



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

GLOBAL KEY FIGURES

2015*
(versus 2014)

RPK ▲ +6.8% ASK ▲ +6.1% FTK ▲ +2.2% LF: 80.2% ▲ +0.5 pts

2015* Preliminary figures

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic grew by +6.8% in the year 2015, +1.0 percentage points higher than the 2014 growth (+5.8%). This growth reached the highest level after the post recession rebound in 2010. The strongest growth in international and domestic traffic was recorded by the Middle East and Asia/Pacific Regions, respectively. Among the major domestic markets, India posted the highest growth by +20.2%. Despite the moderate economic growth in 2015, passenger traffic demand remained strong due to the lower air fares offered by carriers benefiting from the substantial fall in oil price.



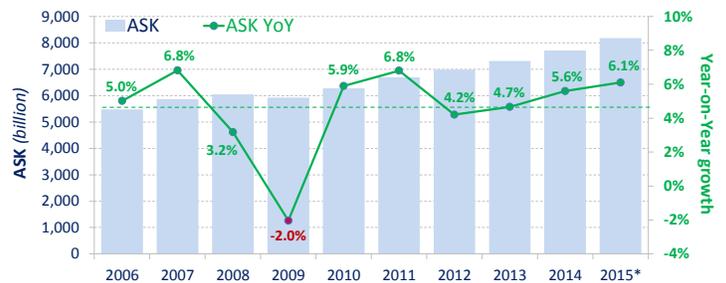
(Source: ICAO, IATA, OAG)

CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide increased by +6.1% in the year 2015, +0.5 percentage points higher than the 2014 expansion (+5.6%). Capacity growth ranged from +0.9% in Africa to +13.8% in the Middle East.

Total passenger traffic growth outstripped the increase in capacity by +0.7 percentage points, resulting in an improvement in passenger load factor.



(Source: ICAO, IATA, OAG)

International Traffic vs. Tourist Arrivals

International passenger traffic grew by 6.7% YoY in the year 2015, +0.7 percentage points higher than the 2014 growth (+6.0%). Europe increased by 5.5 per cent and accounted for the largest share of international RPKs at 37%. The Middle East remained the fastest growing region.

International tourist arrivals* followed a similar yearly trend.



(Source: IATA, UNWTO)

Load Factor - LF

The passenger Load Factor reached 80.2% in 2015, the highest level in the past 10 years. Despite an increase in capacity offered in all regions, the average global passenger load factor improved by +0.5 percentage points over 2014, due to the continued air carrier optimization. North America recorded the highest load factor approximating 83.5%.



(Source: IATA)

FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic increased by +2.2% YoY in 2015, less than half of the +4.9% growth registered in 2014, reflecting stagnating world trade development. All major regions posted weak performances in 2015. The Middle East, by contrast, posted strong growth, offsetting to some extent the weakness in other regions. The international segment of freight traffic, which represents nearly 87% of total air freight, grew by around +2.9% after registering +5.2% growth in 2014. Poor air cargo demand resulted in a decline in freight load factor from around 50% in 2014 to 47% in 2015. It was observed that air carriers improved their cargo capacity utilization by moving higher volumes of freight via passenger aircraft, rather than making use of dedicated freighters.



(Source: IATA)



» Continued from page 1

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

2015*: +1.2%, +6.1%, and +1.1% YoY in terms of aircraft departures, passengers and freight for the Top 15

2015 Full Year

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)	441,249	↑ 1.6%	Atlanta GA, US (ATL)	50,744,944	↑ 5.5%	Hong Kong, CN (HKG)	4,379,762	↑ 0.1%
Chicago IL, US (ORD)	437,568	↓ -0.8%	Beijing, CN (PEK)	44,969,314	↑ 4.4%	Memphis TN, US (MEM)	4,289,377	↑ 0.9%
Dallas/Fort Worth TX, US (DFW)	340,622	↑ 0.2%	Dubai, AE (DXB)	39,005,133	↑ 10.7%	Shanghai, CN (PVG)	3,178,985	↑ 2.5%
Los Angeles CA, US (LAX)	327,782	↑ 3.0%	Chicago IL, US (ORD)	38,471,247	↑ 9.8%	Anchorage AK, US (ANC)	2,624,312	↑ 5.3%
Beijing, CN (PEK)	295,085	↑ 1.4%	Tokyo, JP (HND)	37,658,359	↑ 3.4%	Dubai, AE (DXB)	2,505,507	↑ 4.5%
Denver CO, US (DEN)	270,607	↓ -4.3%	London, GB (LHR)	37,494,957	↑ 2.2%	Incheon, KR (ICN)	2,489,662	↑ 0.6%
Charlotte NC, US (CLT)	270,472	↓ -0.8%	Los Angeles CA, US (LAX)	37,352,061	↑ 5.7%	Louisville KY, US (SDF)	2,262,650	↑ 1.9%
Las Vegas NV, US (LAS)	265,165	↑ 1.5%	Hong Kong, CN (HKG)	34,165,405	↑ 8.3%	Tokyo, JP (NRT)	2,085,275	↓ -0.6%
Houston TX, US (IAH)	251,422	↓ -1.2%	Paris, FR (CDG)	32,885,644	↑ 3.1%	Taipei, CN (TPE)	2,008,703	↓ -3.1%
Paris, FR (CDG)	237,888	↑ 0.9%	Dallas/Fort Worth TX, US (DFW)	32,036,234	↑ 0.9%	Frankfurt, DE (FRA)	1,993,467	↓ -2.8%
London, GB (LHR)	237,010	↑ 0.3%	Istanbul, TR (IST)	30,918,391	↑ 9.2%	Miami FL, US (MIA)	1,970,616	↓ -0.1%
Frankfurt, DE (FRA)	234,077	↓ -0.2%	Frankfurt, DE (FRA)	30,516,011	↑ 2.5%	Beijing, CN (PEK)	1,889,830	↑ 2.7%
Amsterdam, NL (AMS)	232,761	↑ 2.8%	Shanghai, CN (PVG)	30,026,694	↑ 16.3%	Paris, FR (CDG)	1,861,197	↓ -1.4%
Istanbul, TR (IST)	232,433	↑ 5.8%	Amsterdam, NL (AMS)	29,142,424	↑ 6.0%	Singapore, SG (SIN)	1,853,000	↑ 0.5%
Shanghai, CN (PVG)	224,107	↑ 11.5%	New York NY, US (JFK)	28,422,625	↑ 6.7%	Los Angeles CA, US (LAX)	1,846,010	↑ 5.7%

Note: Total scheduled and non-scheduled services

In terms of **aircraft departures**, the Top 15 airports reported a YoY growth of +1.2% in 2015. More than half of the Top 15 airports were US airports, 4 were in Europe, and the remaining 2 were in Asia/Pacific. **Atlanta** ranked 1st with a growth of +1.6%. **Shanghai** achieved the highest growth of +11.5%, corresponding with the strong domestic traffic demand in China.

In terms of **passengers**, the Top 15 airports reported a YoY growth of +6.1% in 2015. **Atlanta** remained 1st with a +5.5% increase. All airports in the Top 15 posted an increase, with **Shanghai** recording the highest growth of +16.3%. Despite a decrease in departures, number of passengers in **Chicago** increased by +9.8%, mostly due to the +11.5% increase in domestic passengers.

In terms of **freight**, the Top 15 airports reported a marginal YoY increase of +1.1% in 2015. Air freight markets in all regions have been fragile through the year, except in the Middle East. **Hong Kong** ranked 1st with an increase of +0.1%. **Dubai** grew strongly by +4.5%, owing to the network expansion of Middle Eastern carriers.

(Source: ACI)

TOP 15 AIRLINE GROUPS (Ranked by RPK)

2015*: +6.0% YoY in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 47.6% of world total RPK in 2015, and grew by +6.0% compared to 2014. This growth was -0.8 percentage points lower than the world average on scheduled services. All the Top 15 airline groups posted a growth in 2015.

American ranked 1st in RPK with a growth of +2.4%. **Delta** ranked 1 position up to 2nd compared to 2014 with a growth of +3.3%. **United** ranked 3rd with a relatively slower growth of +1.5%.

Emirates, the only carrier from the Middle East Region in the Top 15, grew by +8.8%, and out-ranked AF-KLM becoming the 4th.

As for European airlines, **AF-KLM** grew by +2.8% and ranked 1 position lower to 5th. **IAG** grew by +9.6% and ranked 1 position up to 6th. **Lufthansa** became 7th with a growth of +2.7%. **Turkish Airlines** continued to grow fast by +11.7%, and ranked 13th.

Out of the Top 15 airline groups, 6 were from the Asia/Pacific Region. **China Southern** ranked 1 position up to 8th with a strong growth of +13.7%. **Singapore Airlines Group** posted the lowest growth within the Top 15, with a marginal growth of +0.4%.

2015 Full Year



(Source: ICAO, airlines' websites)

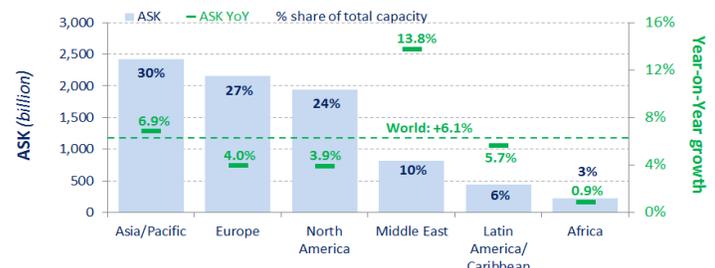
Note: Total scheduled and non-scheduled services

CAPACITY BY REGION (ICAO Statistical Regions)

2015*

All regions posted a positive growth in capacity in 2015 with a +6.1% increase in worldwide capacity, +0.5 percentage points higher than the 2014 growth.

Capacity offered by carriers in Asia/Pacific, Europe, and North America accounted for 81% of the total capacity offered worldwide. **Asia/Pacific** accounted for the highest share of 30% and increased by +6.9%. **Europe** grew modestly at +4.0%, also impacted by temporary factors in the year like airline strikes. **North America** posted higher growth than 2014, supported by the improving US economy conditions. **The Middle East** continued to record the highest capacity increase among all regions by +13.8%. **Latin America/Caribbean** grew by +5.7%, with expansions mostly seen in international capacity, while relatively weaker growth was observed in the domestic market. **Africa** showed improvements in the later months of 2015, but the overall growth is still slow comparing to other regions.



(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 4. ICAO Estimate