



<http://www.icao.int/sustainability/Pages/Air-Traffic-Monitor.aspx>

### GLOBAL KEY FIGURES

**DEC 2015**  
(versus DEC 2014)

**RPK** ▲ +5.4%   **ASK** ▲ +5.3%   **FTK** ▲ +0.8%   **LF**: 78.8%   ▲ +0.1 pts

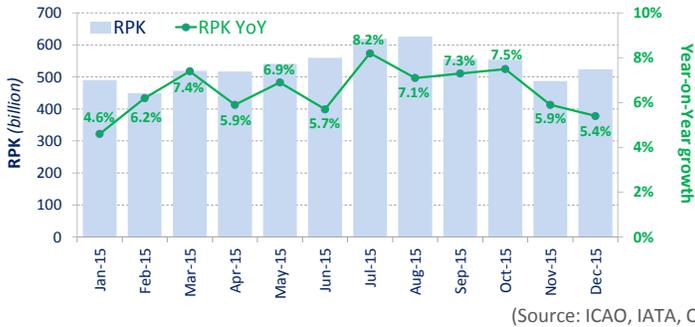
**OUTLOOK\* - JAN 2016**  
(versus JAN 2015)

**ASK** ▲ +6.3%   \* Source OAG

### PASSENGER TRAFFIC

#### Revenue Passenger-Kilometres - RPK

World passenger traffic grew by +5.4% YoY in December 2015. Key domestic markets continued to show strong growth, with India posting a significant high growth of +25.0%. Despite the moderate economic growth during the year, total passenger traffic grew by around +6.8% in the year 2015, and reached the highest level after the rebound in 2010, due to the lower air fares offered by carriers benefiting from the substantial fall in oil price in the later half of the year.

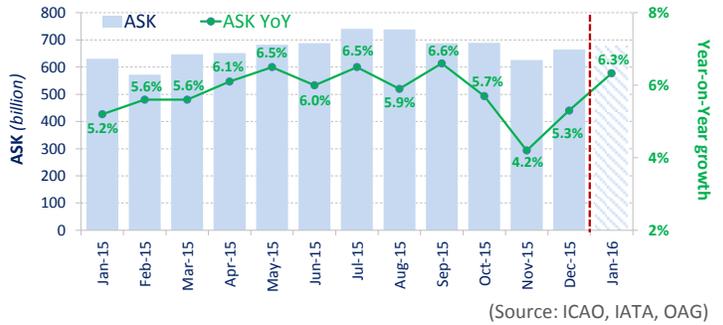


### CAPACITY

#### Available Seat-Kilometres - ASK

Capacity worldwide increased by +5.3% in December 2015 YoY, +1.1 percentage points higher than the November 2015 capacity growth (+4.2%). Capacity offered in all regions has increased in 2015, and the total expansion was around +6.1%.

The expansion of capacity is expected to accelerate in January 2016, in response to the passenger traffic demand.



#### International Traffic vs. Tourist Arrivals

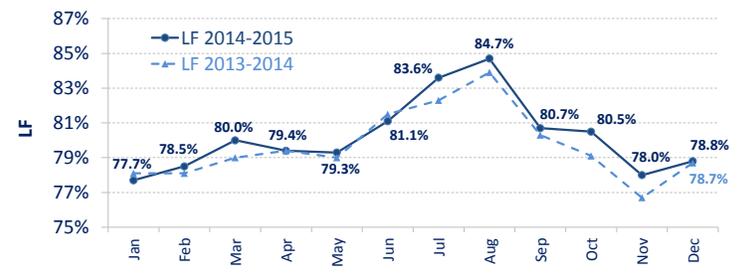
International passenger traffic grew by 5.6% YoY in December 2015, same as the growth in the previous month. Total international passenger traffic grew by around +6.7% in the year 2015. Europe accounted for the largest traffic share, and Middle East remained as the fastest growing region.

International tourist arrivals\* followed a similar monthly trend.



#### Load Factor - LF

The passenger Load Factor reached 78.8% in December 2015, similar to the LF recorded in the same period last year. Average load factor in 2015 improved by 0.5 percentage points compared to 2014, and reached a high level of 80.2%. Air carriers were able to better match capacity with demand during the year, as a result, the total traffic growth outstripped capacity expansion by around +0.7 percentage points.

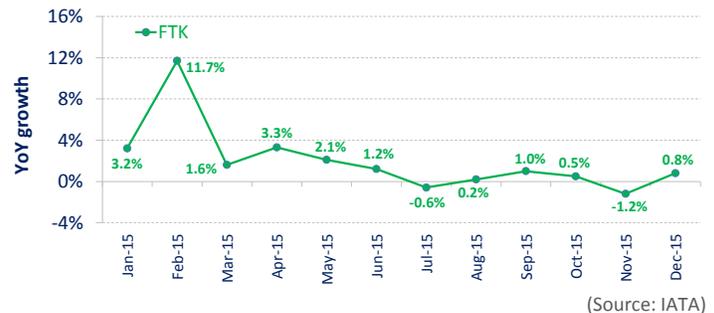


\*UNWTO Definition

### FREIGHT TRAFFIC

#### Freight Tonne-Kilometres - FTK

World freight traffic increased by +0.8% YoY in December 2015. The growth of Africa and Latin America/Caribbean contracted by -8.4% and -6.2% respectively, while moderate growth of +1.2% was observed for other regions combined. Freight traffic growth remained subdued through the year 2015, except for the spike in February caused by the US West Coast port crisis. Total freight traffic grew by around +2.2% in 2015, less than half of the +4.9% growth registered in 2014, reflecting the stagnating world trade development. Middle East, however, grew strongly during the year, offsetting to some extent the weakness in other regions. The poor air cargo demand also resulted in a decline in freight load factor by around 3.0 percentage points.





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### TOP 15 AIRPORTS (Ranked by aircraft departures, passengers and volume of freight)

DEC 2015: +1.4%, +4.5%, and +0.3% YoY in terms of aircraft departures, passengers and freight for the Top 15

DEC 15

| Airports<br>(ranking by number of departures) | Departures | YoY     |
|---|------------|---------|
| Atlanta GA, US (ATL)                          | 36,534     | ↑ 2.4%  |
| Chicago IL, US (ORD)                          | 34,464     | ↓ -4.4% |
| Dallas/Fort Worth TX, US (DFW)                | 28,388     | ↓ -3.0% |
| Los Angeles CA, US (LAX)                      | 28,023     | ↑ 4.5%  |
| Beijing, CN (PEK)                             | 24,871     | ↑ 0.8%  |
| Denver CO, US (DEN)                           | 22,976     | ↓ -1.4% |
| Charlotte NC, US (CLT)                        | 22,536     | ↓ -1.9% |
| Houston TX, US (IAH)                          | 20,912     | ↓ -3.9% |
| Las Vegas NV, US (LAS)                        | 20,333     | ↑ 4.6%  |
| Shanghai, CN (PVG)                            | 19,190     | ↑ 10.8% |
| Miami FL, US (MIA)                            | 19,174     | ↑ 2.1%  |
| Newark NJ, US (EWR)                           | 19,098     | ↑ 9.9%  |
| Phoenix AZ, US (PHX)                          | 19,076     | ↑ 2.3%  |
| Istanbul, TR (IST)                            | 18,780     | ↑ 3.6%  |
| Mexico City, MX (MEX)                         | 18,746     | ↑ 3.6%  |

| Airports<br>(ranking by number of passengers) | Passengers* | YoY     |
|---|-------------|---------|
| Atlanta GA, US (ATL)                          | 4,110,941   | ↑ 5.1%  |
| Beijing, CN (PEK)                             | 3,610,968   | ↑ 3.0%  |
| Dubai, AE (DXB)                               | 3,526,622   | ↑ 8.5%  |
| Los Angeles CA, US (LAX)                      | 3,192,190   | ↑ 7.8%  |
| Tokyo, JP (HND)                               | 3,177,600   | ↑ 6.4%  |
| Chicago IL, US (ORD)                          | 3,062,922   | ↑ 7.6%  |
| Hong Kong, CN (HKG)                           | 2,984,000   | ↑ 6.0%  |
| London, GB (LHR)                              | 2,951,861   | ↓ -0.4% |
| Istanbul, TR (IST)                            | 2,724,069   | ↑ 21.4% |
| Singapore, SG (SIN)                           | 2,646,500   | ↑ 3.9%  |
| Dallas/Fort Worth TX, US (DFW)                | 2,618,026   | ↑ 0.1%  |
| Jakarta, ID (CGK)                             | 2,594,349   | ↓ -0.8% |
| Bangkok, TH (BKK)                             | 2,444,597   | ↑ 3.7%  |
| Paris, FR (CDG)                               | 2,417,346   | ↓ -3.4% |
| Kuala Lumpur, MY (KUL)                        | 2,415,560   | ↓ -0.4% |

| Airports<br>(ranking by tonnes of freight) | Freight** | YoY      |
|--|-----------|----------|
| Hong Kong, CN (HKG)                        | 391,000   | ↑ 1.0%   |
| Memphis TN, US (MEM)                       | 363,851   | ↑ 0.2%   |
| Shanghai, CN (PVG)                         | 280,440   | ↑ 1.2%   |
| Louisville KY, US (SDF)                    | 255,796   | ↑ 5.1%   |
| Dubai, AE (DXB)                            | 218,408   | ↑ 5.2%   |
| Anchorage AK, US (ANC)                     | 213,940   | ↓ -2.6%  |
| Incheon, KR (ICN)                          | 206,593   | ↓ -1.0%  |
| Miami FL, US (MIA)                         | 179,969   | ↓ -0.8%  |
| Beijing, CN (PEK)                          | 177,897   | ↑ 4.0%   |
| Tokyo, JP (NRT)                            | 169,752   | ↓ -3.9%  |
| Taipei, CN (TPE)                           | 165,898   | ↓ -10.1% |
| Paris, FR (CDG)                            | 165,434   | ↑ 0.7%   |
| Singapore, SG (SIN)                        | 163,600   | ↑ 3.2%   |
| Frankfurt, DE (FRA)                        | 162,693   | ↓ -1.3%  |
| Los Angeles CA, US (LAX)                   | 155,721   | ↑ 1.6%   |

**Note:** Total scheduled and non-scheduled services

In terms of **aircraft departures**, the Top 15 airports reported a growth of **+1.4%** YoY. **Atlanta** remained **1st** with a growth of **+2.4%**. Total departures in **Chicago** dropped by **-4.4%**, with main airlines like United Airlines having reduced departures from the airport. **Shanghai** achieved the highest growth of **+10.8%**, corresponding with the strong domestic traffic demand in China.

In terms of **passengers**, the Top 15 airports reported a growth of **+4.5%** YoY. **Atlanta** remained **1st** with **+5.1%** increase. Most airports in the Top 15 posted an increase, with **Istanbul** recording a significant high growth of **+21.4%**. Despite a decrease in departures, passengers in **Chicago** increased by **+7.6%**, mostly contributed by the increase in domestic passengers.

In terms of **freight**, the Top 15 airports reported a slight increase of **+0.3%** YoY. Air freight markets remained fragile. **Hong Kong** ranked **1st** with an increase of **+1.0%**. Some key export economies have been impacted by the weak trade development, with **-10.1%** decline in **Taipei**. **Dubai** continued to grow, and recorded the highest growth by **+5.2%**.

(Source: ACI)

### TOP 15 AIRLINE GROUPS (Ranked by RPK)

DEC 2015: +5.1% YoY in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for **48.8%** of world total RPK in December 2015, and grew by **+5.1%** YoY. This growth was -0.3 percentage points lower than the world average on scheduled services. All the Top 15 airline groups posted a YoY growth.

**American** ranked **1st** in RPK with a growth of **+1.5%** YoY. **United** and **Delta** remained **2nd** and **3rd** with a growth of **+1.5%** and **+1.6%**, respectively.

**Emirates**, the only carrier from the Middle East region in the Top 15, grew by **+6.6%**, and remained at the **4th** place.

For the European airlines, **AF-KLM** grew slightly by **+0.7%** and ranked **5th**. **IAG** grew by **+10.5%** and remained at **6th**. **Lufthansa** ranked **8th** with a growth of **+3.8%**. **Turkish Airlines** grew by **+11.3%**, while ranked 1 position lower to **15th** compared to the previous month.

For carriers in Asia/Pacific, **China Southern** dropped 1 position to **9th** with a moderate growth of **+5.4%**. **Air China** and **China Eastern** continued to grow strongly by **+11.3%** and **+17.1%**, and remained at the same position of **10th** and **11th**, respectively.

DEC 15



(Source: ICAO, airlines' websites)

**Note:** Total scheduled and non-scheduled services

### CAPACITY BY REGION (ICAO Statistical Regions)

DEC 2015

All regions posted a positive YoY growth in capacity in December 2015 with a **+5.3%** increase in worldwide capacity, -0.8 percentage points lower to the 2015 full year result.

**Asia/Pacific** accounted for the highest share of the world capacity offered in the month, and increased by **+6.6%**. **Middle East** recorded the highest capacity increase among all regions by **+10.3%**. **Africa** continued to show improvements, and capacity was expanded by **+7.8%**. Capacity offered by carriers in other regions increased at a relatively moderate rate. Overall capacity offered in the year 2015 expanded by **+6.1%** compared to 2014. Both international and domestic capacity have increased, and faster expansion was observed in international capacity.

|               | DEC 15     |             |               | YTD (JAN - DEC 2015) |             |               |
|---------------|------------|-------------|---------------|----------------------|-------------|---------------|
|               | ASK        | %           | YoY           | ASK (billion)        | %           | YoY           |
| Asia/Pacific  | 212        | 32%         | ↑ 6.6%        | 2,427                | 30%         | ↑ 6.9%        |
| Europe        | 160        | 24%         | ↑ 2.8%        | 2,161                | 27%         | ↑ 4.0%        |
| North America | 161        | 24%         | ↑ 3.6%        | 1,943                | 24%         | ↑ 3.9%        |
| Middle East   | 71         | 11%         | ↑ 10.3%       | 818                  | 10%         | ↑ 13.8%       |
| Latin America | 40         | 6%          | ↑ 4.4%        | 443                  | 6%          | ↑ 5.7%        |
| Africa        | 19         | 3%          | ↑ 7.8%        | 224                  | 3%          | ↑ 0.9%        |
| <b>World</b>  | <b>664</b> | <b>100%</b> | <b>↑ 5.3%</b> | <b>8,015</b>         | <b>100%</b> | <b>↑ 6.1%</b> |

(Source: ICAO, IATA, OAG)

**Note:** Total scheduled services

\* Embarked Passengers \*\* Loaded and Unloaded Freight in Tonnes 1. IAG: British Airways, Iberia, and Vueling 2. Lufthansa Group: Lufthansa Airlines, Germanwings, SWISS, Austrian Airlines, Brussels Airlines, Sun Express, and Lufthansa Cargo 3. Cathay Pacific Group: Cathay Pacific and Dragonair