



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

GLOBAL KEY FIGURES

DEC 2021

(versus DEC 2019)

RPK ▼ -45.1% ASK ▼ -37.6% FTK ▲ 8.9% LF: 72.3% ▼ -9.8%

OUTLOOK* - JAN 2022

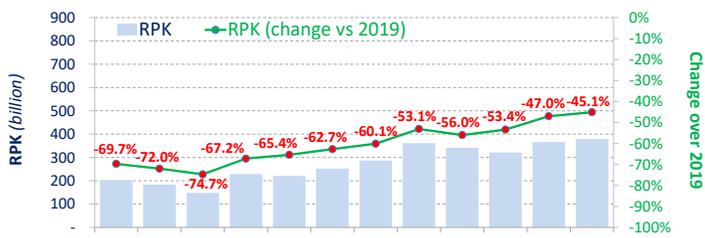
(versus JAN 2019)

ASK ▼ -38.0% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic fell by -45.1% in December 2021 (compared to 2019), +1.9 percentage points up from the decline in the previous month. Air travel recovery continued in spite of the Omicron disruptions, owing to the strong demand during the holiday season. The ever-changing restrictions and travel policies remained the biggest challenges and had a measurable impact on travel demand throughout the year. For 2021 as a whole, passenger traffic globally improved modestly, reaching only half of the 2019 level.

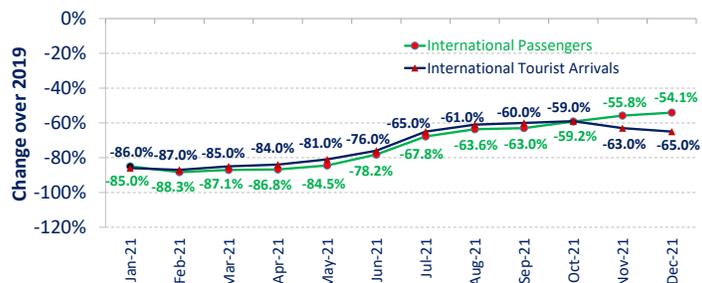


(Source: ICAO, IATA, OAG)

International Passengers vs. Tourist Arrivals

International passenger numbers fell by -54.1% in December 2021 (compared to 2019), +1.7 percentage points up from the decline in the previous month. International travel recovery started to pick up gradually from summer, but number of international passengers in 2021 was still far below the 2019 level.

Recovery in international tourist arrivals followed a similar trend, however, it deteriorated towards the year end amid the Omicron outbreak.



*UNWTO Definition

(Source: ICAO, UNWTO)

FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

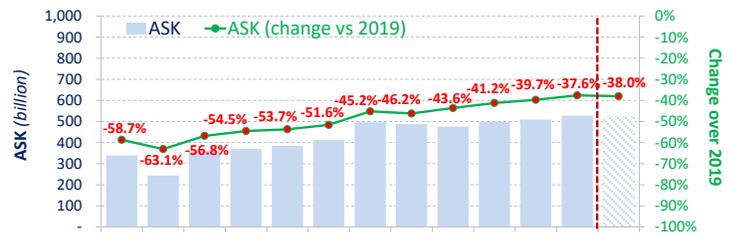
World freight traffic reported a growth of +8.9% in December 2021 (compared to 2019), +5.2 percentage points up from the growth in the previous month. After a temporary slowdown in November, air cargo growth rebounded to the trend saw in most of the months of the year. Air cargo has been growing strongly throughout the year, driven by the solid demand of goods as well as the supply chain congestion issues which has caused shifting of volume from surface to air. Overall in 2021, air cargo rose over +6.0%, outperforming the global trade rebound. North America, Africa and the Middle East were the main contributors to the robust growth. However, Latin America/Caribbean remained weak and was the only region with negative growth.

CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide fell by -37.6% in December 2021 (compared to 2019), +2.1 percentage points up from the decline in the previous month (-39.7%).

Due to reimposed travel bans amid the Omicron outbreak, the January capacity is expected to fall to -38.0% down from the 2019 level.



(Source: ICAO, IATA, OAG)

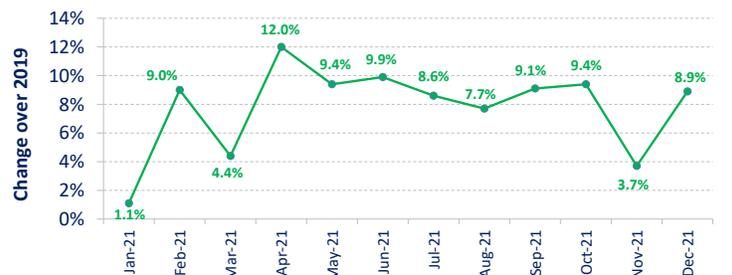
Load Factor - LF

The passenger Load Factor reached 72.3% in December 2021, +1.0 percentage point higher than the previous month. Despite the improvement, the December LF was -9.8 percentage points below the 2019 level.

Compared to 2020, LF has improved significantly in 2021, however, the overall LF remained below 70%.



(Source: IATA)



(Source: IATA)



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

DEC 2021: -12.1%, -20.8%, and +15.3% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

DEC 21

Table with 3 columns: Airports (ranking by number of departures), Departures, vs. 2019. Lists top 15 airports like Chicago IL, Atlanta GA, Dallas/Fort Worth TX, etc.

Table with 3 columns: Airports (ranking by number of passengers), Passengers*, vs. 2019. Lists top 15 airports like Atlanta GA, Dallas/Fort Worth TX, Denver CO, etc.

Table with 3 columns: Airports (ranking by tonnes of freight), Freight**, vs. 2019. Lists top 15 airports like Hong Kong SAR, Memphis TN, Shanghai, etc.

Note: Total scheduled and non-scheduled services

(Source: ACI)

In terms of aircraft departures, the Top 15 airports reported a combined fall of -12.1%, compared to 2019. All but three of the Top 15 airports were US airports.

In terms of passengers, the Top 15 airports posted a total fall of -20.8%, compared to 2019. US airports continued to dominate the list, with 10 in the Top 15.

In terms of freight, the Top 15 airports reported an increase of +15.3%, compared to 2019. Ten of the Top 15 airports grew double-digitally, with Chicago recording the strongest growth at a robust +62.8%.

TOP 15 AIRLINE GROUPS (Ranked by RPK)

DEC 2021: -35.7% (vs. 2019) in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 62.0% of the world's total RPK in December 2021 and declined by -35.7% compared to 2019.

December rankings were relatively stable with changes mainly among the European airlines.

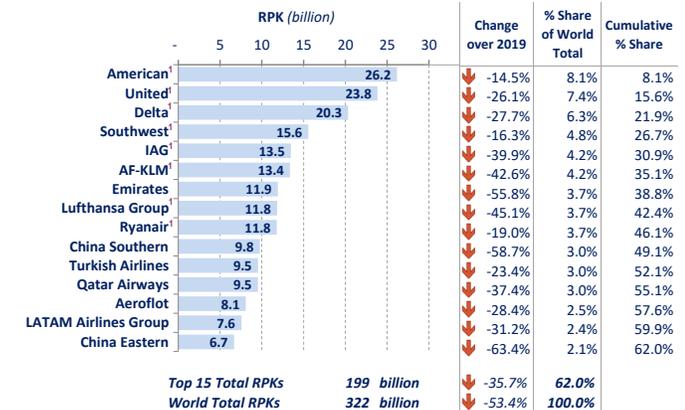
The Top 4 positions were retained by the U.S. airlines, with American at 1st, followed by United, Delta and Southwest.

As restrictions remain tight to limit the spread of the Omicron variant, domestic passenger traffic in China stagnated, and as a result, only China Southern and China Eastern ranked in the Top 15.

Despite the Omicron outbreak, air travel in Europe continued, however, performance varied among the European airlines.

Emirates climbed 2 positions to 7th owing to the steady improvement in international travel, whereas Qatar remained at 12th.

DEC 21



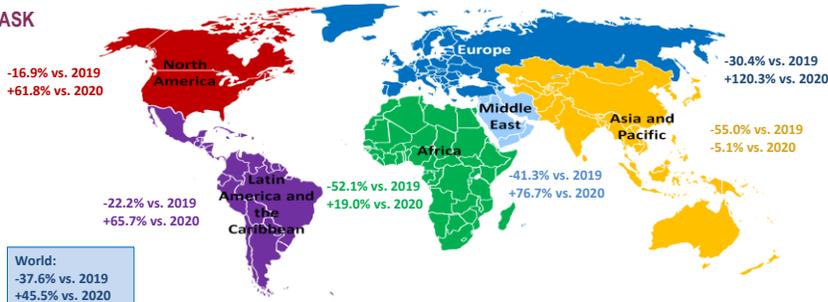
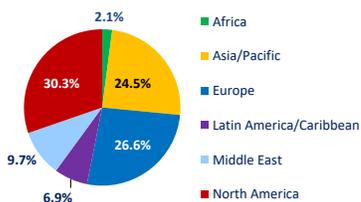
(Source: ICAO, airlines' websites)

Note: Total scheduled and non-scheduled services

CAPACITY BY REGION (ICAO Statistical Regions)

DEC 2021: -37.6% (vs. 2019) in terms of World ASK

% Share of Capacity by Region



Worldwide capacity contracted by -37.6% in December 2021, compared to 2019, smaller than the -39.7% fall in November.

Overall for 2022, global capacity recovered to around half of the pre-pandemic levels, with North America restoring the most capacity, ahead of other regions.

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

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

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.