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ASSEMBLY — 38TH SESSION

ECONOMIC COMMISSION

Agenda Item 43: Aviation Data — Monitoring and Analysis

ICAO STATISTICS PROGRAMME

(Presented by the Council of ICAO)

CORRIGENDUM NO. 1

Please *replace* Appendices B and D with the attached papers.

APPENDIX B

ICAO

ECONOMIC DEVELOPMENT

AUG 2013: Air Transport Monthly Monitor

World Results and Analysis for MAY 2013. Total scheduled services (domestic and international).

GLOBAL KEY FIGURES

MAY 2013 *(versus MAY 2012)*

RPK ▲+5.6% ASK ▲+5.2% LF ▲+0.5%

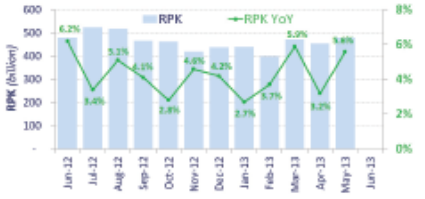
JUN 2013 *(versus JUN 2012)*

ASK ▲+5.0%

PASSENGER TRAFFIC

Revenue Passenger-Kilometres

World passenger traffic grew at +5.6% in May 2013 compared to May 2012. This growth represents the second highest year-on-year increase in 2013 and in the past eleven months. These positive signs reflect a better business environment than in May 2012, although global economic growth has started to slightly rebound only in the second half of 2013.



[Source: IATA, OAG, airlines websites]

International Traffic

International markets grew slightly faster than domestic ones in **May 2013, posting a +5.7%** year-on-year growth rate. International tourist arrivals grew by +8.1% in March, but only by +1.6% in April 2013. This difference is mainly explained by Easter timing which increased March results and decreased the growth in April.

[Source: IATA, UNWTO]

Tourists by all modes of transport (air tourists account for 52% of the total in 2012)

CAPACITY

Available Seat-Kilometres

Capacity increased by +5.2% in May 2013, the highest growth posted during the last 12 months. Capacity is expected to increase at +5.0% in June 2013, a similar growth rate as in May.

[Source: IATA, OAG, airlines websites]

Load Factor

The passenger Load Factor increased by 0.5 point compared to May 2012, reaching 78.1%, the same level registered in the previous month.

[Source: IATA]

OUTLOOK - JUL 2013

Based on OAG data, we anticipate a **+5.4% growth rate in ASK for July 2013.**

Continued »

ACRONYMS: **RPK:** Revenue Passenger-Kilometres; **ASK:** Available Seat-Kilometres; **LF:** Passenger Load Factor; **YoY:** Year-on-year; **YTD:** Year-to-date; **OAG:** Official Airline Guide; **IATA:** International Air Transport Association; **ACI:** Airports Council International; **UNWTO:** United Nations World Tourism Organization

ICAO

ECONOMIC DEVELOPMENT

AUG 2013: Air Transport Monthly Monitor

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TOP 15 AIRPORTS

MAY 2013 +0.4% YoY in terms of departures for the Top 15

In terms of departures, **8 airports out of 15 posted positive year-on-year growth** in May 2013. **Dallas recorded the fastest growth (+4.3%)** and has performed the highest growth rates every month of the top 15 since January 2013. **The largest decreases were recorded by Denver and Phoenix** (-3.4% for both airports). **Frankfurt recorded a decrease (-2.6%)** compared to year ago, in part because the airlines reduced their flight schedules, especially domestic and European traffic, to adjust for the unusual abundance of public holidays (May 1, 20 and 30) and bridge days in May 2013. This is, however, the seventh consecutive negative growth for this airport. Compared to May 2012, **Los Angeles (+0.8%), Beijing (+3.7%) and Houston (+1.2%) moved one rank up over Denver (-3.4%), Las Vegas (+0.8%) and Frankfurt (-2.6%),** respectively. In addition, **Amsterdam (+2.3%) gained 2 ranks over Phoenix (-3.4%)** and **Philadelphia (-2.0%).**

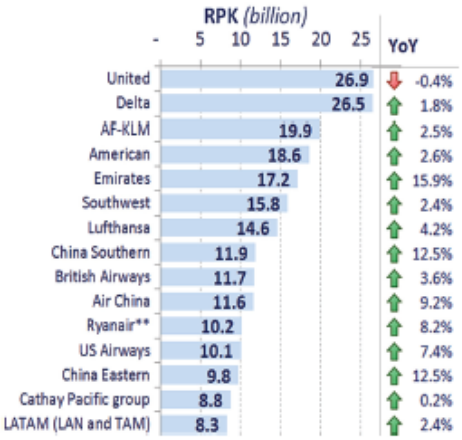
Airport	Departures	YoY	Passengers*	YoY
Atlanta, GA US (ATL)	39,351	-1.9%	4,197,652	-1.5%
Chicago, IL US (ORD)	38,684	3.2%	2,977,875	0.7%
Dallas Fort Worth TX, US (DFW)	29,221	4.3%	2,636,411	1.5%
Los Angeles, CA, US (LAX)	25,872	0.8%	2,105,407	6.0%
Denver, CO US (DEN)	24,856	-3.4%	2,226,020	-1.2%
Charlotte NC, US (CLT)	24,582	1.4%	1,932,158	6.4%
Beijing, CN (PEK)	24,185	3.7%	3,509,500	3.5%
Las Vegas NV, US (LAS)	23,907	0.8%	1,865,181	1.7%
Houston TX, US (IAH)	21,616	1.2%	1,732,834	-1.1%
Frankfurt, DE (FRA)	20,966	-2.6%	2,565,151	0.4%
Paris, FR (CDG)	20,707	-2.4%	2,709,388	2.5%
London, GB (LHR)	20,230	-0.7%	3,052,616	4.7%
Amsterdam, NL (AMS)	19,501	2.3%	2,433,257	7.0%
Philadelphia PA, US (PHL)	18,840	-2.0%	1,352,957	2.5%
Phoenix AZ, US (PHX)	18,646	-3.4%	1,767,143	2.0%

[Source: airports websites]

TOP 15 AIRLINES

JUN 2013 +4.8% YoY in terms of RPK for the Top 15

In terms of RPK, **only United posted a decline** in June 2013 compared to a year ago, with a -0.4% growth rate. In the top 15, airlines registered in US account for 45% of the traffic and among them, US airways and American showed the highest growth in May with +7.4% and +2.6%, respectively. It is noteworthy that the controversial merger between those two airlines could create the largest airline in the world. **The highest growth of the Top 15 was recorded by Emirates with a +15.9%** year-on-year increase, followed by the three **Chinese carriers which performed healthy growth rates over +9%. Cathay Pacific is the only Asian carrier out of the Top 15 that performed sluggish growth, posting a +0.2%** year-on-year increase. However, this positive growth rate shows **signs of rebound** for the carrier which decreased in the first half of 2013 by -3.4% in RPK, while cutting capacity by almost 5% rising its LF by +1.2 points during the period. **LATAM,** the only Latin American carrier in the top 15, grew at a modest rate of **+2.4% compared to the average of +4.8% of the Top 15.**



[Source: ICAO, airlines websites]

CAPACITY BY REGION *(ICAO Statistical Regions)*

JUN 2013

All regions performed positive growth in June 2013 compared to a year ago, with a **+5.0% in capacity worldwide.** The airlines of the **Middle East recorded the highest growth in June** and in the first half of 2013. **Asia/Pacific and Europe** represent each 29% of the world traffic in June 2013 and grew at **+6.3% and +4.4%** respectively. **North America** showed the lowest growth with an increase of **+2.4%** compared to a year ago, while **Latin America/Caribbean and Africa** recorded a **+6.1%** and **+3.1%** growth, respectively.

	Jun-13			YTD		
	ASK (billion)	%	YoY	ASK (billion)	%	YoY
ASIA/PACIFIC	183	29%	6.3%	1081	31%	4.8%
EUROPE	180	29%	4.4%	936	27%	1.7%
NORTH AMERICA	160	26%	2.4%	892	25%	0.8%
MIDDLE EAST	52	8%	10.8%	299	9%	9.1%
LATIN AMERICA/CARIBBEAN	32	5%	6.1%	193	6%	6.7%
AFRICA	17	3%	3.1%	97	3%	2.3%
Total	**624**	**100%**	**5.0%**	**3498**	**100%**	**3.3%**

[Source: OAG, airlines websites]

* Embarked Passengers ** Source: OAG and ICAO estimates

ACRONYMS: **RPK:** Revenue Passenger- Kilometres; **ASK:** Available Seat- Kilometres; **LF:** Passenger Load Factor; **YoY:** Year-on-year; **YTD:** Year-to-date; **OAG:** Official Airline Guide; **IATA:** International Air Transport Association; **ACI:** Airports Council International; **UNWTO:** United Nations World Tourism Organization

APPENDIX D

1. The ICORAS process generates the following preliminary results for Fuel Burn (FB) and traffic (revenue tonne -kilometre (RTK) and available tonne-kilometre (ATK)), accounting for worldwide international scheduled traffic.

Year	Fuel Burn (Bn Litres)	RTK (Bn)	ATK (Bn)	FB/RTK (Litres/RTK)	FB/ATK (Litres/ATK)
2010	157.6	431.5	641.1	0.3653	0.246
2011	168.2	453.5	688.5	0.3709	0.244
YoY	***6.7%***	***5.1%***	***7.4%***	***1.5%***	***-0.6%***

Year	Fuel Burn (MT)	RTK (Bn)	ATK (Bn)	FB/RTK (kg/RTK)	FB/ATK (kg/ATK)
2010	127.7	431.5	641.1	0.2959	0.199
2011	136.2	453.5	688.5	0.3004	0.198
YoY	***6.7%***	***5.1%***	***7.4%***	***1.5%***	***-0.6%***

Source: ICAO, ICORAS database

2. The preliminary ICORAS results have been generated for air carriers representing 100 per cent of international scheduled traffic, showing actual reported fuel burn for carriers representing around 39 per cent of international traffic. For the remaining air carriers representing 61 per cent of international traffic, the figures are based on performed traffic data and fuel is modeled according to the Revenue Cost Analysis (RCA) formula which estimates the volume of fuel consumption for each airline on the basis of a fuel consumption formula specific to each aircraft type. This formula takes into account fuel efficiency improvements due to changes in aircraft operations and establishes precise equations for new aircraft types entered into service during the last few years and for those that will be part of the airlines' fleets in the next few years.

— END —