ECONOMIC DEVELOPMENT

MAY 2021: Air Transport Monthly Monitor

World Results and Analyses for MAR 2021. Total scheduled services (domestic and international).

Air Transport Bureau
E-mail: ecd@icao.int

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

GLOBAL KEY FIGURES

MAR 2021 *(versus MAR 2019)*

RPK ▼ -67.2% **ASK** ▼ -56.8% **FTK** ▲ +4.4% **LF**: 62.3% ▼ -19.7 pt

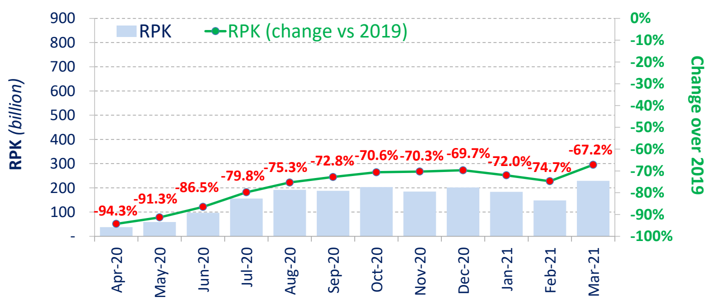
OUTLOOK* - APR 2021 *(versus APR 2019)*

ASK ▼ -54.4% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic fell by -67.2% in March 2021 (compared to 2019), +7.5 percentage points up from the decline in the previous month. After two consecutive months of deterioration, passenger traffic picked up, driven by the rebound in domestic demand, particularly in China where lockdowns and travel restrictions have eased. The pace of recovery diverged across regions. Whereas Africa and Latin America/Caribbean slowed down, the other regions showed improvements, especially in Asia/Pacific and North America.

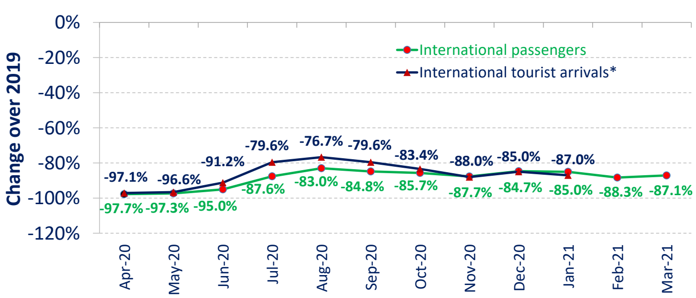


(Source: ICAO, IATA, OAG)

International Passengers vs. Tourist Arrivals

International passenger numbers fell by -87.1% in March 2021 (compared to 2019), +1.2 percentage points up from the decline in the previous month. International travel measures remained strict across all regions amid the emergence of new variants. Asia/Pacific was the slowest recovering region at merely 5% of 2019 traffic levels.

The international tourist arrivals also remained stagnant and followed a similar trend as international passenger traffic.



*UNWTO Definition

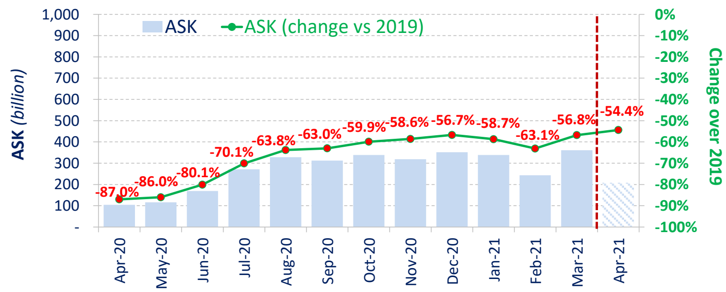
(Source: ICAO, UNWTO)

CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide fell by -56.8% in March 2021 (compared to 2019), +6.3 percentage points up from the decline in the previous month (-63.1%).

With progress in vaccine rollout, capacity is expected to increase in April 2021 to -54.4% down from the 2019 level.

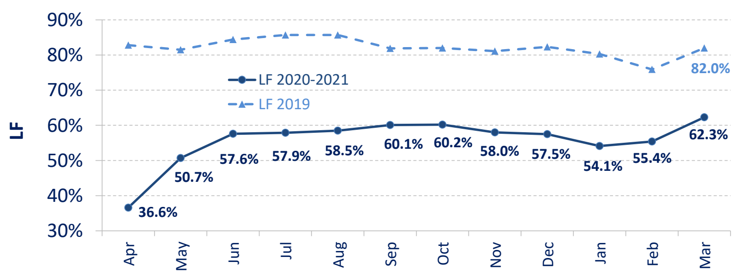


(Source: ICAO, IATA, OAG)

Load Factor - LF

The passenger Load Factor reached 62.3% in March 2021, +6.9 percentage points higher than the previous month. Asia/Pacific and North America were the main contributors to the load factor improvements.

As air travel demand fell faster than capacity, the March LF was -19.7 percentage points lower than the rate in the same period of 2019.

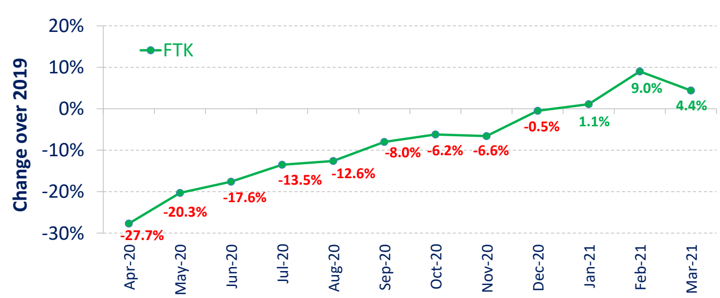


(Source: IATA)

FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic reported a growth of +4.4% in March 2021 (compared to 2019), -4.6 percentage points lower than the growth in the previous month. Albeit with a softened growth rate, air cargo demand remained strong, supported by the gradual rebound in global economic activity and increase in export. All regions, except for the Middle East and North America, showed a moderation in freight traffic expansion, with noticeable slowdown in Africa and Asia/Pacific. Nevertheless, Africa still grew rose double-digitally and topped the growth chart, followed by North America. Asia/Pacific and Latin America/Caribbean were the only regions posting contractions from 2019 levels, with the latter recording the weakest performance.



(Source: IATA)

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

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

MAR 2021: -19.6%, -31.0%, and +14.1% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

MAR 21

Airports (ranking by number of departures)	Departures	vs. 2019
Atlanta GA, US (ATL)	29,273	-25.0%
Dallas/Fort Worth TX, US (DFW)	26,852	-8.1%
Charlotte NC, US (CLT)	21,665	-12.5%
Denver CO, US (DEN)	21,024	-15.3%
Chicago IL, US (ORD)	20,413	-46.5%
Guangzhou, CN (CAN)	19,889	-3.6%
Shanghai, CN (PVG)	17,813	-17.3%
Los Angeles CA, US (LAX)	17,399	-40.7%
Phoenix AZ, US (PHX)	17,182	-15.3%
Chengdu, CN (CTU)	16,241	5.3%
Shenzhen, CN (SZX)	15,884	2.7%
New Delhi, IN (DEL)	15,454	-18.0%
Miami FL, US (MIA)	15,423	-18.5%
Beijing, CN (PEK)	15,338	-37.8%
Long Beach CA, US (LGB)	14,877	14.3%

Airports (ranking by number of passengers)	Passengers*	vs.2019
Guangzhou, CN (CAN)	2,535,629	-18.0%
Atlanta GA, US (ATL)	2,309,590	-52.0%
Chengdu, CN (CTU)	2,280,367	-0.2%
Dallas/Fort Worth TX, US (DFW)	2,253,152	-26.2%
Shenzhen, CN (SZX)	2,059,731	-6.2%
Denver CO, US (DEN)	1,959,727	-28.1%
Chongqing, CN (CKG)	1,819,343	n.a
Beijing, CN (PEK)	1,754,016	-57.1%
Shanghai, CN (SHA)	1,747,122	-7.2%
Shanghai, CN (PVG)	1,741,696	-45.3%
New Delhi, IN (DEL)	1,706,335	-37.7%
Charlotte NC, US (CLT)	1,613,374	-25.4%
Hangzhou, CN (HGH)	1,567,558	-5.4%
Orlando FL, US (MCO)	1,564,126	-34.5%
Phoenix AZ, US (PHX)	1,501,339	-33.6%

Airports (ranking by tonnes of freight)	Freight**	vs. 2019
Memphis TN, US (MEM)	397,589	3.2%
Hong Kong SAR, CN (HKG)	394,000	-6.7%
Shanghai, CN (PVG)	377,119	22.2%
Anchorage AK, US (ANC)	304,891	26.1%
Incheon, KR (ICN)	282,428	17.9%
Taipei, CN (TPE)	247,769	32.2%
Louisville KY, US (SDF)	241,465	18.5%
Tokyo, JP (NRT)	234,129	26.0%
Chicago IL, US (ORD)	234,043	53.4%
Doha, QA (DOH)	232,193	21.4%
Los Angeles CA, US (LAX)	230,439	28.8%
Miami FL, US (MIA)	211,027	20.1%
Dubai, AE (DXB)	207,104	-11.2%
Frankfurt, DE (FRA)	200,751	5.2%
Paris, FR (CDG)	165,540	-5.6%

<u>Note</u>: Total scheduled and non-scheduled services

(Source: ACI)

In terms of **aircraft departures**, the Top 15 airports reported a combined fall of **-19.6**%, compared to 2019. A few airports posted positive growth, particularly **Long Beach** which increased double-digitally. Two Chinese airports, **Chengdu** and **Shenzhen** also rose **+5.3%** and **+2.7%**, respectively. **Atlanta** retained the **1st** position with a decline of **-25.0%**.

In terms of **passengers**, the Top 15 airports posted a total fall of **-31.0%,** compared to 2019. Passenger traffic remained below 2019 levels for all Top 15 airports. Nevertheless, some Chinese airports showed faster recovery with **Chengdu** posting the smallest contraction at **-0.2%**. **Guangzhou** regained the **1st** position with **-18.0%** decline, followed by **Atlanta**, albeit with a larger fall at **-52.0%**.

In terms of **freight**, the Top 15 airports reported an increase of **+14.1**%, compared to 2019. All Top 15 ticked up, except for **Hong Kong** (**-6.7%**), **Dubai** (**-11.2%**) and **Paris** (**-5.6%**). With a modest growth of **+3.2%**, **Memphis** overtook Hong Kong and became **1st**. **Chicago** continued to record the largest increase at **+53.4%**.

TOP 15 AIRLINE GROUPS (Ranked by RPK)

MAR 21

MAR 2021: -57.9% (vs. 2019) in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 55.2% of the world's total RPK in March 2021 and declined by -57.9% compared to 2019. This decline was 9.3 percentage points smaller than the fall in world's average RPK.

For the first time since April 2020, a positive growth from the pre-COVID-19 levels emerged among Top 15 airlines. Airlines in countries with large domestic markets continued to lead the growth chart.

Following two consecutive months of deterioration, the Chinese airlines rebounded sharply. **China Southern** surpassed American and ranked **1st**. **China Eastern**, **Air China** and **Hainan Airlines** improved to **3rd**, **4th**, and **8th**, respectively. All Chinese airlines recorded faster recovery compared to other airlines in the Top 15, with **Spring Airlines** being the only airline exceeding 2019 levels.

All US airlines posted improvements supported by rapid vaccination progress. **American** ranked **2nd**, outpacing other US airlines in the Top 15. **Delta** and **United** moved down to **5th** and **6th**, while **Southwest** maintained the **7th** position.

Airlines in Europe continued to show slower recovery. **Lufthansa** and **KLM** posted the second and third largest contraction and remained at over 70% and 80% below 2019 levels, respectively. **Aeroflot** and **Turkish Airlines** showed slightly better performance at 50-60% down from 2019.

Two airlines in the Middle East, **Qatar** and **Emirates** ranked **12th** and **14th**, respectively, while the latter posted the largest decline from 2019.

Airline	RPK *(billion)*	Change over 2019	% Share of World Total	Cumulative % Share
China Southern	17.3	-24.1%	7.6%	7.6%
American[1]	15.7	-51.0%	6.9%	14.4%
China Eastern	11.9	-33.3%	5.2%	19.6%
Air China	11.6	-39.5%	5.1%	24.7%
Delta[1]	10.9	-66.0%	4.8%	29.5%
United[1]	10.4	-68.2%	4.6%	34.0%
Southwest[1]	9.4	-50.9%	4.1%	38.1%
Hainan Airlines	6.7	-45.0%	2.9%	41.0%
AF-KLM[1]	6.6	-71.4%	2.9%	43.9%
Aeroflot	5.8	-52.2%	2.5%	46.4%
Turkish Airlines	4.9	-59.2%	2.1%	48.6%
Qatar Airways	4.3	-69.1%	1.9%	50.4%
Lufthansa Group[1]	3.7	-83.8%	1.6%	52.1%
Emirates	3.7	-84.9%	1.6%	53.7%
Spring Airlines	3.3	5.3%	1.5%	55.2%
Top 15 Total RPKs	*126 billion*	*-57.9%*	***55.2%***	
World Total RPKs	*229 billion*	*-67.2%*	***100.0%***	

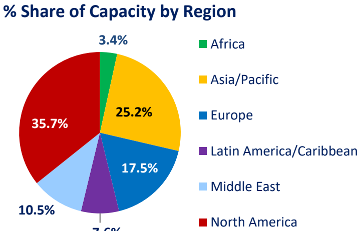
(Source: ICAO, airlines' websites)

<u>Note</u>: Total scheduled and non-scheduled services

CAPACITY BY REGION *(ICAO Statistical Regions)*

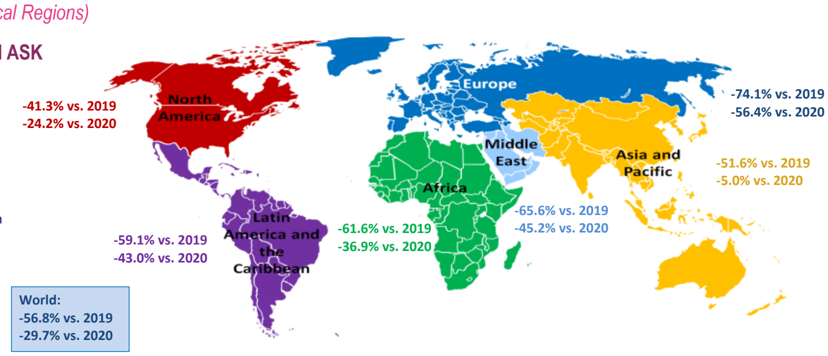
MAR 2021: -56.8% (vs. 2019) in terms of World ASK

% Share of Capacity by Region



(Source: ICAO, IATA, OAG)

<u>Note</u>: Total scheduled services



Worldwide capacity contracted by -56.8% in March 2021, compared to 2019. All regions, except for Africa and Latin America/Caribbean, saw smaller declines in capacity compared to the previous month.

The most noticeable increase was recorded in Asia/Pacific, owing to the rebound of China domestic demand. Capacity offered in Europe continued to be far below 2019 levels.

* Embarked Passengers ** Loaded and Unloaded Freight inTonnes 1. ICAO estimates

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