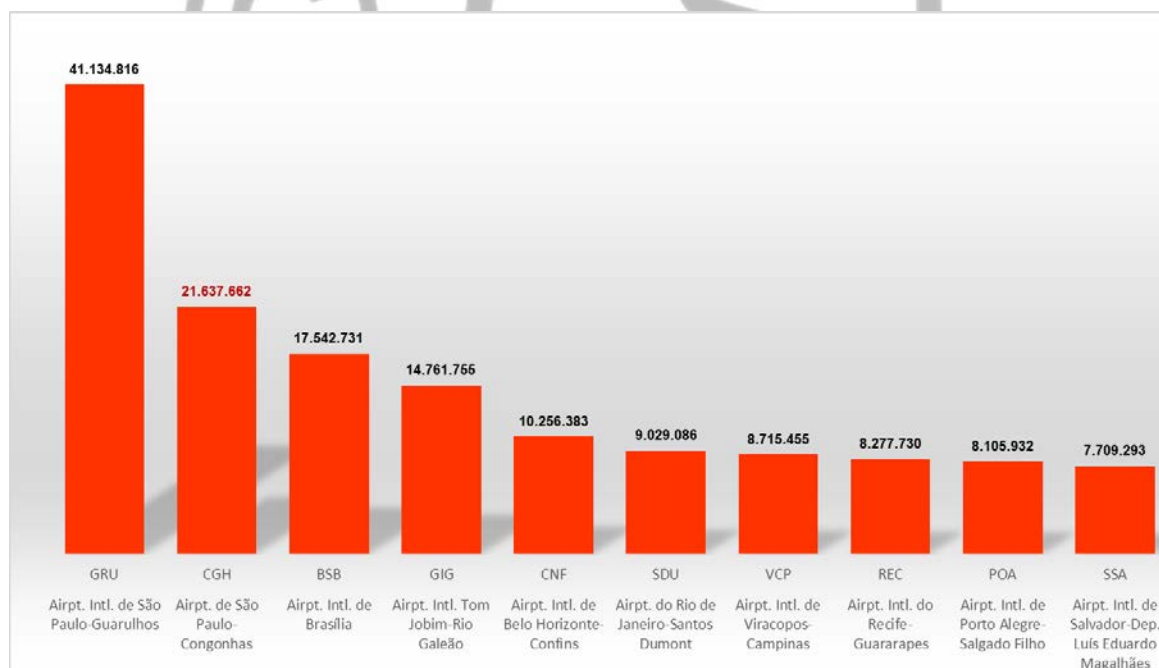


Figure 5: ten busiest airports in Brazil. Source: Infraero, 2019

Figure 6 evidences the number of runways within the ten busiest airports in Brazil. Observe that four over ten airports (40 percent) have only one runway (CNF, VCP, REC, and POA), from which both passenger and cargo landings and take-offs share the same runways. A quick analysis indicates that the more runways active, the higher the transport capacity in a given airport.

