ICAO

ECONOMIC DEVELOPMENT

MAR 2021: Air Transport Monthly Monitor

World Results and Analyses for JAN 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

JAN 2021 *(versus JAN 2020)*

RPK ▼ -72.5% **ASK** ▼ -59.3% **FTK** ▼6.1% **LF**: 54.1% ▼ -3.4 pt

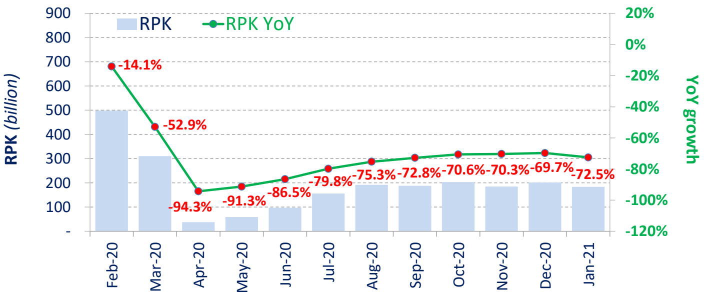
OUTLOOK* - FEB 2021 *(versus FEB 2020)*

ASK ▼ -57.7% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic fell by -72.5% YoY in January 2021, -2.8 percentage points lower then the decline in the previous month. Entering into the new year, the pandemic intensified across the globe, with emergence of more contagious virus variants and imposition of stricter control measures. Consequently, 2021 started with a worsening decline in passenger traffic, the first deterioration since bottoming out from the lowest point of the crisis in April. Domestic traffic was mostly impacted, particularly in China where traffic plunged due to the tightened travel restrictions.

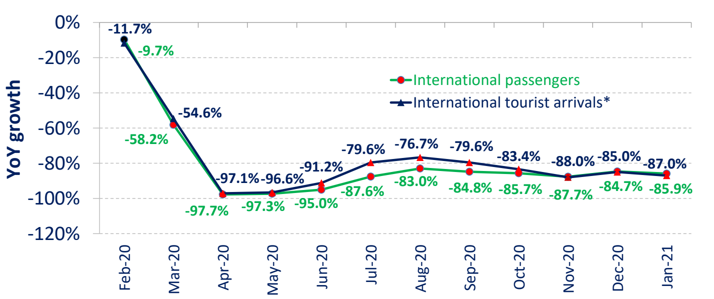


(Source: ICAO, IATA, OAG)

International Passengers vs. Tourist Arrivals

International passenger numbers fell by -85.9% YoY in January 2021, -1.2 percentage points down from the decline in the previous month. International traffic remained muted across all regions and further weakened, affected by the pandemic acceleration and new lockdowns.

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



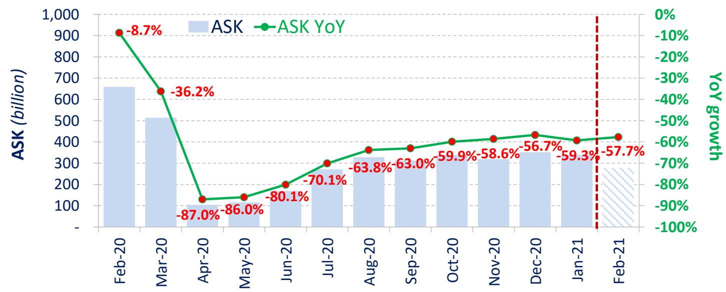
*UNWTO Definition (Source: ICAO, UNWTO)

CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide fell by -59.3% YoY in January 2021, -2.6 percentage points down from the decline in the previous month (-56.7%).

Amid the surge of new COVID-19 cases and increasing travel restrictions, capacity is likely to stay at the similar level as in February 2021 with a decline of -57.7% YoY.

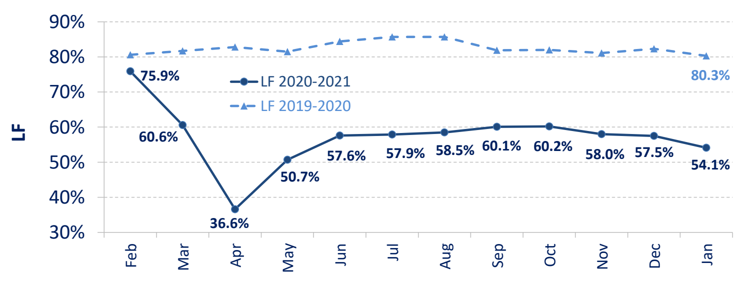


(Source: ICAO, IATA, OAG)

Load Factor - LF

The passenger Load Factor reached 54.1% in January 2021, -3.4 percentage points lower than the previous month.

As air travel demand fell faster than capacity, the January LF deteriorated to the lowest level since May 2020, and was -26.2 percentage points lower than the rate in the same period of 2020.

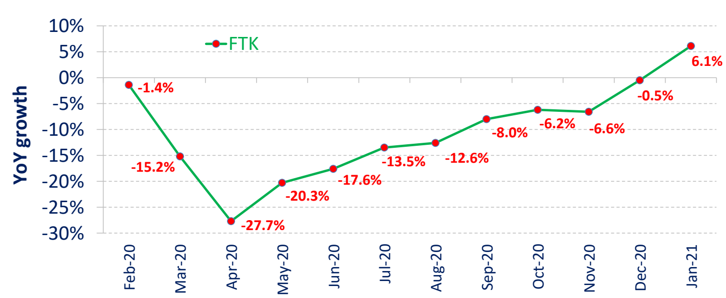


(Source: IATA)

FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic reported a growth of +6.1% YoY in January 2021, +6.6 percentage points up from the fall in the previous month. After experiencing 21-month of continuous YoY decline since April 2019, freight traffic finally saw positive growth and exceeded the 2019 levels. Despite the renewed outbreaks, air cargo demand remained robust supported by the recovery in economic activities, and strengthening in manufacturing and goods trade. Air cargo demand improved in all regions, particularly in Africa and North America where traffic has expanded double-digitally. The Middle East also grew solidly, while Latin America/Caribbean posted the weakest performance and was the only region recording negative growth.



(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)

JAN 2021: -30.4%, -49.2%, and +21.0% YoY in terms of aircraft departures, passengers and freight for the Top 15

JAN 21

Airports (ranking by number of departures)	Departures	YoY	Airports (ranking by number of passengers)	Passengers*	YoY	Airports (ranking by tonnes of freight)	Freight**	YoY
Atlanta GA, US (ATL)	25,391	-30.9%	Atlanta GA, US (ATL)	1,677,439	-59.6%	Hong Kong SAR, CN (HKG)	407,000	15.8%
Dallas/Fort Worth TX, US (DFW)	23,532	-18.5%	Guangzhou, CN (CAN)	1,623,486	-43.9%	Memphis TN, US (MEM)	393,332	15.3%
Chicago IL, US (ORD)	19,119	-46.5%	Dallas/Fort Worth TX, US (DFW)	1,540,593	-46.7%	Shanghai, CN (PVG)	352,240	35.0%
Denver CO, US (DEN)	19,048	-25.4%	New Delhi, IN (DEL)	1,534,822	-49.7%	Anchorage AK, US (ANC)	284,232	49.8%
Charlotte NC, US (CLT)	17,098	-31.2%	Chengdu, CN (CTU)	1,459,066	-35.5%	Incheon, KR (ICN)	255,867	27.7%
Guangzhou, CN (CAN)	16,075	-23.6%	Denver CO, US (DEN)	1,414,643	-45.6%	Taipei, CN (TPE)	222,502	33.7%
Los Angeles CA, US (LAX)	15,729	-43.6%	Shenzhen, CN (SZX)	1,397,300	-33.7%	Louisville KY, US (SDF)	212,893	0.0%
Phoenix AZ, US (DVT)	14,355	-32.6%	Kunming, CN (KMG)	1,306,502	-28.2%	Doha, QA (DOH)	201,250	14.2%
New Delhi, IN (DEL)	14,044	-32.3%	Shanghai, CN (SHA)	1,154,099	-29.1%	Los Angeles CA, US (LAX)	193,063	32.6%
Phoenix AZ, US (PHX)	13,884	-29.2%	São Paulo, BR (GRU)	1,143,387	-46.2%	Tokyo, JP (NRT)	192,395	31.2%
Shenzhen, CN (SZX)	13,427	-15.6%	Charlotte NC, US (CLT)	1,065,513	-49.1%	Miami FL, US (MIA)	186,198	6.5%
Shanghai, CN (PVG)	13,043	-39.1%	Mexico City, MX (MEX)	1,037,921	-50.7%	Dubai, AE (DXB)	175,621	-7.5%
Salt Lake City UT, US (SLC)	12,937	-12.3%	Dubai, AE (DXB)	1,023,001	-74.6%	Frankfurt, DE (FRA)	169,067	21.2%
Miami FL, US (MIA)	12,759	-33.1%	Hangzhou, CN (HGH)	1,010,737	-29.4%	Guangzhou, CN (CAN)	163,123	19.5%
Chengdu, CN (CTU)	12,669	-19.4%	Chicago IL, US (ORD)	986,062	-66.5%	Chicago IL, US (ORD)	159,025	35.9%

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

(Source: ACI)

In terms of **aircraft departures**, the Top 15 airports reported a combined fall of **-30.4%** YoY. US airports continued to be at top of the chart followed by Chinese airports. **Atlanta** retained the **1st** position with **-30.9%** decline, followed by **Dallas/Fort Worth** (-18.5%). **Salt Lake City** reported the smallest fall at **-12.3%**, followed by **Shenzhen** (-15.6%).

In terms of **passengers**, the Top 15 airports posted a total fall of **-49.2%** YoY. While Chinese and US airports continued to dominant Top15, few airports from Latin America/Caribbean and the Middle East also appeared in the list. **Atlanta** overtook **Guangzhou** became **1st**, albeit with the third largest YoY decline. The smallest contraction was posted by **Kunming** (**-28.2%**) and **Shanghai** (**-29.1%**).

In terms of **freight**, the Top 15 airports reported a YoY increase of **+21.0%**. Unlike passenger traffic, air freight rose sharply with all Top 15 recording YoY growth, except for **Dubai** which posted a decline of **-7.5%**. **Hong Kong** retained the 1st position with a solid increase of **+15.8%**. The strongest growth was recorded by **Anchorage** at **+49.8%**.

TOP 15 AIRLINE GROUPS (Ranked by RPK)

JAN 2021: -67.7% YoY in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 52.3% of the world's total RPK in January 2021 and declined by -67.7% YoY. This decline was 4.8 percentage points smaller than the fall in world's average RPK, with all airlines in the Top 15 posting contractions.

Airlines in the two largest domestic markets, US and China, continued to lead the recovery chart. However, their rankings changed significantly being hampered by virus resurgence at varying degrees.

For the first time since April 2020, the three major US airlines overtook Chinese airlines and became Top 3. This was mainly due to the sudden traffic fall in China. **American** ranked **1st** with a similar decline as in December, followed by **Delta** and **United**. **Southwest** dropped one position to **8th**.

All the three major Chinese airlines, **China Southern**, **China Eastern**, and **Air China**, posted noticeable deteoriation in traffic as domestic travel was strictly controlled in response to the new outbreaks. Compared to December, traffic of China Southern was down 40% from 15.6 billion to 9.3 billion RPKs , and the latter two showed approximately 30% less traffic.

Airlines in Europe maintained the similar decline as in the previous month. While **AF-KLM** climbed up one position to **7th**, recovery of **Lufthansa** and **IAG** slowed down and recorded the second and third largest YoY decline among the Top 15.

Traffic of both **Emirates** and **LATAM** trended sideways slightly, and ranked **11th** and **14th**, respectively.

JAN 21

	RPK (billion)	YoY	% Share of World Total	Cumulative % Share
American[1]	10.3	-64.7%	5.6%	5.6%
Delta[1]	9.7	-65.8%	5.3%	10.8%
United[1]	9.4	-66.7%	5.1%	16.0%
China Southern	9.3	-59.1%	5.0%	21.0%
China Eastern	7.1	-60.6%	3.9%	24.9%
Air China	7.1	-62.5%	3.8%	28.7%
AF-KLM[1]	7.0	-69.1%	3.8%	32.6%
Southwest[1]	6.1	-61.0%	3.3%	35.9%
Hainan Airlines	5.1	-42.0%	2.8%	38.6%
Aeroflot	4.9	-56.0%	2.7%	41.3%
Emirates	4.3	-84.0%	2.3%	43.6%
IAG[1]	4.2	-80.2%	2.3%	45.9%
Turkish Airlines	4.1	-67.5%	2.2%	48.1%
LATAM Airlines Group	3.8	-67.2%	2.1%	50.2%
Lufthansa Group[1]	3.8	-82.5%	2.1%	52.3%
Top 15 Total RPKs	*96 billion*	*-67.7%*	***52.3%***	
World Total RPKs	*184 billion*	*-72.5%*	***100.0%***	

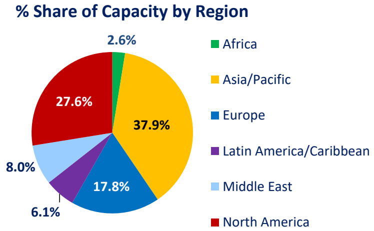
(Source: ICAO, airlines' websites)

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

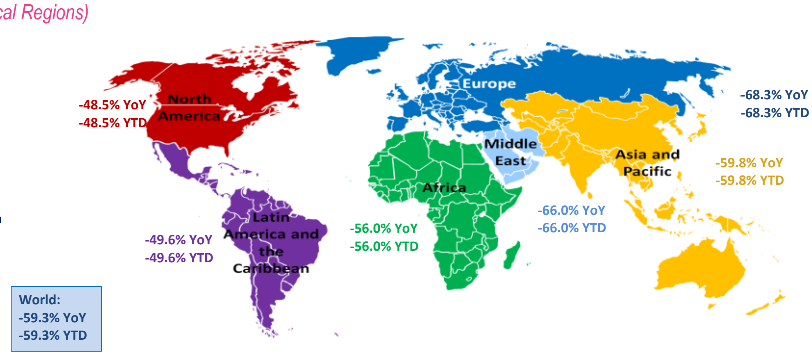
CAPACITY BY REGION *(ICAO Statistical Regions)*

JAN 2021: -59.3% YoY in terms of World ASK

% Share of Capacity by Region



(Source: ICAO, IATA, OAG)
***Note**: Total scheduled services*



Worldwide capacity contracted by -59.3% YoY in January 2021. All regions registered smaller capacity than in December, except for marginal increases in the Middle East and Latin America/Caribbean. The most noticeable decrease was seen in Asia/Pacific, affected by the new outbreaks.

Capacity in North America recovered the fastest, whereas Europe posted the largest capacity decline among all regions.

* Embarked Passengers ** Loaded and Unloaded Freight in Tonnes 1. ICAO estimates

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