



<http://www.icao.int/Sustainability/Documents/Yearly-Monitor.pdf>

### GLOBAL KEY FIGURES

## 2013 (versus 2012)

RPK ▲ +5.2%

ASK ▲ +4.8%

LF: 79.0% ▲ +0.3 pts

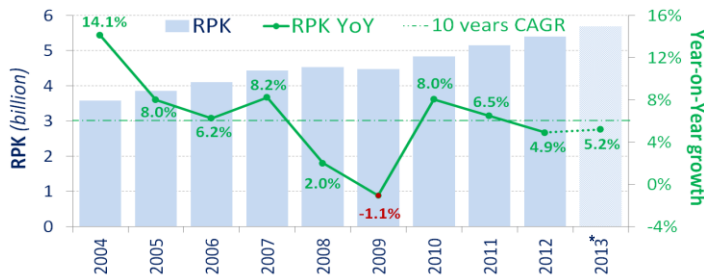
Note: Preliminary figures

### PASSENGER TRAFFIC

#### Revenue Passenger-Kilometres - RPK

World passenger traffic expressed in terms of RPK on total scheduled services increased by +5.2% in 2013 compared to 2012, according to ICAO preliminary figures. This represents the fourth consecutive positive growth for the air transport industry since 2009 and corresponds to a slightly higher increase than in 2012.

The growth in the second half of the year has been higher than in the first half, similar to world economic growth which showed an increasing trend over the successive quarterly growth rates of 2013.



### CAPACITY

#### Available Seat-Kilometres - ASK

Capacity worldwide increased by +4.8% in 2013 compared to 2012, which is 0.9 percentage points higher than in the previous year. This result is slightly lower than the last ten years compound annual growth rate (CAGR) of +5.1%.

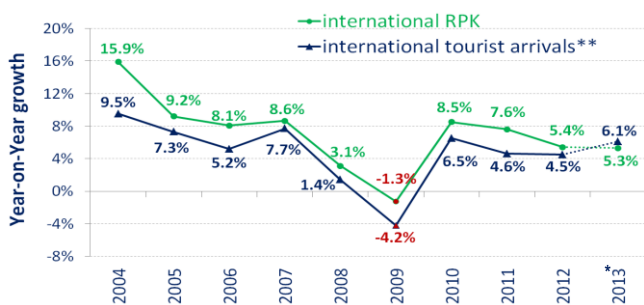
The capacity offered by the airlines in 2013 is the largest of the ten year period.



#### International Traffic

Preliminary figures indicate that in 2013, international markets grew slightly faster than domestic ones, posting +5.3% increase year-on-year.

With an increase of +6.1% compared to 2012, international tourist arrivals, for the first time in ten years, grew at a faster pace than international passengers.

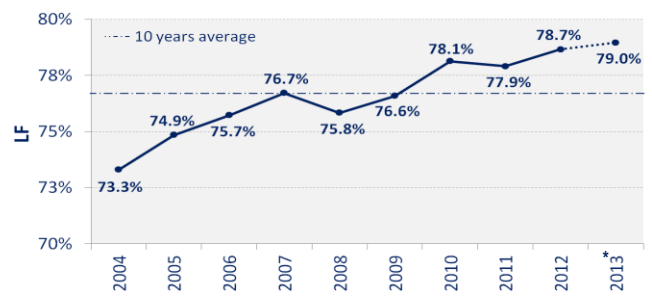


(Source: ICAO, UNWTO)

#### Load Factor - LF

The passenger Load Factor, reaching 79.0% in 2013, increased by +0.3 percentage points compared to 2012. It also corresponds to an increase of +5.7 percentage points compared to 2004, and represents the highest LF of the ten year period.

In ten years, the airlines have therefore significantly improved the management of their capacity according to the demand.



\*Preliminary figures

\*\*Tourists by all modes of transport (air tourists account for 52% of the total in 2012)

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### TOP 15 AIRPORTS

2013: -0.6% YoY in terms of departures for the Top 15

In term of departures, the Top 15 airports reported a decrease of -0.6% in 2013 compared to 2012.

Six airports recorded a positive growth and among them, Dallas (+4.3%) recorded the highest rate. The largest decrease was performed by Denver (-4.9%), which recorded a decrease every month in 2013 in terms of departures.

Atlanta ranked first in 2013 in both departures and passengers. Chicago remained second this year in terms of departures, although it took the first rank over Atlanta during a couple of months in 2013. Ten airports out of the Top 15 were Americans.

Beijing, the sole airport of the Top 15 from the Asia/Pacific region, grew at +1.9% and ranked second in terms of passengers handled.

In 2013, Paris was the largest European airport in terms of departures ranking 10<sup>th</sup> of the Top 15, while London ranked 3<sup>rd</sup> worldwide in terms of passengers handled. Amsterdam is the only European airport of the Top 15 that recorded a positive growth in terms of departures, while all posted positive growth in terms of passengers handled.

Airports (ranking by number of departures)	Departures	2013 vs. 2012	Passengers*	2013 vs. 2012
Atlanta GA, US (ATL)	455,537	↓ -2.1%	47,215,393	↓ -1.1%
Chicago IL, US (ORD)	441,644	↑ 0.6%	33,441,636	↑ 0.1%
Dallas/Fort Worth TX, US (DFW)	339,015	↑ 4.3%	30,218,133	↑ 3.2%
Los Angeles CA, US (LAX)	307,459	↑ 1.6%	33,363,398	↑ 4.8%
Denver CO, US (DEN)	291,327	↓ -4.9%	26,278,180	↓ -1.1%
Beijing, CN (PEK)	283,880	↑ 1.9%	41,856,178	↑ 2.2%
Charlotte NC, US (CLT)	278,974	↑ 1.1%	21,728,155	↑ 5.4%
Las Vegas NV, US (LAS)	260,496	↓ -1.3%	20,928,394	↑ 0.5%
Houston TX, US (IAH)	253,149	↓ -0.8%	19,932,663	↓ -0.1%
Paris, FR (CDG)	239,153	↓ -3.9%	31,026,459	↑ 0.7%
Frankfurt, DE (FRA)	236,346	↓ -2.0%	29,018,474	↑ 0.9%
London, GB (LHR)	235,969	↓ -0.7%	36,184,015	↑ 3.3%
Amsterdam, NL (AMS)	220,029	↑ 0.6%	26,284,625	↑ 3.0%
Phoenix AZ, US (PHX)	217,944	↓ -3.2%	20,159,226	↓ -0.3%
Philadelphia PA, US (PHL)	217,242	↓ -2.0%	15,256,240	↑ 0.9%

(Source: ACI)

Note: Total scheduled and non-scheduled services

### TOP 15 AIRLINES

2013: +4.4% YoY in terms of RPK for the Top 15

In term of RPK, the Top 15 airlines reported an increase of +4.4% in 2013 compared to 2012. When compared to last year, the Top 15 are composed of the same carriers.

United, the largest airline, decreased by -0.5% compared to 2012. All other airlines of the Top 15 posted positive growth in 2013.

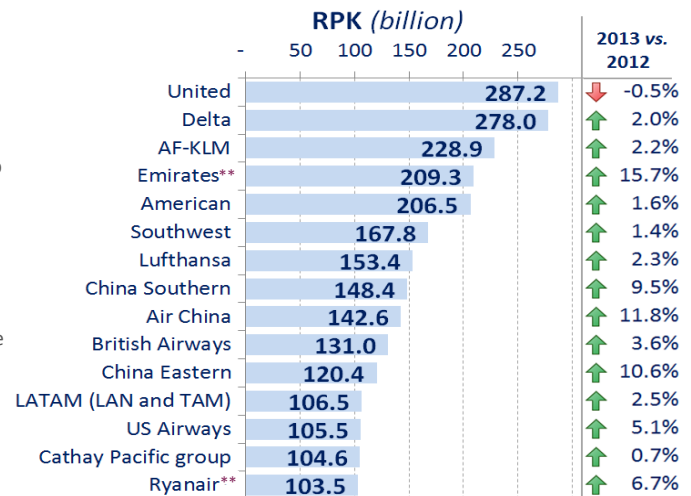
The Top 3 did not change from last year: United is 1<sup>st</sup>, Delta is 2<sup>nd</sup>, AF-KLM is 3<sup>rd</sup>.

The largest increase was performed by Emirates, with an estimated growth of +15.7%.

The three Chinese carriers of the Top 15 performed well with growth rates above +9.5%. Cathay Pacific group posted a +0.7% increase, growing positively only in the second half of the year. US airways recorded an increase of +5.1% and moved one rank up over Cathay Pacific group.

Among the European airlines of the Top 15, Ryanair (+6.7%) recorded the strongest growth in 2013 followed by British Airways (+3.6%), Lufthansa (+2.3%) and AF-KLM (+2.2%), by inverse order of their ranks.

LATAM recorded an increase of +2.5% which is lower than the scheduled passenger traffic growth of the Latin American/Caribbean Region.



(Source: ICAO, airlines websites)

Note: Total scheduled and non-scheduled services

### CAPACITY BY REGION (ICAO Statistical Regions)

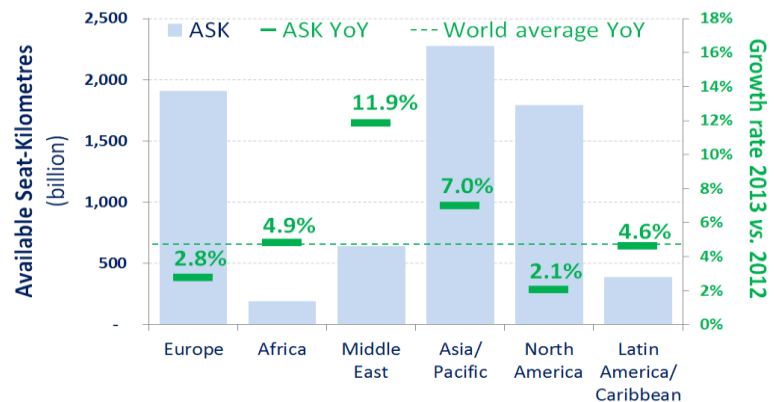
2013

Based on 2013 figures, Asia/Pacific remains the world's largest region, with a 32% share of total capacity representing an increase of +7.0% over 2012.

Despite an improving economic climate in Europe and North America, the capacity of the European and North American airlines grew below the world average, growing at +2.8% and +2.1%, respectively.

The Middle East region remains the fastest growing in the world, expanding at +11.9% in 2013 and accounting for 9% of the world traffic.

The capacity offered by the airlines of Latin America/ Caribbean and Africa represents respectively 5% and 3% of the world total, and expanded +4.6% and +4.9%, respectively.



Note: Total scheduled services

\* Embarked Passengers \*\*Source: ICAO estimates