

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

### GLOBAL KEY FIGURES

#### JAN 2022

(versus JAN 2019)

**RPK** ▼ -49.6% **ASK** ▼ -37.7% **FTK** ▲ 2.7% **LF**: 64.5% ▼ -15.1%

#### OUTLOOK\* - FEB 2022

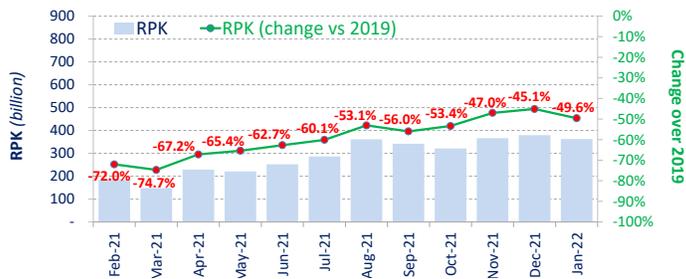
(versus FEB 2019)

**ASK** ▼ -37.2% \* Source OAG

### PASSENGER TRAFFIC

#### Revenue Passenger-Kilometres - RPK

World passenger traffic fell by -49.6% in January 2022 (compared to 2019), -4.5 percentage points down from the decline in the previous month. The start of 2022 was hit by the proliferation of the Omicron variant across the globe. Air travel recovery trended sideways, disrupted by the stricter travel restrictions and flight cancellations. The weakening in several markets contributed to the overall deterioration, such as the U.S. and Indian domestic market, and the international travel of the Middle East and North America.



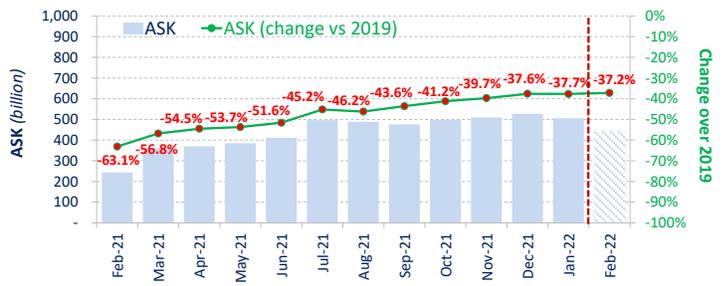
(Source: ICAO, IATA, OAG)

### CAPACITY

#### Available Seat-Kilometres - ASK

Capacity worldwide fell by -37.7% in January 2022 (compared to 2019), -0.1 percentage point down from the decline in the previous month (-37.6%).

With signs of easing restrictions against the Omicron outbreak, the February capacity is expected to improve to -37.2% down from the 2019 level.

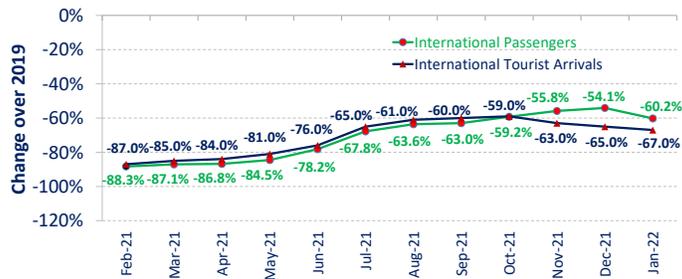


(Source: ICAO, IATA, OAG)

#### International Passengers vs. Tourist Arrivals

International passenger numbers fell by -60.2% in January 2022 (compared to 2019), -6.1 percentage points down from the decline in the previous month. The Omicron outbreak adversely affected international travel of all regions, particularly the Middle East and North America.

The recovery in international tourist arrivals further weakened, following a similar trend as international air travel.



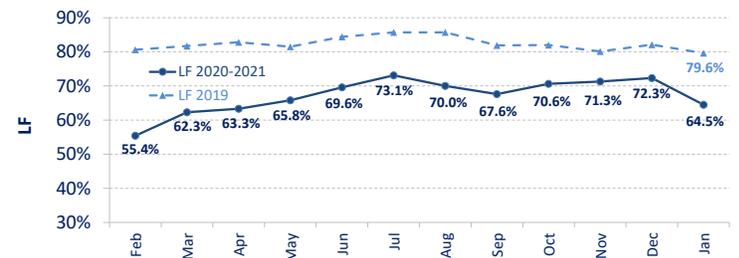
\*UNWTO Definition

(Source: ICAO, UNWTO)

#### Load Factor - LF

The passenger Load Factor reached 64.5% in January 2022, -7.8 percentage points lower than the previous month.

Load factor fell significantly as air travel demand declined more than capacity. As a result, the January LF was -15.1 percentage points below the 2019 level.



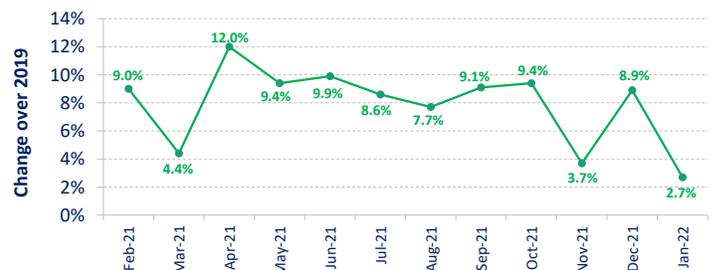
(Source: IATA)

### FREIGHT TRAFFIC

#### Freight Tonne-Kilometres - FTK

World freight traffic reported a growth of +2.7% in January 2022 (compared to 2019), -6.2 percentage points down from the growth in the previous month. Air cargo growth has been volatile in the last few months and slowed down remarkably, affected by both the Omicron outbreak and the decrease in export after the peak year-end consumer events.

The softening was broad-based across all regions, particularly in Asia/Pacific, North America and Latin America/Caribbean, which posted drastic weakening in growth. Africa recorded relatively similar growth as in December 2021, while the Middle East posted the weakest performance among all regions.



(Source: IATA)

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

JAN 2022: -13.9%, -27.8%, and +9.9% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

JAN 22

Airports (ranking by number of departures)	Departures	vs. 2019	Airports (ranking by number of passengers)	Passengers*	vs. 2019	Airports (ranking by tonnes of freight)	Freight**	vs. 2019
Atlanta GA, US (ATL)	28,446	↓ -20.9%	Atlanta GA, US (ATL)	3,009,081	↓ -25.4%	Hong Kong SAR, CN (HKG)	388,000	↓ -1.2%
Chicago IL, US (ORD)	27,123	↓ -17.8%	Chicago IL, US (ORD)	2,618,990	↓ -4.9%	Shanghai, CN (PVG)	313,814	↑ 8.8%
Dallas/Fort Worth TX, US (DFW)	26,729	↓ -4.7%	Dallas/Fort Worth TX, US (DFW)	2,391,449	↓ -12.9%	Memphis TN, US (MEM)	295,637	↓ -22.5%
Denver CO, US (DEN)	22,599	↓ -6.2%	Denver CO, US (DEN)	2,132,409	↓ -13.2%	Anchorage AK, US (ANC)	285,740	↑ 34.3%
Los Angeles CA, US (LAX)	22,592	↓ -20.6%	Miami FL, US (MIA)	1,997,391	↓ -4.8%	Incheon, KR (ICN)	265,161	↑ 26.6%
Miami FL, US (MIA)	20,527	↑ 6.3%	Los Angeles CA, US (LAX)	1,979,904	↓ -41.3%	Taipei, CN (TPE)	238,856	↑ 29.8%
Las Vegas NV, US (LAS)	20,404	↑ 11.8%	Dubai, AE (DXB)	1,962,454	↓ -50.1%	Louisville KY, US (SDF)	215,771	↑ 6.8%
Charlotte NC, US (CLT)	19,781	↓ -15.0%	Orlando FL, US (MCO)	1,738,484	↓ -15.6%	Miami FL, US (MIA)	210,377	↑ 18.3%
Phoenix AZ, US (PHX)	16,908	↓ -9.3%	Istanbul, TR (IST)	1,733,169	↓ -32.5%	Tokyo, JP (NRT)	209,274	↑ 34.2%
Tokyo, JP (HND)	16,141	↓ -16.6%	Mexico City, MX (MEX)	1,624,744	↓ -17.8%	Los Angeles CA, US (LAX)	205,811	↑ 31.0%
Guangzhou, CN (CAN)	16,115	↓ -23.4%	Las Vegas NV, US (LAS)	1,576,217	↓ -19.6%	Doha, QA (DOH)	190,113	↑ 18.7%
Houston TX, US (IAH)	15,895	↓ -19.6%	New Delhi, IN (DEL)	1,518,306	↓ -49.0%	Chicago IL, US (ORD)	188,064	↑ 55.0%
New York NY, US (JFK)	15,751	↓ -13.9%	Guangzhou, CN (CAN)	1,505,363	↓ -50.5%	Guangzhou, CN (CAN)	177,172	↑ 13.2%
Shanghai, CN (PVG)	14,868	↓ -32.3%	Phoenix AZ, US (PHX)	1,503,942	↓ -18.6%	Singapore, SG (SIN)	169,500	↓ -1.1%
Seattle WA, US (SEA)	14,639	↓ -16.2%	São Paulo, BR (GRU)	1,470,629	↓ -26.9%	Dubai, AE (DXB)	169,322	↓ -27.7%

Note: Total scheduled and non-scheduled services

(Source: ACI)

In terms of **aircraft departures**, the Top 15 airports reported a combined fall of **-13.9%**, compared to 2019. All but three of the Top 15 airports were US airports. **Atlanta** overtook Chicago and became **1st** despite a double-digit fall of **-20.9%**. **Miami** and **Las Vegas** were the only airports posting increases at **+6.3%** and **+11.8%**, respectively.

In terms of **passengers**, the Top 15 airports posted a total fall of **-27.8%**, compared to 2019. US airports continued to dominate the list, with 9 in the Top 15. **Atlanta** remained **1st** with a decline of **-25.4%**. **Chicago** and **Miami** recorded the smallest declines of **-4.9%** and **-4.8%**, respectively. **Guangzhou** and **Dubai** recorded the largest fall of **-50.5%** and **-50.1%**, respectively.

In terms of **freight**, the Top 15 airports reported an increase of **+9.9%**, compared to 2019. Over half of the Top 15 airports grew double-digitally, with **Chicago** recording the strongest growth at a robust **+55.0%**. **Hong Kong** remained **1st** albeit with a decline of **-1.2%**. **Dubai** continued to post declines for the fifth consecutive month.

## TOP 15 AIRLINE GROUPS (Ranked by RPK)

JAN 2022: -43.5% (vs. 2019) in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 46.2% of the world's total RPK in January 2022 and declined by **-43.5%** compared to 2019. This decline was 3.5 percentage points smaller than the fall in world's average RPK.

Several major airlines were substantially impacted by the Omicron outbreak and the reinforced travel restrictions worldwide.

The U.S. airlines retained the Top 4 positions, with **American** at **1st**, followed by **United**, **Delta** and **Southwest**. The four airlines, however, posted larger declines compared to December 2021.

As the strict travel restrictions remained in place, only two Chinese airlines ranked in the Top 15, i.e. **China Southern** and **China Eastern**. With slight improvement, the former ranked 4 positions up to **6th**, while the latter remained at **15th**.

Major European airlines also posted slowdown in recovery, with the most drastic deterioration recorded by **IAG**, which dropped 8 positions from 5th to **13th**. Small fluctuations were observed among the others.

**Emirates** maintained the position of **7th**, while **Qatar** improved to **9th**. **LATAM** stayed at **14th** for the third consecutive month and posted similar decline compared to the previous month.

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	RPK (billion)	Change over 2019	% Share of World Total	Cumulative % Share
American	20.8	↓ -28.4%	5.7%	5.7%
United	19.2	↓ -32.3%	5.2%	10.9%
Delta	16.9	↓ -40.0%	4.6%	15.5%
Southwest	12.8	↓ -18.2%	3.5%	19.0%
AF-KLM	11.7	↓ -48.8%	3.2%	22.2%
China Southern	10.9	↓ -52.1%	3.0%	25.2%
Emirates	9.9	↓ -63.0%	2.7%	27.9%
Lufthansa Group	9.8	↓ -54.8%	2.7%	30.6%
Qatar Airways	9.3	↓ -42.4%	2.5%	33.1%
Ryanair	8.6	↓ -33.8%	2.4%	35.4%
Turkish Airlines	8.6	↓ -31.9%	2.3%	37.8%
Aeroflot	8.2	↓ -27.1%	2.2%	40.0%
IAG	7.8	↓ -62.9%	2.1%	42.2%
LATAM Airlines Group	7.5	↓ -35.7%	2.1%	44.2%
China Eastern	7.2	↓ -60.4%	2.0%	46.2%
<b>Top 15 Total RPKs</b>	<b>169 billion</b>	<b>↓ -43.5%</b>	<b>46.2%</b>	
<b>World Total RPKs</b>	<b>366 billion</b>	<b>↓ -47.0%</b>	<b>100.0%</b>	

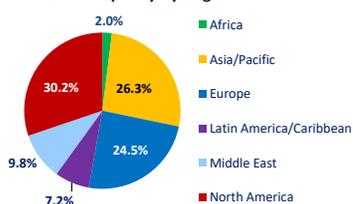
(Source: ICAO, airlines' websites)

Note: Total scheduled and non-scheduled services

## CAPACITY BY REGION (ICAO Statistical Regions)

JAN 2022: -37.2% (vs. 2019) in terms of World ASK

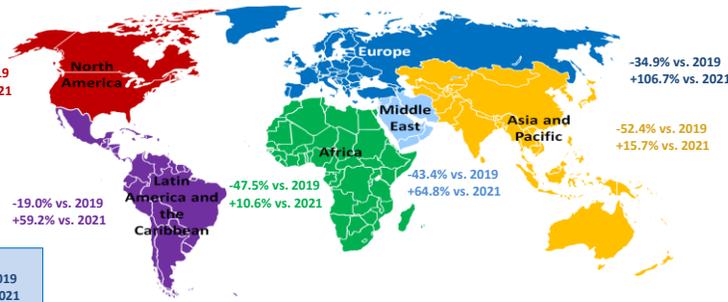
% Share of Capacity by Region



-15.0% vs. 2019

+59.0% vs. 2021

World:  
-37.9% vs. 2019  
+51.8% vs. 2021



Worldwide capacity contracted by **-37.2%** in January 2022, compared to 2019. All regions saw smaller declines, except for the Middle East and Europe, which saw more capacity reduction amid the Omicron outbreak.

North America and Latin America/Caribbean posted the smallest contractions, while Asia/Pacific was the slowest recovering region.

(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.