



No.81/ 2025. 06.10

WOOJUNG GRAM



Global and Korean Air Cargo Market Trends

■ Cargo dodges trade woes in May but the outlook remains difficult

The latest monthly figures produced by analysts and consultants show that air cargo had another escape in terms of demand levels in May, but rates started to come under pressure as weak market sentiment continues to weigh on the outlook.

The latest figures from Xeneta show that airfreight demand increased by 6% year on year in May, while capacity was down 2% and the dynamic load factor was flat at 57% despite trade volatility and economic uncertainty.

On the other hand, the average global airfreight rate for May fell 4% compared with last year to \$2.44 per kg – the first decline since April last year.

The increase in demand came as the US and China cancelled their tariff war for 90 days on 14 May, which saw Washington reduce its duties from 145% to 30%.

Tariffs on e-commerce goods have also been lowered to 54% or a flat fee of \$100 for parcel shipments or 30% for those using commercial airlines.

Xeneta chief airfreight officer Niall van de Wouw said that much of the increase in demand for May was fuelled by “emergency” shipments following the trade detente rather than because of the strength of underlying demand.

The decline in rates, meanwhile, is likely the result of market sentiment and lower fuel prices, which are tracking around 20% below where they were last year.

“Market fundamentals are holding up, but the drop in rates is likely a reflection of declining sentiment and concerns, particularly among airlines, over what will happen once more stability returns to international trade and there is less of a push for the security of airfreight,” said van de Wouw.

“Whatever worse trade conditions take away from overall trade, this uncertainty gives a bit back to airfreight.”

“This climate is reducing trade and airfreight is getting a temporary piggyback on this uncertainty through an increase in ‘emergency shipments’ but that will not continue.”

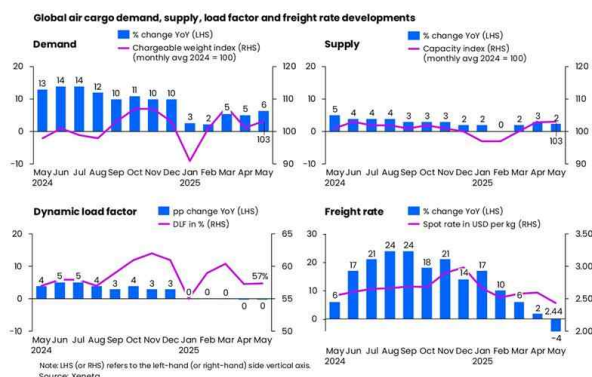
The speed of airfreight compared with ocean is also benefiting the industry as shippers look to get goods into their warehouse before trade policy changes again, something that is harder to do when using container shipping, given the lead times.

He added: “At the moment, the climate might be positive on certain lanes to airfreight demand, but there will be a time when there’s an agreement on tariffs – and I don’t expect the end result to promote trade and will, therefore, hamper airfreight.”

As well as the market outlook being tough, airlines will also be looking to hold onto volumes and settle rate negotiations more quickly than recently.

Looking more closely at the rate figures provided by Xeneta, there was a surge in spot market pricing over the month from China to the US.

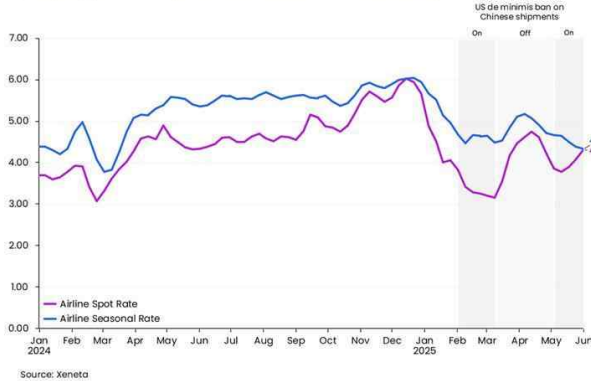
Global air cargo spot rate registered its first decline since April 2024



US-China trade war puts tremendous pressure on China-US air cargo rates

China to US air cargo spot and seasonal rates

(In USD per kg. Spot = valid for up to one month; Seasonal = valid for over one month)



The data provider said that by the week ending 1 June, spot rates from China to the US had increased 14% to \$4.31 per kg compared with their low point in the week ending 11 May before the tariffs were reduced.

"Despite the recent uptick, however, China to US seasonal rates continue to trend downwards from their early April peak (prior to Liberation Day in the US), signalling ongoing caution in the mid-term market outlook," Xeneta said.

Another demand surge to come?

Xeneta also suggested that air cargo could benefit from another demand surge when the tariff reduction ends on 9 July for most countries and 13 August for China.

Prices have already been increasing in ocean shipping, which could be an indicator for air cargo given the longer lead times involved. Van de Wouw concluded: "The sentiment we saw in May may be preluding market fundamentals, leading to less demand, falling rates, and lower load factors.

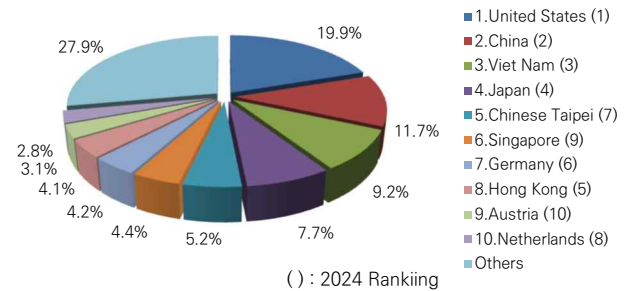
"But one thing is clear; the airfreight market will get through this. We just don't know how long it will take. Industry professionals are going to need a lot of energy to work in this environment, but it's also a time to be respectful of all stakeholders.

"In the current climate, it's important to think longer-term and to protect relationships because the challenges being faced today will pass."

[AirCargoNews]

■ Korea's export air cargo status

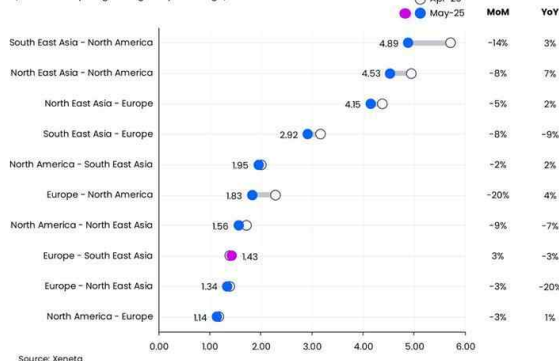
According to the CASS statistics, APR 2025, the total air export volume of each country in Korea was the highest to the United States, followed by China, Vietnam and Janpan. The total volume of the top 10 countries accounted for 72.1% of the total. [CASS]



Air cargo spot rates fell month-on-month on most routes following US tariff truce

Air cargo spot rate developments for selected global corridors, May 2025

(Rates in USD per kg; changes in percentage)



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■ Capacity to America in Jun.2025

| 월요일 | 화요일 | 수요일 | 목요일 | 금요일 | 토요일 | 일요일 |
|---|---|---|---|---|---|--|
| 26 | 27 | 28 | 29 | 30 | 31 | 01 DL196 1LDP DL158 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP |
| 02 DL196 1LDP DL158 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP | 03 DL196 1LDP DL170 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP OZ587 1~2MDP | 04 DL196 1LDP DL170 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP | 05 DL196 1LDP DL170 1LDP DL188 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP | 06 DL196 1LDP DL158 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP OZ587 1~2MDP | 07 DL196 1LDP DL158 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP | 08 DL196 1LDP DL158 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP |
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| 16 DL196 1LDP DL158 1LDP / DL172 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP | 17 DL196 1LDP DL170 1LDP / DL172 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP OZ587 1~2MDP | 18 DL196 1LDP DL170 1LDP / DL172 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP | 19 DL196 1LDP DL170 1LDP / DL172 1LDP DL188 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP | 20 DL196 1LDP DL158 1LDP / DL172 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP OZ587 1~2MDP | 21 DL196 1LDP DL158 1LDP / DL172 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP | 22 DL196 1LDP DL158 1LDP / DL172 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP |
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| 30 DL196 1LDP DL158 1LDP / DL172 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP | 01 | 02 | 03 | 04 | 05 | 06 |

- ① OZ284/286/282 to Western area LAX-Daily BUP, securing Max space based on contract!
- ② OZ244/242/248 to Central area & ORD-Daily BUP, DFW on D1246 BUP, ATL on D357 BUP.
- ③ OZ587 to Eastern area & JFK, D257 BUP.
- ④ DL196 to SEA Direct & Western area, Daily-1LDP BUP.
- ⑤ DL158 to DTW Direct & Central/Eastern area, D1567-1LDP BUP.
- ⑥ DL170 to MSP Direct & Central/Eastern area, D234-1LDP BUP.
- ⑦ DL188 to ATL Direct & Latin America area, D347-1LDP BUP.
- ⑧ DL172 to SLC Direct & LAX/DFW area, Daily-1LDP//**New!!**

■ C/S America : Mandatory to insert the following special remarks on AWB

| Country | DEST | Special remarks |
|-----------|-------------------|--------------------|
| Mexico | MEX MTY GDL 등 | CNEE RFC |
| Guatemala | GUA 등 | CNEE NIT |
| Colombia | BOG MDE BAQ CLO 등 | CNEE NIT |
| Ecuador | UIO GYE 등 | CNEE RUC |
| Peru | LIM 등 | CNEE RUC |
| Brazil | GRU VCP GIG CWB 등 | CNEE CNPJ |
| Chile | SCL IQQ PUQ ANF 등 | CNEE RUT |
| Argentina | EZE COR MDZ ROS 등 | CNEE CUIT, HS CODE |

** In addition to the above regions, CNEE TAX ID is required for most Latin American regions, so please check before proceeding.

** Some carriers that only admit the carrier's weight must be corrected in the event of postal (and agency) attendance value and dipper, so please be especially careful when proceeding in Latin America and check in advance before proceeding.

■ Special note

- ① AC Airlines will resume direct service on ICN-YUL flight AC068 (18:00-18:50) from June 6. (June-August D2357, September-October D357)
- ② From June of AM airline, ICN-MEX section will be rescheduled for non-operating every Wednesday, so please refer to it for your work. (Non-operating on Tuesday, May)
- ③ DL Airlines will launch new direct flights between ICN-SLC flight DL172 (19:40-16:00) from June 13. We have secured BLOCK SPACE and will provide SLC direct flights and LAX/DFW section (regular TRUCKING) services, so please contact us.

- ④ All DL airline branches are currently replacing the system with the missing cargo tracking information, so please ask us to check the case separately even if it is inconvenient for you for the time being.
- ⑤ TK airline's ban on shipment of dangerous goods between SCL section has been lifted and DG can be transported now. (Release from May 29, UN3480/3090 battery cannot proceed alone)
- ⑥ YP Airlines will increase EWR route to DAILY from June 17th. (Existing D1357 operation)
- ⑦ There is now another increase in cargo theft cases across the United States. The risk of container theft in inland transportation sections continues to be a problem, so please actively consider cargo insurance, especially for high-priced cargoes.

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■ QR (Qatar Airways)

- ① Self BUP process every 4 time a week. (D3567)

| Day | Flt No. | FLT time |
|-----|---------|-------------|
| Wed | QR8985 | 02:15-06:30 |
| Fri | QR8985 | 02:35-06:50 |
| Sat | QR8981 | 02:15-06:30 |
| Sun | QR8985 | 03:10-07:25 |

- ② Smooth connection to the main European region.
 - ③ Denserty & Volume Cargo Request Can Match in First Half of Jun.
 - ④ Promotion in the Middle East (UAE / KSA)
 - ⑤ New Other Charge (Applies from 25.06.01)
- ** BFC : Applies to EAP progress (KRW 41,000 per MAWB)

■ TK (Turkish Airlines)

- ① VKO operating model has been changed from Widebody to Narrowbody model, so it can be carried out as Carton cargo until further notice, so please refer to it when proceeding.
- ② BUP is operated on D3,D4,D6,D7.

| Day | Flt No. | 비고 |
|-----|---------|-----------------------------|
| D3 | TK091 | PAX / CUT OFF Tue at 18:00 |
| D4 | TK6545 | FRTR / CUT OFF Thu at 16:00 |
| D6 | TK091 | PAX / CUT OFF Fri at 18:00 |
| D7 | TK6545 | FRTR / CUT OFF Sat at 16:00 |

- ③ You can adjust the fare at all times, so please contact us a lot
 - ④ TK BUP cargo warehouse : WRT(Woojung Regulated Agent Terminal)
 - ⑤ CSD file upload is required after export cargo is brought in according to ICAO security regulations for all regions carried out with TK.
- ** X-RAY Search Progress → SPX
- ** All cargo X-RAY search required, X-RAY non-searchable cargo (SCO) is contacted separately.

■ CV/C8 (Cargolux/Cargolux Italia)

- ① Self BUP process every 3 time a week (D136)

| Day | Flt No. | Allocation |
|-----|---------|----------------------------------|
| 1 | C87111 | 04:10(ICN)-16:30(MXP)-20:25(LUX) |
| 3 | C87113 | 06:40(ICN)-18:45(MXP)-22:40(LUX) |
| 6 | CV9015 | 04:10(ICN)-18:20(LUX) |

■ LH (Lufthansa Cargo AG)

- ① LH8387 / LH8385 / LH8383 DAILY (02:20-08:20)
 - ② LIS Truck Service Schedule Changes: FRA→LIS Trucking (Monday)
 - ③ Information on EXCLUSION for June 2025 of the FRTR (based on Incheon departure time, ICN DEP BASIS)
- ** From June 7 to June 10, EXCLUSION – NON BUP

※ LH/QR/TK/CV/C8 can support stable space and competitive rates through BUP, and other airlines' rates can also be negotiated, so please inquire for Europe/Middle East/Africa/Central Asia.

■ OZ (Asina Airlines)

- ① PRG Direct Flights, Special Offer Support Available for Separate Inquiries
: ICN-PRG OZ545 D247 [09:15-15:15]
- ② LHR DAILY Wide-body Airplane, D47 FRTR Airplane
- ③ IST D23456 Wide-body PAX Operation

■ EY (Etihad Airways)

- ① A new service area has been added : AGP,NCE,PRG,WAW
- ② Change the schedule for the summer Season.

기간 : 31MAR'25 ~ 25OCT'25

| Flt No. | Days | From | To | Equip | Dep.* | Arr.* |
|---------|-------|------|-----|--------|-------|-------|
| EY827 | D1246 | ICN | AUH | B787-9 | 01:35 | 6:20 |
| EY823 | Daily | ICN | AUH | B787-9 | 17:45 | 23:00 |

* 화물 CUT OFF TIME (항공기 출발 4 시간전)

EY823 - 13:45LT
EY827 - 21:35LT

- ③ Submission documents for SVO2 airport proceedings
** Commercail invoice and packing list
** Certificate of Origin (If not, specify MADE IN KOREA on the LETTER)
** Statement Letter
** ITEM : Draft AWB copy required for PHARMA, Resellable and sold to the general public, the attached Confirmation of Due Diligence must be completed
** Non-progress item

| PROHIBITED ITEMS | |
|---|--|
| Oil and Gas industry related ALL items | |
| Aircraft, Vehicles, Boats, motorcycles and spares (including Engines, Motors and Accessories) | |
| Any items for Military use and/or consigned to Military parties | |
| Valuables (Gold, Diamond, Jewelry) | |
| Alcoholic beverages | |
| Branded items or items made with technology from US, EU, UK & Japan | |

■ ET (Ethiopian Airlines)

- ① Change the schedule for the summer of April

| ROUTE | A/C | MON | TUE | WED | THU | FRI | SAT | SUN |
|---------|---------------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|
| ICN-ADD | PAX A788 B77F | ET673 (0105-0645) | ET673 (0105-0645) | | ET673 (0105-0645) | ET673 (0105-0645) | ET673 (0105-0645) | ET673 (0105-0645) |
| | | ET3618 (1200-2150) | | ET3618 (1200-2150) | ET3673 (1200-2150) | | | |

- ② Fuel surcharge (MYC) reduction from June 1st: KRW 710 → KRW 650/CW
- ③ HS CODE must be transmitted on MAWB/HAWB for all EU regions (including DME and OSL) and Cameroon (DLA/NSI) and other SHJ and DXB regions (required for ZIP CODE)
- ④ Information of other charge.
MYC : KRW 650/CW, AEC(Aviation Security charge) : KRW 10/CW, AWC : KRW 12,000/MAWB, CGC :KRW 12,000/MAWB

■ KC (Air Astana)

- ① March 1st, The ground handling service agent changed from KAS to AACT2.
** Warehouse address: AACT Cargo Terminal 2,
124, Gonghang-dong-ro 295beon-gil, Jung-gu, Incheon
** Export Cargo Cut-off : 4 hours before STD (same as before)
- ② FSC KRW 350/CW for the first half of Jun.
- ③ Schedule of Jun 2025

| Destination | Flight # | ETD | ETA | Frequency | A/C Type | Remark |
|-------------|----------|-------|-------|-----------|----------|--------|
| ALA | Almaty | KC910 | 11:10 | 14:05 | D123467 | B763 |
| NQZ | Astana | KC210 | 07:35 | 11:05 | D47 | A21N |
| | | | 06:35 | 10:05 | D1 | |

* VIA HKT to ALA (전 구간 Wide-body operation)

| Route | Flight # | ETD | ETA | Frequency | A/C Type | Remark |
|-------|----------|-------|-------|-----------|----------|--------|
| ICN | HKT | KE663 | 17:40 | 22:00 | DAILY | A333 |
| HKT | ALA | KC564 | 10:30 | 15:40 | D1357 | B763 |

■ KU (KUWAIT AIRWAYS)

- ① More than 100kg can be carried out in May

| Area | Details of change | Remark |
|------|---|--------|
| KWI | 1 Case of HAWB : Write the real name on the MAWB | |
| | 2 or more HAWB cases : Write "consol" on MAWB | |

**JED and IKA proceedings are prohibited from proceeding with the console as it is.

■ HY (UZBEKISTAN AIRWAYS)

- ① TAS-LED Wide-body type will be operated as of June 1st

▶ 직항스케줄

| SECTOR | FLT NO. | ETD/ETA | DAY | A/C |
|---------|---------|---------------|--------------------|------|
| ICN-TAS | HY512 | 10:10 / 13:20 | MON, TUE, WED, FRI | B788 |
| | HY514 | 10:25 / 13:35 | THU, SAT | B788 |
| | HY516 | 08:15 / 11:25 | SUN | B788 |

■ LO (LOT-Polish Airlines)

- ① WAW, WRO Wide-body PAX Operation

| ORIGIN | DEST | FLT NO. | ETD | ETA | FREQUENCY | A/C TYPE |
|--------|------|---------|-------|-------|-----------|---------------------|
| ICN | WAW | LO098 | 11:20 | 17:10 | 1 2 7 | B787-800 & B787-900 |
| | | LO1098 | 12:40 | 18:30 | 6 | |
| | WRO | LO2006 | 08:15 | 14:05 | 3 4 | |
| | | | 08:50 | 14:25 | 5 | |

- ② TIA, TBS, EVN, RMO have backlog So pls Inquire rate Separately
- ③ Major Changes in 2022 Summer Schedule
** Non-operating: IEG
** Re-Operation: LCA/LUZ
** New Launch: LYS/LIS/RUH/TAS

■ AF/KL (AIR FRANCE/ KLM)

- ① KL Daily service from May 5.

| Flight | STD | STA | DAY | | | | | | |
|--------|-------|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | | 1★ | 2 | 3★ | 4 | 5 | 6 | 7 |
| KL856 | 22:25 | 05:20(+1) | 772 | 77W | 789 | 77W | 77W | 772 | 77W |

- ② Departure of AMS from May 30th to June 5th
** No export and transshipment of DGR (excluding ELI/ELM), ART, HUM, AVI (excluding Pets) cargo (AMS arrival cargo not applicable)
** Embargo will be gradually lifted from June 6 and will be fully lifted on June 12.

■ AY (FINNAIR O/Y)

- ① Summer schedule
: ICN-HEL AY042 DAILY [21:50-05:30+1]
- ② France (Nice) to launch new service from June

| ROUTE | FLT NO. | A/C TYPE | DAYS | STD | STA |
|---------|---------|----------|-----------|------|------|
| HEL-NCE | AY1603 | A320 | 1.2.3.4.5 | 1635 | 1855 |

- ③ Suspension of operations DEST: DUS(RFS), ALC, LPA, TFS
- ④ No cargo shipments to Russia, Belarus due to sanctions imposed due to Russia/Ukraine war.
** Including other DEST or final deston AWB are Russia, Belarus.
** Include if CNEE is Russia, Belarus under MAWB & HAWB
※ Ship back or disposal of cargo when detecting HEL or destination customs & Penalty Occurred
- ⑤ Forbidden E-commerce items
A. Firearms (including toy guns, practice wood guns)
B. RLI (UN3090, UN3480)
C. Swordsman (including woodwork)
D. Firecrackers
E. Liquids such as Sampu: Need airport permit about MSDS

■ MK (AIR MAURITIUS)

- ① ICN-SIN-PER-MRU-JNB/CPT/LGW/TNR/RUN

| ROUTE | FLT NO | FREQ | STD | STA | A/C TYPE |
|---|--------|--------|---------------------------|------------|-------------|
| ICN - SIN - PER | | | OPERATE by SQ (ALL DAILY) | | |
| SQ 출발 ELI / ELM / 가부원터 화물 / 원제출이 아닌 역제출 형태 화물 진행 불가 | | | | | |
| PER - MRU | MK441 | 3 7 | 13:05 | 17:45 | A359 / A339 |
| MRU - JNB | MK851 | DAILY | 08:50 | 11:25 | A359 / A332 |
| MRU - CPT | MK843 | 2 7 | 17:45 | 21:50 | A359 / A332 |
| MRU - LGW | MK042 | 2_4567 | 21:30 | 06:50 (+1) | A359 / A339 |
| MRU - TNR | MK288 | 1_34_6 | 14:20 | 15:15 | A332 |
| MRU - RUN | MK218 | 1_34_6 | 10:00 | 10:50 | A332 |

- ② It can proceed from AS45, and only LGW can do AS100
- ③ BRN (Business Registration Number) required when MRU is in progress
- ④ 6 digits of HS CODE must be filled in when RUN is in progress

■ PR (PHILLIPPINE AIRLINES)

- ① CIC KRW 25/CW imposed on May 1st
: CIC (Customs Service Fees): Imposed only on all international T/S cargoes outside the Philippines via the Philippines
** Freight from ICN/PUS to destination in the Philippines (MNL, CEB, DOMESTIC, etc.) = CIC exempt
** All T/S cargoes to which other countries are destined via Philippines such as DXB, LAX, SGN = CIC imposed
- ② CIC CHARGE: KRW 25 X **GROSS WEIGHT**
- ③ Mark the amount using the 'CIC' code in the 'Other Charges' of MAWB
- ④ MAWB's "Total Other Charges due Carrier" also reflects the amount of "CIC."

■ GF (GULF AIR)

- ① CIC:25 KRW/CW charged from May 1st, When issuing AWB, it should not be written in abbreviated words such as "CONSOL" in the Community column, but please write the entire word in full word such as "CONSOLIDATION".
- ② When proceeding with cargo with ELI and ELM, add new form to attach additionally to the outside of the AWBpouch

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South East Asia & West Asia/Oceania

■ Schedule changes by carrier

| Airline | Changes |
|---------|---|
| VJ | SGN/DAD Non-Operation Information on Jun 2025 ① ICN-SGN / VJ865 [06:45-09:55] **Jun 13,15,18,20,22,25 th Non-operate ② ICN-DAD / VJ875 [22:45-01:25+1] **Jun 14,17,18,21,24,25 th Non-operate |
| 7C | June schedule change ① ICN-HAN 7C2201 [20:45-23:45] / D3467 ② ICN-CEB DAILY / 7C2113 [20:50-00:20+1] ③ ICN-CRK DAILY / 7C2107 [21:35-00:40+1] ④ ICN-DAD DAILY / 7C2211 [10:40-13:20] |
| MH | June schedule change ① ICN-KUL DAILY / MH067 [11:00-16:35] ② ICN-KUL D14567 / MH039 [00:10-05:45] ③ KUL-MAA D246 / WW209 [18:00-20:15] |
| GA | June Non-Operation Information ① ICN-CGK GA879 [10:35-16:00] : Jun 1,2,6,12,13,15,16,20,22,23 th Non-operate ② ICN-DPS GA871 [11:35-18:00] : Jun 10,11,14,17,18,21,24,25,28,30 th Non-operate |
| QR | Information on changes in June. ① Change to all DEST EAW mandatory from June ② Add BFC KRW 41,000/MAWB when proceeding with EAP |

Northeast Asia

■ Schedule changes by carrier

| Airline | Changes | | | | | | | | | | | | | | | | | | | |
|-------------|---|-------|-------|------|----|--|-----|-----|-----|-----|-------------|----|----|------|------|-------------|----|--|-------|--|
| KE | <p>Guidelines for implementation of partial adjustment of export cargo Cut-Off Time.</p> <p>** Regarding the construction plan of the first cargo terminal Renovation, we ask for your understanding and cooperation as we plan to expand the Cut-Off time as follows to create a safe operating environment and secure the punctuality of operation</p> <p>1. Cut-Off Time 확대 기준</p> <p>○ 현행 일반화물(Loose)의 Cut-off Time 기준 대비 +30분 확대</p> <table><tr><th rowspan="2">적용 상품</th><th colspan="2">현행</th><th colspan="2">변경</th></tr><tr><th>여객기</th><th>화물기</th><th>여객기</th><th>화물기</th></tr><tr><td>일반화물(Loose)</td><td>4H</td><td>5H</td><td>4.5H</td><td>5.5H</td></tr><tr><td>BUP/MAB/KSP</td><td colspan="2">3H</td><td colspan="2">현행 유지</td></tr></table> <p>2. 적용 대상편 (첨부 참조)</p> <p>○ 화물기 : KE0313, KE9575, KE0361, KE0319</p> <p>○ 여객기 : KE0623, KE0615, KE0085, KE0177, KE0075]</p> <p>3. 시행일자 : 2025. 6. 17(화) ~ 터미널 공사 종료일 (별도 안내 예정)</p> <p>※ 공사 기간 터미널 조업 여건 감안, 후후 Cut-Off Time 확대 대상편 추가 시행 가능</p> | 적용 상품 | 현행 | | 변경 | | 여객기 | 화물기 | 여객기 | 화물기 | 일반화물(Loose) | 4H | 5H | 4.5H | 5.5H | BUP/MAB/KSP | 3H | | 현행 유지 | |
| 적용 상품 | 현행 | | 변경 | | | | | | | | | | | | | | | | | |
| | 여객기 | 화물기 | 여객기 | 화물기 | | | | | | | | | | | | | | | | |
| 일반화물(Loose) | 4H | 5H | 4.5H | 5.5H | | | | | | | | | | | | | | | | |
| BUP/MAB/KSP | 3H | | 현행 유지 | | | | | | | | | | | | | | | | | |

■ Special issues by region

- ① Japan : Golden Week in Japan
: Space for Japan is backlog due to the Golden Week in Japan in the first half of June. Please refer to it when booking.

Others

■ Fuel & Other Surcharges by Carrier

- ① KE/OZ etc : Long Haul : KRW 300/Kg, Medium haul : KRW 280/kg,
Short haul : KRW 270/kg From 16 Jun 2025.
- ② LH : FSC KRW 1,260/Kg From 27 May 2025.
- ③ CV/ C8 : FSC KRW 960/KG From 09 Jun 2025.

■ Other Airline & Forwarder's information

① Lufthansa Cargo to add further freight capacity

In a presentation at the ongoing Air Cargo Europe trade fair being held in Munich this week (June 2–5), Lufthansa Cargo has laid out plans for marketing ITA Airways' cargo capacity and for further development of its freighter network.

Lufthansa Cargo recently announced that it will market and manage the cargo capacity of Italy's ITA Airways.

Launch will take place with the flights from São Paulo, Rio de Janeiro and Buenos Aires to Rome of June 16. Subject to regulatory approvals, Lufthansa Cargo will gradually take over the marketing of ITA Airways' entire continental and intercontinental freight network.

This cooperation will increase Lufthansa Cargo's global belly capacity by almost 20 percent, which corresponds to a theoretical expansion of its fleet by three freighters.

"This will enable us to offer our customers even more flexible and reliable freight connections to and from Europe," chief executive Ashwin Bhat noted.

"At the same time, this partnership strengthens our ability to support global trade and our customers through expanded reach and shorter transit times."

'Continued growth'

The greater choice for Lufthansa Cargo customers that the collaboration with ITA Airways represents is being complemented by other freight capacity being added to the German flag-carrier's own network.

The most recent additions to the Lufthansa Cargo network have included a direct Boeing 777 freighter service launched last year from Brussels to Chicago, which primarily serves the pharmaceutical industry; the integration of Munich into its A321 cargo network; and a new transpacific service introduced linking Ho Chi Minh City to Los Angeles.

And, looking forward, on July 3 Lufthansa Cargo will add Beirut Airport to its short- and medium-haul A321F network, the route to be operated once a week.

With the new Beirut service and the belly capacities of the Lufthansa Group, Lufthansa Cargo will offer its customers connections to over 50 destinations in the Middle East and Africa, including six freighter stations.

'Unique value offering'

From mid-June, Lufthansa Cargo will have five airfreight hubs – its current hubs at Frankfurt, Munich, Vienna and Brussels will be complemented by ITA Airways' base at Rome.

In addition to the capacity of its own cargo aircraft fleet and the AeroLogic freighter joint venture, it also markets the belly capacities of Lufthansa Airlines, Austrian Airlines, Brussels Airlines, Discover Airlines, SunExpress, and soon ITA Airways will be added to the stable.

"Our strength as part of the Lufthansa Group, Europe's largest airline group, combined with our quality service, reliability and expertise in transporting all types of cargo – whether aircraft engines, insulin or microchips – creates a unique value offering for our customers," Bhat concluded. [AirCargoNews]

② Emirates SkyCargo to add new east-west connections

Emirates SkyCargo, the cargo arm of Dubai-based Emirates Airline, is adding new connections between European destinations and the Middle and Far East.

It plans to add two further weekly charter freighter services between Milan, Italy, and Southeast China, via Dubai, from the third quarter of this year. It expects fashion goods and pharmaceuticals, as well as general cargo, to be carried on the freighters.

Elsewhere, the current weekly freighter service connecting Dubai World Central (DWC) airport, Maastricht Aachen Airport in the Netherlands and Zaragoza Airport in Spain will now also stop in Beirut, Lebanon, before its return to Dubai.

General cargo and pharmaceuticals are expected to make up much of the airfreight flown into Beirut on the service out of Maastricht Aachen, while Zaragoza handles significant volumes of fashion goods and apparel, which can now be flown directly to Beirut.

[AirCargoNews]

③ Sales Decline Despite Increased Air Cargo Volume : IATA, Overall Revenue Hits Record High For 2nd consecutive Year

Air cargo handled by global airlines will increase year-on-year this year, but sales in the cargo sector are expected to decrease.

Cargo sales for airlines around the world are expected to drop 4.7% year-on-year to \$142 billion this year. Air cargoes are expected to rise 0.6% year-on-year to 69 million tons this year.

As a result, air cargo growth is expected to reach 0.7% this year, down sharply from last year's 11.3% growth. Airlines' air cargo returns are expected to fall to 5.2% due to falling demand and falling oil prices.

The forecast was made at the International Air Transport Association (IATA) Annual Meeting (AGM) held in New Delhi, India, since the 1st. The association's member airlines are expected to record high sales this year, up 6.2% year-on-year to \$966 billion. EBITDA is expected to rise 6.4% to \$61.9 billion. Net profit is also expected to rise 3.4% to \$32.4 billion.

■ National Holidays

Please refer to the national holidays provided by Forward.KR thru the link below. [Forwarder.KR]

<https://www.forwarder.kr/curr/holiday.ph>